SENECA ROAD BUSINESS PARK AND STORAGE

TRAFFIC STUDY

JULY 30, 2024

PREPARED FOR:

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1.0 INTRODUCTION

This report presents the methodology, findings and conclusions of the traffic impact analysis (TIA) prepared for the proposed Seneca Road Business Park and Storage project (the project). The proposed project will be located on the southeast corner of Pearmain Street and Seneca Road in the City of Adelanto (City). The proposed project will include a mix of retail, office, and storage facilities.

1.1 Purpose of the Traffic Study and Study Objectives

This report is intended to satisfy the requirements for a TIA established by the San Bernardino County Congestion Management Program (CMP), adopted November 3, 1993, and last revised in 2016, as well as the requirements for the disclosure of potential impacts and mitigation measures per the California Environmental Quality Act (CEQA). The San Bernardino County CMP is implemented by the San Bernardino County Transportation Authority (SBCTA). The CMP requires analysis of off-site intersections potentially affected by the project, which the CMP defines as intersections at which the project is forecast to add 50 or more peak hour trips. This report evaluates four intersections under six analysis scenarios and proposes circulation improvements for intersections that operate or are forecast to operate at unsatisfactory levels of service. In addition, this report also evaluates alternative modes of travel near the project.

1.2 Project Location & Study Area

As stated earlier, the project is located on the southeast corner of Pearmain Street and Seneca Road in the City of Adelanto. Figure 1 shows the regional location of the project. The project proposes the construction of a mix of land uses that include the following:

- Strip Retail Plaza (4,700 SF)
- Office (4,700 SF)
- Self-Storage (139,000 SF)
- RV Park (69 Parking Spaces).

Opening year is anticipated to be 2026. Figure 2 illustrates the site plan of the proposed project.

Based on the trip generation and trip distribution of the proposed project, and based on discussion with City staff, this report analyzes the following four intersections for traffic operations:

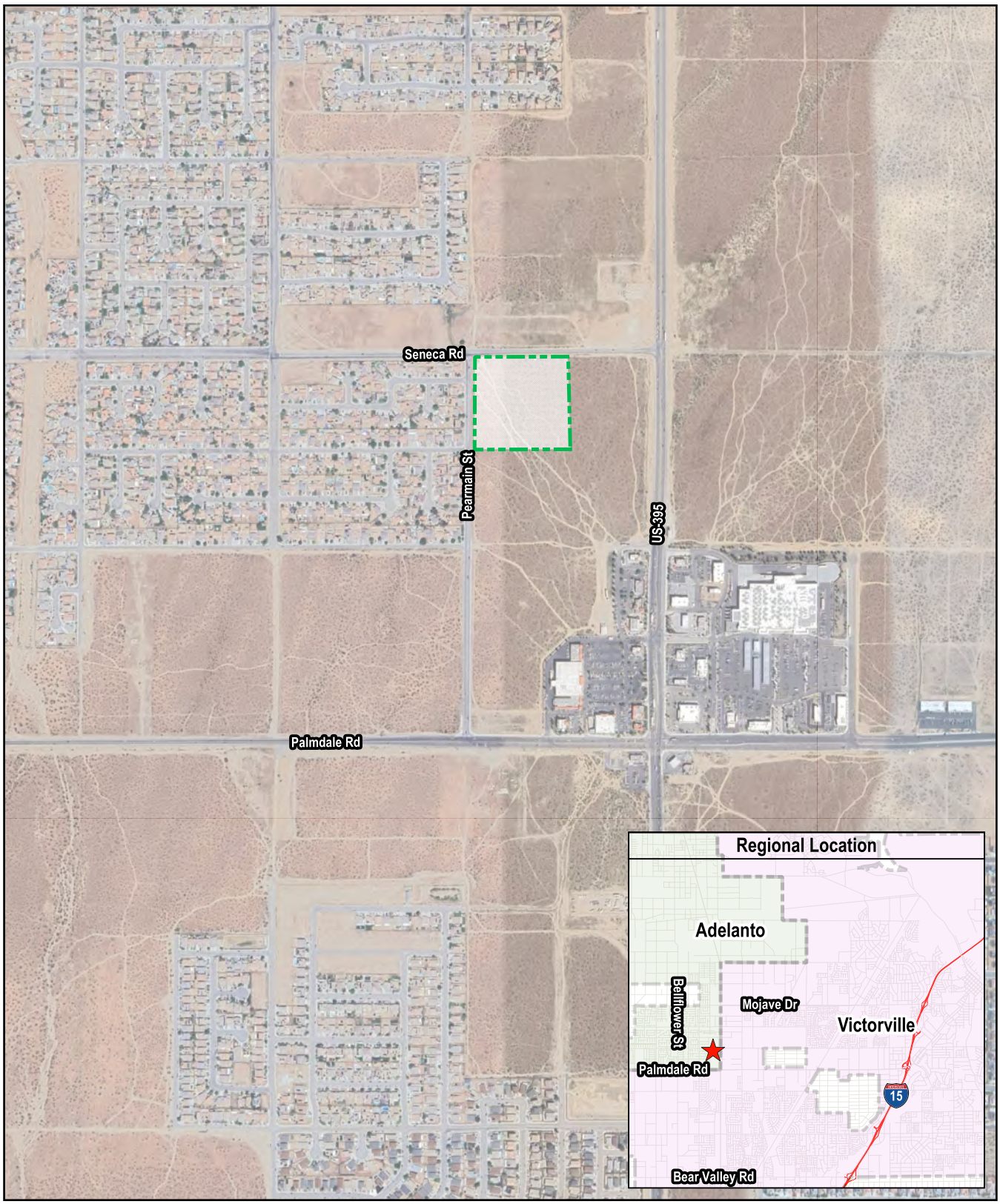
1. Pearmain Street & Seneca Road.
2. Driveway 1 & Seneca Road.
3. Driveway 2 & Seneca Road.
4. US-395 & Seneca Road.

Figure 3 illustrates intersections included in the traffic study.

1.3 Analysis Scenarios

Based on discussion with City staff, this report analyzes traffic conditions for the following six scenarios:

1. Existing Without Project Conditions.
2. Existing With Project Conditions.
3. Opening Year (2026) Without Project Conditions.
4. Opening Year (2026) With Project Conditions.
5. Year 2045 Without Project Conditions.



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Project Boundary

FIGURE 1

Seneca Road Business Park and Storage
Regional Project Location

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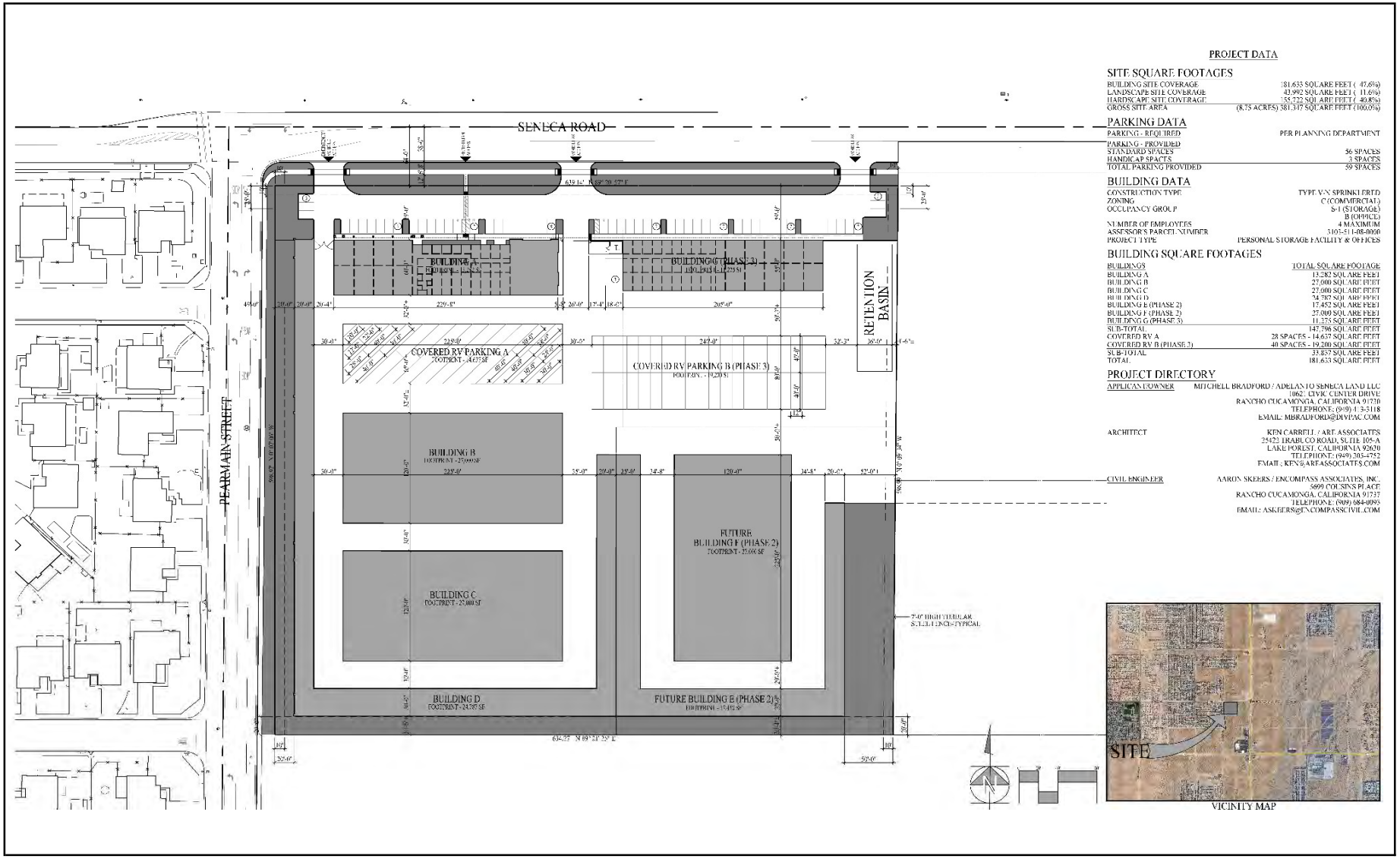

FIGURE 2

Seneca Road Business Park and Storage
Site Plan

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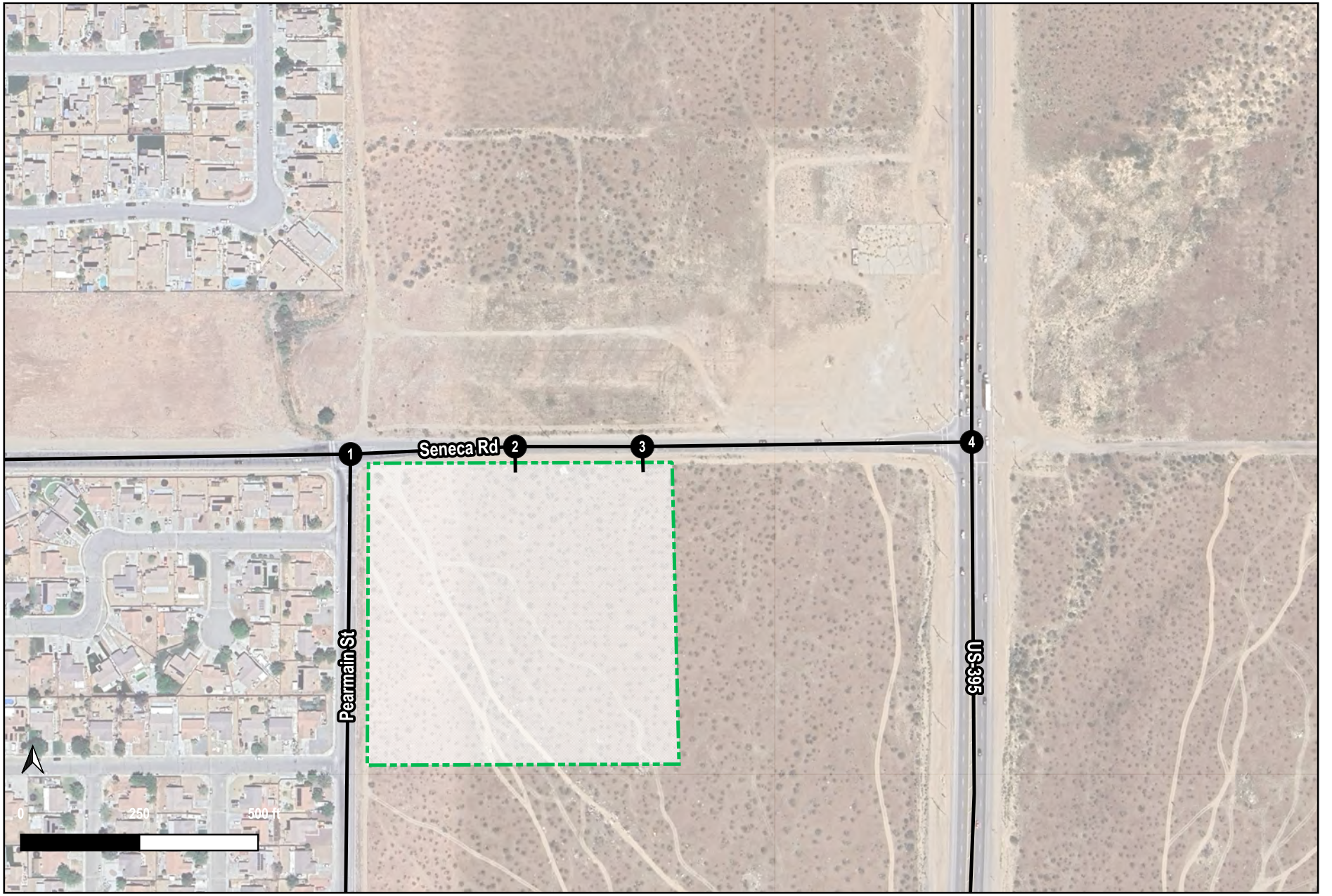

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Project Boundary Study Intersections

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FIGURE 3

Seneca Road Business Park and Storage
Study Area Intersections

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6. Year 2045 With Project Conditions.

Consistent with the CMP, this report analyzes weekday a.m. and p.m. peak hour conditions. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 a.m. and 9:00 a.m. The p.m. peak hour is defined as the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m.

2.0 PROJECT DESCRIPTION

The project site is vacant, and it is proposed to include a mix of retail, office, and storage facilities. Access to the project site will be provided on Seneca Road via two full-access driveways. Previously referenced Figure 2 illustrates the site plan which includes the location of the driveways.

2.1 Project Trip Generation

The trip generation for the proposed project was developed using rates for Land Use 822 "Strip Retail Plaza", Land Use 712 "Small Office Building", Land Use 151 "Mini-Warehouse" from the Institute of Transportation Engineers' (ITE) *Trip Generation*, 11th Edition. The trip generation for the RV parking facilities was developed using survey data of an existing RV storage facility located at 15305 Little Morongo Road in Desert Hot Springs. The surveys were conducted between November 2019 and January 2020 and are included in Appendix A. Table A shows the calculation of the project trip generation for the a.m. peak hour, p.m. peak hour, and weekday. As shown in Table A, the proposed project is forecast to generate 30 trips in the a.m. peak hour, 51 trips in the p.m. peak hour, and 466 daily trips.

2.2 Project Trip Distribution & Assignment

Trip distribution patterns for the proposed project were developed based on the location of the project in relation to the surrounding land uses and regional network. Figure 4 shows the trip distribution for project trips. The project trip generation was applied to the trip distribution patterns for the proposed project to develop trip assignments for new project trips. Figure 5 shows the project trip assignment at the study intersections.

3.0 LOS DEFINITIONS, PROCEDURES, AND THRESHOLDS

Level of service (LOS) is a measure of the quality of operational conditions within a traffic stream and is generally expressed in terms of such measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Levels range from A to F, with LOS A representing excellent (free-flow) conditions and LOS F representing extreme congestion. Consistent to the guidelines, the Highway Capacity Manual (HCM) procedures have been used to evaluate levels of service. This section discusses the LOS definitions, procedures, and thresholds used in this report.

3.1 Levels of Service

The analysis of traffic operations at intersections was conducted according to the Highway Capacity Manual 7th Edition (HCM) delay methodologies, which is described in the Highway Capacity Manual (Transportation Research Board, Washington, D.C., November 2016). Under the HCM methodology, LOS for signalized intersections is based on the average delay experienced by vehicles traveling through an intersection, whereas for un-signalized intersections, the LOS is based on the worst approach where the minor leg has a shared lane and on the worst movement where the minor leg has dedicated turn lanes. Table B presents a brief description of each level of service letter grade, as well as the range of delays associated with each grade.

3.2 Levels of Service Thresholds

The City of Adelanto uses a threshold based on LOS C, therefore, intersections operating at LOS D, E, or F are considered to operate at unsatisfactory LOS. In addition, Caltrans uses a threshold based on LOS D, therefore, intersections operating at LOS E or F are considered to operate at unsatisfactory LOS.

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Table A: Project Trip Generation

Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
Self-Storage								
Trip Generation Rates [1]		0.05	0.04	0.09	0.07	0.08	0.15	1.45
Trip Generation	139.00 TSF	7	6	13	10	11	21	202
Office								
Trip Generation Rates [2]		1.37	0.30	1.67	0.73	1.43	2.16	14.39
Trip Generation	4.70 TSF	6	2	8	3	7	10	68
Strip-Retail Plaza								
Trip Generation Rates [3]		1.42	0.94	2.36	3.30	3.30	6.59	54.45
Trip Generation	4.70 TSF	7	4	11	15	16	31	256
Pass-By Percent[4]				28%			40%	28%
Pass-By Trips		(2)	(1)	(3)	(6)	(6)	(12)	(72)
Net Trips After Pass-By Trips		5	3	8	9	10	19	184
RV Parking								
Trip Generation Rates [5]		0.51	0.47	0.97	0.93	1.12	2.05	17.23
Trip Generation	0.68 Per 100 Parking Spaces	0	1	1	1	0	1	12
Total Trip Generation		**18**	**12**	**30**	**23**	**28**	**51**	**466**

Notes: TSF = Thousand Square Feet

[1] Trip generation based on rates for Land Use 151 - "Mini-Warehouse" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

[2] Trip generation based on rates for Land Use 712 - "Small Office Building" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

[3] Trip generation based on rates for Land Use 822 - "Strip Retail Plaza (<40k)" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

[4] Passs-by rates for p.m. based on ITE Trip Generation (11th Edition) for Land Use 821. Daily rates are based on NCHRP 684. Rates for a.m. peak hour kept at daily levels.

[5] Trip generation based on survey data conducted by LSA at a RV Parking facility located at 15305 Little Morongo Road, Desert Hot Springs in 2019-2020.

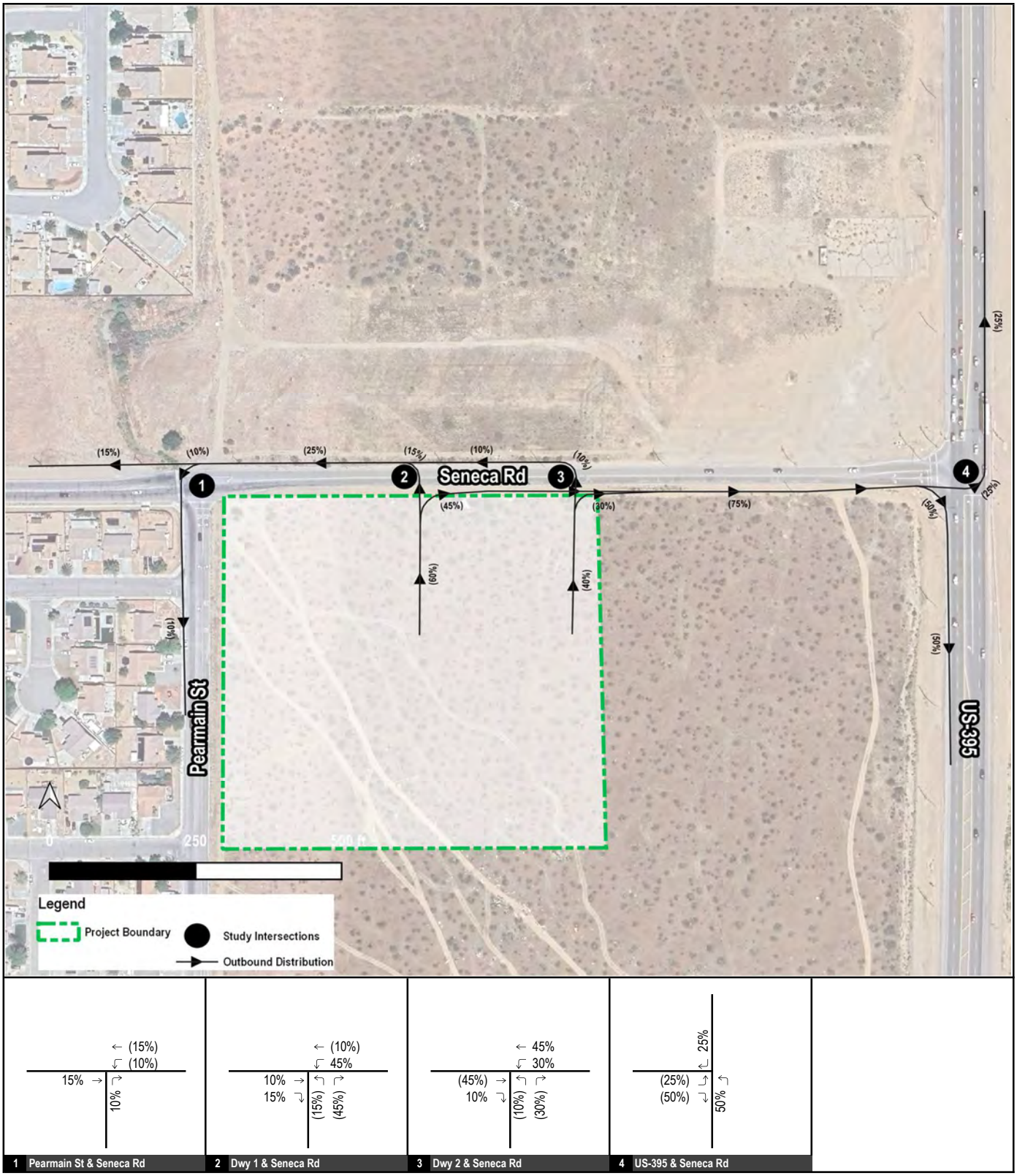

FIGURE 4

XX%(YY%) Inbound%(Outbound%) Distribution

Seneca Road Business Park and Storage
Project Trip Distribution

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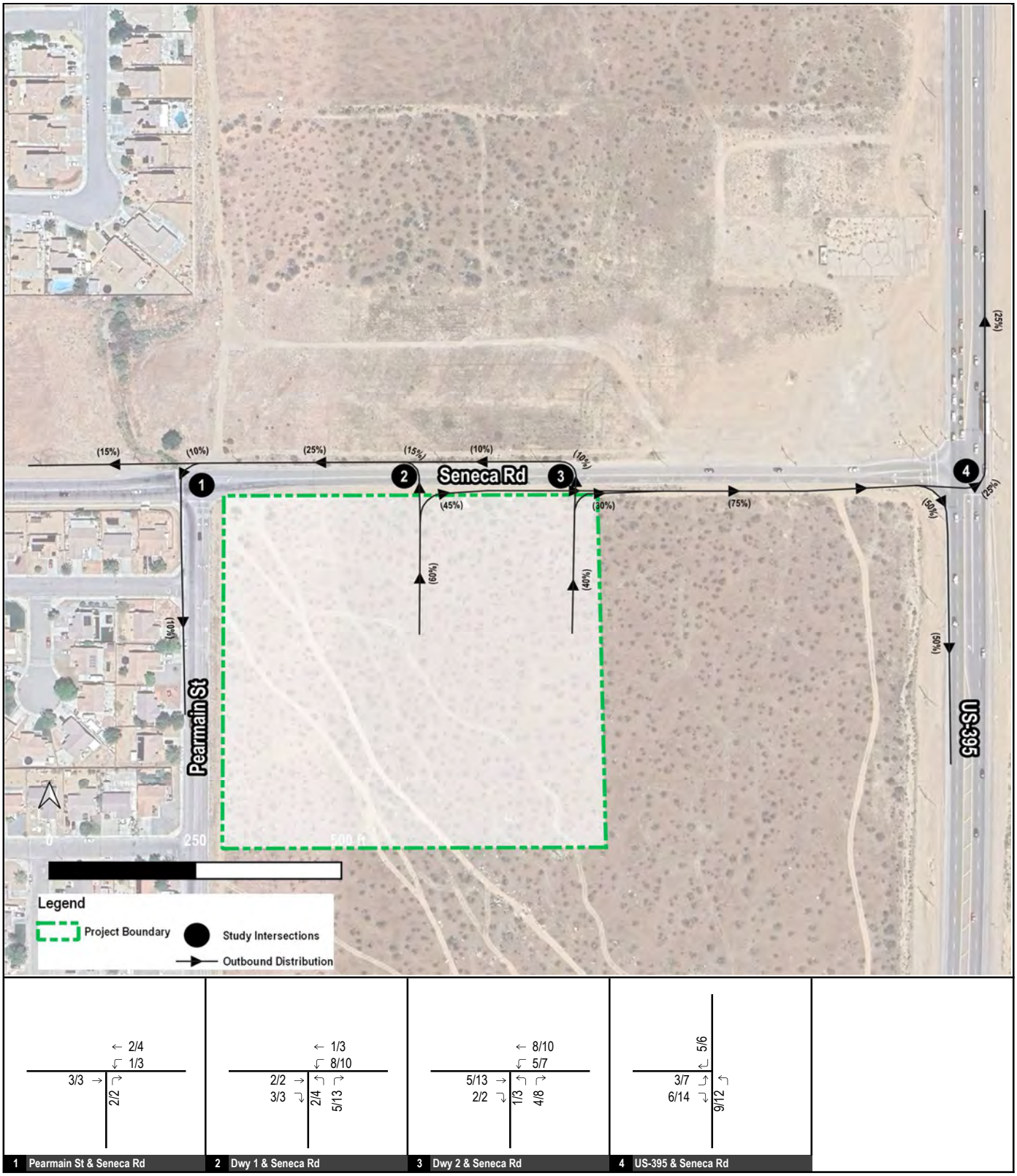

FIGURE 5

XX/YY AM/PM Peak Hour Project Trips

Seneca Road Business Park and Storage
Project Trip Assignment

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P:\DP - Seneca Road Business Park and Storage\Analysis\Figure 5 Project Trip Assignment (5/22/2024)

4.0 VOLUME DEVELOPMENT METHODOLOGY

Forecast traffic volumes at study intersections were developed based on discussion with City staff and consistent with CMP guidelines.

4.1 Existing Without Project Traffic Volumes

Existing without project traffic volumes are based on peak hour intersection turn movement counts collected by Counts Unlimited Inc. in May 2023. Vehicle classification counts (e.g., passenger vehicle, 2-axle truck, 3-axle truck, and 4 or more axle truck), were conducted at the existing intersections. Passenger car equivalent (PCE) volumes at these intersections were computed using a PCE factor of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for trucks with 4 or more axles. Count sheets are contained in Appendix A. Detailed volume development worksheets are included in Appendix B.

Table B: Level Of Service Criteria

LOS	Description of Drivers' Perception and Traffic Operation	Delay in Seconds	
		Un-signalized	Signalized
A	This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable, or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.	≤ 10	≤ 10
B	This level is assigned when the volume-to-capacity ratio is low and either progression is highly favorable, or the cycle length is short. More vehicles stop than with LOS A.	> 10 and ≤ 15	> 10 and ≤ 20
C	This level is typically assigned when progression is favorable, or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	> 15 and ≤ 25	> 20 and ≤ 35
D	This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective, or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.	> 25 and ≤ 35	> 35 and ≤ 55
E	This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.	> 35 and ≤ 50	> 55 and ≤ 80
F	This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	> 50	> 80

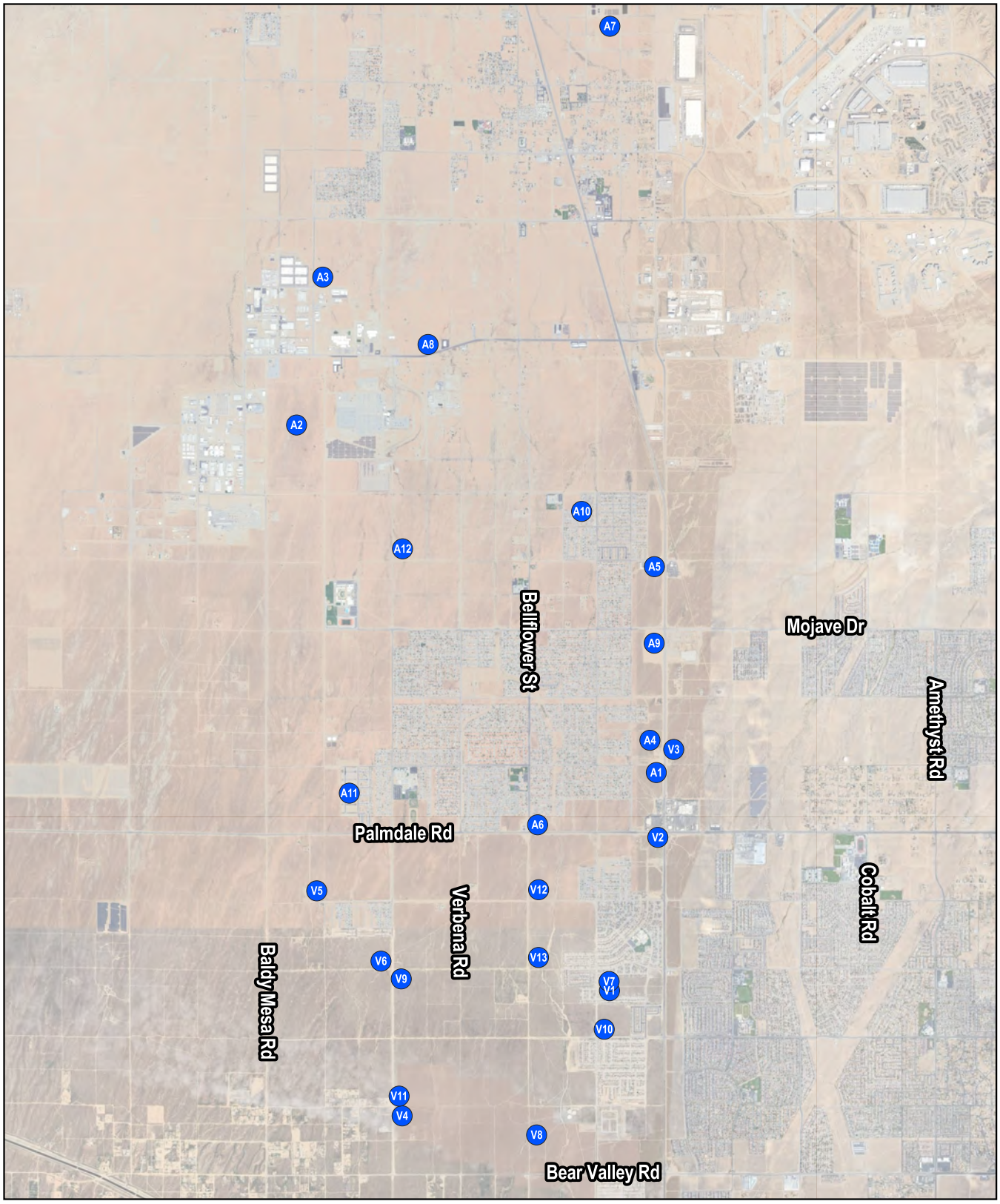
Source: *Highway Capacity Manual, 7th Edition*

4.2 Opening Year (2026) Without Project Traffic Volumes

Opening year (2026) without project peak hour traffic volumes were developed by applying an annual growth rate of 2 percent per year (2024 to 2026) for two years to the existing without project volumes and adding approved and pending project trips at each study intersection. The approved and pending projects were determined based on discussion with City staff. Figure 6 shows the approved and pending project locations. Table C lists the approved and pending projects included in the analysis. The approved and pending projects are anticipated to generate 3,500 net a.m. peak hour trips, 3,913 net p.m. peak hour trips, and 61,580 net daily trips. Detailed volume development worksheets are included in Appendix B.

4.3 Year 2045 Without Project Traffic Volumes

Based on the CMP, traffic volumes for year 2045 conditions have been developed using the SBTAM. The base year for the traffic model is 2016 and the forecast year is 2040. The difference between the modeled 2016 and 2040 peak



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Approved and Pending Projects

FIGURE 6

Seneca Road Business Park and Storage
Approved and Pending Project Locations

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Table C - Approved and Pending Projects Trip Generation

	Project Name	Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
		City of Adelanto								
A1	**Quick N Clean Car Wash**	**Automated Car Wash**								
		Trip Generation Rates [1]		N/A	N/A	N/A	38.75	38.75	77.50	775
		Trip Generation	1 TUN	0	0	0	39	39	78	775
A2	**Copart Adelanto**	**Manufacturing Industrial**								
		Trip Generation Rates [2]		1.37	0.30	1.67	0.73	1.43	2.16	14.39
		Trip Generation	12.80 TSF	18	3	21	9	19	28	184
A3	**Adelanto Industrial Center**	**General Light Industrial**								
		Trip Generation Rates [3]		0.65	0.09	0.74	0.09	0.56	0.65	4.87
		Trip Generation	72.00 TSF	47	6	53	7	40	47	351
A4	**CUP 20-01; LDP 20-01**	**Hotel**								
		Trip Generation Rates [4]		0.26	0.20	0.46	0.30	0.29	0.59	7.99
		Trip Generation	90 RM	23	18	41	27	26	53	719
		Restaurant								
		Trip Generation Rates [5]		5.26	4.31	9.57	5.52	3.53	9.05	107.2
		Trip Generation	5.29 TSF	28	23	51	29	19	48	567
		Pass-By Trips [6]		0	0	0	(11)	(11)	(21)	(21)
		Net External Trip Generation		28	23	51	19	9	27	546
A5	**St. Mary's Property**	**Medical Office**								
		Trip Generation Rates [7]		2.45	0.65	3.10	1.18	2.75	3.93	36
		Trip Generation	18 TSF	43	12	55	21	49	70	637
		Retail								
		Trip Generation Rates [8]		1.42	0.94	2.36	3.30	3.30	6.59	54.45
		Trip Generation	7.00 TSF	10	7	17	23	23	46	381
		Pass-By Trips [9]		0	0	0	(9)	(9)	(18)	(18)
		Net External Trip Generation		10	7	17	14	14	28	363
		Restaurant								
		Trip Generation Rates [5]		5.26	4.31	9.57	5.52	3.53	9.05	107.2
		Trip Generation	3.80 TSF	20	16	36	21	13	34	407
		Pass-By Trips [6]		0	0	0	(8)	(8)	(15)	(15)
		Net External Trip Generation		20	16	36	14	6	19	392
		Fast-Food with Drive-Through								
		Trip Generation Rates [10]		22.75	21.86	44.61	17.18	15.85	33.03	467.48
		Trip Generation	3.50 TSF	80	76	156	60	56	116	1,636
		Pass-By Trips [11]		(39)	(39)	(78)	(32)	(32)	(64)	(142)
		Net External Trip Generation		41	37	78	28	24	52	1,494
		Gas Station w/ Market								
		Trip Generation Rates [12]		15.80	15.80	31.60	13.45	13.45	26.90	345.75
		Trip Generation	16.00 VFP	253	253	506	215	215	430	5,532
		Pass-By Trips [13]		(193)	(193)	(385)	(162)	(162)	(323)	(708)
		Net External Trip Generation		61	61	121	54	54	107	4,824
A6	**CUP 19-05; LDP 19-04**	**Gas Station w/ Market**								
		Trip Generation Rates [12]		15.80	15.80	31.60	13.45	13.45	26.90	345.75
		Trip Generation	12.00 VFP	190	189	379	161	162	323	4,149
		Pass-By Trips [13]		(144)	(144)	(288)	(121)	(121)	(242)	(530)
		Net External Trip Generation		46	45	91	40	41	81	3,619
		Car Wash								
		Trip Generation Rates [14]		N/A	N/A	N/A	7.10	7.10	14.20	142
		Trip Generation	3.58 TSF	0	0	0	25	26	51	508
		Fast-Food with Drive-Through								
		Trip Generation Rates [10]		22.75	21.86	44.61	17.18	15.85	33.03	467.48
		Trip Generation	2.50 TSF	57	55	112	43	40	83	1,169
		Pass-By Trips [11]		(28)	(28)	(56)	(23)	(23)	(46)	(102)
		Net External Trip Generation		29	27	56	20	17	37	1,067

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Table C - Approved and Pending Projects Trip Generation

	Project Name	Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
A7	CUP 19-14	Cannibis Cultivation								
		Trip Generation Rates [15]		0.64	0.05	0.69	0.18	0.46	0.64	6.4
		Trip Generation	363 TSF	233	18	251	65	168	233	2,325
A8	Park Family Trust	Cannibis Cultivation								
		Trip Generation Rates [15]		0.64	0.05	0.69	0.18	0.46	0.64	6.4
		Trip Generation	84 TSF	54	4	58	15	39	54	538
A9	7-Eleven	Gas Station w/ Market								
		Trip Generation Rates [12]		15.80	15.80	31.60	13.45	13.45	26.90	345.75
		Trip Generation	16.00 VFP	253	253	506	215	215	430	5,532
		Pass-By Trips [13]		(193)	(193)	(385)	(162)	(162)	(323)	(708)
		Net External Trip Generation		61	61	121	54	54	107	4,824
A10	Residential	Single-Family Residential								
		Trip Generation Rates [16]		0.18	0.53	0.70	0.59	0.35	0.94	9.43
		Trip Generation	116 DU	20	61	81	69	40	109	1,094
A11	Mixed-Use	Single-Family Residential								
		Trip Generation Rates [16]		0.18	0.53	0.70	0.59	0.35	0.94	9.43
		Trip Generation	141 DU	25	74	99	84	49	133	1,330
		Hotel								
		Trip Generation Rates [4]		0.26	0.20	0.46	0.30	0.29	0.59	7.99
		Trip Generation	130 RM	33	27	60	39	38	77	1,039
		Retail								
		Trip Generation Rates [8]		1.42	0.94	2.36	3.30	3.30	6.59	54.45
		Trip Generation	29.50 TSF	42	28	70	97	97	194	1,606
		Pass-By Trips [9]		0	0	0	(39)	(39)	(78)	(78)
		Net External Trip Generation		42	28	70	58	58	116	1,528
		Park								
		Trip Generation Rates [4]		0.01	0.01	0.02	0.06	0.05	0.11	0.78
		Trip Generation	8 AC	0	0	0	1	0	1	6
A12	Residential	Single-Family Residential								
		Trip Generation Rates [16]		0.18	0.53	0.70	0.59	0.35	0.94	9.43
		Trip Generation	20 DU	4	10	14	12	7	19	189
		City of Victorville								
V1	Desert Trails Prepatory Academy	Elementary School								
		Trip Generation Rates [17]		0.40	0.34	0.74	0.07	0.09	0.16	2.27
		Trip Generation	460 STU	184	156	340	34	40	74	1,044
V2	Mixed Use	Fast-Food with Drive-Through								
		Trip Generation Rates [10]		22.75	21.86	44.61	17.18	15.85	33.03	467.48
		Trip Generation	8.80 TSF	200	193	393	151	140	291	4,114
		Pass-By Trips [11]		(99)	(99)	(197)	(80)	(80)	(160)	(357)
		Net External Trip Generation		102	95	196	71	60	131	3,757
		Restaurant								
		Trip Generation Rates [5]		5.26	4.31	9.57	5.52	3.53	9.05	107.2
		Trip Generation	4.50 TSF	24	19	43	25	16	41	482
		Pass-By Trips [6]		0	0	0	(9)	(9)	(18)	(18)
		Net External Trip Generation		24	19	43	16	7	23	464
		Retail								
		Trip Generation Rates [18]		1.07	0.66	1.73	2.54	2.65	5.19	67.52
		Trip Generation	75.00 TSF	80	50	130	191	198	389	5,064
		Pass-By Trips [19]		0	0	0	(78)	(78)	(156)	(156)
		Net External Trip Generation		80	50	130	113	120	233	4,908
		Car Wash								
		Trip Generation Rates [14]		N/A	N/A	N/A	38.75	38.75	77.50	775
		Trip Generation	1.00 TUN	0	0	0	39	39	78	775
		Gas Station w/ Market								
		Trip Generation Rates [12]		15.80	15.80	31.60	13.45	13.45	26.90	345.75
		Trip Generation	16.00 VFP	253	253	506	215	215	430	5,532
		Pass-By Trips [13]		(193)	(193)	(385)	(162)	(162)	(323)	(708)
		Net External Trip Generation		61	61	121	54	54	107	4,824

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Table C - Approved and Pending Projects Trip Generation

	Project Name	Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
V3	Residential	**Single-Family Residential**								
		Trip Generation Rates [16]		0.18	0.53	0.70	0.59	0.35	0.94	9.43
		Trip Generation	69 DU	12	36	48	41	24	65	651
V4	Residential	**Single-Family Residential**								
		Trip Generation Rates [16]		0.18	0.53	0.70	0.59	0.35	0.94	9.43
		Trip Generation	195 DU	34	103	137	115	68	183	1,839
V5	Residential	**Single-Family Residential**								
		Trip Generation Rates [16]		0.18	0.53	0.70	0.59	0.35	0.94	9.43
		Trip Generation	132 DU	23	69	92	78	46	124	1,245
V6	Residential	**Single-Family Residential**								
		Trip Generation Rates [16]		0.18	0.53	0.70	0.59	0.35	0.94	9.43
		Trip Generation	271 DU	47	143	190	160	95	255	2,556
V7	Residential	**Single-Family Residential**								
		Trip Generation Rates [16]		0.18	0.53	0.70	0.59	0.35	0.94	9.43
		Trip Generation	48 DU	8	26	34	28	17	45	453
V8	Residential	**Single-Family Residential**								
		Trip Generation Rates [16]		0.18	0.53	0.70	0.59	0.35	0.94	9.43
		Trip Generation	151 DU	26	80	106	89	53	142	1,424
V9	Residential	**Single-Family Residential**								
		Trip Generation Rates [16]		0.18	0.53	0.70	0.59	0.35	0.94	9.43
		Trip Generation	168 DU	29	89	118	99	59	158	1,584
V10	Residential	**Single-Family Residential**								
		Trip Generation Rates [16]		0.18	0.53	0.70	0.59	0.35	0.94	9.43
		Trip Generation	147 DU	26	77	103	87	51	138	1,386
V11	Residential	**Single-Family Residential**								
		Trip Generation Rates [16]		0.18	0.53	0.70	0.59	0.35	0.94	9.43
		Trip Generation	246 DU	43	129	172	146	85	231	2,320
V12	Residential	**Single-Family Residential**								
		Trip Generation Rates [16]		0.18	0.53	0.70	0.59	0.35	0.94	9.43
		Trip Generation	72 DU	13	37	50	43	25	68	679
V13	Residential	**Single-Family Residential**								
		Trip Generation Rates [16]		0.18	0.53	0.70	0.59	0.35	0.94	9.43
		Trip Generation	352 DU	62	184	246	208	123	331	3,319
Total Net External Trip Generation				**1,610**	**1,890**	**3,500**	**2,133**	**1,781**	**3,913**	**61,580**

Notes: DU = Dwelling Unit, TSF = Thousand Square Feet

1 Trip generation based on data from "Quick N Clean Car Wash" from Urban Crossroads (July 22, 2022).

2 Trip generation based on data from "City of Adelanto Planning Commission Agenda Report", (May 6, 2020).

3 Trip Generation based on rates for Land Use 110 - "General Light Industrial" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

4 Trip generation based on rates for Land Use 310 - "Hotel" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

5 Trip Generation based on rates for Land Use 932 - "High-Turnover (Sit-Down) Restaurant" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

6 Pass-By rates based on rates for Land Use 932 - "High-Turnover (Sit-Down) Restaurant" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

7 Trip generation based on rates for Land Use 720 - "Medical-Dental Office Building - Stand-Alone" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

8 Trip Generation based on rates for Land Use 822 - "Strip Retail Plaza (<40k)" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

9 Pass-By rates based on rates for Land Use 821 - "Shopping Plaza (40-150k)" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

10 Trip Generation based on rates for Land Use 934 - "Fast-Food Restaurant with Drive-Through Window" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

11 Pass-By rates based on rates for Land Use 934 - "Fast-Food Restaurant with Drive-Through Window" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

12 Trip Generation based on rates for Land Use 945 - "Convenience Store/Gas Station" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

13 Pass-By rates based on rates for Land Use 945 - "Convenience Store/Gas Station" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

14 Trip Generation based on rates for Land Use 948 - "Automated Car Wash" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

15 Trip Generation based on rates for Land Use 190 - "Marijuana Cultivation and Processing Facility" From Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

16 Trip Generation based on rates for Land Use 210 - "Single-Family Detached Housing" From Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

17 Trip Generation based on rates for Land Use 520 - "Elementary School" From Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

18 Trip Generation based on rates for Land Use 821 - "Shopping Plaza (40-150k)" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

19 Pass-By rates based on rates for Land Use 821 - "Shopping Plaza (40-150k)" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

period directional arterial traffic volumes (for each intersection approach and departure) were identified from loaded network model plots. This difference defines the growth in traffic over the 24-year period. This incremental growth in peak period approach and departure volumes was factored to develop the incremental change in peak hour volumes. The SBTAM uses a three-hour a.m. peak period and a four-hour p.m. peak period. Southern California Association of Governments (SCAG), the regional Metropolitan Transportation Organization (MPO) has established that the a.m. peak hour comprises 38 percent of the a.m. peak period and that the p.m. peak hour comprises 28 percent of the p.m. peak period. Therefore, the incremental changes in peak period volumes were multiplied by the appropriate factor to develop incremental changes in peak hour volumes. The incremental growth in approach and departure volumes between 2016 and 2040 was factored to reflect the forecast growth between the year of the ground counts (2024) and 2045. For this purpose, linear growth between 2016 and forecast 2045 was assumed. Since the increment between 2024 and 2045 is 21 years of the 24-year time span, a factor of 0.875(i.e., 21/24) was used. This forecast growth in approach and departure volumes was added to the 2024 ground counts, resulting in post-processed forecast year 2045 link volumes. Forecast year 2045 turn volumes were developed using existing turn volumes and the future approach and departure volumes, based on the methodologies contained in *National Cooperative Highway Research Program Report (NCHRP) 255: Highway Traffic Data for Urbanized Area Project Planning and Design* (Transportation Research Board, December 1982).

4.4 Existing, Opening Year (2026), and Year 2045 With Project Traffic Volumes

Traffic volumes for existing, opening year (2026), and year 2045 with project conditions were developed by adding the trip assignment to the corresponding (i.e. existing and opening year) without project peak hour traffic volumes.

5.0 EXISTING CONDITIONS

This section discusses the existing transportation conditions in the study area.

5.1 Existing Roadway Conditions

Regional access to the project site is provided by US-395 to the east and State Route 18 to the south. Local access to the project will be provided by the following roadways:

- **US-395** is oriented in the north-south direction and is a 4-lane roadway and has a speed limit of 55 miles per hour. US-395 is designated as a six-lane roadway in the City's Circulation Element.
- **Seneca Road** is oriented in an east-west direction and is a 2-lane roadway and has a speed limit of 35 miles per hour. Seneca Road is designated as a four-lane Major Street in the City's Circulation Element.
- **Pearmain Street** is oriented in the north-south direction and is a 2-lane roadway and has a speed limit of 35 miles per hour. Pearmain Street is designated as a Local Street in the City's Circulation Element.

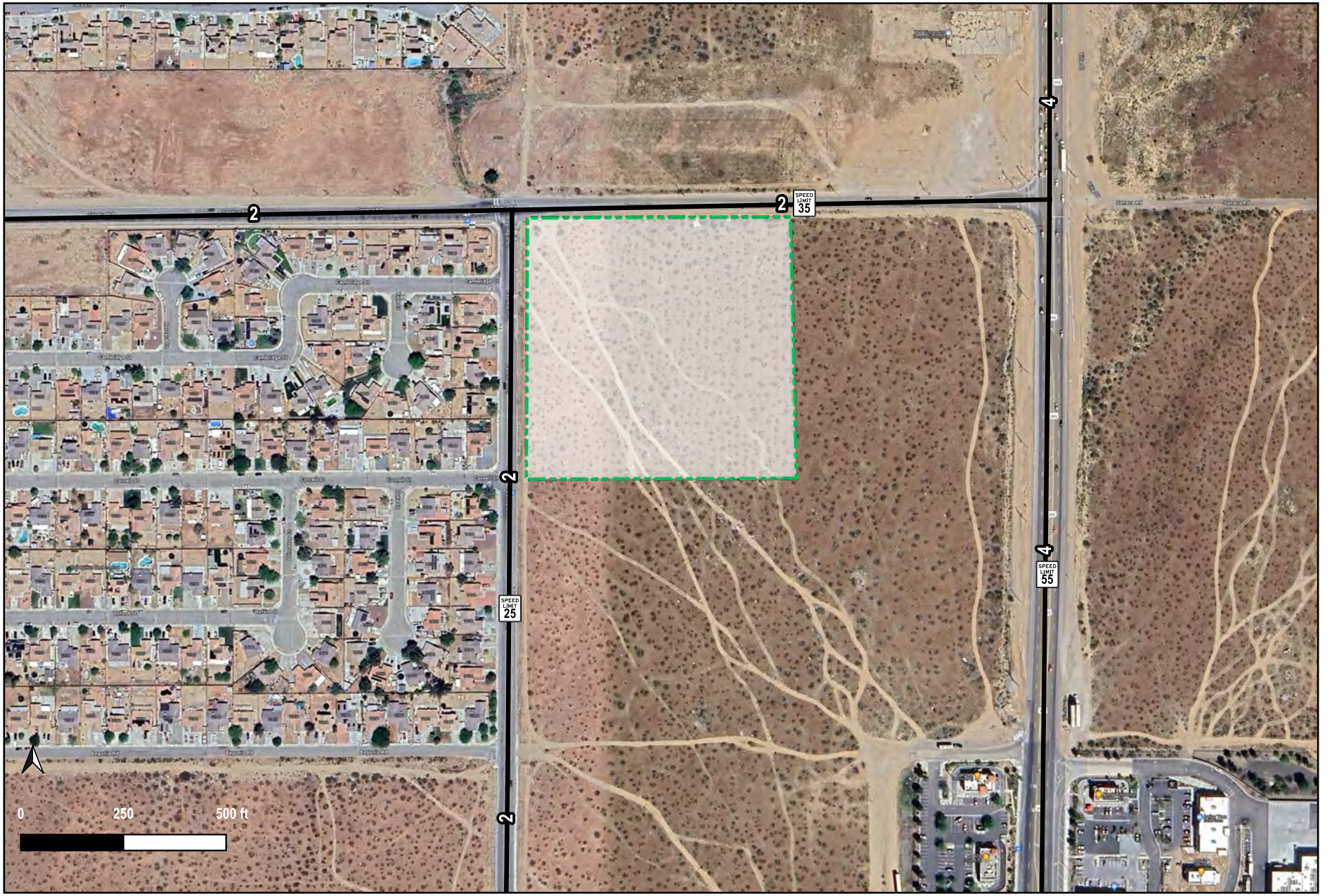
Figure 7 illustrates the number of lanes and speed limits for the roadways adjacent to the project. Figure 8 illustrates the City of Adelanto's Circulation Map.

5.2 Existing Transit Service

Public transportation services within the City of Adelanto and near the proposed project include bus transit service provided by the Victor Valley Transit Authority. The bus service is further described below.

Bus Service. Bus service in the vicinity of the project is provided by Route 33 and travels on Seneca Road, US-395, and Bellflower Street near the project area. Route 33 operates at 60-minute headways on weekdays and weekends.

Figure 9 illustrates the existing transit.



Legend

Project Boundary — Mid-Block Number of Lanes

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FIGURE 7

Seneca Road Business Park and Storage
Mid-Block Number of Lanes and Speed Limits

G:\DP - Seneca Business Park and Storage\Reports\Mid-Block Number of Lanes and Speed Limits.qgz (07-30-2024)

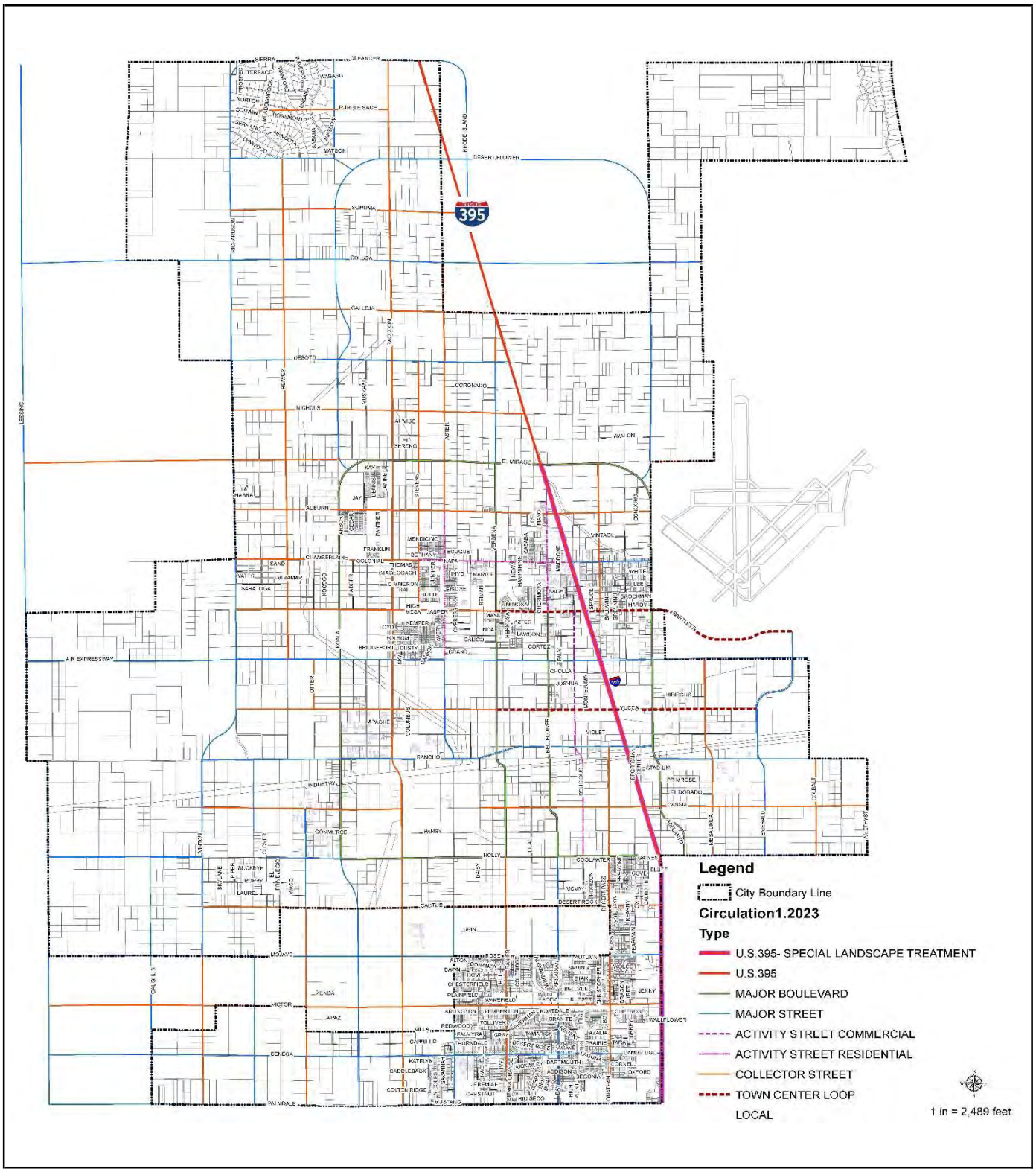

FIGURE 8

Seneca Road Business Park and Storage
City of Adelanto's Circulation Map

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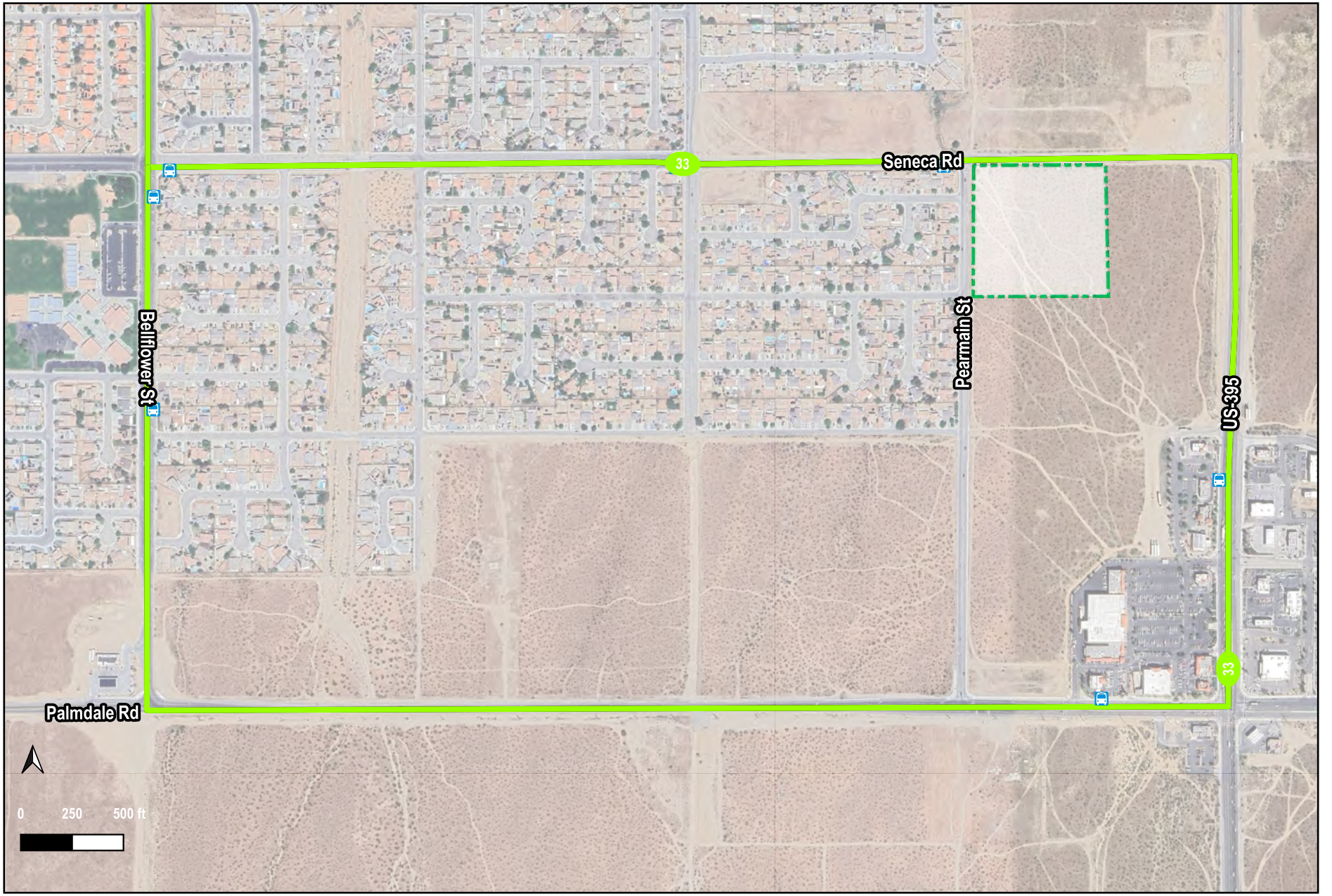
P:\DP - Seneca Road Business Park and Storage\Analysis\Figure 8 City of Adelanto's Circulation Map 7/30/2024



Legend

Project Boundary Route 33 Bus Stops

FIGURE 9

Seneca Road Business Park and Storage
Existing Transit

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G:\DP - Seneca Business Park and Storage\Reports\Transit.qgz (07-30-2024)

5.3 Existing Pedestrian & Bicycle Facilities

The San Bernardino County Non-Motorized Transportation Plan includes three types of facilities and are discussed below:

- **Class I bikeways,** also known as "bike paths", provide a completely separate right-of-way designated for exclusive use of bicycles and pedestrians with minimum cross flows by motorists. They are shared use paths that may be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users.
- **Class II bikeways** also known as "bike lanes", provide a restricted right-of-way designated for exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with permitted vehicle parking and cross flows by pedestrians and motorists. This portion of roadway is designated by striping, signing, pavement delineation, and pavement markings for preferential or exclusive use of bicyclists.
- **Class III bikeways,** also known as "bike routes", provide a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists.

The project site is currently vacant, with no bike lanes on the adjacent streets. Figure 10 illustrates the bike lanes. Pedestrian circulation in Adelanto is primarily provided via sidewalks. There are discontinuous sidewalks adjacent to the project on Pearmain Street and no sidewalks adjacent to the project on Seneca Road. Figure 11 illustrates the pedestrian facilities.

5.4 Existing Without Project Levels of Service

An intersection level of service analysis was conducted for existing without project conditions to determine current circulation system performance. Figure 12 shows the existing without project lane geometrics and stop controls at the study intersections. The existing without project traffic volumes at study intersections are illustrated in Figure 13. Detailed volume development worksheets are included in Appendix B. The existing without project levels of service for the study area intersections are summarized in Table D. Level of service calculation worksheets are contained in Appendix C. As shown in Table D, all study area intersections are currently operating at satisfactory levels of service.

5.5 Existing With Project Intersections Levels of Service

An intersection level of service analysis was conducted for existing with project conditions to determine circulation system performance. Figure 14 shows the existing with project lane geometrics and stop controls at the study intersections. Existing with project traffic volumes at study intersections are shown in Figure 15. The existing with project levels of service for the study area intersections are summarized in Table D. Level of service calculation worksheets are contained in Appendix C. As shown in Table D, all study area intersections are forecast to operate at satisfactory levels of service.

6.0 OPENING YEAR (2026) CONDITIONS

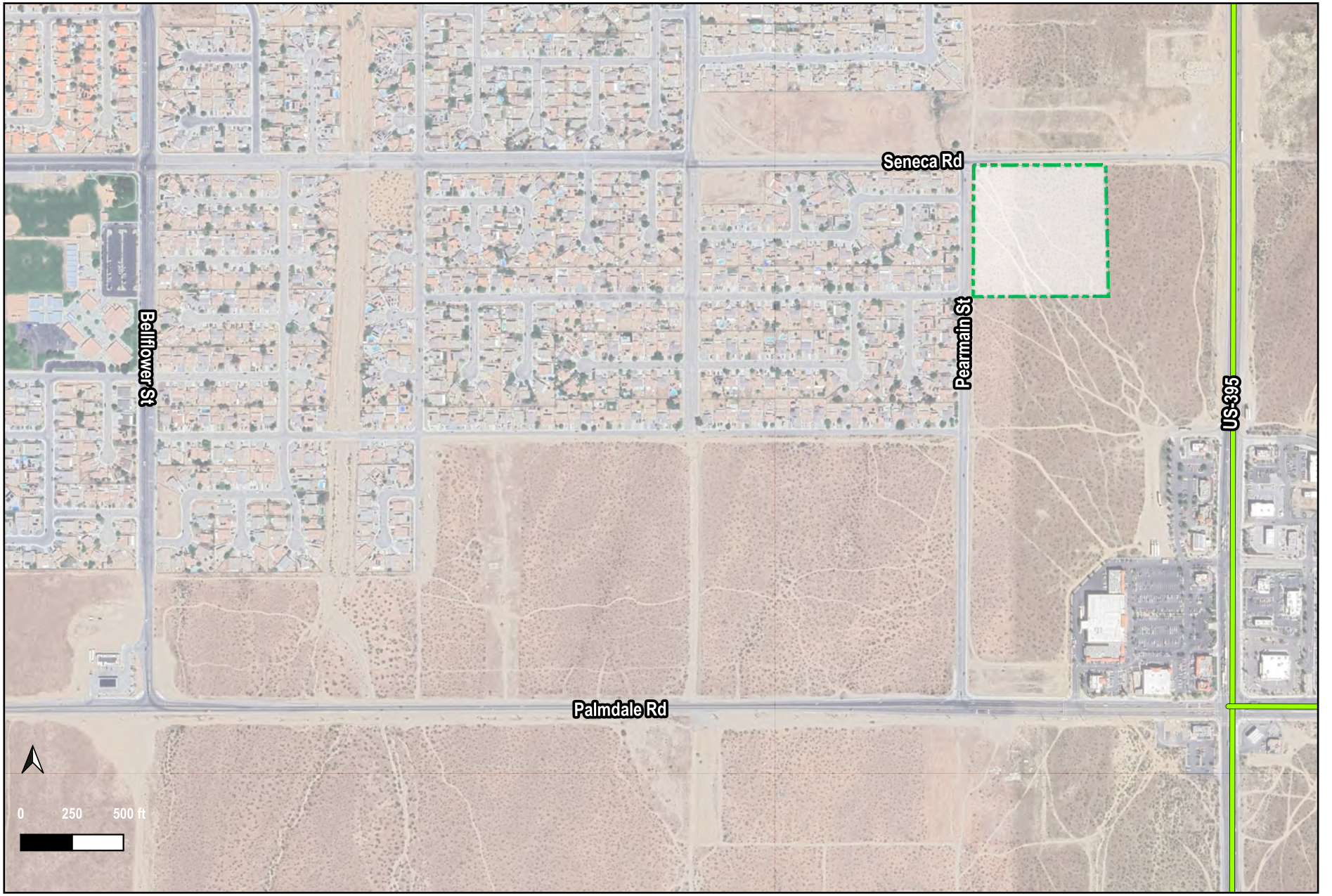
This section discusses opening year (2026) transportation conditions in the study area. It is anticipated that the project will open in 2026.

6.1 Opening Year (2026) Roadway Conditions

Opening year (2026) roadway conditions are assumed to be the same as those under existing conditions.

6.2 Opening Year (2026) Transit Service

Transit service under opening year (2026) conditions are anticipated to remain the same as under existing conditions.



Legend

Project Boundary Future Class II Bike Lane

FIGURE 10

Seneca Road Business Park and Storage
Bike Lanes

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G:\DP - Seneca Business Park and Storage\Reports\Bike Lanes.qgz (07-30-2024)

Legend

Project Boundary Sidewalks

FIGURE 11

Seneca Road Business Park and Storage
Pedestrian Facilities

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G:\DP - Seneca Business Park and Storage\Reports\Pedestrian Facilities.qgz (07-30-2024)

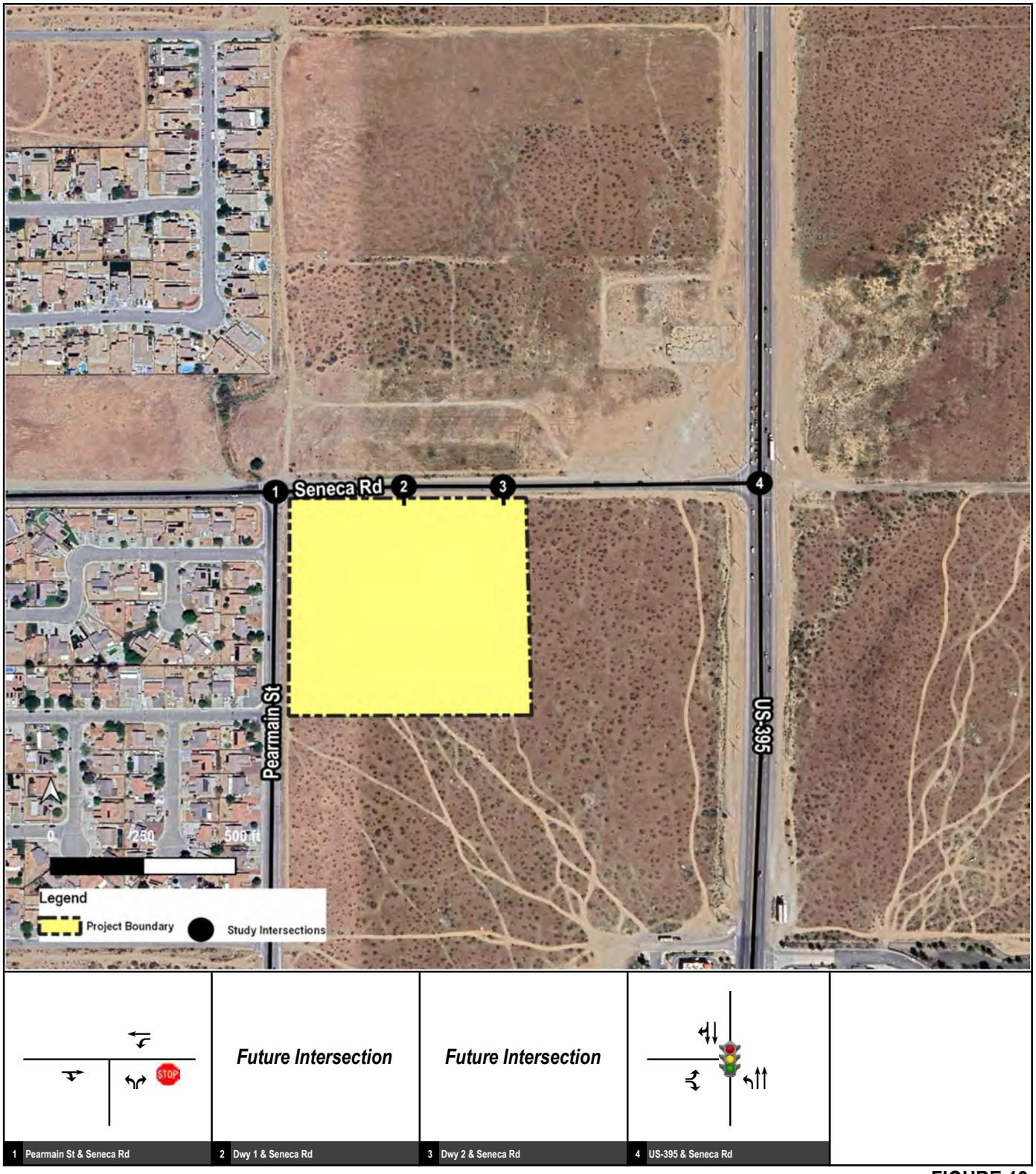

FIGURE 12

Legend

Signal

Stop Sign

Seneca Road Business Park and Storage
Existing-Opening Year (2026) Without Project Geometrics and Stop Control

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P:\DP - Seneca Road Business Park and Storage\Analysis\Figure 12 Existing-Opening Year (2026) Without Project Geometrics and Stop Control 7/30/2024

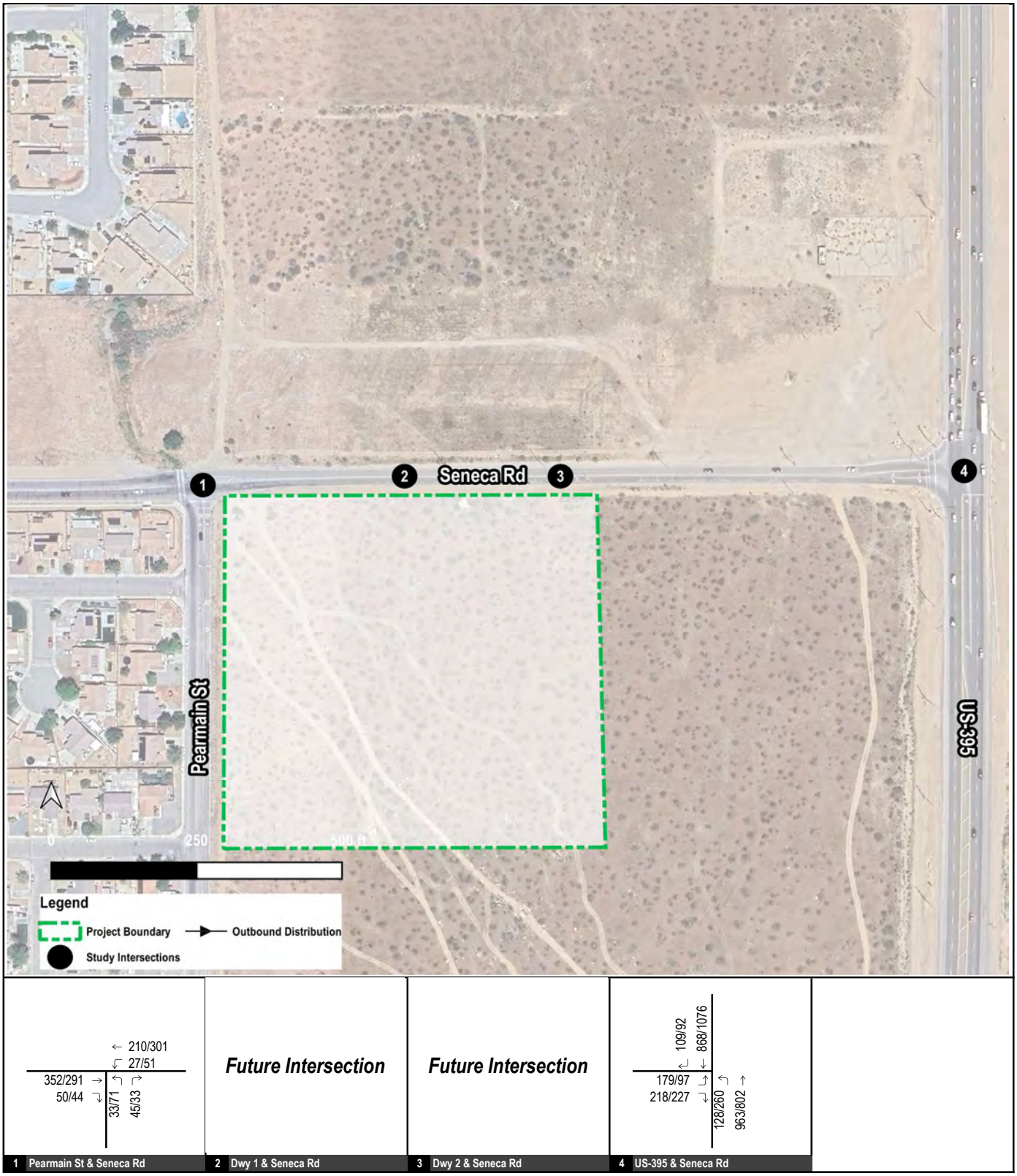

FIGURE 13

XXXX / YYYY AM / PM Peak Hour Volume (In PCEs)

Seneca Road Business Park and Storage
Existing Without Project Peak Hour Traffic Volumes

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P:\DP - Seneca Road Business Park and Storage\Analysis\Figure 13 Existing Without Project Peak Hour Traffic Volumes (7/30/2024)

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Table D: Existing Without and With Project Levels of Service

Intersection	LOS Standard	Control	Without Project				With Project			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1: Pearmain St & Seneca Rd	C	TWSC	15.6	C	17.9	C	15.7	C	18.3	C
2: Dwy 1 & Seneca Rd	C	TWSC	*Future Intersection*				11.8	B	11.5	B
3: Dwy 2 & Seneca Rd	C	TWSC	*Future Intersection*				11.5	B	11.7	B
4: US-395 & Seneca Rd	D	Signal	13.1	B	18.0	B	13.5	B	19.1	B

***** Exceeds LOS Standard

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case approach/movement.

LOS = Level of Service

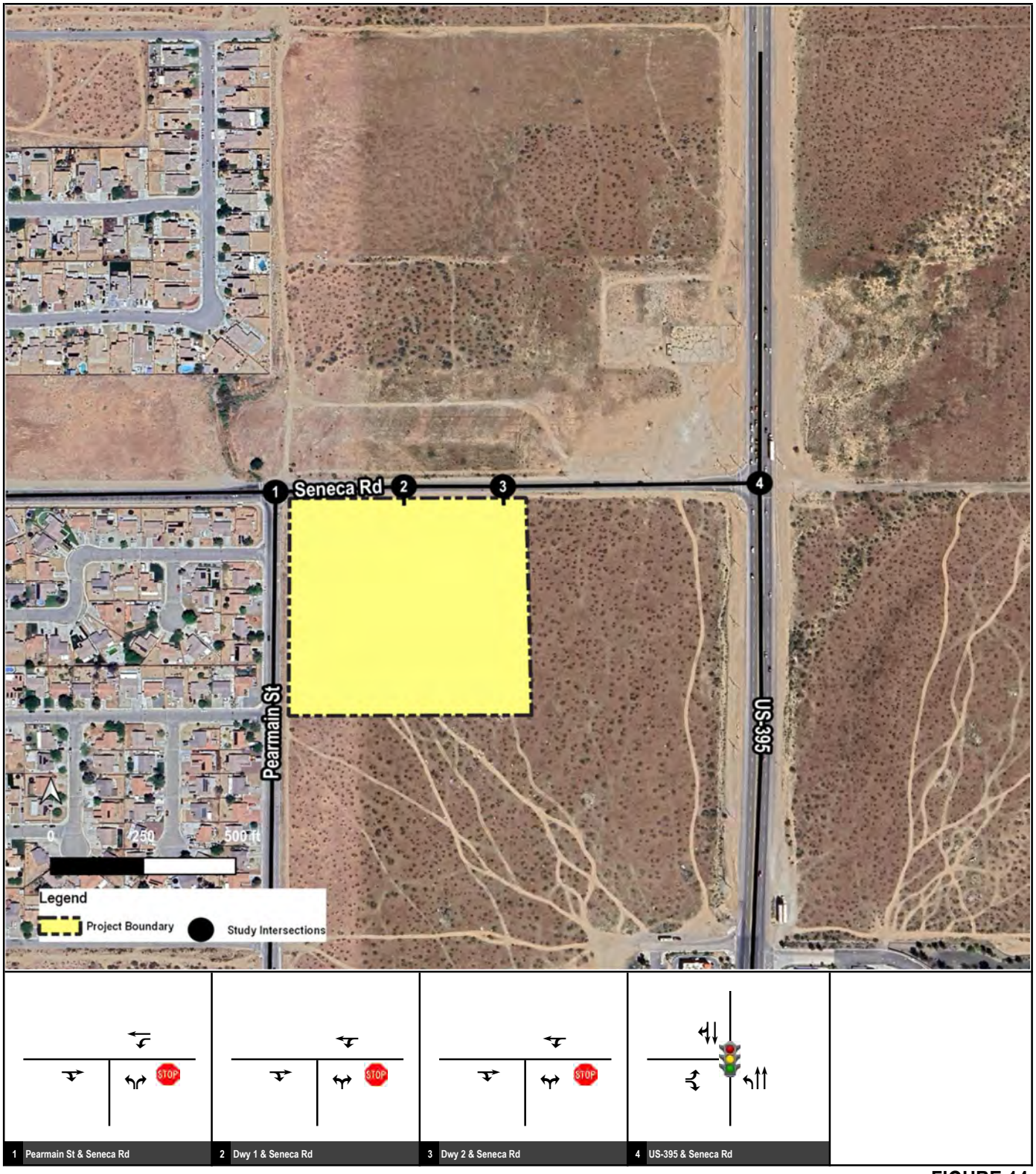

FIGURE 14

Legend

Signal

Stop Sign

Seneca Road Business Park and Storage
Existing-Opening Year (2026) With Project Geometrics and Stop Control

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P:\DP - Seneca Road Business Park and Storage\Analysis\Figure 14 Existing-Opening Year (2026) With Project Geometrics and Stop Control 7/30/2024

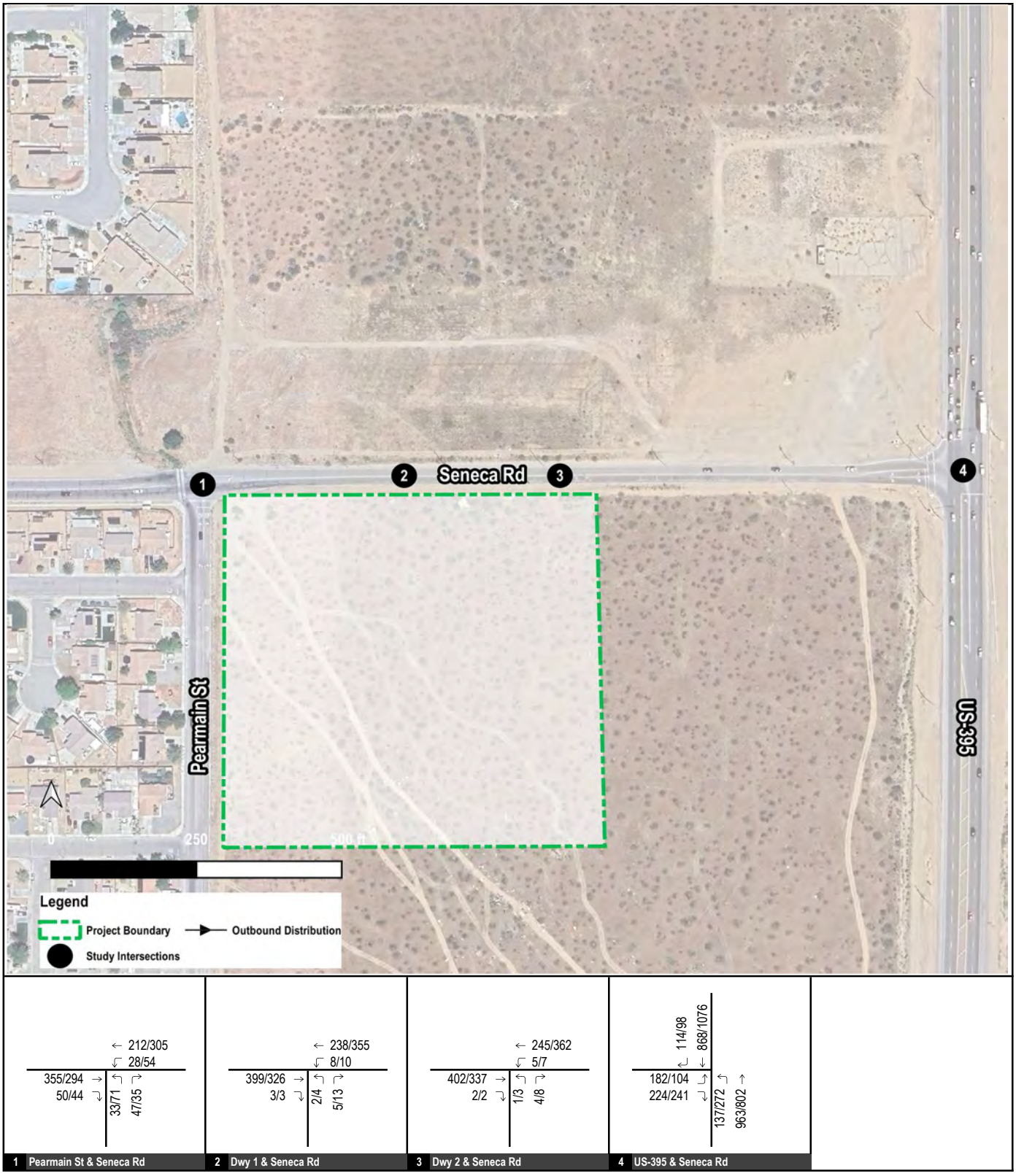

FIGURE 15

XXXX / YYYY AM / PM Peak Hour Volume (In PCEs)

Seneca Road Business Park and Storage
Existing With Project Peak Hour Traffic Volumes

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P:\DP - Seneca Road Business Park and Storage\Analysis\Figure 15 Existing With Project Peak Hour Traffic Volumes (7/30/2024)

6.3 Opening Year (2026) Pedestrian & Bicycle Facilities

Pedestrian and bicycle facilities under opening year (2026) conditions are anticipated to remain the same as under existing conditions.

6.4 Opening Year (2026) Without Project Levels of Service

An intersection level of service analysis was conducted for opening year (2026) without project conditions to determine circulation system performance. The Opening year (2026) without project geometrics and stop control are shown if previously referenced Figure 12. Opening year (2026) without project traffic volumes at study intersections are shown in Figure 16. Opening year (2026) without project levels of service for the study area intersections are summarized in Table E. Detailed volume development worksheets are included in Appendix B. Level of service calculation worksheets are contained in Appendix C. As shown in Table E, all study area intersections are forecast to operate at satisfactory levels of service.

6.5 Opening Year (2026) With Project Intersections Levels of Service

An intersection level of service analysis was conducted for opening year (2026) with project conditions to determine circulation system performance. The Opening year (2026) with project geometrics and stop control are shown in previously referenced Figure 14. Opening year (2026) with project traffic volumes at study intersections are shown in Figure 17. The opening year (2026) with project levels of service for the study area intersections are summarized in Table E. Level of service calculation worksheets are contained in Appendix C. As shown in Table E, all study area intersections are forecast to operate at satisfactory levels of service.

7.0 YEAR 2045 CONDITIONS

This section discusses the year 2045 transportation conditions in the study area.

7.1 Year 2045 Roadway Conditions

Year 2045 roadway conditions include the east-leg at the intersection of US-395 and Seneca Road. Currently, this intersection operates as a three-legged intersection. However, Seneca Road will extend from US-395 to Mesa Linda Avenue in the forecast year. The year 2045 without project and with project geometrics and stop control show the east leg at US-395 and Seneca Road.

7.2 Year 2045 Transit Service

Transit service under year 2045 conditions is anticipated to remain the same as under existing conditions.

7.3 Year 2045 Pedestrian & Bicycle Facilities

Pedestrian and bicycle facilities under the year 2045 conditions are anticipated to remain the same as under existing conditions.

7.4 Year 2045 Without Project Levels of Service

An intersection level of service analysis was conducted for year 2045 without project conditions to determine circulation system performance. The Year 2045 without project geometrics and stop control are shown in Figure 18. The year 2045 without project traffic volumes at study intersections are shown in Figure 19. Year 2045 without project levels of service for the study area intersections are summarized in Table F. Detailed volume development worksheets are included in Appendix B. Level of service calculation worksheets are contained in Appendix C. As shown in Table F, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

1. Pearmain Street & Seneca Road: p.m. peak hour.
4. US-395 & Seneca Road: a.m. and p.m. peak hours.

FIGURE 16

XXXX / YYYY AM / PM Peak Hour Volume (In PCEs)

Seneca Road Business Park and Storage
Opening Year (2026) Without Project Peak Hour Traffic Volumes

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P:\DP - Seneca Road Business Park and Storage\Analysis\Figure 16 Opening Year (2026) Without Project Peak Hour Traffic Volumes (7/30/2024)

Table E: Opening Year (2026) Without and With Project Levels of Service

Intersection	LOS Standard	Control	Without Project				With Project			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1: Pearmain St & Seneca Rd	C	TWSC	19.0	C	23.8	C	19.2	C	24.4	C
2: Dwy 1 & Seneca Rd	C	TWSC	*Future Intersection*				13.1	B	12.8	B
3: Dwy 2 & Seneca Rd	C	TWSC	*Future Intersection*				12.7	B	13.1	B
4: US-395 & Seneca Rd	D	Signal	16.6	B	34.7	C	17.2	B	38.5	D

***** Exceeds LOS Standard

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case approach/movement.

LOS = Level of Service

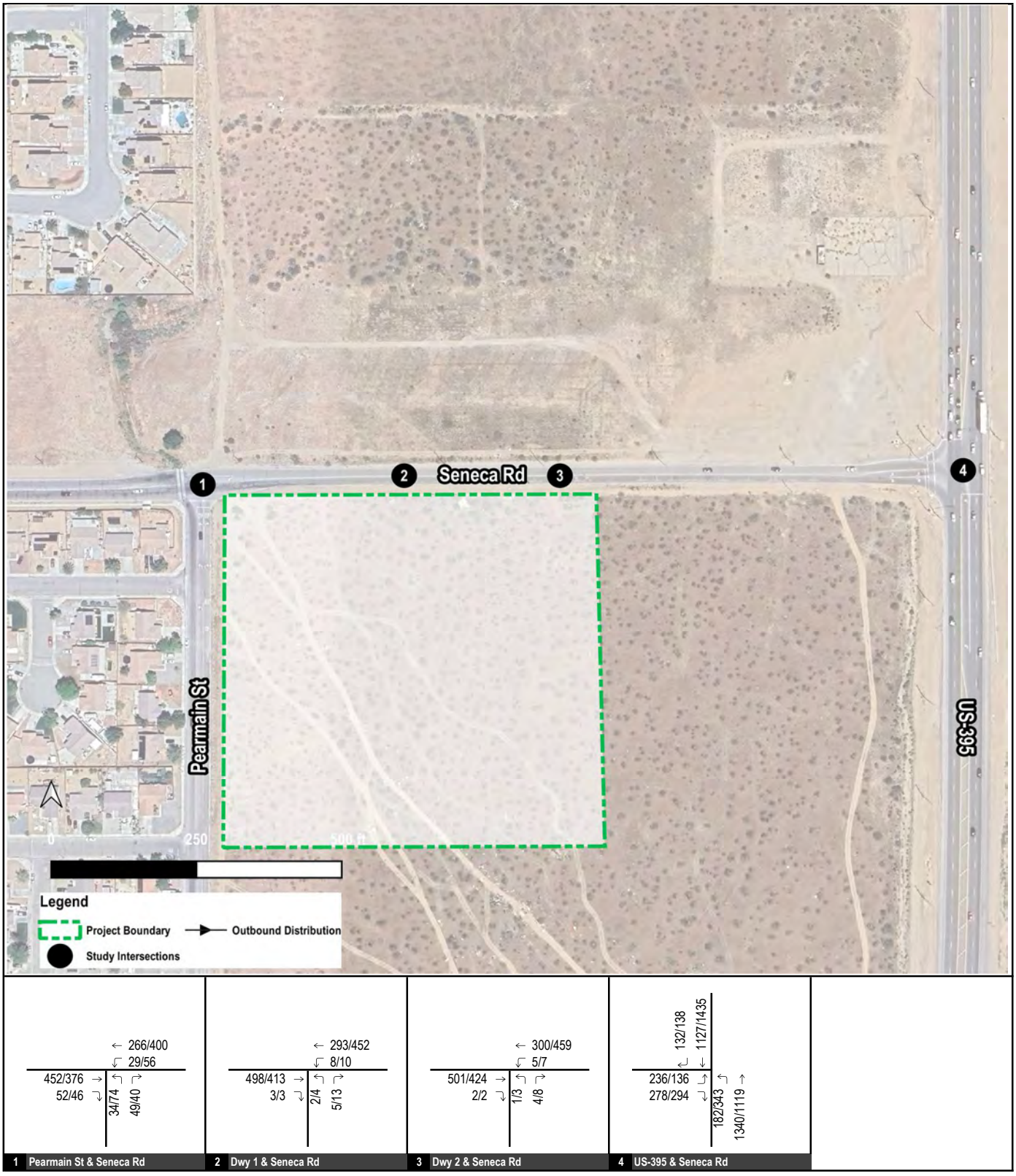

FIGURE 17

XXXX / YYYY AM / PM Peak Hour Volume (In PCEs)

Seneca Road Business Park and Storage
Opening Year (2026) With Project Peak Hour Traffic Volumes

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P:\DP - Seneca Road Business Park and Storage\Analysis\Figure 17 Opening Year (2026) With Project Peak Hour Traffic Volumes (7/30/2024)

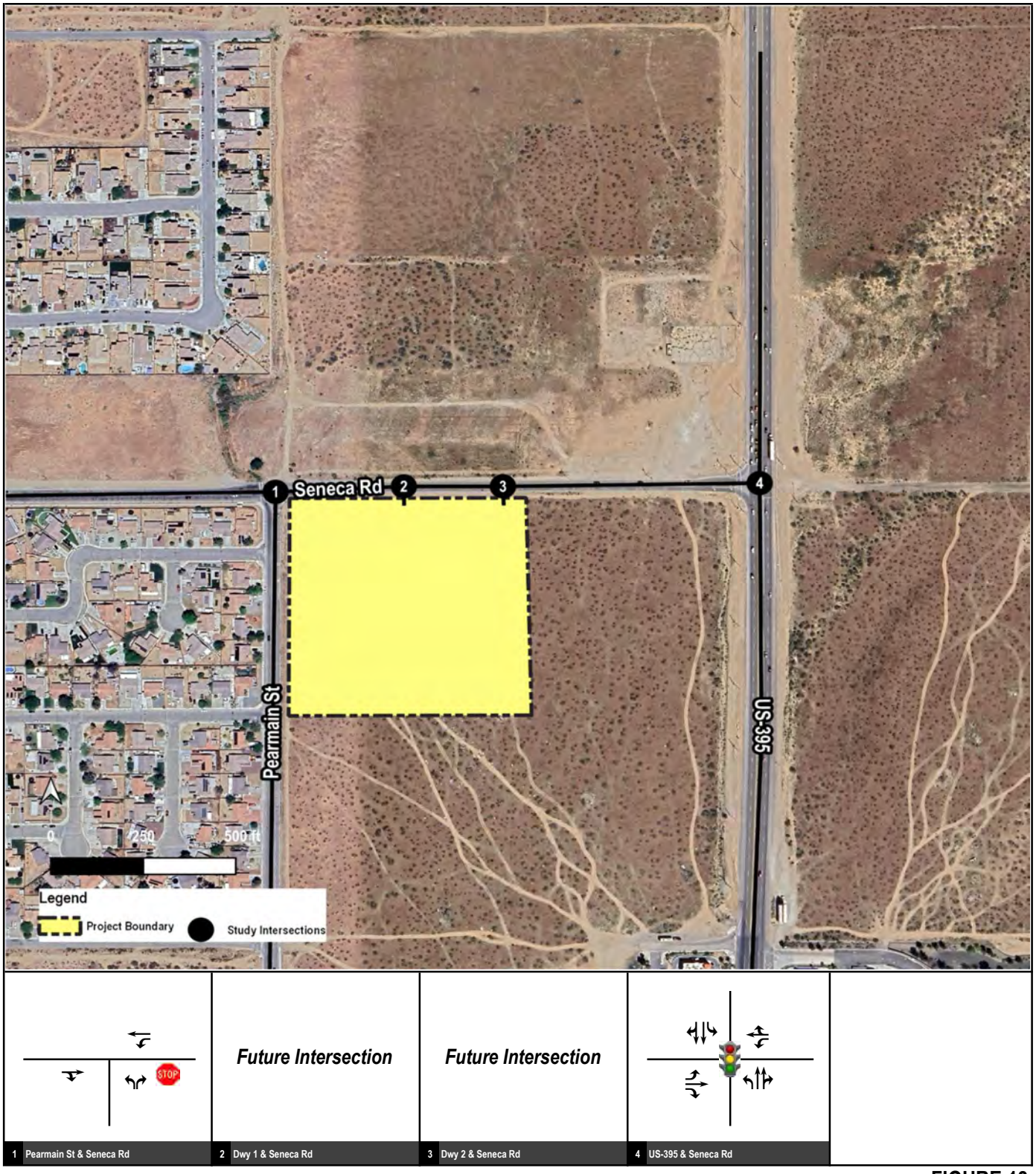

FIGURE 18

Legend

Signal

STOP Stop Sign

Seneca Road Business Park and Storage
Year 2045 Without Project Geometrics and Stop Control

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P:\DP - Seneca Road Business Park and Storage\Analysis\Figure 18 Year 2045 Without Project Geometrics and Stop Control 7/30/2024

FIGURE 19

XXXX / YYYY AM / PM Peak Hour Volume (In PCEs)

Seneca Road Business Park and Storage
Year 2045 Without Project Peak Hour Traffic Volumes

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P:\DP - Seneca Road Business Park and Storage\Analysis\Figure 19 Year 2045 Without Project Peak Hour Traffic Volumes (7/30/2024)

Table F: Year 2045 Without and With Project Levels of Service

Intersection	LOS Standard	Control	Without Project						With Project					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			Delay	LOS		Delay	LOS		Delay	LOS		Delay	LOS	
1: Pearmain St & Seneca Rd	C	TWSC	24.2	C		33.3	D	*	24.5	C		34.3	D	*
2: Dwy 1 & Seneca Rd	C	TWSC	*Future Intersection*						15.3	C		14.1	B	
3: Dwy 2 & Seneca Rd	C	TWSC	*Future Intersection*						14.5	B		14.4	B	
4: US-395 & Seneca Rd	D	Signal	>100	F	*	>100	F	*	>100	F	*	>100	F	*

***** Exceeds LOS Standard

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case approach/movement.

LOS = Level of Service

7.5 Year 2045 With Project Intersections Levels of Service

An intersection level of service analysis was conducted for year 2045 with project conditions to determine circulation system performance. The Year 2045 with project geometrics and stop control are shown in Figure 20. The Year 2045 with project traffic volumes at study intersections are shown in Figure 21. The year 2045 with project levels of service for the study area intersections are summarized in Table F. Level of service calculation worksheets are contained in Appendix C. As shown in Table F, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

1. Pearmain Street & Seneca Road: p.m. peak hour.
4. US-395 & Seneca Road: a.m. and p.m. peak hours.

The project does not create this deficiency, since it also operates at unsatisfactory LOS under without project conditions.

8.0 CIRCULATION IMPROVEMENTS

For intersections that operate at unsatisfactory LOS, circulation improvements have been recommended to restore levels of service to satisfactory LOS. These include conversion of stop control, signalization, changes to signal phasing, and/or addition of lanes as appropriate.

8.1 Year 2045 With Project Circulation Improvements

Under the year 2045 with project conditions, two intersections will not meet the relevant jurisdiction's minimum level of service standard. Modifications to intersection configurations are recommended as follows:

1. Pearmain Street & Seneca Road: Add an eastbound and westbound through lane. These improvements are included in the 2019 SBCTA Development Mitigation Nexus Study.
4. US-395 & Seneca Road: Add a northbound and southbound through lane. These improvements are included in the 2019 SBCTA Development Mitigation Nexus Study.

Construction of these improvements will restore satisfactory operations. Table G shows the resulting levels of service and Figure 22 illustrates the year 2045 with project with recommended improvements geometrics and stop control.

9.0 VEHICLE MILES TRAVELED (VMT) SCREENING ANALYSIS (ANNUAL CO2 EQUIVALENT EMISSIONS CRITERION)

The City of Adelanto City Council recently adopted Resolution 20-41-A, which is a new screening criterion for small projects using Carbon Emission thresholds. The criterion considers a development that generates less than 3,000 metric tons (MT) of CO2 equivalent emissions annually to not have a significant impact on the environment. A Greenhouse Gas analysis has been conducted for the project and concluded that the project would generate a total of 1,632.60 MT of CO2 equivalents per year. Since the project would generate less than 3,000 MT of CO2 equivalents per year, the project is screened out from requiring a VMT analysis.

10.0 SUMMARY & CONCLUSIONS

The proposed project is forecast to generate 30 new trips in the a.m. peak hour, 51 new trips in the p.m. peak hour, and 466 new daily trips. Based on the LOS analysis, traffic operations are forecast to operate at satisfactory LOS under existing and opening year (2026) without and with project conditions. Under the year 2045 without and with project conditions, two intersections are forecast to operate at unsatisfactory LOS. With the implementation of the recommended circulation improvements, all intersections will operate at satisfactory LOS.

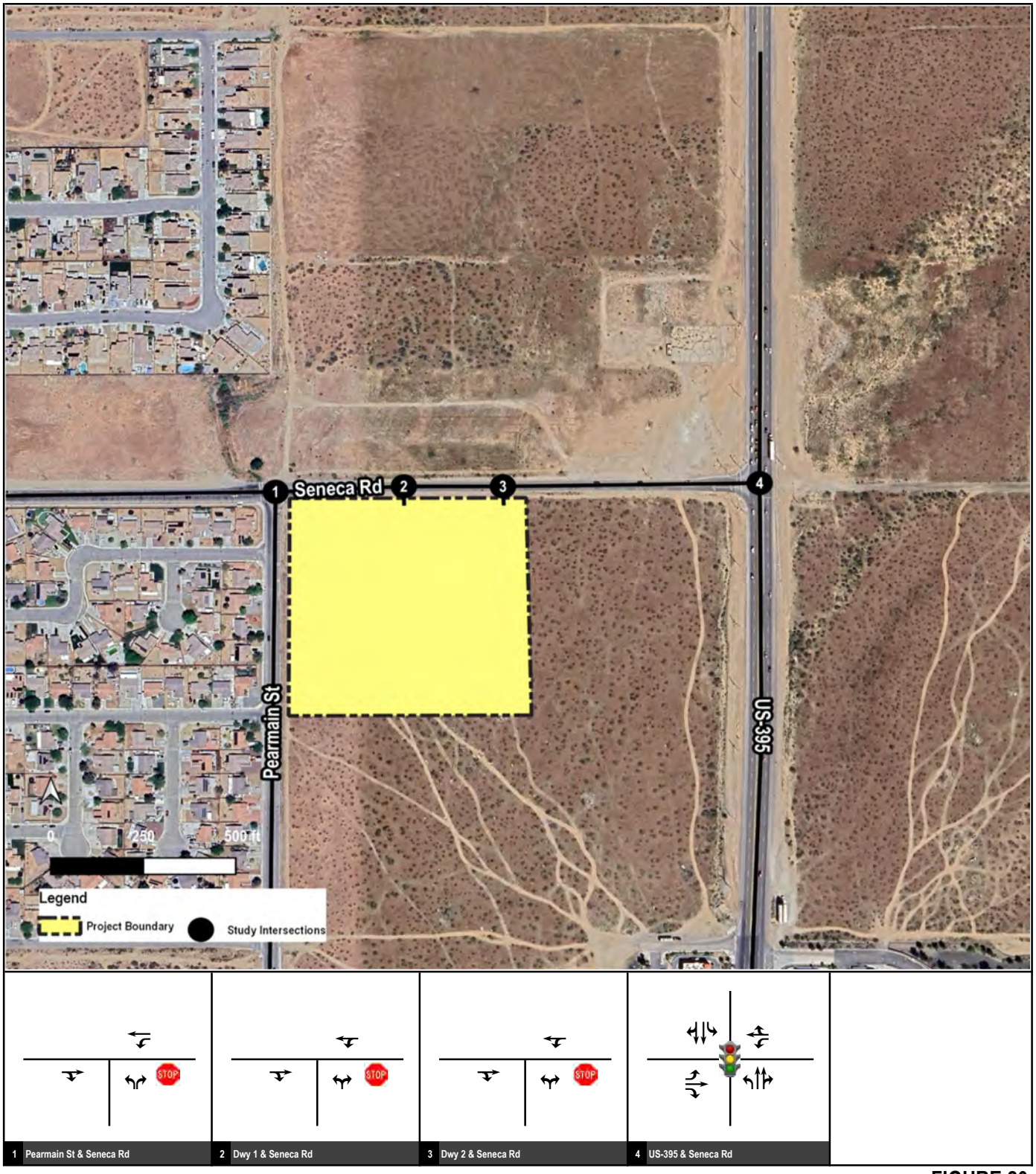

FIGURE 20

Legend

Signal

Stop Sign

Seneca Road Business Park and Storage
Year 2045 With Project Geometrics and Stop Control

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P:\DP - Seneca Road Business Park and Storage\Analysis\Figure 20 Year 2045 With Project Geometrics and Stop Control 7/30/2024

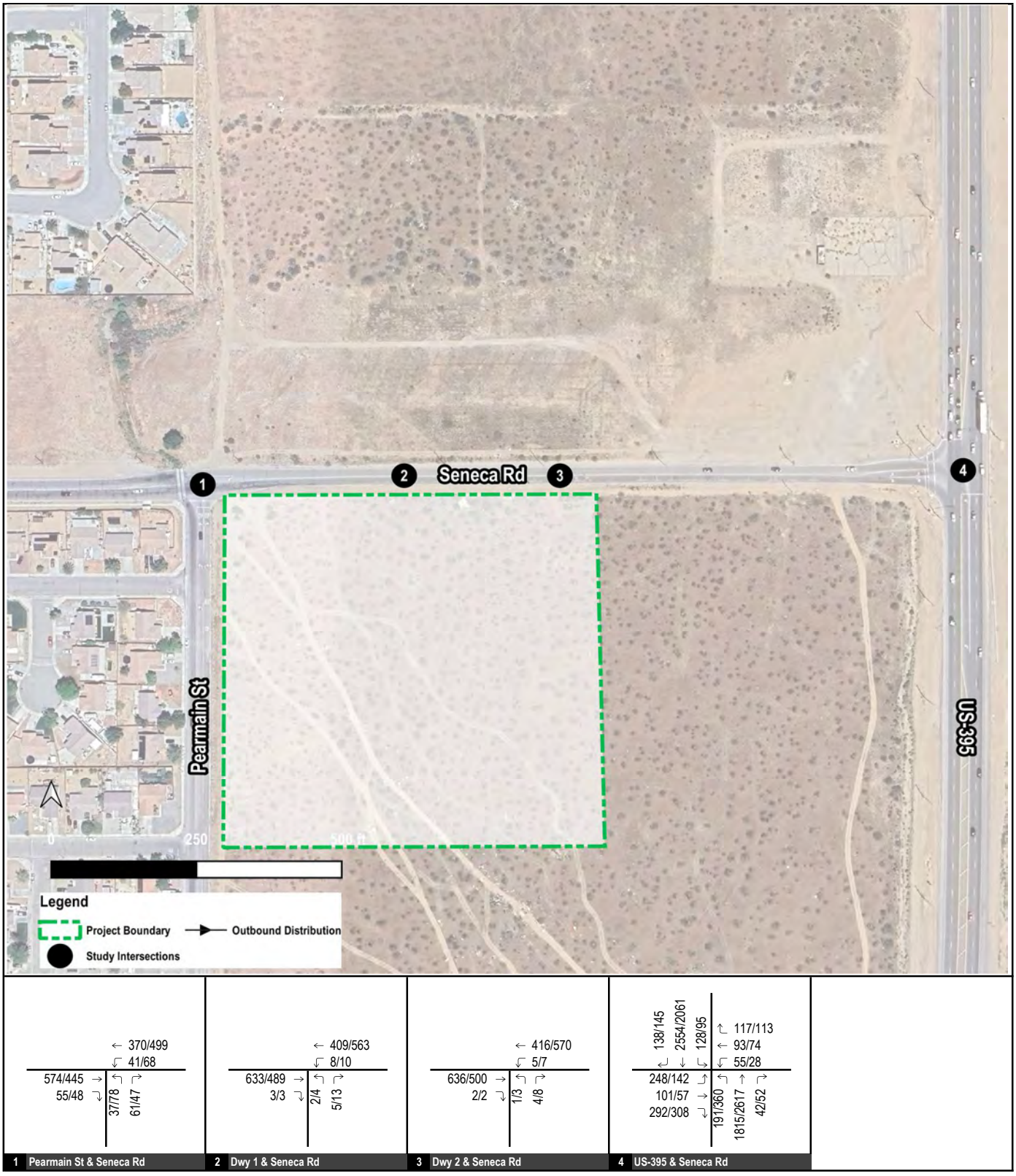

FIGURE 21

XXXX / YYYY AM / PM Peak Hour Volume (In PCEs)

Seneca Road Business Park and Storage
Year 2045 With Project Peak Hour Traffic Volumes

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P:\DP - Seneca Road Business Park and Storage\Analysis\Figure 21 Year 2045 With Project Peak Hour Traffic Volumes (7/30/2024)

Table G: Year 2045 With Project With Improvements Levels of Service

Intersection	LOS Standard	Jurisdiction	Control	With Project				With Project With Improvements			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1: Pearmain St & Seneca Rd	C	Adelanto	TWSC	24.5	C	34.3	D *	21.0	C	24.8	C
2: Dwy 1 & Seneca Rd	C	Adelanto	TWSC	15.3	C	14.1	B	15.3	C	14.1	B
3: Dwy 2 & Seneca Rd	C	Adelanto	TWSC	14.5	B	14.4	B	14.5	B	14.4	B
4: US-395 & Seneca Rd	D	Caltrans	Signal	>100	F *	>100	F *	54.7	D	54.3	D

* Exceeds LOS Standard

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case approach/movement.

LOS = Level of Service

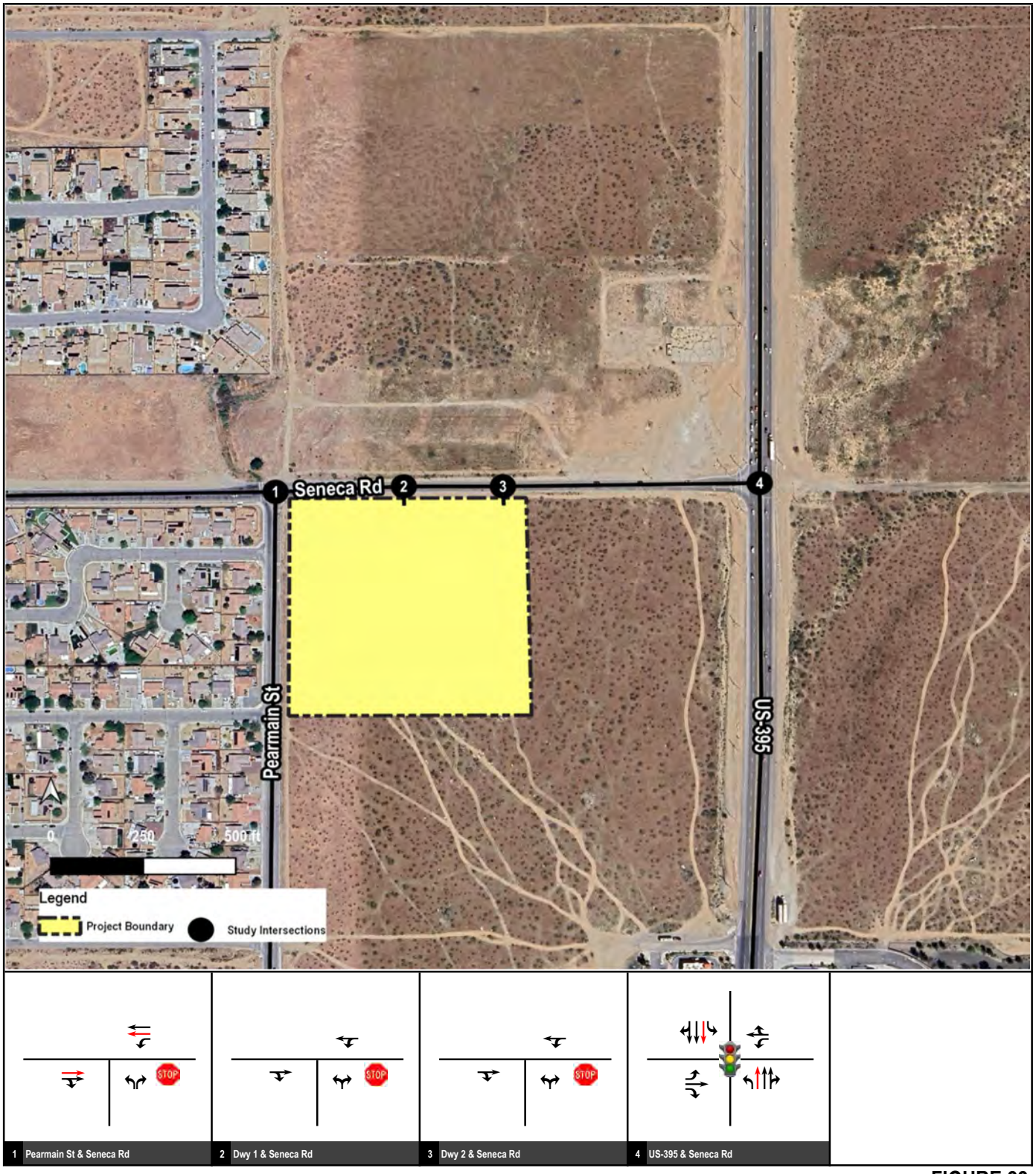


FIGURE 22

Legend

Signal
Improvements
Stop Sign

Seneca Road Business Park and Storage
Year 2045 With Project With Improvements Geometrics and Stop Control

translutions
the transportation solutions company...

P:\DP - Seneca Road Business Park and Storage\Analysis\Figure 22 Year 2045 With Project With Improvements Geometrics and Stop Control 7/30/2024

APPENDIX A:
TRAFFIC COUNTS

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Adelanto
N/S: Pearmain Street
E/W: Seneca Road
Weather: Clear

File Name : 02_ADL_Pear_Sen AM
Site Code : 99924436
Start Date : 5/15/2023
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

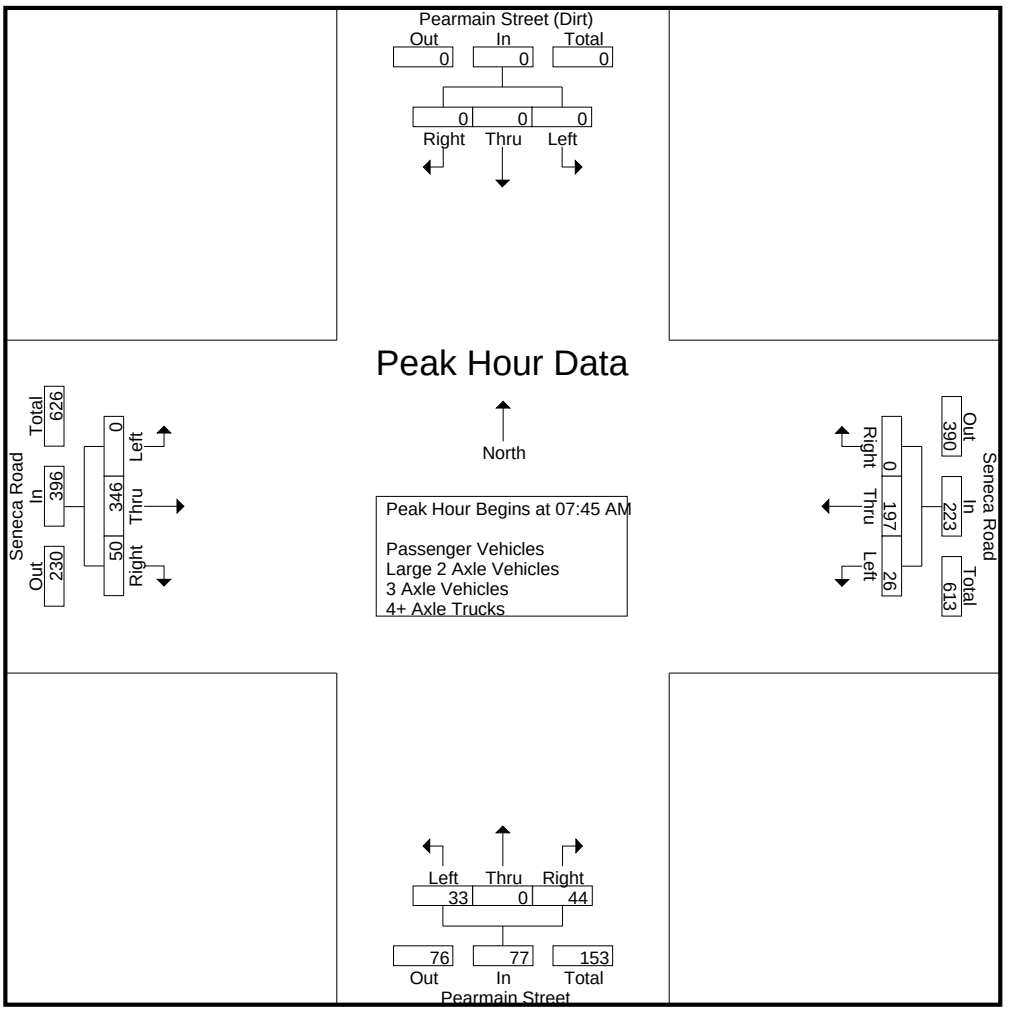
	Pearmain Street (Dirt) Southbound				Seneca Road Westbound				Pearmain Street Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	3	23	0	26	5	0	4	9	0	46	17	63	98
07:15 AM	0	0	0	0	2	18	0	20	8	0	6	14	0	56	17	73	107
07:30 AM	0	0	0	0	5	28	0	33	7	0	11	18	0	70	11	81	132
07:45 AM	0	0	0	0	4	39	0	43	8	0	14	22	0	92	11	103	168
Total	0	0	0	0	14	108	0	122	28	0	35	63	0	264	56	320	505
08:00 AM	0	0	0	0	9	58	0	67	6	0	13	19	0	95	19	114	200
08:15 AM	0	0	0	0	11	50	0	61	4	0	9	13	0	87	12	99	173
08:30 AM	0	0	0	0	2	50	0	52	15	0	8	23	0	72	8	80	155
08:45 AM	0	0	0	0	5	26	0	31	9	0	1	10	0	64	9	73	114
Total	0	0	0	0	27	184	0	211	34	0	31	65	0	318	48	366	642
Grand Total	0	0	0	0	41	292	0	333	62	0	66	128	0	582	104	686	1147
Apprch %	0	0	0		12.3	87.7	0		48.4	0	51.6		0	84.8	15.2		
Total %	0	0	0	0	3.6	25.5	0	29	5.4	0	5.8	11.2	0	50.7	9.1	59.8	
Passenger Vehicles	0	0	0	0	39	278	0	317	61	0	62	123	0	561	102	663	1103
% Passenger Vehicles	0	0	0	0	95.1	95.2	0	95.2	98.4	0	93.9	96.1	0	96.4	98.1	96.6	96.2
Large 2 Axle Vehicles	0	0	0	0	2	10	0	12	1	0	3	4	0	16	2	18	34
% Large 2 Axle Vehicles	0	0	0	0	4.9	3.4	0	3.6	1.6	0	4.5	3.1	0	2.7	1.9	2.6	3
3 Axle Vehicles	0	0	0	0	0	4	0	4	0	0	1	1	0	4	0	4	9
% 3 Axle Vehicles	0	0	0	0	0	1.4	0	1.2	0	0	1.5	0.8	0	0.7	0	0.6	0.8
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0.1	0.1

	Pearmain Street (Dirt) Southbound				Seneca Road Westbound				Pearmain Street Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	4	39	0	43	8	0	**14**	22	0	92	11	103	168
08:00 AM	0	0	0	0	9	**58**	0	**67**	6	0	13	19	0	**95**	**19**	**114**	**200**
08:15 AM	0	0	0	0	**11**	50	0	61	4	0	9	13	0	87	12	99	173
08:30 AM	0	0	0	0	2	50	0	52	**15**	0	8	**23**	0	72	8	80	155
Total Volume	0	0	0	0	26	197	0	223	33	0	44	77	0	346	50	396	696
% App. Total	0	0	0		11.7	88.3	0		42.9	0	57.1		0	87.4	12.6		
PHF	.000	.000	.000	.000	.591	.849	.000	.832	.550	.000	.786	.837	.000	.911	.658	.868	.870

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Adelanto
N/S: Pearmain Street
E/W: Seneca Road
Weather: Clear

File Name : 02_ADL_Pear_Sen AM
Site Code : 99924436
Start Date : 5/15/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:45 AM				07:45 AM				07:30 AM			
+0 mins.	0	0	0	0	4	39	0	43	8	0	**14**	22	0	70	11	81
+15 mins.	0	0	0	0	9	**58**	0	**67**	6	0	13	19	0	92	11	103
+30 mins.	0	0	0	0	**11**	50	0	61	4	0	9	13	0	**95**	**19**	**114**
+45 mins.	0	0	0	0	2	50	0	52	**15**	0	8	**23**	0	87	12	99
Total Volume	0	0	0	0	26	197	0	223	33	0	44	77	0	344	53	397
% App. Total	0	0	0		11.7	88.3	0		42.9	0	57.1		0	86.6	13.4	
PHF	.000	.000	.000	.000	.591	.849	.000	.832	.550	.000	.786	.837	.000	.905	.697	.871

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City of Adelanto
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Weather: Clear

File Name : 02_ADL_Pear_Sen AM
Site Code : 99924436
Start Date : 5/15/2023
Page No : 1

Groups Printed- Passenger Vehicles

	Pearmain Street (Dirt) Southbound				Seneca Road Westbound				Pearmain Street Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	2	22	0	24	5	0	4	9	0	43	17	60	93
07:15 AM	0	0	0	0	1	16	0	17	8	0	5	13	0	51	15	66	96
07:30 AM	0	0	0	0	5	27	0	32	6	0	9	15	0	67	11	78	125
07:45 AM	0	0	0	0	4	34	0	38	8	0	14	22	0	89	11	100	160
Total	0	0	0	0	12	99	0	111	27	0	32	59	0	250	54	304	474
08:00 AM	0	0	0	0	9	55	0	64	6	0	13	19	0	93	19	112	195
08:15 AM	0	0	0	0	11	49	0	60	4	0	8	12	0	84	12	96	168
08:30 AM	0	0	0	0	2	50	0	52	15	0	8	23	0	71	8	79	154
08:45 AM	0	0	0	0	5	25	0	30	9	0	1	10	0	63	9	72	112
Total	0	0	0	0	27	179	0	206	34	0	30	64	0	311	48	359	629
Grand Total	0	0	0	0	39	278	0	317	61	0	62	123	0	561	102	663	1103
Apprch %	0	0	0		12.3	87.7	0		49.6	0	50.4		0	84.6	15.4		
Total %	0	0	0	0	3.5	25.2	0	28.7	5.5	0	5.6	11.2	0	50.9	9.2	60.1	

	Pearmain Street (Dirt) Southbound				Seneca Road Westbound				Pearmain Street Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	4	34	0	38	8	0	**14**	22	0	89	11	100	160
08:00 AM	0	0	0	0	9	**55**	0	**64**	6	0	13	19	0	**93**	**19**	**112**	**195**
08:15 AM	0	0	0	0	**11**	49	0	60	4	0	8	12	0	84	12	96	168
08:30 AM	0	0	0	0	2	50	0	52	**15**	0	8	**23**	0	71	8	79	154
Total Volume	0	0	0	0	26	188	0	214	33	0	43	76	0	337	50	387	677
% App. Total	0	0	0		12.1	87.9	0		43.4	0	56.6		0	87.1	12.9		
PHF	.000	.000	.000	.000	.591	.855	.000	.836	.550	.000	.768	.826	.000	.906	.658	.864	.868

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File Name : 02_ADL_Pear_Sen AM
Site Code : 99924436
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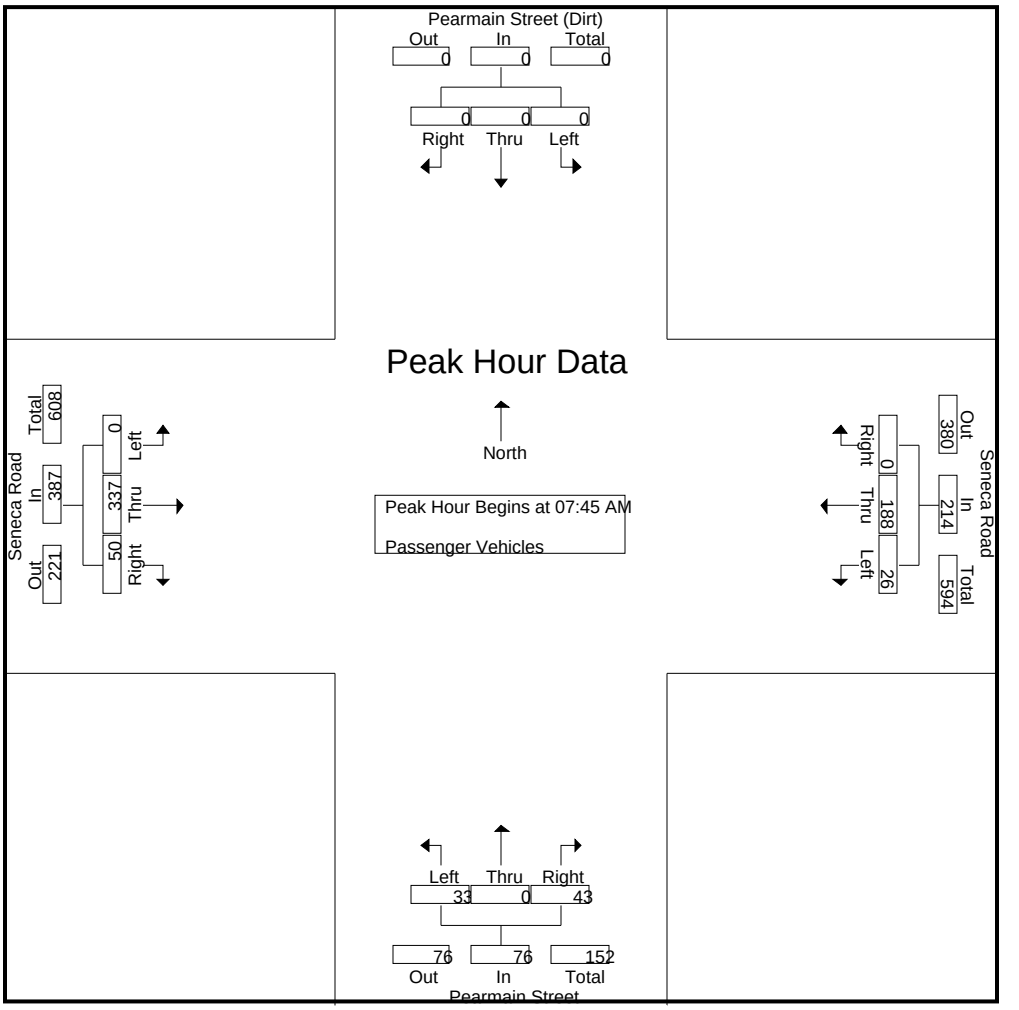

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	4	34	0	38	8	0	**14**	22	0	89	11	100
+15 mins.	0	0	0	0	9	**55**	0	**64**	6	0	13	19	0	**93**	**19**	**112**
+30 mins.	0	0	0	0	**11**	49	0	60	4	0	8	12	0	84	12	96
+45 mins.	0	0	0	0	2	50	0	52	**15**	0	8	**23**	0	71	8	79
Total Volume	0	0	0	0	26	188	0	214	33	0	43	76	0	337	50	387
% App. Total	0	0	0		12.1	87.9	0		43.4	0	56.6		0	87.1	12.9	
PHF	.000	.000	.000	.000	.591	.855	.000	.836	.550	.000	.768	.826	.000	.906	.658	.864

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City of Adelanto
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File Name : 02_ADL_Pear_Sen AM
Site Code : 99924436
Start Date : 5/15/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Pearmain Street (Dirt) Southbound				Seneca Road Westbound				Pearmain Street Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	2	0	2	4
07:15 AM	0	0	0	0	1	2	0	3	0	0	1	1	0	4	2	6	10
07:30 AM	0	0	0	0	0	0	0	0	1	0	1	2	0	3	0	3	5
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
Total	0	0	0	0	2	5	0	7	1	0	2	3	0	12	2	14	24
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	3	0	3	5
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	5	0	5	0	0	1	1	0	4	0	4	10
Grand Total	0	0	0	0	2	10	0	12	1	0	3	4	0	16	2	18	34
Apprch %	0	0	0		16.7	83.3	0		25	0	75		0	88.9	11.1		
Total %	0	0	0	0	5.9	29.4	0	35.3	2.9	0	8.8	11.8	0	47.1	5.9	52.9	

	Pearmain Street (Dirt) Southbound				Seneca Road Westbound				Pearmain Street Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	**3**	0	**3**	**5**
08:00 AM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	1	0	1	0	0	**1**	**1**	0	3	0	3	5
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	6	0	6	0	0	1	1	0	7	0	7	14
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250	.000	.583	.000	.583	.700

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City of Adelanto
N/S: Pearmain Street
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File Name : 02_ADL_Pear_Sen AM
Site Code : 99924436
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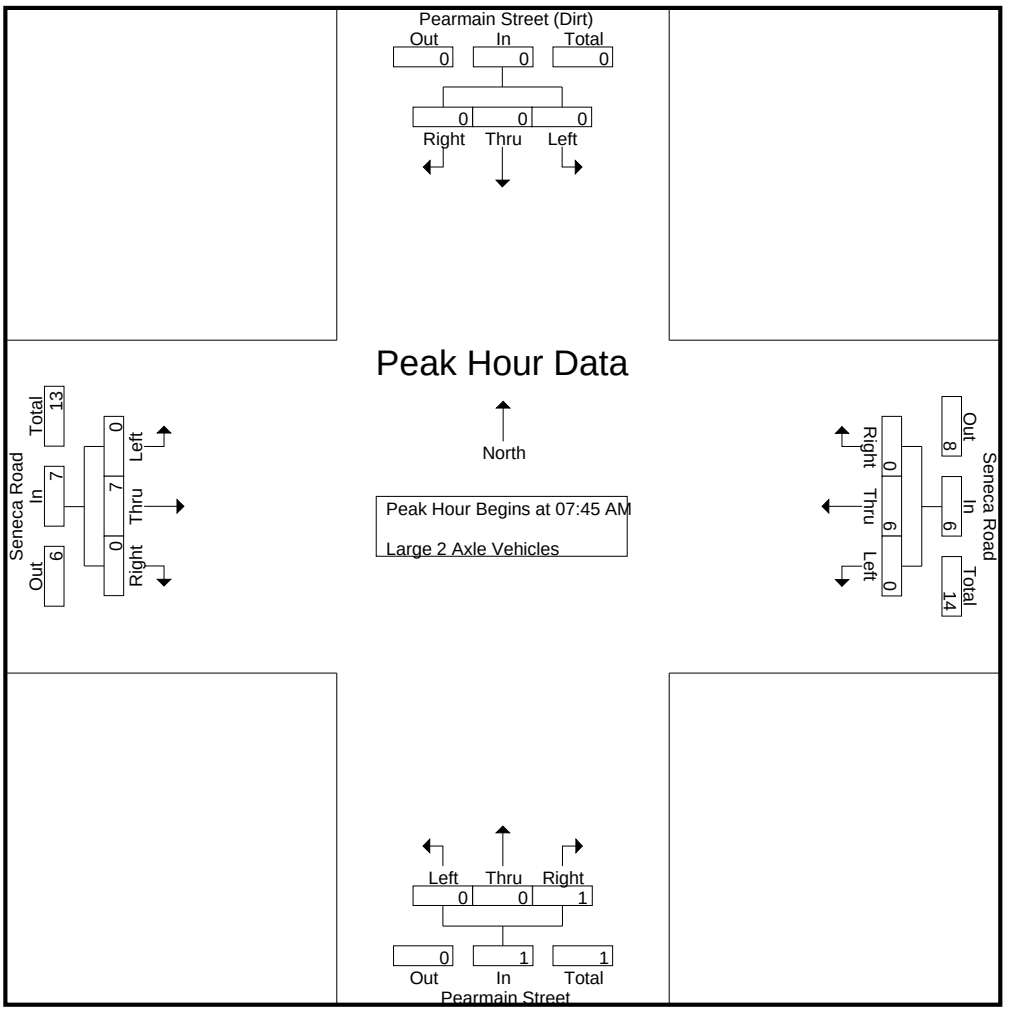
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**3**	0	**3**
+15 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	**1**	**1**	0	3	0	3
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	6	0	6	0	0	1	1	0	7	0	7
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250	.000	.583	.000	.583

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City of Adelanto
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E/W: Seneca Road
Weather: Clear

File Name : 02_ADL_Pear_Sen AM
Site Code : 99924436
Start Date : 5/15/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	Pearmain Street (Dirt) Southbound				Seneca Road Westbound				Pearmain Street Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	4	0	4	0	0	1	1	0	1	0	1	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Grand Total	0	0	0	0	0	4	0	4	0	0	1	1	0	4	0	4	9
Apprch %	0	0	0		0	100	0		0	0	100		0	100	0		
Total %	0	0	0	0	0	44.4	0	44.4	0	0	11.1	11.1	0	44.4	0	44.4	

	Pearmain Street (Dirt) Southbound				Seneca Road Westbound				Pearmain Street Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0	**3**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.417

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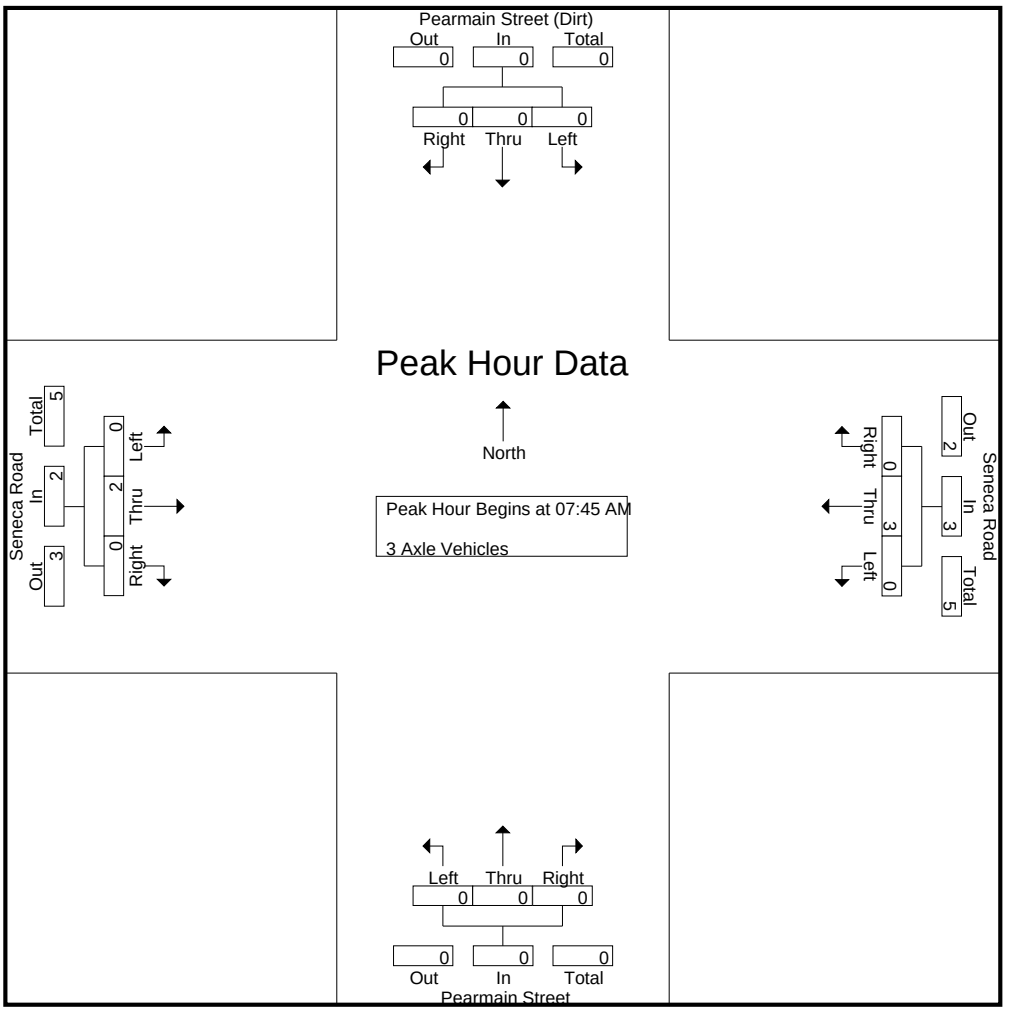

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250

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N/S: Pearmain Street
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File Name : 02_ADL_Pear_Sen AM
Site Code : 99924436
Start Date : 5/15/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	Pearmain Street (Dirt) Southbound				Seneca Road Westbound				Pearmain Street Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Apprch %	0	0	0		0	0	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100	

	Pearmain Street (Dirt) Southbound				Seneca Road Westbound				Pearmain Street Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Weather: Clear

File Name : 02_ADL_Pear_Sen AM
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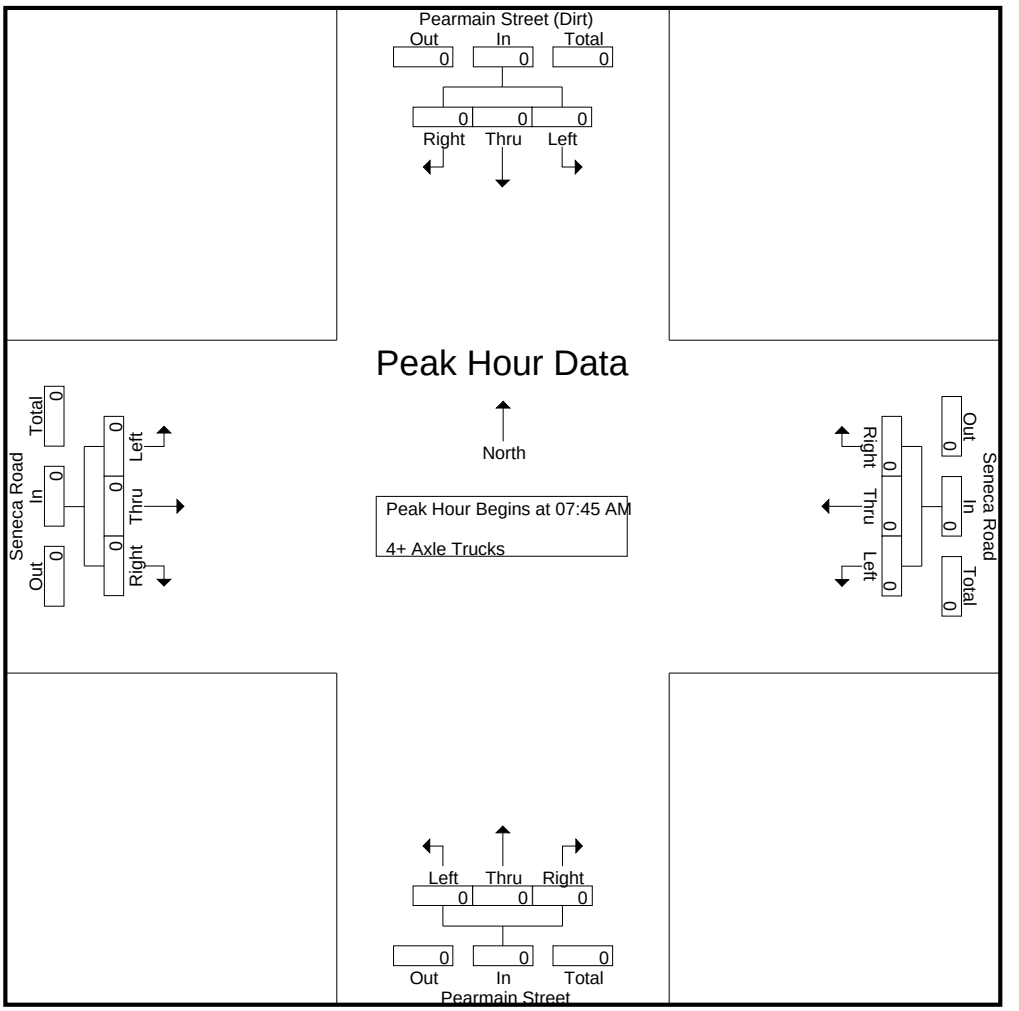

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Pearmain Street (Dirt) Southbound				Seneca Road Westbound				Pearmain Street Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	21	81	0	102	17	0	8	25	0	64	17	81	208
04:15 PM	0	0	0	0	19	75	0	94	15	0	12	27	0	51	15	66	187
04:30 PM	0	0	0	0	13	71	0	84	19	0	14	33	0	63	6	69	186
04:45 PM	0	0	0	0	8	64	0	72	20	0	7	27	0	72	13	85	184
Total	0	0	0	0	61	291	0	352	71	0	41	112	0	250	51	301	765
05:00 PM	0	0	0	0	7	74	0	81	19	0	8	27	0	68	9	77	185
05:15 PM	0	0	0	0	13	78	0	91	14	0	8	22	0	80	10	90	203
05:30 PM	0	0	0	0	19	85	0	104	18	0	8	26	0	68	12	80	210
05:45 PM	0	0	0	0	8	85	0	93	13	0	10	23	0	62	4	66	182
Total	0	0	0	0	47	322	0	369	64	0	34	98	0	278	35	313	780
Grand Total	0	0	0	0	108	613	0	721	135	0	75	210	0	528	86	614	1545
Apprch %	0	0	0		15	85	0		64.3	0	35.7		0	86	14		
Total %	0	0	0	0	7	39.7	0	46.7	8.7	0	4.9	13.6	0	34.2	5.6	39.7	
Passenger Vehicles	0	0	0	0	104	608	0	712	134	0	70	204	0	518	86	604	1520
% Passenger Vehicles	0	0	0	0	96.3	99.2	0	98.8	99.3	0	93.3	97.1	0	98.1	100	98.4	98.4
Large 2 Axle Vehicles	0	0	0	0	2	5	0	7	1	0	4	5	0	10	0	10	22
% Large 2 Axle Vehicles	0	0	0	0	1.9	0.8	0	1	0.7	0	5.3	2.4	0	1.9	0	1.6	1.4
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0	3
% 4+ Axle Trucks	0	0	0	0	1.9	0	0	0.3	0	0	1.3	0.5	0	0	0	0	0.2

	Pearmain Street (Dirt) Southbound				Seneca Road Westbound				Pearmain Street Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	8	64	0	72	**20**	0	7	**27**	0	72	**13**	85	184
05:00 PM	0	0	0	0	7	74	0	81	19	0	**8**	27	0	68	9	77	185
05:15 PM	0	0	0	0	13	78	0	91	14	0	8	22	0	**80**	10	**90**	203
05:30 PM	0	0	0	0	**19**	**85**	0	**104**	18	0	8	26	0	68	12	80	**210**
Total Volume	0	0	0	0	47	301	0	348	71	0	31	102	0	288	44	332	782
% App. Total	0	0	0		13.5	86.5	0		69.6	0	30.4		0	86.7	13.3		
PHF	.000	.000	.000	.000	.618	.885	.000	.837	.888	.000	.969	.944	.000	.900	.846	.922	.931

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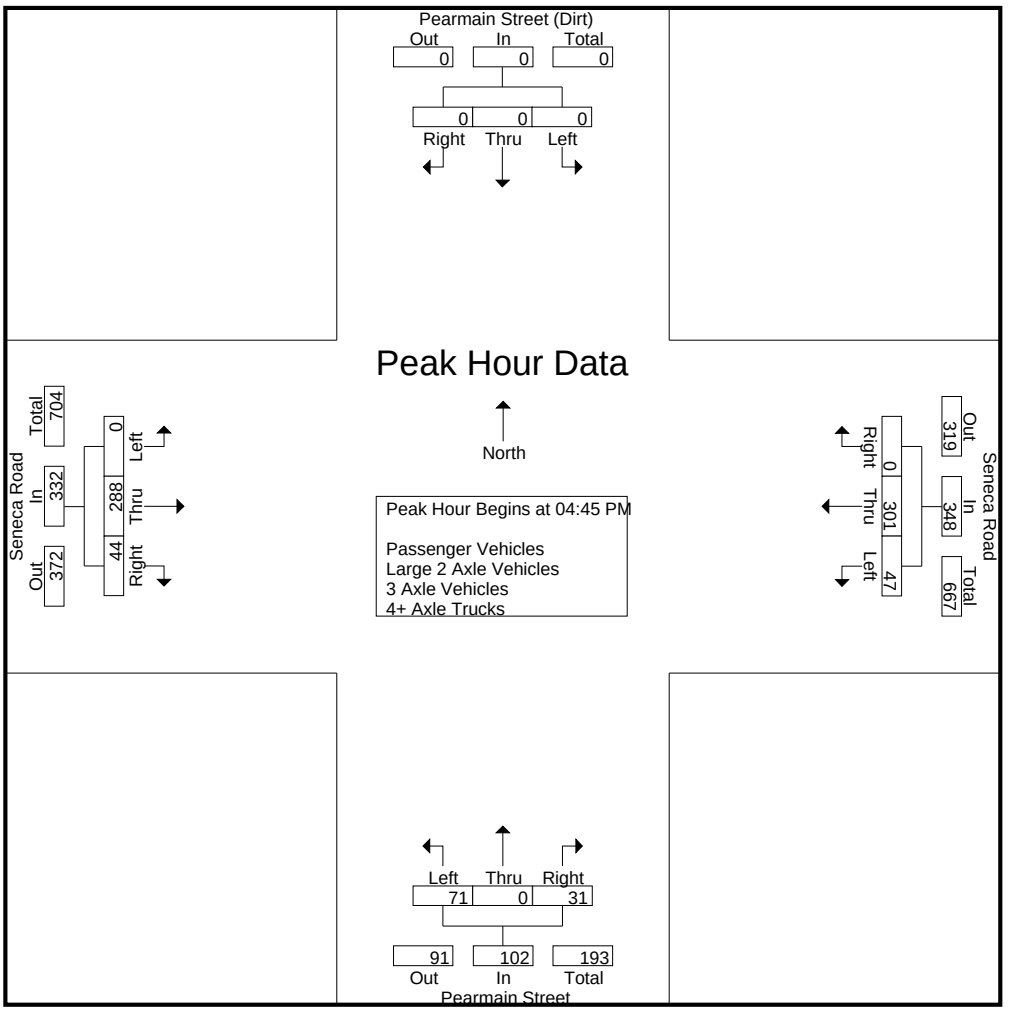

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:15 PM				04:45 PM			
+0 mins.	0	0	0	0	7	74	0	81	15	0	12	27	0	72	**13**	85
+15 mins.	0	0	0	0	13	78	0	91	19	0	**14**	**33**	0	68	9	77
+30 mins.	0	0	0	0	**19**	**85**	0	**104**	**20**	0	7	27	0	**80**	10	**90**
+45 mins.	0	0	0	0	8	85	0	93	19	0	8	27	0	68	12	80
Total Volume	0	0	0	0	47	322	0	369	73	0	41	114	0	288	44	332
% App. Total	0	0	0		12.7	87.3	0		64	0	36		0	86.7	13.3	
PHF	.000	.000	.000	.000	.618	.947	.000	.887	.913	.000	.732	.864	.000	.900	.846	.922

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Groups Printed- Passenger Vehicles

	Pearmain Street (Dirt) Southbound				Seneca Road Westbound				Pearmain Street Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	20	78	0	98	16	0	8	24	0	61	17	78	200
04:15 PM	0	0	0	0	18	73	0	91	15	0	11	26	0	51	15	66	183
04:30 PM	0	0	0	0	13	71	0	84	19	0	12	31	0	61	6	67	182
04:45 PM	0	0	0	0	8	64	0	72	20	0	7	27	0	71	13	84	183
Total	0	0	0	0	59	286	0	345	70	0	38	108	0	244	51	295	748
05:00 PM	0	0	0	0	7	74	0	81	19	0	7	26	0	67	9	76	183
05:15 PM	0	0	0	0	11	78	0	89	14	0	8	22	0	78	10	88	199
05:30 PM	0	0	0	0	19	85	0	104	18	0	8	26	0	67	12	79	209
05:45 PM	0	0	0	0	8	85	0	93	13	0	9	22	0	62	4	66	181
Total	0	0	0	0	45	322	0	367	64	0	32	96	0	274	35	309	772
Grand Total	0	0	0	0	104	608	0	712	134	0	70	204	0	518	86	604	1520
Apprch %	0	0	0		14.6	85.4	0		65.7	0	34.3		0	85.8	14.2		
Total %	0	0	0	0	6.8	40	0	46.8	8.8	0	4.6	13.4	0	34.1	5.7	39.7	

	Pearmain Street (Dirt) Southbound				Seneca Road Westbound				Pearmain Street Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	8	64	0	72	**20**	0	7	**27**	0	71	**13**	84	183
05:00 PM	0	0	0	0	7	74	0	81	19	0	7	26	0	67	9	76	183
05:15 PM	0	0	0	0	11	78	0	89	14	0	**8**	22	0	**78**	10	**88**	199
05:30 PM	0	0	0	0	**19**	**85**	0	**104**	18	0	8	26	0	67	12	79	**209**
Total Volume	0	0	0	0	45	301	0	346	71	0	30	101	0	283	44	327	774
% App. Total	0	0	0		13	87	0		70.3	0	29.7		0	86.5	13.5		
PHF	.000	.000	.000	.000	.592	.885	.000	.832	.888	.000	.938	.935	.000	.907	.846	.929	.926

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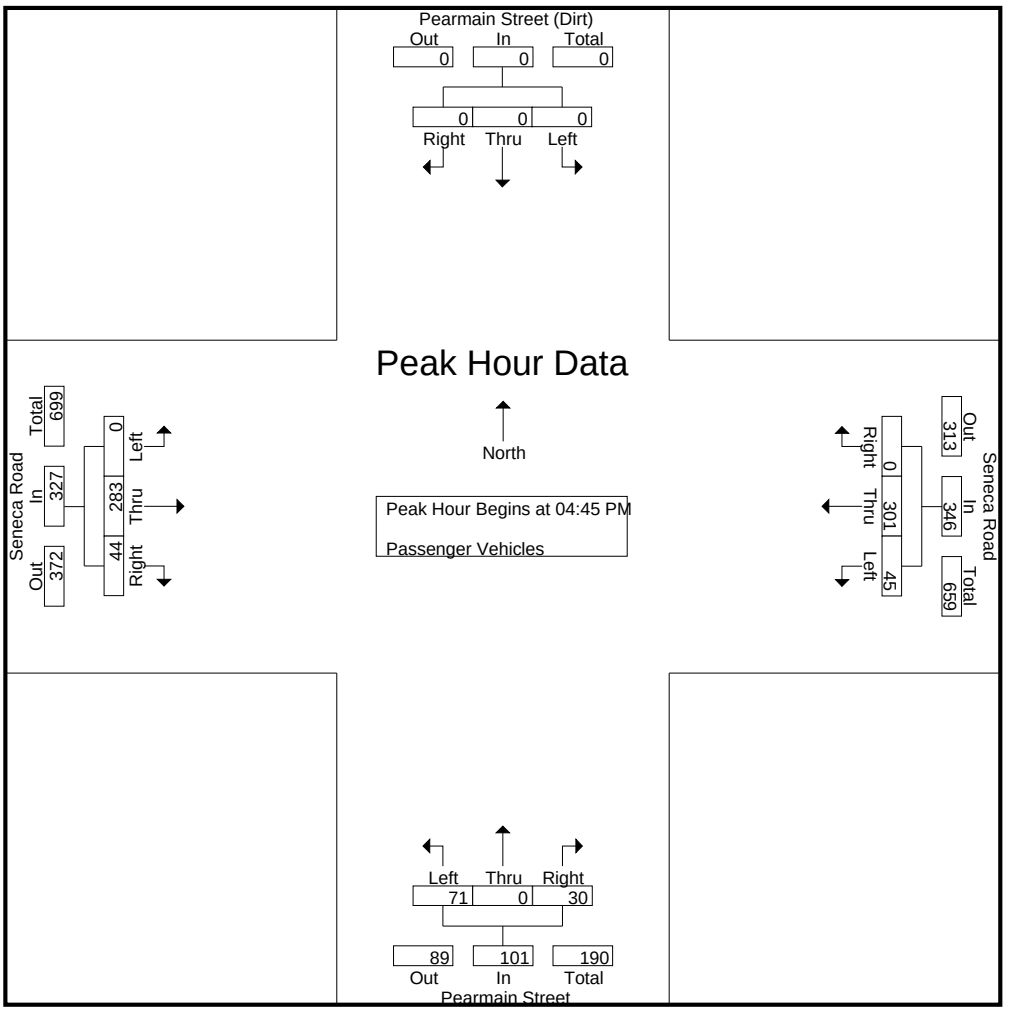

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	8	64	0	72	**20**	0	7	**27**	0	71	**13**	84
+15 mins.	0	0	0	0	7	74	0	81	19	0	7	26	0	67	9	76
+30 mins.	0	0	0	0	11	78	0	89	14	0	**8**	22	0	**78**	10	**88**
+45 mins.	0	0	0	0	**19**	**85**	0	**104**	18	0	8	26	0	67	12	79
Total Volume	0	0	0	0	45	301	0	346	71	0	30	101	0	283	44	327
% App. Total	0	0	0		13	87	0		70.3	0	29.7		0	86.5	13.5	
PHF	.000	.000	.000	.000	.592	.885	.000	.832	.888	.000	.938	.935	.000	.907	.846	.929

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Groups Printed- Large 2 Axle Vehicles

	Pearmain Street (Dirt) Southbound				Seneca Road Westbound				Pearmain Street Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	3	0	4	1	0	0	1	0	3	0	3	8
04:15 PM	0	0	0	0	1	2	0	3	0	0	1	1	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	2	0	2	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	2	5	0	7	1	0	3	4	0	6	0	6	17
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	4	0	4	5
Grand Total	0	0	0	0	2	5	0	7	1	0	4	5	0	10	0	10	22
Apprch %	0	0	0		28.6	71.4	0		20	0	80		0	100	0		
Total %	0	0	0	0	9.1	22.7	0	31.8	4.5	0	18.2	22.7	0	45.5	0	45.5	

	Pearmain Street (Dirt) Southbound				Seneca Road Westbound				Pearmain Street Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**2**
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.625	.000	.625	.625

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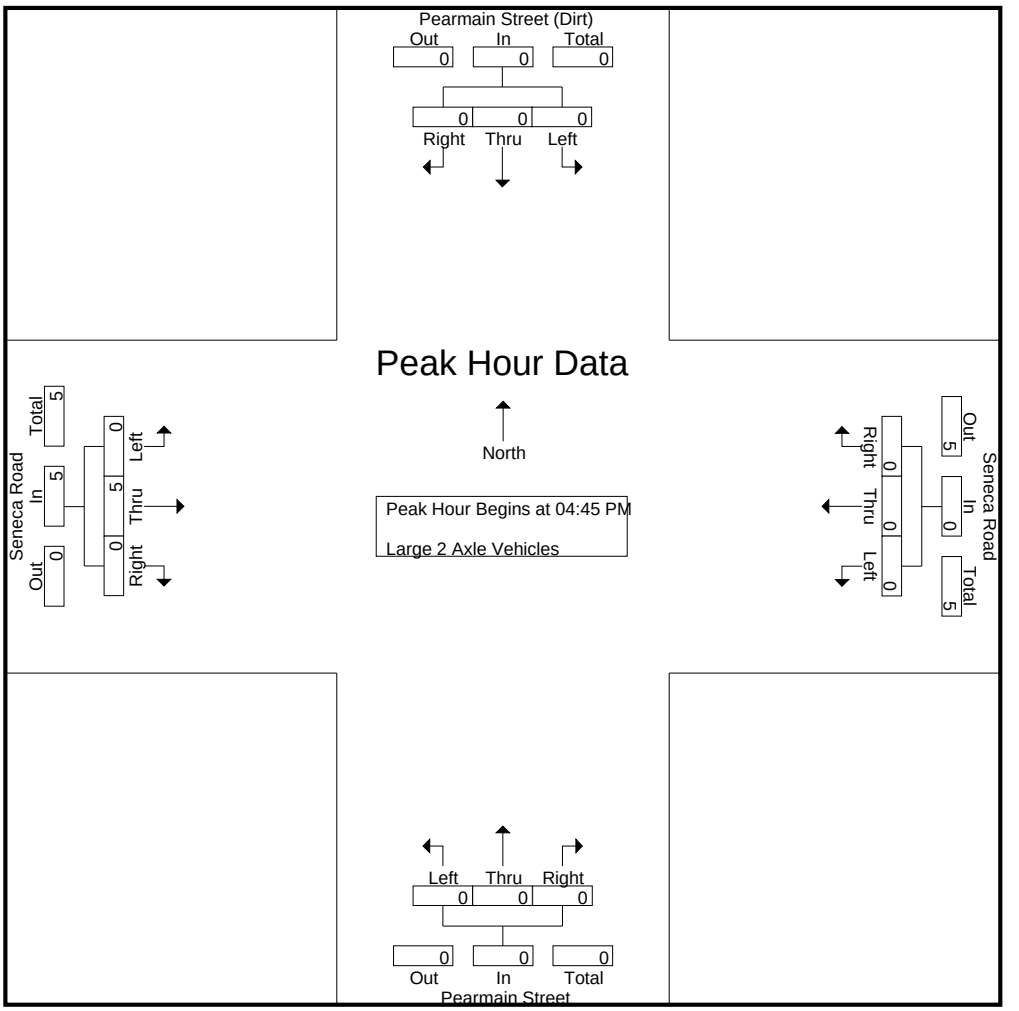

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.625	.000	.625

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Groups Printed- 3 Axle Vehicles

	Pearmain Street (Dirt) Southbound				Seneca Road Westbound				Pearmain Street Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Pearmain Street (Dirt) Southbound				Seneca Road Westbound				Pearmain Street Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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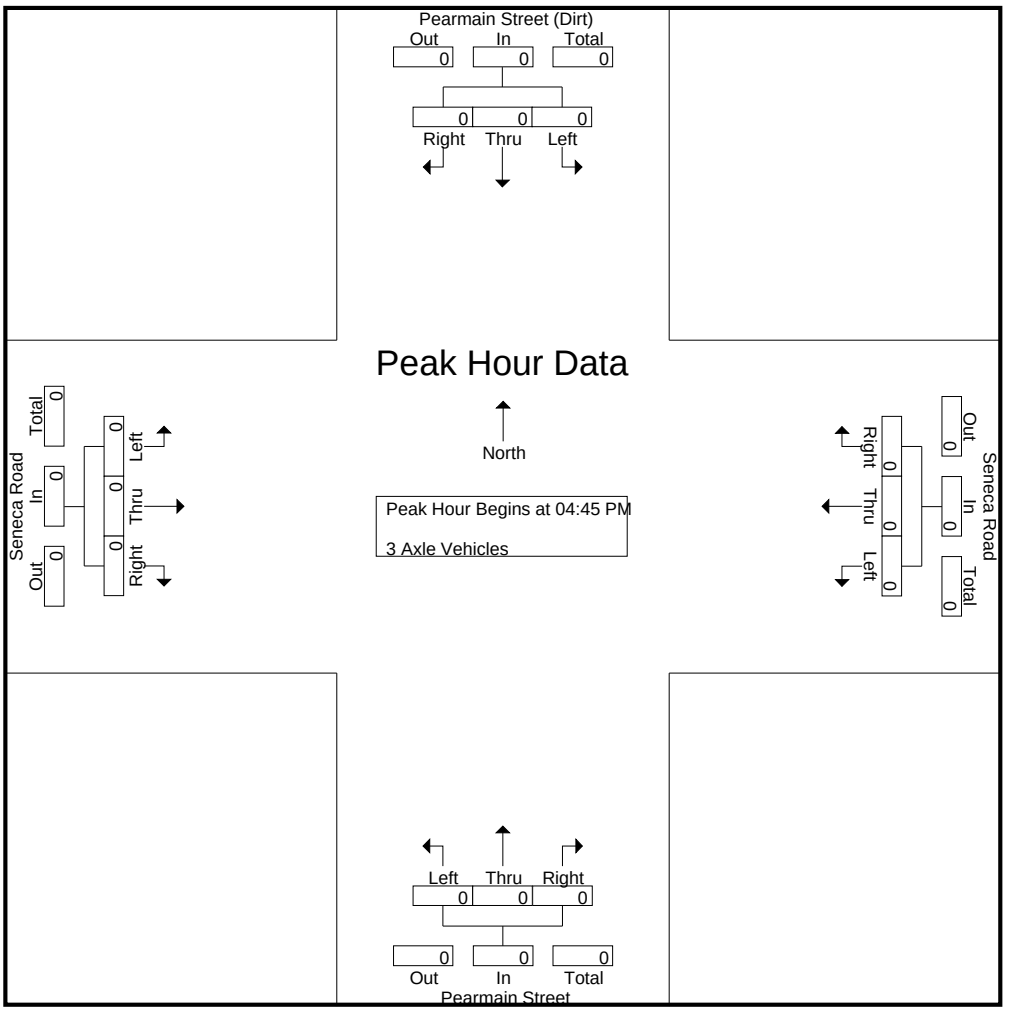

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Adelanto
N/S: Pearmain Street
E/W: Seneca Road
Weather: Clear

File Name : 02_ADL_Pear_Sen PM
Site Code : 99924436
Start Date : 5/15/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	Pearmain Street (Dirt) Southbound				Seneca Road Westbound				Pearmain Street Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0	3
Grand Total	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0	3
Apprch %	0	0	0		100	0	0		0	0	100		0	0	0		
Total %	0	0	0	0	66.7	0	0	66.7	0	0	33.3	33.3	0	0	0	0	

	Pearmain Street (Dirt) Southbound				Seneca Road Westbound				Pearmain Street Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	1
05:15 PM	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	**2**
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0	3
% App. Total	0	0	0		100	0	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.375

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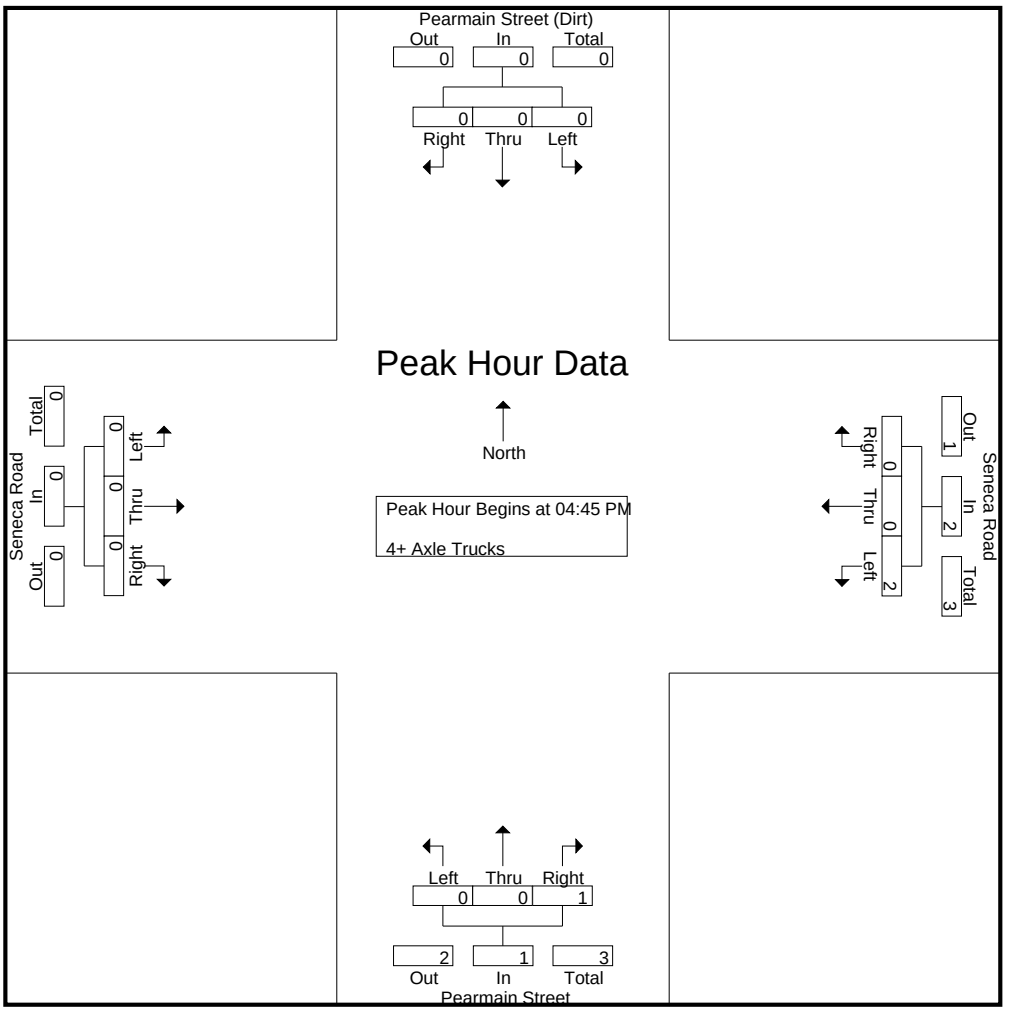
City of Adelanto
N/S: Pearmain Street
E/W: Seneca Road
Weather: Clear

File Name : 02_ADL_Pear_Sen PM
Site Code : 99924436
Start Date : 5/15/2023
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0
+30 mins.	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0
% App. Total	0	0	0		100	0	0		0	0	100		0	0	0	
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000

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City of Adelanto
N/S: US-395
E/W: Seneca Road
Weather: Clear

File Name : 05_ADL_US395_Sen AM
Site Code : 99924436
Start Date : 5/15/2023
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	US-395 Southbound			US-395 Northbound			Seneca Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	138	8	146	18	235	253	16	38	54	453
07:15 AM	141	10	151	14	225	239	22	43	65	455
07:30 AM	138	17	155	18	246	264	35	51	86	505
07:45 AM	185	23	208	23	197	220	51	59	110	538
Total	602	58	660	73	903	976	124	191	315	1951
08:00 AM	150	38	188	35	226	261	53	55	108	557
08:15 AM	189	29	218	31	188	219	47	52	99	536
08:30 AM	207	17	224	35	220	255	24	49	73	552
08:45 AM	193	16	209	20	174	194	26	42	68	471
Total	739	100	839	121	808	929	150	198	348	2116
Grand Total	1341	158	1499	194	1711	1905	274	389	663	4067
Apprch %	89.5	10.5		10.2	89.8		41.3	58.7		
Total %	33	3.9	36.9	4.8	42.1	46.8	6.7	9.6	16.3	
Passenger Vehicles	1180	149	1329	187	1512	1699	263	376	639	3667
% Passenger Vehicles	88	94.3	88.7	96.4	88.4	89.2	96	96.7	96.4	90.2
Large 2 Axle Vehicles	32	8	40	4	55	59	7	13	20	119
% Large 2 Axle Vehicles	2.4	5.1	2.7	2.1	3.2	3.1	2.6	3.3	3	2.9
3 Axle Vehicles	11	1	12	3	15	18	3	0	3	33
% 3 Axle Vehicles	0.8	0.6	0.8	1.5	0.9	0.9	1.1	0	0.5	0.8
4+ Axle Trucks	118	0	118	0	129	129	1	0	1	248
% 4+ Axle Trucks	8.8	0	7.9	0	7.5	6.8	0.4	0	0.2	6.1

	US-395 Southbound			US-395 Northbound			Seneca Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	185	23	208	23	197	220	51	**59**	**110**	538
08:00 AM	150	**38**	188	**35**	**226**	**261**	**53**	55	108	**557**
08:15 AM	189	29	218	31	188	219	47	52	99	536
08:30 AM	**207**	17	**224**	35	220	255	24	49	73	552
Total Volume	731	107	838	124	831	955	175	215	390	2183
% App. Total	87.2	12.8		13	87		44.9	55.1		
PHF	.883	.704	.935	.886	.919	.915	.825	.911	.886	.980

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City of Adelanto
N/S: US-395
E/W: Seneca Road
Weather: Clear

File Name : 05_ADL_US395_Sen AM
Site Code : 99924436
Start Date : 5/15/2023
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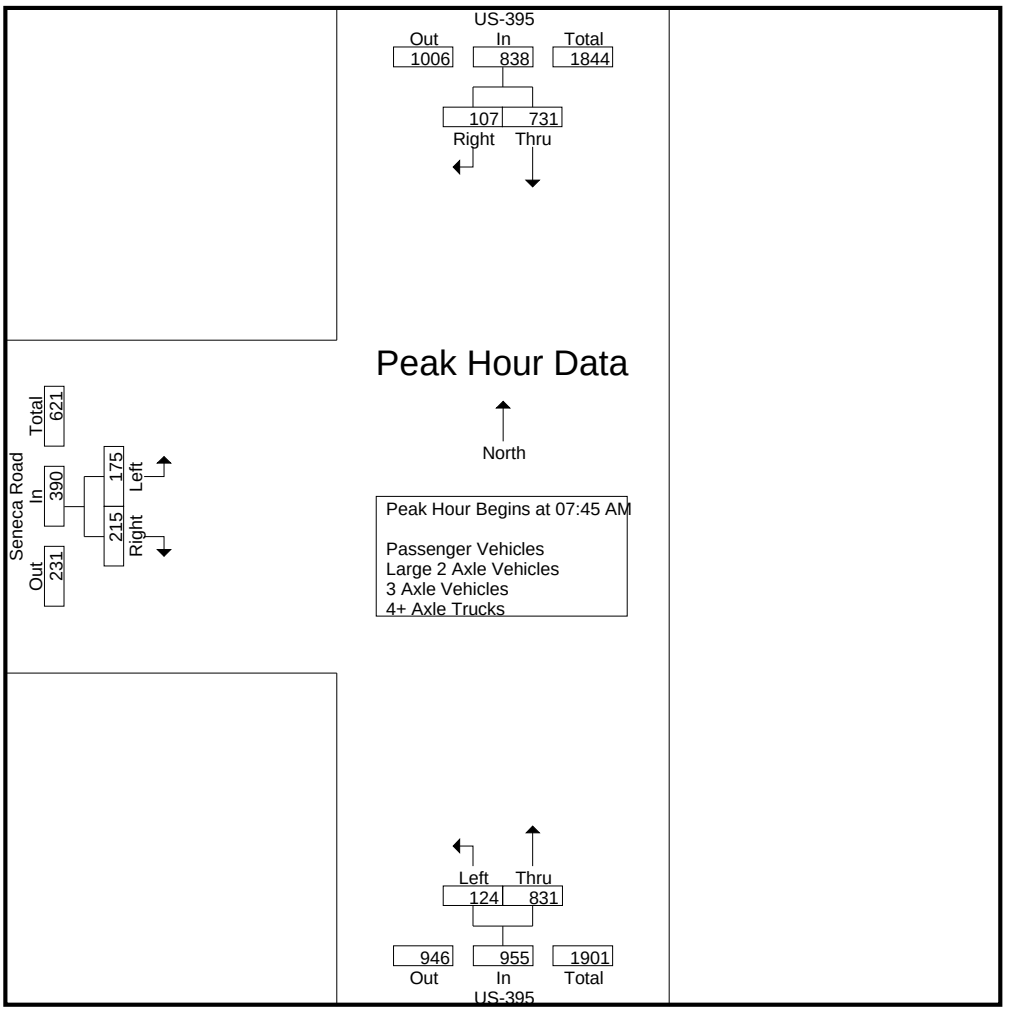

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			07:15 AM			07:30 AM		
+0 mins.	150	**38**	188	14	225	239	35	51	86
+15 mins.	189	29	218	18	**246**	**264**	51	**59**	**110**
+30 mins.	**207**	17	**224**	23	197	220	**53**	55	108
+45 mins.	193	16	209	**35**	226	261	47	52	99
Total Volume	739	100	839	90	894	984	186	217	403
% App. Total	88.1	11.9		9.1	90.9		46.2	53.8	
PHF	.893	.658	.936	.643	.909	.932	.877	.919	.916

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City of Adelanto
N/S: US-395
E/W: Seneca Road
Weather: Clear

File Name : 05_ADL_US395_Sen AM
Site Code : 99924436
Start Date : 5/15/2023
Page No : 1

Groups Printed- Passenger Vehicles

	US-395 Southbound			US-395 Northbound			Seneca Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	119	7	126	17	197	214	14	37	51	391
07:15 AM	118	8	126	13	197	210	20	39	59	395
07:30 AM	127	15	142	18	217	235	33	48	81	458
07:45 AM	165	22	187	20	175	195	50	57	107	489
Total	529	52	581	68	786	854	117	181	298	1733
08:00 AM	137	36	173	34	203	237	51	55	106	516
08:15 AM	164	29	193	30	169	199	45	52	97	489
08:30 AM	179	17	196	35	198	233	24	46	70	499
08:45 AM	171	15	186	20	156	176	26	42	68	430
Total	651	97	748	119	726	845	146	195	341	1934
Grand Total	1180	149	1329	187	1512	1699	263	376	639	3667
Apprch %	88.8	11.2		11	89		41.2	58.8		
Total %	32.2	4.1	36.2	5.1	41.2	46.3	7.2	10.3	17.4	

	US-395 Southbound			US-395 Northbound			Seneca Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	165	22	187	20	175	195	50	**57**	**107**	489
08:00 AM	137	**36**	173	34	**203**	**237**	**51**	55	106	**516**
08:15 AM	164	29	193	30	169	199	45	52	97	489
08:30 AM	**179**	17	**196**	**35**	198	233	24	46	70	499
Total Volume	645	104	749	119	745	864	170	210	380	1993
% App. Total	86.1	13.9		13.8	86.2		44.7	55.3		
PHF	.901	.722	.955	.850	.917	.911	.833	.921	.888	.966

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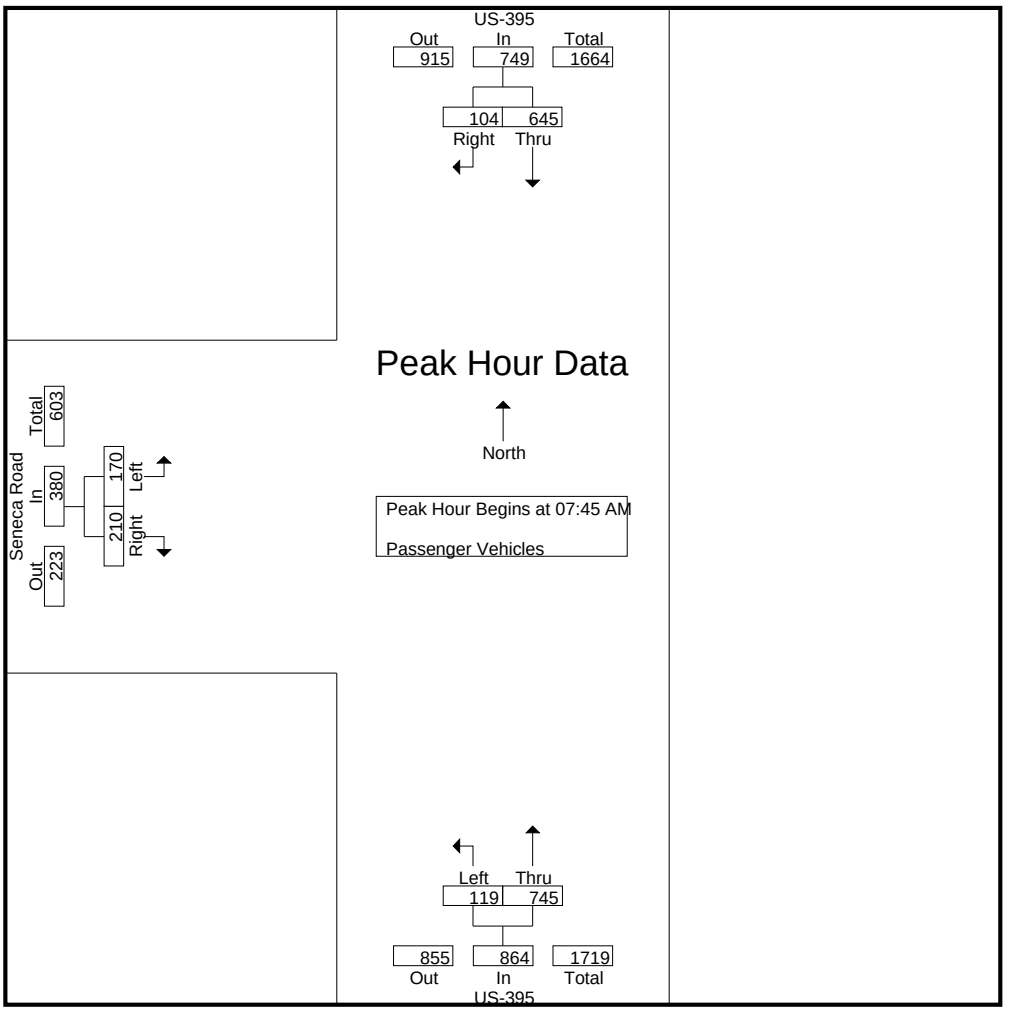
City of Adelanto
N/S: US-395
E/W: Seneca Road
Weather: Clear

File Name : 05_ADL_US395_Sen AM
Site Code : 99924436
Start Date : 5/15/2023
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	165	22	187	20	175	195	50	**57**	**107**
+15 mins.	137	**36**	173	34	**203**	**237**	**51**	55	106
+30 mins.	164	29	193	30	169	199	45	52	97
+45 mins.	**179**	17	**196**	**35**	198	233	24	46	70
Total Volume	645	104	749	119	745	864	170	210	380
% App. Total	86.1	13.9		13.8	86.2		44.7	55.3	
PHF	.901	.722	.955	.850	.917	.911	.833	.921	.888

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City of Adelanto
N/S: US-395
E/W: Seneca Road
Weather: Clear

File Name : 05_ADL_US395_Sen AM
Site Code : 99924436
Start Date : 5/15/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	US-395 Southbound			US-395 Northbound			Seneca Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	4	1	5	1	9	10	1	1	2	17
07:15 AM	5	2	7	1	10	11	2	4	6	24
07:30 AM	1	1	2	0	11	11	1	3	4	17
07:45 AM	4	1	5	0	7	7	1	2	3	15
Total	14	5	19	2	37	39	5	10	15	73
08:00 AM	3	2	5	1	5	6	0	0	0	11
08:15 AM	4	0	4	1	4	5	2	0	2	11
08:30 AM	7	0	7	0	6	6	0	3	3	16
08:45 AM	4	1	5	0	3	3	0	0	0	8
Total	18	3	21	2	18	20	2	3	5	46
Grand Total	32	8	40	4	55	59	7	13	20	119
Apprch %	80	20		6.8	93.2		35	65		
Total %	26.9	6.7	33.6	3.4	46.2	49.6	5.9	10.9	16.8	

	US-395 Southbound			US-395 Northbound			Seneca Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	4	1	5	0	**7**	**7**	1	2	**3**	15
08:00 AM	3	**2**	5	**1**	5	6	0	0	0	11
08:15 AM	4	0	4	1	4	5	**2**	0	2	11
08:30 AM	**7**	0	**7**	0	6	6	0	**3**	3	**16**
Total Volume	18	3	21	2	22	24	3	5	8	53
% App. Total	85.7	14.3		8.3	91.7		37.5	62.5		
PHF	.643	.375	.750	.500	.786	.857	.375	.417	.667	.828

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City of Adelanto
N/S: US-395
E/W: Seneca Road
Weather: Clear

File Name : 05_ADL_US395_Sen AM
Site Code : 99924436
Start Date : 5/15/2023
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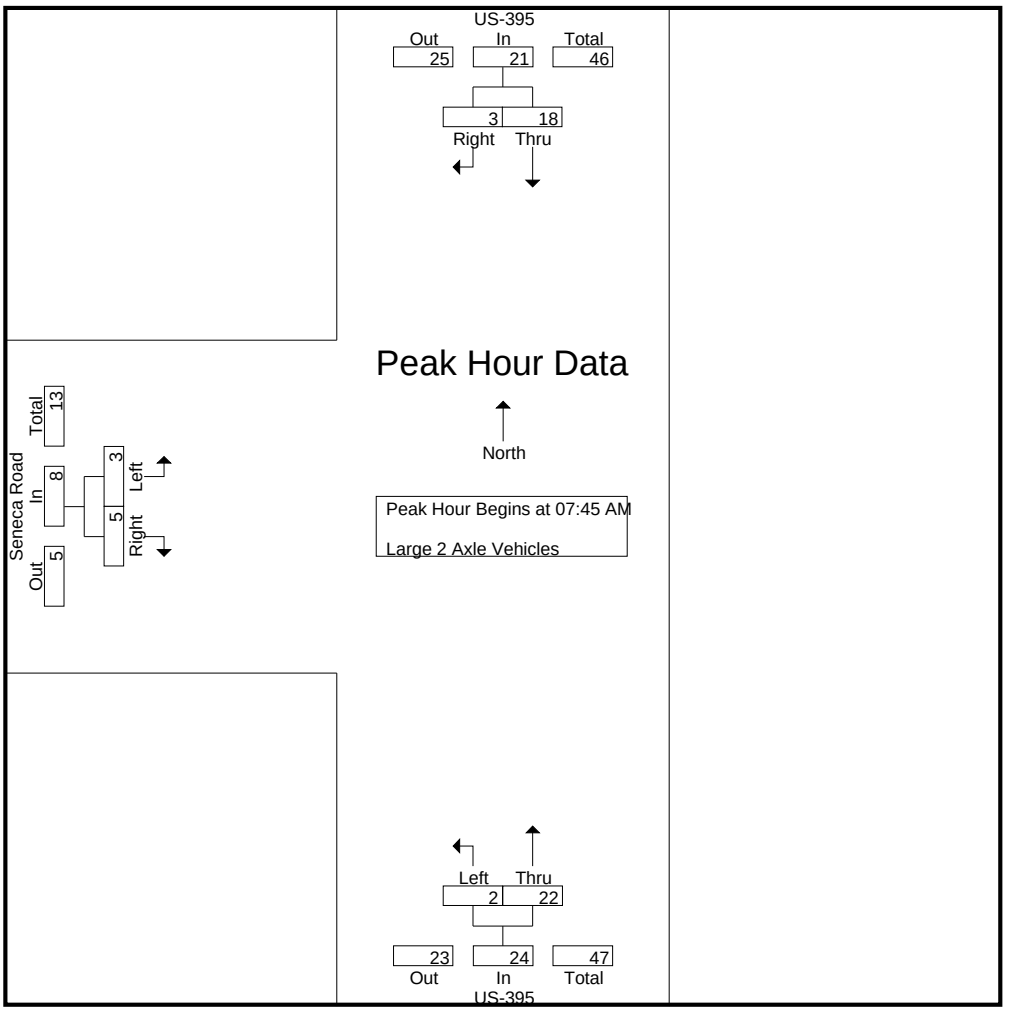

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	4	1	5	0	**7**	**7**	1	2	**3**
+15 mins.	3	**2**	5	**1**	5	6	0	0	0
+30 mins.	4	0	4	1	4	5	**2**	0	2
+45 mins.	**7**	0	**7**	0	6	6	0	**3**	3
Total Volume	18	3	21	2	22	24	3	5	8
% App. Total	85.7	14.3		8.3	91.7		37.5	62.5	
PHF	.643	.375	.750	.500	.786	.857	.375	.417	.667

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City of Adelanto
N/S: US-395
E/W: Seneca Road
Weather: Clear

File Name : 05_ADL_US395_Sen AM
Site Code : 99924436
Start Date : 5/15/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	US-395 Southbound			US-395 Northbound			Seneca Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	1	0	1	0	4	4	0	0	0	5
07:15 AM	0	0	0	0	3	3	0	0	0	3
07:30 AM	0	1	1	0	1	1	1	0	1	3
07:45 AM	2	0	2	3	1	4	0	0	0	6
Total	3	1	4	3	9	12	1	0	1	17
08:00 AM	2	0	2	0	3	3	2	0	2	7
08:15 AM	1	0	1	0	2	2	0	0	0	3
08:30 AM	3	0	3	0	1	1	0	0	0	4
08:45 AM	2	0	2	0	0	0	0	0	0	2
Total	8	0	8	0	6	6	2	0	2	16
Grand Total	11	1	12	3	15	18	3	0	3	33
Apprch %	91.7	8.3		16.7	83.3		100	0		
Total %	33.3	3	36.4	9.1	45.5	54.5	9.1	0	9.1	

	US-395 Southbound			US-395 Northbound			Seneca Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	2	0	2	**3**	1	**4**	0	0	0	6
08:00 AM	2	0	2	0	**3**	3	**2**	0	**2**	**7**
08:15 AM	1	0	1	0	2	2	0	0	0	3
08:30 AM	**3**	0	**3**	0	1	1	0	0	0	4
Total Volume	8	0	8	3	7	10	2	0	2	20
% App. Total	100	0		30	70		100	0		
PHF	.667	.000	.667	.250	.583	.625	.250	.000	.250	.714

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City of Adelanto
N/S: US-395
E/W: Seneca Road
Weather: Clear

File Name : 05_ADL_US395_Sen AM
Site Code : 99924436
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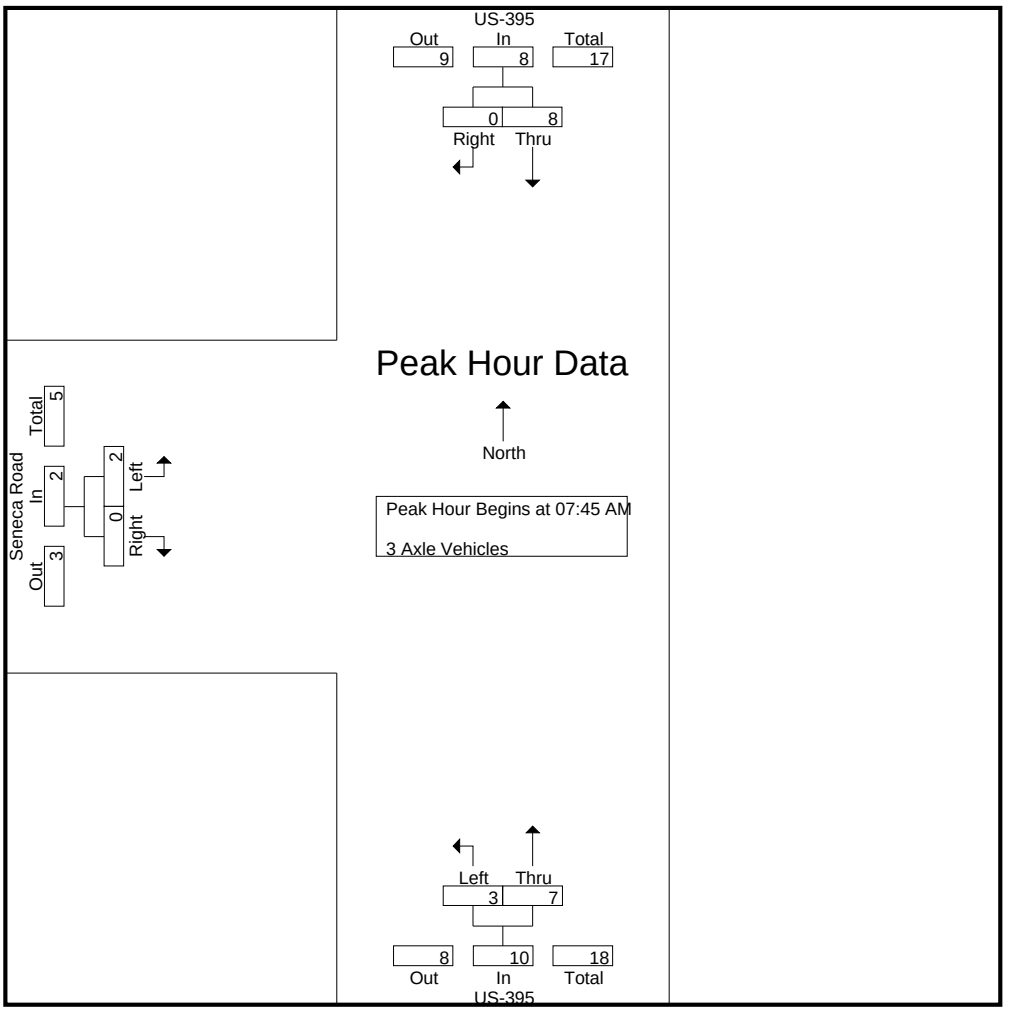

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	2	0	2	**3**	1	**4**	0	0	0
+15 mins.	2	0	2	0	**3**	3	**2**	0	**2**
+30 mins.	1	0	1	0	2	2	0	0	0
+45 mins.	**3**	0	**3**	0	1	1	0	0	0
Total Volume	8	0	8	3	7	10	2	0	2
% App. Total	100	0		30	70		100	0	
PHF	.667	.000	.667	.250	.583	.625	.250	.000	.250

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City of Adelanto
N/S: US-395
E/W: Seneca Road
Weather: Clear

File Name : 05_ADL_US395_Sen AM
Site Code : 99924436
Start Date : 5/15/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	US-395 Southbound			US-395 Northbound			Seneca Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	14	0	14	0	25	25	1	0	1	40
07:15 AM	18	0	18	0	15	15	0	0	0	33
07:30 AM	10	0	10	0	17	17	0	0	0	27
07:45 AM	14	0	14	0	14	14	0	0	0	28
Total	56	0	56	0	71	71	1	0	1	128
08:00 AM	8	0	8	0	15	15	0	0	0	23
08:15 AM	20	0	20	0	13	13	0	0	0	33
08:30 AM	18	0	18	0	15	15	0	0	0	33
08:45 AM	16	0	16	0	15	15	0	0	0	31
Total	62	0	62	0	58	58	0	0	0	120
Grand Total	118	0	118	0	129	129	1	0	1	248
Apprch %	100	0		0	100		100	0		
Total %	47.6	0	47.6	0	52	52	0.4	0	0.4	

	US-395 Southbound			US-395 Northbound			Seneca Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	14	0	14	0	14	14	0	0	0	28
08:00 AM	8	0	8	0	**15**	**15**	0	0	0	23
08:15 AM	**20**	0	**20**	0	13	13	0	0	0	**33**
08:30 AM	18	0	18	0	15	15	0	0	0	33
Total Volume	60	0	60	0	57	57	0	0	0	117
% App. Total	100	0		0	100		0	0		
PHF	.750	.000	.750	.000	.950	.950	.000	.000	.000	.886

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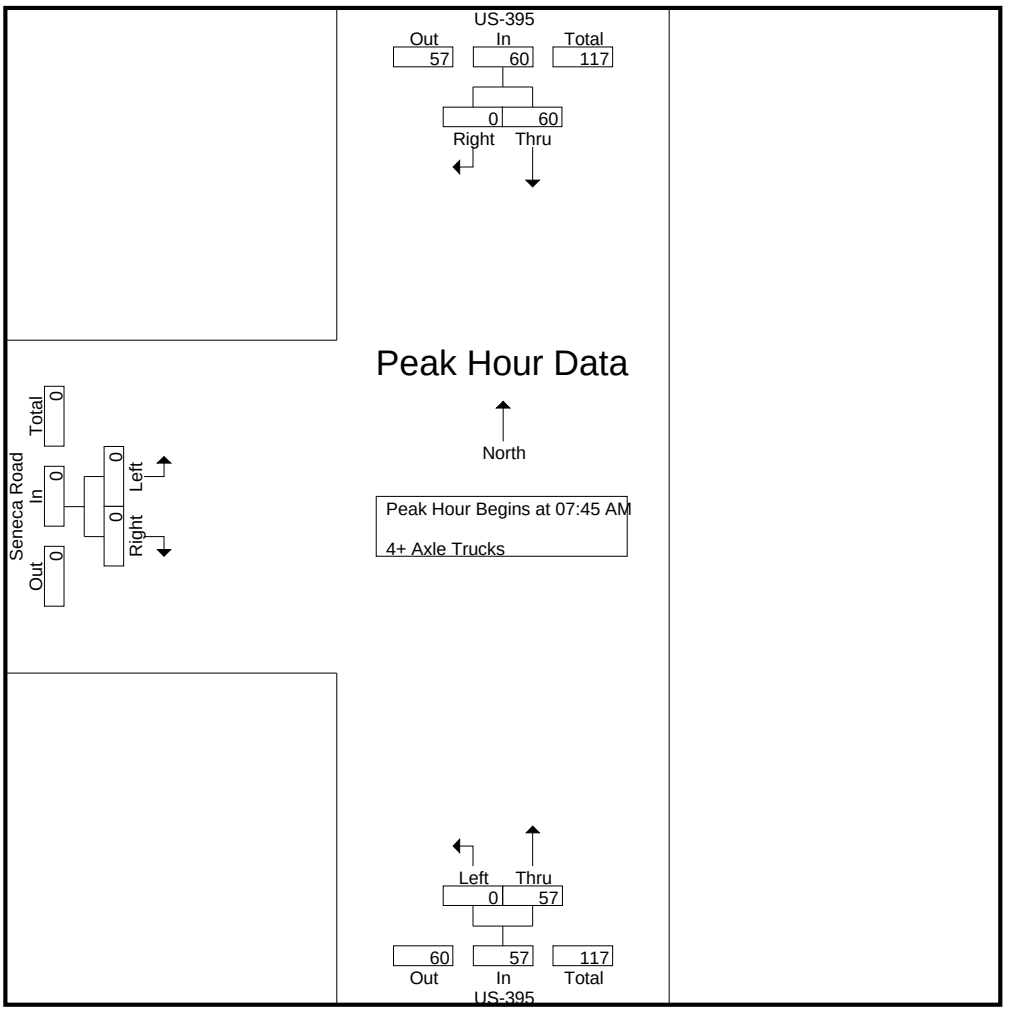

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	14	0	14	0	14	14	0	0	0
+15 mins.	8	0	8	0	**15**	**15**	0	0	0
+30 mins.	**20**	0	**20**	0	13	13	0	0	0
+45 mins.	18	0	18	0	15	15	0	0	0
Total Volume	60	0	60	0	57	57	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.750	.000	.750	.000	.950	.950	.000	.000	.000

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	US-395 Southbound			US-395 Northbound			Seneca Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	167	22	189	73	165	238	25	43	68	495
04:15 PM	176	26	202	60	178	238	21	37	58	498
04:30 PM	227	19	246	63	183	246	35	48	83	575
04:45 PM	239	23	262	51	180	231	22	56	78	571
Total	809	90	899	247	706	953	103	184	287	2139
05:00 PM	239	20	259	61	181	242	17	64	81	582
05:15 PM	248	20	268	70	177	247	24	62	86	601
05:30 PM	210	39	249	67	166	233	25	49	74	556
05:45 PM	230	28	258	73	182	255	13	63	76	589
Total	927	107	1034	271	706	977	79	238	317	2328
Grand Total	1736	197	1933	518	1412	1930	182	422	604	4467
Apprch %	89.8	10.2		26.8	73.2		30.1	69.9		
Total %	38.9	4.4	43.3	11.6	31.6	43.2	4.1	9.4	13.5	
Passenger Vehicles	1585	191	1776	514	1298	1812	177	410	587	4175
% Passenger Vehicles	91.3	97	91.9	99.2	91.9	93.9	97.3	97.2	97.2	93.5
Large 2 Axle Vehicles	19	4	23	4	24	28	5	11	16	67
% Large 2 Axle Vehicles	1.1	2	1.2	0.8	1.7	1.5	2.7	2.6	2.6	1.5
3 Axle Vehicles	6	0	6	0	7	7	0	0	0	13
% 3 Axle Vehicles	0.3	0	0.3	0	0.5	0.4	0	0	0	0.3
4+ Axle Trucks	126	2	128	0	83	83	0	1	1	212
% 4+ Axle Trucks	7.3	1	6.6	0	5.9	4.3	0	0.2	0.2	4.7

	US-395 Southbound			US-395 Northbound			Seneca Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	227	19	246	63	**183**	246	**35**	48	83	575
04:45 PM	239	**23**	262	51	180	231	22	56	78	571
05:00 PM	239	20	259	61	181	242	17	**64**	81	582
05:15 PM	**248**	20	**268**	**70**	177	**247**	24	62	**86**	**601**
Total Volume	953	82	1035	245	721	966	98	230	328	2329
% App. Total	92.1	7.9		25.4	74.6		29.9	70.1		
PHF	.961	.891	.965	.875	.985	.978	.700	.898	.953	.969

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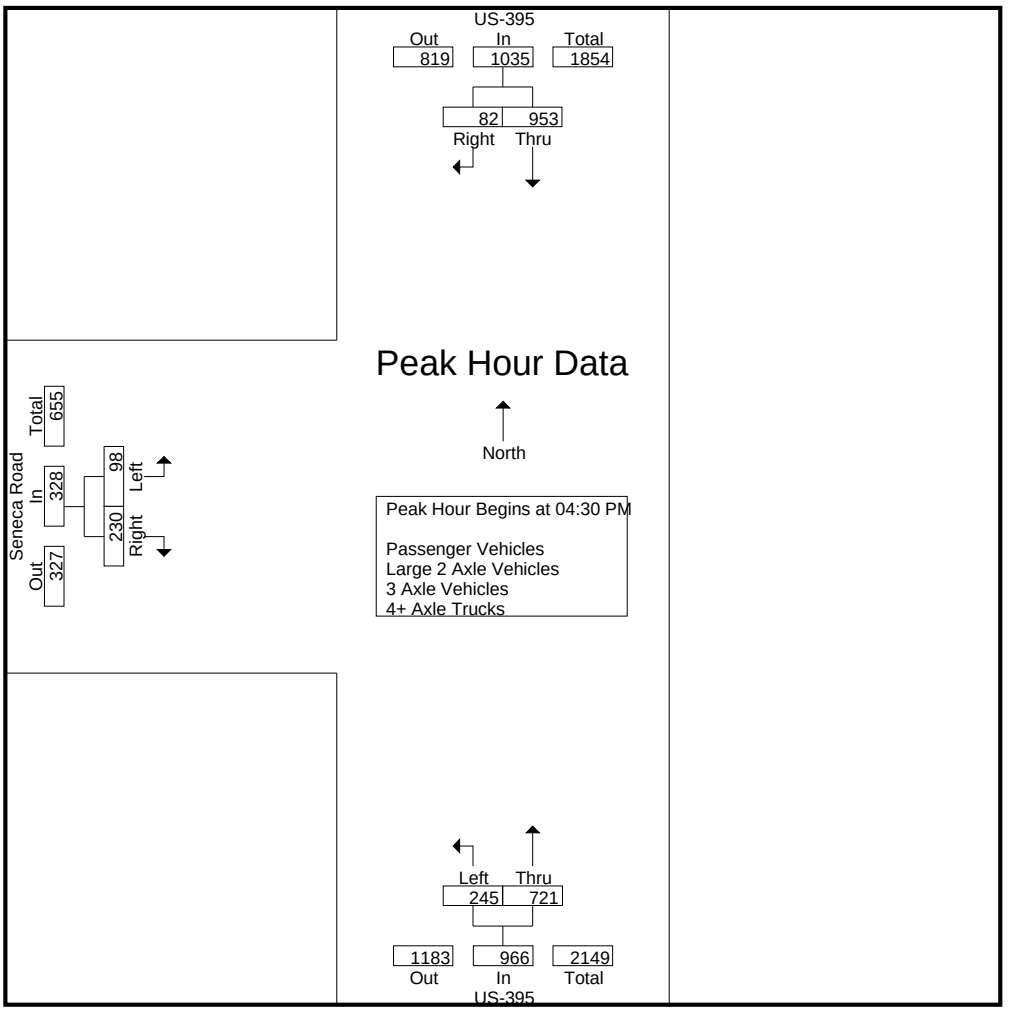

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			05:00 PM			04:30 PM		
+0 mins.	239	23	262	61	181	242	**35**	48	83
+15 mins.	239	20	259	70	177	247	22	56	78
+30 mins.	**248**	20	**268**	67	166	233	17	**64**	81
+45 mins.	210	**39**	249	**73**	**182**	**255**	24	62	**86**
Total Volume	936	102	1038	271	706	977	98	230	328
% App. Total	90.2	9.8		27.7	72.3		29.9	70.1	
PHF	.944	.654	.968	.928	.970	.958	.700	.898	.953

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Groups Printed- Passenger Vehicles

	US-395 Southbound			US-395 Northbound			Seneca Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	146	22	168	69	148	217	24	41	65	450
04:15 PM	151	23	174	60	161	221	20	36	56	451
04:30 PM	216	19	235	63	168	231	32	47	79	545
04:45 PM	223	22	245	51	165	216	22	55	77	538
Total	736	86	822	243	642	885	98	179	277	1984
05:00 PM	220	20	240	61	170	231	17	62	79	550
05:15 PM	227	18	245	70	171	241	24	59	83	569
05:30 PM	193	39	232	67	150	217	25	48	73	522
05:45 PM	209	28	237	73	165	238	13	62	75	550
Total	849	105	954	271	656	927	79	231	310	2191
Grand Total	1585	191	1776	514	1298	1812	177	410	587	4175
Apprch %	89.2	10.8		28.4	71.6		30.2	69.8		
Total %	38	4.6	42.5	12.3	31.1	43.4	4.2	9.8	14.1	

	US-395 Southbound			US-395 Northbound			Seneca Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	216	19	235	63	168	231	**32**	47	79	545
04:45 PM	223	**22**	**245**	51	165	216	22	55	77	538
05:00 PM	220	20	240	61	170	231	17	**62**	79	550
05:15 PM	**227**	18	245	**70**	**171**	**241**	24	59	**83**	**569**
Total Volume	886	79	965	245	674	919	95	223	318	2202
% App. Total	91.8	8.2		26.7	73.3		29.9	70.1		
PHF	.976	.898	.985	.875	.985	.953	.742	.899	.958	.967

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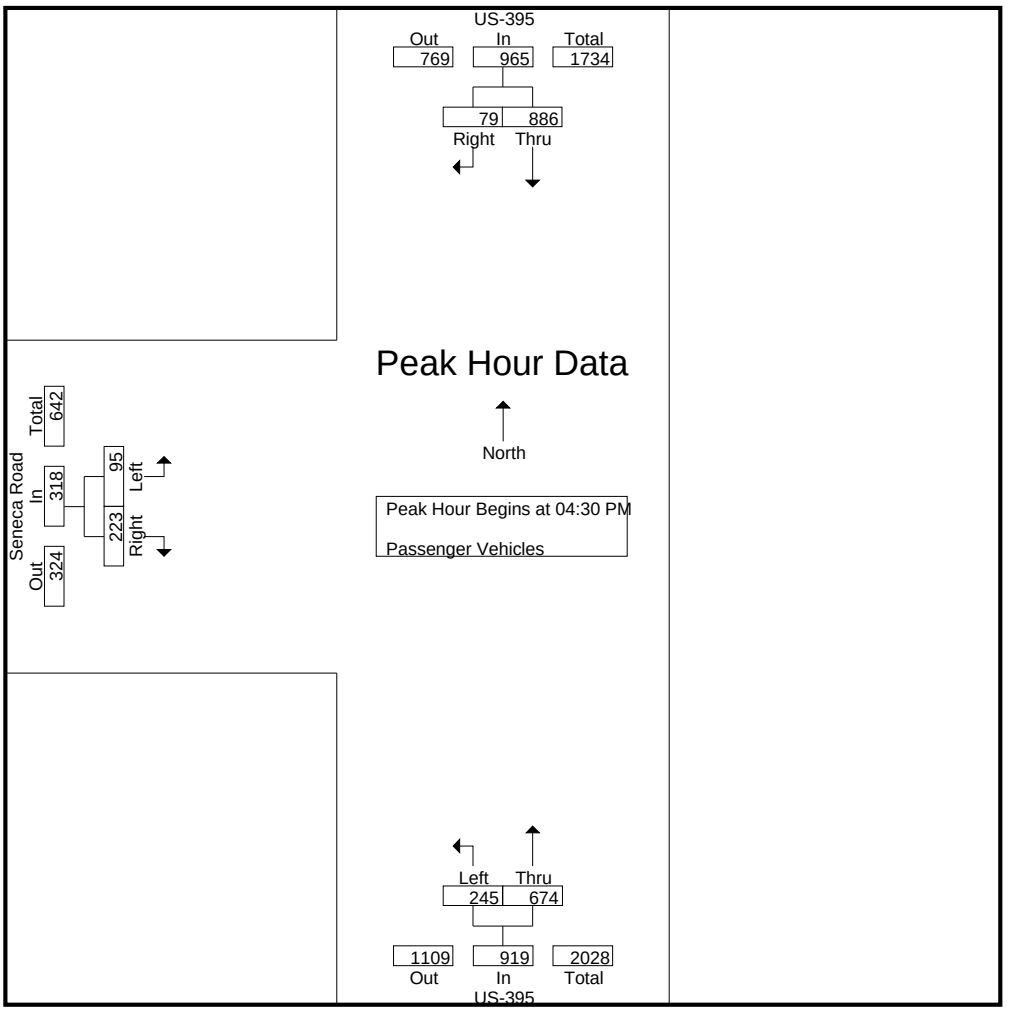

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	216	19	235	63	168	231	**32**	47	79
+15 mins.	223	**22**	**245**	51	165	216	22	55	77
+30 mins.	220	20	240	61	170	231	17	**62**	79
+45 mins.	**227**	18	245	**70**	**171**	**241**	24	59	**83**
Total Volume	886	79	965	245	674	919	95	223	318
% App. Total	91.8	8.2		26.7	73.3		29.9	70.1	
PHF	.976	.898	.985	.875	.985	.953	.742	.899	.958

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Groups Printed- Large 2 Axle Vehicles

	US-395 Southbound			US-395 Northbound			Seneca Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	4	0	4	4	3	7	1	2	3	14
04:15 PM	3	3	6	0	8	8	1	1	2	16
04:30 PM	1	0	1	0	2	2	3	1	4	7
04:45 PM	3	1	4	0	0	0	0	1	1	5
Total	11	4	15	4	13	17	5	5	10	42
05:00 PM	0	0	0	0	2	2	0	1	1	3
05:15 PM	2	0	2	0	3	3	0	3	3	8
05:30 PM	2	0	2	0	4	4	0	1	1	7
05:45 PM	4	0	4	0	2	2	0	1	1	7
Total	8	0	8	0	11	11	0	6	6	25
Grand Total	19	4	23	4	24	28	5	11	16	67
Apprch %	82.6	17.4		14.3	85.7		31.2	68.8		
Total %	28.4	6	34.3	6	35.8	41.8	7.5	16.4	23.9	

	US-395 Southbound			US-395 Northbound			Seneca Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	1	0	1	0	2	2	**3**	1	**4**	7
04:45 PM	**3**	**1**	**4**	0	0	0	0	1	1	5
05:00 PM	0	0	0	0	2	2	0	1	1	3
05:15 PM	2	0	2	0	**3**	**3**	0	**3**	3	**8**
Total Volume	6	1	7	0	7	7	3	6	9	23
% App. Total	85.7	14.3		0	100		33.3	66.7		
PHF	.500	.250	.438	.000	.583	.583	.250	.500	.563	.719

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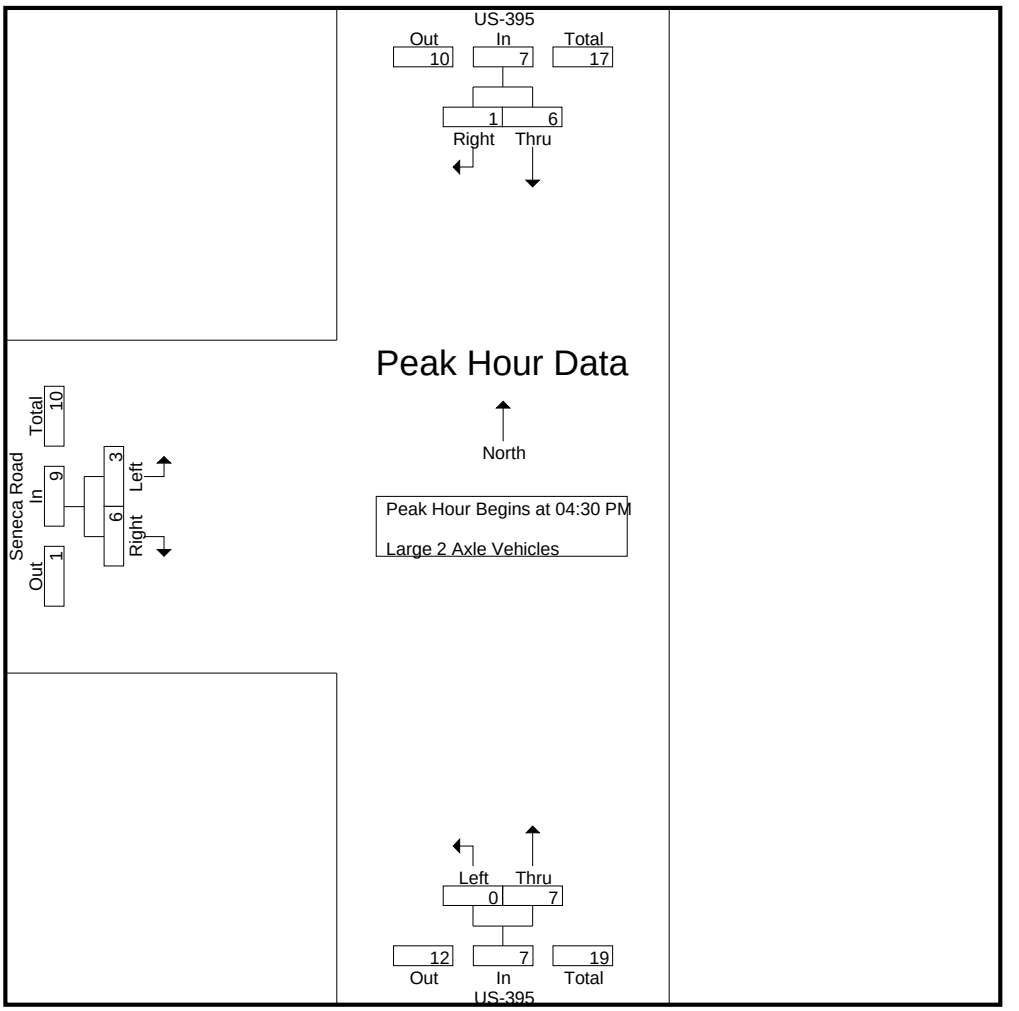

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	1	0	1	0	2	2	**3**	1	**4**
+15 mins.	**3**	**1**	**4**	0	0	0	0	1	1
+30 mins.	0	0	0	0	2	2	0	1	1
+45 mins.	2	0	2	0	**3**	**3**	0	**3**	3
Total Volume	6	1	7	0	7	7	3	6	9
% App. Total	85.7	14.3		0	100		33.3	66.7	
PHF	.500	.250	.438	.000	.583	.583	.250	.500	.563

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Groups Printed- 3 Axle Vehicles

	US-395 Southbound			US-395 Northbound			Seneca Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	3	3	0	0	0	3
04:15 PM	2	0	2	0	0	0	0	0	0	2
04:30 PM	1	0	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	2	2	0	0	0	2
Total	3	0	3	0	5	5	0	0	0	8
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	1	0	1	1	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	2	0	2	0	1	1	0	0	0	3
Total	3	0	3	0	2	2	0	0	0	5
Grand Total	6	0	6	0	7	7	0	0	0	13
Apprch %	100	0		0	100		0	0		
Total %	46.2	0	46.2	0	53.8	53.8	0	0	0	

	US-395 Southbound			US-395 Northbound			Seneca Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	**1**	0	**1**	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	**2**	**2**	0	0	0	**2**
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	1	0	1	1	0	0	0	2
Total Volume	2	0	2	0	3	3	0	0	0	5
% App. Total	100	0		0	100		0	0		
PHF	.500	.000	.500	.000	.375	.375	.000	.000	.000	.625

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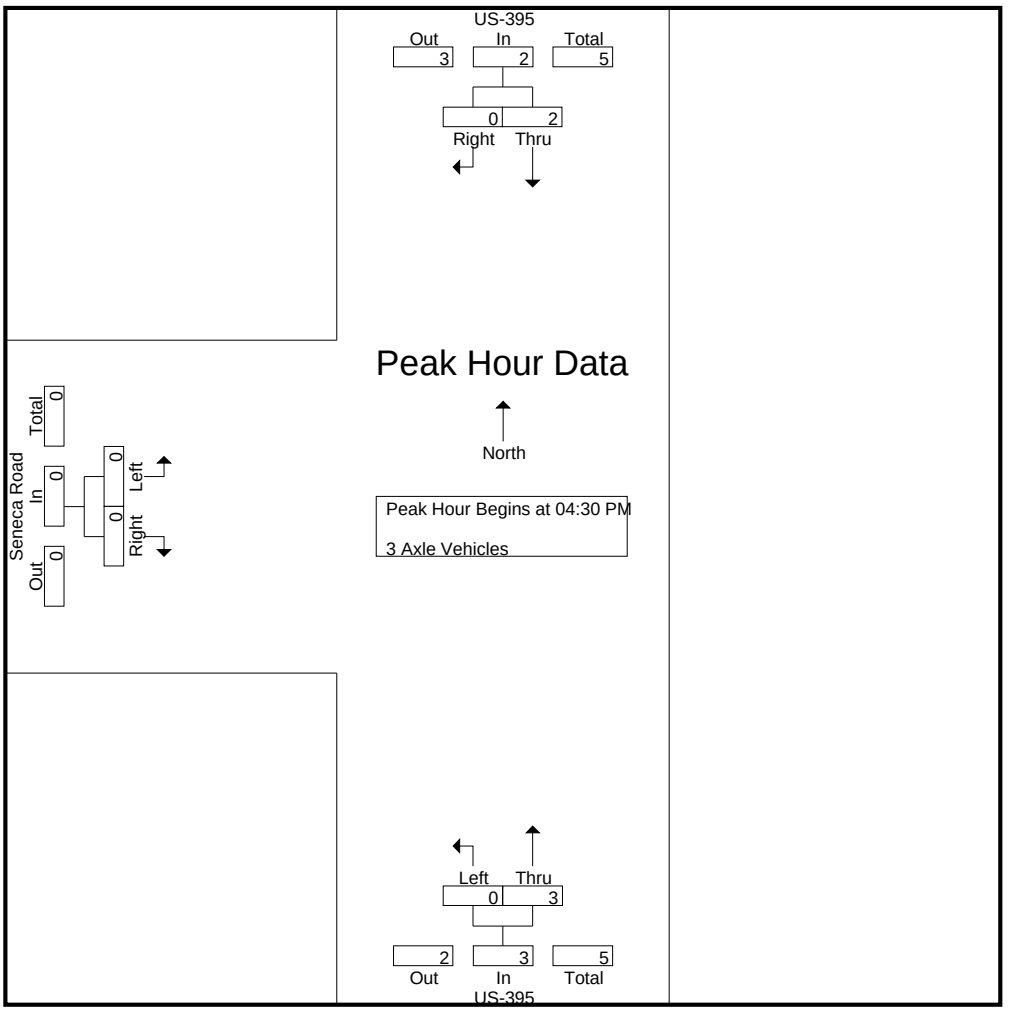

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	**1**	0	**1**	0	0	0	0	0	0
+15 mins.	0	0	0	0	**2**	**2**	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	1	0	1	1	0	0	0
Total Volume	2	0	2	0	3	3	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.500	.000	.500	.000	.375	.375	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

	US-395 Southbound			US-395 Northbound			Seneca Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	17	0	17	0	11	11	0	0	0	28
04:15 PM	20	0	20	0	9	9	0	0	0	29
04:30 PM	9	0	9	0	13	13	0	0	0	22
04:45 PM	13	0	13	0	13	13	0	0	0	26
Total	59	0	59	0	46	46	0	0	0	105
05:00 PM	19	0	19	0	9	9	0	1	1	29
05:15 PM	18	2	20	0	2	2	0	0	0	22
05:30 PM	15	0	15	0	12	12	0	0	0	27
05:45 PM	15	0	15	0	14	14	0	0	0	29
Total	67	2	69	0	37	37	0	1	1	107
Grand Total	126	2	128	0	83	83	0	1	1	212
Apprch %	98.4	1.6		0	100		0	100		
Total %	59.4	0.9	60.4	0	39.2	39.2	0	0.5	0.5	

	US-395 Southbound			US-395 Northbound			Seneca Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	9	0	9	0	**13**	**13**	0	0	0	22
04:45 PM	13	0	13	0	13	13	0	0	0	26
05:00 PM	**19**	0	19	0	9	9	0	**1**	**1**	**29**
05:15 PM	18	**2**	**20**	0	2	2	0	0	0	22
Total Volume	59	2	61	0	37	37	0	1	1	99
% App. Total	96.7	3.3		0	100		0	100		
PHF	.776	.250	.763	.000	.712	.712	.000	.250	.250	.853

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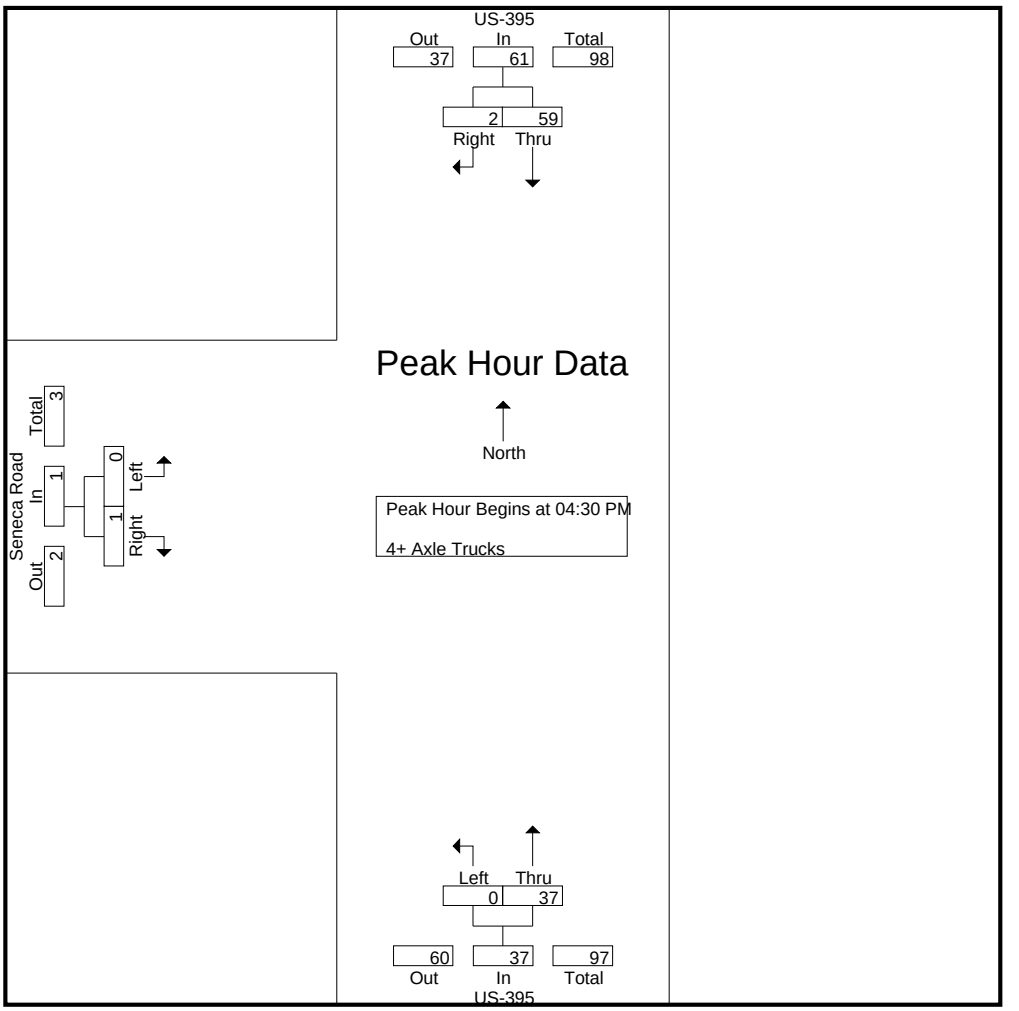

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	9	0	9	0	**13**	**13**	0	0	0
+15 mins.	13	0	13	0	13	13	0	0	0
+30 mins.	**19**	0	19	0	9	9	0	**1**	**1**
+45 mins.	18	**2**	**20**	0	2	2	0	0	0
Total Volume	59	2	61	0	37	37	0	1	1
% App. Total	96.7	3.3		0	100		0	100	
PHF	.776	.250	.763	.000	.712	.712	.000	.250	.250

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Attachment A: RV Storage Trip Generation and Trip Rates

Trip Generation

Date	Size[1]	A.M. Peak Hour[2] In	Out	Total	P.M. Peak Hour[3] In	Out	Total	Daily
11/05/19		0	0	0	0	3	3	50
11/06/19		1	2	3	4	2	6	57
11/07/19		1	1	2	5	5	10	49
11/12/19		0	0	0	3	5	8	37
11/13/19		1	0	1	0	0	0	38
11/14/19		2	1	3	2	2	4	52
11/19/19		3	2	5	1	2	3	41
11/20/19		3	3	6	3	7	10	49
11/21/19		3	3	6	4	3	7	55
12/03/19		1	1	2	3	3	6	43
12/04/19		0	0	0	0	1	1	24
12/05/19		3	4	7	1	2	3	65
12/10/19		0	0	0	4	4	8	52
12/11/19		1	0	1	1	2	3	44
12/12/19		2	2	4	3	5	8	44
12/17/19		1	1	2	2	3	5	38
12/18/19		1	1	2	2	3	5	54
12/19/19		3	3	6	3	2	5	49
01/07/20		1	1	2	6	4	10	70
01/08/20		1	1	2	0	1	1	32
01/09/20		0	0	0	2	2	4	35
01/14/20		2	2	4	4	3	7	39
01/15/20		2	2	4	5	7	12	58
01/16/20		3	2	5	7	5	12	57
01/28/20		1	2	3	2	3	5	48
01/29/20		1	0	1	1	2	3	50
01/30/20		1	1	2	2	3	5	63
Average	2.78	1.41	1.30	2.70	2.59	3.11	5.70	47.89

Trip Rates

Land Use	Size	A.M. Peak Hour In	Out	Total	P.M. Peak Hour In	Out	Total	Daily
RV Storage	1.00	0.51	0.47	0.97	0.93	1.12	2.05	17.23

Notes: Survey Data provided by LSA conducted in November 2019 to January 2020 at a RV Parking facility located at 15305 Little Morongo Road, Desert Hot Springs.

[1] The total number of RV storage spaces of the Desert Hot Springs RV storage facility (in hundreds).

[2] AM Peak Hour is defined as the one-hour period between 7:00 and 9:00 a.m.

[3] PM Peak Hour is defined as the one-hour period between 4:00 and 6:00 p.m.

APPENDIX B:
VOLUME DEVELOPMENT WORKSHEETS

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Table B-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
1 . Pearmain St & Seneca Rd												
NBL	33	0	0	0	0	33	71	0	0	0	0	71
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	43	1	0	0	2	45	30	0	0	1	3	33
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	337	7	2	0	15	352	283	5	0	0	8	291
EBR	50	0	0	0	0	50	44	0	0	0	0	44
WBL	26	0	0	0	0	26	45	0	0	2	6	51
WBT	188	6	3	0	15	203	301	0	0	0	0	301
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	76	1	0	0	2	78	101	0	0	1	3	104
Departure	76	0	0	0	0	76	89	0	0	2	6	95
Total	152	1	0	0	2	154	190	0	0	3	9	199
East Leg												
Approach	214	6	3	0	15	229	346	0	0	2	6	352
Departure	380	8	2	0	17	397	313	5	0	1	11	324
Total	594	14	5	0	32	626	659	5	0	3	17	676
West Leg												
Approach	387	7	2	0	15	402	327	5	0	0	8	335
Departure	221	6	3	0	15	236	372	0	0	0	0	372
Total	608	13	5	0	30	638	699	5	0	0	8	707
Total Approaches												
Approach	677	14	5	0	32	709	774	5	0	3	17	791
Departure	677	14	5	0	32	709	774	5	0	3	17	791
Total	1,354	28	10	0	64	1,418	1,548	10	0	6	34	1,582

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Table B-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
4 . US-395 & Seneca Rd												
NBL	119	2	3	0	9	128	245	0	0	0	0	245
NBT	745	22	7	57	218	963	674	7	3	37	128	802
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	645	18	8	60	223	868	886	6	2	59	190	1,076
SBR	104	3	0	0	5	109	79	1	0	2	8	87
EBL	170	3	2	0	9	179	95	3	0	0	5	100
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	210	5	0	0	8	218	223	6	0	1	12	235
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	749	21	8	60	228	977	965	7	2	61	198	1,163
Departure	915	25	9	57	227	1,142	769	10	3	37	133	902
Total	1,664	46	17	117	455	2,119	1,734	17	5	98	331	2,065
South Leg												
Approach	864	24	10	57	227	1,091	919	7	3	37	128	1,047
Departure	855	23	8	60	231	1,086	1,109	12	2	60	202	1,311
Total	1,719	47	18	117	458	2,177	2,028	19	5	97	330	2,358
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
West Leg												
Approach	380	8	2	0	17	397	318	9	0	1	17	335
Departure	223	5	3	0	14	237	324	1	0	2	8	332
Total	603	13	5	0	31	634	642	10	0	3	25	667
Total Approaches												
Approach	1,993	53	20	117	472	2,465	2,202	23	5	99	343	2,545
Departure	1,993	53	20	117	472	2,465	2,202	23	5	99	343	2,545
Total	3,986	106	40	234	944	4,930	4,404	46	10	198	686	5,090

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Table B-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
1 . Pearmain St & Seneca Rd								
NBL	33	0	33	0.00%	71	0	71	0.00%
NBT	0	0	0	0.00%	0	0	0	0.00%
NBR	43	1	44	2.27%	30	1	31	3.23%
SBL	0	0	0	0.00%	0	0	0	0.00%
SBT	0	0	0	0.00%	0	0	0	0.00%
SBR	0	0	0	0.00%	0	0	0	0.00%
EBL	0	0	0	0.00%	0	0	0	0.00%
EBT	337	9	346	2.60%	283	5	288	1.74%
EBR	50	0	50	0.00%	44	0	44	0.00%
WBL	26	0	26	0.00%	45	2	47	4.26%
WBT	188	9	197	4.57%	301	0	301	0.00%
WBR	0	0	0	0.00%	0	0	0	0.00%
North Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	0	0	0	0.0%	0	0	0	0.0%
South Leg								
Approach	76	1	77	1.3%	101	1	102	1.0%
Departure	76	0	76	0.0%	89	2	91	2.2%
Total	152	1	153	0.7%	190	3	193	1.6%
East Leg								
Approach	214	9	223	4.0%	346	2	348	0.6%
Departure	380	10	390	2.6%	313	6	319	1.9%
Total	594	19	613	3.1%	659	8	667	1.2%
West Leg								
Approach	387	9	396	2.3%	327	5	332	1.5%
Departure	221	9	230	3.9%	372	0	372	0.0%
Total	608	18	626	2.9%	699	5	704	0.7%
Total Approaches								
Approach	677	19	696		774	8	782	
Departure	677	19	696		774	8	782	
Total	1,354	38	1,392	2.7%	1,548	16	1,564	1.0%

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Table B-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
4 . US-395 & Seneca Rd								
NBL	119	5	124	4.03%	245	0	245	0.00%
NBT	745	86	831	10.35%	674	47	721	6.52%
NBR	0	0	0	0.00%	0	0	0	0.00%
SBL	0	0	0	0.00%	0	0	0	0.00%
SBT	645	86	731	11.76%	886	67	953	7.03%
SBR	104	3	107	2.80%	79	3	82	3.66%
EBL	170	5	175	2.86%	95	3	98	3.06%
EBT	0	0	0	0.00%	0	0	0	0.00%
EBR	210	5	215	2.33%	223	7	230	3.04%
WBL	0	0	0	0.00%	0	0	0	0.00%
WBT	0	0	0	0.00%	0	0	0	0.00%
WBR	0	0	0	0.00%	0	0	0	0.00%
North Leg								
Approach	749	89	838		965	70	1,035	
Departure	915	91	1,006		769	50	819	
Total	1,664	180	1,844	9.8%	1,734	120	1,854	6.5%
South Leg								
Approach	864	91	955		919	47	966	
Departure	855	91	946		1,109	74	1,183	
Total	1,719	182	1,901	9.6%	2,028	121	2,149	5.6%
East Leg								
Approach	0	0	0		0	0	0	
Departure	0	0	0		0	0	0	
Total	0	0	0	0.0%	0	0	0	0.0%
West Leg								
Approach	380	10	390		318	10	328	
Departure	223	8	231		324	3	327	
Total	603	18	621	2.9%	642	13	655	2.0%
Total Approaches								
Approach	1,993	190	2,183		2,202	127	2,329	
Departure	1,993	190	2,183		2,202	127	2,329	
Total	3,986	380	4,366	8.7%	4,404	254	4,658	5.5%

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Table B-3
Balance of Existing (2024) Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
1 Pearmain St & Seneca Rd						
NBL	33		33	71		71
NBT	0		0	0		0
NBR	45		45	33		33
SBL	0		0	0		0
SBT	0		0	0		0
SBR	0		0	0		0
EBL	0		0	0		0
EBT	352		352	291		291
EBR	50		50	44		44
WBL	26	1	27	51		51
WBT	203	7	210	301		301
WBR	0		0	0		0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	78	0	78	104	0	104
Departure	76	1	77	95	0	95
Total	154	1	155	199	0	199
East Leg						
Approach	229	8	237	352	0	352
Departure	397	0	397	324	0	324
Total	626	8	634	676	0	676
West Leg						
Approach	402	0	402	335	0	335
Departure	236	7	243	372	0	372
Total	638	7	645	707	0	707
Total Approaches						
Approach	709	8	717	791	0	791
Departure	709	8	717	791	0	791
Total	1,418	16	1,434	1,582	0	1,582

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Table B-3
Balance of Existing (2024) Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
4 US-395 & Seneca Rd						
NBL	128		128	245	15	260
NBT	963		963	802		802
NBR	0		0	0		0
SBL	0		0	0		0
SBT	868		868	1,076		1,076
SBR	109		109	87	5	92
EBL	179		179	100	-3	97
EBT	0		0	0		0
EBR	218		218	235	-8	227
WBL	0		0	0		0
WBT	0		0	0		0
WBR	0		0	0		0
North Leg						
Approach	977	0	977	1,163	5	1,168
Departure	1,142	0	1,142	902	-3	899
Total	2,119	0	2,119	2,065	2	2,067
South Leg						
Approach	1,091	0	1,091	1,047	15	1,062
Departure	1,086	0	1,086	1,311	-8	1,303
Total	2,177	0	2,177	2,358	7	2,365
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	397	0	397	335	-11	324
Departure	237	0	237	332	20	352
Total	634	0	634	667	9	676
Total Approaches						
Approach	2,465	0	2,465	2,545	9	2,554
Departure	2,465	0	2,465	2,545	9	2,554
Total	4,930	0	4,930	5,090	18	5,108

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Table B-4: Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Without Project Volumes	Project Trips	Existing With Project Volumes	Without Project Volumes	Project Trips	Existing With Project Volumes
1 . Pearmain St & Seneca Rd						
NBL	33	0	33	71	0	71
NBT	0	0	0	0	0	0
NBR	45	2	47	33	2	35
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	352	3	355	291	3	294
EBR	50	0	50	44	0	44
WBL	27	1	28	51	3	54
WBT	210	2	212	301	4	305
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	78	2	80	104	2	106
Departure	77	1	78	95	3	98
Total	155	3	158	199	5	204
East Leg						
Approach	237	3	240	352	7	359
Departure	397	5	402	324	5	329
Total	634	8	642	676	12	688
West Leg						
Approach	402	3	405	335	3	338
Departure	243	2	245	372	4	376
Total	645	5	650	707	7	714
Total Approaches						
Approach	717	8	725	791	12	803
Departure	717	8	725	791	12	803
Total	1,434	16	1,450	1,582	24	1,606

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Table B-4: Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Without Project Volumes	Project Trips	Existing With Project Volumes	Without Project Volumes	Project Trips	Existing With Project Volumes
2 . Dwy 1 & Seneca Rd						
NBL	0	2	2	0	4	4
NBT	0	0	0	0	0	0
NBR	0	5	5	0	13	13
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	397	2	399	324	2	326
EBR	0	3	3	0	3	3
WBL	0	8	8	0	10	10
WBT	237	1	238	352	3	355
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	0	7	7	0	17	17
Departure	0	11	11	0	13	13
Total	0	18	18	0	30	30
East Leg						
Approach	237	9	246	352	13	365
Departure	397	7	404	324	15	339
Total	634	16	650	676	28	704
West Leg						
Approach	397	5	402	324	5	329
Departure	237	3	240	352	7	359
Total	634	8	642	676	12	688
Total Approaches						
Approach	634	21	655	676	35	711
Departure	634	21	655	676	35	711
Total	1,268	42	1,310	1,352	70	1,422

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Table B-4: Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Without Project Volumes	Project Trips	Existing With Project Volumes	Without Project Volumes	Project Trips	Existing With Project Volumes
3 . Dwy 2 & Seneca Rd						
NBL	0	1	1	0	3	3
NBT	0	0	0	0	0	0
NBR	0	4	4	0	8	8
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	397	5	402	324	13	337
EBR	0	2	2	0	2	2
WBL	0	5	5	0	7	7
WBT	237	8	245	352	10	362
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	0	5	5	0	11	11
Departure	0	7	7	0	9	9
Total	0	12	12	0	20	20
East Leg						
Approach	237	13	250	352	17	369
Departure	397	9	406	324	21	345
Total	634	22	656	676	38	714
West Leg						
Approach	397	7	404	324	15	339
Departure	237	9	246	352	13	365
Total	634	16	650	676	28	704
Total Approaches						
Approach	634	25	659	676	43	719
Departure	634	25	659	676	43	719
Total	1,268	50	1,318	1,352	86	1,438

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Table B-4: Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Without Project Volumes	Project Trips	Existing With Project Volumes	Without Project Volumes	Project Trips	Existing With Project Volumes
4 . US-395 & Seneca Rd						
NBL	128	9	137	260	12	272
NBT	963	0	963	802	0	802
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	868	0	868	1,076	0	1,076
SBR	109	5	114	92	6	98
EBL	179	3	182	97	7	104
EBT	0	0	0	0	0	0
EBR	218	6	224	227	14	241
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	977	5	982	1,168	6	1,174
Departure	1,142	3	1,145	899	7	906
Total	2,119	8	2,127	2,067	13	2,080
South Leg						
Approach	1,091	9	1,100	1,062	12	1,074
Departure	1,086	6	1,092	1,303	14	1,317
Total	2,177	15	2,192	2,365	26	2,391
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	397	9	406	324	21	345
Departure	237	14	251	352	18	370
Total	634	23	657	676	39	715
Total Approaches						
Approach	2,465	23	2,488	2,554	39	2,593
Departure	2,465	23	2,488	2,554	39	2,593
Total	4,930	46	4,976	5,108	78	5,186

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Table B-5: Opening Year (2026) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing Without Project Volumes	Growth	Cumul. Pr.	Opening Year Without Project Volumes	Project Trips	Opening Year With Project	Existing Without Project Volumes	Growth	Cumul. Pr.	Opening Year Without Project	Project Trips	Opening Year With Project
1 . Pearmain St & Seneca Rd												
NBL	33	1	0	34	0	34	71	3	0	74	0	74
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	45	2	0	47	2	49	33	1	4	38	2	40
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	352	14	83	449	3	452	291	12	70	373	3	376
EBR	50	2	0	52	0	52	44	2	0	46	0	46
WBL	27	1	0	28	1	29	51	2	0	53	3	56
WBT	210	8	46	264	2	266	301	12	83	396	4	400
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	78	3	0	81	2	83	104	4	4	112	2	114
Departure	77	3	0	80	1	81	95	4	0	99	3	102
Total	155	6	0	161	3	164	199	8	4	211	5	216
East Leg												
Approach	237	9	46	292	3	295	352	14	83	449	7	456
Departure	397	16	83	496	5	501	324	13	74	411	5	416
Total	634	25	129	788	8	796	676	27	157	860	12	872
West Leg												
Approach	402	16	83	501	3	504	335	14	70	419	3	422
Departure	243	9	46	298	2	300	372	15	83	470	4	474
Total	645	25	129	799	5	804	707	29	153	889	7	896
Total Approaches												
Approach	717	28	129	874	8	882	791	32	157	980	12	992
Departure	717	28	129	874	8	882	791	32	157	980	12	992
Total	1,434	56	258	1,748	16	1,764	1,582	64	314	1,960	24	1,984

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Table B-5: Opening Year (2026) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing Without Project Volumes	Growth	Cumul. Pr.	Opening Year Without Project Volumes	Project Trips	Opening Year With Project	Existing Without Project Volumes	Growth	Cumul. Pr.	Opening Year Without Project	Project Trips	Opening Year With Project
2 . Dwy 1 & Seneca Rd												
NBL	0	0	0	0	2	2	0	0	0	0	4	4
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	5	5	0	0	0	0	13	13
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	397	16	83	496	2	498	324	13	74	411	2	413
EBR	0	0	0	0	3	3	0	0	0	0	3	3
WBL	0	0	0	0	8	8	0	0	0	0	10	10
WBT	237	9	46	292	1	293	352	14	83	449	3	452
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	0	0	0	0	7	7	0	0	0	0	17	17
Departure	0	0	0	0	11	11	0	0	0	0	13	13
Total	0	0	0	0	18	18	0	0	0	0	30	30
East Leg												
Approach	237	9	46	292	9	301	352	14	83	449	13	462
Departure	397	16	83	496	7	503	324	13	74	411	15	426
Total	634	25	129	788	16	804	676	27	157	860	28	888
West Leg												
Approach	397	16	83	496	5	501	324	13	74	411	5	416
Departure	237	9	46	292	3	295	352	14	83	449	7	456
Total	634	25	129	788	8	796	676	27	157	860	12	872
Total Approaches												
Approach	634	25	129	788	21	809	676	27	157	860	35	895
Departure	634	25	129	788	21	809	676	27	157	860	35	895
Total	1,268	50	258	1,576	42	1,618	1,352	54	314	1,720	70	1,790

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Table B-5: Opening Year (2026) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing Without Project Volumes	Growth	Cumul. Pr.	Opening Year Without Project Volumes	Project Trips	Opening Year With Project	Existing Without Project Volumes	Growth	Cumul. Pr.	Opening Year Without Project	Project Trips	Opening Year With Project
3 . Dwy 2 & Seneca Rd												
NBL	0	0	0	0	1	1	0	0	0	0	3	3
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	4	4	0	0	0	0	8	8
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	397	16	83	496	5	501	324	13	74	411	13	424
EBR	0	0	0	0	2	2	0	0	0	0	2	2
WBL	0	0	0	0	5	5	0	0	0	0	7	7
WBT	237	9	46	292	8	300	352	14	83	449	10	459
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	0	0	0	0	5	5	0	0	0	0	11	11
Departure	0	0	0	0	7	7	0	0	0	0	9	9
Total	0	0	0	0	12	12	0	0	0	0	20	20
East Leg												
Approach	237	9	46	292	13	305	352	14	83	449	17	466
Departure	397	16	83	496	9	505	324	13	74	411	21	432
Total	634	25	129	788	22	810	676	27	157	860	38	898
West Leg												
Approach	397	16	83	496	7	503	324	13	74	411	15	426
Departure	237	9	46	292	9	301	352	14	83	449	13	462
Total	634	25	129	788	16	804	676	27	157	860	28	888
Total Approaches												
Approach	634	25	129	788	25	813	676	27	157	860	43	903
Departure	634	25	129	788	25	813	676	27	157	860	43	903
Total	1,268	50	258	1,576	50	1,626	1,352	54	314	1,720	86	1,806

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Table B-5: Opening Year (2026) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing Without Project Volumes	Growth	Cumul. Pr.	Opening Year Without Project Volumes	Project Trips	Opening Year With Project	Existing Without Project Volumes	Growth	Cumul. Pr.	Opening Year Without Project	Project Trips	Opening Year With Project
4 . US-395 & Seneca Rd												
NBL	128	5	40	173	9	182	260	10	61	331	12	343
NBT	963	39	338	1,340	0	1,340	802	32	285	1,119	0	1,119
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	868	35	224	1,127	0	1,127	1,076	0	359	1,435	0	1,435
SBR	109	4	14	127	5	132	92	4	36	132	6	138
EBL	179	7	47	233	3	236	97	4	28	129	7	136
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	218	9	45	272	6	278	227	9	44	280	14	294
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	977	39	238	1,254	5	1,259	1,168	4	395	1,567	6	1,573
Departure	1,142	46	385	1,573	3	1,576	899	36	313	1,248	7	1,255
Total	2,119	85	623	2,827	8	2,835	2,067	40	708	2,815	13	2,828
South Leg												
Approach	1,091	44	378	1,513	9	1,522	1,062	42	346	1,450	12	1,462
Departure	1,086	44	269	1,399	6	1,405	1,303	9	403	1,715	14	1,729
Total	2,177	88	647	2,912	15	2,927	2,365	51	749	3,165	26	3,191
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
West Leg												
Approach	397	16	92	505	9	514	324	13	72	409	21	430
Departure	237	9	54	300	14	314	352	14	97	463	18	481
Total	634	25	146	805	23	828	676	27	169	872	39	911
Total Approaches												
Approach	2,465	99	708	3,272	23	3,295	2,554	59	813	3,426	39	3,465
Departure	2,465	99	708	3,272	23	3,295	2,554	59	813	3,426	39	3,465
Total	4,930	198	1,416	6,544	46	6,590	5,108	118	1,626	6,852	78	6,930

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Table B-6: Forecast Link Volume Worksheet
Year 2045 Conditions

		Existing 2024 Volume		Existing 2024 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Pk. Hr. Change	2024 to 2040 Link Vol Growth[1]	2045 Link Volume
1 Pearmain St & Seneca Rd										
AM Peak Hour										
Northbound	Left	33	Approach	77	0	0	0	0	0	78
	Through	0	Departure	76	0	0	0	0	0	77
	Right	44								
Southbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Eastbound	Left	0	Approach	396	576	328	-248	-94	-82	314
	Through	346	Departure	230	114	190	76	29	25	255
	Right	50								
Westbound	Left	26	Approach	223	114	190	76	29	25	248
	Through	197	Departure	390	576	328	-248	-94	-82	308
	Right	0								
PM Peak Hour										
Northbound	Left	71	Approach	102	0	0	0	0	0	104
	Through	0	Departure	91	0	0	0	0	0	93
	Right	31								
Southbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Eastbound	Left	0	Approach	332	722	441	-281	-79	-69	263
	Through	288	Departure	372	737	684	-53	-15	-13	359
	Right	44								
Westbound	Left	47	Approach	348	737	684	-53	-15	-13	335
	Through	301	Departure	319	722	441	-281	-79	-69	250
	Right	0								

[1] Modeled base year (2016) to modeled future year (2040) conditions represent 24 years of traffic growth. Since it is 21 years from 2024 to 2045 the growth represents 0.875 % of the growth between 2016 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table B-6: Forecast Link Volume Worksheet
Year 2045 Conditions

		Existing 2024 Volume		Existing 2024 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2024 to 2040 Link Vol Growth[1]	2045 Link Volume
4 US-395 & Seneca Rd										
AM Peak Hour										
Northbound	Left	124	Approach	955	1864	3880	2,016	766	670	1,625
	Through	831	Departure	946	2,063	6,230	4,167	1,583	1,386	2,332
	Right	0								
Southbound	Left	0	Approach	838	1,749	6,521	4,772	1,813	1,587	2,425
	Through	731	Departure	1,006	1,814	4,095	2,281	867	758	1,764
	Right	107								
Eastbound	Left	175	Approach	390	576	328	-248	-94	-82	308
	Through	0	Departure	231	114	190	76	29	25	256
	Right	215								
Westbound	Left	0	Approach	0	97	162	65	25	22	269
	Through	0	Departure	0	296	376	80	30	27	274
	Right	0								
PM Peak Hour										
Northbound	Left	245	Approach	966	2663	8851	6,188	1,733	1,516	2,482
	Through	721	Departure	1,183	2,809	6,059	3,250	910	796	1,979
	Right	0								
Southbound	Left	0	Approach	1,035	2,367	6,640	4,273	1,196	1,047	2,082
	Through	953	Departure	819	2,358	9,389	7,031	1,969	1,723	2,542
	Right	82								
Eastbound	Left	98	Approach	328	722	441	-281	-79	-69	259
	Through	0	Departure	327	737	684	-53	-15	-13	314
	Right	230								
Westbound	Left	0	Approach	0	401	525	124	35	30	218
	Through	0	Departure	0	249	325	76	21	19	206
	Right	0								

[1] Modeled base year (2016) to modeled future year (2040) conditions represent 24 years of traffic growth. Since it is 21 years from 2024 to 2045 the growth represents 0.875 % of the growth between 2016 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table B-7 - Calculation of Future Directional Turn Movement Volumes
From Future Directional Link Volumes '(Based on NCHRP 255)
Year 2040 Conditions

Approach Direction		Traffic Counts	Forecast Future Year Link Volume			Forecast TM Volume
1 Pearmain St & Seneca Rd						
A.M. Peak Hour						
Northbound	Left	33	Approach	78	Left	37
	Through	0	Departure	77	Through	0
	Right	44			Right	42
Southbound	Left	0	Approach	0	Left	0
	Through	0	Departure	0	Through	0
	Right	0			Right	0
Eastbound	Left	0	Approach	314	Left	0
	Through	346	Departure	255	Through	266
	Right	50			Right	47
Westbound	Left	26	Approach	248	Left	30
	Through	197	Departure	308	Through	219
	Right	0			Right	0
P.M. Peak Hour						
Northbound	Left	71	Approach	104	Left	74
	Through	0	Departure	93	Through	0
	Right	31			Right	30
Southbound	Left	0	Approach	0	Left	0
	Through	0	Departure	0	Through	0
	Right	0			Right	0
Eastbound	Left	0	Approach	263	Left	0
	Through	288	Departure	359	Through	221
	Right	44			Right	42
Westbound	Left	47	Approach	335	Left	51
	Through	301	Departure	250	Through	285
	Right	0			Right	0

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Table B-7 - Calculation of Future Directional Turn Movement Volumes
From Future Directional Link Volumes '(Based on NCHRP 255)
Year 2040 Conditions

Approach Direction		Traffic Counts	Forecast Future Year Link Volume			Forecast TM Volume
4 US-395 & Seneca Rd						
A.M. Peak Hour						
Northbound	Left	45	Approach	1,625	Left	61
	Through	618	Departure	2,332	Through	1,566
	Right	285			Right	42
Southbound	Left	274	Approach	2,425	Left	128
	Through	425	Departure	1,764	Through	2,151
	Right	23			Right	99
Eastbound	Left	28	Approach	308	Left	79
	Through	631	Departure	256	Through	104
	Right	70			Right	124
Westbound	Left	226	Approach	269	Left	56
	Through	456	Departure	274	Through	96
	Right	307			Right	120
P.M. Peak Hour						
Northbound	Left	86	Approach	2,482	Left	153
	Through	475	Departure	1,979	Through	2,353
	Right	237			Right	52
Southbound	Left	404	Approach	2,082	Left	95
	Through	750	Departure	2,542	Through	1,826
	Right	45			Right	85
Eastbound	Left	21	Approach	259	Left	72
	Through	390	Departure	314	Through	59
	Right	79			Right	125
Westbound	Left	133	Approach	218	Left	29
	Through	450	Departure	206	Through	76
	Right	249			Right	117

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Table B-8: Year 2045 PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
1 . Pearmain St & Seneca Rd												
NBL	37	0.0%	37	0	0	37	74	0.0%	74	0	0	74
NBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBR	42	2.3%	41	1	2	43	30	3.2%	29	1	3	32
SBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	266	2.6%	259	7	12	271	221	1.7%	217	4	6	223
EBR	47	0.0%	47	0	0	47	42	0.0%	42	0	0	42
WBL	30	0.0%	30	0	0	30	51	4.3%	49	2	6	55
WBT	219	4.6%	209	10	17	226	285	0.0%	285	0	0	285
WBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg												
Approach	0		0	0	0	0	0		0	0	0	0
Departure	0		0	0	0	0	0		0	0	0	0
Total	0		0	0	0	0	0		0	0	0	0
South Leg												
Approach	79		78	1	2	80	104		103	1	3	106
Departure	77		77	0	0	77	93		91	2	6	97
Total	156		155	1	2	157	197		194	3	9	203
East Leg												
Approach	249		239	10	17	256	336		334	2	6	340
Departure	308		300	8	14	314	251		246	5	9	255
Total	557		539	18	31	570	587		580	7	15	595
West Leg												
Approach	313		306	7	12	318	263		259	4	6	265
Departure	256		246	10	17	263	359		359	0	0	359
Total	569		552	17	29	581	622		618	4	6	624
Total Approaches												
Approach	641		623	18	31	654	703		696	7	15	711
Departure	641		623	18	31	654	703		696	7	15	711
Total	1,282		1,246	36	62	1,308	1,406		1,392	14	30	1,422

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Table B-8: Year 2045 PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
4 . US-395 & Seneca Rd												
NBL	61	4.0%	59	2	4	63	153	0.0%	153	0	0	153
NBT	1,566	10.3%	1,404	162	411	1,815	2,353	6.5%	2,200	153	417	2,617
NBR	42	0.0%	42	0	0	42	52	0.0%	52	0	0	52
SBL	128	0.0%	128	0	0	128	95	0.0%	95	0	0	95
SBT	2,151	11.8%	1,898	253	656	2,554	1,826	7.0%	1,698	128	363	2,061
SBR	99	2.8%	96	3	5	101	85	3.7%	82	3	8	90
EBL	79	2.9%	77	2	4	81	72	3.1%	70	2	3	73
EBT	104	2.9%	101	3	0	101	59	3.1%	57	2	0	57
EBR	124	2.3%	121	3	5	126	125	3.0%	121	4	7	128
WBL	56	2.3%	55	1	0	55	29	3.0%	28	1	0	28
WBT	96	2.9%	93	3	0	93	76	3.1%	74	2	0	74
WBR	120	2.9%	117	3	0	117	117	3.1%	113	4	0	113
North Leg												
Approach	2,378		2,122	256	661	2,783	2,006		1,875	131	371	2,246
Departure	1,765		1,598	167	415	2,013	2,542		2,383	159	420	2,803
Total	4,143		3,720	423	1076	4,796	4,548		4,258	290	791	5,049
South Leg												
Approach	1,669		1,505	164	415	1,920	2,558		2,405	153	417	2,822
Departure	2,331		2,074	257	661	2,735	1,980		1,847	133	370	2,217
Total	4,000		3,579	421	1076	4,655	4,538		4,252	286	787	5,039
East Leg												
Approach	272		265	7	0	265	222		215	7	0	215
Departure	274		271	3	0	271	206		204	2	0	204
Total	546		536	10	0	536	428		419	9	0	419
West Leg												
Approach	307		299	8	9	308	256		248	8	10	258
Departure	256		248	8	9	257	314		309	5	8	317
Total	563		547	16	18	565	570		557	13	18	575
Total Approaches												
Approach	4,626		4,191	435	1085	5,276	5,042		4,743	299	798	5,541
Departure	4,626		4,191	435	1085	5,276	5,042		4,743	299	798	5,541
Total	9,252		8,382	870	2170	10,552	10,084		9,486	598	1596	11,082

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Table B-9: Year 2045 Peak Hour Volume Comparison to Opening Year (2026)

	AM Peak Hour			PM Peak Hour		
	2,045 Background	OY (2026) NP	2,045 NP	2,045 Background	OY (2026) NP	2,045 NP
1 . Pearmain St & Seneca Rd						
NBL	37	34	37	74	74	78
NBT	0	0	0	0	0	0
NBR	43	47	49	32	38	40
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	271	449	471	223	373	392
EBR	47	52	55	42	46	48
WBL	30	28	30	55	53	55
WBT	226	264	277	285	396	416
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	80	81	86	106	112	118
Departure	77	80	85	97	99	103
Total	157	161	171	203	211	221
East Leg						
Approach	256	292	307	340	449	471
Departure	314	496	521	255	411	432
Total	570	788	828	595	860	902
West Leg						
Approach	318	501	526	265	419	440
Departure	263	298	314	359	470	494
Total	581	799	840	624	889	933
Total Approaches						
Approach	654	874	920	711	980	1,028
Departure	654	874	920	711	980	1,028
Total	1,308	1,748	1,839	1,422	1,960	2,057

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Table B-9: Year 2045 Peak Hour Volume Comparison to Opening Year (2026)

	AM Peak Hour			PM Peak Hour		
	2,045 Background	OY (2026) NP	2,045 NP	2,045 Background	OY (2026) NP	2,045 NP
4 . US-395 & Seneca Rd						
NBL	63	173	182	153	331	348
NBT	1,815	1,340	1,815	2,617	1,119	2,617
NBR	42	0	42	52	0	52
SBL	128	0	128	95	0	95
SBT	2,554	1,127	2,554	2,061	1,435	2,061
SBR	101	127	133	90	132	139
EBL	81	233	245	73	129	135
EBT	101	0	101	57	0	57
EBR	126	272	286	128	280	294
WBL	55	0	55	28	0	28
WBT	93	0	93	74	0	74
WBR	117	0	117	113	0	113
North Leg						
Approach	2,783	1,254	2,815	2,246	1,567	2,295
Departure	2,013	1,573	2,177	2,803	1,248	2,865
Total	4,796	2,827	4,992	5,049	2,815	5,160
South Leg						
Approach	1,920	1,513	2,039	2,822	1,450	3,017
Departure	2,735	1,399	2,895	2,217	1,715	2,383
Total	4,655	2,912	4,933	5,039	3,165	5,400
East Leg						
Approach	265	0	265	215	0	215
Departure	271	0	271	204	0	204
Total	536	0	536	419	0	419
West Leg						
Approach	308	505	631	258	409	486
Departure	257	300	408	317	463	560
Total	565	805	1,039	575	872	1,047
Total Approaches						
Approach	5,276	3,272	5,750	5,541	3,426	6,013
Departure	5,276	3,272	5,750	5,541	3,426	6,013
Total	10,552	6,544	11,501	11,082	6,852	12,025

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Table B-10: Year 2045 With Project Peak Hour Volume Summary

	2,040 NP	Project Trips	2,040 With Project	2,040 NP	Project Trips	2,040 With Project
1 . Pearmain St & Seneca Rd						
NBL	37	0	37	78	0	78
NBT	0	0	0	0	0	0
NBR	59	2	61	45	2	47
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	571	3	574	442	3	445
EBR	55	0	55	48	0	48
WBL	40	1	41	65	3	68
WBT	368	2	370	495	4	499
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	96	2	98	123	2	125
Departure	95	1	96	113	3	116
Total	191	3	194	236	5	241
East Leg						
Approach	408	3	411	560	7	567
Departure	631	5	636	487	5	492
Total	1,039	8	1,047	1,046	12	1,058
West Leg						
Approach	626	3	629	490	3	493
Departure	405	2	407	573	4	577
Total	1,031	5	1,036	1,062	7	1,069
Total Approaches						
Approach	1,131	8	1,139	1,172	12	1,184
Departure	1,131	8	1,139	1,172	12	1,184
Total	2,261	16	2,277	2,345	24	2,369

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Table B-10: Year 2045 With Project Peak Hour Volume Summary

	2,040 NP	Project Trips	2,040 With Project	2,040 NP	Project Trips	2,040 With Project
2 . Dwy 1 & Seneca Rd						
NBL	0	2	2	0	4	4
NBT	0	0	0	0	0	0
NBR	0	5	5	0	13	13
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	631	2	633	487	2	489
EBR	0	3	3	0	3	3
WBL	0	8	8	0	10	10
WBT	408	1	409	560	3	563
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	0	7	7	0	17	17
Departure	0	11	11	0	13	13
Total	0	18	18	0	30	30
East Leg						
Approach	408	9	417	560	13	573
Departure	631	7	638	487	15	502
Total	1,039	16	1,055	1,046	28	1,074
West Leg						
Approach	631	5	636	487	5	492
Departure	408	3	411	560	7	567
Total	1,039	8	1,047	1,046	12	1,058
Total Approaches						
Approach	1,039	21	1,060	1,046	35	1,081
Departure	1,039	21	1,060	1,046	35	1,081
Total	2,078	42	2,120	2,093	70	2,163

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Table B-10: Year 2045 With Project Peak Hour Volume Summary

	2,040 NP	Project Trips	2,040 With Project	2,040 NP	Project Trips	2,040 With Project
3 . Dwy 2 & Seneca Rd						
NBL	0	1	1	0	3	3
NBT	0	0	0	0	0	0
NBR	0	4	4	0	8	8
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	631	5	636	487	13	500
EBR	0	2	2	0	2	2
WBL	0	5	5	0	7	7
WBT	408	8	416	560	10	570
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	0	5	5	0	11	11
Departure	0	7	7	0	9	9
Total	0	12	12	0	20	20
East Leg						
Approach	408	13	421	560	17	577
Departure	631	9	640	487	21	508
Total	1,039	22	1,061	1,046	38	1,084
West Leg						
Approach	631	7	638	487	15	502
Departure	408	9	417	560	13	573
Total	1,039	16	1,055	1,046	28	1,074
Total Approaches						
Approach	1,039	25	1,064	1,046	43	1,089
Departure	1,039	25	1,064	1,046	43	1,089
Total	2,078	50	2,128	2,093	86	2,179

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Table B-10: Year 2045 With Project Peak Hour Volume Summary

	2,040 NP	Project Trips	2,040 With Project	2,040 NP	Project Trips	2,040 With Project
4 . US-395 & Seneca Rd						
NBL	182	9	191	348	12	360
NBT	1,815	0	1,815	2,617	0	2,617
NBR	42	0	42	52	0	52
SBL	128	0	128	95	0	95
SBT	2,554	0	2,554	2,061	0	2,061
SBR	133	5	138	139	6	145
EBL	245	3	248	135	7	142
EBT	101	0	101	57	0	57
EBR	286	6	292	294	14	308
WBL	55	0	55	28	0	28
WBT	93	0	93	74	0	74
WBR	117	0	117	113	0	113
North Leg						
Approach	2,815	5	2,820	2,295	6	2,301
Departure	2,177	3	2,180	2,865	7	2,872
Total	4,992	8	5,000	5,160	13	5,173
South Leg						
Approach	2,039	9	2,048	3,017	12	3,029
Departure	2,895	6	2,901	2,383	14	2,397
Total	4,933	15	4,948	5,400	26	5,426
East Leg						
Approach	265	0	265	215	0	215
Departure	271	0	271	204	0	204
Total	536	0	536	419	0	419
West Leg						
Approach	631	9	640	486	21	507
Departure	408	14	422	560	18	578
Total	1,039	23	1,062	1,047	39	1,086
Total Approaches						
Approach	5,750	23	5,773	6,013	39	6,052
Departure	5,750	23	5,773	6,013	39	6,052
Total	11,501	46	11,547	12,025	78	12,103

APPENDIX C:
LEVEL OF SERVICE WORKSHEETS

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	352	50	27	210	33	45
Future Vol, veh/h	352	50	27	210	33	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	80	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	405	57	31	241	38	52

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	462	0	737	433
Stage 1	-	-	-	-	433	-
Stage 2	-	-	-	-	303	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1110	-	389	627
Stage 1	-	-	-	-	658	-
Stage 2	-	-	-	-	753	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1110	-	378	627
Mov Cap-2 Maneuver	-	-	-	-	378	-
Stage 1	-	-	-	-	658	-
Stage 2	-	-	-	-	732	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.95	13.09
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	378	627	-	-	1110	-
HCM Lane V/C Ratio	0.1	0.083	-	-	0.028	-
HCM Control Delay (s/veh)	15.6	11.3	-	-	8.3	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	0.3	-	-	0.1	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	179	218	128	963	868	109
Future Volume (veh/h)	179	218	128	963	868	109
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1700	1800	1700	1800	1800	1800
Adj Flow Rate, veh/h	183	222	131	983	886	111
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	319	300	232	2576	1789	224
Arrive On Green	0.20	0.20	0.14	0.75	0.58	0.58
Sat Flow, veh/h	1619	1525	1619	3510	3148	383
Grp Volume(v), veh/h	183	222	131	983	495	502
Grp Sat Flow(s),veh/h/ln	1619	1525	1619	1710	1710	1731
Q Serve(g_s), s	8.2	10.9	6.0	8.0	13.5	13.5
Cycle Q Clear(g_c), s	8.2	10.9	6.0	8.0	13.5	13.5
Prop In Lane	1.00	1.00	1.00			0.22
Lane Grp Cap(c), veh/h	319	300	232	2576	1000	1013
V/C Ratio(X)	0.57	0.74	0.57	0.38	0.50	0.50
Avail Cap(c_a), veh/h	445	419	304	2576	1000	1013
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.1	30.2	31.9	3.4	9.7	9.7
Incr Delay (d2), s/veh	1.6	4.3	2.2	0.4	1.8	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	9.2	2.4	1.9	4.9	5.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	30.7	34.5	34.1	3.9	11.5	11.4
LnGrp LOS	C	C	C	A	B	B
Approach Vol, veh/h	405			1114	997	
Approach Delay, s/veh	32.8			7.4	11.4	
Approach LOS	C			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		62.3		17.7	13.5	48.8
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		52.0		20.0	13.0	35.0
Max Q Clear Time (g_c+I1), s		10.0		12.9	8.0	15.5
Green Ext Time (p_c), s		8.9		0.8	0.1	6.6

Intersection Summary	
HCM 7th Control Delay, s/veh	13.1
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	291	44	51	301	71	33
Future Vol, veh/h	291	44	51	301	71	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	80	-
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	313	47	55	324	76	35

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	360	0	770	337
Stage 1	-	-	-	-	337	-
Stage 2	-	-	-	-	433	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1210	-	372	710
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	658	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1210	-	355	710
Mov Cap-2 Maneuver	-	-	-	-	355	-
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	628	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.18	15.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	355	710	-	-	1210	-
HCM Lane V/C Ratio	0.215	0.05	-	-	0.045	-
HCM Control Delay (s/veh)	17.9	10.3	-	-	8.1	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	0.2	-	-	0.1	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	97	227	260	802	1076	92
Future Volume (veh/h)	97	227	260	802	1076	92
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1700	1800	1700	1800	1800	1800
Adj Flow Rate, veh/h	100	234	268	827	1109	95
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	325	307	338	2562	1642	141
Arrive On Green	0.20	0.20	0.21	0.75	0.52	0.52
Sat Flow, veh/h	1619	1525	1619	3510	3278	273
Grp Volume(v), veh/h	100	234	268	827	594	610
Grp Sat Flow(s),veh/h/ln	1619	1525	1619	1710	1710	1751
Q Serve(g_s), s	4.2	11.6	12.6	6.4	20.7	20.7
Cycle Q Clear(g_c), s	4.2	11.6	12.6	6.4	20.7	20.7
Prop In Lane	1.00	1.00	1.00			0.16
Lane Grp Cap(c), veh/h	325	307	338	2562	881	902
V/C Ratio(X)	0.31	0.76	0.79	0.32	0.67	0.68
Avail Cap(c_a), veh/h	415	391	385	2562	881	902
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	27.2	30.2	30.0	3.3	14.4	14.4
Incr Delay (d2), s/veh	0.5	6.6	9.7	0.3	4.1	4.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	9.9	5.6	1.6	8.2	8.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	27.7	36.8	39.6	3.7	18.5	18.5
LnGrp LOS	C	D	D	A	B	B
Approach Vol, veh/h	334			1095	1204	
Approach Delay, s/veh	34.1			12.5	18.5	
Approach LOS	C			B	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		61.9		18.1	18.7	43.2
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		53.5		18.5	17.0	32.5
Max Q Clear Time (g_c+I1), s		8.4		13.6	14.6	22.7
Green Ext Time (p_c), s		7.1		0.5	0.2	5.4

Intersection Summary		
HCM 7th Control Delay, s/veh	18.0	
HCM 7th LOS	B	

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	355	50	28	212	33	47
Future Vol, veh/h	355	50	28	212	33	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	80	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	408	57	32	244	38	54

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	466	0	745	437
Stage 1	-	-	-	-	437	-
Stage 2	-	-	-	-	308	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1106	-	385	624
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	750	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1106	-	373	624
Mov Cap-2 Maneuver	-	-	-	-	373	-
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	728	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.97	13.14
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	373	624	-	-	1106	-
HCM Lane V/C Ratio	0.102	0.087	-	-	0.029	-
HCM Control Delay (s/veh)	15.7	11.3	-	-	8.4	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	399	3	8	238	2	5
Future Vol, veh/h	399	3	8	238	2	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	434	3	9	259	2	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	437	0	711	435
Stage 1	-	-	-	-	435	-
Stage 2	-	-	-	-	276	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1134	-	402	625
Stage 1	-	-	-	-	657	-
Stage 2	-	-	-	-	775	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1134	-	399	625
Mov Cap-2 Maneuver	-	-	-	-	399	-
Stage 1	-	-	-	-	657	-
Stage 2	-	-	-	-	768	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.27	11.79
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	538	-	-	59	-
HCM Lane V/C Ratio	0.014	-	-	0.008	-
HCM Control Delay (s/veh)	11.8	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	402	2	5	245	1	4
Future Vol, veh/h	402	2	5	245	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	437	2	5	266	1	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	439	0	715	438
Stage 1	-	-	-	-	438	-
Stage 2	-	-	-	-	277	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1131	-	400	623
Stage 1	-	-	-	-	655	-
Stage 2	-	-	-	-	774	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1131	-	398	623
Mov Cap-2 Maneuver	-	-	-	-	398	-
Stage 1	-	-	-	-	655	-
Stage 2	-	-	-	-	770	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.16	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	560	-	-	36	-
HCM Lane V/C Ratio	0.01	-	-	0.005	-
HCM Control Delay (s/veh)	11.5	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	182	224	137	963	868	114
Future Volume (veh/h)	182	224	137	963	868	114
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1700	1800	1700	1800	1800	1800
Adj Flow Rate, veh/h	186	229	140	983	886	116
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	326	307	234	2561	1762	231
Arrive On Green	0.20	0.20	0.14	0.75	0.58	0.58
Sat Flow, veh/h	1619	1525	1619	3510	3130	398
Grp Volume(v), veh/h	186	229	140	983	498	504
Grp Sat Flow(s),veh/h/ln	1619	1525	1619	1710	1710	1728
Q Serve(g_s), s	8.3	11.3	6.5	8.1	13.8	13.8
Cycle Q Clear(g_c), s	8.3	11.3	6.5	8.1	13.8	13.8
Prop In Lane	1.00	1.00	1.00			0.23
Lane Grp Cap(c), veh/h	326	307	234	2561	991	1001
V/C Ratio(X)	0.57	0.75	0.60	0.38	0.50	0.50
Avail Cap(c_a), veh/h	445	419	304	2561	991	1001
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	28.8	30.0	32.1	3.5	10.0	10.0
Incr Delay (d2), s/veh	1.6	4.8	2.4	0.4	1.8	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	9.6	2.6	2.0	5.0	5.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	30.4	34.8	34.5	4.0	11.8	11.8
LnGrp LOS	C	C	C	A	B	B
Approach Vol, veh/h	415			1123	1002	
Approach Delay, s/veh	32.8			7.8	11.8	
Approach LOS	C			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		61.9		18.1	13.6	48.4
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		52.0		20.0	13.0	35.0
Max Q Clear Time (g_c+I1), s		10.1		13.3	8.5	15.8
Green Ext Time (p_c), s		8.9		0.8	0.1	6.6

Intersection Summary	
HCM 7th Control Delay, s/veh	13.5
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	294	44	54	305	71	35
Future Vol, veh/h	294	44	54	305	71	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	80	-
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	316	47	58	328	76	38

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	363	0	784	340
Stage 1	-	-	-	-	340	-
Stage 2	-	-	-	-	444	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1206	-	365	707
Stage 1	-	-	-	-	726	-
Stage 2	-	-	-	-	651	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1206	-	347	707
Mov Cap-2 Maneuver	-	-	-	-	347	-
Stage 1	-	-	-	-	726	-
Stage 2	-	-	-	-	619	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.22	15.66
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	347	707	-	-	1206	-
HCM Lane V/C Ratio	0.22	0.053	-	-	0.048	-
HCM Control Delay (s/veh)	18.3	10.4	-	-	8.1	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	0.2	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	326	3	10	355	4	13
Future Vol, veh/h	326	3	10	355	4	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	354	3	11	386	4	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	358	0	764	356
Stage 1	-	-	-	-	356	-
Stage 2	-	-	-	-	408	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1212	-	375	693
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	676	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1212	-	371	693
Mov Cap-2 Maneuver	-	-	-	-	371	-
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	668	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.22	11.47
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	575	-	-	49	-
HCM Lane V/C Ratio	0.032	-	-	0.009	-
HCM Control Delay (s/veh)	11.5	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	337	2	7	362	3	8
Future Vol, veh/h	337	2	7	362	3	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	366	2	8	393	3	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	368	0	776	367
Stage 1	-	-	-	-	367	-
Stage 2	-	-	-	-	409	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1201	-	369	682
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	675	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1201	-	366	682
Mov Cap-2 Maneuver	-	-	-	-	366	-
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	670	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.15	11.67
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	552	-	-	34	-
HCM Lane V/C Ratio	0.022	-	-	0.006	-
HCM Control Delay (s/veh)	11.7	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	104	241	272	802	1076	98
Future Volume (veh/h)	104	241	272	802	1076	98
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1700	1800	1700	1800	1800	1800
Adj Flow Rate, veh/h	107	248	280	827	1109	101
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	339	320	349	2533	1584	144
Arrive On Green	0.21	0.21	0.22	0.74	0.50	0.50
Sat Flow, veh/h	1619	1525	1619	3510	3260	288
Grp Volume(v), veh/h	107	248	280	827	598	612
Grp Sat Flow(s),veh/h/ln	1619	1525	1619	1710	1710	1748
Q Serve(g_s), s	4.5	12.3	13.1	6.6	21.5	21.6
Cycle Q Clear(g_c), s	4.5	12.3	13.1	6.6	21.5	21.6
Prop In Lane	1.00	1.00	1.00			0.16
Lane Grp Cap(c), veh/h	339	320	349	2533	855	874
V/C Ratio(X)	0.32	0.78	0.80	0.33	0.70	0.70
Avail Cap(c_a), veh/h	415	391	385	2533	855	874
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.8	29.8	29.7	3.6	15.4	15.4
Incr Delay (d2), s/veh	0.5	7.7	10.7	0.3	4.7	4.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	10.5	6.0	1.7	8.7	8.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	27.3	37.6	40.4	3.9	20.1	20.1
LnGrp LOS	C	D	D	A	C	C
Approach Vol, veh/h	355			1107	1210	
Approach Delay, s/veh	34.5			13.1	20.1	
Approach LOS	C			B	C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		61.2		18.8	19.3	42.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		53.5		18.5	17.0	32.5
Max Q Clear Time (g_c+I1), s		8.6		14.3	15.1	23.6
Green Ext Time (p_c), s		7.1		0.5	0.2	5.1

Intersection Summary		
HCM 7th Control Delay, s/veh	19.1	
HCM 7th LOS	B	

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	449	52	28	264	34	47
Future Vol, veh/h	449	52	28	264	34	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	80	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	516	60	32	303	39	54

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	576	0	914	546
Stage 1	-	-	-	-	546	-
Stage 2	-	-	-	-	368	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1007	-	306	541
Stage 1	-	-	-	-	584	-
Stage 2	-	-	-	-	705	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1007	-	296	541
Mov Cap-2 Maneuver	-	-	-	-	296	-
Stage 1	-	-	-	-	584	-
Stage 2	-	-	-	-	682	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.83	15.16
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	296	541	-	-	1007	-
HCM Lane V/C Ratio	0.132	0.1	-	-	0.032	-
HCM Control Delay (s/veh)	19	12.4	-	-	8.7	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	0.3	-	-	0.1	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	233	272	173	1340	1127	127
Future Volume (veh/h)	233	272	173	1340	1127	127
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1700	1800	1700	1800	1800	1800
Adj Flow Rate, veh/h	238	278	177	1367	1150	130
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	371	349	248	2466	1683	190
Arrive On Green	0.23	0.23	0.15	0.72	0.54	0.54
Sat Flow, veh/h	1619	1525	1619	3510	3188	349
Grp Volume(v), veh/h	238	278	177	1367	634	646
Grp Sat Flow(s),veh/h/ln	1619	1525	1619	1710	1710	1737
Q Serve(g_s), s	10.6	13.7	8.3	14.9	21.5	21.6
Cycle Q Clear(g_c), s	10.6	13.7	8.3	14.9	21.5	21.6
Prop In Lane	1.00	1.00	1.00			0.20
Lane Grp Cap(c), veh/h	371	349	248	2466	929	944
V/C Ratio(X)	0.64	0.80	0.72	0.55	0.68	0.68
Avail Cap(c_a), veh/h	417	393	304	2466	929	944
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	27.9	29.1	32.2	5.2	13.3	13.3
Incr Delay (d2), s/veh	2.8	9.9	6.0	0.9	4.0	4.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	11.9	3.6	4.1	8.4	8.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	30.7	38.9	38.3	6.1	17.3	17.3
LnGrp LOS	C	D	D	A	B	B
Approach Vol, veh/h	516			1544	1280	
Approach Delay, s/veh	35.1			9.8	17.3	
Approach LOS	D			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		59.7		20.3	14.2	45.5
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		53.4		18.6	13.0	36.4
Max Q Clear Time (g_c+I1), s		16.9		15.7	10.3	23.6
Green Ext Time (p_c), s		14.0		0.6	0.1	7.0

Intersection Summary	
HCM 7th Control Delay, s/veh	16.6
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	373	46	53	396	74	38
Future Vol, veh/h	373	46	53	396	74	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	80	-
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	401	49	57	426	80	41

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	451	0	966	426
Stage 1	-	-	-	-	426	-
Stage 2	-	-	-	-	540	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1121	-	285	633
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	588	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1121	-	270	633
Mov Cap-2 Maneuver	-	-	-	-	270	-
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	558	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.99	19.46
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	270	633	-	-	1121	-
HCM Lane V/C Ratio	0.294	0.065	-	-	0.051	-
HCM Control Delay (s/veh)	23.8	11.1	-	-	8.4	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	1.2	0.2	-	-	0.2	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	129	280	331	1119	1435	132
Future Volume (veh/h)	129	280	331	1119	1435	132
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1700	1800	1700	1800	1800	1800
Adj Flow Rate, veh/h	133	289	341	1154	1479	136
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	378	356	344	2450	1518	139
Arrive On Green	0.23	0.23	0.21	0.72	0.48	0.48
Sat Flow, veh/h	1619	1525	1619	3510	3259	289
Grp Volume(v), veh/h	133	289	341	1154	794	821
Grp Sat Flow(s),veh/h/ln	1619	1525	1619	1710	1710	1748
Q Serve(g_s), s	5.5	14.3	16.8	11.6	36.1	37.0
Cycle Q Clear(g_c), s	5.5	14.3	16.8	11.6	36.1	37.0
Prop In Lane	1.00	1.00	1.00			0.17
Lane Grp Cap(c), veh/h	378	356	344	2450	819	837
V/C Ratio(X)	0.35	0.81	0.99	0.47	0.97	0.98
Avail Cap(c_a), veh/h	415	391	344	2450	819	837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.6	29.0	31.4	4.9	20.3	20.5
Incr Delay (d2), s/veh	0.6	11.3	46.0	0.7	24.7	26.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	12.5	10.7	3.2	18.5	19.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	26.2	40.3	77.4	5.5	45.0	47.4
LnGrp LOS	C	D	E	A	D	D
Approach Vol, veh/h	422			1495	1615	
Approach Delay, s/veh	35.9			21.9	46.2	
Approach LOS	D			C	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		59.3		20.7	19.0	40.3
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		53.5		18.5	15.0	34.5
Max Q Clear Time (g_c+I1), s		13.6		16.3	18.8	39.0
Green Ext Time (p_c), s		11.2		0.4	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	34.7
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	452	52	29	266	34	49
Future Vol, veh/h	452	52	29	266	34	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	80	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	520	60	33	306	39	56

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	579	0	922	549
Stage 1	-	-	-	-	549	-
Stage 2	-	-	-	-	372	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1005	-	302	539
Stage 1	-	-	-	-	582	-
Stage 2	-	-	-	-	701	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1005	-	292	539
Mov Cap-2 Maneuver	-	-	-	-	292	-
Stage 1	-	-	-	-	582	-
Stage 2	-	-	-	-	678	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.86	15.22
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	292	539	-	-	1005	-
HCM Lane V/C Ratio	0.134	0.104	-	-	0.033	-
HCM Control Delay (s/veh)	19.2	12.5	-	-	8.7	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.5	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	498	3	8	293	2	5
Future Vol, veh/h	498	3	8	293	2	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	541	3	9	318	2	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	545	0	879	543
Stage 1	-	-	-	-	543	-
Stage 2	-	-	-	-	336	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1035	-	321	544
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	728	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1035	-	317	544
Mov Cap-2 Maneuver	-	-	-	-	317	-
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	721	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.23	13.11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	452	-	-	48	-
HCM Lane V/C Ratio	0.017	-	-	0.008	-
HCM Control Delay (s/veh)	13.1	-	-	8.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	501	2	5	300	1	4
Future Vol, veh/h	501	2	5	300	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	545	2	5	326	1	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	547	0	883	546
Stage 1	-	-	-	-	546	-
Stage 2	-	-	-	-	337	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1033	-	319	542
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	728	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1033	-	317	542
Mov Cap-2 Maneuver	-	-	-	-	317	-
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	723	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.14	12.68
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	474	-	-	30	-
HCM Lane V/C Ratio	0.011	-	-	0.005	-
HCM Control Delay (s/veh)	12.7	-	-	8.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	236	278	182	1340	1127	132
Future Volume (veh/h)	236	278	182	1340	1127	132
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1700	1800	1700	1800	1800	1800
Adj Flow Rate, veh/h	241	284	186	1367	1150	135
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	376	354	256	2455	1648	193
Arrive On Green	0.23	0.23	0.16	0.72	0.53	0.53
Sat Flow, veh/h	1619	1525	1619	3510	3174	361
Grp Volume(v), veh/h	241	284	186	1367	637	648
Grp Sat Flow(s),veh/h/ln	1619	1525	1619	1710	1710	1735
Q Serve(g_s), s	10.7	14.1	8.7	15.0	22.1	22.2
Cycle Q Clear(g_c), s	10.7	14.1	8.7	15.0	22.1	22.2
Prop In Lane	1.00	1.00	1.00			0.21
Lane Grp Cap(c), veh/h	376	354	256	2455	914	927
V/C Ratio(X)	0.64	0.80	0.73	0.56	0.70	0.70
Avail Cap(c_a), veh/h	417	393	304	2455	914	927
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	27.7	29.0	32.0	5.3	13.8	13.8
Incr Delay (d2), s/veh	2.8	10.4	6.9	0.9	4.4	4.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	12.2	3.8	4.2	8.7	8.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	30.6	39.4	38.9	6.2	18.2	18.2
LnGrp LOS	C	D	D	A	B	B
Approach Vol, veh/h	525			1553	1285	
Approach Delay, s/veh	35.3			10.1	18.2	
Approach LOS	D			B	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		59.4		20.6	14.7	44.8
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		53.4		18.6	13.0	36.4
Max Q Clear Time (g_c+I1), s		17.0		16.1	10.7	24.2
Green Ext Time (p_c), s		14.0		0.5	0.1	6.8

Intersection Summary	
HCM 7th Control Delay, s/veh	17.2
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	376	46	56	400	74	40
Future Vol, veh/h	376	46	56	400	74	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	80	-
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	404	49	60	430	80	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	454	0	980	429
Stage 1	-	-	-	-	429	-
Stage 2	-	-	-	-	551	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1118	-	280	630
Stage 1	-	-	-	-	661	-
Stage 2	-	-	-	-	582	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1118	-	264	630
Mov Cap-2 Maneuver	-	-	-	-	264	-
Stage 1	-	-	-	-	661	-
Stage 2	-	-	-	-	550	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.03	19.72
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	264	630	-	-	1118	-
HCM Lane V/C Ratio	0.301	0.068	-	-	0.054	-
HCM Control Delay (s/veh)	24.4	11.1	-	-	8.4	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	1.2	0.2	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	413	3	10	452	4	13
Future Vol, veh/h	413	3	10	452	4	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	449	3	11	491	4	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	452	0	964	451
Stage 1	-	-	-	-	451	-
Stage 2	-	-	-	-	513	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1119	-	286	613
Stage 1	-	-	-	-	646	-
Stage 2	-	-	-	-	605	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1119	-	282	613
Mov Cap-2 Maneuver	-	-	-	-	282	-
Stage 1	-	-	-	-	646	-
Stage 2	-	-	-	-	597	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.18	12.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	480	-	-	39	-
HCM Lane V/C Ratio	0.038	-	-	0.01	-
HCM Control Delay (s/veh)	12.8	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	424	2	7	459	3	8
Future Vol, veh/h	424	2	7	459	3	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	461	2	8	499	3	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	463	0	976	462
Stage 1	-	-	-	-	462	-
Stage 2	-	-	-	-	514	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1109	-	281	604
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	604	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1109	-	278	604
Mov Cap-2 Maneuver	-	-	-	-	278	-
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	599	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.12	13.08
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	458	-	-	27	-
HCM Lane V/C Ratio	0.026	-	-	0.007	-
HCM Control Delay (s/veh)	13.1	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	136	294	343	1119	1435	138
Future Volume (veh/h)	136	294	343	1119	1435	138
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1700	1800	1700	1800	1800	1800
Adj Flow Rate, veh/h	140	303	354	1154	1479	142
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	391	368	344	2424	1487	142
Arrive On Green	0.24	0.24	0.21	0.71	0.47	0.47
Sat Flow, veh/h	1619	1525	1619	3510	3245	301
Grp Volume(v), veh/h	140	303	354	1154	797	824
Grp Sat Flow(s),veh/h/ln	1619	1525	1619	1710	1710	1746
Q Serve(g_s), s	5.7	15.0	17.0	11.9	36.9	37.7
Cycle Q Clear(g_c), s	5.7	15.0	17.0	11.9	36.9	37.7
Prop In Lane	1.00	1.00	1.00			0.17
Lane Grp Cap(c), veh/h	391	368	344	2424	806	823
V/C Ratio(X)	0.36	0.82	1.03	0.48	0.99	1.00
Avail Cap(c_a), veh/h	415	391	344	2424	806	823
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.2	28.7	31.5	5.1	20.9	21.2
Incr Delay (d2), s/veh	0.6	12.7	56.2	0.7	29.1	31.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	13.1	11.7	3.4	19.8	21.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	25.8	41.4	87.7	5.8	50.0	53.1
LnGrp LOS	C	D	F	A	D	F
Approach Vol, veh/h	443			1508	1621	
Approach Delay, s/veh	36.5			25.0	51.6	
Approach LOS	D			C	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		58.7		21.3	19.0	39.7
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		53.5		18.5	15.0	34.5
Max Q Clear Time (g_c+I1), s		13.9		17.0	19.0	39.7
Green Ext Time (p_c), s		11.1		0.3	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	38.5
HCM 7th LOS	D

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	571	55	40	368	37	59
Future Vol, veh/h	571	55	40	368	37	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	80	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	601	58	42	387	39	62

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	659	0	1102	630
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	472	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	939	-	236	485
Stage 1	-	-	-	-	535	-
Stage 2	-	-	-	-	632	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	939	-	226	485
Mov Cap-2 Maneuver	-	-	-	-	226	-
Stage 1	-	-	-	-	535	-
Stage 2	-	-	-	-	604	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.88	17.64
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	226	485	-	-	939	-
HCM Lane V/C Ratio	0.172	0.128	-	-	0.045	-
HCM Control Delay (s/veh)	24.2	13.5	-	-	9	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	0.4	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	101	286	55	93	117	182	1815	42	128	2554	133
Future Volume (veh/h)	245	101	286	55	93	117	182	1815	42	128	2554	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	250	103	292	56	95	119	186	1852	43	131	2606	136
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	293	453	384	149	118	148	171	1832	42	171	1774	92
Arrive On Green	0.17	0.24	0.24	0.09	0.15	0.15	0.10	0.51	0.51	0.10	0.51	0.51
Sat Flow, veh/h	1714	1900	1610	1714	767	960	1714	3607	83	1714	3492	181
Grp Volume(v), veh/h	250	103	292	56	0	214	186	924	971	131	1336	1406
Grp Sat Flow(s),veh/h/ln	1714	1900	1610	1714	0	1727	1714	1805	1885	1714	1805	1867
Q Serve(g_s), s	17.0	5.2	20.3	3.7	0.0	14.3	12.0	61.0	61.0	8.9	61.0	61.0
Cycle Q Clear(g_c), s	17.0	5.2	20.3	3.7	0.0	14.3	12.0	61.0	61.0	8.9	61.0	61.0
Prop In Lane	1.00		1.00	1.00		0.56	1.00		0.04	1.00		0.10
Lane Grp Cap(c), veh/h	293	453	384	149	0	267	171	917	958	171	917	949
V/C Ratio(X)	0.85	0.23	0.76	0.37	0.00	0.80	1.08	1.01	1.01	0.76	1.46	1.48
Avail Cap(c_a), veh/h	293	453	384	171	0	288	171	917	958	171	917	949
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.3	36.8	42.5	51.7	0.0	49.0	54.0	29.5	29.5	52.6	29.5	29.5
Incr Delay (d2), s/veh	21.0	0.3	8.7	1.6	0.0	14.1	93.2	31.5	32.7	18.3	211.6	222.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	2.5	8.9	1.7	0.0	7.2	9.6	33.2	35.0	4.7	79.1	84.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	69.3	37.1	51.2	53.2	0.0	63.1	147.2	61.0	62.2	70.9	241.1	252.2
LnGrp LOS	E	D	D	D		E	F	F	F	E	F	F
Approach Vol, veh/h		645			270			2081			2873	
Approach Delay, s/veh		55.9			61.0			69.3			238.8	
Approach LOS		E			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	63.0	12.5	30.6	14.0	63.0	22.5	20.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	57.5	10.0	26.5	10.0	57.5	18.5	18.0
Max Q Clear Time (g_c+I1), s	10.9	63.0	5.7	22.3	14.0	63.0	19.0	16.3
Green Ext Time (p_c), s	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	150.4
HCM 7th LOS	F

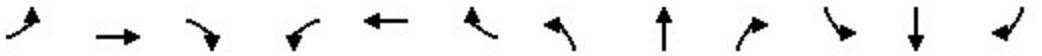
Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	442	48	65	495	78	45
Future Vol, veh/h	442	48	65	495	78	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	80	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	465	51	68	521	82	47

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	516	0	1148	491
Stage 1	-	-	-	-	491	-
Stage 2	-	-	-	-	658	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1060	-	222	582
Stage 1	-	-	-	-	620	-
Stage 2	-	-	-	-	519	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1060	-	207	582
Mov Cap-2 Maneuver	-	-	-	-	207	-
Stage 1	-	-	-	-	620	-
Stage 2	-	-	-	-	486	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1	25.41
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	207	582	-	-	1060	-
HCM Lane V/C Ratio	0.396	0.081	-	-	0.065	-
HCM Control Delay (s/veh)	33.3	11.7	-	-	8.6	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	1.8	0.3	-	-	0.2	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	57	294	28	74	113	348	2617	52	95	2061	139
Future Volume (veh/h)	135	57	294	28	74	113	348	2617	52	95	2061	139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	139	59	303	29	76	116	359	2698	54	98	2125	143
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	194	358	304	117	97	149	395	2098	42	166	1532	102
Arrive On Green	0.11	0.19	0.19	0.07	0.14	0.14	0.23	0.58	0.58	0.10	0.45	0.45
Sat Flow, veh/h	1714	1900	1610	1714	678	1035	1714	3620	72	1714	3435	229
Grp Volume(v), veh/h	139	59	303	29	0	192	359	1341	1411	98	1105	1163
Grp Sat Flow(s),veh/h/ln	1714	1900	1610	1714	0	1714	1714	1805	1887	1714	1805	1859
Q Serve(g_s), s	9.4	3.1	14.3	1.9	0.0	13.0	24.5	69.6	69.6	6.6	53.5	53.5
Cycle Q Clear(g_c), s	9.4	3.1	14.3	1.9	0.0	13.0	24.5	69.6	69.6	6.6	53.5	53.5
Prop In Lane	1.00		1.00	1.00		0.60	1.00		0.04	1.00		0.12
Lane Grp Cap(c), veh/h	194	358	304	117	0	246	395	1046	1094	166	805	829
V/C Ratio(X)	0.72	0.16	1.00	0.25	0.00	0.78	0.91	1.28	1.29	0.59	1.37	1.40
Avail Cap(c_a), veh/h	293	451	382	171	0	286	395	1046	1094	171	805	829
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.4	40.8	19.5	53.0	0.0	49.5	44.9	25.2	25.2	51.9	33.3	33.3
Incr Delay (d2), s/veh	4.9	0.2	42.0	1.1	0.0	11.3	24.2	134.0	137.5	5.0	175.7	188.8
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	1.5	8.9	0.9	0.0	6.3	13.0	66.7	70.8	3.1	61.9	66.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.2	41.0	61.5	54.1	0.0	60.8	69.1	159.2	162.7	56.9	209.0	222.1
LnGrp LOS	E	D	E	D		E	E	F	F	E	F	F
Approach Vol, veh/h		501			221			3111			2366	
Approach Delay, s/veh		57.6			59.9			150.4			209.1	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	71.6	10.2	24.6	29.7	55.5	15.6	19.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	57.5	10.0	26.5	16.0	51.5	18.5	18.0
Max Q Clear Time (g_c+I1), s	8.6	71.6	3.9	16.3	26.5	55.5	11.4	15.0
Green Ext Time (p_c), s	0.0	0.0	0.0	1.0	0.0	0.0	0.2	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	162.1
HCM 7th LOS	F

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	574	55	41	370	37	61
Future Vol, veh/h	574	55	41	370	37	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	80	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	604	58	43	389	39	64

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	662	0	1109	633
Stage 1	-	-	-	-	633	-
Stage 2	-	-	-	-	476	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	936	-	234	483
Stage 1	-	-	-	-	533	-
Stage 2	-	-	-	-	629	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	936	-	223	483
Mov Cap-2 Maneuver	-	-	-	-	223	-
Stage 1	-	-	-	-	533	-
Stage 2	-	-	-	-	600	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.9	17.71
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	223	483	-	-	936	-
HCM Lane V/C Ratio	0.174	0.133	-	-	0.046	-
HCM Control Delay (s/veh)	24.5	13.6	-	-	9	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	0.5	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	633	3	8	409	2	5
Future Vol, veh/h	633	3	8	409	2	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	666	3	8	431	2	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	669	0	1115	668
Stage 1	-	-	-	-	668	-
Stage 2	-	-	-	-	447	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	930	-	232	462
Stage 1	-	-	-	-	513	-
Stage 2	-	-	-	-	648	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	930	-	229	462
Mov Cap-2 Maneuver	-	-	-	-	229	-
Stage 1	-	-	-	-	513	-
Stage 2	-	-	-	-	641	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.17	15.27
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	358	-	-	35	-
HCM Lane V/C Ratio	0.021	-	-	0.009	-
HCM Control Delay (s/veh)	15.3	-	-	8.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

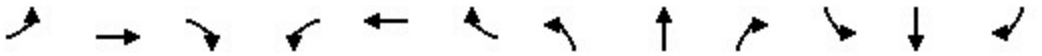
Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	636	2	5	416	1	4
Future Vol, veh/h	636	2	5	416	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	669	2	5	438	1	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	672	0	1119	671
Stage 1	-	-	-	-	671	-
Stage 2	-	-	-	-	448	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	929	-	231	460
Stage 1	-	-	-	-	512	-
Stage 2	-	-	-	-	648	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	929	-	229	460
Mov Cap-2 Maneuver	-	-	-	-	229	-
Stage 1	-	-	-	-	512	-
Stage 2	-	-	-	-	643	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.11	14.53
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	383	-	-	21	-
HCM Lane V/C Ratio	0.014	-	-	0.006	-
HCM Control Delay (s/veh)	14.5	-	-	8.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	248	101	292	55	93	117	191	1815	42	128	2554	138
Future Volume (veh/h)	248	101	292	55	93	117	191	1815	42	128	2554	138
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	253	103	298	56	95	119	195	1852	43	131	2606	141
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	293	453	384	149	118	148	171	1832	42	171	1770	95
Arrive On Green	0.17	0.24	0.24	0.09	0.15	0.15	0.10	0.51	0.51	0.10	0.51	0.51
Sat Flow, veh/h	1714	1900	1610	1714	767	960	1714	3607	83	1714	3485	187
Grp Volume(v), veh/h	253	103	298	56	0	214	195	924	971	131	1338	1409
Grp Sat Flow(s),veh/h/ln	1714	1900	1610	1714	0	1727	1714	1805	1885	1714	1805	1866
Q Serve(g_s), s	17.2	5.2	20.8	3.7	0.0	14.3	12.0	61.0	61.0	8.9	61.0	61.0
Cycle Q Clear(g_c), s	17.2	5.2	20.8	3.7	0.0	14.3	12.0	61.0	61.0	8.9	61.0	61.0
Prop In Lane	1.00		1.00	1.00		0.56	1.00		0.04	1.00		0.10
Lane Grp Cap(c), veh/h	293	453	384	149	0	267	171	917	958	171	917	948
V/C Ratio(X)	0.86	0.23	0.78	0.37	0.00	0.80	1.14	1.01	1.01	0.76	1.46	1.49
Avail Cap(c_a), veh/h	293	453	384	171	0	288	171	917	958	171	917	948
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.4	36.8	42.7	51.7	0.0	49.0	54.0	29.5	29.5	52.6	29.5	29.5
Incr Delay (d2), s/veh	22.5	0.3	9.7	1.6	0.0	14.1	110.5	31.5	32.7	18.3	212.8	224.2
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	9.2	2.5	9.3	1.7	0.0	7.2	10.4	33.2	35.0	4.7	79.4	85.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	70.8	37.1	52.4	53.2	0.0	63.1	164.5	61.0	62.2	70.9	242.3	253.7
LnGrp LOS	E	D	D	D		E	F	F	F	E	F	F
Approach Vol, veh/h		654			270			2090			2878	
Approach Delay, s/veh		57.1			61.0			71.2			240.1	
Approach LOS		E			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	63.0	12.5	30.6	14.0	63.0	22.5	20.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	57.5	10.0	26.5	10.0	57.5	18.5	18.0
Max Q Clear Time (g_c+I1), s	10.9	63.0	5.7	22.8	14.0	63.0	19.2	16.3
Green Ext Time (p_c), s	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	151.7
HCM 7th LOS	F

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	445	48	68	499	78	47
Future Vol, veh/h	445	48	68	499	78	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	80	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	468	51	72	525	82	49

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	519	0	1162	494
Stage 1	-	-	-	-	494	-
Stage 2	-	-	-	-	668	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1057	-	218	580
Stage 1	-	-	-	-	618	-
Stage 2	-	-	-	-	513	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1057	-	203	580
Mov Cap-2 Maneuver	-	-	-	-	203	-
Stage 1	-	-	-	-	618	-
Stage 2	-	-	-	-	478	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.04	25.86
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	203	580	-	-	1057	-
HCM Lane V/C Ratio	0.405	0.085	-	-	0.068	-
HCM Control Delay (s/veh)	34.3	11.8	-	-	8.7	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	1.8	0.3	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	489	3	10	563	4	13
Future Vol, veh/h	489	3	10	563	4	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	515	3	11	593	4	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	518	0	1130	516
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	614	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1058	-	227	563
Stage 1	-	-	-	-	603	-
Stage 2	-	-	-	-	544	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1058	-	224	563
Mov Cap-2 Maneuver	-	-	-	-	224	-
Stage 1	-	-	-	-	603	-
Stage 2	-	-	-	-	536	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.15	14.06
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	415	-	-	31	-
HCM Lane V/C Ratio	0.043	-	-	0.01	-
HCM Control Delay (s/veh)	14.1	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

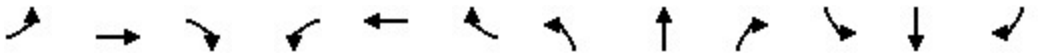
Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	500	2	7	570	3	8
Future Vol, veh/h	500	2	7	570	3	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	526	2	7	600	3	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	528	0	1142	527
Stage 1	-	-	-	-	527	-
Stage 2	-	-	-	-	615	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1049	-	224	555
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	543	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1049	-	221	555
Mov Cap-2 Maneuver	-	-	-	-	221	-
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	538	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.1	14.44
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	393	-	-	22	-
HCM Lane V/C Ratio	0.029	-	-	0.007	-
HCM Control Delay (s/veh)	14.4	-	-	8.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	57	308	28	74	113	360	2617	52	95	2061	145
Future Volume (veh/h)	142	57	308	28	74	113	360	2617	52	95	2061	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	146	59	318	29	76	116	371	2698	54	98	2125	149
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	201	366	310	117	97	149	389	2084	42	166	1527	106
Arrive On Green	0.12	0.19	0.19	0.07	0.14	0.14	0.23	0.58	0.58	0.10	0.45	0.45
Sat Flow, veh/h	1714	1900	1610	1714	678	1035	1714	3620	72	1714	3425	237
Grp Volume(v), veh/h	146	59	318	29	0	192	371	1341	1411	98	1108	1166
Grp Sat Flow(s),veh/h/ln	1714	1900	1610	1714	0	1714	1714	1805	1887	1714	1805	1857
Q Serve(g_s), s	9.9	3.1	14.7	1.9	0.0	13.0	25.6	69.1	69.1	6.6	53.5	53.5
Cycle Q Clear(g_c), s	9.9	3.1	14.7	1.9	0.0	13.0	25.6	69.1	69.1	6.6	53.5	53.5
Prop In Lane	1.00		1.00	1.00		0.60	1.00		0.04	1.00		0.13
Lane Grp Cap(c), veh/h	201	366	310	117	0	246	389	1039	1086	166	805	828
V/C Ratio(X)	0.73	0.16	1.03	0.25	0.00	0.78	0.95	1.29	1.30	0.59	1.38	1.41
Avail Cap(c_a), veh/h	293	451	382	171	0	286	389	1039	1086	171	805	828
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.1	40.4	19.6	53.0	0.0	49.5	45.8	25.5	25.5	51.9	33.3	33.3
Incr Delay (d2), s/veh	5.0	0.2	50.7	1.1	0.0	11.3	34.0	137.9	141.4	5.0	177.3	191.0
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	4.5	1.5	9.8	0.9	0.0	6.3	14.5	67.4	71.5	3.1	62.3	67.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.1	40.6	70.3	54.1	0.0	60.8	79.8	163.3	166.9	56.9	210.6	224.2
LnGrp LOS	E	D	F	D		E	E	F	F	E	F	F
Approach Vol, veh/h		523			221			3123			2372	
Approach Delay, s/veh		63.0			59.9			155.0			210.9	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	71.1	10.2	25.1	29.2	55.5	16.0	19.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	57.5	10.0	26.5	16.0	51.5	18.5	18.0
Max Q Clear Time (g_c+I1), s	8.6	71.1	3.9	16.7	27.6	55.5	11.9	15.0
Green Ext Time (p_c), s	0.0	0.0	0.0	1.0	0.0	0.0	0.2	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	165.2
HCM 7th LOS	F

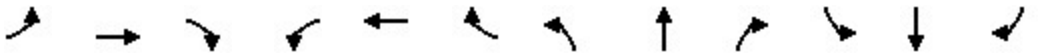
Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	574	55	41	370	37	61
Future Vol, veh/h	574	55	41	370	37	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	80	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	604	58	43	389	39	64

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	662	0	914	331
Stage 1	-	-	-	-	633	-
Stage 2	-	-	-	-	281	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	936	-	276	671
Stage 1	-	-	-	-	497	-
Stage 2	-	-	-	-	747	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	936	-	263	671
Mov Cap-2 Maneuver	-	-	-	-	263	-
Stage 1	-	-	-	-	497	-
Stage 2	-	-	-	-	713	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.9	14.75
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	263	671	-	-	936	-
HCM Lane V/C Ratio	0.148	0.096	-	-	0.046	-
HCM Control Delay (s/veh)	21	10.9	-	-	9	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.5	0.3	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	248	101	292	55	93	117	191	1815	42	128	2554	138
Future Volume (veh/h)	248	101	292	55	93	117	191	1815	42	128	2554	138
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	253	103	298	56	95	119	195	1852	43	131	2606	141
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	300	460	390	149	118	148	186	2594	60	182	2498	133
Arrive On Green	0.17	0.24	0.24	0.09	0.15	0.15	0.11	0.50	0.50	0.11	0.50	0.50
Sat Flow, veh/h	1714	1900	1610	1714	767	960	1714	5215	121	1714	5041	269
Grp Volume(v), veh/h	253	103	298	56	0	214	195	1228	667	131	1777	970
Grp Sat Flow(s),veh/h/ln	1714	1900	1610	1714	0	1727	1714	1729	1878	1714	1729	1852
Q Serve(g_s), s	17.1	5.2	20.6	3.7	0.0	14.3	13.0	33.2	33.2	8.9	59.5	59.5
Cycle Q Clear(g_c), s	17.1	5.2	20.6	3.7	0.0	14.3	13.0	33.2	33.2	8.9	59.5	59.5
Prop In Lane	1.00		1.00	1.00		0.56	1.00		0.06	1.00		0.15
Lane Grp Cap(c), veh/h	300	460	390	149	0	267	186	1720	934	182	1714	918
V/C Ratio(X)	0.84	0.22	0.76	0.37	0.00	0.80	1.05	0.71	0.71	0.72	1.04	1.06
Avail Cap(c_a), veh/h	300	460	390	171	0	288	186	1720	934	200	1714	918
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.9	36.4	42.3	51.7	0.0	49.0	53.5	23.5	23.5	51.9	30.3	30.3
Incr Delay (d2), s/veh	19.2	0.2	8.7	1.6	0.0	14.1	79.9	2.6	4.6	10.7	31.9	46.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	2.5	9.1	1.7	0.0	7.2	9.7	13.8	15.6	4.4	31.3	37.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.1	36.7	50.9	53.2	0.0	63.1	133.4	26.0	28.2	62.5	62.2	76.5
LnGrp LOS	E	D	D	D		E	F	C	C	E	F	F
Approach Vol, veh/h		654			270			2090			2878	
Approach Delay, s/veh		54.9			61.0			36.7			67.0	
Approach LOS		D			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	61.7	12.5	31.1	15.0	61.5	23.0	20.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	55.0	10.0	27.0	11.0	56.0	19.0	18.0
Max Q Clear Time (g_c+I1), s	10.9	35.2	5.7	22.6	15.0	61.5	19.1	16.3
Green Ext Time (p_c), s	0.0	13.5	0.0	0.7	0.0	0.0	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	54.7
HCM 7th LOS	D

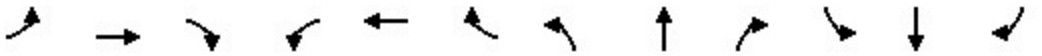
Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	445	48	68	499	78	47
Future Vol, veh/h	445	48	68	499	78	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	80	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	468	51	72	525	82	49

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	519	0	899	259
Stage 1	-	-	-	-	494	-
Stage 2	-	-	-	-	406	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1057	-	282	745
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	647	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1057	-	263	745
Mov Cap-2 Maneuver	-	-	-	-	263	-
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	604	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.04	19.28
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	263	745	-	-	1057	-
HCM Lane V/C Ratio	0.312	0.066	-	-	0.068	-
HCM Control Delay (s/veh)	24.8	10.2	-	-	8.7	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	1.3	0.2	-	-	0.2	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	57	308	28	74	113	360	2617	52	95	2061	145
Future Volume (veh/h)	142	57	308	28	74	113	360	2617	52	95	2061	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	146	59	318	29	76	116	371	2698	54	98	2125	149
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	201	366	310	117	97	149	460	3014	60	166	2001	139
Arrive On Green	0.12	0.19	0.19	0.07	0.14	0.14	0.27	0.58	0.58	0.10	0.40	0.40
Sat Flow, veh/h	1714	1900	1610	1714	678	1035	1714	5235	104	1714	4951	345
Grp Volume(v), veh/h	146	59	318	29	0	192	371	1777	975	98	1480	794
Grp Sat Flow(s),veh/h/ln	1714	1900	1610	1714	0	1714	1714	1729	1881	1714	1729	1838
Q Serve(g_s), s	9.9	3.1	13.5	1.9	0.0	13.0	24.2	53.8	54.7	6.6	48.5	48.5
Cycle Q Clear(g_c), s	9.9	3.1	13.5	1.9	0.0	13.0	24.2	53.8	54.7	6.6	48.5	48.5
Prop In Lane	1.00		1.00	1.00		0.60	1.00		0.06	1.00		0.19
Lane Grp Cap(c), veh/h	201	366	310	117	0	246	460	1991	1083	166	1398	743
V/C Ratio(X)	0.73	0.16	1.03	0.25	0.00	0.78	0.81	0.89	0.90	0.59	1.06	1.07
Avail Cap(c_a), veh/h	293	451	382	171	0	286	460	1991	1083	171	1398	743
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.1	40.4	16.6	53.0	0.0	49.5	41.0	22.2	22.4	51.9	35.8	35.8
Incr Delay (d2), s/veh	5.0	0.2	50.7	1.1	0.0	11.3	10.2	6.6	11.8	5.0	41.3	53.2
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	4.5	1.5	9.3	0.9	0.0	6.3	11.5	22.4	26.4	3.1	27.9	32.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.1	40.6	67.3	54.1	0.0	60.8	51.1	28.8	34.2	56.9	77.0	88.9
LnGrp LOS	E	D	F	D		E	D	C	C	E	F	F
Approach Vol, veh/h		523			221			3123			2372	
Approach Delay, s/veh		61.1			59.9			33.2			80.2	
Approach LOS		E			E			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	71.1	10.2	25.1	34.2	50.5	16.0	19.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	57.5	10.0	26.5	21.0	46.5	18.5	18.0
Max Q Clear Time (g_c+I1), s	8.6	56.7	3.9	15.5	26.2	50.5	11.9	15.0
Green Ext Time (p_c), s	0.0	0.8	0.0	1.1	0.0	0.0	0.2	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	54.3
HCM 7th LOS	D