PACIFIC PALMDALE CENTER

TRAFFIC IMPACT ANALYSIS

CITY OF PALMDALE





OCTOBER 13, 20255

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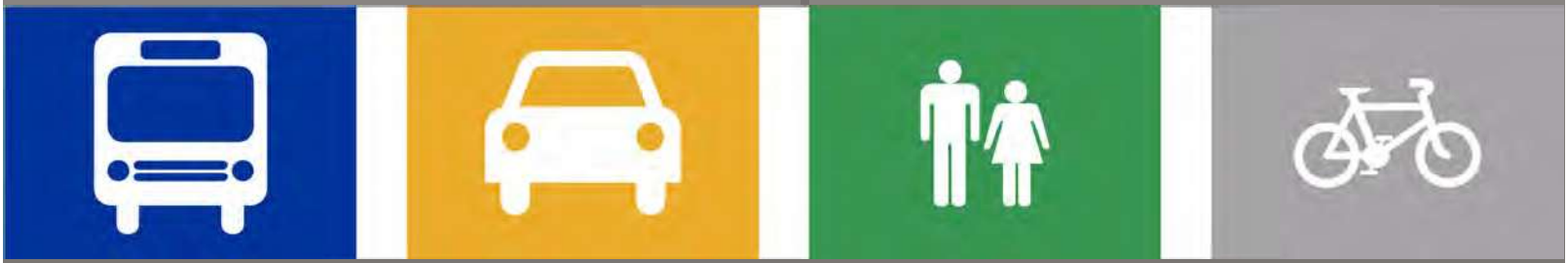


TABLE OF CONTENTS

1.0 EXECUTIVE SUMMARY 1
1.1 LOS Analysis Deficiencies and Proposed Improvements 1
2.0 INTRODUCTION 1
2.1 Purpose of the Traffic Study and Study Objectives 1
2.2 Project Location & Study Area 1
3.0 PROJECT DESCRIPTION 2
3.1 Project Trip Generation 2
3.2 Project Trip Distribution & Assignment 2
4.0 LOS DEFINITIONS, PROCEDURES, AND THRESHOLDS 9
4.1 Intersection Levels of Service 9
4.2 Intersection Levels of Service Thresholds 18
5.0 VOLUME DEVELOPMENT METHODOLOGY 18
5.1 Existing Traffic (2024) Volumes 18
5.2 Opening Year (2027) No Project Without Grade Separation Traffic Volumes 18
5.3 Opening Year (2027) With Project Without Grade Separation Traffic Volumes 18
5.4 Opening Year (2027) No Project With Grade Separation Traffic Volumes 19
5.5 Opening Year (2027) With Project With Grade Separation Traffic Volumes 19
6.0 EXISTING CONDITIONS 19
6.1 Existing Roadway Conditions 19
6.2 Existing Transit Service 22
6.3 Existing Bicycle & Pedestrian Facilities 22
6.4 Existing Intersection Levels of Service 24
7.0 OPENING YEAR (2027) CONDITIONS 24
7.1 Opening Year Without Grade Separation Intersection Levels of Service 24
7.2 Opening Year With Grade Separation Intersection Levels of Service 24
8.0 CIRCULATION IMPROVEMENTS 32
8.1 Circulation Improvements Under Opening Year Without Grade Separation 32
8.2 Circulation Improvements Under Opening Year With Grade Separation 32
9.0 FAIR SHARE ANALYSIS 32
9.1 Fair Share Criteria 32
9.2 Fair Share Calculations 41
9.3 Project Fair Share Under Opening Year Without Grade Separation Conditions 41
9.4 Project Fair Share Under Opening Year With Grade Separation Conditions 41
10.1 Sight Triangles 44
11.0 SUMMARY & CONCLUSIONS 44

APPENDICES

Appendix A: Traffic Counts
Appendix B: List of Cumulative Projects
Appendix C: Cumulative Projects Trip Generation Data
Appendix D: Volume Development Worksheets
Appendix E: Level of Service Worksheets

FIGURES AND TABLES

FIGURES

Figure 1: Regional Project Location 3
Figure 2: Project Site Plan 4
Figure 3: Study Area Intersections 5
Figure 4: Auto Trip Distribution (Without Grade Separation) 10
Figure 5: Truck Trip Distribution (Without Grade Separation) 11
Figure 6: Auto Trip Assignment (Without Grade Separation) 12
Figure 7: Truck Trip Assignment (Without Grade Separation) 13
Figure 8: Auto Trip Distribution (With Grade Separation) 14
Figure 9: Truck Trip Distribution (With Grade Separation) 15
Figure 10: Auto Trip Assignment (With Grade Separation) 16
Figure 11: Truck Trip Assignment (With Grade Separation) 17
Figure 12: Cumulative Projects Net Trip Assignment (Without Grade Separation) 20
Figure 13: Cumulative Projects Net Trip Assignment (With Grade Separation) 21
Figure 14: Transit and Pedestrian Facilities 23
Figure 15: Existing Intersection Geometrics and Stop Control 25
Figure 16: Existing Peak Hour Traffic Volumes 26
Figure 17: Opening Year No Project Without Grade Separation Peak Hour Traffic Volumes 28
Figure 18: Opening Year (2027) Project Without Grade Separation Intersection Geometrics and Stop Control 29
Figure 19: Opening Year With Project Without Grade Separation Peak Hour Traffic Volumes 30
Figure 20: Opening Year (2027) Project With Grade Separation Intersection Geometrics and Stop Control 33
Figure 21: Opening Year With No Project With Grade Separation Peak Hour Traffic Volumes 34
Figure 22: Opening Year With Project With Grade Separation Peak Hour Traffic Volumes 35
Figure 23: Intersection Geometrics and Stop Control - Circulation Improvements - OY With Project Without Grade Separation 37
Figure 24: Intersection Geometrics and Stop Control - Circulation Improvements - OY With Project With Grade Separation 39
Figure 25: Sight Distance Triangles 47

TABLES

Table A: Project Trip Generation 6
Table B : Intersection LOS Criteria 9
Table C: Existing Intersection Levels of Service 27
Table D: Opening Year Without Grade Separation Levels of Service 31
Table E: Opening Year With Grade Separation Levels of Service 36
Table F: Opening Year Without Grade Separation With Improvemnts Level of Service 38
Table G: Opening Year With Grade Separation With Improvemnts Level of Service 40
Table H: Fair Share Contributions Calculations – OY Without Grade Separation Conditions 42
Table I: Fair Share Contributions Calculations – OY With Grade Separation Conditions 43
Table J: Design Intersection Sight Distance 46

1.0 EXECUTIVE SUMMARY

The following Executive Summary includes a summary of the traffic analyses prepared for the proposed Pacific Palmdale Center to be located at Sierra Highway/Rancho Vista in the City of Palmdale. A summary of the Traffic Impact Analysis (TIA) including Level of Service (LOS) deficiencies and proposed improvements at the study intersections is also included.

1.1 LOS Analysis Deficiencies and Proposed Improvements

Under the Without Grade Separation conditions, three intersections are forecast to operate at unsatisfactory conditions under both without and with project conditions. These operational deficiencies are not caused by the proposed project. Circulation improvements have been recommended at all three locations to restore satisfactory operations.

Under the With Grade Separation conditions, one intersection is forecast to operate at unsatisfactory conditions under both without and with project conditions. This operational deficiency is not caused by the proposed project. Circulation improvements have been recommended to restore satisfactory operations.

2.0 INTRODUCTION

This report presents the methodology, findings, and conclusions of the Traffic Impact Analysis (TIA) prepared for the proposed Pacific Palmdale Center project. The proposed project site is located at the northwest corner of the intersection of Division Street and W Rancho Vista Boulevard in the City of Palmdale. The proposed project includes 1,000,000 square feet of High-Cube Warehouse. For the purposes of this analysis, it is assumed that 75% (750,000 square feet) will be Transload and Short-Term Storage and 25% (250,000 square feet) will be Cold Storage.

2.1 Purpose of the Traffic Study and Study Objectives

This report is intended to satisfy the requirements for a transportation impact analysis established by the City of Palmdale. City of Palmdale follows the Los Angeles County Transportation Impact Analysis Guidelines (July 2020) for level of service analyses. The guidelines require development projects to prepare a transportation impact analysis if the project generates a net increase of 110 or more daily vehicle trips. The operational analysis includes a quantitative evaluation of the project's access and circulation operations. The study area, analysis scenarios, and analysis methodologies are based on the guidelines and on discussion with City Staff. The requirements of VMT analysis for the disclosure of potential impacts and mitigation measures per the California Environmental Quality Act (CEQA) are included in a separate memorandum.

2.2 Project Location & Study Area

As stated earlier, the project is located at the northwest corner of the intersection of Division Street and W Rancho Vista Boulevard in the City of Palmdale. Figure 1 shows the regional location of the project. The project proposes 1,000,000 square feet of High-Cube Warehouse consisting of Transload and Short-Term Storage and Cold Storage uses. The project opening year is expected to be 2027. 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 fourteen intersections for traffic operations. Figure 3 illustrates the study intersections included in the TIA.

Study Intersections

1. Division Street/Ave O-12
2. Division Street/Driveway 1
3. Division Street/Driveway 2
4. Division Street/W Rancho Vista Boulevard
5. Driveway 3/Ave O-12
6. Driveway 4/W Rancho Vista Boulevard
7. 3rd street E/W Rancho Vista Boulevard
8. Driveway 5/Ave O-12
9. Connector/W Rancho Vista Boulevard
10. Sierra Highway/Ave O-12
11. Sierra Highway/W Rancho Vista Boulevard WB Connector
12. Sierra Highway/W Rancho Vista Boulevard
13. Sierra Highway/W Rancho Vista Boulevard EB Connector
14. 8th Street E/W Rancho Vista Blvd.

2.3 Analysis Scenarios

Based on the County guidelines, this report analyzes traffic conditions for the following five scenarios:

1. Existing Conditions
2. Opening Year No Project Without Grade Separation Conditions
3. Opening Year With Project Without Grade Separation Conditions
4. Opening Year No Project With Grade Separation Conditions
5. Opening Year With Project With Grade Separation Conditions

Consistent with the guidelines, this report analyzes weekday a.m. and p.m. peak hour conditions. The peak periods were determined based on evaluation of count data provided by the City, and new counts were conducted for those peak periods. In this area, the a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. and the p.m. peak hour as the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m.

3.0 PROJECT DESCRIPTION

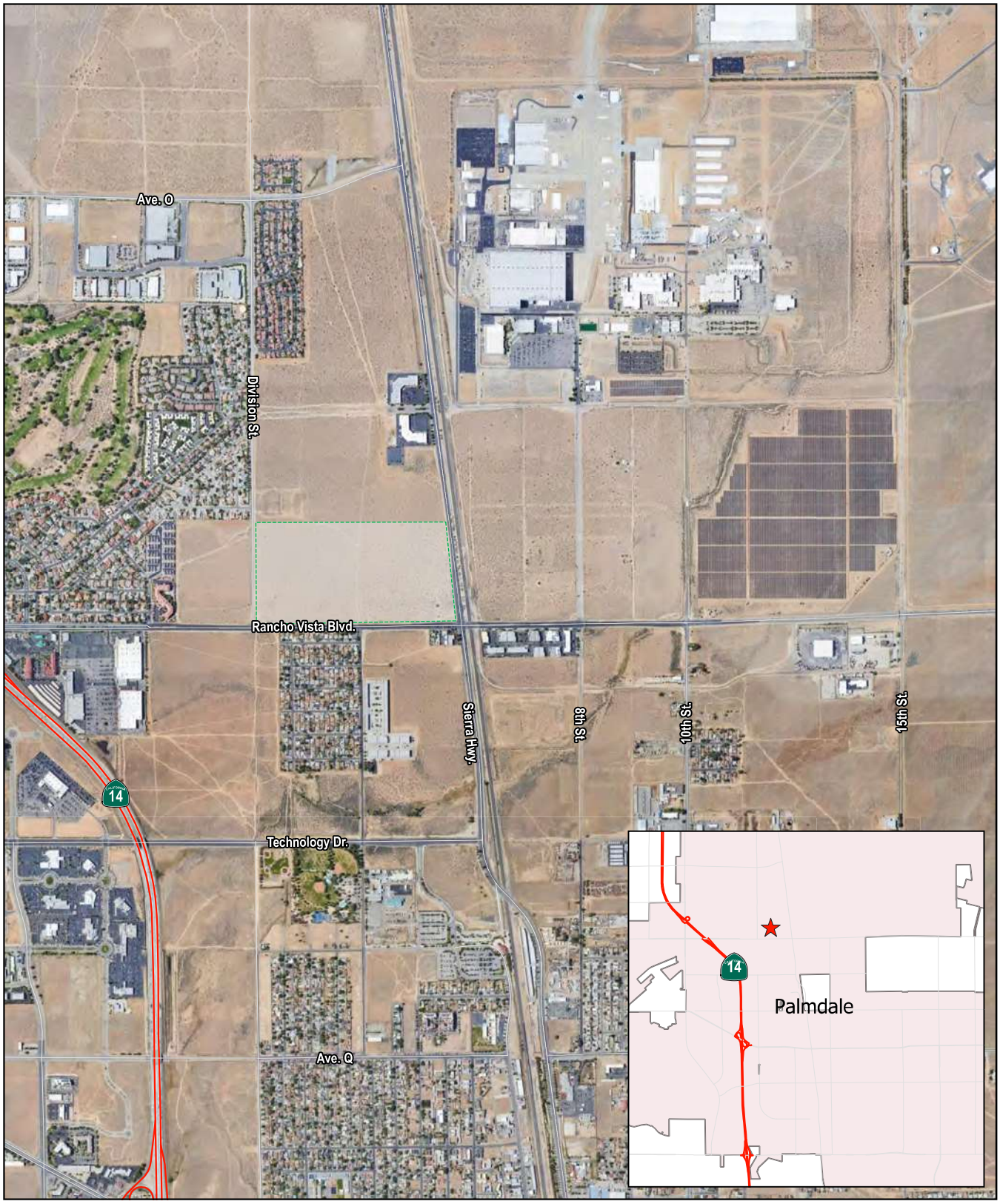
The proposed project includes 1,000,000 square feet of High-Cube Warehouse. For the purposes of this analysis, it is assumed that 75% (750,000 square feet) will be Transload and Short-Term Storage and 25% (250,000 square feet) will be Cold Storage. The project will have access via five driveways. The northern driveway on Division Street will be for automobile access only with full access and the southern driveway will be used by both automobiles and trucks with a right in right out (RIRO) access. Ave O-12 will have two full access driveways - the westerly driveway will be for truck access only and easterly driveway will be used by both automobiles and trucks. On W Rancho Vista Boulevard the driveway will be for truck access and only a right out access will be allowed.

3.1 Project Trip Generation

Trip generation for the project is based on the rates from the Institute of Transportation Engineers' (ITE) Trip Generation Manual (11th Edition). Trip generation rates for Land Use 154 "High-Cube Transload and Short-Term Storage Warehouse" were used for the Transload and Short-Term Storage portion of the warehouse. Trip generation rates for Land Use 157 "High-Cube Transload Cold Storage Warehouse" were used for the Cold Storage portion of the warehouse. Truck traffic generation was also based on the ITE Trip Generation. Further, the truck trips were converted to PCEs using the conversion rates of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks and 3.0 for 4+ axle trucks. Table A shows the combined summary of the project trip generation of the proposed High-Cube Warehouse for the a.m. peak hour, p.m. peak hour, and weekday. As shown in Table A, the proposed project is forecast to generate 122 PCE trips in the a.m. peak hour, 131 PCE trips in the p.m. peak hour, and 2,093 PCE daily trips. Table A-1 shows the trip generation for the Transload and Short-Term Storage portion of the warehouse. Table A-2 shows the trip generation for the Cold Storage portion of the warehouse.

3.2 Project Trip Distribution & Assignment

Project trip distribution patterns for the proposed project were developed based on the location of local and regional destinations, residential uses, and based on discussion with City staff. Due to the existing congestion at the intersection of Rancho Vista Boulevard and Sierra Highway, the City is working on the Rancho Vista Grade Separation Project (STR-019) which consists of a bridge carrying Rancho Vista Boulevard over the Metrolink/UPRR tracks and Sierra Highway. The bridge will provide adequate clearance for present tracks and future proposed high speed rail tracks. The STR-019 project will include a ramp from westbound Rancho Vista Boulevard to northbound Sierra Highway. There will be two connecting ramps ("loop roads") from the west side of Sierra Highway linking to Rancho Vista Boulevard with signalized intersections on Sierra Highway. As a result of the STR-019 project, the surrounding roadway network will change significantly. Therefore, two different project trip distribution patterns were developed, one for the "Without Grade Separation" and the other for the "With Grade Separation" scenarios, while maintaining the regional distribution patterns for both scenarios.



Legend

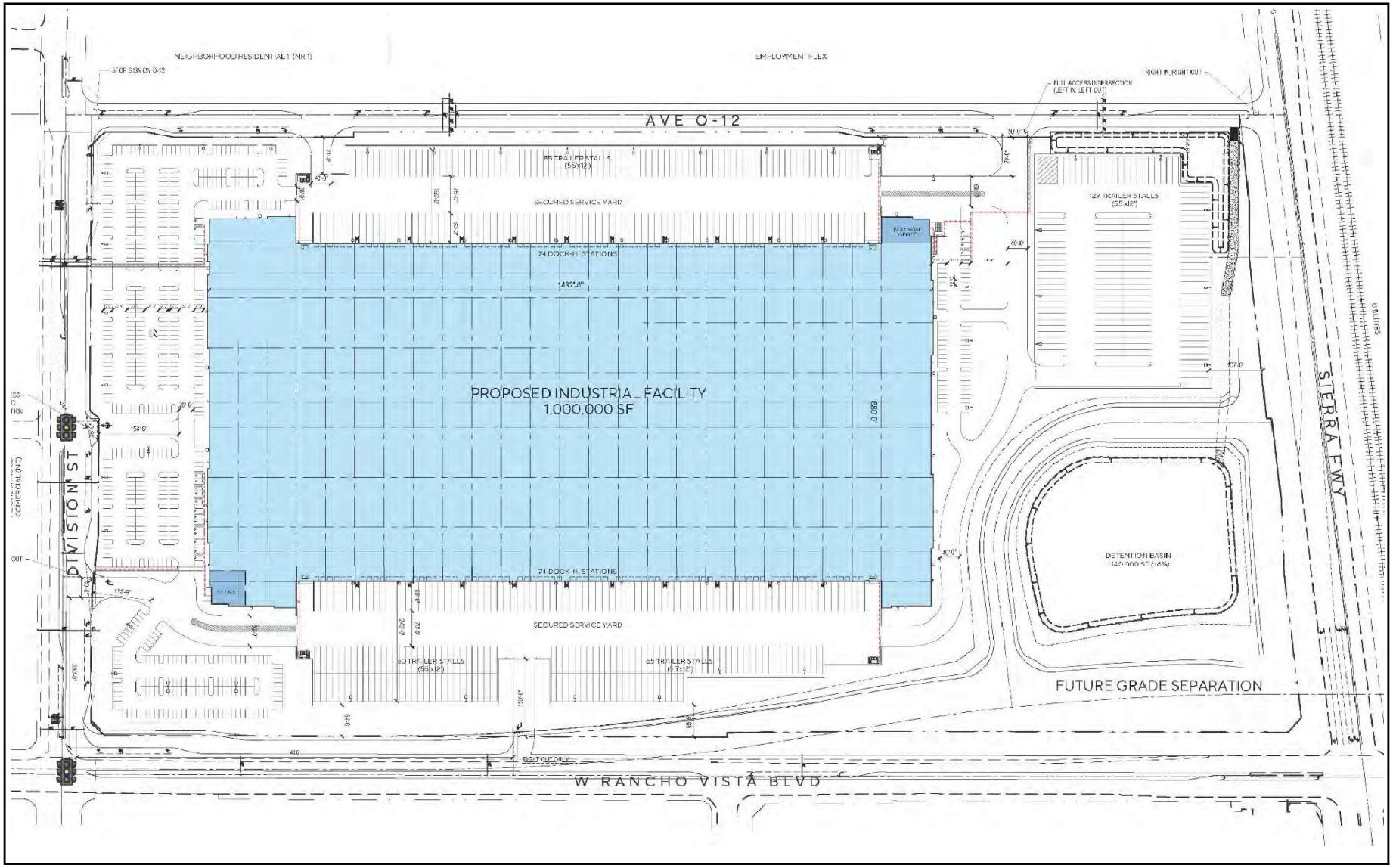
Project Boundary

FIGURE 1

Pacific Palmdale Center TIA
Regional Location

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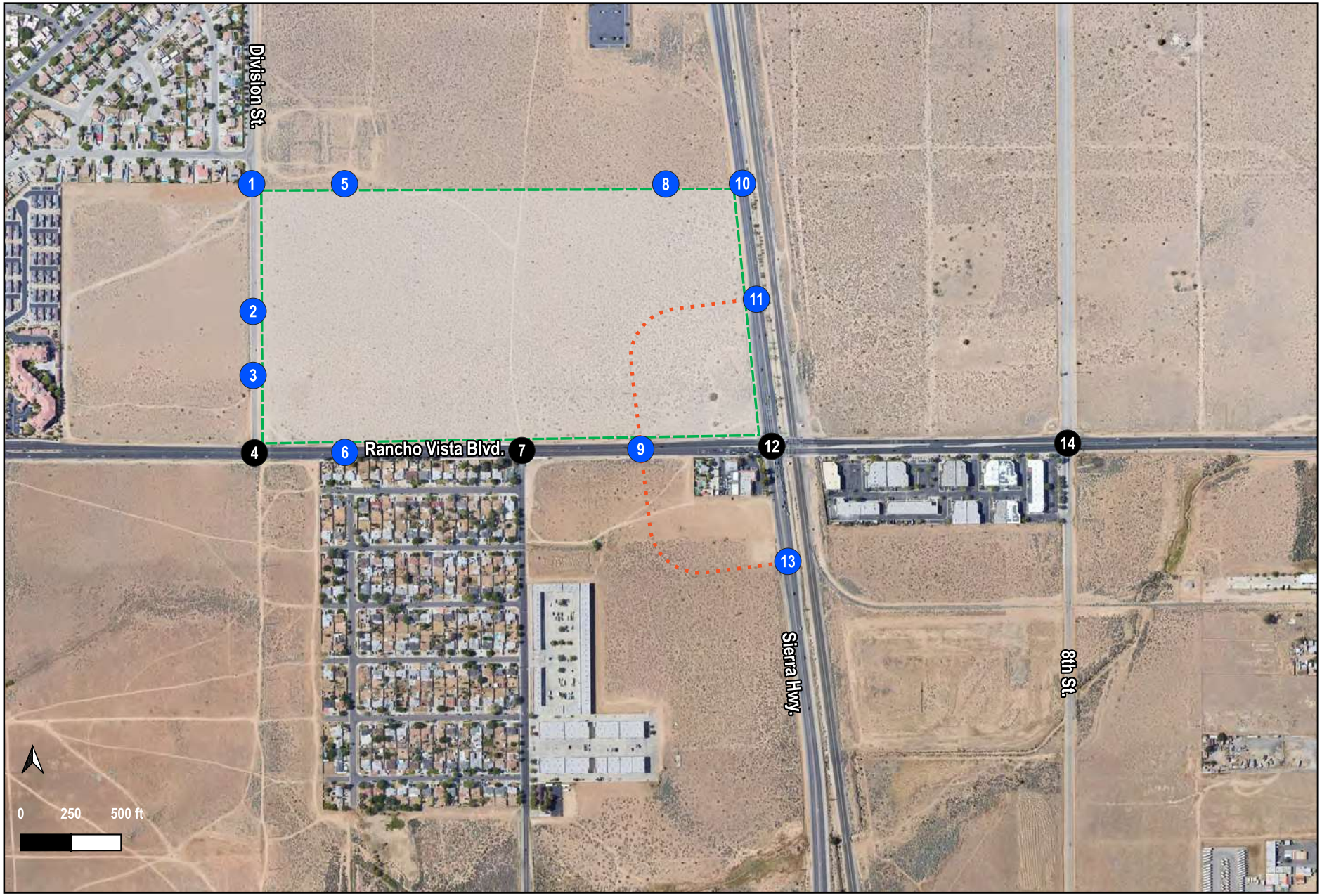


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FIGURE 2

Pacific Palmdale Center TIA
Site Plan

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Legend

Project Boundary | Existing Study Area Intersections | Future Study Area Intersections | Future Ramp Connectors

FIGURE 3
Pacific Palmdale Center TIA
Study Area Intersections

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Table A: Project Trip Generation (Entire Project)

Land Use	Units	Peak Hour						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Project Trip Generation (Trips, By Vehicle Type)								
Warehouse	1,000.000 TSF							
Passenger Cars		**58**	**7**	**65**	**27**	**64**	**91**	**1,228**
2-Axle Trucks		4	2	6	2	2	4	93
3-Axle Trucks		2	2	4	2	1	3	55
4+ Axle Trucks		6	7	13	5	4	9	205
All Trucks		**12**	**11**	**23**	**9**	**7**	**16**	**353**
Total Vehicles		**70**	**18**	**88**	**36**	**71**	**107**	**1,581**
Project Trip Generation (Passenger Car Equivalent Trips, By Vehicle Type)								
Passenger Cars		**58**	**7**	**65**	**27**	**64**	**91**	**1,228**
Truck PCE								
2-Axle Trucks		6	4	10	3	4	7	140
3-Axle Trucks		4	4	8	4	2	6	110
4+ Axle Trucks		18	21	39	15	12	27	615
Total Truck PCE		**28**	**29**	**57**	**22**	**18**	**40**	**865**
Total PCE		**86**	**36**	**122**	**49**	**82**	**131**	**2,093**

[1] Rates based on Land Use 154 - "High-Cube Transload and Short-Term Storage Warehouse" from Institute of Transportation Engineers (ITE) Trip Generation (11th Edition).

[2] Passenger Vehicle/Truck splits are based on percentages provided in ITE Trip Generation (11th Edition). Truck Splits by axle-type based on data from SCAQMD.

[3] Recommended PCE Factor per County of Riverside *Transportation Impact Analysis Preparation Guide for Vehicle Miles Traveled and Level of Service Assessment (December 2020)*

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Table A-1: Project Trip Generation (High-Cube Transload and Short-Term Storage Warehouse Portion)

Land Use	Units	Peak Hour						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Total Vehicle Rates								
Trip Generation Rates[1]	TSF	0.062	0.018	0.080	0.028	0.072	0.100	1.400
PCE Inbound/Outbound Splits		69%	31%	100%	31%	69%	100%	100%
Passenger Car Equivalent Rates Calculations								
Passenger Cars								
Recommended Mix (%)[2]		84.09%	44.57%	75.00%	83.21%	92.64%	90.00%	84.29%
PCE Factor[3]		1.0	1.0	1.0	1.0	1.0	1.0	1.0
PCE Rates		0.052	0.008	0.060	0.023	0.067	0.090	1.180
2-Axle Trucks								
Recommended Mix (%)[2]		2.66%	9.27%	4.18%	2.81%	1.23%	1.67%	2.63%
PCE Factor[3]		1.5	1.5	1.5	1.5	1.5	1.5	1.5
PCE Rates		0.002	0.003	0.005	0.001	0.001	0.003	0.055
3-Axle Trucks								
Recommended Mix (%)[2]		3.30%	11.49%	5.18%	3.48%	1.53%	2.07%	3.26%
PCE Factor[3]		2.0	2.0	2.0	2.0	2.0	2.0	2.0
PCE Rates		0.004	0.004	0.008	0.002	0.002	0.004	0.091
4-Axle Trucks								
Recommended Mix (%)[2]		9.95%	34.67%	15.64%	10.50%	4.60%	6.25%	9.83%
PCE Factor[3]		3.0	3.0	3.0	3.0	3.0	3.0	3.0
PCE Rates		0.018	0.019	0.038	0.009	0.010	0.019	0.413
Warehouse Net PCE Rate		**0.077**	**0.034**	**0.111**	**0.035**	**0.080**	**0.115**	**1.739**
Project Trip Generation (Trips, By Vehicle Type)								
Warehouse	750.000 TSF							
Passenger Cars		**39**	**6**	**45**	**18**	**50**	**68**	**885**
2-Axle Trucks		2	1	3	0	1	1	28
3-Axle Trucks		1	2	3	1	1	2	34
4+ Axle Trucks		4	5	9	3	2	5	103
All Trucks		**7**	**8**	**15**	**4**	**4**	**8**	**165**
Total Vehicles		**46**	**14**	**60**	**22**	**54**	**76**	**1,050**
Project Trip Generation (Passenger Car Equivalent Trips, By Vehicle Type)								
Passenger Cars		**39**	**6**	**45**	**18**	**50**	**68**	**885**
Truck PCE								
2-Axle Trucks		3	2	5	0	2	2	42
3-Axle Trucks		2	4	6	2	2	4	68
4+ Axle Trucks		12	15	27	9	6	15	309
Total Truck PCE		**17**	**21**	**38**	**11**	**10**	**21**	**419**
Total PCE		**56**	**27**	**83**	**29**	**60**	**89**	**1,304**

[1] Rates based on Land Use 154 - "High-Cube Transload and Short-Term Storage Warehouse" from Institute of Transportation Engineers (ITE) Trip Generation (11th Edition).

[2] Passenger Vehicle/Truck splits are based on percentages provided in ITE Trip Generation (11th Edition). Truck Splits by axle-type based on data from SCAQMD.

[3] Recommended PCE Factor per County of Riverside *Transportation Impact Analysis Preparation Guide for Vehicle Miles Traveled and Level of Service Assessment (December 2020)*

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Table A-2: Project Trip Generation (High-Cube Cold Storage Warehouse Portion)

Land Use	Units	Peak Hour						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Total Vehicle Rates								
Trip Generation Rates[1]	TSF	0.089	0.021	0.110	0.047	0.073	0.120	2.120
PCE Inbound/Outbound Splits		73%	27%	100%	41%	59%	100%	100%
Passenger Car Equivalent Rates Calculations								
Passenger Cars								
Recommended Mix (%)[2]		83.16%	28.23%	72.73%	70.51%	77.87%	75.00%	64.62%
PCE Factor[3]		1.0	1.0	1.0	1.0	1.0	1.0	1.0
PCE Rates		0.074	0.006	0.080	0.033	0.057	0.090	1.370
2-Axle Trucks								
Recommended Mix (%)[2]		5.84%	24.89%	9.46%	10.22%	7.67%	8.67%	12.27%
PCE Factor[3]		1.5	1.5	1.5	1.5	1.5	1.5	1.5
PCE Rates		0.008	0.008	0.016	0.007	0.008	0.016	0.390
3-Axle Trucks								
Recommended Mix (%)[2]		1.85%	7.87%	2.99%	3.23%	2.43%	2.74%	3.88%
PCE Factor[3]		2.0	2.0	2.0	2.0	2.0	2.0	2.0
PCE Rates		0.003	0.003	0.007	0.003	0.004	0.007	0.164
4-Axle Trucks								
Recommended Mix (%)[2]		9.15%	39.02%	14.83%	16.03%	12.03%	13.59%	19.23%
PCE Factor[3]		3.0	3.0	3.0	3.0	3.0	3.0	3.0
PCE Rates		0.024	0.024	0.049	0.023	0.026	0.049	1.223
Warehouse Net PCE Rate		**0.110**	**0.041**	**0.151**	**0.066**	**0.095**	**0.161**	**3.148**
Project Trip Generation (Trips, By Vehicle Type)								
Warehouse	250.000 TSF							
Passenger Cars		**19**	**1**	**20**	**9**	**14**	**23**	**343**
2-Axle Trucks		2	1	3	2	1	3	65
3-Axle Trucks		1	0	1	1	0	1	21
4+ Axle Trucks		2	2	4	2	2	4	102
All Trucks		**5**	**3**	**8**	**5**	**3**	**8**	**188**
Total Vehicles		**24**	**4**	**28**	**14**	**17**	**31**	**531**
Project Trip Generation (Passenger Car Equivalent Trips, By Vehicle Type)								
Passenger Cars		**19**	**1**	**20**	**9**	**14**	**23**	**343**
Truck PCE								
2-Axle Trucks		3	2	5	3	2	5	98
3-Axle Trucks		2	0	2	2	0	2	42
4+ Axle Trucks		6	6	12	6	6	12	306
Total Truck PCE		**11**	**8**	**19**	**11**	**8**	**19**	**446**
Total PCE		**30**	**9**	**39**	**20**	**22**	**42**	**789**

[1] Rates based on Land Use 157 - "High-Cube Cold Storage Warehouse" from Institute of Transportation Engineers (ITE) Trip Generation (11th Edition).

[2] Passenger Vehicle/Truck splits are based on percentages provided in ITE Trip Generation (11th Edition). Truck Splits by axle-type based on data from SCAQMD.

[3] Recommended PCE Factor per County of Riverside *Transportation Impact Analysis Preparation Guide for Vehicle Miles Traveled and Level of Service Assessment (December 2020)*

Figures 4 and 5 illustrate the project trip distribution for auto and trucks at the proposed study intersections for the Without Grade Separation conditions. The project trip generation was applied to the project trip distribution pattern for Without Grade Separation conditions to develop project trip assignment. Figures 6 and 7 illustrate the project trip assignment for auto and trucks at the proposed study intersections for the Without Grade Separation conditions.

Figures 8 and 9 illustrate the project trip distribution for auto and trucks at the proposed study intersections with construction of the grade separation. The project trip generation was applied to the project trip distribution pattern for With Grade Separation conditions to develop project trip assignment. Figures 10 and 11 illustrate the project trip assignment for auto and trucks at the proposed study intersections with construction of the grade separation.

4.0 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.

4.1 Intersection Levels of Service

The analysis of traffic operations at intersections was conducted according to the Highway Capacity Manual 7th Edition (HCM) delay methodologies using Synchro 12 software, which is described in the Highway Capacity Manual (Transportation Research Board, Washington, D.C., June 2022. Under the HCM methodology, LOS for signalized intersections is based on the average delay experienced by vehicles traveling through an intersection, whereas for unsignalized 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.

Table B : Intersection LOS Criteria

LOS	Description of Drivers' Perception and Traffic Operation	Delay in Seconds	
		Unsignalized	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*



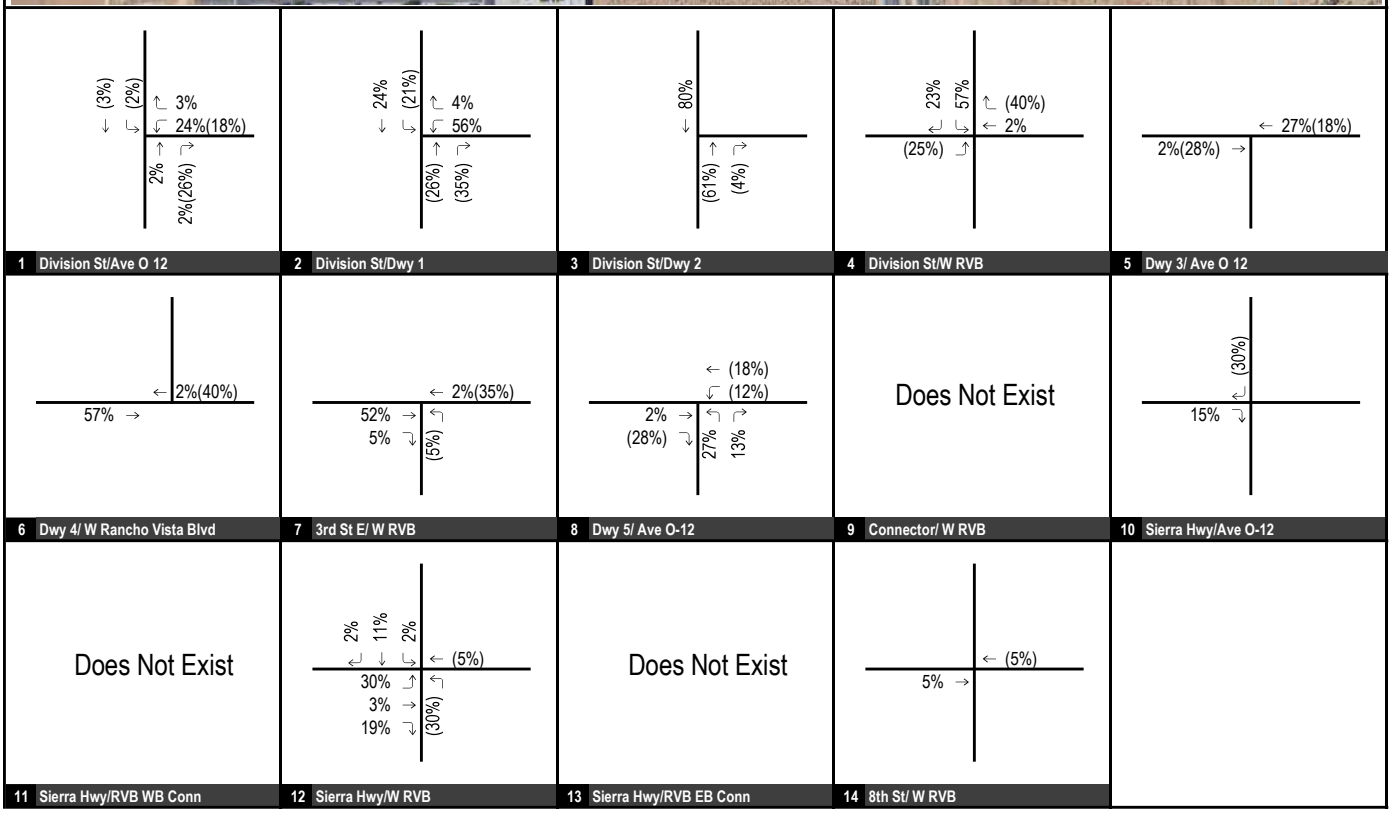


FIGURE 4

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

Pacific Palmdale Center
Auto Trip Distribution (Without Grade Separation)

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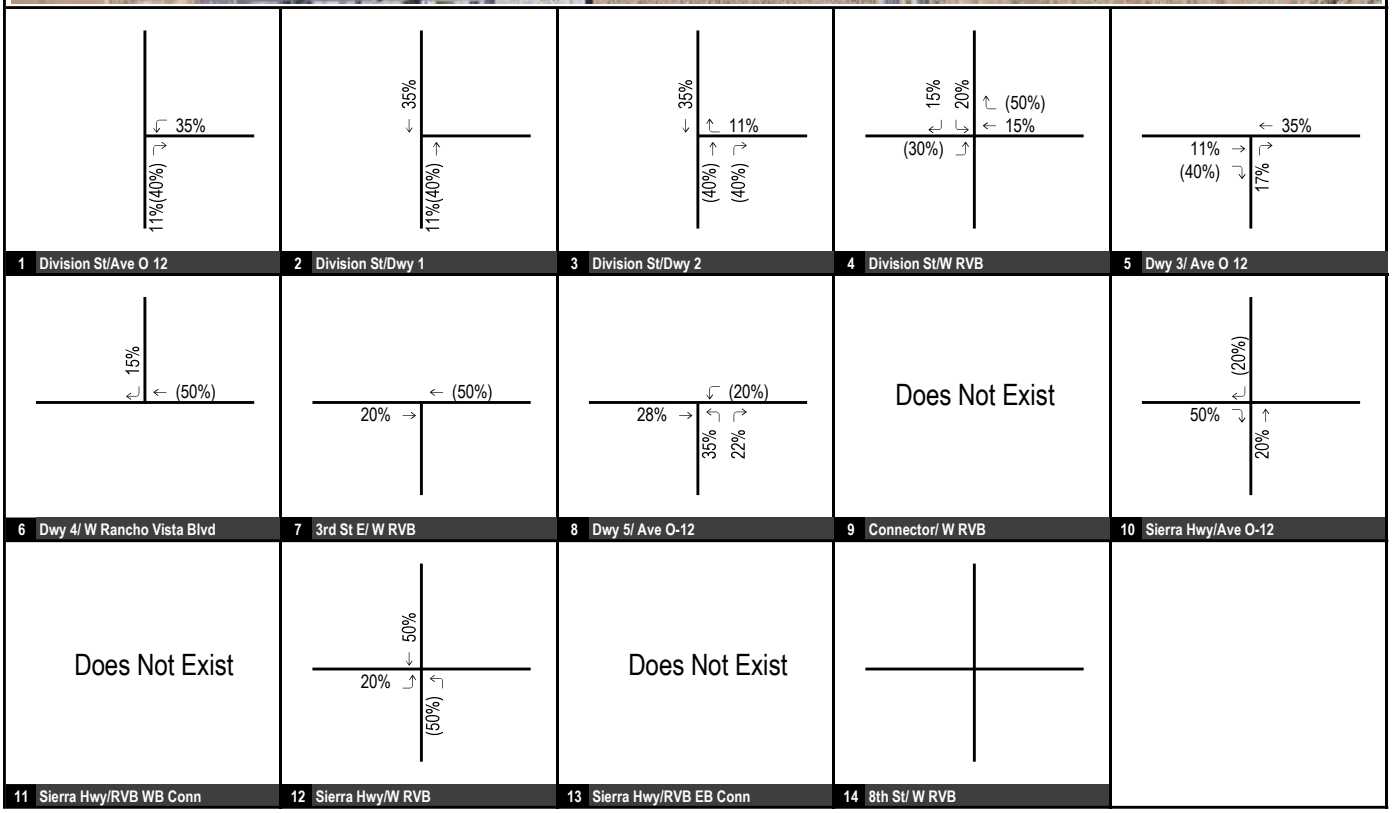


FIGURE 5

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

Pacific Palmdale Center
Truck Trip Distribution (Without Grade Separation)

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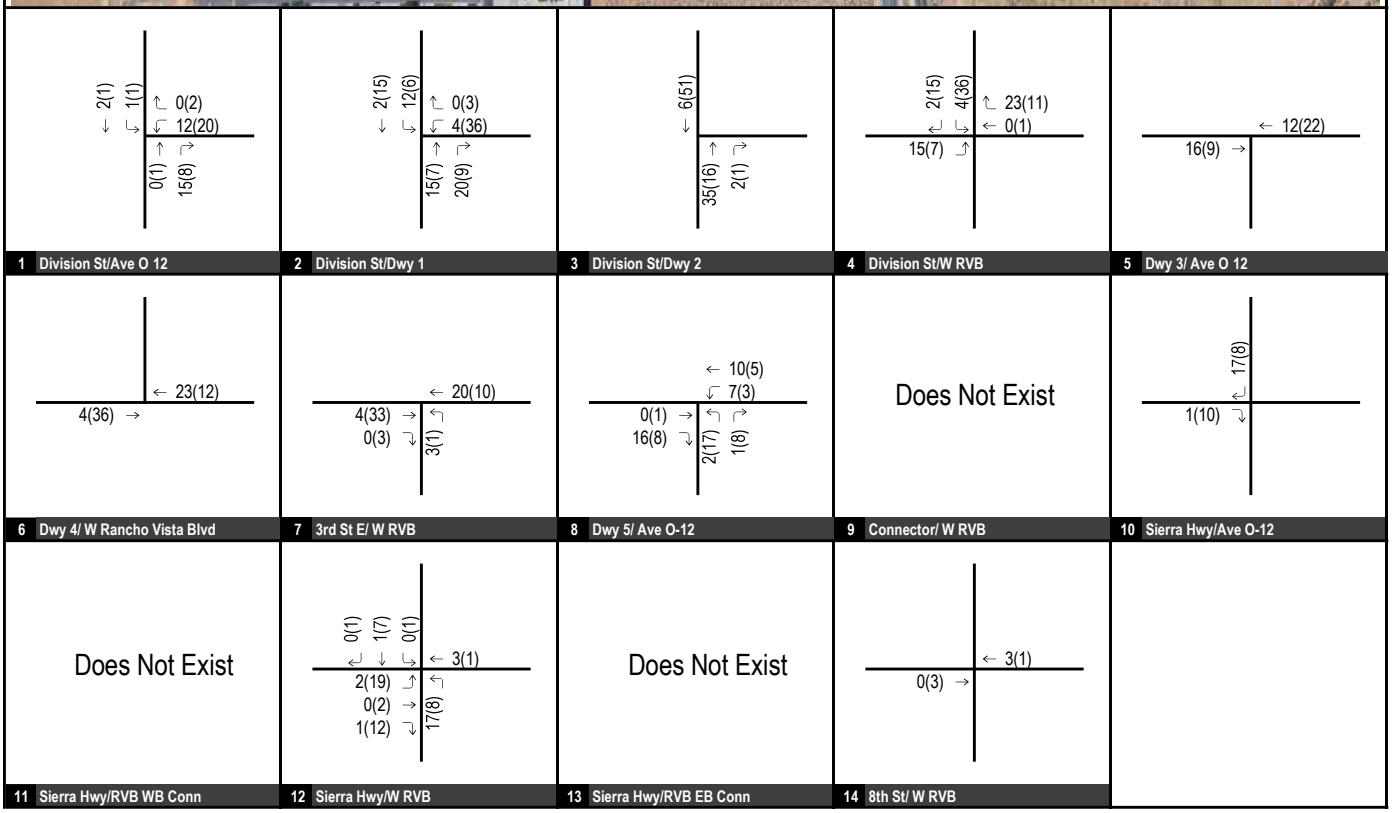


FIGURE 6

XX(YY) AM(PM) Trips

Pacific Palmdale Center
Auto Trip Assignment (Without Grade Separation)

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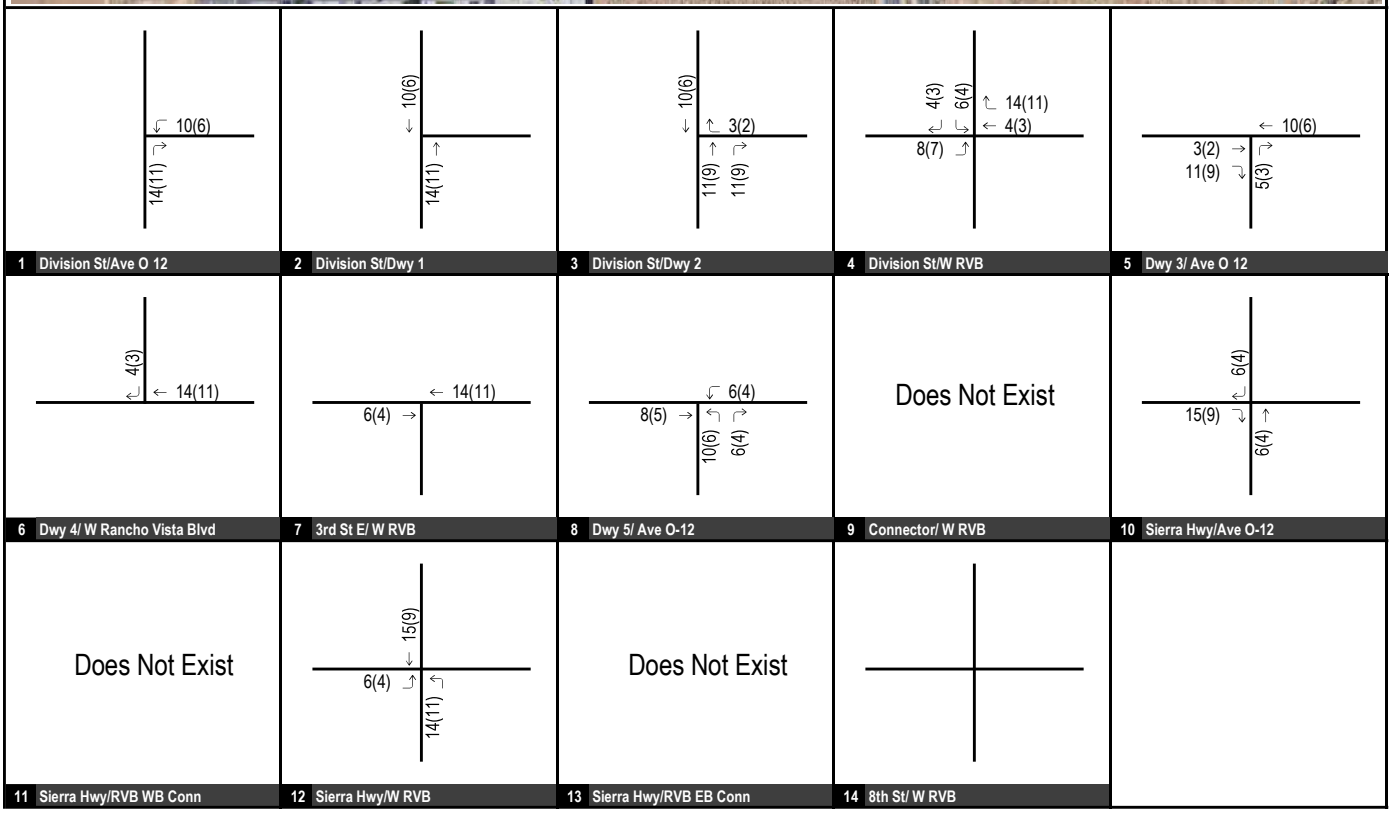


FIGURE 7

XX(YY) AM(PM) Trips

Pacific Palmdale Center
Truck Trip Assignment (Without Grade Separation)

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FIGURE 8

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

Pacific Palmdale Center
Auto Trip Distribution (With Grade Separation)

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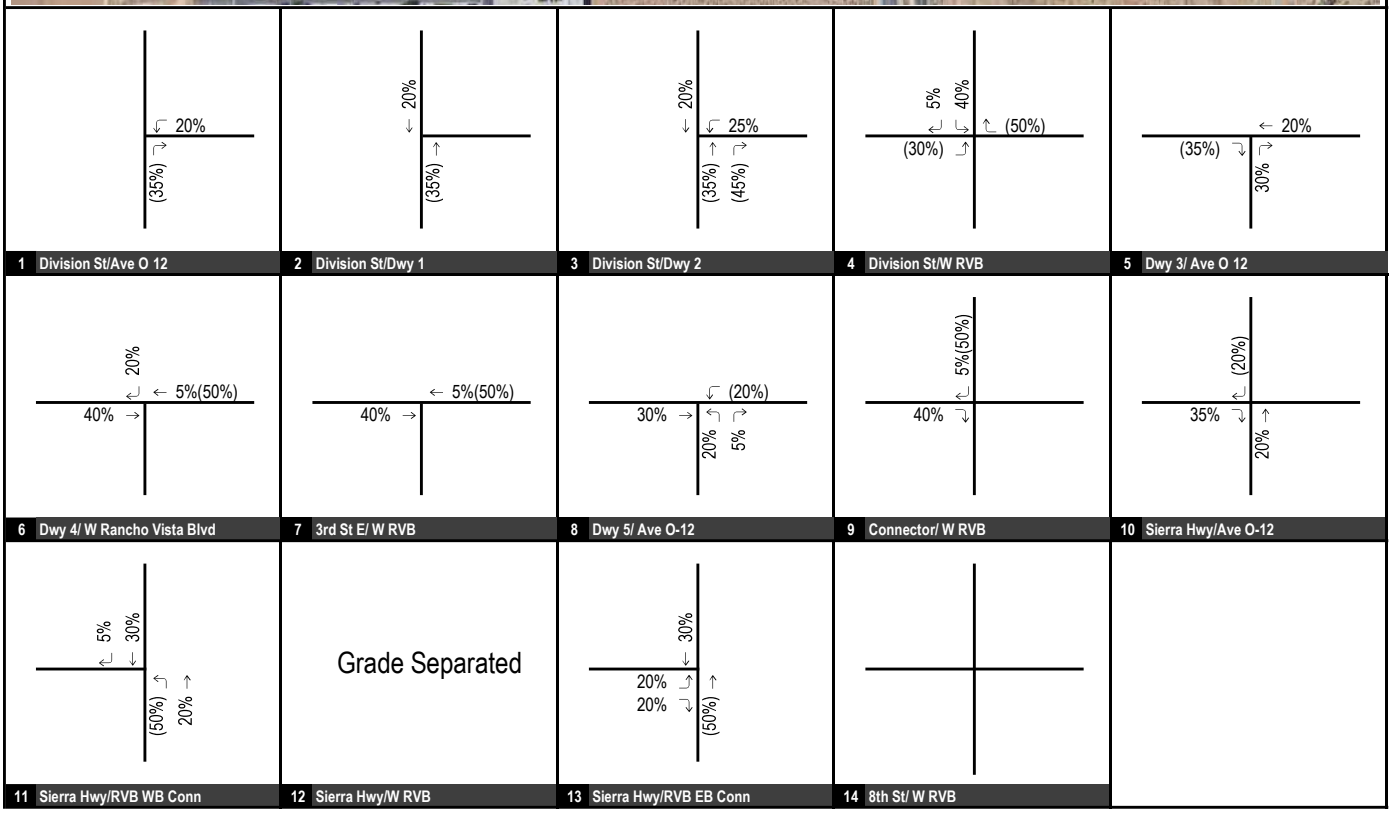


FIGURE 9

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

Pacific Palmdale Center
Truck Trip Distribution (With Grade Separation)

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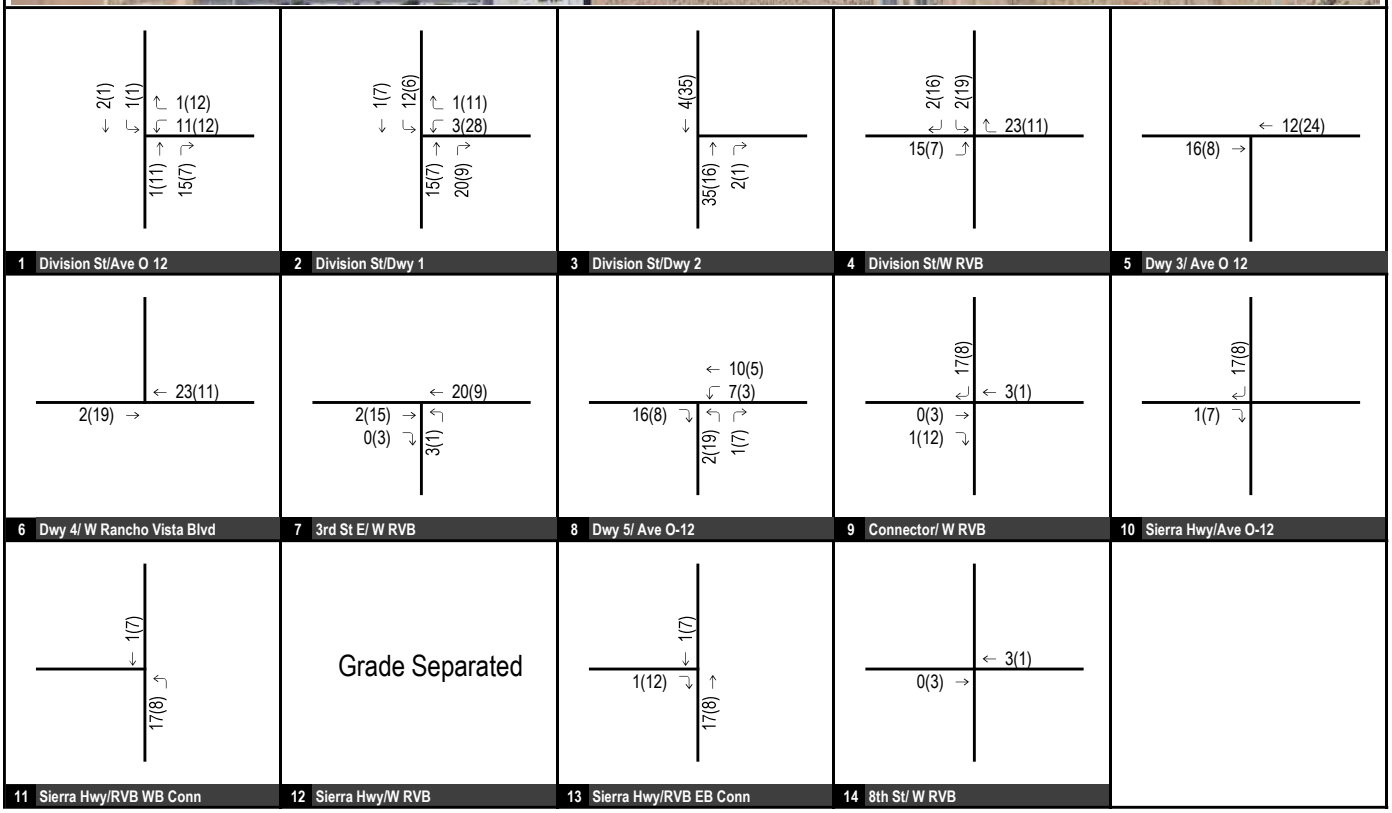


FIGURE 10

XX(YY) AM(PM) Trips

Pacific Palmdale Center
Auto Trip Assignment (With Grade Separation)

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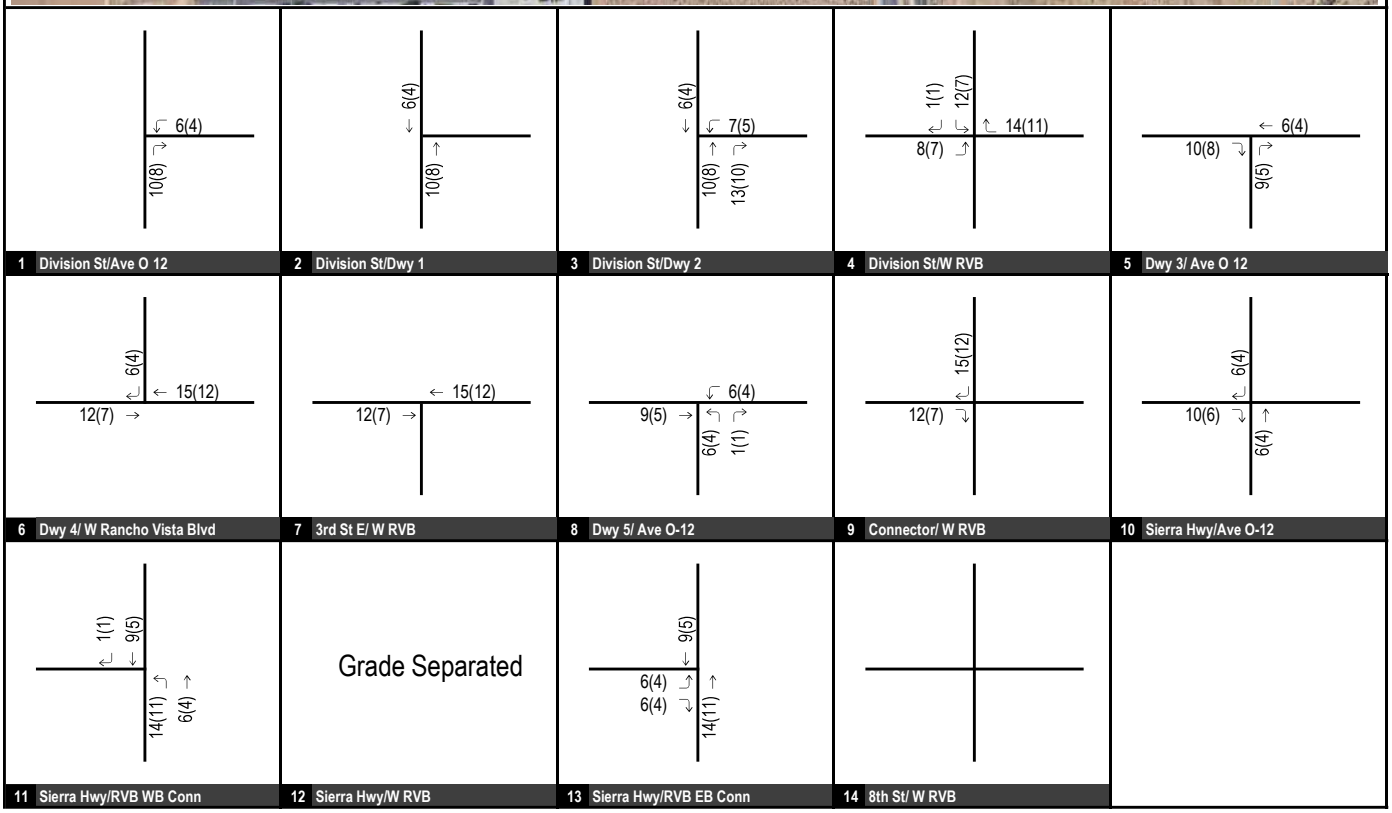


FIGURE 11

XX(YY) AM(PM) Trips

Pacific Palmdale Center
Truck Trip Assignment (With Grade Separation)

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4.2 Intersection Levels of Service Thresholds

Based on the City of Palmdale 2045 General Plan (October 2022), SB 743 calls for the City of Palmdale to establish VMT-based thresholds of significance for CEQA analysis. SB 743 does not preclude using LOS for local traffic operations analysis, but LOS may no longer be used as a metric for evaluating a project's potential transportation impacts under CEQA.

From an operational perspective, the City of Palmdale strives to maintain a Level of Service C or better to the extent practical; in some circumstances, LOS D may be acceptable for short durations during peak periods. Therefore, intersections operating at LOS D, E, or F may require improvements to restore satisfactory Levels of Service.

5.0 VOLUME DEVELOPMENT METHODOLOGY

Forecast traffic volumes at study intersections were developed based on discussion with City staff and consistent with the County of Los Angeles guidelines. This section discusses the volume development methodology used to forecast future traffic volumes.

5.1 Existing Traffic (2024) Volumes

Turn movement counts for this study intersections were collected by Counts Unlimited Inc. in May 2024 and included vehicle classification. Turn movement count sheets are contained in Appendix A. Consistent with the County guidelines, PCE volumes at the study intersections were calculated by 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. Detailed volume development worksheets are included in Appendix D.

5.2 Opening Year (2027) No Project Without Grade Separation Traffic Volumes

Traffic volumes for Opening Year No Project Without Grade Separation conditions were developed by applying an annual growth rate of 1.5 percent per year (2024 to 2027) to the existing traffic volumes and adding trips generated by cumulative projects at each study intersection. The City provided a list of two cumulative projects which is included in Appendix B. The trip generation for the first project (Cumulative Project 1, APN 3022-001-027) is included in Appendix C. The trip distribution pattern was developed and applied to the trip generation to develop the trip assignment. The trip assignment for the second project (Cumulative Project 2, Patriot Business Park) was taken directly from the *Patriot Business Park Industrial Project, Level of Service and Vehicle Miles Traveled Analysis*.

The trip assignment for both the cumulative projects were added to develop a net cumulative trip assignment as shown in figure 12. Detailed volume development worksheets are included in Appendix D.

5.3 Opening Year (2027) With Project Without Grade Separation Traffic Volumes

The construction of the proposed project includes partial construction of Ave O-12. Ave O-12 connects with Division Street on the west and Sierra Highway on the east. Consistent to the grade separation plans, the intersection of Sierra Highway and Ave O-12 will allow only right turns. This will affect the traffic flow around the project boundary as southbound traffic from Sierra Highway can now directly access the northwest quadrant of the intersection of Sierra Highway and Rancho Vista Boulevard though Ave O-12 without going to Rancho Vista Boulevard and then going north on Division Street. Therefore, manual rerouting of traffic flow on Sierra Highway was applied to the Opening Year No Project Without Grade Separation traffic volumes. Traffic volume rerouting adjustments are shown in Appendix D.

Traffic volumes for Opening Year With Project Without Grade Separation conditions were developed by adding trips generated by the proposed project to the adjusted Opening Year No Project Without Grade Separation traffic volumes. Detailed volume development worksheets are included in Appendix D.

5.4 Opening Year (2027) No Project With Grade Separation Traffic Volumes

The City of Palmdale has plans to construct a grade separation at the intersection of Sierra Highway and Rancho Vista Boulevard. The proposed grade separation will change traffic patterns in the vicinity of the project site. The construction of grade separation also adds three new intersections in the project vicinity.

To simulate traffic volumes as if the grade separation was present today, adjustments were made to existing traffic volumes on Sierra Highway and Rancho Vista Boulevard. The simulated existing traffic volumes reflecting rerouting of traffic flow on Sierra Highway and Rancho Vista Boulevard are shown in Appendix D.

Traffic volumes for Opening Year No Project With Grade Separation conditions were developed by applying an annual growth rate of 1.5 percent per year (2024 to 2027) to the adjusted existing traffic volumes and adding trips generated by cumulative projects at each study intersection and then adjusted to account for the grade separation. Trip assignment for both the cumulative projects were added to develop a net cumulative trip assignment.

Cumulative projects net trip assignment under Without Grade Separation conditions are shown in figure 12. Cumulative projects net trip assignment under With Grade Separation conditions are shown in figure 13. Detailed volume development worksheets are included in Appendix D.

5.5 Opening Year (2027) With Project With Grade Separation Traffic Volumes

Traffic volumes for Opening Year With Project With Grade Separation conditions were developed by adding trips generated by the proposed project to the Opening Year No Project With Grade Separation traffic volumes. Detailed volume development worksheets are included in Appendix D.

6.0 EXISTING CONDITIONS

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

6.1 Existing Roadway Conditions

The Palmdale Roadway Classification presents an enhancement to the functional FHWA and CRS classification that is more focused on the scale and connective role of each street with Palmdale's roadway network. The roadways are organized into the following street types: Regional, Crosstown, Connector and Neighborhood Streets.

- **Regional Streets**: Regional streets provide the principal network for regional travel connecting Palmdale to other communities. They have limited commercial frontages and may overlap with existing or planned designated truck routes.
- **Crosstown Streets**: Crosstown streets provide the principal network for citywide travel by all modes, including walking, bicycling, transit, and automobiles. Most commercial land uses in Palmdale are accessed directly via Crosstown streets. Crosstown streets should have a minimum of 8-foot sidewalks to accommodate pedestrian travel and other activities. Additional width is necessary to accommodate the sidewalk furniture zone on commercial corridors to support vibrant commercial use with minimal setback on commercial lots. Bicycle facilities on Crosstown streets should be dedicated bicycle lanes with a buffer. Crosstown streets also make up most of the transit priority corridor network.
- **Connector Streets**: Connector streets provide connections for all modes of travel between neighborhoods and activity centers and provide direct access to land uses while linking Crosstown and Neighborhood streets. Connector streets tend to have fewer driveways, higher speed limits, and more signalized intersections than Neighborhood streets. Connector streets are also an essential component of the citywide bicycle network.
- **Neighborhood Streets**: Neighborhood streets are found mostly in residential neighborhoods and provide access to adjacent land uses, typically housing. Neighborhood streets should be designed to accommodate



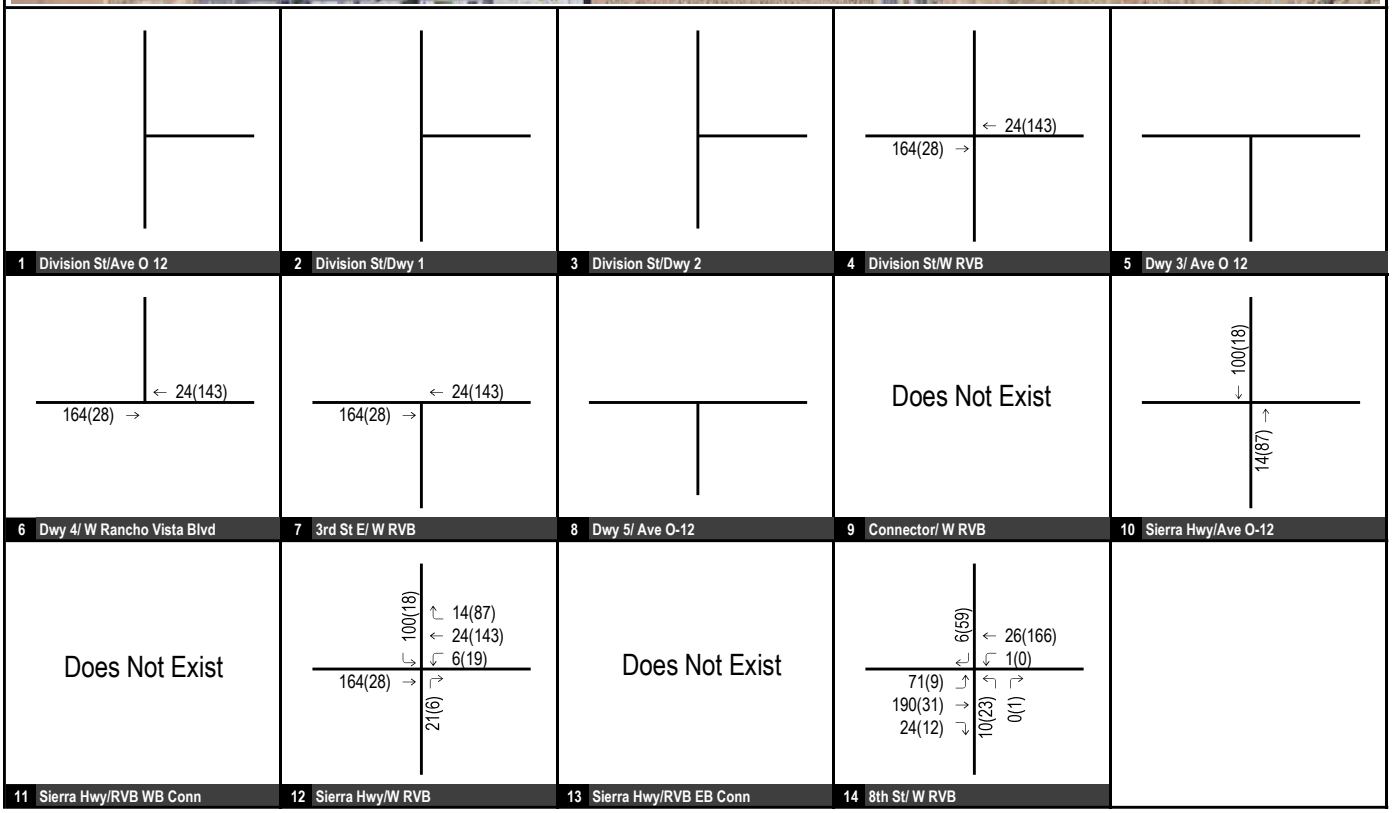


FIGURE 12

XX(YY) AM(PM) Trips

Pacific Palmdale Center
Cumulative Projects Net Trip Assignment (Without Grade Separation)

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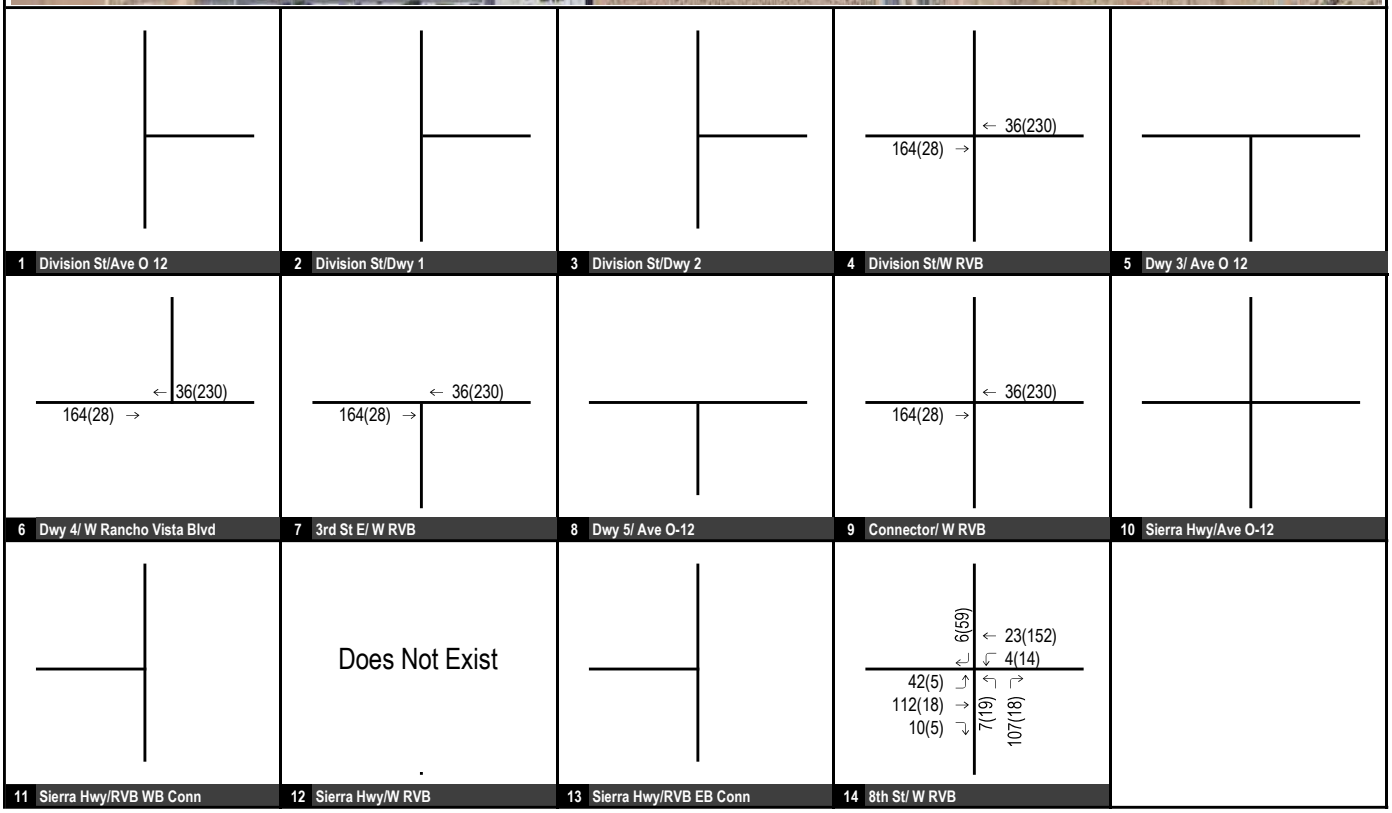


FIGURE 13

XX(YY) AM(PM) Trips

Pacific Palmdale Center
Cumulative Projects Net Trip Assignment (With Grade Separation)

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automobiles traveling at lower speeds. Traffic calming elements such as bulb outs, alternating chicanes, landscaping, and on-street residential parking should be incorporated. These streets prioritize pedestrians traveling on sidewalks. Bicycle facilities on neighborhood streets may include shared travel lanes.

Regional access to the project site is provided by State Route 14 to the west. Local access is provided by the following roadways:

- **Division Street** is a two-lane roadway oriented in the north-south direction and borders the western edge of the project site. Division Street is classified as Crosstown Street in the City's General Plan.
- **W Rancho Vista Boulevard** is a four-lane roadway oriented in the east-west direction and borders the southern edge of the project site. W Rancho vista Boulevard has a raised median east of Sierra Highway, and a two-way left turn lane median west of Sierra Highway. W Rancho Vista Boulevard is classified as a Crosstown Street in the City's General Plan.
- **Sierra Highway** is a four-lane roadway oriented in the north-south direction. Sierra Highway has a raised median in the project vicinity. Sierra Highway is classified as a Regional Street in the City's General Plan.
- **8th Street** is oriented in the north-south direction. It is a five-lane roadway between Lockheed Way and W Rancho Vista Boulevard. 8th Street is classified as a Connector Street in the City's General Plan.

6.2 Existing Transit Service

Public transportation services within the City of Palmdale includes bus transit service provided by the Antelope Valley Transit Authority (AVTA) and commuter rail service provided by Metrolink.

Bus Service: AVTA is the regional transit operator in the Antelope Valley. This service is further described below.

- **Route 3** provides service near the project site, along the project frontage. Near the study area, Route 3 travels along W Rancho Vista Boulevard and operates at a 30-minute headway and connects the project site to the Palmdale Transportation Center. The nearest stops are located on either side of W Rancho Vista Boulevard near 3rd street and Sierra Highway.
- **Route 8** provides service near the project site. Near the study area, Route 8 travels along Sierra Highway and operates at a approximate headway of 90 minutes. Route 8 is an express route and does not have a stop in the project vicinity.

Commuter Rail Service: Commuter rail service is provided by Metrolink, which is operated by the Southern California Regional Rail Authority (SCRRA). Metrolink train service is available between the counties of Ventura, Los Angeles, San Bernardino, Orange, Riverside, and north San Diego. The area is served by the Palmdale Transportation Center/ Metrolink Station and is approximately 1.3 miles south of the project site.

Figure 14 illustrates the existing bus stops and existing sidewalks in the project vicinity.

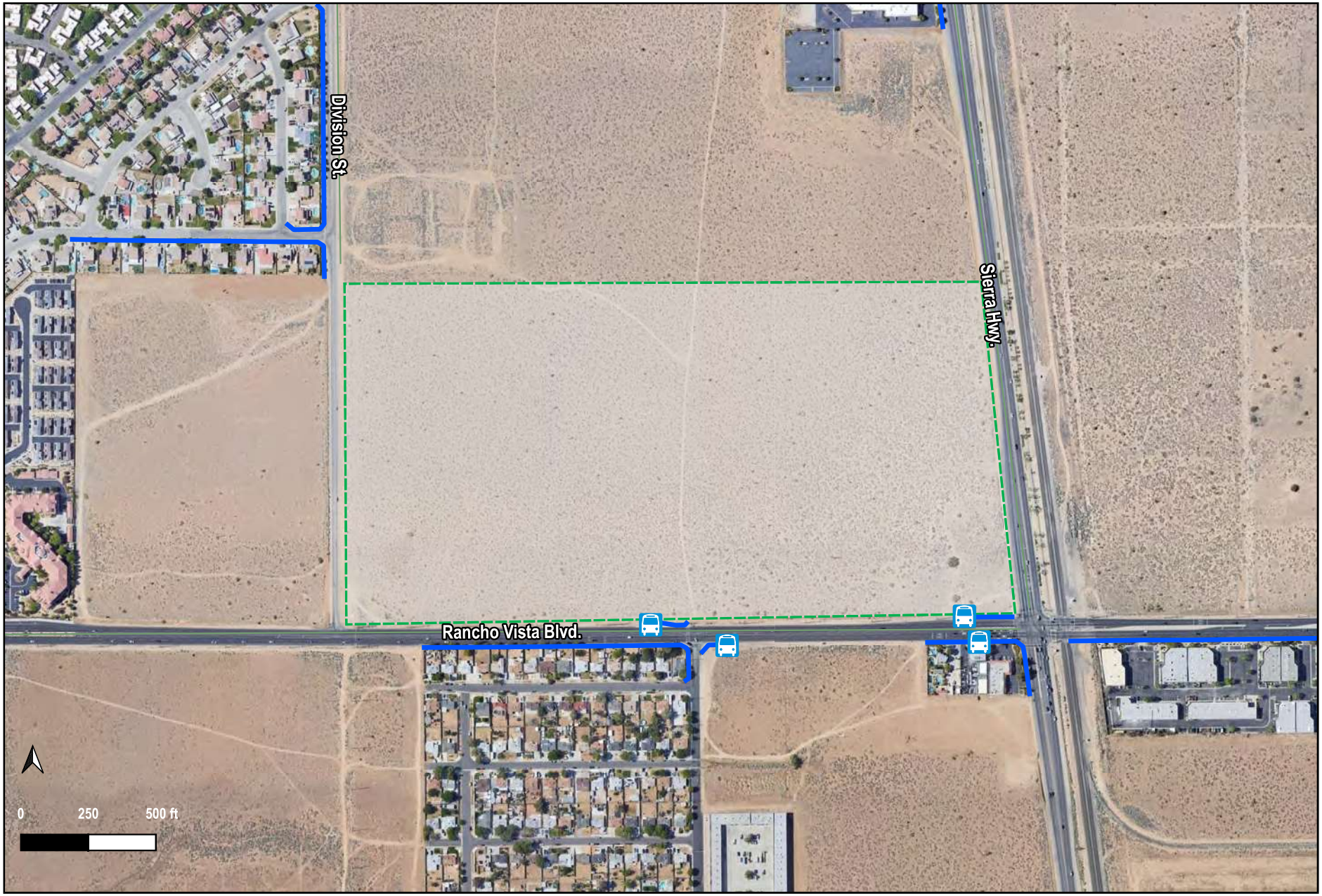
6.3 Existing Bicycle & Pedestrian Facilities

The four types of bicycle facilities identified by the City of Palmdale General Plan (October 2022) are as follows:

- Multi-Use Paths (Class I)
- Bicycle Lane (Class II)
- Bicycle Route/Sharrow (Class III)
- Separated Bikeway (Class IV)

City of Palmdale's Existing and Planned Bicycle Network Map shows the following bicycle facility in the project vicinity:

- Existing Bikeway on Sierra Highway.
- Proposed Bikeway on Division Street and Rancho Vista Boulevard.



Legend

Project Boundary | Existing Sidewalks | Bus Stops

FIGURE 14

Pacific Palmdale Center TIA

Transit and Pedestrian Facilities

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The General Plan identifies Sierra Highway between Columbia Way/Avenue M and Technology Drive as a Multi-Use Path (Class I) bicycle facility. There are no striped bikeways on Sierra Highway in the project vicinity. There are existing sidewalks on segments of Division street and W Rancho Vista Boulevard in the project vicinity. Existing sidewalks are shown in Figure 14.

6.4 Existing Intersection Levels of Service

An intersection level of service (LOS) analysis was conducted for existing conditions to determine current circulation system performance. Figure 15 shows the existing lane geometrics and stop controls at the study intersections. Existing traffic volumes at study intersections are shown in Figure 16.

The existing levels of service for the study area intersections are summarized in Table C. Level of Service (LOS) calculation worksheets are included in Appendix E. As shown in Table C, one out of the four existing study area intersections is currently operating at a satisfactory level of service. The following study area intersections are operating at unsatisfactory level of service:

- Division Street and W Rancho Vista Boulevard (p.m. peak hour)
- Sierra Highway and W Rancho Vista Boulevard (a.m. and p.m. peak hour)
- 8th Street and W Rancho Vista Boulevard (a.m. peak hour).

7.0 OPENING YEAR (2027) CONDITIONS

This section discusses opening year transportation conditions in the study area. It is anticipated that the project will open in 2027. For the opening year 2027 Without Grade Separation conditions transit service and pedestrian facilities are anticipated to remain the same as under existing conditions.

7.1 Opening Year Without Grade Separation Intersection Levels of Service

An intersection level of service analysis was conducted for opening year Without Grade Separation conditions to determine circulation system performance. Opening Year No Project Without Grade Separation traffic volumes at study intersections are shown in Figure 17.

As stated earlier, the proposed project includes partial construction of Ave O-12. Ave O-12 connects with Division Street towards west and Sierra Highway towards east. Figure 18 shows the lane geometrics and stop controls at the study intersection for Opening Year With Project Without Grade Separation conditions.

Opening Year With Project Without Grade Separation traffic volumes at study intersections are shown in Figure 19. Opening Year Without Grade Separation levels of service for the study area intersections for both no project and with project conditions are summarized in Table D. As shown in Table D, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- Division Street/W Rancho Vista Boulevard (p.m. peak hour) under both no project and with project conditions.
- Sierra Highway/W Rancho Vista Boulevard (a.m. and p.m. peak hour) under both no project and with project conditions.
- 8th Street/W Rancho Vista Boulevard (a.m. peak hour) under both no project and with project conditions.

Detailed level of service (LOS) calculation worksheets are included in Appendix E.

7.2 Opening Year With Grade Separation Intersection Levels of Service

An intersection level of service analysis was conducted for Opening Year With Grade Separation conditions to determine circulation system performance. For the year 2027 With Grade Separation conditions, transit service and pedestrian facilities are anticipated to remain the same as under existing conditions, with the exception that sidewalks would be constructed along some roadways as part of the grade separation project.



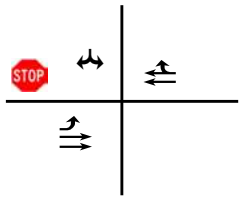
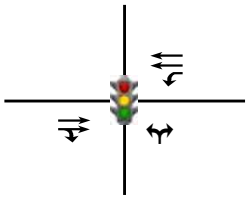
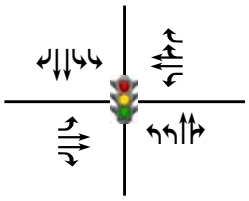
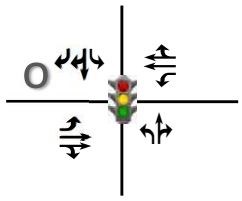
Does Not Exist	Does Not Exist	Does Not Exist		Does Not Exist
1 Division St/ Ave O 12	2 Division St/ Dwy 1	3 Division St/ Dwy 2	4 Division St/ W Rancho Vista Blvd	5 Dwy 3/ Ave O 12
Does Not Exist		Does Not Exist	Does Not Exist	Does Not Exist
6 Dwy 4/ W Rancho Vista Blvd	7 3rd St E/ W Rancho Vista Blvd	8 Dwy 5/ Ave O 12	9 Connector/ W Rancho Vista Blvd	10 Sierra Hwy/ Ave O 12
Does Not Exist		Does Not Exist		Does Not Exist
11 Sierra Hwy/ W Rancho Vista Blvd WB Conn.	12 Sierra Hwy/ W Rancho Vista Blvd	13 Sierra Hwy/ W Rancho Vista Blvd EB Conn.	14 8th Street E/ W Rancho Vista Blvd	

FIGURE 15

Legend

Signal
RT Overlap
Stop Sign
Defacto right turn

Pacific Palmdale Center TIA
Existing Intersection Geometrics and Stop Control

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Future Intersection	Future Intersection	Future Intersection	41(81) 71(100) ← 116(135) ← 477(920) 47(71) → 865(727) →	Future Intersection
1 Division St/ Ave O 12	2 Division St/ Dwy 1	3 Division St/ Dwy 2	4 Division St/ W Rancho Vista Blvd	5 Dwy 3/ Ave O 12
Future Intersection	← 509(913) ← 43(62) 859(726) → 89(133) → 95(166) 89(115)	Future Intersection	Future Intersection	Future Intersection
6 Dwy 4/ W Rancho Vista Blvd	7 3rd St E/ W Rancho Vista Blvd	8 Dwy 5/ Ave O-12	9 Connector/ W Rancho Vista Blvd	10 Sierra Hwy/ Ave O-12
Future Intersection	63(123) 467(874) 532(614) ← 861(633) ← 396(638) ← 12(32) 121(161) → 777(589) → 64(97) → 99(223) 652(845) 32(14)	Future Intersection	35(499) 1(112) 5(112) ← 24(6) ← 1134(724) ← 15(17) 437(18) → 760(1082) → 69(57) → 32(74) 18(1) 3(5)	
11 Sierra Hwy/ W Rancho Vista Blvd WB C	12 Sierra Hwy/ W Rancho Vista Blvd	13 Sierra Hwy/ W Rancho Vista Blvd EB C	14 8th Street E/ W Rancho Vista Blvd	

FIGURE 16

XX(YY) AM(PM) Trips

Pacific Palmdale Center TIA
Existing Peak Hour Traffic Volmes

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Table C: Existing Levels of Service

	Intersection	LOS Std.	Control	No Project				
				AM Peak Hour			PM Peak Hour	
				Delay	LOS		Delay	LOS
1 .	Division Street/ Ave O-12	D	TWSC		A			A
2 .	Division Street/ Driveway 1	D	TWSC		A			A
3 .	Division Street/ Driveway 2	D	TWSC		A			A
4 .	Division Street/ W Rancho Vista Boulevard	D	TWSC	16.25	C		36.08	E *
5	Driveway 3/ Ave O-12	D	TWSC		A			A
6	Driveway 4/ W Rancho Vista Boulevard	D	TWSC		A			A
7	3rd street E/ W Rancho Vista Boulevard	D	Signal	22.7	C		24.2	C
8	Driveway 5/ Ave O-12	D	TWSC		A			A
9	Connector/ W Rancho Vista Boulevard	D	TWSC	Does Not Exist			Does Not Exist	
10	Sierra Highway/ Ave O-12	D	TWSC		A			A
11	Sierra Highway/ W Rancho Vista Boulevard WB Connector	D	TWSC	Does Not Exist			Does Not Exist	
12	Sierra Highway/ W Rancho Vista Boulevard	D	Signal	62	E	*	51.6	D
13	Sierra Highway/ W Rancho Vista Boulevard EB Connector	D	Signal	Does Not Exist			Does Not Exist	
14 .	8th Street E/ W Rancho Vista Blvd.	D	Signal	89.6	F	*	21.9	C

Notes:

* Exceeds LOS Standard

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

LOS = Level of Service



Does Not Exist	Does Not Exist	Does Not Exist	43(85) 74(105) ↑ 121(141) ↓ ← 522(1104) 49(74) ↑ 1068(788) →	Does Not Exist
1 Division St/ Ave O 12	2 Division St/ Dwy 1	3 Division St/ Dwy 2	4 Division St/ W Rancho Vista Blvd	5 Dwy 3/ Ave O 12
Does Not Exist	← 556(1097) ↓ 45(65) 1062(787) → ↑ ↱ 93(139) ↓ 99(173) 93(120)	Does Not Exist	Does Not Exist	Does Not Exist
6 Dwy 4/ W Rancho Vista Blvd	7 3rd St E/ W Rancho Vista Blvd	8 Dwy 5/ Ave O-12	9 Connector/ W Rancho Vista Blvd	10 Sierra Hwy/ Ave O-12
Does Not Exist	66(129) 488(913) 556(660) ↑ 914(748) ↓ ← 438(810) ↓ 19(52) 126(168) ↑ 976(644) → 67(101) ↓ 103(233) ↑ 681(883) ↱ 54(21)	Does Not Exist	43(580) 1(117) 5(117) ↑ 25(6) ↓ ← 1211(923) ↓ 17(18) 528(28) ↑ 984(1162) → 96(72) ↓ 43(100) ↑ 19(1) ↱ 3(6)	
11 Sierra Hwy/ W Rancho Vista Blvd WB C	12 Sierra Hwy/ W Rancho Vista Blvd	13 Sierra Hwy/ W Rancho Vista Blvd EB C	14 8th Street E/ W Rancho Vista Blvd	

FIGURE 17

XX(YY) AM(PM) Trips

Pacific Palmdale Center TIA

Opening Year No Project Without Grade Separation Peak Hour Traffic Volume

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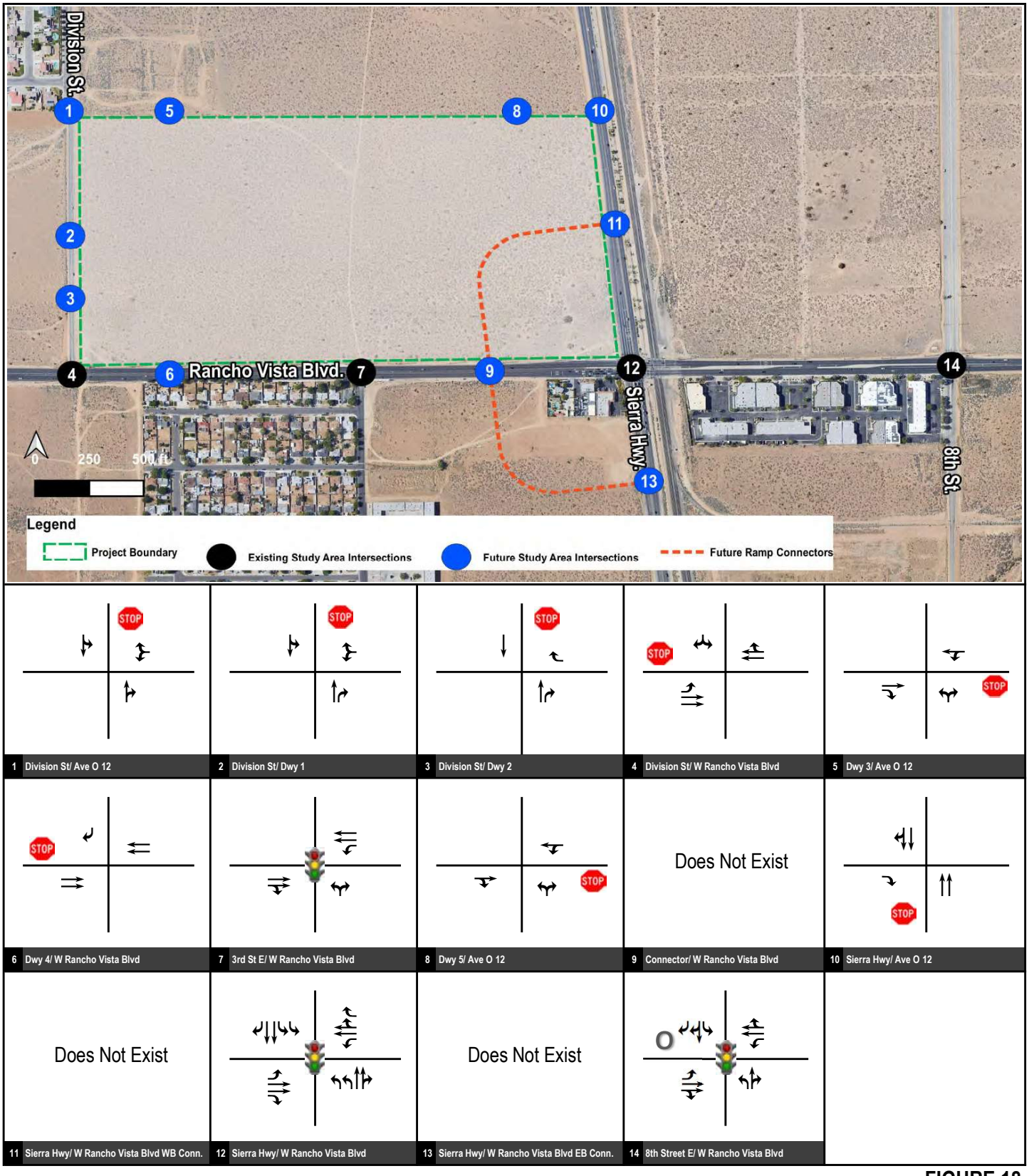


FIGURE 18

Legend

Signal
RT Overlap
Stop Sign
Defacto right turn

Pacific Palmdale Center TIA

OY With Project Without Grade Separation Intersection Geometrics and Stop Control

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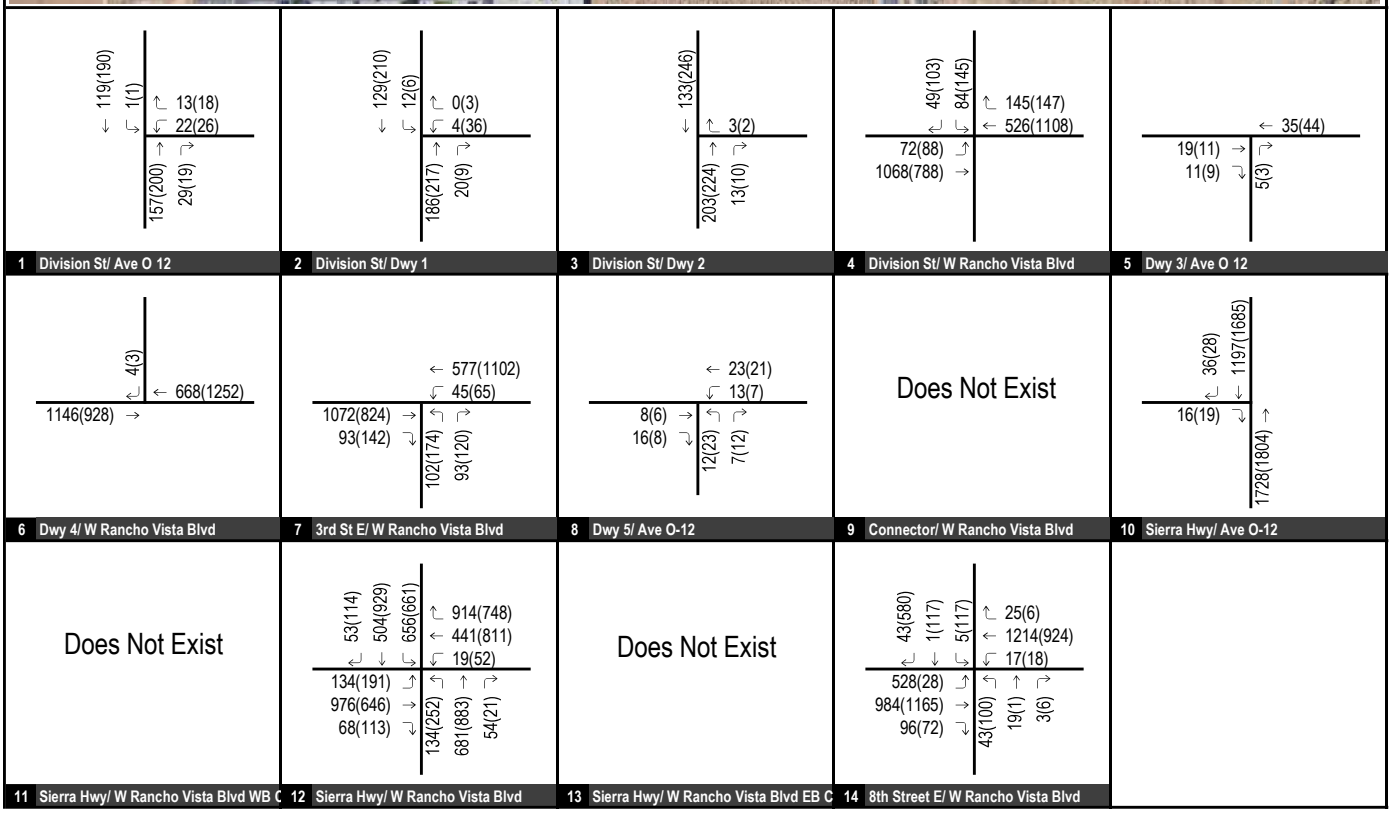


FIGURE 19

XX(YY) AM(PM) Trips

Pacific Palmdale Center TIA

Opening Year With Project Without Grade Separation Peak Hour Traffic Volmes

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Table D: Opening Year Without Grade Separation Levels of Service

	Intersection	LOS Std.	Control	No Project				With Project			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1 .	Division Street/ Ave O-12	D	TWSC	Does Not Exist		Does Not Exist		10.11	B	10.83	B
2 .	Division Street/ Driveway 1	D	TWSC	Does Not Exist		Does Not Exist		10.71	B	11.82	B
3 .	Division Street/ Driveway 2	D	TWSC	Does Not Exist		Does Not Exist		9.37	A	9.49	A
4 .	Division Street/ W Rancho Vista Boulevard	D	TWSC	18.27	C	68.93	F *	20.52	C	>100	F *
5	Driveway 3/ Ave O-12	D	TWSC	Does Not Exist		Does Not Exist		8.42	A	8.38	A
6	Driveway 4/ W Rancho Vista Boulevard	D	TWSC	Does Not Exist		Does Not Exist		10.62	B	13.93	B
7	3rd street E/ W Rancho Vista Boulevard	D	Signal	14.8	B	16.9	B	20.9	C	16.3	B
8	Driveway 5/ Ave O-12	D	TWSC	Does Not Exist		Does Not Exist		8.78	A	8.76	A
9	Connector/ W Rancho Vista Boulevard	D	TWSC	Does Not Exist		Does Not Exist		Does Not Exist		Does Not Exist	
10	Sierra Highway/ Ave O-12	D	TWSC	Does Not Exist		Does Not Exist		14.1	B	18.8	C
11	Sierra Highway/ W Rancho Vista Boulevard WB Connector	D	TWSC	Does Not Exist		Does Not Exist		Does Not Exist		Does Not Exist	
12	Sierra Highway/ W Rancho Vista Boulevard	D	Signal	98.6	F *	82.5	F *	95.9	F *	84.6	F *
13	Sierra Highway/ W Rancho Vista Boulevard EB Connector	D	Signal	Does Not Exist		Does Not Exist		Does Not Exist		Does Not Exist	
14 .	8th Street E/ W Rancho Vista Blvd.	D	Signal	130.7	F *	23.5	C	131.40	F *	25.4	C

Notes:

* Exceeds LOS Standard

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

LOS = Level of Service

The delay at the intersection of Sierra Hwy/ W Rancho Vista Boulevard is decreasing for With Project conditions due to rerouting of traffic with the construction of Ave O-12.

The construction of Grade Separation at the intersection of Sierra Highway and W Rancho Vista Boulevard adds three new intersections in the project vicinity. Figure 20 shows the opening year lane geometrics and stop controls at the study intersections under the With Grade Separation conditions. Opening Year No Project With Grade Separation traffic volumes at study intersections are shown in Figure 21. Opening Year With Project With Grade Separation traffic volumes at study intersections are shown in Figure 22. Opening Year With Grade Separation levels of service for the study area intersections for both No Project and With Project conditions are summarized in Table E. As shown in Table E, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- Division Street/W Rancho Vista Boulevard (p.m. peak hour) under both no project and with project conditions.

Detailed level of service (LOS) calculation worksheets are included in Appendix E.

8.0 CIRCULATION IMPROVEMENTS

The City guidelines require that circulation improvements be recommended at any intersection which operates at an unsatisfactory level of service. These include conversion of stop control, signalization, changes to signal phasing, and/or addition of lanes as appropriate.

8.1 Circulation Improvements Under Opening Year Without Grade Separation

The following improvements are recommended for the Without Grade Separation conditions:

- Division Street / W Rancho Vista Boulevard – Installation of a traffic signal.
- Sierra Highway / W Rancho Vista Boulevard – Addition of westbound right turn lane.
- 8th Street / W Rancho Vista Boulevard – Addition of eastbound left turn lane.

Figure 23 shows the lane geometrics and stop controls with circulation improvements at the study intersections for Opening Year With Project Without Grade Separation conditions. It should be noted that the improvements needed at Sierra Highway/W Rancho Vista Boulevard and 8th Street/W Rancho Vista Boulevard are temporary until the grade separation is constructed. The levels of service for the above-mentioned study area intersections with recommended improvements are summarized in Table F.

8.2 Circulation Improvements Under Opening Year With Grade Separation

The construction of the City led grade separation project will alleviate traffic congestion at the intersections of Sierra Highway/W Rancho Vista Boulevard and 8th Street/W Rancho Vista Boulevard, and the only intersection anticipated to operate at unsatisfactory conditions is the intersection of Division Street/W Rancho Vista Boulevard. The following improvements are recommended for the With Grade Separation conditions:

- Division Street / W Rancho Vista Boulevard – Installation of a traffic signal.

Figure 24 shows the lane geometrics and stop controls with circulation improvements at the study intersections for Opening Year With Project With Grade Separation conditions. The level of service for the intersection with recommended improvements are summarized in Table G.

9.0 FAIR SHARE ANALYSIS

In California, "fair share" for transportation improvements refers to the portion of infrastructure costs that a new development must contribute to alleviate its impact on the local transportation system. The state's legal framework requires these to be calculated with essential nexus and rough proportionality to the development's projected impacts. The US Supreme Court's 2024 decision in Sheetz v. County of El Dorado clarified that these fees, even when legislatively set for broad categories of development, must adhere to the constitutional requirements laid out in Nollan and Dolan.

9.1 Fair Share Criteria

To meet the legal standard for a "fair share" transportation fee in California, the local government's process must demonstrate the following:

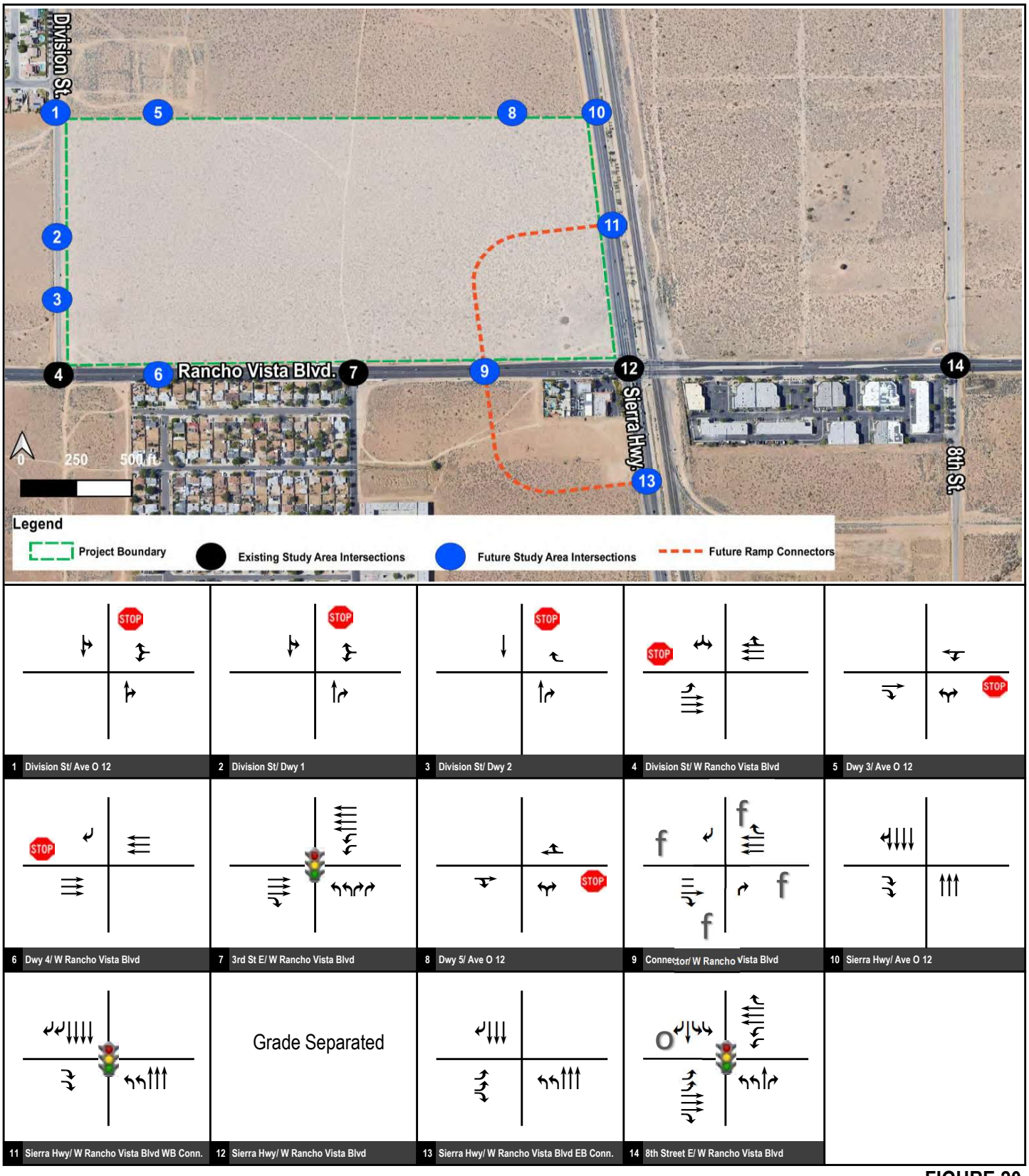


FIGURE 20

Legend

Signal
RT Overlap
Stop Sign
Defacto right turn

Pacific Palmdale Center TIA
OY With Project With Grade Separation Intersection Geometrics and Stop Control

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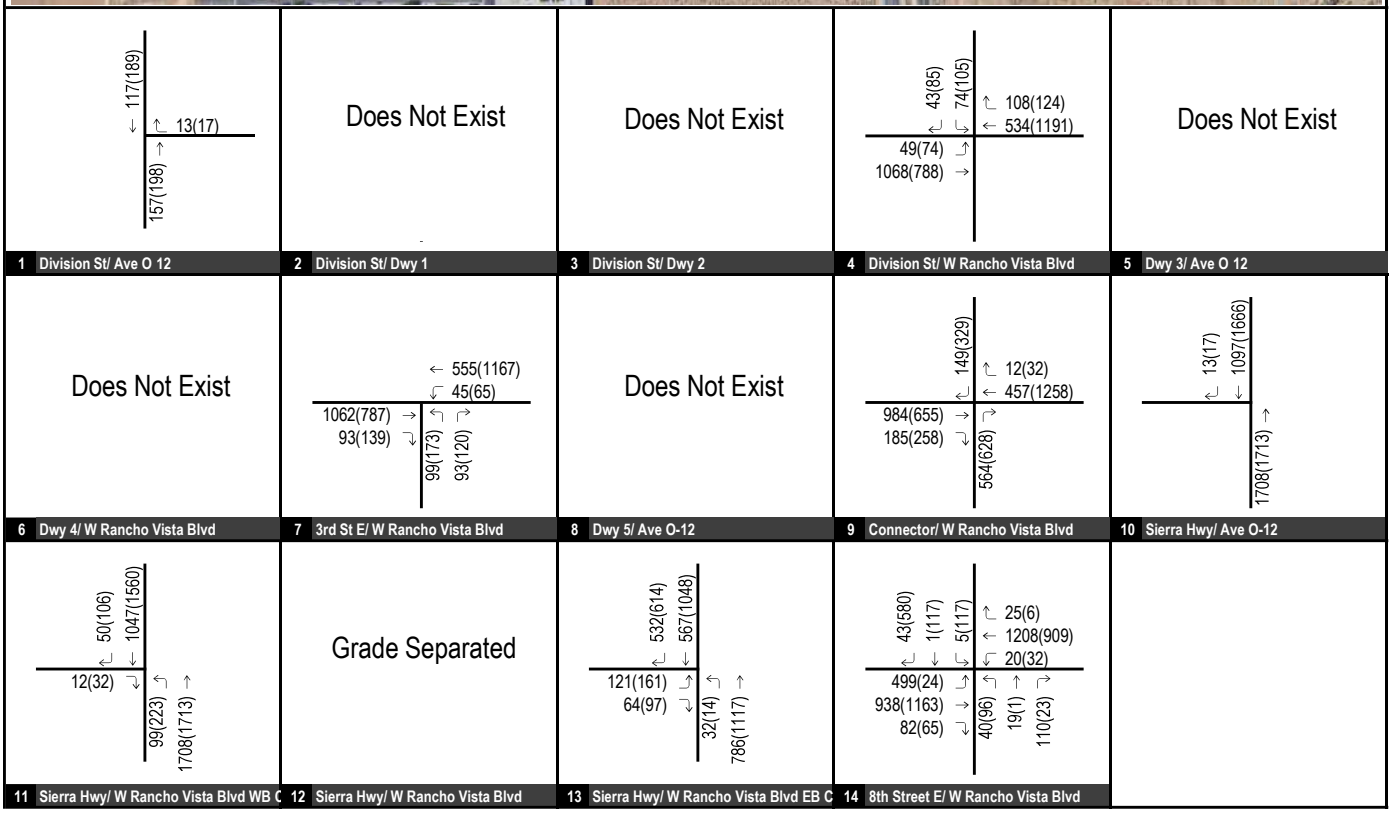


FIGURE 21

XX(YY) AM(PM) Trips

Pacific Palmdale Center TIA

Opening Year No Project With Grade Separation Peak Hour Traffic Volmes

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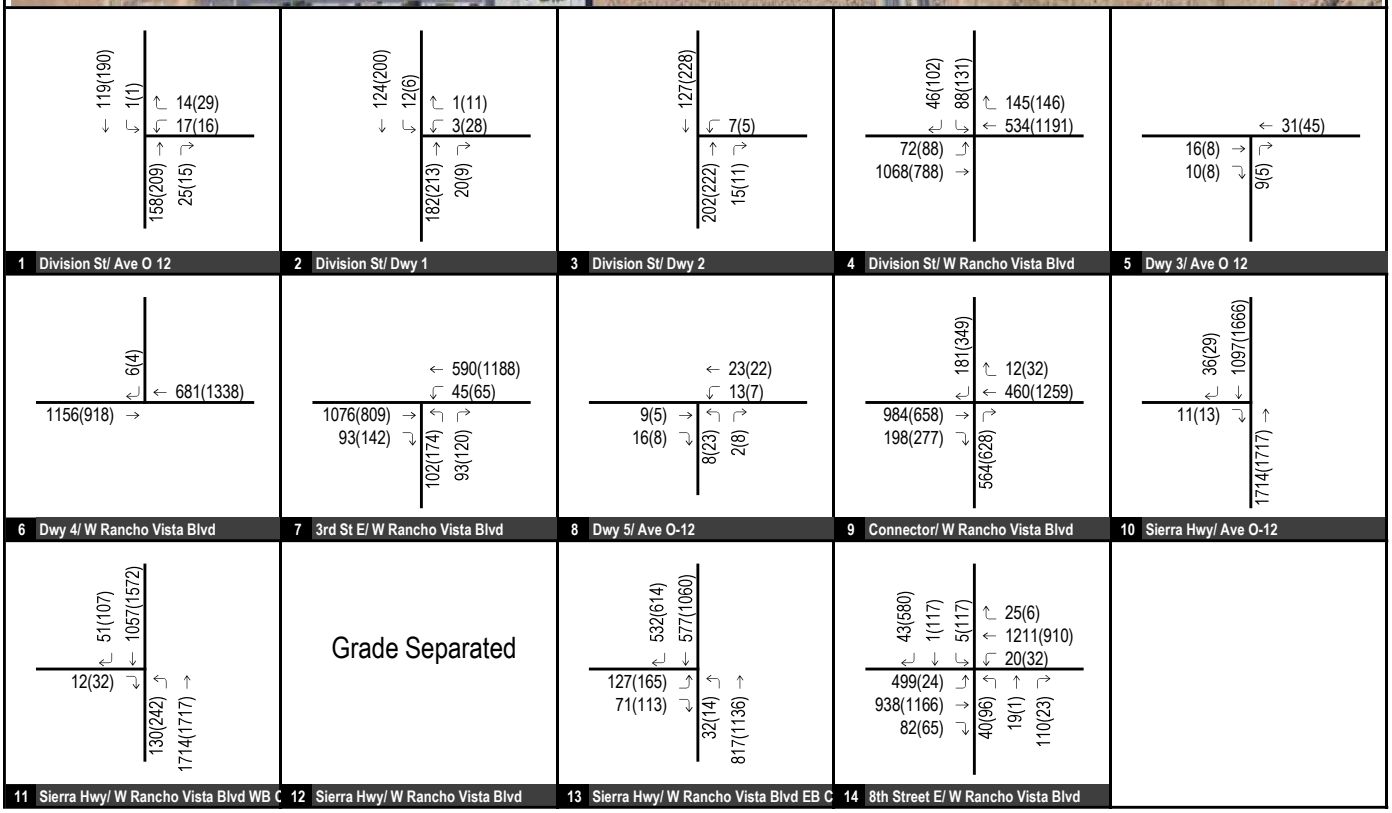


FIGURE 22

XX(YY) AM(PM) Trips

Pacific Palmdale Center TIA

Opening Year With Project With Grade Separation Peak Hour Traffic Volmes

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Table E: Opening Year With Grade Separation Levels of Service

Intersection	LOS Std.	Control	No Project					With Project				
			AM Peak Hour		PM Peak Hour			AM Peak Hour		PM Peak Hour		
			Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS	
1 . Division Street/ Ave O-12	D	TWSC	9.16	A	9.42	A		9.98	A	10.42	B	
2 . Division Street/ Driveway 1	D	TWSC	Does Not Exist		Does Not Exist			10.29	B	11.23	B	
3 . Division Street/ Driveway 2	D	TWSC	Does Not Exist		Does Not Exist			0.00	A	0.00	A	
4 . Division Street/ W Rancho Vista Boulevard	D	TWSC	19.82	C	>100	F	*	23.72	C	>100	F	*
5 Driveway 3/ Ave O-12	D	TWSC	Does Not Exist		Does Not Exist			8.42	A	8.37	A	
6 Driveway 4/ W Rancho Vista Boulevard	D	TWSC	Does Not Exist		Does Not Exist			11.68	B	16.21	C	
7 3rd street E/ W Rancho Vista Boulevard	D	Signal	21	C	20.8	C		20.7	C	20.5	C	
8 Driveway 5/ Ave O-12	D	TWSC	Does Not Exist		Does Not Exist			8.83	A	8.78	A	
9 Connector/ W Rancho Vista Boulevard	D	TWSC	No Conflicting Turns		No Conflicting Turns			No Conflicting Turns		No Conflicting Turns		
10 Sierra Highway/ Ave O-12	D	TWSC	0.00	A	0.00	A		0.00	A	0.00	A	
11 Sierra Highway/ W Rancho Vista Boulevard WB Connector	D	Signal	3.3	A	5.7	A		3.8	A	5.9	A	
12 Sierra Highway/ W Rancho Vista Boulevard	D	Signal	rade Separat	A	rade Separat	A		Grade Separated	A	Grade Separated	A	
13 Sierra Highway/ W Rancho Vista Boulevard EB Connector	D	Signal	6	A	5.5	A		6.1	A	10.5	B	
14 . 8th Street E/ W Rancho Vista Blvd.	D	Signal	22.8	C	22.5	C		22.8	C	23	C	

Notes:

* Exceeds LOS Standard

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

LOS = Level of Service

Intersection 10 - Delay and LOS reported are based on HCM 2000 methodology.



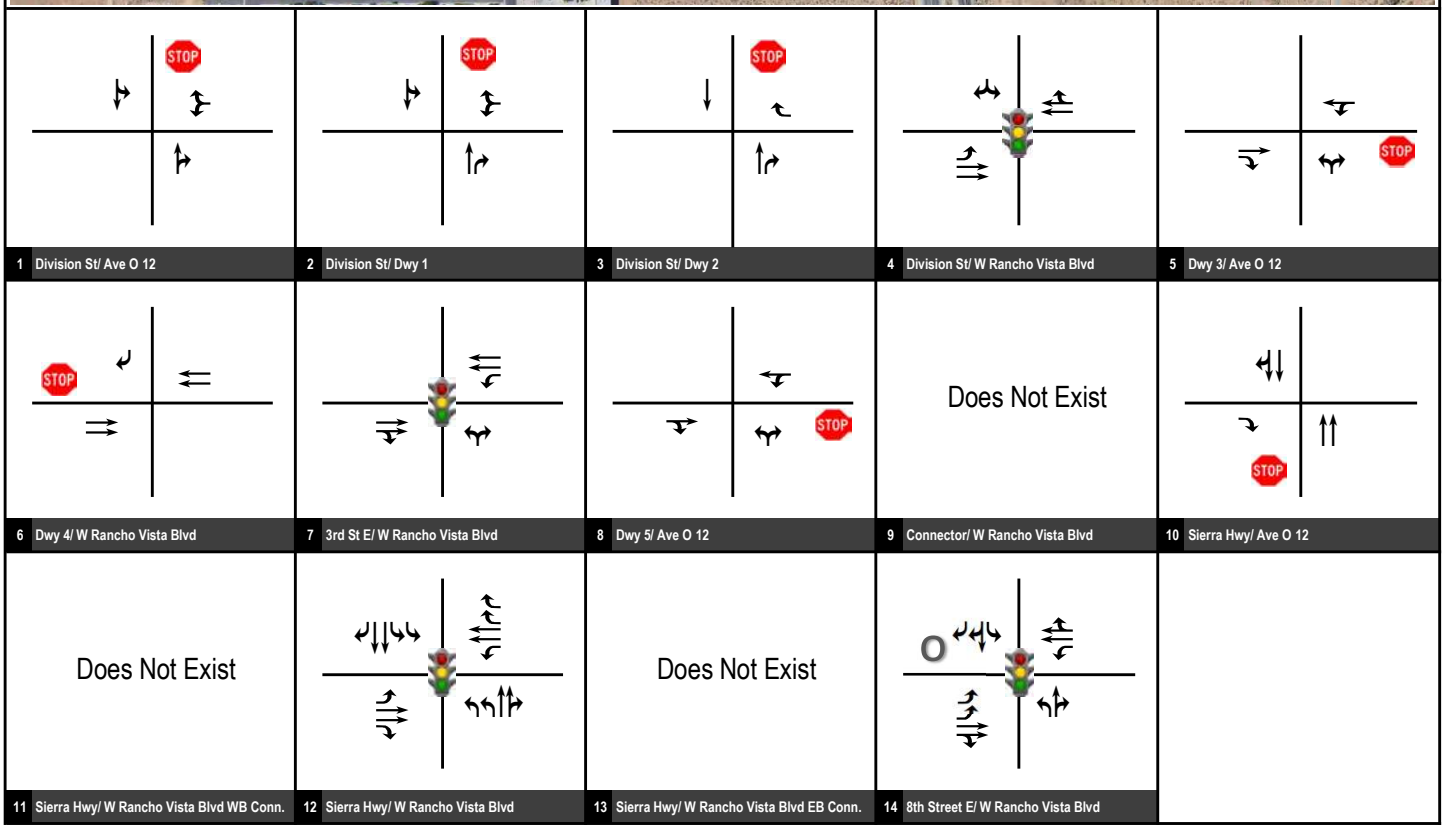


FIGURE 23

Legend

Signal
RT Overlap
Stop Sign
Defacto right turn

Pacific Palmdale Center TIA
Intersection Geometrics and Stop Control With Circulation Improvements - OY With Project Without Grade Separation

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Table F: Opening Year Without Grade Separation With Improvements Levels of Service

	Intersection	LOS Std.	Control	With Project			
				AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS
4 .	Division Street/ W Rancho Vista Boulevard	D	Signal	25.6	C	25.4	C
12	Sierra Highway/ W Rancho Vista Boulevard	D	Signal	45.2	D	44.9	D
14 .	8th Street E/ W Rancho Vista Blvd.	D	Signal	35.4	D	24.2	C

Notes:

* Exceeds LOS Standard

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

LOS = Level of Service



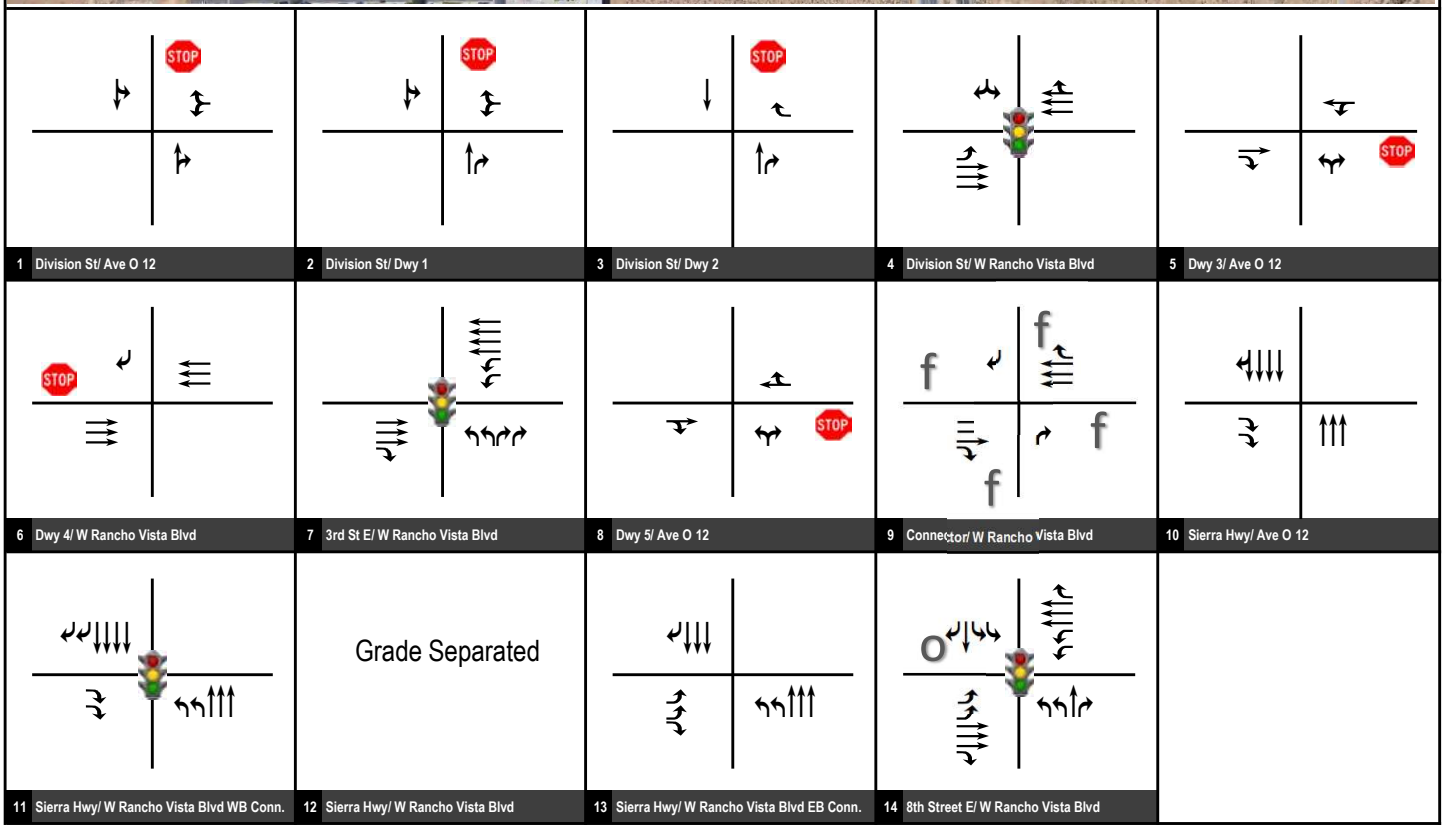


FIGURE 24

Legend

Signal
RT Overlap
Stop Sign
Defacto right turn

Pacific Palmdale Center TIA
Intersection Geometrics and Stop Control With Circulation Improvements - OY With Project With Grade Separation

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Table G: Opening Year With Grade Separation With Improvements Levels of Service

Intersection	LOS Std.	Control	With Project			
			AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
4 . Division Street/ W Rancho Vista Boulevard	D	Signal	26.1	C	24.8	C

Notes:

* Exceeds LOS Standard

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

LOS = Level of Service

- **Essential Nexus**: The "essential nexus" test was established in Nollan v. California Coastal Commission (1987), which requires that there must be a direct, clear connection between the government's demand (the permit condition or "exaction") and the legitimate public purpose that the government is trying to achieve. A direct connection must exist between the new development and the need for new transportation improvements.
- **Rough Proportionality**: The "rough proportionality" test was established in Dolan v. City of Tigard (1994), which requires that the extent of the government's demand must be "roughly proportional" to the negative impact of the proposed development. Under this test, the government must demonstrate that the required exaction is related "both in nature and extent" to the project's impact through an individualized determination. In other words, the amount of the fee must be proportional to the transportation impacts caused by the specific development. The government must show that the fee is a reasonable calculation of the development's incremental burden on the transportation system, rather than an effort to collect more than is necessary. This is usually referred to as "Fair Share".
- **Purpose**: Fair Share Fees must be used to fund improvements that address the impacts caused by the new development. Funds cannot be used to fix pre-existing deficiencies in the transportation system.
- **Credit for other Mitigation:** The fair share may be reduced if the developers provide their own on-site improvements, such as building a new road or traffic signal, to mitigate the project's direct impacts.

9.2 Fair Share Calculations

Project Fair Share contribution to total new volumes is calculated by computing the ratio of traffic generated by the proposed development to the total new traffic (including project traffic) generated between the existing condition and forecast year for each analyzed link or intersection. The purpose of this calculation is to identify the proportion of volume increase that can be attributed to the proposed project. Project fair share has been calculated using the following formula:

Project Fair Share = (Project Traffic) ÷ (Future With Project Traffic – Existing Traffic)

It should also be noted that the improvements to the intersection of Rancho Vista Boulevard and Sierra Highway are included in the Rancho Vista Grade Separation Project (STR-019) which is included in the City's 2022 Five-Year Capital Improvement Plan. Since this is a funded project, additional fair shares for these improvements should not be required.

9.3 Project Fair Share Under Opening Year Without Grade Separation Conditions

Project fair share contributions for the improvements recommended under the Without Grade Separation conditions are:

- Division Street / W Rancho Vista Boulevard – 28.41% for installation of a traffic signal. It should be noted that the Project will construct this improvement, and the fair share is provided for informational purposes only.
- Sierra Highway / W Rancho Vista Boulevard – 12.98% for addition of westbound right turn lane.
- 8th Street / W Rancho Vista Boulevard – 0.94 for addition of eastbound left turn lane. The City has requested that the minimum fair share be 5%. The calculation in this TIA are based on the fair share calculations required under Government Code 66000. Any changes can be made based on discussions between the applicant and the City as part of the Development Agreement.

Fair share calculations for the Without Grade Separation conditions are summarized in Table H.

9.4 Project Fair Share Under Opening Year With Grade Separation Conditions

Project fair share contributions for the improvements recommended under the With Grade Separation conditions are:

- Division Street / W Rancho Vista Boulevard – 22.92% for installation of a traffic signal. It should be noted that the Project will construct this improvement, and the fair share is provided for informational purposes only.

Fair share calculations for the With Grade Separation conditions are summarized in Table I.

Table H: Fair Share Contributions Calculations - Opening Year Without Grade Separation Conditions

Intersection	AM Peak Hour					PM Peak Hour					Project Fair Share %
	Total Volume		Total	Project	Project	Total Volume		Total	Project	Project	
	Exist	OY Without GS WP	Growth	Trips	%	Exist	OY Without GS WP	Growth	Trips	%	
4 . Division Street/ W Rancho Vista Boulevard	3,234	3,888	654	160	24.46%	4,068	4,758	690	196	28.41%	28.41%
12 . Sierra Highway/ W Rancho Vista Boulevard	8,152	9,268	1,116	118	10.57%	9,686	10,842	1,156	150	12.98%	12.98%
14 . 8th Street E/ W Rancho Vista Blvd.	5,066	5,956	890	6	0.67%	5,414	6,268	854	8	0.94%	0.94%

Table I: Fair Share Contributions Calculations - Opening Year With Grade Separation Conditions

Intersection	AM Peak Hour					PM Peak Hour					Project Fair Share %
	Total Volume		Total	Project	Project	Total Volume		Total	Project	Project	
	Exist	OY With GS WP	Growth	Trips	%	Exist	OY With GS WP	Growth	Trips	%	
4 . Division Street/ W Rancho Vista Boulevard	3,234	3,906	672	154	22.92%	4,068	4,892	824	158	19.17%	22.92%

10.0 SIGHT DISTANCE ANALYSIS

Sight distance in transportation engineering is the maximum length of roadway that is visible to a driver at any given moment, allowing for safe operation of a vehicle under various conditions. Providing adequate distance ensures that drivers have enough time to perceive obstacles, make decisions, and perform necessary maneuvers such as stopping, overtaking, or navigating through intersections to avoid collisions.

Each intersection has the potential for several different types of vehicular conflicts. The possibility of conflicts at intersections can be greatly reduced through the provision of proper sight distances and appropriate traffic controls. For intersections, Intersection Sight Distance (ISD) is used to identify the unobstructed view required at an intersection to allow drivers to see approaching vehicles and pedestrians and safely negotiate the intersection (either by stopping, yielding, or crossing/turning).

10.1 Sight Triangles

ISD is commonly assessed using "Sight Triangles", which are imaginary geometric areas at intersections that must be clear of obstructions for safety. These triangles identify areas along intersection legs and across their corners that should be clear of obstructions that might block a driver's view of potentially conflicting vehicles. Vehicles stopped at an at-grade intersection must have sufficient sight distance to permit a safe departure. At intersections with stop sign or yield control, close attention should be given to departure sight triangles.

- **Crossing Maneuver from the Minor Roadway.** When a driver is completing a crossing maneuver, there must be sufficient sight distance in both directions available to cross the intersecting roadway and avoid approaching traffic. The sight distance required for this maneuver is based on the distance approaching vehicles will travel on the major road during the time period it takes a stopped vehicle to clear the intersection.
- **Turning Left from the Minor Roadway.** The left-turn maneuver requires first clearing the traffic on the left, then entering the traffic stream on the right. The required sight distance for this maneuver is affected by the amount of time it takes the stopped vehicle to turn left clearing traffic and reaching the average running speed without affecting the speed of the approaching vehicle.
- **Turning Right from the Minor Roadway.** The right turn maneuver must have sufficient sight distance to permit entrance onto the intersecting roadway and then accelerate to the posted speed limit without being overtaken by approaching vehicles.

These calculations are based on the American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets, 7th Edition* (2018). It should be noted that the AASHTO calculations are based on Design Speed, which is typically considered to be 10 miles per hour higher than the Posted Speed. In addition, where the intersection being evaluated is on the base leg of T- intersections (such as the southerly driveway on Division Street), since all traffic has to make a turning movement (right or left turn) to depart the base leg, a turning speed of 15 miles per hour is used (design speed of 25 miles per hour).

This analysis focuses on five of the project driveway intersections with stop control on the minor road (project driveways). Intersection sight distance calculations for right turn and left turn maneuvers from the minor road (project driveway) to major road are summarized in Table J. Sight triangles at the five project driveway intersections are shown in Figure 25.

11.0 SUMMARY & CONCLUSIONS

Under the Without Grade Separation conditions, three intersections are forecast to operate at unsatisfactory conditions. These intersections are Division Street / W Rancho Vista Boulevard, Sierra Highway / W Rancho Vista Boulevard, and 8th Street / W Rancho Vista Boulevard. These operational deficiencies are existing deficiencies and are not caused by the proposed project. Circulation improvements have been recommended to restore satisfactory operations. The project fair share for these improvements is 28.41% for the intersection of Division Street/W Rancho Vista Boulevard, 12.98% for the intersection of Sierra Highway/W Rancho Vista Boulevard and 0.94 percent for the intersection of 8th Street/W

Rancho Vista Boulevard. The project will construct the improvement for the intersection of Division Street/W Rancho Vista Boulevard.

Under the With Grade Separation conditions, the intersection of Division Street / W Rancho Vista Boulevard is forecast to operate at unsatisfactory conditions. These operational deficiencies are not caused by the proposed project. Circulation improvements have been recommended to restore satisfactory operations. The project fair share for the improvement is 22.92%. The project will construct the improvement for the intersection of Division Street/W Rancho Vista Boulevard.

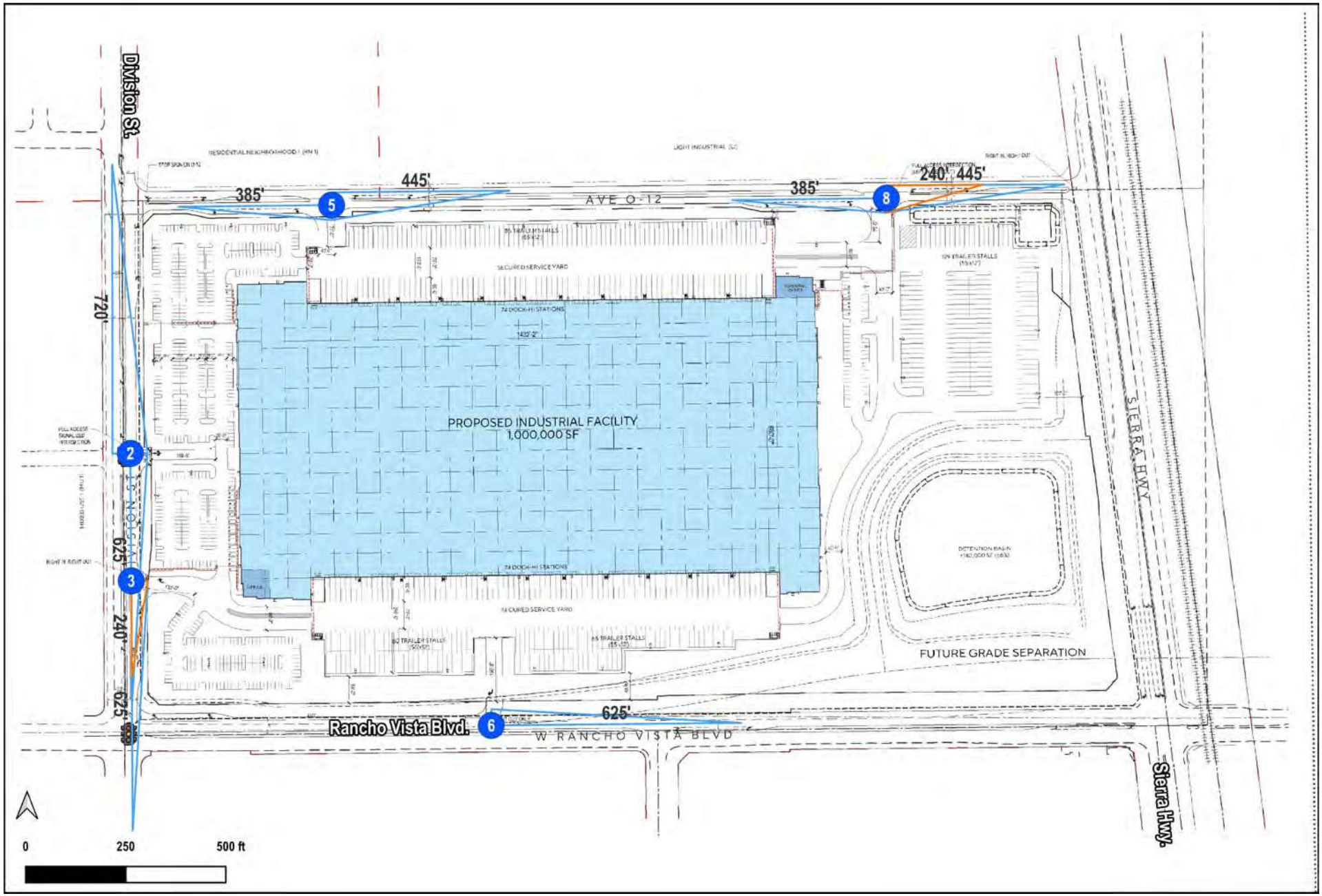
Table J: Design Intersection Sight Distance

Street Name	Posted Speed Limit (mph)	Design Speed (mph)	Right Turn Maneuver			Left Turn Maneuver		
			Stopping Sight Distance (feet)	Intersection Sight Distance for Passenger Cars		Stopping Sight Distance (feet)	Intersection Sight Distance for Passenger Cars	
				Calculated (feet)	Design (feet)		Calculated (feet)	Design (feet)
Division St	55	65	645	621.1	625	645	716.6	720
Avenue O-12	30	40	305	382.2	385	305	441	445
Rancho Vista Blvd	55	65	645	621.1	625	645	716.6	720
Turning Speed of 15 (mph)		25	155	238.9	240	155	275.6	280

Source: AASHTO Green Book 7th Edition.

Left Turn Maneuver - Table 9-6 Design Intersection Sight Distance - Case B1, left Turn from Stop

Right Turn Maneuver - Table 9-8 Design Intersection Sight Distance - Case B2, Right Turn from Stop



Legend

Sight Distance Intersections | Sight Distance Triangles | Sight Distance Triangles using Turning Speed

FIGURE 25

Pacific Palmdale Center TIA

Sight Distance Triangles

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G:\Pacific Industrial - Pacific Palmdale Center\Reports\Sight Distance Triangles.qgz (10-09-2025)

APPENDIX A:
TRAFFIC COUNTS

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

City of Palmdale
N/S: Division Street
E/W: W Rancho Vista Boulevard
Weather: Clear

File Name : 04_PDE_Div_W RV AM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

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

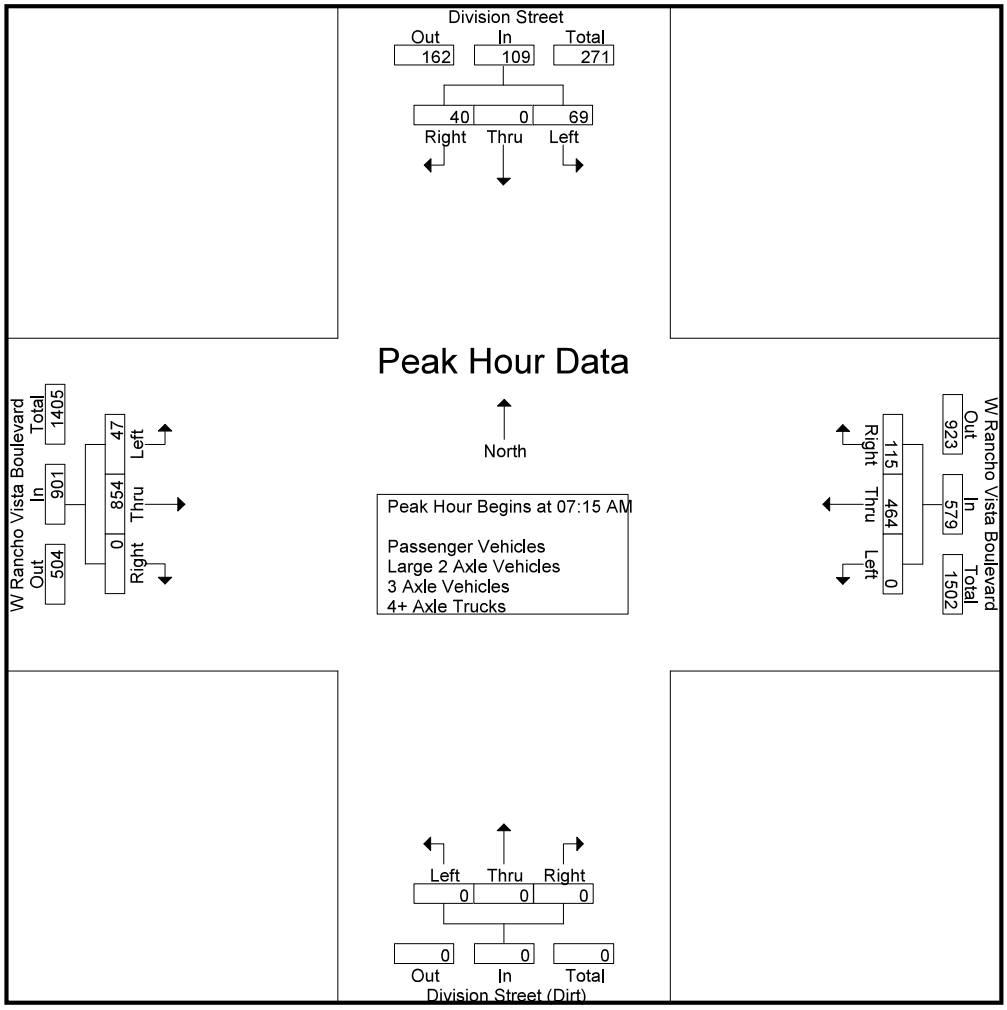
	Division Street Southbound				W Rancho Vista Boulevard Westbound				Division Street (Dirt) Northbound				W Rancho Vista Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	15	0	16	31	0	108	25	133	0	0	0	0	9	190	0	199	363
07:15 AM	8	0	6	14	0	93	18	111	0	0	0	0	16	212	0	228	353
07:30 AM	23	0	10	33	0	110	25	135	0	0	0	0	10	228	0	238	406
07:45 AM	18	0	11	29	0	132	44	176	0	0	0	0	13	223	0	236	441
Total	64	0	43	107	0	443	112	555	0	0	0	0	48	853	0	901	1563
08:00 AM	20	0	13	33	0	129	28	157	0	0	0	0	8	191	0	199	389
08:15 AM	18	0	14	32	0	121	31	152	0	0	0	0	8	144	0	152	336
08:30 AM	9	0	12	21	0	139	27	166	0	0	0	0	8	155	0	163	350
08:45 AM	21	0	16	37	0	145	32	177	0	0	0	0	15	142	0	157	371
Total	68	0	55	123	0	534	118	652	0	0	0	0	39	632	0	671	1446
Grand Total	132	0	98	230	0	977	230	1207	0	0	0	0	87	1485	0	1572	3009
Apprch %	57.4	0	42.6		0	80.9	19.1		0	0	0		5.5	94.5	0		
Total %	4.4	0	3.3	7.6	0	32.5	7.6	40.1	0	0	0	0	2.9	49.4	0	52.2	
Passenger Vehicles	131	0	93	224	0	944	221	1165	0	0	0	0	83	1459	0	1542	2931
% Passenger Vehicles	99.2	0	94.9	97.4	0	96.6	96.1	96.5	0	0	0	0	95.4	98.2	0	98.1	97.4
Large 2 Axle Vehicles	0	0	5	5	0	26	7	33	0	0	0	0	4	22	0	26	64
% Large 2 Axle Vehicles	0	0	5.1	2.2	0	2.7	3	2.7	0	0	0	0	4.6	1.5	0	1.7	2.1
3 Axle Vehicles	0	0	0	0	0	6	2	8	0	0	0	0	0	0	0	0	8
% 3 Axle Vehicles	0	0	0	0	0	0.6	0.9	0.7	0	0	0	0	0	0	0	0	0.3
4+ Axle Trucks	1	0	0	1	0	1	0	1	0	0	0	0	0	4	0	4	6
% 4+ Axle Trucks	0.8	0	0	0.4	0	0.1	0	0.1	0	0	0	0	0	0.3	0	0.3	0.2

	Division Street Southbound				W Rancho Vista Boulevard Westbound				Division Street (Dirt) Northbound				W Rancho Vista Boulevard 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 07:15 AM																	
07:15 AM	8	0	6	14	0	93	18	111	0	0	0	0	**16**	212	0	228	353
07:30 AM	**23**	0	10	**33**	0	110	25	135	0	0	0	0	10	**228**	0	**238**	406
07:45 AM	18	0	11	29	0	**132**	**44**	**176**	0	0	0	0	13	223	0	236	**441**
08:00 AM	20	0	**13**	33	0	129	28	157	0	0	0	0	8	191	0	199	389
Total Volume	69	0	40	109	0	464	115	579	0	0	0	0	47	854	0	901	1589
% App. Total	63.3	0	36.7		0	80.1	19.9		0	0	0		5.2	94.8	0		
PHF	.750	.000	.769	.826	.000	.879	.653	.822	.000	.000	.000	.000	.734	.936	.000	.946	.901

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

City of Palmdale
N/S: Division Street
E/W: W Rancho Vista Boulevard
Weather: Clear

File Name : 04_PDE_Div_W RV AM
Site Code : 99924432
Start Date : 5/15/2024
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:

	07:30 AM				08:00 AM				07:00 AM				07:00 AM			
+0 mins.	**23**	0	10	**33**	0	129	28	157	0	0	0	0	9	190	0	199
+15 mins.	18	0	11	29	0	121	31	152	0	0	0	0	**16**	212	0	228
+30 mins.	20	0	13	33	0	139	27	166	0	0	0	0	10	**228**	0	**238**
+45 mins.	18	0	**14**	32	0	**145**	**32**	**177**	0	0	0	0	13	223	0	236
Total Volume	79	0	48	127	0	534	118	652	0	0	0	0	48	853	0	901
% App. Total	62.2	0	37.8		0	81.9	18.1		0	0	0		5.3	94.7	0	
PHF	.859	.000	.857	.962	.000	.921	.922	.921	.000	.000	.000	.000	.750	.935	.000	.946

Counts Unlimited, Inc.
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City of Palmdale
N/S: Division Street
E/W: W Rancho Vista Boulevard
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File Name : 04_PDE_Div_W RV AM
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Page No : 1

Groups Printed- Passenger Vehicles

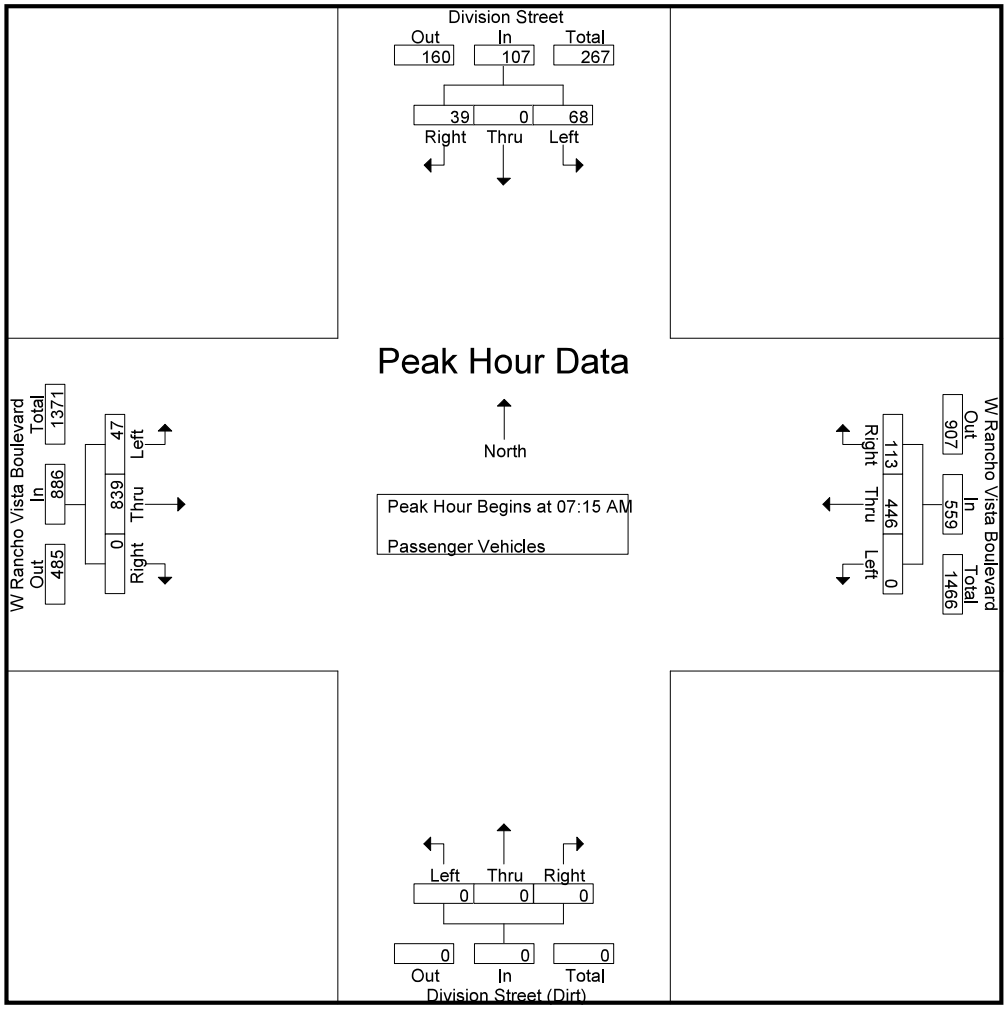
	Division Street Southbound				W Rancho Vista Boulevard Westbound				Division Street (Dirt) Northbound				W Rancho Vista Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	15	0	14	29	0	106	23	129	0	0	0	0	9	189	0	198	356
07:15 AM	8	0	6	14	0	89	17	106	0	0	0	0	16	207	0	223	343
07:30 AM	23	0	9	32	0	107	25	132	0	0	0	0	10	224	0	234	398
07:45 AM	18	0	11	29	0	127	43	170	0	0	0	0	13	220	0	233	432
Total	64	0	40	104	0	429	108	537	0	0	0	0	48	840	0	888	1529
08:00 AM	19	0	13	32	0	123	28	151	0	0	0	0	8	188	0	196	379
08:15 AM	18	0	13	31	0	115	30	145	0	0	0	0	7	140	0	147	323
08:30 AM	9	0	12	21	0	136	24	160	0	0	0	0	8	154	0	162	343
08:45 AM	21	0	15	36	0	141	31	172	0	0	0	0	12	137	0	149	357
Total	67	0	53	120	0	515	113	628	0	0	0	0	35	619	0	654	1402
Grand Total	131	0	93	224	0	944	221	1165	0	0	0	0	83	1459	0	1542	2931
Apprch %	58.5	0	41.5		0	81	19		0	0	0		5.4	94.6	0		
Total %	4.5	0	3.2	7.6	0	32.2	7.5	39.7	0	0	0	0	2.8	49.8	0	52.6	

	Division Street Southbound				W Rancho Vista Boulevard Westbound				Division Street (Dirt) Northbound				W Rancho Vista Boulevard 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 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	8	0	6	14	0	89	17	106	0	0	0	0	**16**	207	0	223	343
07:30 AM	**23**	0	9	**32**	0	107	25	132	0	0	0	0	10	**224**	0	**234**	398
07:45 AM	18	0	11	29	0	**127**	**43**	**170**	0	0	0	0	13	220	0	233	**432**
08:00 AM	19	0	**13**	32	0	123	28	151	0	0	0	0	8	188	0	196	379
Total Volume	68	0	39	107	0	446	113	559	0	0	0	0	47	839	0	886	1552
% App. Total	63.6	0	36.4		0	79.8	20.2		0	0	0		5.3	94.7	0		
PHF	.739	.000	.750	.836	.000	.878	.657	.822	.000	.000	.000	.000	.734	.936	.000	.947	.898

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City of Palmdale
N/S: Division Street
E/W: W Rancho Vista Boulevard
Weather: Clear

File Name : 04_PDE_Div_W RV AM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	8	0	6	14	0	89	17	106	0	0	0	0	**16**	207	0	223
+15 mins.	**23**	0	9	**32**	0	107	25	132	0	0	0	0	10	**224**	0	**234**
+30 mins.	18	0	11	29	0	**127**	**43**	**170**	0	0	0	0	13	220	0	233
+45 mins.	19	0	**13**	32	0	123	28	151	0	0	0	0	8	188	0	196
Total Volume	68	0	39	107	0	446	113	559	0	0	0	0	47	839	0	886
% App. Total	63.6	0	36.4		0	79.8	20.2		0	0	0		5.3	94.7	0	
PHF	.739	.000	.750	.836	.000	.878	.657	.822	.000	.000	.000	.000	.734	.936	.000	.947

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City of Palmdale
N/S: Division Street
E/W: W Rancho Vista Boulevard
Weather: Clear

File Name : 04_PDE_Div_W RV AM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

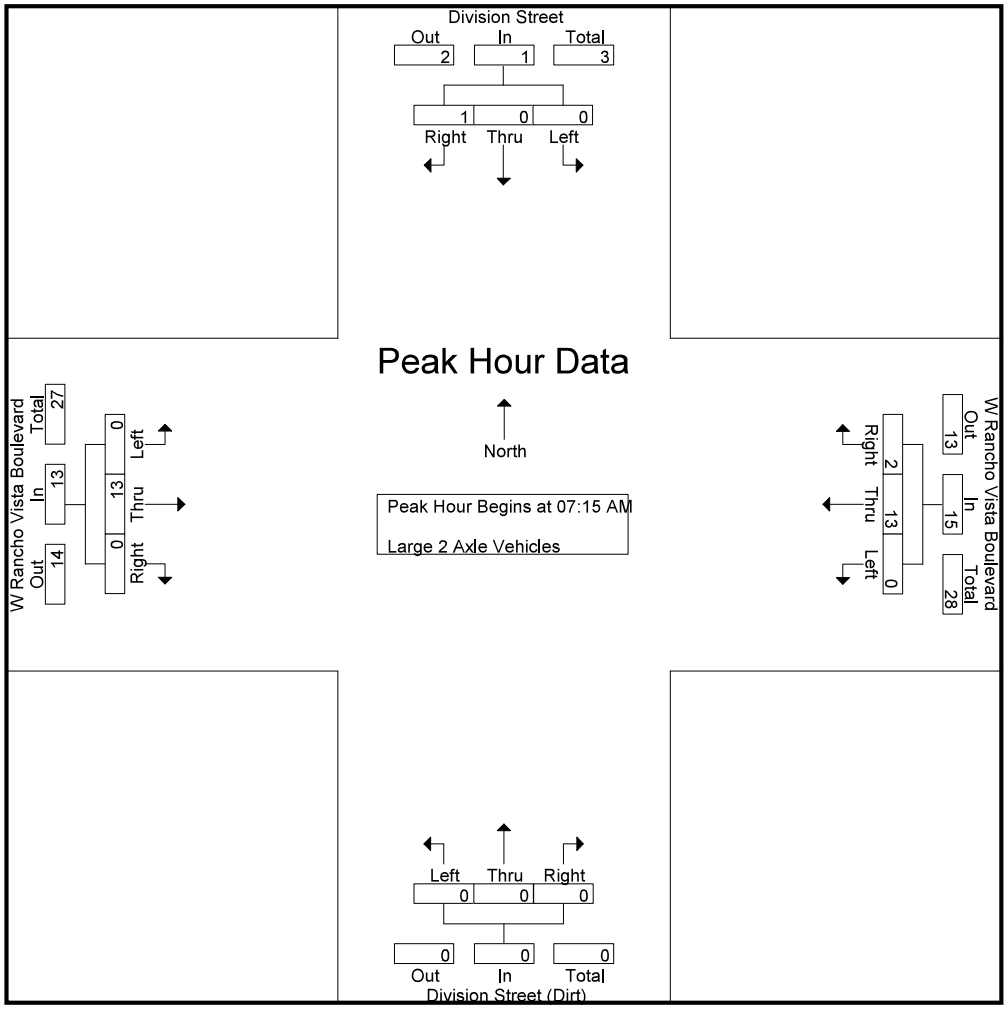
	Division Street Southbound				W Rancho Vista Boulevard Westbound				Division Street (Dirt) Northbound				W Rancho Vista Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	2	2	0	2	1	3	0	0	0	0	0	1	0	1	6
07:15 AM	0	0	0	0	0	4	1	5	0	0	0	0	0	4	0	4	9
07:30 AM	0	0	1	1	0	2	0	2	0	0	0	0	0	4	0	4	7
07:45 AM	0	0	0	0	0	4	1	5	0	0	0	0	0	2	0	2	7
Total	0	0	3	3	0	12	3	15	0	0	0	0	0	11	0	11	29
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
08:15 AM	0	0	1	1	0	5	1	6	0	0	0	0	1	2	0	3	10
08:30 AM	0	0	0	0	0	2	2	4	0	0	0	0	0	1	0	1	5
08:45 AM	0	0	1	1	0	4	1	5	0	0	0	0	3	5	0	8	14
Total	0	0	2	2	0	14	4	18	0	0	0	0	4	11	0	15	35
Grand Total	0	0	5	5	0	26	7	33	0	0	0	0	4	22	0	26	64
Apprch %	0	0	100		0	78.8	21.2		0	0	0		15.4	84.6	0		
Total %	0	0	7.8	7.8	0	40.6	10.9	51.6	0	0	0	0	6.2	34.4	0	40.6	

	Division Street Southbound				W Rancho Vista Boulevard Westbound				Division Street (Dirt) Northbound				W Rancho Vista Boulevard 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 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**4**	**1**	**5**	0	0	0	0	0	**4**	0	**4**	**9**
07:30 AM	0	0	**1**	**1**	0	2	0	2	0	0	0	0	0	4	0	4	7
07:45 AM	0	0	0	0	0	4	1	5	0	0	0	0	0	2	0	2	7
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Total Volume	0	0	1	1	0	13	2	15	0	0	0	0	0	13	0	13	29
% App. Total	0	0	100		0	86.7	13.3		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.813	.500	.750	.000	.000	.000	.000	.000	.813	.000	.813	.806

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Weather: Clear

File Name : 04_PDE_Div_W RV AM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**4**	**1**	**5**	0	0	0	0	0	**4**	0	**4**
+15 mins.	0	0	**1**	**1**	0	2	0	2	0	0	0	0	0	4	0	4
+30 mins.	0	0	0	0	0	4	1	5	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3
Total Volume	0	0	1	1	0	13	2	15	0	0	0	0	0	13	0	13
% App. Total	0	0	100		0	86.7	13.3		0	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.813	.500	.750	.000	.000	.000	.000	.000	.813	.000	.813

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City of Palmdale
N/S: Division Street
E/W: W Rancho Vista Boulevard
Weather: Clear

File Name : 04_PDE_Div_W RV AM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

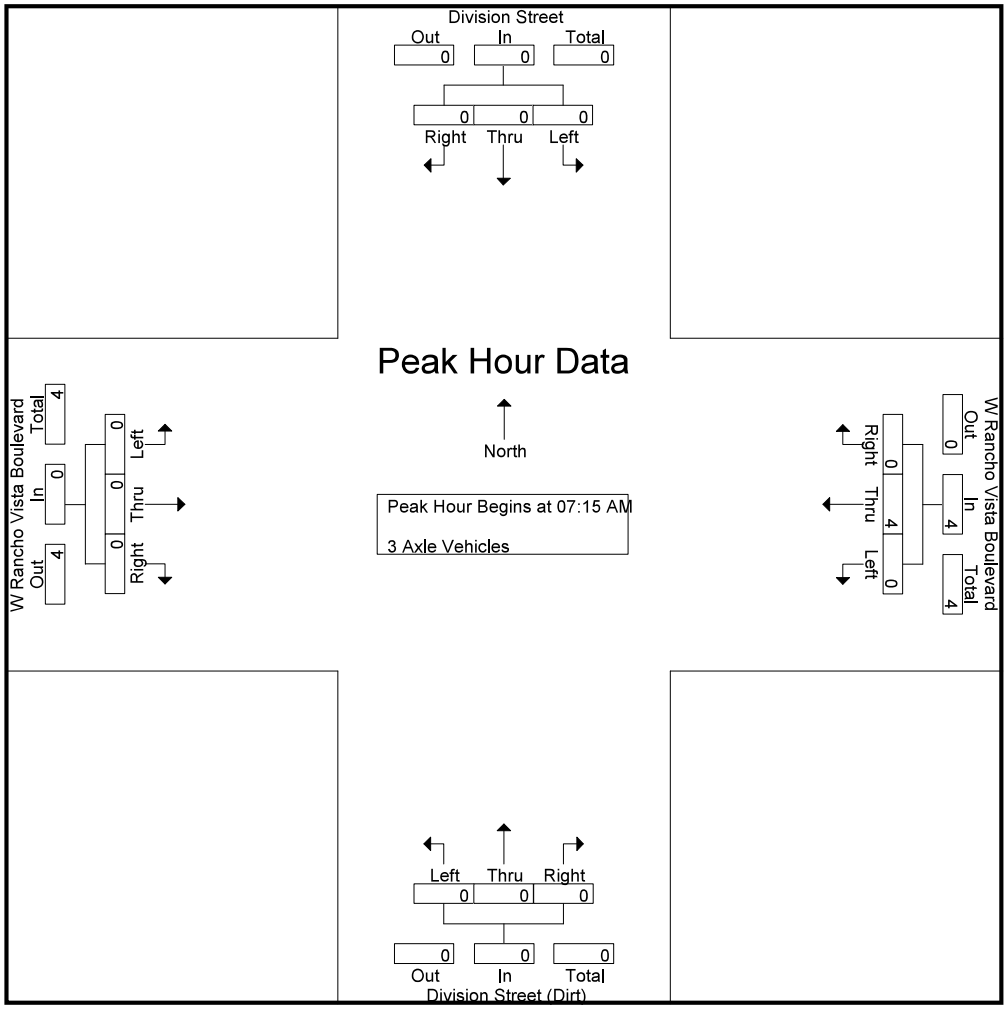
	Division Street Southbound				W Rancho Vista Boulevard Westbound				Division Street (Dirt) Northbound				W Rancho Vista Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	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	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
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	4	1	5	0	0	0	0	0	0	0	0	5
Grand Total	0	0	0	0	0	6	2	8	0	0	0	0	0	0	0	0	8
Apprch %	0	0	0		0	75	25		0	0	0		0	0	0		
Total %	0	0	0	0	0	75	25	100	0	0	0	0	0	0	0	0	

	Division Street Southbound				W Rancho Vista Boulevard Westbound				Division Street (Dirt) Northbound				W Rancho Vista Boulevard 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 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
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	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**2**
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500

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City of Palmdale
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Weather: Clear

File Name : 04_PDE_Div_W RV AM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 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	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000

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City of Palmdale
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Weather: Clear

File Name : 04_PDE_Div_W RV AM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

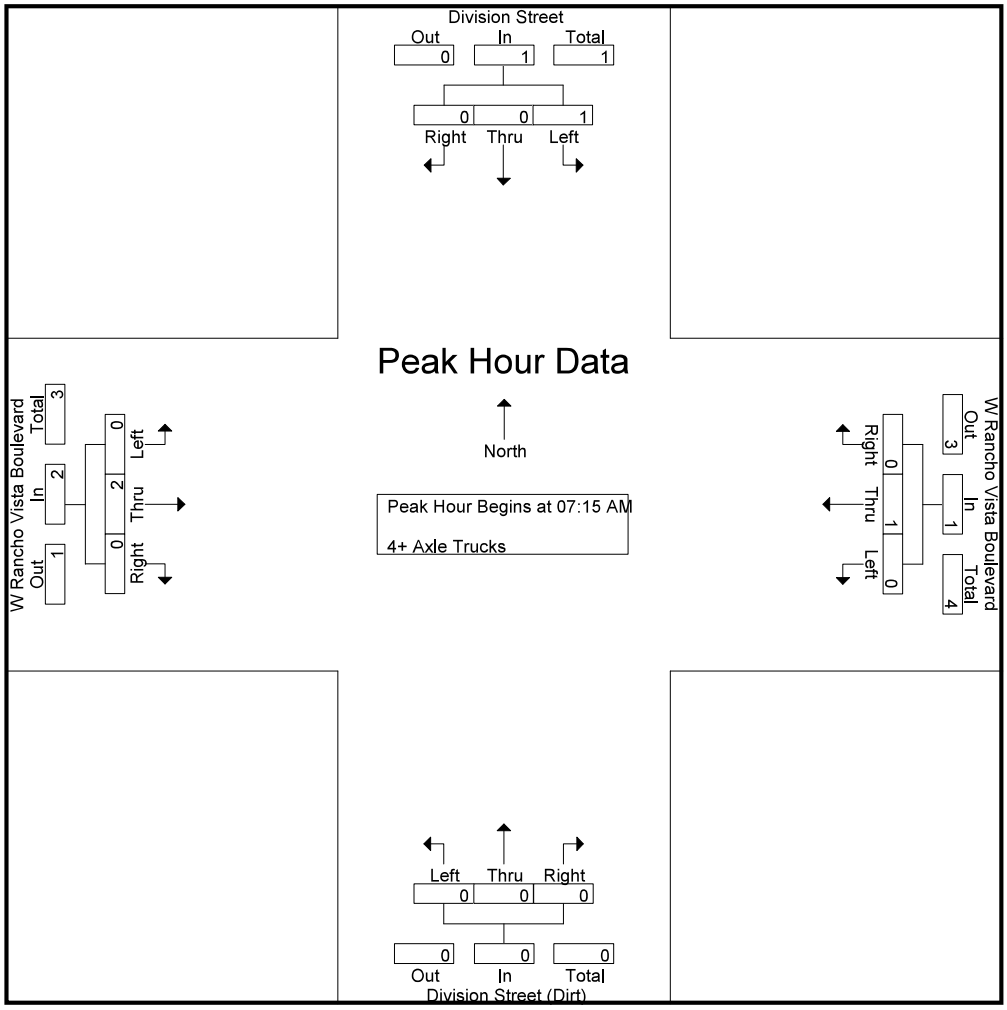
	Division Street Southbound				W Rancho Vista Boulevard Westbound				Division Street (Dirt) Northbound				W Rancho Vista Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	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	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	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:00 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
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	1	0	0	1	0	1	0	1	0	0	0	0	0	2	0	2	4
Grand Total	1	0	0	1	0	1	0	1	0	0	0	0	0	4	0	4	6
Apprch %	100	0	0		0	100	0		0	0	0		0	100	0		
Total %	16.7	0	0	16.7	0	16.7	0	16.7	0	0	0	0	0	66.7	0	66.7	

	Division Street Southbound				W Rancho Vista Boulevard Westbound				Division Street (Dirt) Northbound				W Rancho Vista Boulevard 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 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
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	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	1	0	1	1
08:00 AM	**1**	0	0	**1**	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**2**
Total Volume	1	0	0	1	0	1	0	1	0	0	0	0	0	2	0	2	4
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.500

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File Name : 04_PDE_Div_W RV AM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

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City of Palmdale
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E/W: W Rancho Vista Boulevard
Weather: Clear

File Name : 04_PDE_Div_W RV PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

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

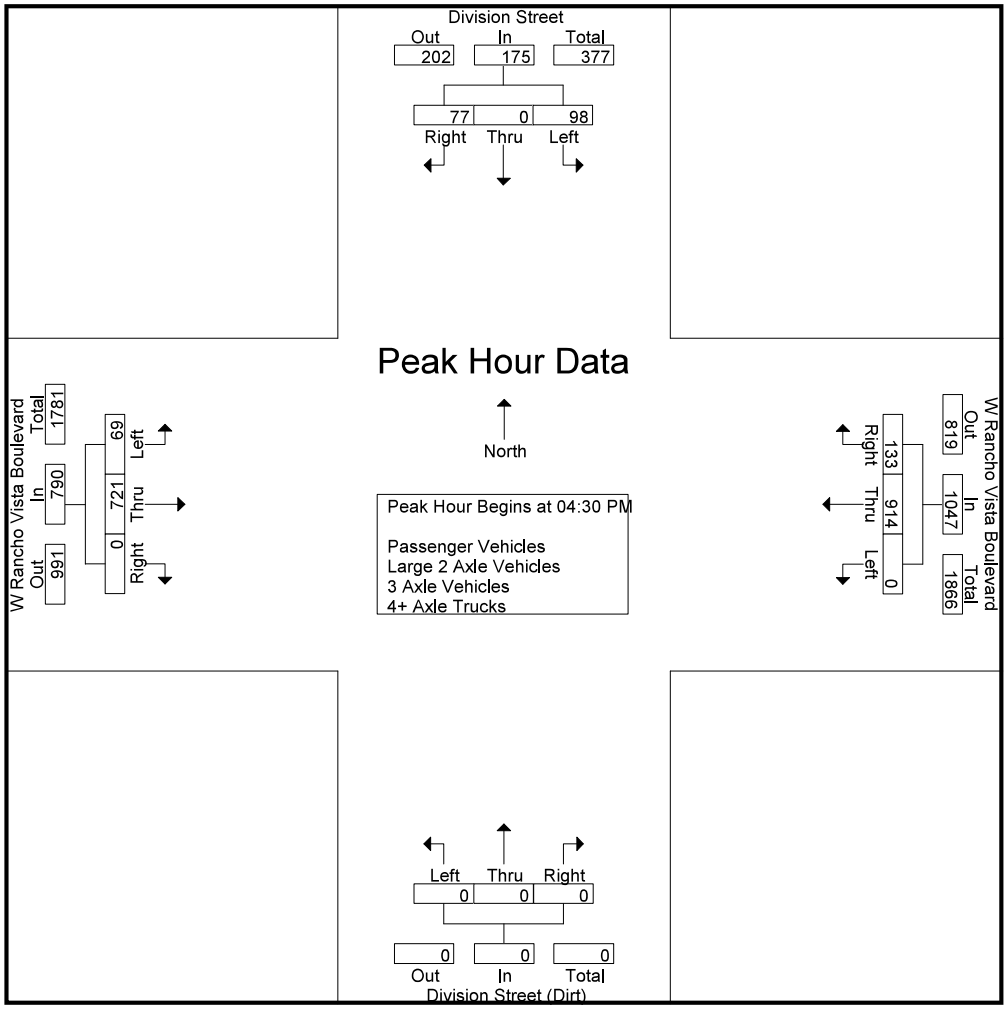
	Division Street Southbound				W Rancho Vista Boulevard Westbound				Division Street (Dirt) Northbound				W Rancho Vista Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	28	0	23	51	0	219	41	260	0	0	0	0	18	195	0	213	524
04:15 PM	21	0	18	39	0	218	35	253	0	0	0	0	14	191	0	205	497
04:30 PM	23	0	23	46	0	225	40	265	0	0	0	0	17	171	0	188	499
04:45 PM	18	0	16	34	0	220	25	245	0	0	0	0	14	172	0	186	465
Total	90	0	80	170	0	882	141	1023	0	0	0	0	63	729	0	792	1985
05:00 PM	31	0	17	48	0	228	33	261	0	0	0	0	17	186	0	203	512
05:15 PM	26	0	21	47	0	241	35	276	0	0	0	0	21	192	0	213	536
05:30 PM	23	0	17	40	0	204	26	230	0	0	0	0	13	182	0	195	465
05:45 PM	23	0	13	36	0	223	30	253	0	0	0	0	11	182	0	193	482
Total	103	0	68	171	0	896	124	1020	0	0	0	0	62	742	0	804	1995
Grand Total	193	0	148	341	0	1778	265	2043	0	0	0	0	125	1471	0	1596	3980
Apprch %	56.6	0	43.4		0	87	13		0	0	0		7.8	92.2	0		
Total %	4.8	0	3.7	8.6	0	44.7	6.7	51.3	0	0	0	0	3.1	37	0	40.1	
Passenger Vehicles	191	0	143	334	0	1759	256	2015	0	0	0	0	122	1453	0	1575	3924
% Passenger Vehicles	99	0	96.6	97.9	0	98.9	96.6	98.6	0	0	0	0	97.6	98.8	0	98.7	98.6
Large 2 Axle Vehicles	1	0	2	3	0	16	9	25	0	0	0	0	2	15	0	17	45
% Large 2 Axle Vehicles	0.5	0	1.4	0.9	0	0.9	3.4	1.2	0	0	0	0	1.6	1	0	1.1	1.1
3 Axle Vehicles	0	0	2	2	0	1	0	1	0	0	0	0	1	0	0	1	4
% 3 Axle Vehicles	0	0	1.4	0.6	0	0.1	0	0	0	0	0	0	0.8	0	0	0.1	0.1
4+ Axle Trucks	1	0	1	2	0	2	0	2	0	0	0	0	0	3	0	3	7
% 4+ Axle Trucks	0.5	0	0.7	0.6	0	0.1	0	0.1	0	0	0	0	0	0.2	0	0.2	0.2

	Division Street Southbound				W Rancho Vista Boulevard Westbound				Division Street (Dirt) Northbound				W Rancho Vista Boulevard 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 04:30 PM																	
04:30 PM	23	0	**23**	46	0	225	**40**	265	0	0	0	0	17	171	0	188	499
04:45 PM	18	0	16	34	0	220	25	245	0	0	0	0	14	172	0	186	465
05:00 PM	**31**	0	17	**48**	0	228	33	261	0	0	0	0	17	186	0	203	512
05:15 PM	26	0	21	47	0	**241**	35	**276**	0	0	0	0	**21**	**192**	0	**213**	**536**
Total Volume	98	0	77	175	0	914	133	1047	0	0	0	0	69	721	0	790	2012
% App. Total	56	0	44		0	87.3	12.7		0	0	0		8.7	91.3	0		
PHF	.790	.000	.837	.911	.000	.948	.831	.948	.000	.000	.000	.000	.821	.939	.000	.927	.938

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City of Palmdale
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Weather: Clear

File Name : 04_PDE_Div_W RV PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 2



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

	04:30 PM				04:30 PM				04:00 PM				05:00 PM			
+0 mins.	23	0	**23**	46	0	225	**40**	265	0	0	0	0	17	186	0	203
+15 mins.	18	0	16	34	0	220	25	245	0	0	0	0	**21**	**192**	0	**213**
+30 mins.	**31**	0	17	**48**	0	228	33	261	0	0	0	0	13	182	0	195
+45 mins.	26	0	21	47	0	**241**	35	**276**	0	0	0	0	11	182	0	193
Total Volume	98	0	77	175	0	914	133	1047	0	0	0	0	62	742	0	804
% App. Total	56	0	44		0	87.3	12.7		0	0	0		7.7	92.3	0	
PHF	.790	.000	.837	.911	.000	.948	.831	.948	.000	.000	.000	.000	.738	.966	.000	.944

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

City of Palmdale
N/S: Division Street
E/W: W Rancho Vista Boulevard
Weather: Clear

File Name : 04_PDE_Div_W RV PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

Groups Printed- Passenger Vehicles

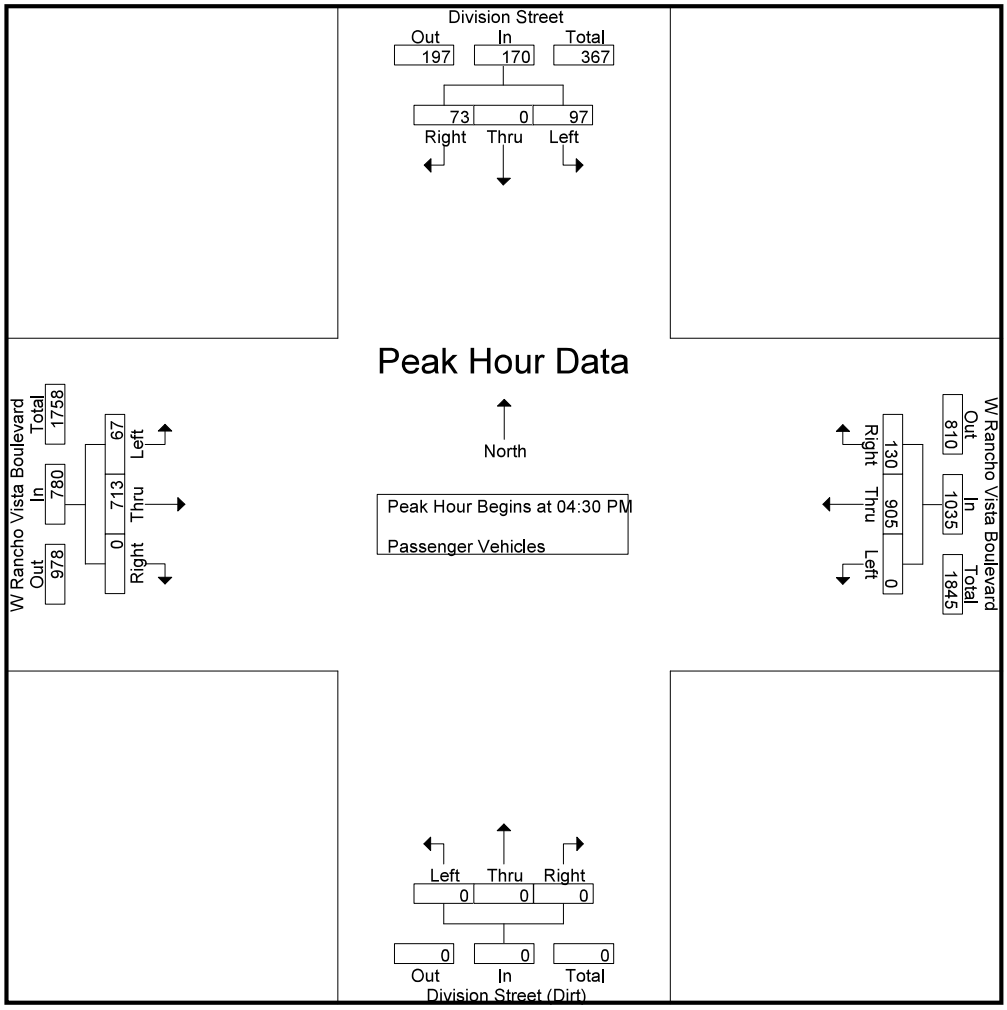
	Division Street Southbound				W Rancho Vista Boulevard Westbound				Division Street (Dirt) Northbound				W Rancho Vista Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	28	0	23	51	0	216	39	255	0	0	0	0	18	193	0	211	517
04:15 PM	21	0	17	38	0	216	33	249	0	0	0	0	13	188	0	201	488
04:30 PM	23	0	22	45	0	222	40	262	0	0	0	0	17	169	0	186	493
04:45 PM	17	0	14	31	0	216	25	241	0	0	0	0	13	169	0	182	454
Total	89	0	76	165	0	870	137	1007	0	0	0	0	61	719	0	780	1952
05:00 PM	31	0	17	48	0	227	32	259	0	0	0	0	17	184	0	201	508
05:15 PM	26	0	20	46	0	240	33	273	0	0	0	0	20	191	0	211	530
05:30 PM	23	0	17	40	0	202	24	226	0	0	0	0	13	182	0	195	461
05:45 PM	22	0	13	35	0	220	30	250	0	0	0	0	11	177	0	188	473
Total	102	0	67	169	0	889	119	1008	0	0	0	0	61	734	0	795	1972
Grand Total	191	0	143	334	0	1759	256	2015	0	0	0	0	122	1453	0	1575	3924
Apprch %	57.2	0	42.8		0	87.3	12.7		0	0	0		7.7	92.3	0		
Total %	4.9	0	3.6	8.5	0	44.8	6.5	51.4	0	0	0	0	3.1	37	0	40.1	

	Division Street Southbound				W Rancho Vista Boulevard Westbound				Division Street (Dirt) Northbound				W Rancho Vista Boulevard 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	23	0	**22**	45	0	222	**40**	262	0	0	0	0	17	169	0	186	493
04:45 PM	17	0	14	31	0	216	25	241	0	0	0	0	13	169	0	182	454
05:00 PM	**31**	0	17	**48**	0	227	32	259	0	0	0	0	17	184	0	201	508
05:15 PM	26	0	20	46	0	**240**	33	**273**	0	0	0	0	**20**	**191**	0	**211**	**530**
Total Volume	97	0	73	170	0	905	130	1035	0	0	0	0	67	713	0	780	1985
% App. Total	57.1	0	42.9		0	87.4	12.6		0	0	0		8.6	91.4	0		
PHF	.782	.000	.830	.885	.000	.943	.813	.948	.000	.000	.000	.000	.838	.933	.000	.924	.936

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PO Box 1178
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(951) 268-6268

City of Palmdale
N/S: Division Street
E/W: W Rancho Vista Boulevard
Weather: Clear

File Name : 04_PDE_Div_W RV PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 2



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				04:30 PM			
+0 mins.	23	0	**22**	45	0	222	**40**	262	0	0	0	0	17	169	0	186
+15 mins.	17	0	14	31	0	216	25	241	0	0	0	0	13	169	0	182
+30 mins.	**31**	0	17	**48**	0	227	32	259	0	0	0	0	17	184	0	201
+45 mins.	26	0	20	46	0	**240**	33	**273**	0	0	0	0	**20**	**191**	0	**211**
Total Volume	97	0	73	170	0	905	130	1035	0	0	0	0	67	713	0	780
% App. Total	57.1	0	42.9		0	87.4	12.6		0	0	0		8.6	91.4	0	
PHF	.782	.000	.830	.885	.000	.943	.813	.948	.000	.000	.000	.000	.838	.933	.000	.924

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City of Palmdale
N/S: Division Street
E/W: W Rancho Vista Boulevard
Weather: Clear

File Name : 04_PDE_Div_W RV PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

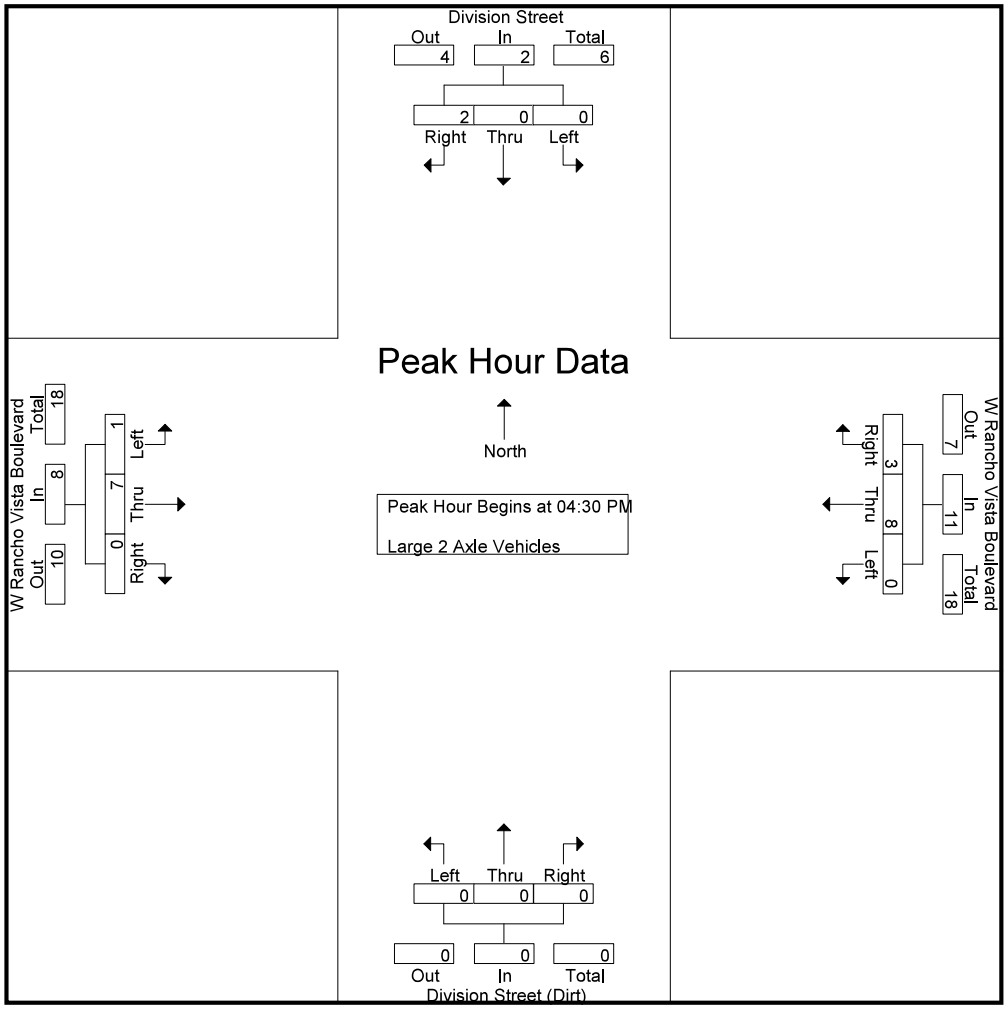
	Division Street Southbound				W Rancho Vista Boulevard Westbound				Division Street (Dirt) Northbound				W Rancho Vista Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	3	2	5	0	0	0	0	0	2	0	2	7
04:15 PM	0	0	0	0	0	2	2	4	0	0	0	0	1	3	0	4	8
04:30 PM	0	0	1	1	0	2	0	2	0	0	0	0	0	2	0	2	5
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
Total	0	0	1	1	0	11	4	15	0	0	0	0	1	9	0	10	26
05:00 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	4
05:15 PM	0	0	1	1	0	1	2	3	0	0	0	0	1	1	0	2	6
05:30 PM	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	3
05:45 PM	1	0	0	1	0	2	0	2	0	0	0	0	0	3	0	3	6
Total	1	0	1	2	0	5	5	10	0	0	0	0	1	6	0	7	19
Grand Total	1	0	2	3	0	16	9	25	0	0	0	0	2	15	0	17	45
Apprch %	33.3	0	66.7		0	64	36		0	0	0		11.8	88.2	0		
Total %	2.2	0	4.4	6.7	0	35.6	20	55.6	0	0	0	0	4.4	33.3	0	37.8	

	Division Street Southbound				W Rancho Vista Boulevard Westbound				Division Street (Dirt) Northbound				W Rancho Vista Boulevard 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	**1**	**1**	0	2	0	2	0	0	0	0	0	**2**	0	**2**	5
04:45 PM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	2	0	2	**6**
05:00 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	4
05:15 PM	0	0	1	1	0	1	**2**	3	0	0	0	0	**1**	1	0	2	6
Total Volume	0	0	2	2	0	8	3	11	0	0	0	0	1	7	0	8	21
% App. Total	0	0	100		0	72.7	27.3		0	0	0		12.5	87.5	0		
PHF	.000	.000	.500	.500	.000	.500	.375	.688	.000	.000	.000	.000	.250	.875	.000	1.00	.875

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Corona, CA 92878
(951) 268-6268

City of Palmdale
N/S: Division Street
E/W: W Rancho Vista Boulevard
Weather: Clear

File Name : 04_PDE_Div_W RV PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 2



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				04:30 PM			
+0 mins.	0	0	**1**	**1**	0	2	0	**2**	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2
+45 mins.	0	0	1	1	0	1	**2**	3	0	0	0	0	**1**	1	0	2
Total Volume	0	0	2	2	0	8	3	11	0	0	0	0	1	7	0	8
% App. Total	0	0	100		0	72.7	27.3		0	0	0		12.5	87.5	0	
PHF	.000	.000	.500	.500	.000	.500	.375	.688	.000	.000	.000	.000	.250	.875	.000	1.000

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Corona, CA 92878
(951) 268-6268

City of Palmdale
N/S: Division Street
E/W: W Rancho Vista Boulevard
Weather: Clear

File Name : 04_PDE_Div_W RV PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

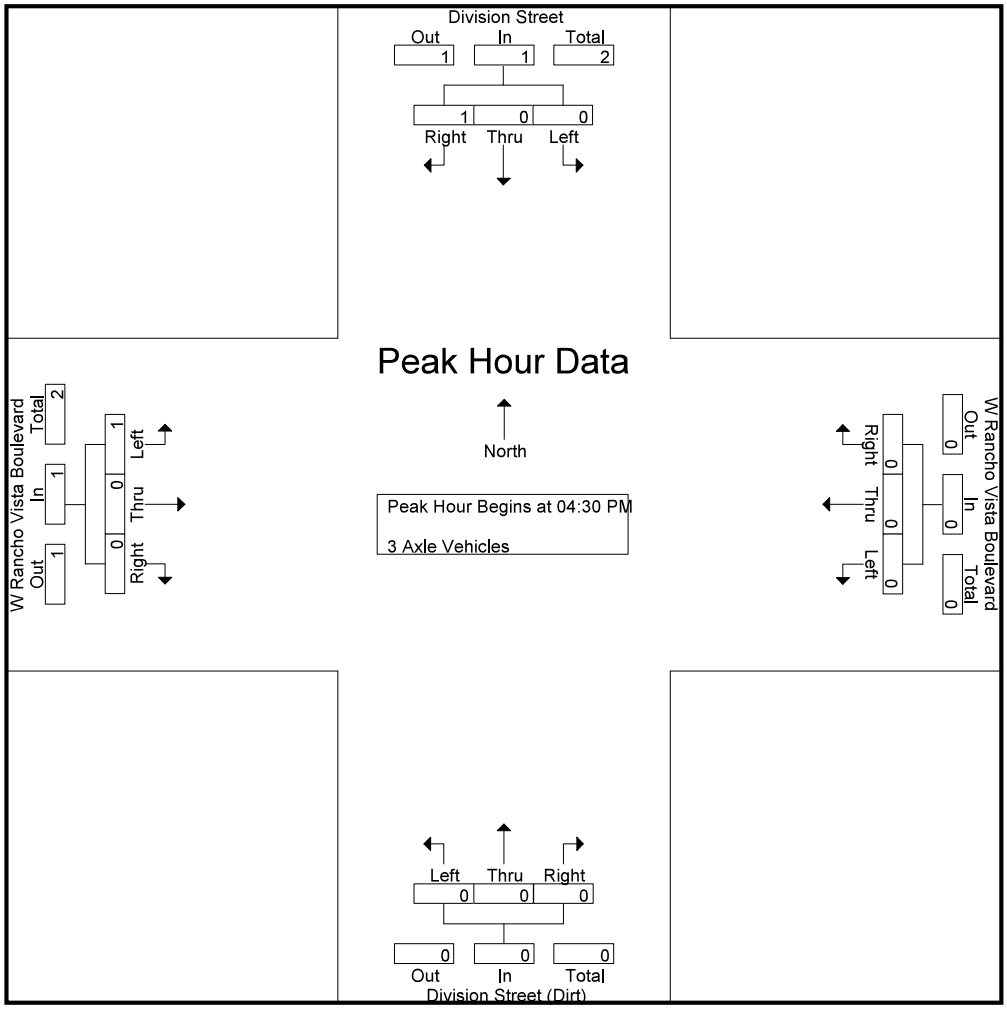
	Division Street Southbound				W Rancho Vista Boulevard Westbound				Division Street (Dirt) Northbound				W Rancho Vista Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	1	3
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	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	2	2	0	1	0	1	0	0	0	0	1	0	0	1	4
Apprch %	0	0	100		0	100	0		0	0	0		100	0	0		
Total %	0	0	50	50	0	25	0	25	0	0	0	0	25	0	0	25	

	Division Street Southbound				W Rancho Vista Boulevard Westbound				Division Street (Dirt) Northbound				W Rancho Vista Boulevard 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
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	**1**	**1**	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**2**
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
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

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City of Palmdale
N/S: Division Street
E/W: W Rancho Vista Boulevard
Weather: Clear

File Name : 04_PDE_Div_W RV PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 2



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

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City of Palmdale
N/S: Division Street
E/W: W Rancho Vista Boulevard
Weather: Clear

File Name : 04_PDE_Div_W RV PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

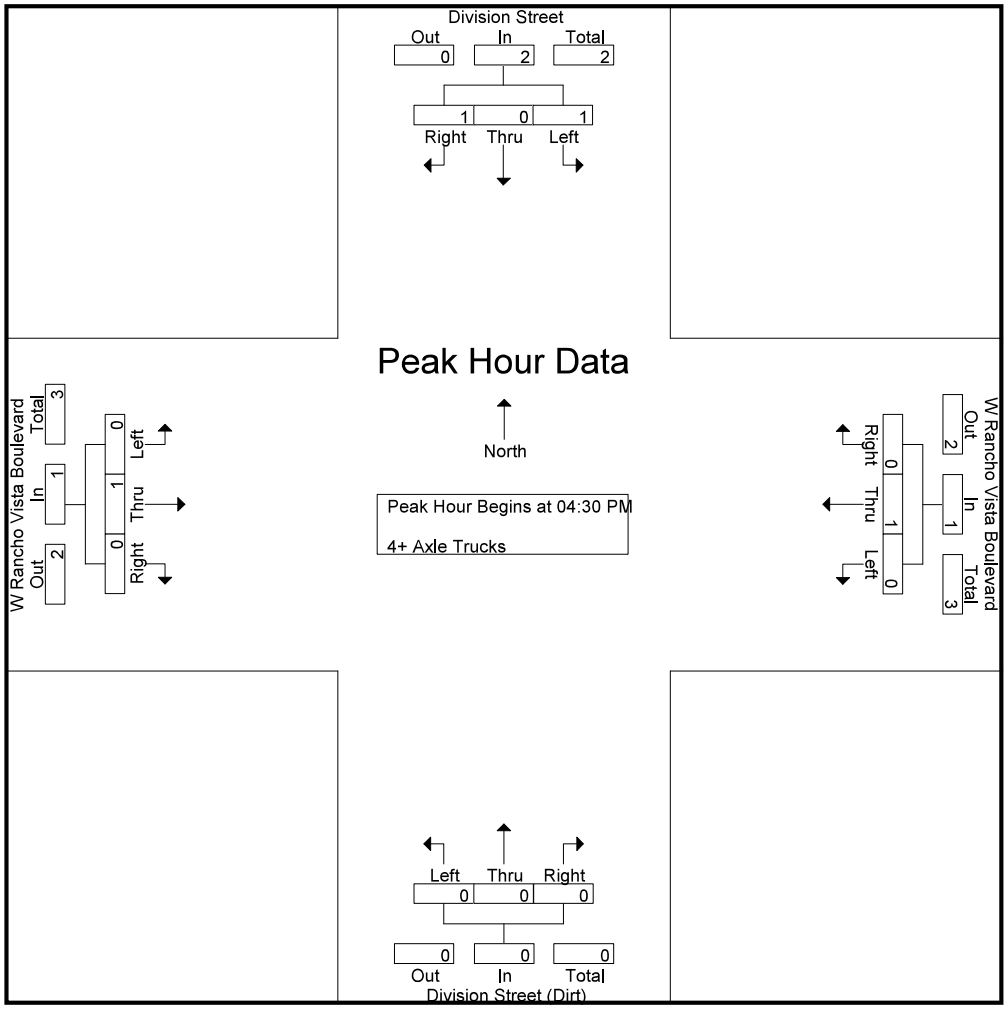
	Division Street Southbound				W Rancho Vista Boulevard Westbound				Division Street (Dirt) Northbound				W Rancho Vista Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	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	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	1	0	1	2	0	0	0	0	0	0	0	0	0	1	0	1	3
Total	1	0	1	2	0	1	0	1	0	0	0	0	0	1	0	1	4
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	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Grand Total	1	0	1	2	0	2	0	2	0	0	0	0	0	3	0	3	7
Apprch %	50	0	50		0	100	0		0	0	0		0	100	0		
Total %	14.3	0	14.3	28.6	0	28.6	0	28.6	0	0	0	0	0	42.9	0	42.9	

	Division Street Southbound				W Rancho Vista Boulevard Westbound				Division Street (Dirt) Northbound				W Rancho Vista Boulevard 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
04:45 PM	**1**	0	**1**	**2**	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**3**
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
Total Volume	1	0	1	2	0	1	0	1	0	0	0	0	0	1	0	1	4
% App. Total	50	0	50		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.333

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

City of Palmdale
N/S: Division Street
E/W: W Rancho Vista Boulevard
Weather: Clear

File Name : 04_PDE_Div_W RV PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 2



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				04:30 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	**1**	0	**1**	**2**	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	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	2	0	1	0	1	0	0	0	0	0	1	0	1
% App. Total	50	0	50		0	100	0		0	0	0		0	100	0	
PHF	.250	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250

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City of Palmdale
N/S: 3rd Street E
E/W: W Rancho Vista Boulevard
Weather: Clear

File Name : 05_PDE_3rd St E_W RV AM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

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

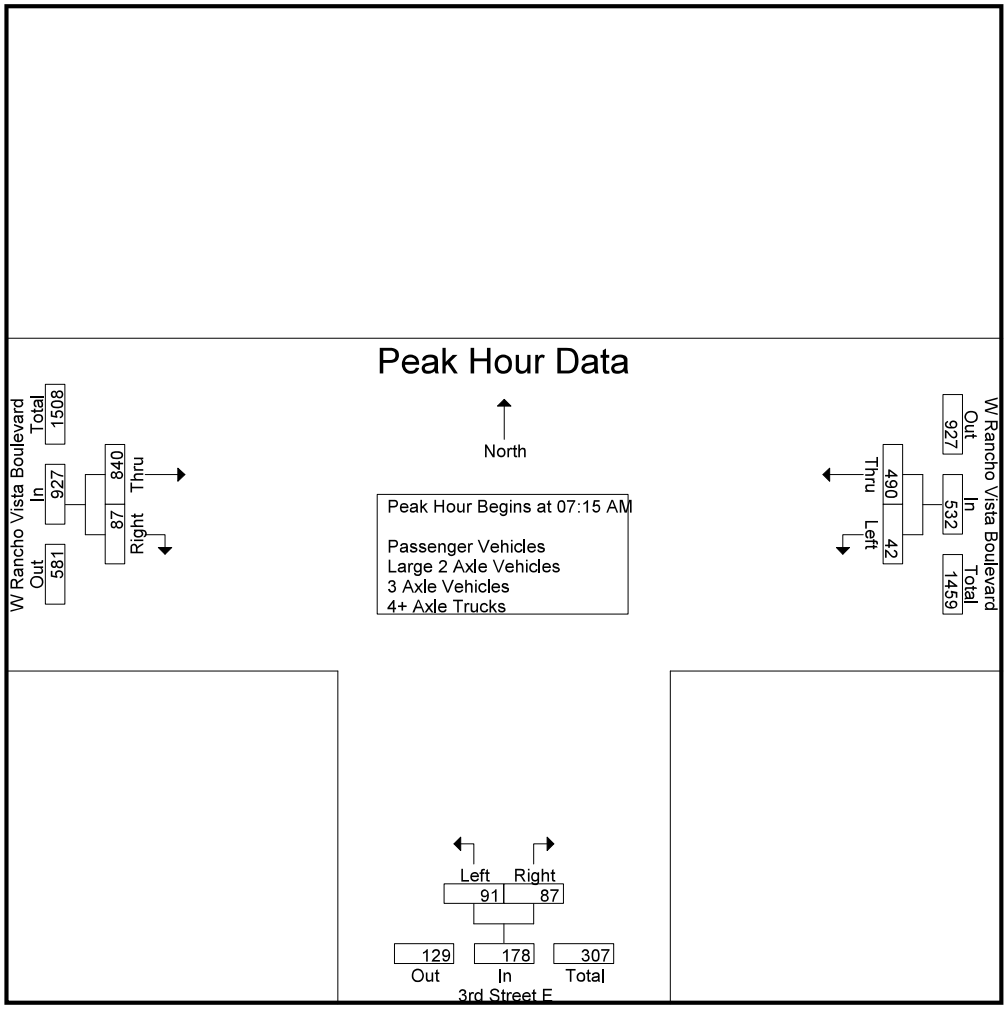
	W Rancho Vista Boulevard Westbound			3rd Street E Northbound			W Rancho Vista Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	11	101	112	29	16	45	189	14	203	360
07:15 AM	6	82	88	31	18	49	191	15	206	343
07:30 AM	5	125	130	22	27	49	253	18	271	450
07:45 AM	16	139	155	19	24	43	208	29	237	435
Total	38	447	485	101	85	186	841	76	917	1588
08:00 AM	15	144	159	19	18	37	188	25	213	409
08:15 AM	11	122	133	29	11	40	137	25	162	335
08:30 AM	12	147	159	33	10	43	147	18	165	367
08:45 AM	18	145	163	32	14	46	146	18	164	373
Total	56	558	614	113	53	166	618	86	704	1484
Grand Total	94	1005	1099	214	138	352	1459	162	1621	3072
Apprch %	8.6	91.4		60.8	39.2		90	10		
Total %	3.1	32.7	35.8	7	4.5	11.5	47.5	5.3	52.8	
Passenger Vehicles	92	969	1061	205	133	338	1428	159	1587	2986
% Passenger Vehicles	97.9	96.4	96.5	95.8	96.4	96	97.9	98.1	97.9	97.2
Large 2 Axle Vehicles	0	3	3	1	0	1	2	1	3	7
% Large 2 Axle Vehicles	0	0.3	0.3	0.5	0	0.3	0.1	0.6	0.2	0.2
3 Axle Vehicles	2	29	31	8	5	13	26	2	28	72
% 3 Axle Vehicles	2.1	2.9	2.8	3.7	3.6	3.7	1.8	1.2	1.7	2.3
4+ Axle Trucks	0	4	4	0	0	0	3	0	3	7
% 4+ Axle Trucks	0	0.4	0.4	0	0	0	0.2	0	0.2	0.2

	W Rancho Vista Boulevard Westbound			3rd Street E Northbound			W Rancho Vista Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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 07:15 AM										
07:15 AM	6	82	88	**31**	18	**49**	191	15	206	343
07:30 AM	5	125	130	22	**27**	49	**253**	18	**271**	**450**
07:45 AM	**16**	139	155	19	24	43	208	**29**	237	435
08:00 AM	15	**144**	**159**	19	18	37	188	25	213	409
Total Volume	42	490	532	91	87	178	840	87	927	1637
% App. Total	7.9	92.1		51.1	48.9		90.6	9.4		
PHF	.656	.851	.836	.734	.806	.908	.830	.750	.855	.909

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City of Palmdale
N/S: 3rd Street E
E/W: W Rancho Vista Boulevard
Weather: Clear

File Name : 05_PDE_3rd St E_W RV AM
Site Code : 99924432
Start Date : 5/15/2024
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:

	08:00 AM			07:00 AM			07:15 AM		
+0 mins.	15	144	159	29	16	45	191	15	206
+15 mins.	11	122	133	**31**	18	**49**	**253**	18	**271**
+30 mins.	12	**147**	159	22	**27**	49	208	**29**	237
+45 mins.	**18**	145	**163**	19	24	43	188	25	213
Total Volume	56	558	614	101	85	186	840	87	927
% App. Total	9.1	90.9		54.3	45.7		90.6	9.4	
PHF	.778	.949	.942	.815	.787	.949	.830	.750	.855

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City of Palmdale
N/S: 3rd Street E
E/W: W Rancho Vista Boulevard
Weather: Clear

File Name : 05_PDE_3rd St E_W RV AM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

Groups Printed- Passenger Vehicles

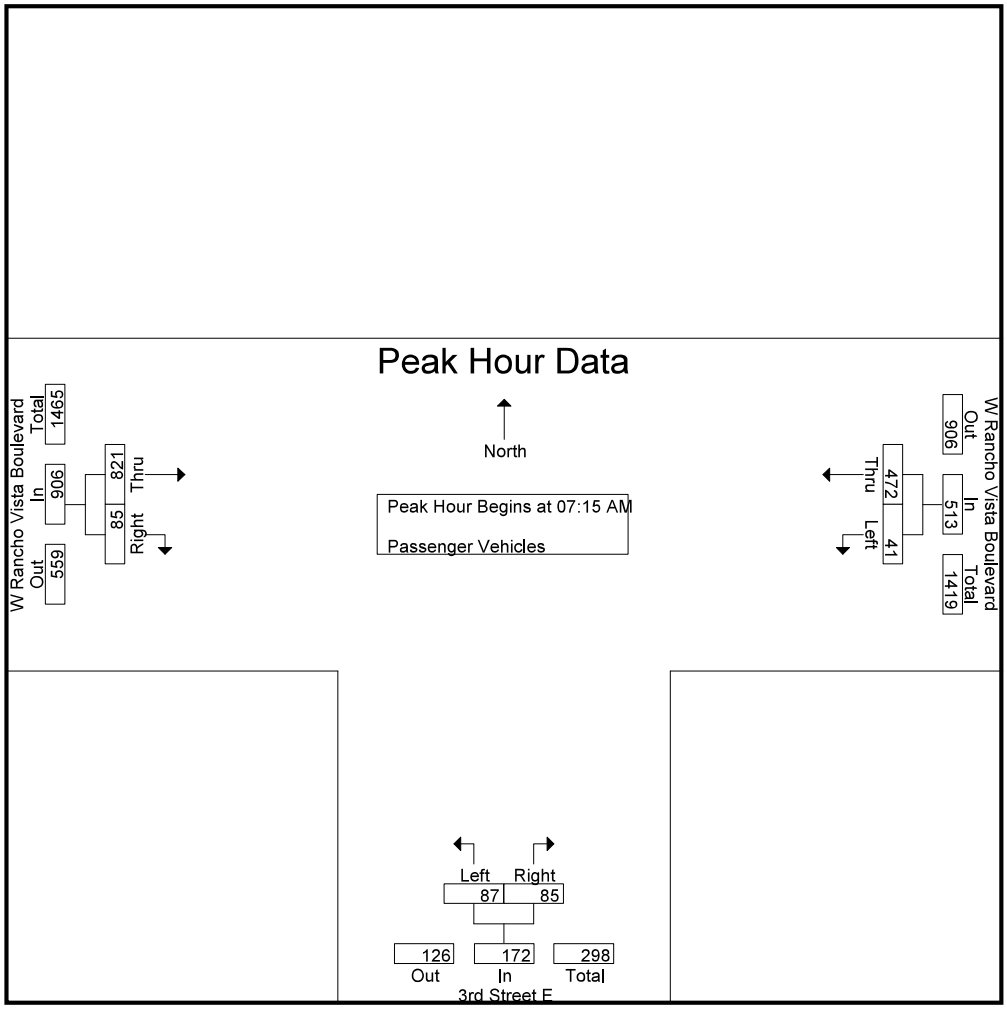
	W Rancho Vista Boulevard Westbound			3rd Street E Northbound			W Rancho Vista Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	11	99	110	27	16	43	187	14	201	354
07:15 AM	6	78	84	30	17	47	185	15	200	331
07:30 AM	5	120	125	20	26	46	249	18	267	438
07:45 AM	15	134	149	18	24	42	205	28	233	424
Total	37	431	468	95	83	178	826	75	901	1547
08:00 AM	15	140	155	19	18	37	182	24	206	398
08:15 AM	11	117	128	27	10	37	134	24	158	323
08:30 AM	11	141	152	32	10	42	146	18	164	358
08:45 AM	18	140	158	32	12	44	140	18	158	360
Total	55	538	593	110	50	160	602	84	686	1439
Grand Total	92	969	1061	205	133	338	1428	159	1587	2986
Apprch %	8.7	91.3		60.7	39.3		90	10		
Total %	3.1	32.5	35.5	6.9	4.5	11.3	47.8	5.3	53.1	

	W Rancho Vista Boulevard Westbound			3rd Street E Northbound			W Rancho Vista Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	6	78	84	**30**	17	**47**	185	15	200	331
07:30 AM	5	120	125	20	**26**	46	**249**	18	**267**	**438**
07:45 AM	**15**	134	149	18	24	42	205	**28**	233	424
08:00 AM	15	**140**	**155**	19	18	37	182	24	206	398
Total Volume	41	472	513	87	85	172	821	85	906	1591
% App. Total	8	92		50.6	49.4		90.6	9.4		
PHF	.683	.843	.827	.725	.817	.915	.824	.759	.848	.908

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City of Palmdale
N/S: 3rd Street E
E/W: W Rancho Vista Boulevard
Weather: Clear

File Name : 05_PDE_3rd St E_W RV AM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	6	78	84	**30**	17	**47**	185	15	200
+15 mins.	5	120	125	20	**26**	46	**249**	18	**267**
+30 mins.	**15**	134	149	18	24	42	205	**28**	233
+45 mins.	15	**140**	**155**	19	18	37	182	24	206
Total Volume	41	472	513	87	85	172	821	85	906
% App. Total	8	92		50.6	49.4		90.6	9.4	
PHF	.683	.843	.827	.725	.817	.915	.824	.759	.848

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City of Palmdale
N/S: 3rd Street E
E/W: W Rancho Vista Boulevard
Weather: Clear

File Name : 05_PDE_3rd St E_W RV AM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

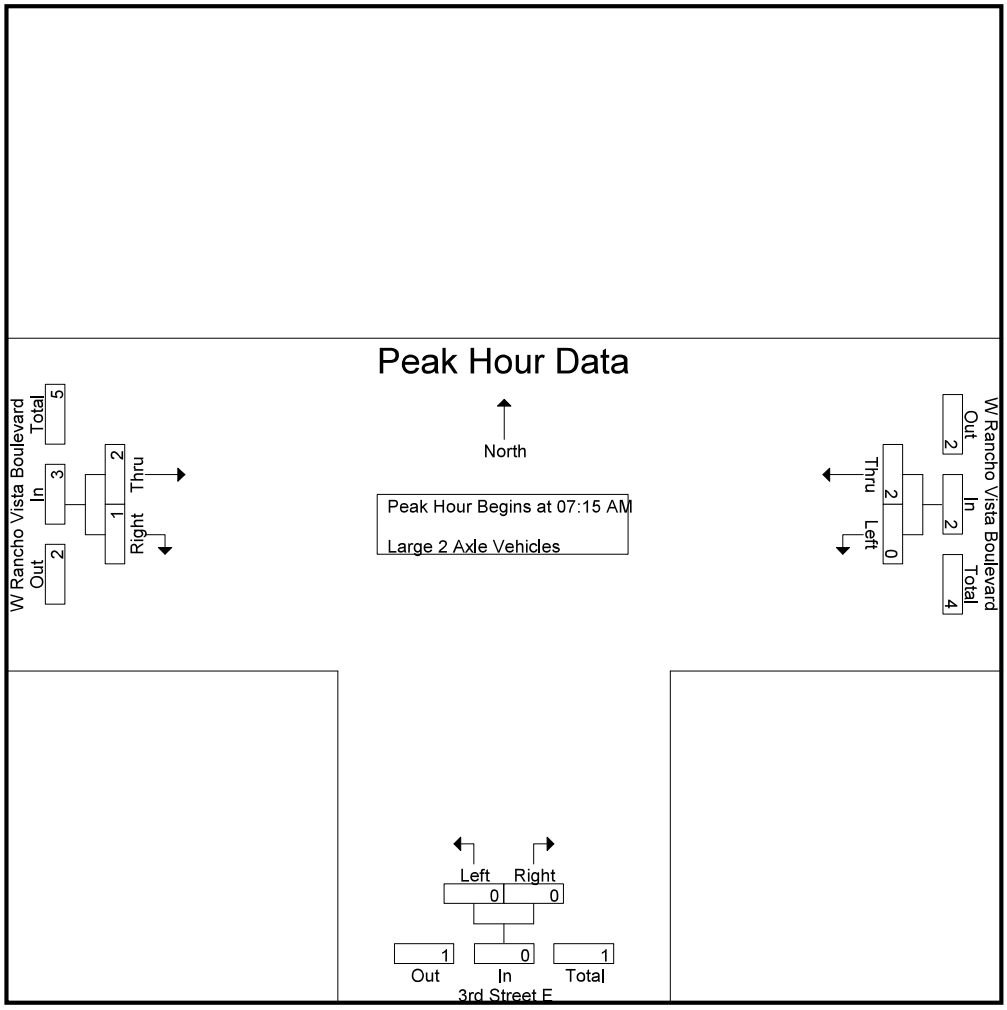
	W Rancho Vista Boulevard Westbound			3rd Street E Northbound			W Rancho Vista Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	2	2	0	0	0	1	1	2	4
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	1	0	1	0	0	0	1
08:45 AM	0	1	1	0	0	0	0	0	0	1
Total	0	3	3	1	0	1	1	1	2	6
Grand Total	0	3	3	1	0	1	2	1	3	7
Apprch %	0	100		100	0		66.7	33.3		
Total %	0	42.9	42.9	14.3	0	14.3	28.6	14.3	42.9	

	W Rancho Vista Boulevard Westbound			3rd Street E Northbound			W Rancho Vista Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	**1**	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	**2**	**2**	0	0	0	1	**1**	**2**	**4**
Total Volume	0	2	2	0	0	0	2	1	3	5
% App. Total	0	100		0	0		66.7	33.3		
PHF	.000	.250	.250	.000	.000	.000	.500	.250	.375	.313

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City of Palmdale
N/S: 3rd Street E
E/W: W Rancho Vista Boulevard
Weather: Clear

File Name : 05_PDE_3rd St E_W RV AM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	**1**	0	1
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	**2**	**2**	0	0	0	1	**1**	**2**
Total Volume	0	2	2	0	0	0	2	1	3
% App. Total	0	100		0	0		66.7	33.3	
PHF	.000	.250	.250	.000	.000	.000	.500	.250	.375

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City of Palmdale
N/S: 3rd Street E
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Weather: Clear

File Name : 05_PDE_3rd St E_W RV AM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

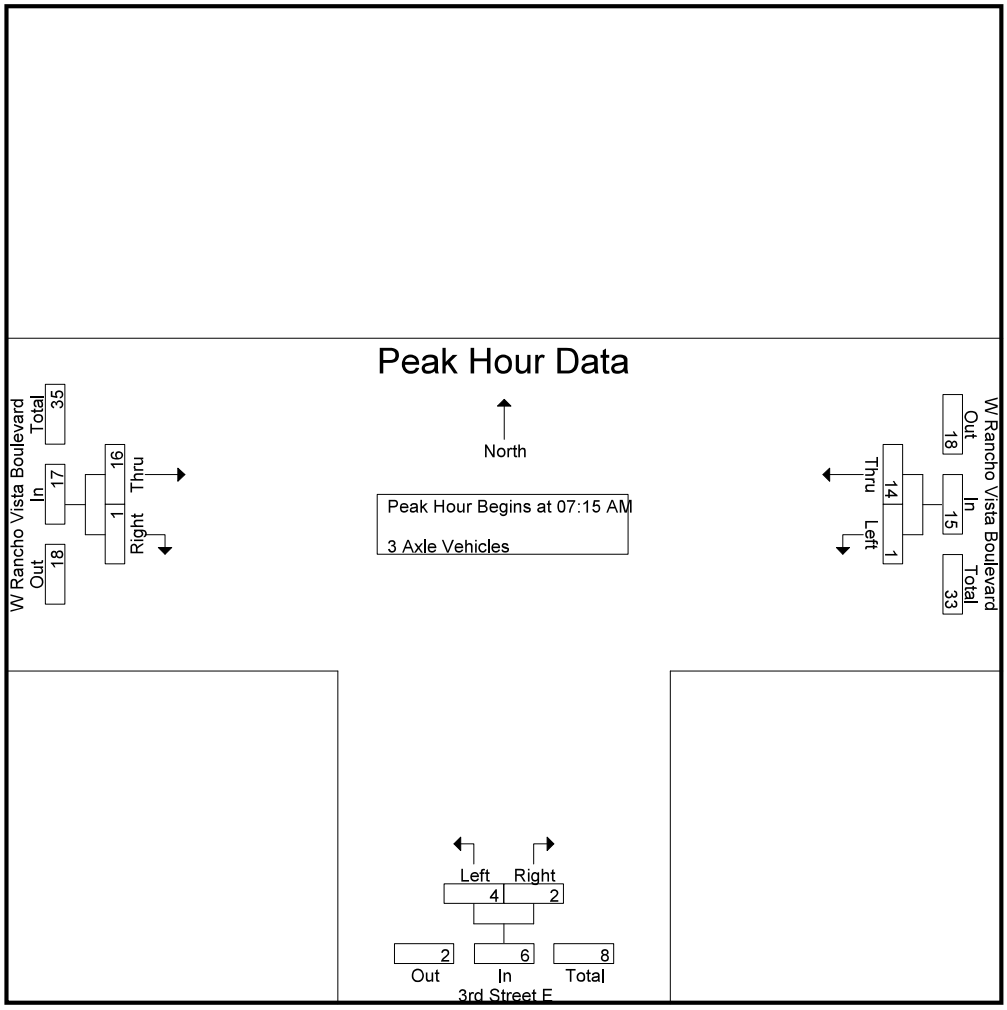
	W Rancho Vista Boulevard Westbound			3rd Street E Northbound			W Rancho Vista Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	2	2	0	2	2	0	2	6
07:15 AM	0	3	3	1	1	2	5	0	5	10
07:30 AM	0	5	5	2	1	3	4	0	4	12
07:45 AM	1	5	6	1	0	1	2	1	3	10
Total	1	15	16	6	2	8	13	1	14	38
08:00 AM	0	1	1	0	0	0	5	0	5	6
08:15 AM	0	5	5	2	1	3	2	1	3	11
08:30 AM	1	5	6	0	0	0	1	0	1	7
08:45 AM	0	3	3	0	2	2	5	0	5	10
Total	1	14	15	2	3	5	13	1	14	34
Grand Total	2	29	31	8	5	13	26	2	28	72
Apprch %	6.5	93.5		61.5	38.5		92.9	7.1		
Total %	2.8	40.3	43.1	11.1	6.9	18.1	36.1	2.8	38.9	

	W Rancho Vista Boulevard Westbound			3rd Street E Northbound			W Rancho Vista Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	3	3	1	**1**	2	**5**	0	**5**	10
07:30 AM	0	**5**	5	**2**	1	**3**	4	0	4	**12**
07:45 AM	**1**	5	**6**	1	0	1	2	**1**	3	10
08:00 AM	0	1	1	0	0	0	5	0	5	6
Total Volume	1	14	15	4	2	6	16	1	17	38
% App. Total	6.7	93.3		66.7	33.3		94.1	5.9		
PHF	.250	.700	.625	.500	.500	.500	.800	.250	.850	.792

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City of Palmdale
N/S: 3rd Street E
E/W: W Rancho Vista Boulevard
Weather: Clear

File Name : 05_PDE_3rd St E_W RV AM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	3	3	1	**1**	2	**5**	0	**5**
+15 mins.	0	**5**	5	**2**	1	**3**	4	0	4
+30 mins.	**1**	5	**6**	1	0	1	2	**1**	3
+45 mins.	0	1	1	0	0	0	5	0	5
Total Volume	1	14	15	4	2	6	16	1	17
% App. Total	6.7	93.3		66.7	33.3		94.1	5.9	
PHF	.250	.700	.625	.500	.500	.500	.800	.250	.850

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City of Palmdale
N/S: 3rd Street E
E/W: W Rancho Vista Boulevard
Weather: Clear

File Name : 05_PDE_3rd St E_W RV AM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

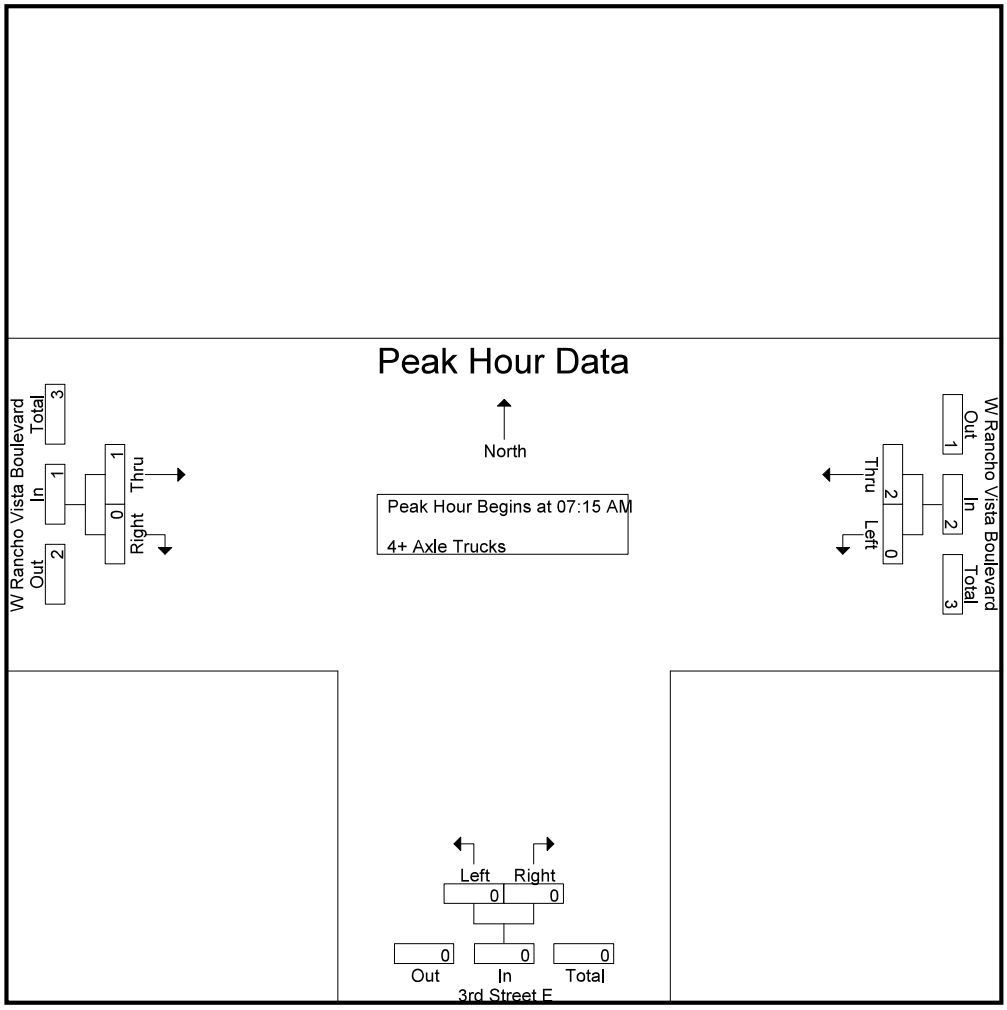
	W Rancho Vista Boulevard Westbound			3rd Street E Northbound			W Rancho Vista Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	0	1	1
Total	0	1	1	0	0	0	1	0	1	2
08:00 AM	0	1	1	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	1	1	0	0	0	0	0	0	1
08:45 AM	0	1	1	0	0	0	1	0	1	2
Total	0	3	3	0	0	0	2	0	2	5
Grand Total	0	4	4	0	0	0	3	0	3	7
Apprch %	0	100		0	0		100	0		
Total %	0	57.1	57.1	0	0	0	42.9	0	42.9	

	W Rancho Vista Boulevard Westbound			3rd Street E Northbound			W Rancho Vista Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	**1**	**1**	0	0	0	0	0	0	**1**
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	**1**	0	**1**	1
08:00 AM	0	1	1	0	0	0	0	0	0	1
Total Volume	0	2	2	0	0	0	1	0	1	3
% App. Total	0	100		0	0		100	0		
PHF	.000	.500	.500	.000	.000	.000	.250	.000	.250	.750

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City of Palmdale
N/S: 3rd Street E
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Weather: Clear

File Name : 05_PDE_3rd St E_W RV AM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Palmdale
N/S: 3rd Street E
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Weather: Clear

File Name : 05_PDE_3rd St E_W RV PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

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

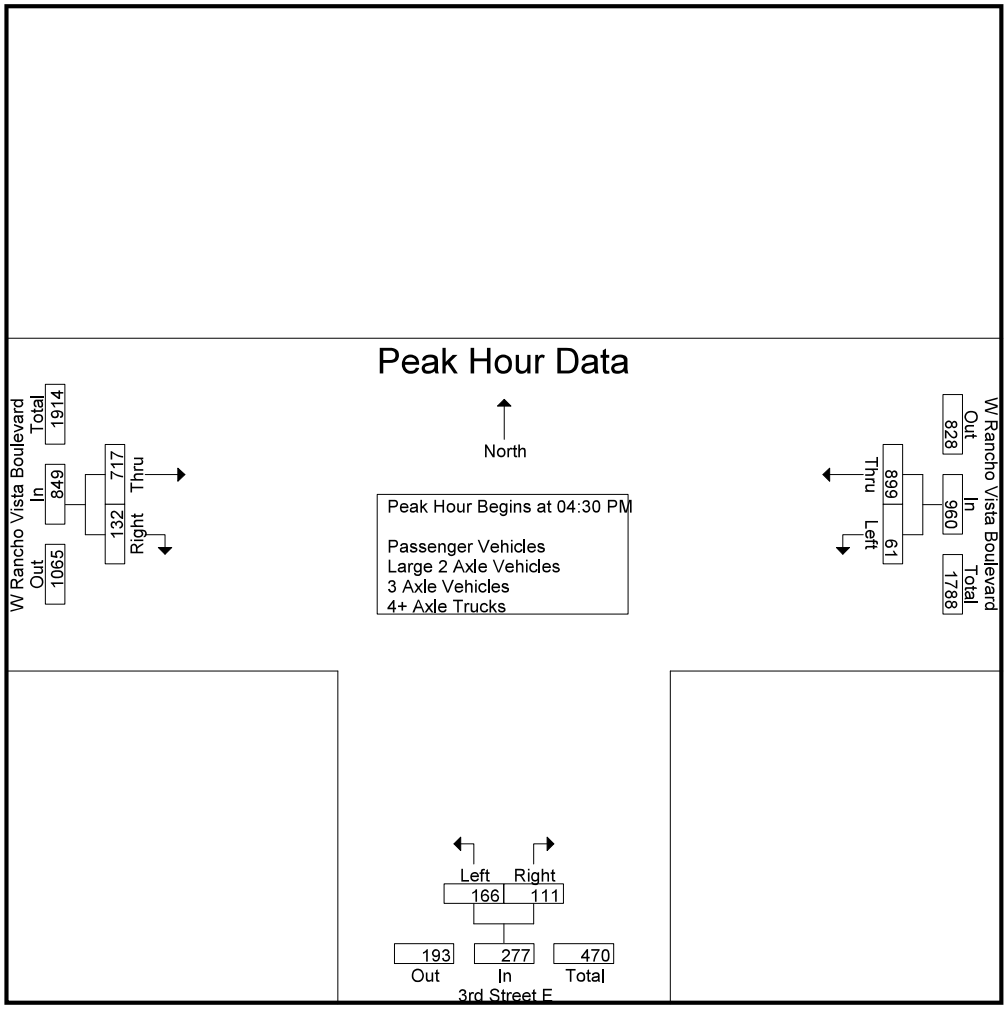
	W Rancho Vista Boulevard Westbound			3rd Street E Northbound			W Rancho Vista Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	22	227	249	32	22	54	189	44	233	536
04:15 PM	17	230	247	37	11	48	185	38	223	518
04:30 PM	15	212	227	53	29	82	155	40	195	504
04:45 PM	13	226	239	35	23	58	171	35	206	503
Total	67	895	962	157	85	242	700	157	857	2061
05:00 PM	14	228	242	40	33	73	197	23	220	535
05:15 PM	19	233	252	38	26	64	194	34	228	544
05:30 PM	28	202	230	29	13	42	175	41	216	488
05:45 PM	24	204	228	45	15	60	181	28	209	497
Total	85	867	952	152	87	239	747	126	873	2064
Grand Total	152	1762	1914	309	172	481	1447	283	1730	4125
Apprch %	7.9	92.1		64.2	35.8		83.6	16.4		
Total %	3.7	42.7	46.4	7.5	4.2	11.7	35.1	6.9	41.9	
Passenger Vehicles	151	1744	1895	303	167	470	1428	280	1708	4073
% Passenger Vehicles	99.3	99	99	98.1	97.1	97.7	98.7	98.9	98.7	98.7
Large 2 Axle Vehicles	0	0	0	0	1	1	0	0	0	1
% Large 2 Axle Vehicles	0	0	0	0	0.6	0.2	0	0	0	0
3 Axle Vehicles	1	14	15	6	4	10	14	3	17	42
% 3 Axle Vehicles	0.7	0.8	0.8	1.9	2.3	2.1	1	1.1	1	1
4+ Axle Trucks	0	4	4	0	0	0	5	0	5	9
% 4+ Axle Trucks	0	0.2	0.2	0	0	0	0.3	0	0.3	0.2

	W Rancho Vista Boulevard Westbound			3rd Street E Northbound			W Rancho Vista Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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 04:30 PM										
04:30 PM	15	212	227	**53**	29	**82**	155	**40**	195	504
04:45 PM	13	226	239	35	23	58	171	35	206	503
05:00 PM	14	228	242	40	**33**	73	**197**	23	220	535
05:15 PM	**19**	**233**	**252**	38	26	64	194	34	**228**	**544**
Total Volume	61	899	960	166	111	277	717	132	849	2086
% App. Total	6.4	93.6		59.9	40.1		84.5	15.5		
PHF	.803	.965	.952	.783	.841	.845	.910	.825	.931	.959

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City of Palmdale
N/S: 3rd Street E
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Weather: Clear

File Name : 05_PDE_3rd St E_W RV PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 2



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			04:30 PM			05:00 PM		
+0 mins.	13	226	239	**53**	29	**82**	**197**	23	220
+15 mins.	14	228	242	35	23	58	194	34	**228**
+30 mins.	19	**233**	**252**	40	**33**	73	175	**41**	216
+45 mins.	**28**	202	230	38	26	64	181	28	209
Total Volume	74	889	963	166	111	277	747	126	873
% App. Total	7.7	92.3		59.9	40.1		85.6	14.4	
PHF	.661	.954	.955	.783	.841	.845	.948	.768	.957

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File Name : 05_PDE_3rd St E_W RV PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

Groups Printed- Passenger Vehicles

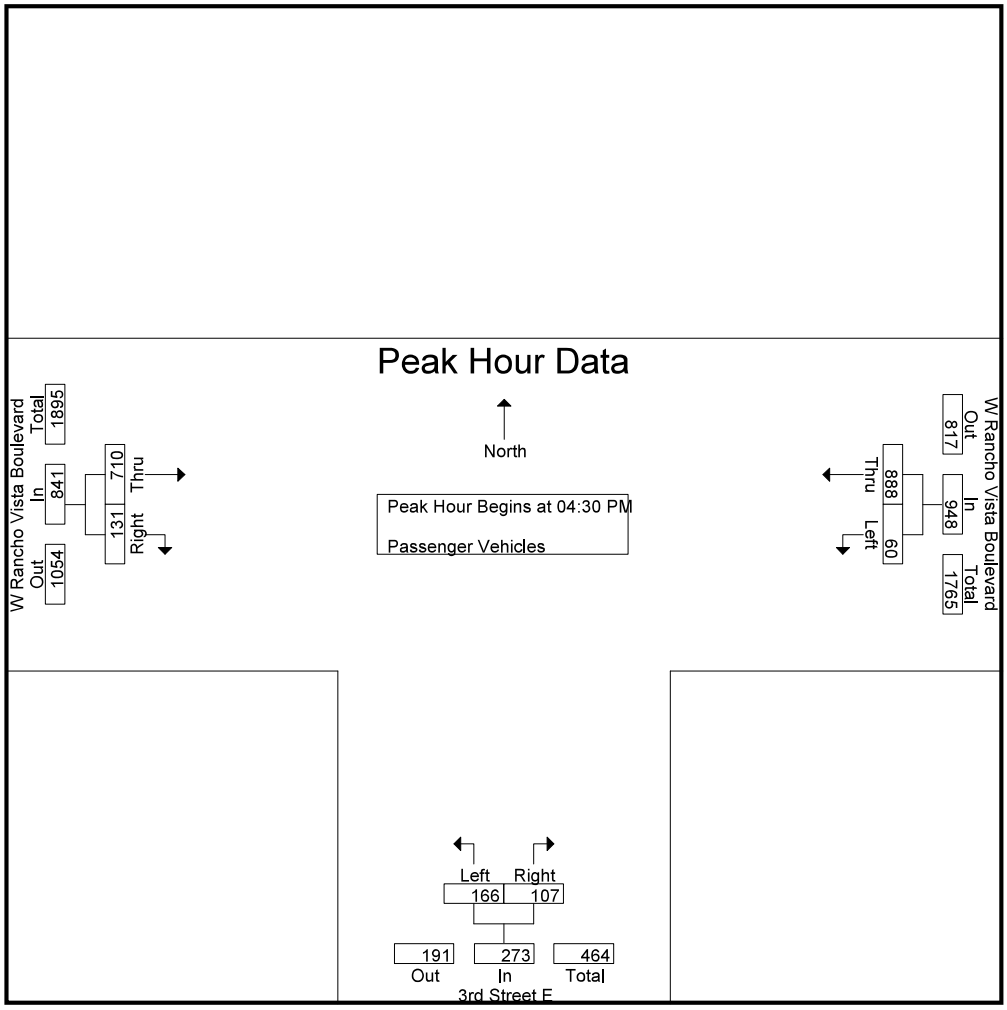
	W Rancho Vista Boulevard Westbound			3rd Street E Northbound			W Rancho Vista Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	22	226	248	31	21	52	187	43	230	530
04:15 PM	17	228	245	34	11	45	182	37	219	509
04:30 PM	15	209	224	53	29	82	154	39	193	499
04:45 PM	13	222	235	35	21	56	167	35	202	493
Total	67	885	952	153	82	235	690	154	844	2031
05:00 PM	14	225	239	40	32	72	196	23	219	530
05:15 PM	18	232	250	38	25	63	193	34	227	540
05:30 PM	28	200	228	28	13	41	173	41	214	483
05:45 PM	24	202	226	44	15	59	176	28	204	489
Total	84	859	943	150	85	235	738	126	864	2042
Grand Total	151	1744	1895	303	167	470	1428	280	1708	4073
Apprch %	8	92		64.5	35.5		83.6	16.4		
Total %	3.7	42.8	46.5	7.4	4.1	11.5	35.1	6.9	41.9	

	W Rancho Vista Boulevard Westbound			3rd Street E Northbound			W Rancho Vista Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	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	15	209	224	**53**	29	**82**	154	**39**	193	499
04:45 PM	13	222	235	35	21	56	167	35	202	493
05:00 PM	14	225	239	40	**32**	72	**196**	23	219	530
05:15 PM	**18**	**232**	**250**	38	25	63	193	34	**227**	**540**
Total Volume	60	888	948	166	107	273	710	131	841	2062
% App. Total	6.3	93.7		60.8	39.2		84.4	15.6		
PHF	.833	.957	.948	.783	.836	.832	.906	.840	.926	.955

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City of Palmdale
N/S: 3rd Street E
E/W: W Rancho Vista Boulevard
Weather: Clear

File Name : 05_PDE_3rd St E_W RV PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 2



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.	15	209	224	**53**	29	**82**	154	**39**	193
+15 mins.	13	222	235	35	21	56	167	35	202
+30 mins.	14	225	239	40	**32**	72	**196**	23	219
+45 mins.	**18**	**232**	**250**	38	25	63	193	34	**227**
Total Volume	60	888	948	166	107	273	710	131	841
% App. Total	6.3	93.7		60.8	39.2		84.4	15.6	
PHF	.833	.957	.948	.783	.836	.832	.906	.840	.926

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City of Palmdale
N/S: 3rd Street E
E/W: W Rancho Vista Boulevard
Weather: Clear

File Name : 05_PDE_3rd St E_W RV PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

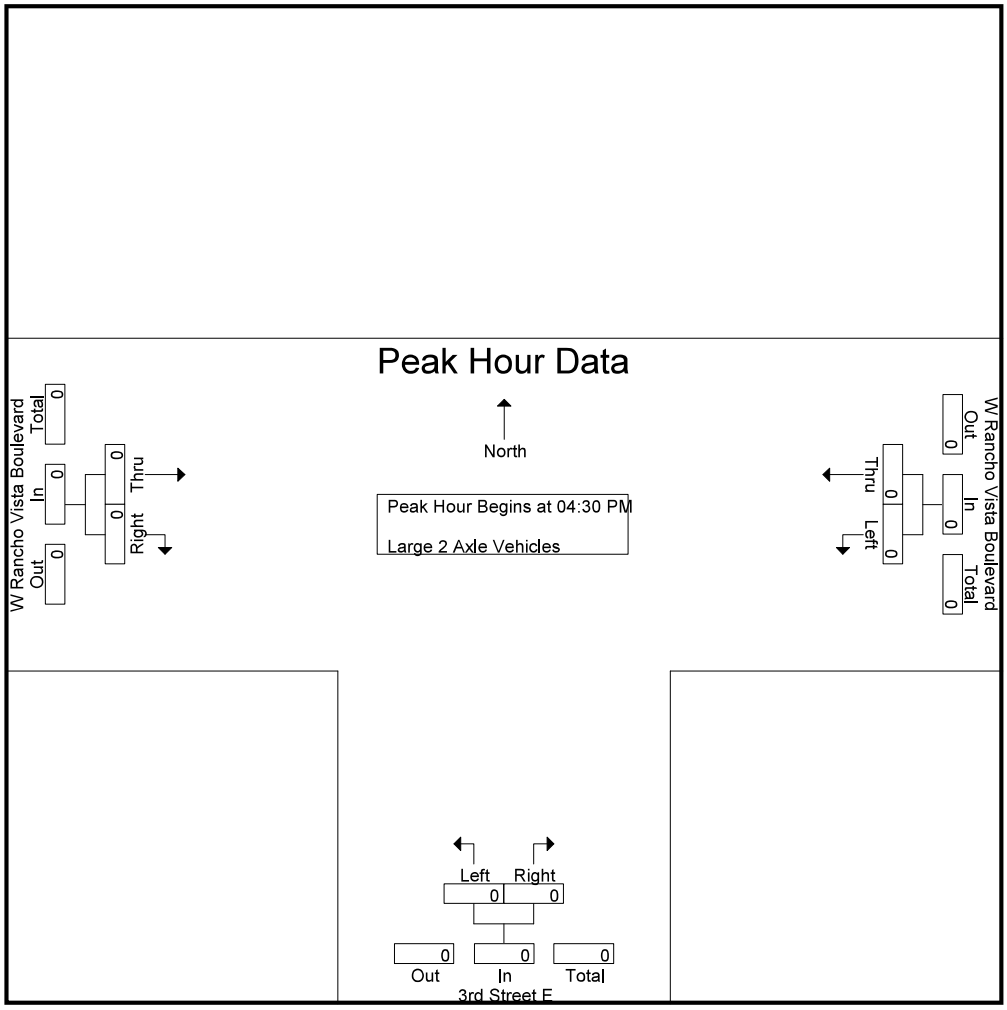
	W Rancho Vista Boulevard Westbound			3rd Street E Northbound			W Rancho Vista Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	1	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	1	1	0	0	0	1
Apprch %	0	0		0	100		0	0		
Total %	0	0	0	0	100	100	0	0	0	

	W Rancho Vista Boulevard Westbound			3rd Street E Northbound			W Rancho Vista Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	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	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Palmdale
N/S: 3rd Street E
E/W: W Rancho Vista Boulevard
Weather: Clear

File Name : 05_PDE_3rd St E_W RV PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 2



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

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City of Palmdale
N/S: 3rd Street E
E/W: W Rancho Vista Boulevard
Weather: Clear

File Name : 05_PDE_3rd St E_W RV PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

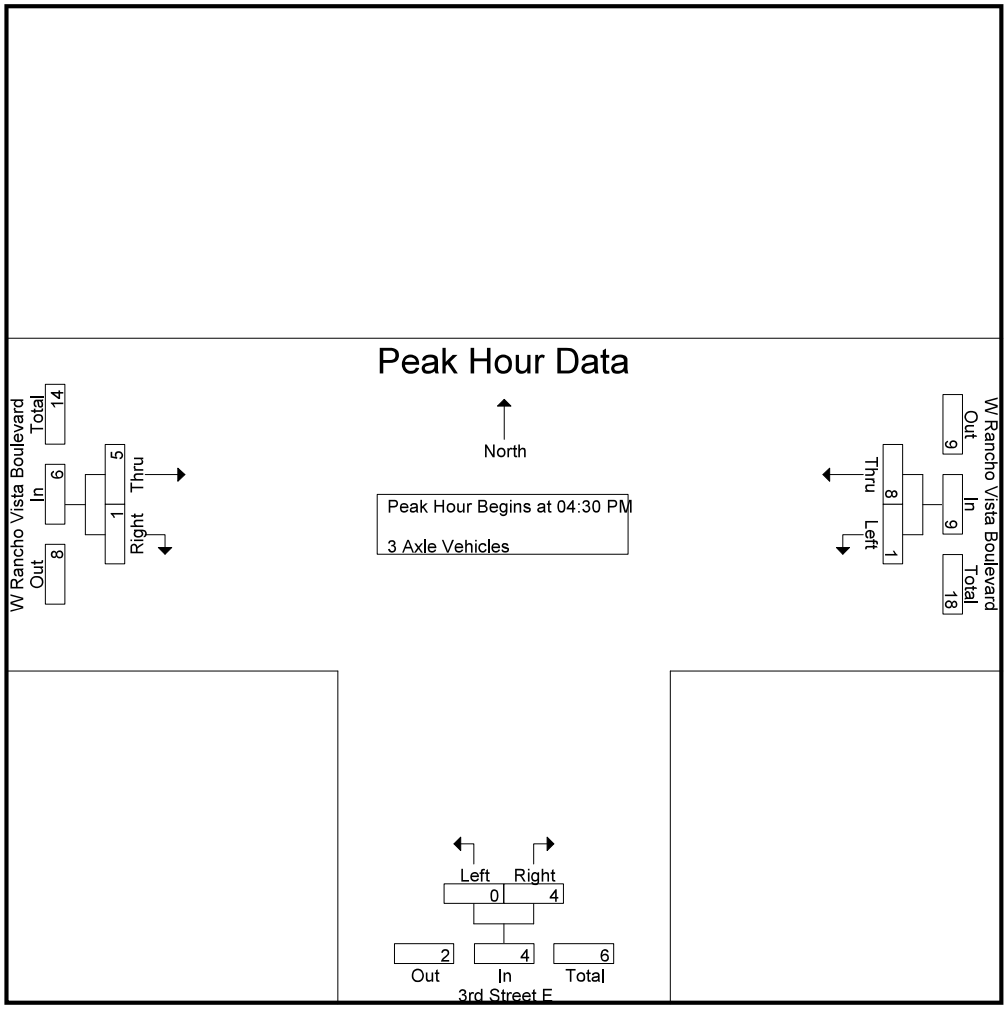
	W Rancho Vista Boulevard Westbound			3rd Street E Northbound			W Rancho Vista Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	1	0	1	2	1	3	5
04:15 PM	0	2	2	3	0	3	3	1	4	9
04:30 PM	0	2	2	0	0	0	1	1	2	4
04:45 PM	0	2	2	0	2	2	2	0	2	6
Total	0	7	7	4	2	6	8	3	11	24
05:00 PM	0	3	3	0	1	1	1	0	1	5
05:15 PM	1	1	2	0	1	1	1	0	1	4
05:30 PM	0	1	1	1	0	1	2	0	2	4
05:45 PM	0	2	2	1	0	1	2	0	2	5
Total	1	7	8	2	2	4	6	0	6	18
Grand Total	1	14	15	6	4	10	14	3	17	42
Apprch %	6.7	93.3		60	40		82.4	17.6		
Total %	2.4	33.3	35.7	14.3	9.5	23.8	33.3	7.1	40.5	

	W Rancho Vista Boulevard Westbound			3rd Street E Northbound			W Rancho Vista Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	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	0	2	2	0	0	0	1	**1**	**2**	4
04:45 PM	0	2	2	0	**2**	**2**	**2**	0	2	**6**
05:00 PM	0	**3**	**3**	0	1	1	1	0	1	5
05:15 PM	**1**	1	2	0	1	1	1	0	1	4
Total Volume	1	8	9	0	4	4	5	1	6	19
% App. Total	11.1	88.9		0	100		83.3	16.7		
PHF	.250	.667	.750	.000	.500	.500	.625	.250	.750	.792

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City of Palmdale
N/S: 3rd Street E
E/W: W Rancho Vista Boulevard
Weather: Clear

File Name : 05_PDE_3rd St E_W RV PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 2



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.	0	2	2	0	0	0	1	**1**	**2**
+15 mins.	0	2	2	0	**2**	**2**	**2**	0	2
+30 mins.	0	**3**	**3**	0	1	1	1	0	1
+45 mins.	**1**	1	2	0	1	1	1	0	1
Total Volume	1	8	9	0	4	4	5	1	6
% App. Total	11.1	88.9		0	100		83.3	16.7	
PHF	.250	.667	.750	.000	.500	.500	.625	.250	.750

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City of Palmdale
N/S: 3rd Street E
E/W: W Rancho Vista Boulevard
Weather: Clear

File Name : 05_PDE_3rd St E_W RV PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

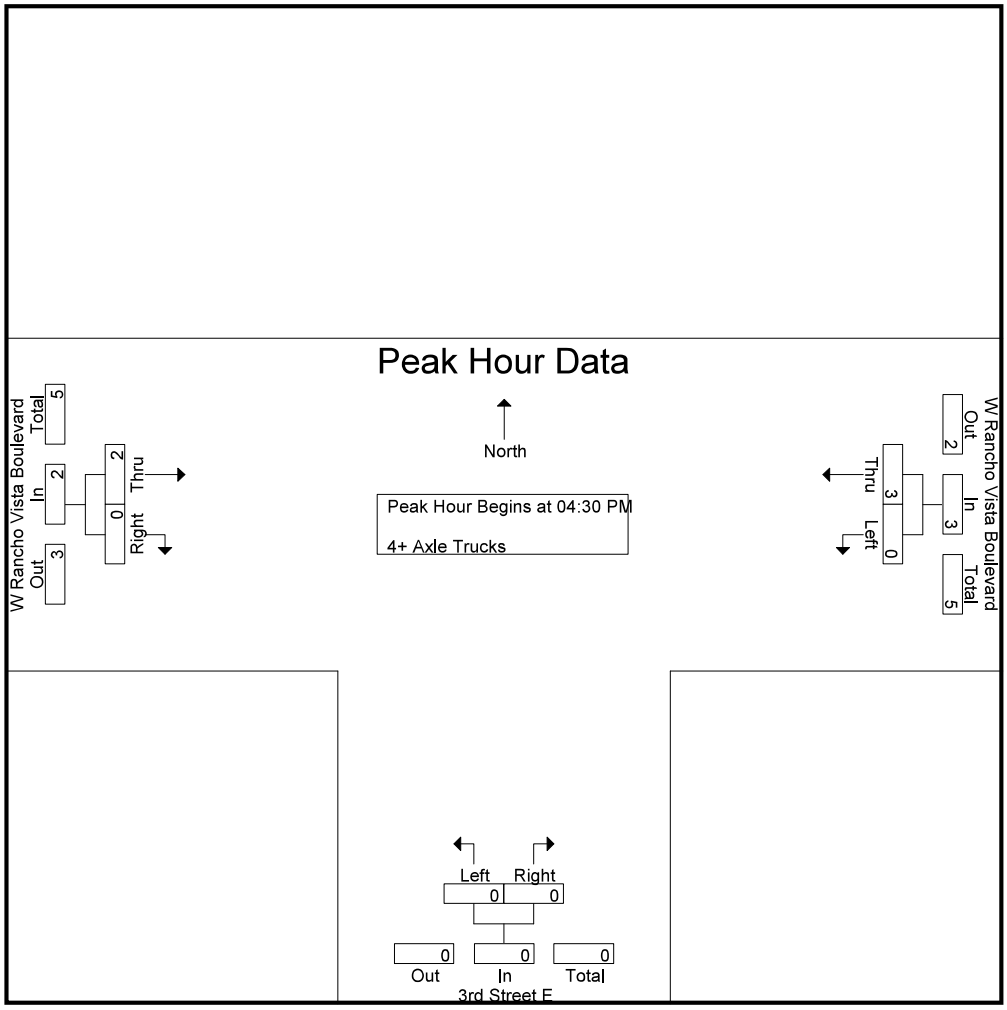
	W Rancho Vista Boulevard Westbound			3rd Street E Northbound			W Rancho Vista Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	1	0	0	0	0	0	0	1
04:45 PM	0	2	2	0	0	0	2	0	2	4
Total	0	3	3	0	0	0	2	0	2	5
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	1	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	3	0	3	3
Total	0	1	1	0	0	0	3	0	3	4
Grand Total	0	4	4	0	0	0	5	0	5	9
Apprch %	0	100		0	0		100	0		
Total %	0	44.4	44.4	0	0	0	55.6	0	55.6	

	W Rancho Vista Boulevard Westbound			3rd Street E Northbound			W Rancho Vista Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	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	0	1	1	0	0	0	0	0	0	1
04:45 PM	0	**2**	**2**	0	0	0	**2**	0	**2**	**4**
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	3	0	0	0	2	0	2	5
% App. Total	0	100		0	0		100	0		
PHF	.000	.375	.375	.000	.000	.000	.250	.000	.250	.313

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City of Palmdale
N/S: 3rd Street E
E/W: W Rancho Vista Boulevard
Weather: Clear

File Name : 05_PDE_3rd St E_W RV PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 2



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.	0	1	1	0	0	0	0	0	0
+15 mins.	0	**2**	**2**	0	0	0	**2**	0	**2**
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	3	3	0	0	0	2	0	2
% App. Total	0	100		0	0		100	0	
PHF	.000	.375	.375	.000	.000	.000	.250	.000	.250

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City of Palmdale
N/S: Sierra Highway
E/W: W Rancho Vista Boulevard/E Avenue P
Weather: Clear

File Name : 07_PDE_Sierra_W RV AM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

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

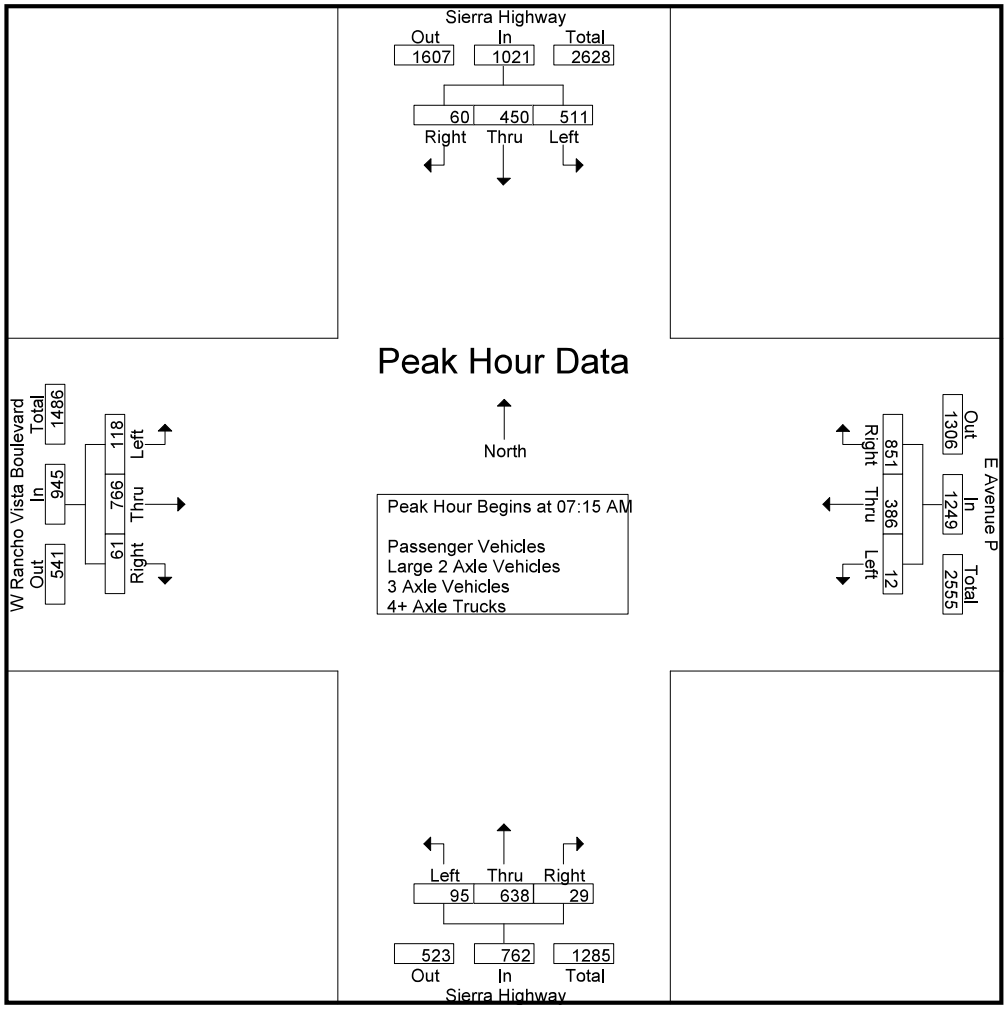
	Sierra Highway Southbound				E Avenue P Westbound				Sierra Highway Northbound				W Rancho Vista Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	131	93	8	232	4	88	123	215	15	100	7	122	26	165	9	200	769
07:15 AM	105	100	7	212	1	70	201	272	19	139	6	164	25	193	13	231	879
07:30 AM	124	92	15	231	2	84	213	299	25	161	10	196	35	201	17	253	979
07:45 AM	140	136	15	291	7	122	271	400	31	181	10	222	34	209	18	261	1174
Total	500	421	45	966	14	364	808	1186	90	581	33	704	120	768	57	945	3801
08:00 AM	142	122	23	287	2	110	166	278	20	157	3	180	24	163	13	200	945
08:15 AM	116	128	28	272	3	92	186	281	15	153	6	174	19	113	11	143	870
08:30 AM	66	117	21	204	6	125	157	288	24	97	4	125	18	126	11	155	772
08:45 AM	142	165	25	332	5	105	166	276	31	134	7	172	18	119	14	151	931
Total	466	532	97	1095	16	432	675	1123	90	541	20	651	79	521	49	649	3518
Grand Total	966	953	142	2061	30	796	1483	2309	180	1122	53	1355	199	1289	106	1594	7319
Apprch %	46.9	46.2	6.9		1.3	34.5	64.2		13.3	82.8	3.9		12.5	80.9	6.6		
Total %	13.2	13	1.9	28.2	0.4	10.9	20.3	31.5	2.5	15.3	0.7	18.5	2.7	17.6	1.4	21.8	
Passenger Vehicles	927	910	133	1970	29	773	1441	2243	167	1091	51	1309	193	1262	95	1550	7072
% Passenger Vehicles	96	95.5	93.7	95.6	96.7	97.1	97.2	97.1	92.8	97.2	96.2	96.6	97	97.9	89.6	97.2	96.6
Large 2 Axle Vehicles	29	33	9	71	0	16	36	52	13	23	1	37	6	20	11	37	197
% Large 2 Axle Vehicles	3	3.5	6.3	3.4	0	2	2.4	2.3	7.2	2	1.9	2.7	3	1.6	10.4	2.3	2.7
3 Axle Vehicles	4	6	0	10	1	4	0	5	0	4	0	4	0	1	0	1	20
% 3 Axle Vehicles	0.4	0.6	0	0.5	3.3	0.5	0	0.2	0	0.4	0	0.3	0	0.1	0	0.1	0.3
4+ Axle Trucks	6	4	0	10	0	3	6	9	0	4	1	5	0	6	0	6	30
% 4+ Axle Trucks	0.6	0.4	0	0.5	0	0.4	0.4	0.4	0	0.4	1.9	0.4	0	0.5	0	0.4	0.4

	Sierra Highway Southbound				E Avenue P Westbound				Sierra Highway Northbound				W Rancho Vista Boulevard 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 07:15 AM																	
07:15 AM	105	100	7	212	1	70	201	272	19	139	6	164	25	193	13	231	879
07:30 AM	124	92	15	231	2	84	213	299	25	161	**10**	196	**35**	201	17	253	979
07:45 AM	140	**136**	15	**291**	**7**	**122**	**271**	**400**	**31**	**181**	10	**222**	34	**209**	**18**	**261**	**1174**
08:00 AM	**142**	122	**23**	287	2	110	166	278	20	157	3	180	24	163	13	200	945
Total Volume	511	450	60	1021	12	386	851	1249	95	638	29	762	118	766	61	945	3977
% App. Total	50	44.1	5.9		1	30.9	68.1		12.5	83.7	3.8		12.5	81.1	6.5		
PHF	.900	.827	.652	.877	.429	.791	.785	.781	.766	.881	.725	.858	.843	.916	.847	.905	.847

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City of Palmdale
N/S: Sierra Highway
E/W: W Rancho Vista Boulevard/E Avenue P
Weather: Clear

File Name : 07_PDE_Sierra_W RV AM
Site Code : 99924432
Start Date : 5/15/2024
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:

	08:00 AM				07:30 AM				07:30 AM				07:00 AM			
+0 mins.	**142**	122	23	287	2	84	213	299	25	161	**10**	196	26	165	9	200
+15 mins.	116	128	**28**	272	**7**	**122**	**271**	**400**	**31**	**181**	10	**222**	25	193	13	231
+30 mins.	66	117	21	204	2	110	166	278	20	157	3	180	**35**	201	17	253
+45 mins.	142	**165**	25	**332**	3	92	186	281	15	153	6	174	34	**209**	**18**	**261**
Total Volume	466	532	97	1095	14	408	836	1258	91	652	29	772	120	768	57	945
% App. Total	42.6	48.6	8.9		1.1	32.4	66.5		11.8	84.5	3.8		12.7	81.3	6	
PHF	.820	.806	.866	.825	.500	.836	.771	.786	.734	.901	.725	.869	.857	.919	.792	.905

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City of Palmdale
N/S: Sierra Highway
E/W: W Rancho Vista Boulevard/E Avenue P
Weather: Clear

File Name : 07_PDE_Sierra_W RV AM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

Groups Printed- Passenger Vehicles

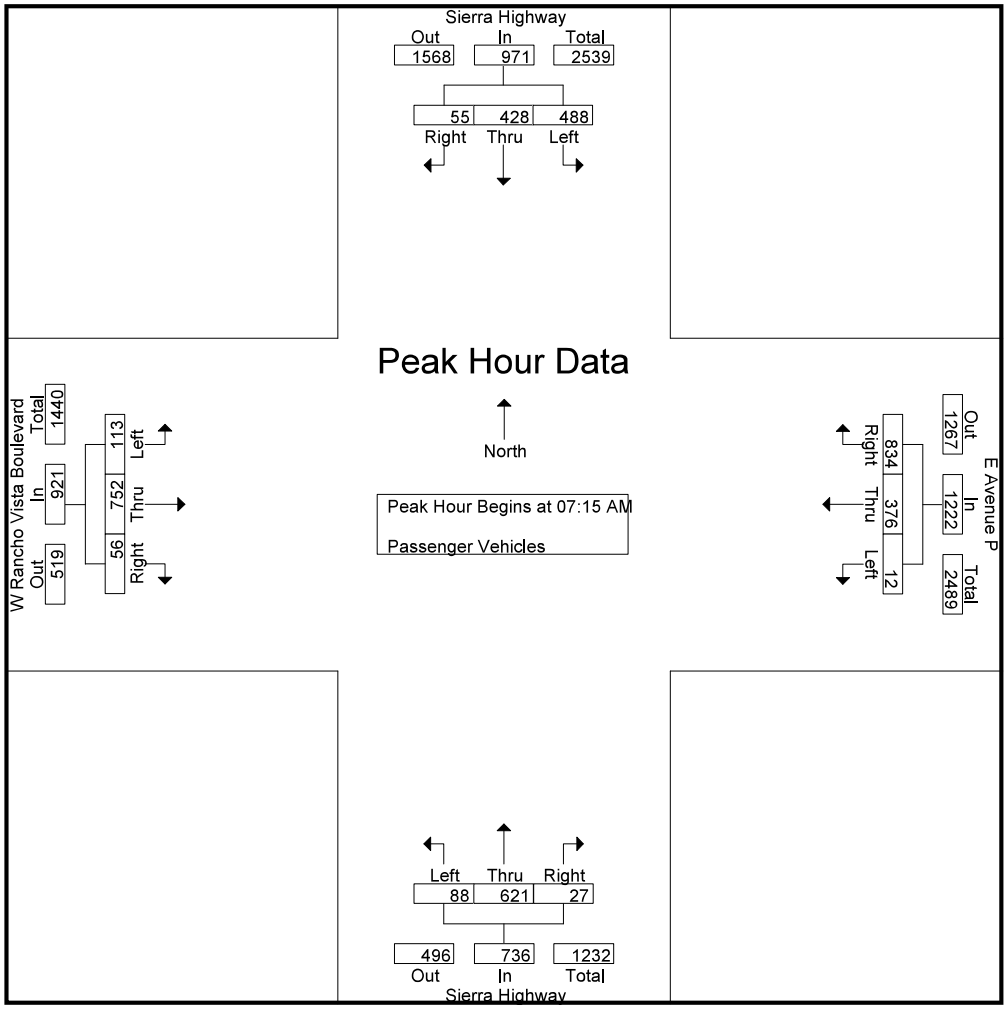
	Sierra Highway Southbound				E Avenue P Westbound				Sierra Highway Northbound				W Rancho Vista Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	126	86	8	220	4	85	117	206	14	97	7	118	26	164	9	199	743
07:15 AM	100	95	7	202	1	67	196	264	16	137	5	158	24	187	12	223	847
07:30 AM	120	88	13	221	2	83	209	294	24	156	9	189	33	198	17	248	952
07:45 AM	134	129	14	277	7	118	266	391	29	179	10	218	33	207	16	256	1142
Total	480	398	42	920	14	353	788	1155	83	569	31	683	116	756	54	926	3684
08:00 AM	134	116	21	271	2	108	163	273	19	149	3	171	23	160	11	194	909
08:15 AM	112	123	27	262	3	89	179	271	14	150	6	170	19	109	9	137	840
08:30 AM	63	114	20	197	5	121	153	279	22	95	4	121	17	123	9	149	746
08:45 AM	138	159	23	320	5	102	158	265	29	128	7	164	18	114	12	144	893
Total	447	512	91	1050	15	420	653	1088	84	522	20	626	77	506	41	624	3388
Grand Total	927	910	133	1970	29	773	1441	2243	167	1091	51	1309	193	1262	95	1550	7072
Apprch %	47.1	46.2	6.8		1.3	34.5	64.2		12.8	83.3	3.9		12.5	81.4	6.1		
Total %	13.1	12.9	1.9	27.9	0.4	10.9	20.4	31.7	2.4	15.4	0.7	18.5	2.7	17.8	1.3	21.9	

	Sierra Highway Southbound				E Avenue P Westbound				Sierra Highway Northbound				W Rancho Vista Boulevard 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 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	100	95	7	202	1	67	196	264	16	137	5	158	24	187	12	223	847
07:30 AM	120	88	13	221	2	83	209	294	24	156	9	189	**33**	198	**17**	248	952
07:45 AM	**134**	**129**	14	**277**	**7**	**118**	**266**	**391**	**29**	**179**	**10**	**218**	33	**207**	16	**256**	**1142**
08:00 AM	134	116	**21**	271	2	108	163	273	19	149	3	171	23	160	11	194	909
Total Volume	488	428	55	971	12	376	834	1222	88	621	27	736	113	752	56	921	3850
% App. Total	50.3	44.1	5.7		1	30.8	68.2		12	84.4	3.7		12.3	81.7	6.1		
PHF	.910	.829	.655	.876	.429	.797	.784	.781	.759	.867	.675	.844	.856	.908	.824	.899	.843

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City of Palmdale
N/S: Sierra Highway
E/W: W Rancho Vista Boulevard/E Avenue P
Weather: Clear

File Name : 07_PDE_Sierra_W RV AM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	100	95	7	202	1	67	196	264	16	137	5	158	24	187	12	223
+15 mins.	120	88	13	221	2	83	209	294	24	156	9	189	**33**	198	**17**	248
+30 mins.	**134**	**129**	14	**277**	**7**	**118**	**266**	**391**	**29**	**179**	**10**	**218**	33	**207**	16	**256**
+45 mins.	134	116	**21**	271	2	108	163	273	19	149	3	171	23	160	11	194
Total Volume	488	428	55	971	12	376	834	1222	88	621	27	736	113	752	56	921
% App. Total	50.3	44.1	5.7		1	30.8	68.2		12	84.4	3.7		12.3	81.7	6.1	
PHF	.910	.829	.655	.876	.429	.797	.784	.781	.759	.867	.675	.844	.856	.908	.824	.899

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City of Palmdale
N/S: Sierra Highway
E/W: W Rancho Vista Boulevard/E Avenue P
Weather: Clear

File Name : 07_PDE_Sierra_W RV AM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

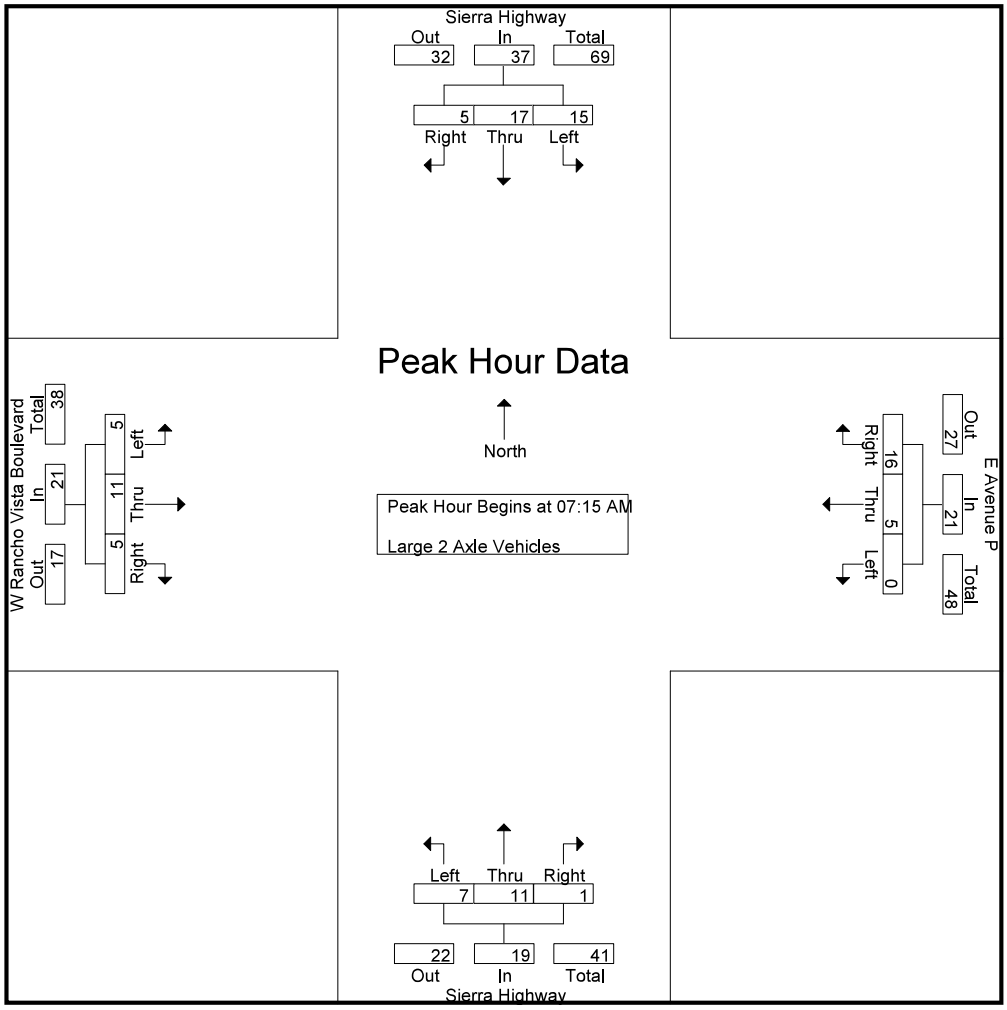
	Sierra Highway Southbound				E Avenue P Westbound				Sierra Highway Northbound				W Rancho Vista Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	6	0	10	0	3	5	8	1	2	0	3	0	1	0	1	22
07:15 AM	3	4	0	7	0	2	5	7	3	2	0	5	1	5	1	7	26
07:30 AM	2	4	2	8	0	1	4	5	1	3	1	5	2	3	0	5	23
07:45 AM	4	6	1	11	0	2	4	6	2	1	0	3	1	1	2	4	24
Total	13	20	3	36	0	8	18	26	7	8	1	16	4	10	3	17	95
08:00 AM	6	3	2	11	0	0	3	3	1	5	0	6	1	2	2	5	25
08:15 AM	4	3	1	8	0	3	5	8	1	3	0	4	0	2	2	4	24
08:30 AM	2	3	1	6	0	3	4	7	2	2	0	4	1	3	2	6	23
08:45 AM	4	4	2	10	0	2	6	8	2	5	0	7	0	3	2	5	30
Total	16	13	6	35	0	8	18	26	6	15	0	21	2	10	8	20	102
Grand Total	29	33	9	71	0	16	36	52	13	23	1	37	6	20	11	37	197
Apprch %	40.8	46.5	12.7		0	30.8	69.2		35.1	62.2	2.7		16.2	54.1	29.7		
Total %	14.7	16.8	4.6	36	0	8.1	18.3	26.4	6.6	11.7	0.5	18.8	3	10.2	5.6	18.8	

	Sierra Highway Southbound				E Avenue P Westbound				Sierra Highway Northbound				W Rancho Vista Boulevard 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 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	4	0	7	0	**2**	**5**	**7**	**3**	2	0	5	1	**5**	1	**7**	**26**
07:30 AM	2	4	**2**	8	0	1	4	5	1	3	**1**	5	**2**	3	0	5	23
07:45 AM	4	**6**	1	**11**	0	2	4	6	2	1	0	3	1	1	**2**	4	24
08:00 AM	**6**	3	2	11	0	0	3	3	1	**5**	0	**6**	1	2	2	5	25
Total Volume	15	17	5	37	0	5	16	21	7	11	1	19	5	11	5	21	98
% App. Total	40.5	45.9	13.5		0	23.8	76.2		36.8	57.9	5.3		23.8	52.4	23.8		
PHF	.625	.708	.625	.841	.000	.625	.800	.750	.583	.550	.250	.792	.625	.550	.625	.750	.942

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City of Palmdale
N/S: Sierra Highway
E/W: W Rancho Vista Boulevard/E Avenue P
Weather: Clear

File Name : 07_PDE_Sierra_W RV AM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	3	4	0	7	0	**2**	**5**	**7**	**3**	2	0	5	1	**5**	1	**7**
+15 mins.	2	4	**2**	8	0	1	4	5	1	3	**1**	5	**2**	3	0	5
+30 mins.	4	**6**	1	**11**	0	2	4	6	2	1	0	3	1	1	**2**	4
+45 mins.	**6**	3	2	11	0	0	3	3	1	**5**	0	**6**	1	2	2	5
Total Volume	15	17	5	37	0	5	16	21	7	11	1	19	5	11	5	21
% App. Total	40.5	45.9	13.5		0	23.8	76.2		36.8	57.9	5.3		23.8	52.4	23.8	
PHF	.625	.708	.625	.841	.000	.625	.800	.750	.583	.550	.250	.792	.625	.550	.625	.750

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City of Palmdale
N/S: Sierra Highway
E/W: W Rancho Vista Boulevard/E Avenue P
Weather: Clear

File Name : 07_PDE_Sierra_W RV AM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

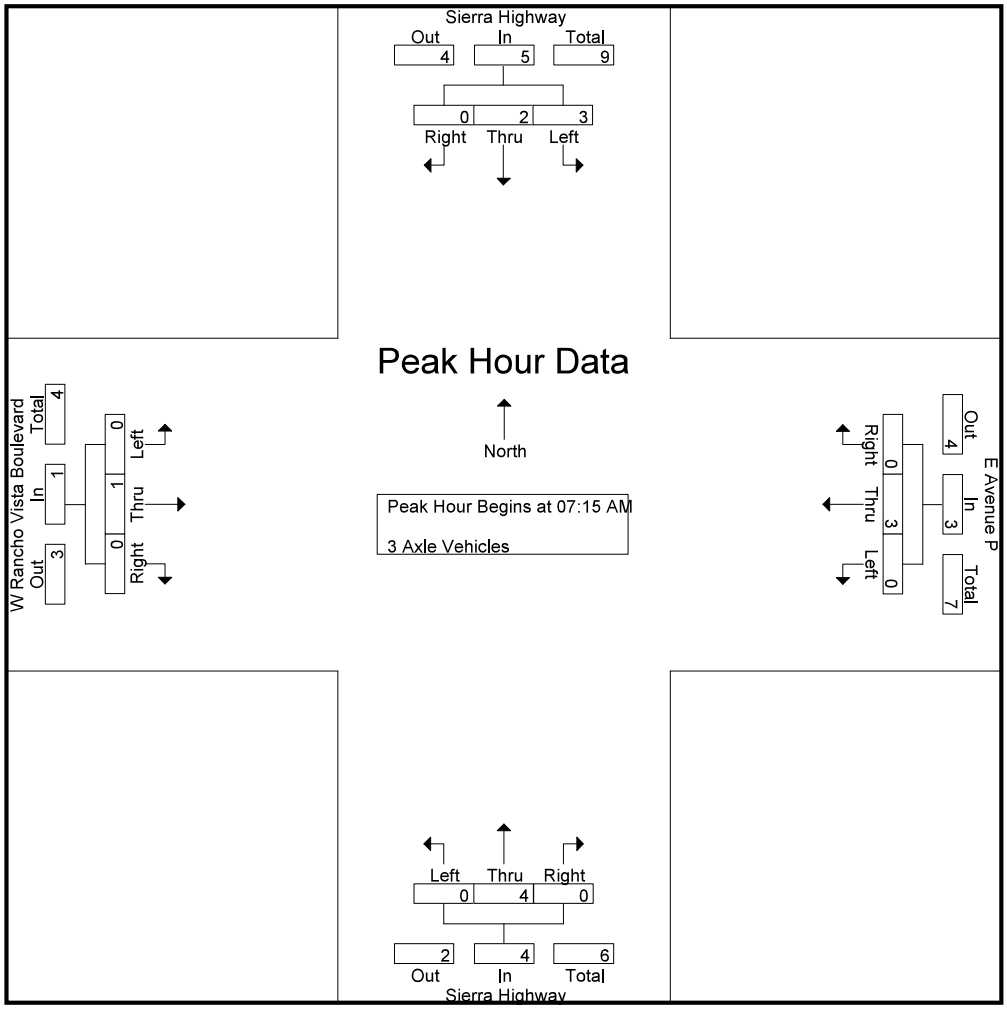
	Sierra Highway Southbound				E Avenue P Westbound				Sierra Highway Northbound				W Rancho Vista Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
07:45 AM	1	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
Total	2	0	0	2	0	2	0	2	0	2	0	2	0	0	0	0	6
08:00 AM	1	2	0	3	0	1	0	1	0	2	0	2	0	1	0	1	7
08:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
08:45 AM	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
Total	2	6	0	8	1	2	0	3	0	2	0	2	0	1	0	1	14
Grand Total	4	6	0	10	1	4	0	5	0	4	0	4	0	1	0	1	20
Apprch %	40	60	0		20	80	0		0	100	0		0	100	0		
Total %	20	30	0	50	5	20	0	25	0	20	0	20	0	5	0	5	

	Sierra Highway Southbound				E Avenue P Westbound				Sierra Highway Northbound				W Rancho Vista Boulevard 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 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	**1**	0	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0	3
07:45 AM	1	0	0	1	0	**2**	0	**2**	0	0	0	0	0	0	0	0	3
08:00 AM	1	**2**	0	**3**	0	1	0	1	0	2	0	2	0	**1**	0	**1**	**7**
Total Volume	3	2	0	5	0	3	0	3	0	4	0	4	0	1	0	1	13
% App. Total	60	40	0		0	100	0		0	100	0		0	100	0		
PHF	.750	.250	.000	.417	.000	.375	.000	.375	.000	.500	.000	.500	.000	.250	.000	.250	.464

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City of Palmdale
N/S: Sierra Highway
E/W: W Rancho Vista Boulevard/E Avenue P
Weather: Clear

File Name : 07_PDE_Sierra_W RV AM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	**1**	0	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+30 mins.	1	0	0	1	0	**2**	0	**2**	0	0	0	0	0	0	0	0
+45 mins.	1	**2**	0	**3**	0	1	0	1	0	2	0	2	0	**1**	0	**1**
Total Volume	3	2	0	5	0	3	0	3	0	4	0	4	0	1	0	1
% App. Total	60	40	0		0	100	0		0	100	0		0	100	0	
PHF	.750	.250	.000	.417	.000	.375	.000	.375	.000	.500	.000	.500	.000	.250	.000	.250

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City of Palmdale
N/S: Sierra Highway
E/W: W Rancho Vista Boulevard/E Avenue P
Weather: Clear

File Name : 07_PDE_Sierra_W RV AM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

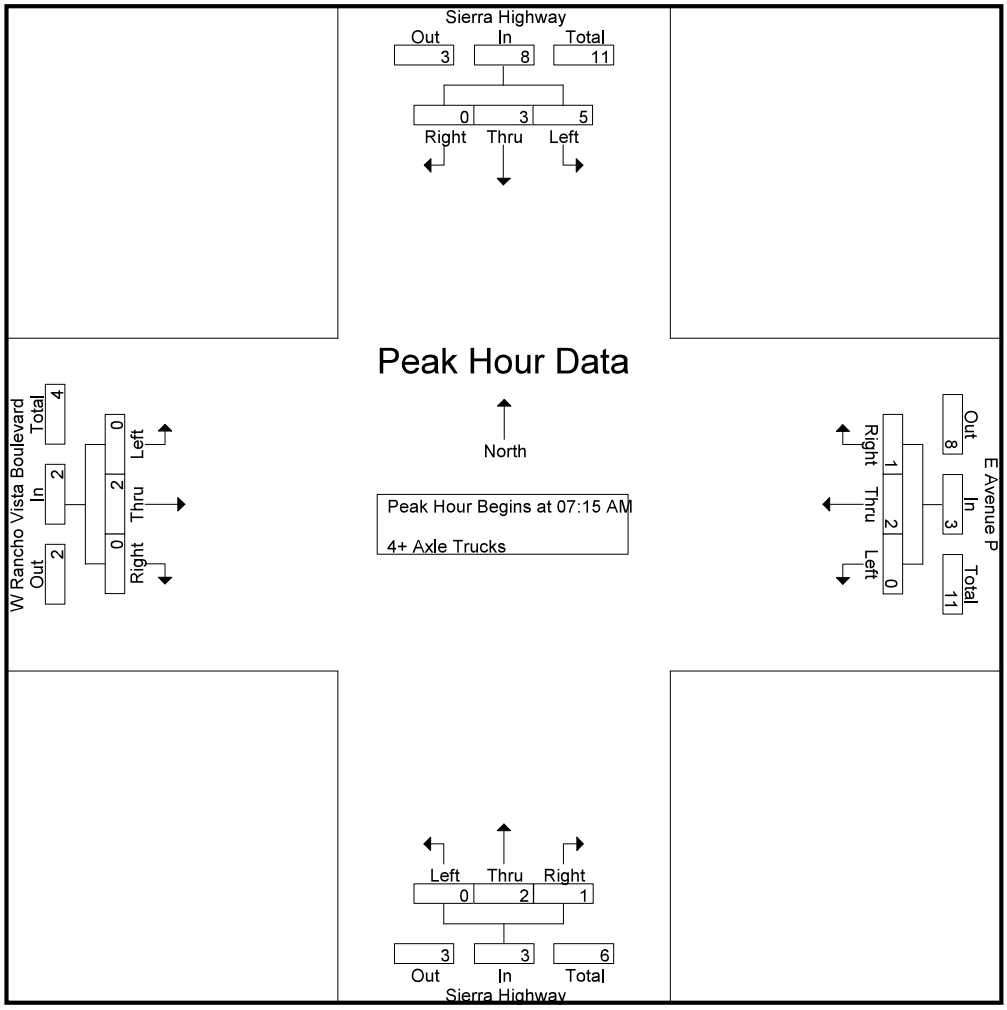
	Sierra Highway Southbound				E Avenue P Westbound				Sierra Highway Northbound				W Rancho Vista Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	0	2	0	0	1	1	0	1	0	1	0	0	0	0	4
07:15 AM	2	1	0	3	0	1	0	1	0	0	1	1	0	1	0	1	6
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	1	1	0	2	0	0	1	1	0	1	0	1	0	1	0	1	5
Total	5	3	0	8	0	1	2	3	0	2	1	3	0	2	0	2	16
08:00 AM	1	1	0	2	0	1	0	1	0	1	0	1	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	2	0	2	4
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	2	2	0	1	0	1	0	2	0	2	5
Total	1	1	0	2	0	2	4	6	0	2	0	2	0	4	0	4	14
Grand Total	6	4	0	10	0	3	6	9	0	4	1	5	0	6	0	6	30
Apprch %	60	40	0		0	33.3	66.7		0	80	20		0	100	0		
Total %	20	13.3	0	33.3	0	10	20	30	0	13.3	3.3	16.7	0	20	0	20	

	Sierra Highway Southbound				E Avenue P Westbound				Sierra Highway Northbound				W Rancho Vista Boulevard 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 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**2**	**1**	0	**3**	0	**1**	0	**1**	0	0	**1**	**1**	0	**1**	0	**1**	**6**
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	1	1	0	2	0	0	**1**	1	0	**1**	0	1	0	1	0	1	5
08:00 AM	1	1	0	2	0	1	0	1	0	1	0	1	0	0	0	0	4
Total Volume	5	3	0	8	0	2	1	3	0	2	1	3	0	2	0	2	16
% App. Total	62.5	37.5	0		0	66.7	33.3		0	66.7	33.3		0	100	0		
PHF	.625	.750	.000	.667	.000	.500	.250	.750	.000	.500	.250	.750	.000	.500	.000	.500	.667

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City of Palmdale
N/S: Sierra Highway
E/W: W Rancho Vista Boulevard/E Avenue P
Weather: Clear

File Name : 07_PDE_Sierra_W RV AM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**2**	**1**	0	**3**	0	**1**	0	**1**	0	0	**1**	**1**	0	**1**	0	**1**
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	1	1	0	2	0	0	**1**	1	0	**1**	0	1	0	1	0	1
+45 mins.	1	1	0	2	0	1	0	1	0	1	0	1	0	0	0	0
Total Volume	5	3	0	8	0	2	1	3	0	2	1	3	0	2	0	2
% App. Total	62.5	37.5	0		0	66.7	33.3		0	66.7	33.3		0	100	0	
PHF	.625	.750	.000	.667	.000	.500	.250	.750	.000	.500	.250	.750	.000	.500	.000	.500

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City of Palmdale
N/S: Sierra Highway
E/W: W Rancho Vista Boulevard/E Avenue P
Weather: Clear

File Name : 07_PDE_Sierra_W RV PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

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

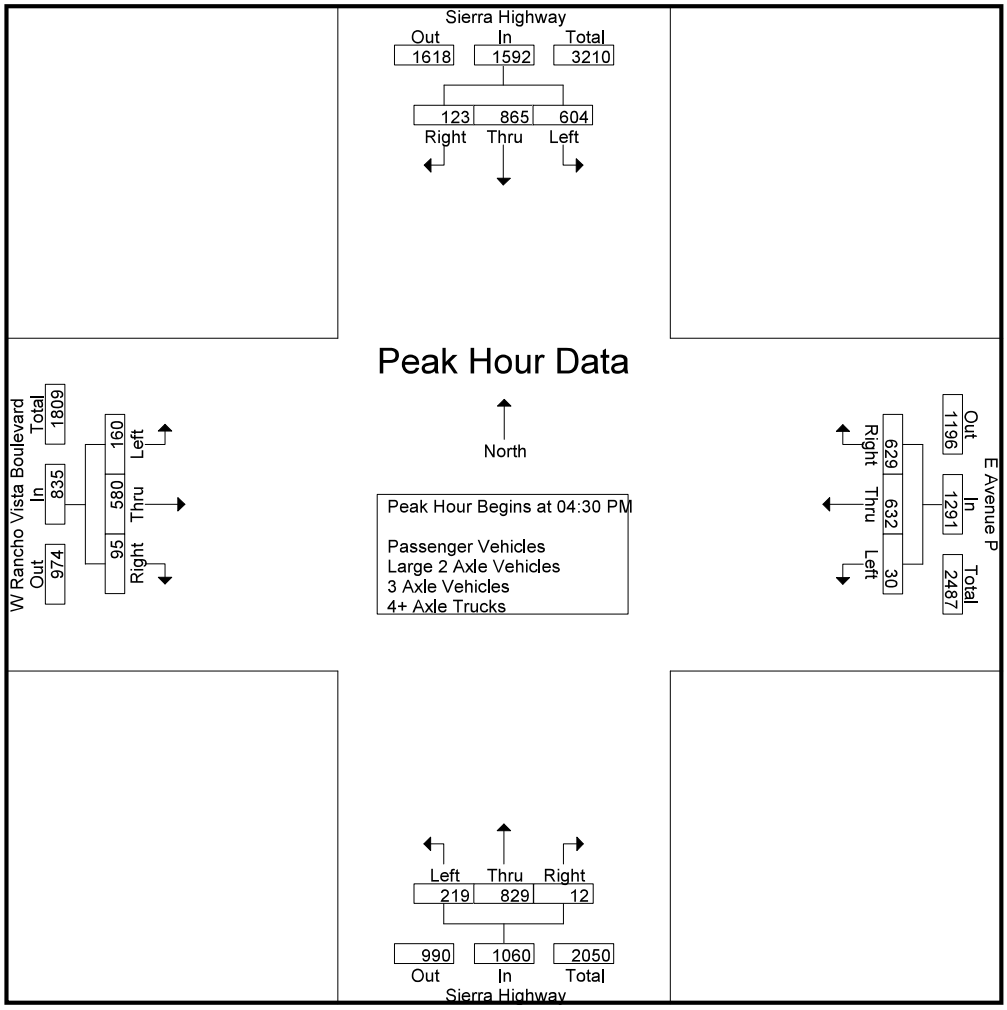
	Sierra Highway Southbound				E Avenue P Westbound				Sierra Highway Northbound				W Rancho Vista Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	143	178	33	354	2	174	193	369	55	210	0	265	27	178	17	222	1210
04:15 PM	146	194	37	377	1	136	169	306	63	222	3	288	32	117	28	177	1148
04:30 PM	146	210	33	389	5	145	158	308	57	229	2	288	44	124	23	191	1176
04:45 PM	162	208	15	385	4	167	156	327	64	191	2	257	26	136	23	185	1154
Total	597	790	118	1505	12	622	676	1310	239	852	7	1098	129	555	91	775	4688
05:00 PM	148	224	38	410	11	139	158	308	51	229	5	285	43	158	21	222	1225
05:15 PM	148	223	37	408	10	181	157	348	47	180	3	230	47	162	28	237	1223
05:30 PM	75	176	43	294	4	151	130	285	37	179	3	219	24	144	26	194	992
05:45 PM	138	251	43	432	6	142	127	275	43	188	3	234	31	132	24	187	1128
Total	509	874	161	1544	31	613	572	1216	178	776	14	968	145	596	99	840	4568
Grand Total	1106	1664	279	3049	43	1235	1248	2526	417	1628	21	2066	274	1151	190	1615	9256
Apprch %	36.3	54.6	9.2		1.7	48.9	49.4		20.2	78.8	1		17	71.3	11.8		
Total %	11.9	18	3	32.9	0.5	13.3	13.5	27.3	4.5	17.6	0.2	22.3	3	12.4	2.1	17.4	
Passenger Vehicles	1081	1627	278	2986	42	1225	1232	2499	406	1585	19	2010	270	1130	185	1585	9080
% Passenger Vehicles	97.7	97.8	99.6	97.9	97.7	99.2	98.7	98.9	97.4	97.4	90.5	97.3	98.5	98.2	97.4	98.1	98.1
Large 2 Axle Vehicles	22	32	1	55	0	7	14	21	11	35	1	47	4	17	5	26	149
% Large 2 Axle Vehicles	2	1.9	0.4	1.8	0	0.6	1.1	0.8	2.6	2.1	4.8	2.3	1.5	1.5	2.6	1.6	1.6
3 Axle Vehicles	1	3	0	4	0	0	1	1	0	6	0	6	0	0	0	0	11
% 3 Axle Vehicles	0.1	0.2	0	0.1	0	0	0.1	0	0	0.4	0	0.3	0	0	0	0	0.1
4+ Axle Trucks	2	2	0	4	1	3	1	5	0	2	1	3	0	4	0	4	16
% 4+ Axle Trucks	0.2	0.1	0	0.1	2.3	0.2	0.1	0.2	0	0.1	4.8	0.1	0	0.3	0	0.2	0.2

	Sierra Highway Southbound				E Avenue P Westbound				Sierra Highway Northbound				W Rancho Vista Boulevard 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 04:30 PM																	
04:30 PM	146	210	33	389	5	145	**158**	308	57	**229**	2	**288**	44	124	23	191	1176
04:45 PM	**162**	208	15	385	4	167	156	327	**64**	191	2	257	26	136	23	185	1154
05:00 PM	148	**224**	**38**	**410**	**11**	139	158	308	51	229	**5**	285	43	158	21	222	**1225**
05:15 PM	148	223	37	408	10	**181**	157	**348**	47	180	3	230	**47**	**162**	**28**	**237**	1223
Total Volume	604	865	123	1592	30	632	629	1291	219	829	12	1060	160	580	95	835	4778
% App. Total	37.9	54.3	7.7		2.3	49	48.7		20.7	78.2	1.1		19.2	69.5	11.4		
PHF	.932	.965	.809	.971	.682	.873	.995	.927	.855	.905	.600	.920	.851	.895	.848	.881	.975

Counts Unlimited, Inc.
PO Box 1178
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City of Palmdale
N/S: Sierra Highway
E/W: W Rancho Vista Boulevard/E Avenue P
Weather: Clear

File Name : 07_PDE_Sierra_W RV PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 2



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

	04:30 PM				04:00 PM				04:15 PM				05:00 PM			
+0 mins.	146	210	33	389	2	**174**	**193**	**369**	63	222	3	**288**	43	158	21	222
+15 mins.	**162**	208	15	385	1	136	169	306	57	**229**	2	288	**47**	**162**	**28**	**237**
+30 mins.	148	**224**	**38**	**410**	**5**	145	158	308	**64**	191	2	257	24	144	26	194
+45 mins.	148	223	37	408	4	167	156	327	51	229	**5**	285	31	132	24	187
Total Volume	604	865	123	1592	12	622	676	1310	235	871	12	1118	145	596	99	840
% App. Total	37.9	54.3	7.7		0.9	47.5	51.6		21	77.9	1.1		17.3	71	11.8	
PHF	.932	.965	.809	.971	.600	.894	.876	.888	.918	.951	.600	.970	.771	.920	.884	.886

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City of Palmdale
N/S: Sierra Highway
E/W: W Rancho Vista Boulevard/E Avenue P
Weather: Clear

File Name : 07_PDE_Sierra_W RV PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

Groups Printed- Passenger Vehicles

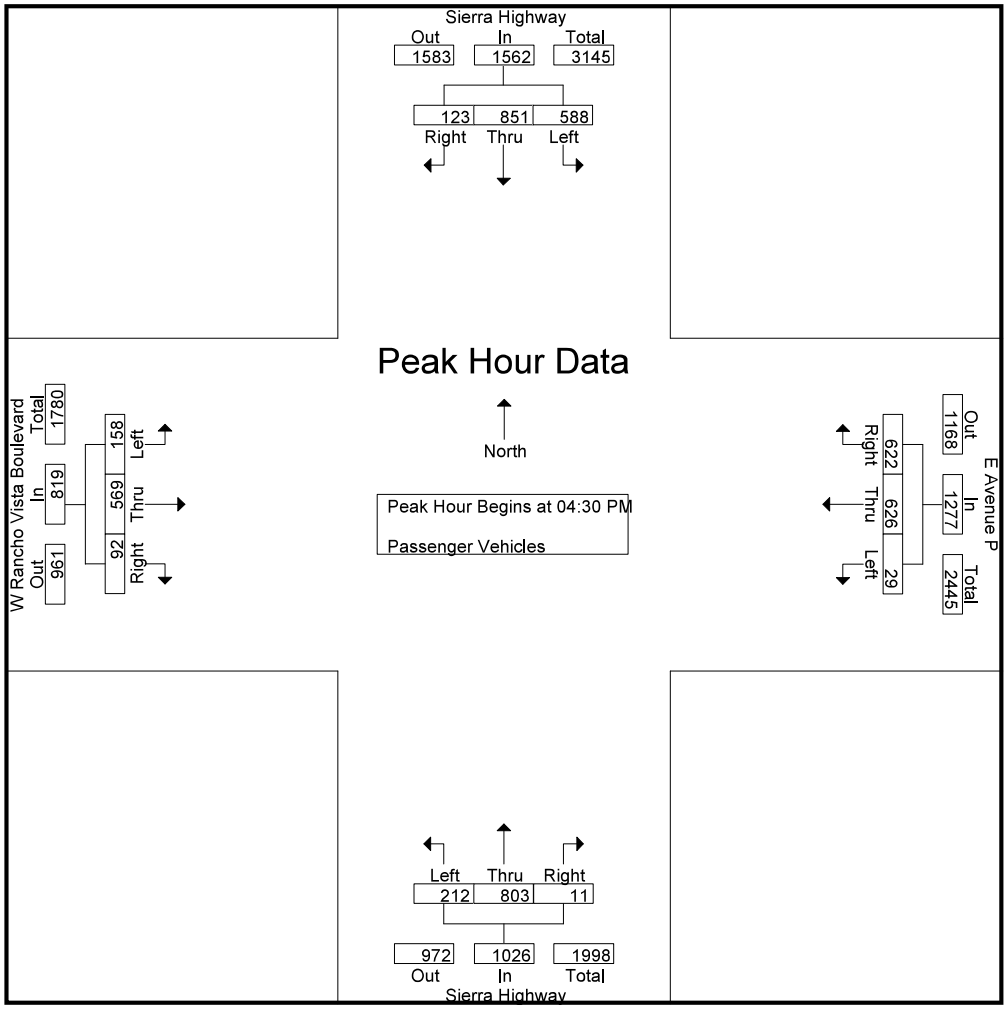
	Sierra Highway Southbound				E Avenue P Westbound				Sierra Highway Northbound				W Rancho Vista Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	141	174	33	348	2	174	193	369	54	207	0	261	26	175	17	218	1196
04:15 PM	143	190	36	369	1	135	165	301	62	219	3	284	32	114	27	173	1127
04:30 PM	143	204	33	380	5	144	157	306	56	224	1	281	44	121	23	188	1155
04:45 PM	155	203	15	373	4	164	155	323	60	184	2	246	26	131	22	179	1121
Total	582	771	117	1470	12	617	670	1299	232	834	6	1072	128	541	89	758	4599
05:00 PM	143	221	38	402	10	138	154	302	50	220	5	275	42	156	21	219	1198
05:15 PM	147	223	37	407	10	180	156	346	46	175	3	224	46	161	26	233	1210
05:30 PM	73	169	43	285	4	148	129	281	36	174	3	213	23	143	26	192	971
05:45 PM	136	243	43	422	6	142	123	271	42	182	2	226	31	129	23	183	1102
Total	499	856	161	1516	30	608	562	1200	174	751	13	938	142	589	96	827	4481
Grand Total	1081	1627	278	2986	42	1225	1232	2499	406	1585	19	2010	270	1130	185	1585	9080
Apprch %	36.2	54.5	9.3		1.7	49	49.3		20.2	78.9	0.9		17	71.3	11.7		
Total %	11.9	17.9	3.1	32.9	0.5	13.5	13.6	27.5	4.5	17.5	0.2	22.1	3	12.4	2	17.5	

	Sierra Highway Southbound				E Avenue P Westbound				Sierra Highway Northbound				W Rancho Vista Boulevard 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	143	204	33	380	5	144	**157**	306	56	**224**	1	**281**	44	121	23	188	1155
04:45 PM	**155**	203	15	373	4	164	155	323	**60**	184	2	246	26	131	22	179	1121
05:00 PM	143	221	**38**	402	**10**	138	154	302	50	220	**5**	275	42	156	21	219	1198
05:15 PM	147	**223**	37	**407**	10	**180**	156	**346**	46	175	3	224	**46**	**161**	**26**	**233**	**1210**
Total Volume	588	851	123	1562	29	626	622	1277	212	803	11	1026	158	569	92	819	4684
% App. Total	37.6	54.5	7.9		2.3	49	48.7		20.7	78.3	1.1		19.3	69.5	11.2		
PHF	.948	.954	.809	.959	.725	.869	.990	.923	.883	.896	.550	.913	.859	.884	.885	.879	.968

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City of Palmdale
N/S: Sierra Highway
E/W: W Rancho Vista Boulevard/E Avenue P
Weather: Clear

File Name : 07_PDE_Sierra_W RV PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 2



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				04:30 PM			
+0 mins.	143	204	33	380	5	144	**157**	306	56	**224**	1	**281**	44	121	23	188
+15 mins.	**155**	203	15	373	4	164	155	323	**60**	184	2	246	26	131	22	179
+30 mins.	143	221	**38**	402	**10**	138	154	302	50	220	**5**	275	42	156	21	219
+45 mins.	147	**223**	37	**407**	10	**180**	156	**346**	46	175	3	224	**46**	**161**	**26**	**233**
Total Volume	588	851	123	1562	29	626	622	1277	212	803	11	1026	158	569	92	819
% App. Total	37.6	54.5	7.9		2.3	49	48.7		20.7	78.3	1.1		19.3	69.5	11.2	
PHF	.948	.954	.809	.959	.725	.869	.990	.923	.883	.896	.550	.913	.859	.884	.885	.879

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City of Palmdale
N/S: Sierra Highway
E/W: W Rancho Vista Boulevard/E Avenue P
Weather: Clear

File Name : 07_PDE_Sierra_W RV PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

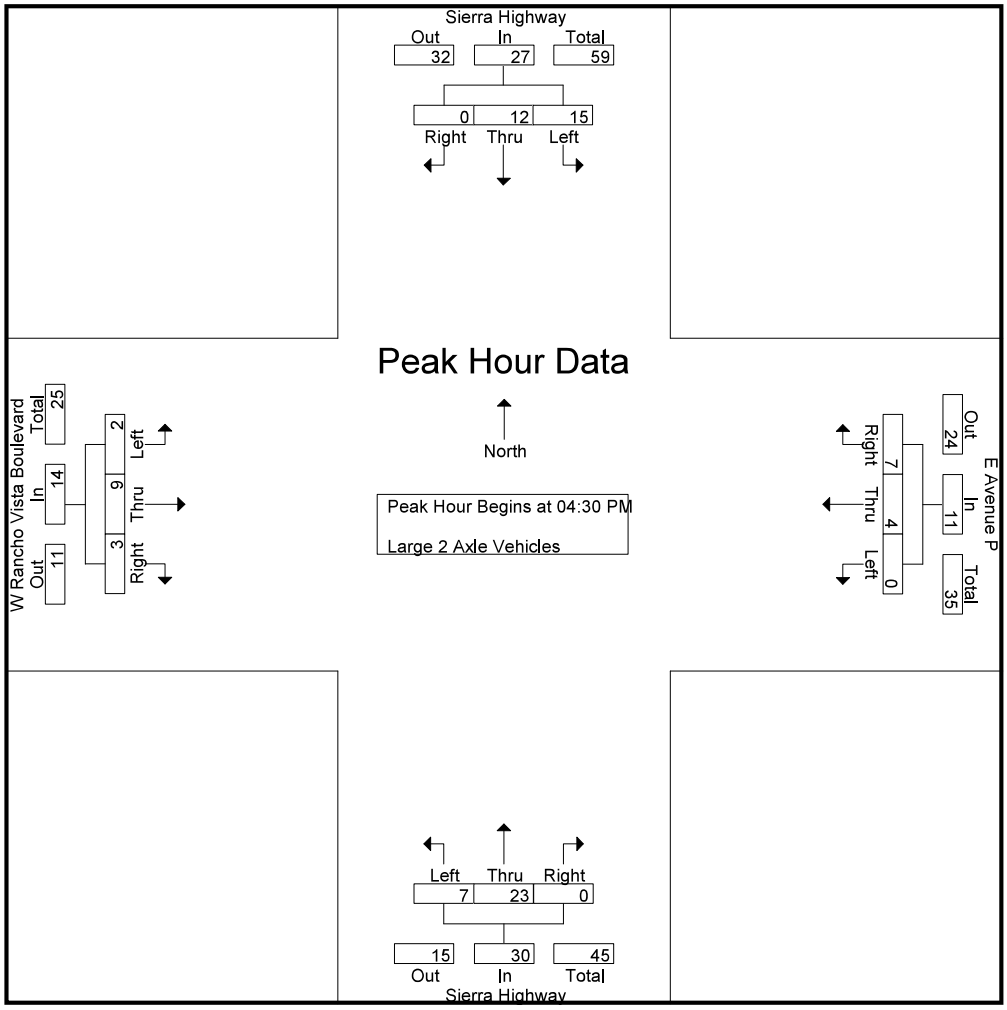
	Sierra Highway Southbound				E Avenue P Westbound				Sierra Highway Northbound				W Rancho Vista Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	3	0	4	0	0	0	0	1	3	0	4	1	3	0	4	12
04:15 PM	2	4	1	7	0	1	3	4	1	2	0	3	0	3	1	4	18
04:30 PM	3	5	0	8	0	0	1	1	1	4	0	5	0	3	0	3	17
04:45 PM	7	4	0	11	0	2	1	3	4	5	0	9	0	3	1	4	27
Total	13	16	1	30	0	3	5	8	7	14	0	21	1	12	2	15	74
05:00 PM	4	3	0	7	0	1	4	5	1	9	0	10	1	2	0	3	25
05:15 PM	1	0	0	1	0	1	1	2	1	5	0	6	1	1	2	4	13
05:30 PM	2	6	0	8	0	2	1	3	1	4	0	5	1	1	0	2	18
05:45 PM	2	7	0	9	0	0	3	3	1	3	1	5	0	1	1	2	19
Total	9	16	0	25	0	4	9	13	4	21	1	26	3	5	3	11	75
Grand Total	22	32	1	55	0	7	14	21	11	35	1	47	4	17	5	26	149
Apprch %	40	58.2	1.8		0	33.3	66.7		23.4	74.5	2.1		15.4	65.4	19.2		
Total %	14.8	21.5	0.7	36.9	0	4.7	9.4	14.1	7.4	23.5	0.7	31.5	2.7	11.4	3.4	17.4	

	Sierra Highway Southbound				E Avenue P Westbound				Sierra Highway Northbound				W Rancho Vista Boulevard 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	3	**5**	0	8	0	0	1	1	1	4	0	5	0	**3**	0	3	17
04:45 PM	**7**	4	0	**11**	0	**2**	1	3	**4**	5	0	9	0	3	1	**4**	**27**
05:00 PM	4	3	0	7	0	1	**4**	**5**	1	**9**	0	**10**	**1**	2	0	3	25
05:15 PM	1	0	0	1	0	1	1	2	1	5	0	6	1	1	**2**	4	13
Total Volume	15	12	0	27	0	4	7	11	7	23	0	30	2	9	3	14	82
% App. Total	55.6	44.4	0		0	36.4	63.6		23.3	76.7	0		14.3	64.3	21.4		
PHF	.536	.600	.000	.614	.000	.500	.438	.550	.438	.639	.000	.750	.500	.750	.375	.875	.759

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City of Palmdale
N/S: Sierra Highway
E/W: W Rancho Vista Boulevard/E Avenue P
Weather: Clear

File Name : 07_PDE_Sierra_W RV PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 2



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				04:30 PM			
+0 mins.	3	**5**	0	8	0	0	1	1	1	4	0	5	0	**3**	0	3
+15 mins.	**7**	4	0	**11**	0	**2**	1	3	**4**	5	0	9	0	3	1	**4**
+30 mins.	4	3	0	7	0	1	**4**	**5**	1	**9**	0	**10**	**1**	2	0	3
+45 mins.	1	0	0	1	0	1	1	2	1	5	0	6	1	1	**2**	4
Total Volume	15	12	0	27	0	4	7	11	7	23	0	30	2	9	3	14
% App. Total	55.6	44.4	0		0	36.4	63.6		23.3	76.7	0		14.3	64.3	21.4	
PHF	.536	.600	.000	.614	.000	.500	.438	.550	.438	.639	.000	.750	.500	.750	.375	.875

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City of Palmdale
N/S: Sierra Highway
E/W: W Rancho Vista Boulevard/E Avenue P
Weather: Clear

File Name : 07_PDE_Sierra_W RV PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

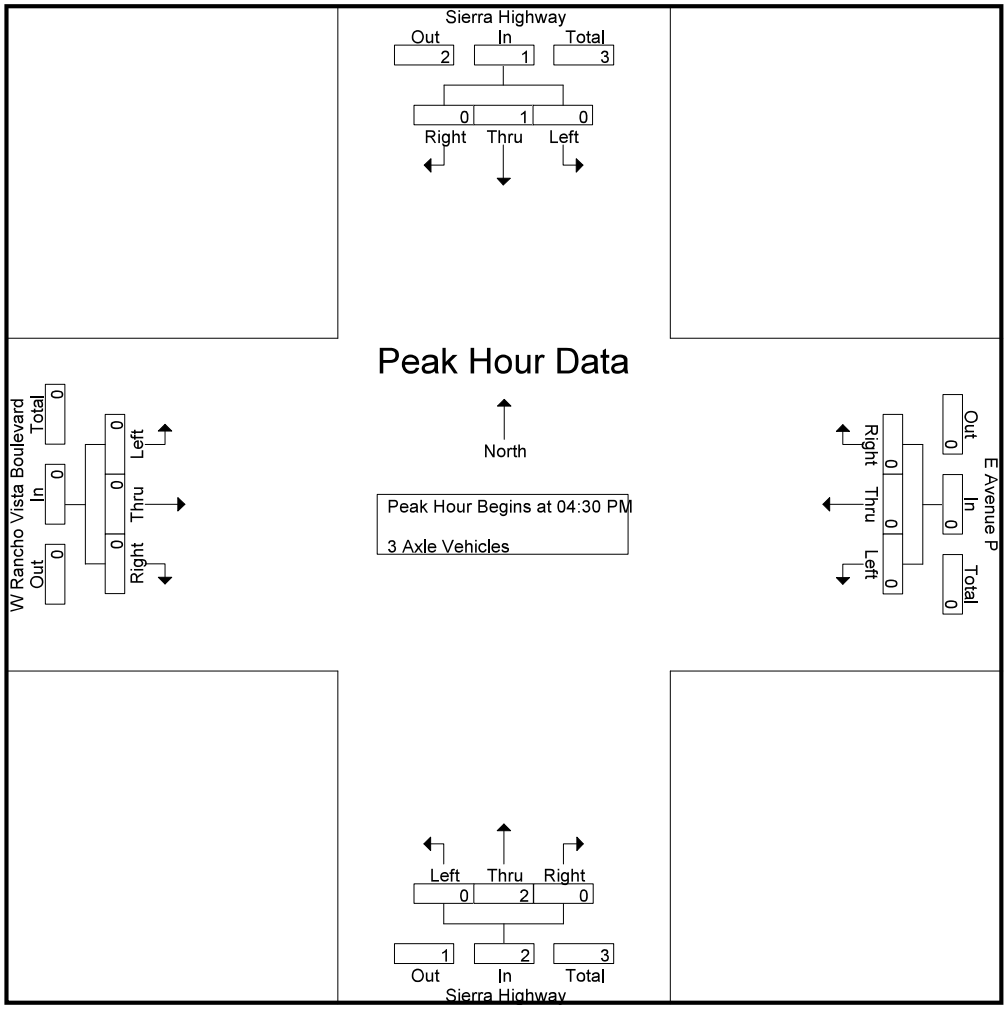
	Sierra Highway Southbound				E Avenue P Westbound				Sierra Highway Northbound				W Rancho Vista Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	1	2	0	3	0	0	1	1	0	3	0	3	0	0	0	0	7
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	1	0	1	0	0	0	0	1
05:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Grand Total	1	3	0	4	0	0	1	1	0	6	0	6	0	0	0	0	11
Apprch %	25	75	0		0	0	100		0	100	0		0	0	0		
Total %	9.1	27.3	0	36.4	0	0	9.1	9.1	0	54.5	0	54.5	0	0	0	0	

	Sierra Highway Southbound				E Avenue P Westbound				Sierra Highway Northbound				W Rancho Vista Boulevard 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
04:45 PM	0	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	0	0	**2**
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
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.375

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PO Box 1178
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City of Palmdale
N/S: Sierra Highway
E/W: W Rancho Vista Boulevard/E Avenue P
Weather: Clear

File Name : 07_PDE_Sierra_W RV PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 2



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				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	1	0	1	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	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

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City of Palmdale
N/S: Sierra Highway
E/W: W Rancho Vista Boulevard/E Avenue P
Weather: Clear

File Name : 07_PDE_Sierra_W RV PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

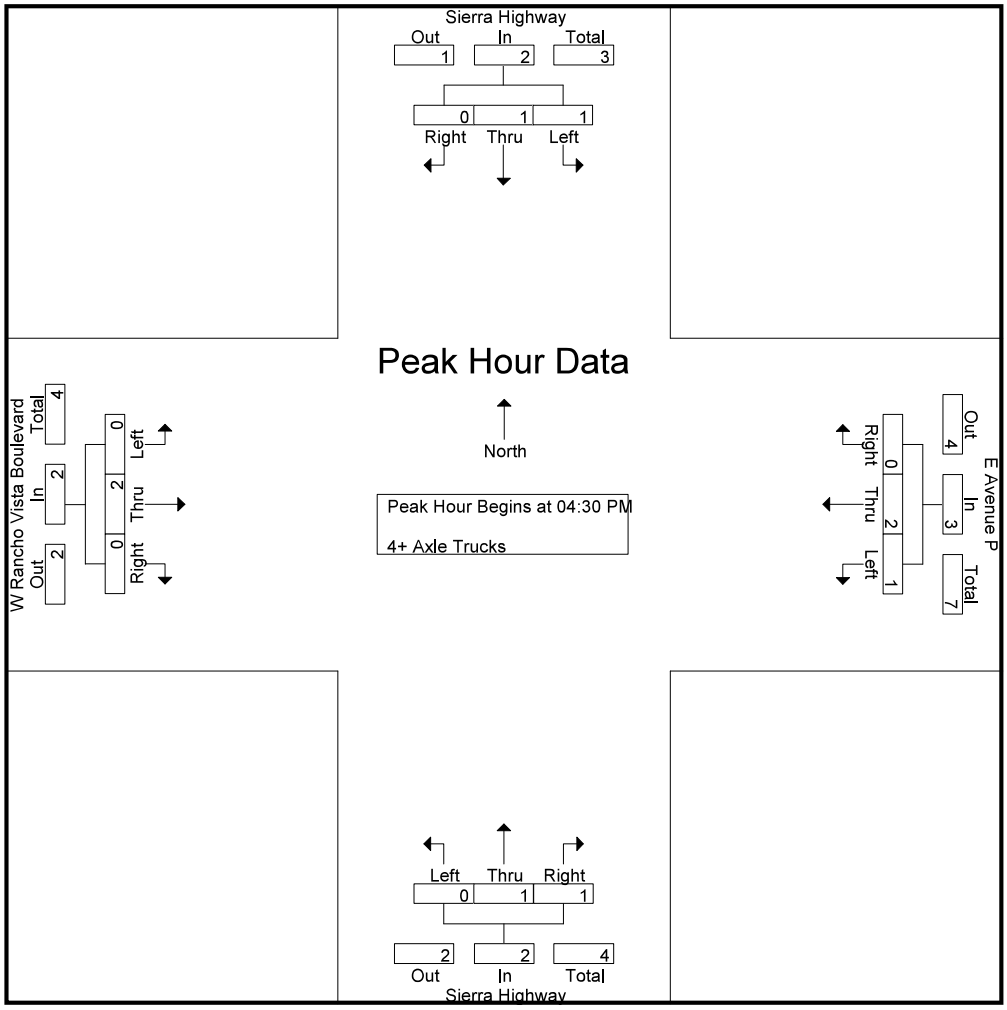
	Sierra Highway Southbound				E Avenue P Westbound				Sierra Highway Northbound				W Rancho Vista Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	1	0	1	0	1	0	1	0	0	1	1	0	0	0	0	3
04:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	2	0	2	4
Total	1	1	0	2	0	2	0	2	0	1	1	2	0	2	0	2	8
05:00 PM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	1	1	0	1	0	1	0	2	0	2	4
Total	1	1	0	2	1	1	1	3	0	1	0	1	0	2	0	2	8
Grand Total	2	2	0	4	1	3	1	5	0	2	1	3	0	4	0	4	16
Apprch %	50	50	0		20	60	20		0	66.7	33.3		0	100	0		
Total %	12.5	12.5	0	25	6.2	18.8	6.2	31.2	0	12.5	6.2	18.8	0	25	0	25	

	Sierra Highway Southbound				E Avenue P Westbound				Sierra Highway Northbound				W Rancho Vista Boulevard 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**1**	0	**1**	0	**1**	0	**1**	0	0	**1**	**1**	0	0	0	0	3
04:45 PM	0	0	0	0	0	1	0	1	0	**1**	0	1	0	**2**	0	**2**	**4**
05:00 PM	**1**	0	0	1	**1**	0	0	1	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	0	2	1	2	0	3	0	1	1	2	0	2	0	2	9
% App. Total	50	50	0		33.3	66.7	0		0	50	50		0	100	0		
PHF	.250	.250	.000	.500	.250	.500	.000	.750	.000	.250	.250	.500	.000	.250	.000	.250	.563

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City of Palmdale
N/S: Sierra Highway
E/W: W Rancho Vista Boulevard/E Avenue P
Weather: Clear

File Name : 07_PDE_Sierra_W RV PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 2



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				04:30 PM			
+0 mins.	0	**1**	0	**1**	0	**1**	0	**1**	0	0	**1**	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	**1**	0	1	0	**2**	0	**2**
+30 mins.	**1**	0	0	1	**1**	0	0	1	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	1	1	0	2	1	2	0	3	0	1	1	2	0	2	0	2
% App. Total	50	50	0		33.3	66.7	0		0	50	50		0	100	0	
PHF	.250	.250	.000	.500	.250	.500	.000	.750	.000	.250	.250	.500	.000	.250	.000	.250

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Corona, CA 92878
(951) 268-6268

City of Palmdale
N/S: 8th Street E
E/W: E Avenue P
Weather: Clear

File Name : 08_PDE_8th St E_E Ave P AM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

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

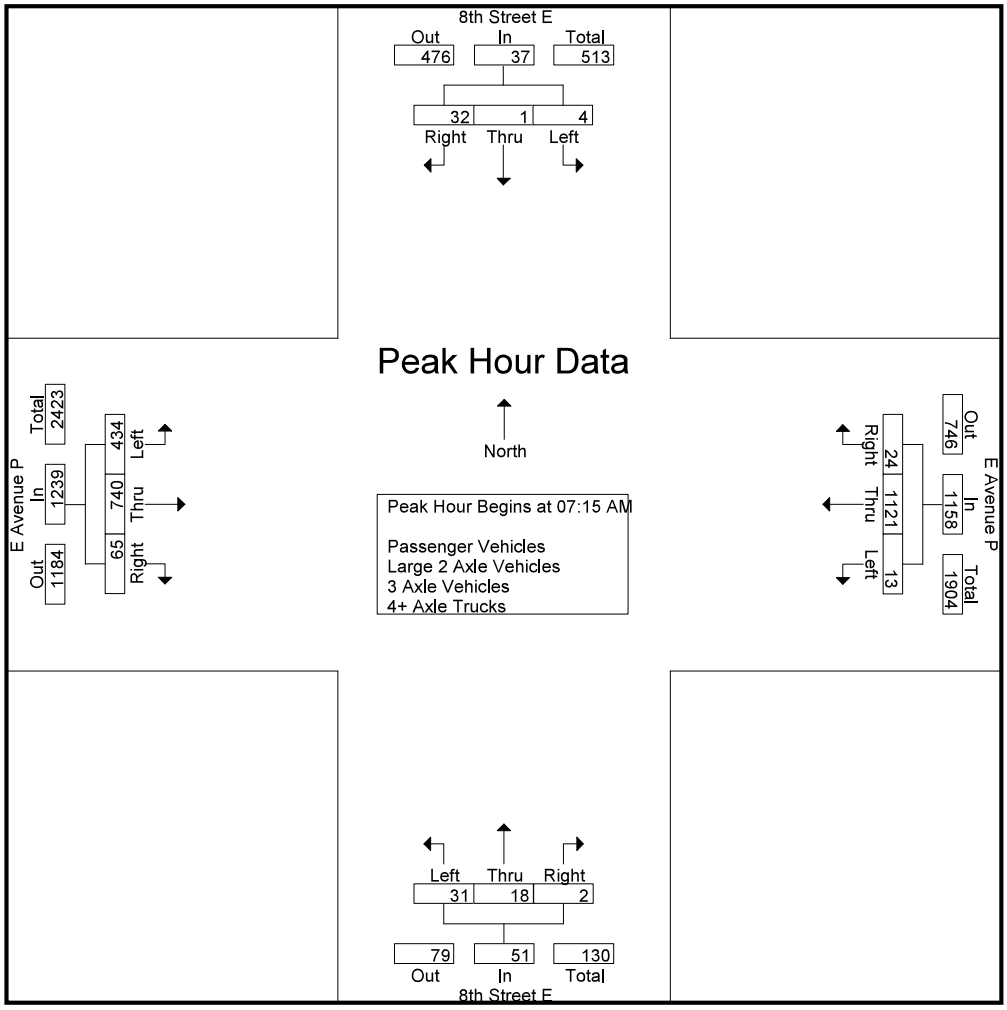
	8th Street E Southbound				E Avenue P Westbound				8th Street E Northbound				E Avenue P Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	11	12	3	193	15	211	7	2	0	9	124	174	11	309	541
07:15 AM	3	1	5	9	1	251	7	259	5	2	0	7	117	153	11	281	556
07:30 AM	0	0	7	7	5	313	6	324	6	6	0	12	108	186	25	319	662
07:45 AM	1	0	6	7	4	344	2	350	10	7	0	17	115	195	18	328	702
Total	4	2	29	35	13	1101	30	1144	28	17	0	45	464	708	65	1237	2461
08:00 AM	0	0	14	14	3	213	9	225	10	3	2	15	94	206	11	311	565
08:15 AM	4	0	7	11	1	263	3	267	8	3	0	11	67	162	9	238	527
08:30 AM	0	0	12	12	3	257	8	268	4	2	1	7	61	131	2	194	481
08:45 AM	3	2	10	15	4	243	2	249	5	1	0	6	70	152	15	237	507
Total	7	2	43	52	11	976	22	1009	27	9	3	39	292	651	37	980	2080
Grand Total	11	4	72	87	24	2077	52	2153	55	26	3	84	756	1359	102	2217	4541
Apprch %	12.6	4.6	82.8		1.1	96.5	2.4		65.5	31	3.6		34.1	61.3	4.6		
Total %	0.2	0.1	1.6	1.9	0.5	45.7	1.1	47.4	1.2	0.6	0.1	1.8	16.6	29.9	2.2	48.8	
Passenger Vehicles	9	4	66	79	21	2031	50	2102	50	26	2	78	750	1320	95	2165	4424
% Passenger Vehicles	81.8	100	91.7	90.8	87.5	97.8	96.2	97.6	90.9	100	66.7	92.9	99.2	97.1	93.1	97.7	97.4
Large 2 Axle Vehicles	2	0	4	6	1	36	1	38	5	0	0	5	3	28	6	37	86
% Large 2 Axle Vehicles	18.2	0	5.6	6.9	4.2	1.7	1.9	1.8	9.1	0	0	6	0.4	2.1	5.9	1.7	1.9
3 Axle Vehicles	0	0	0	0	2	5	0	7	0	0	1	1	0	4	0	4	12
% 3 Axle Vehicles	0	0	0	0	8.3	0.2	0	0.3	0	0	33.3	1.2	0	0.3	0	0.2	0.3
4+ Axle Trucks	0	0	2	2	0	5	1	6	0	0	0	0	3	7	1	11	19
% 4+ Axle Trucks	0	0	2.8	2.3	0	0.2	1.9	0.3	0	0	0	0	0.4	0.5	1	0.5	0.4

	8th Street E Southbound				E Avenue P Westbound				8th Street E Northbound				E Avenue P 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 07:15 AM																	
07:15 AM	**3**	**1**	5	9	1	251	7	259	5	2	0	7	**117**	153	11	281	556
07:30 AM	0	0	7	7	**5**	313	6	324	6	6	0	12	108	186	**25**	319	662
07:45 AM	1	0	6	7	4	**344**	2	**350**	**10**	**7**	0	**17**	115	195	18	**328**	**702**
08:00 AM	0	0	**14**	**14**	3	213	**9**	225	10	3	**2**	15	94	**206**	11	311	565
Total Volume	4	1	32	37	13	1121	24	1158	31	18	2	51	434	740	65	1239	2485
% App. Total	10.8	2.7	86.5		1.1	96.8	2.1		60.8	35.3	3.9		35	59.7	5.2		
PHF	.333	.250	.571	.661	.650	.815	.667	.827	.775	.643	.250	.750	.927	.898	.650	.944	.885

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File Name : 08_PDE_8th St E_E Ave P AM
Site Code : 99924432
Start Date : 5/15/2024
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:

	08:00 AM				07:30 AM				07:30 AM				07:15 AM			
+0 mins.	0	0	**14**	14	**5**	313	6	324	6	6	0	12	**117**	153	11	281
+15 mins.	**4**	0	7	11	4	**344**	2	**350**	**10**	**7**	0	**17**	108	186	**25**	319
+30 mins.	0	0	12	12	3	213	**9**	225	10	3	**2**	15	115	195	18	**328**
+45 mins.	3	**2**	10	**15**	1	263	3	267	8	3	0	11	94	**206**	11	311
Total Volume	7	2	43	52	13	1133	20	1166	34	19	2	55	434	740	65	1239
% App. Total	13.5	3.8	82.7		1.1	97.2	1.7		61.8	34.5	3.6		35	59.7	5.2	
PHF	.438	.250	.768	.867	.650	.823	.556	.833	.850	.679	.250	.809	.927	.898	.650	.944

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File Name : 08_PDE_8th St E_E Ave P AM
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Groups Printed- Passenger Vehicles

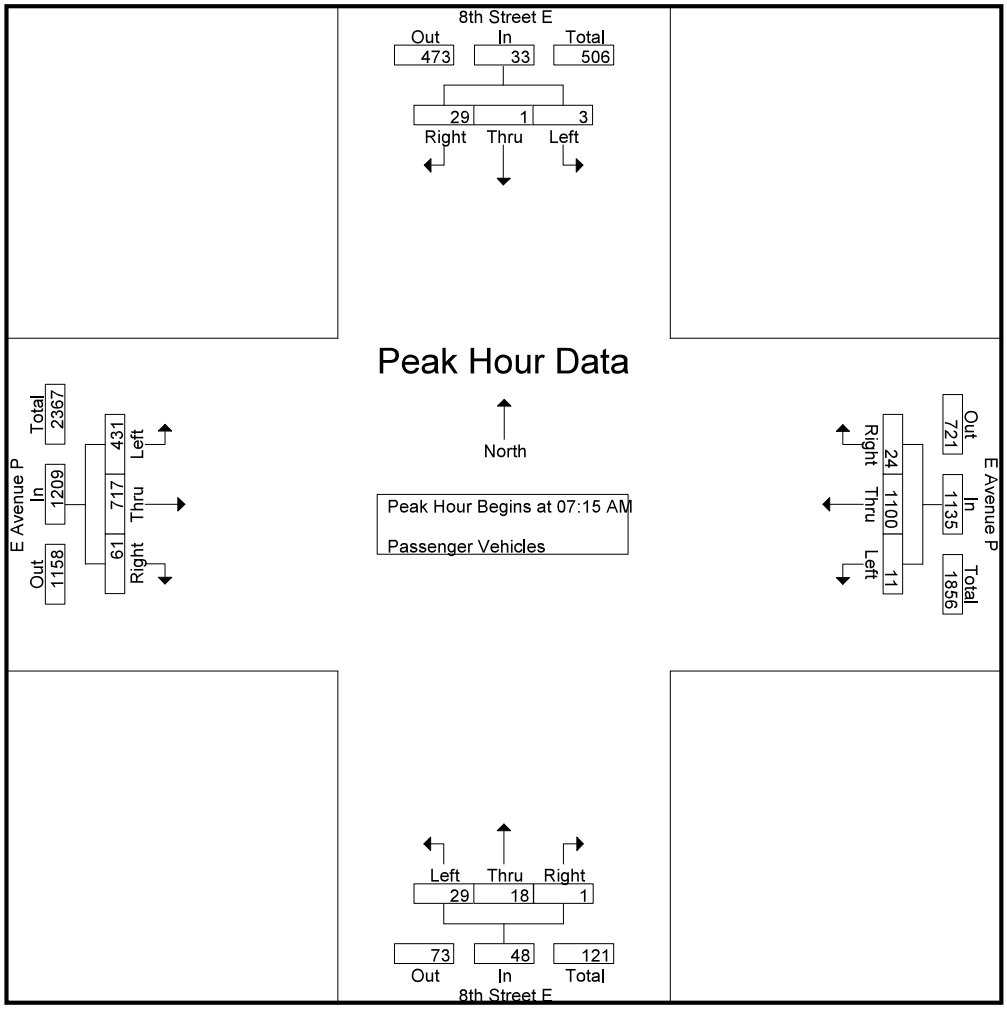
	8th Street E Southbound				E Avenue P Westbound				8th Street E Northbound				E Avenue P Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	10	11	3	185	15	203	7	2	0	9	124	170	11	305	528
07:15 AM	2	1	4	7	1	247	7	255	4	2	0	6	116	150	9	275	543
07:30 AM	0	0	6	6	3	306	6	315	5	6	0	11	107	180	23	310	642
07:45 AM	1	0	6	7	4	336	2	342	10	7	0	17	115	189	18	322	688
Total	3	2	26	31	11	1074	30	1115	26	17	0	43	462	689	61	1212	2401
08:00 AM	0	0	13	13	3	211	9	223	10	3	1	14	93	198	11	302	552
08:15 AM	4	0	6	10	1	257	3	261	6	3	0	9	65	158	8	231	511
08:30 AM	0	0	12	12	3	254	6	263	4	2	1	7	61	129	2	192	474
08:45 AM	2	2	9	13	3	235	2	240	4	1	0	5	69	146	13	228	486
Total	6	2	40	48	10	957	20	987	24	9	2	35	288	631	34	953	2023
Grand Total	9	4	66	79	21	2031	50	2102	50	26	2	78	750	1320	95	2165	4424
Apprch %	11.4	5.1	83.5		1	96.6	2.4		64.1	33.3	2.6		34.6	61	4.4		
Total %	0.2	0.1	1.5	1.8	0.5	45.9	1.1	47.5	1.1	0.6	0	1.8	17	29.8	2.1	48.9	

	8th Street E Southbound				E Avenue P Westbound				8th Street E Northbound				E Avenue P 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 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**2**	**1**	4	7	1	247	7	255	4	2	0	6	**116**	150	9	275	543
07:30 AM	0	0	6	6	3	306	6	315	5	6	0	11	107	180	**23**	310	642
07:45 AM	1	0	6	7	**4**	**336**	2	**342**	**10**	**7**	0	**17**	115	189	18	**322**	**688**
08:00 AM	0	0	**13**	**13**	3	211	**9**	223	10	3	**1**	14	93	**198**	11	302	552
Total Volume	3	1	29	33	11	1100	24	1135	29	18	1	48	431	717	61	1209	2425
% App. Total	9.1	3	87.9		1	96.9	2.1		60.4	37.5	2.1		35.6	59.3	5		
PHF	.375	.250	.558	.635	.688	.818	.667	.830	.725	.643	.250	.706	.929	.905	.663	.939	.881

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Start Date : 5/15/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**2**	**1**	4	7	1	247	7	255	4	2	0	6	**116**	150	9	275
+15 mins.	0	0	6	6	3	306	6	315	5	6	0	11	107	180	**23**	310
+30 mins.	1	0	6	7	**4**	**336**	2	**342**	**10**	**7**	0	**17**	115	189	18	**322**
+45 mins.	0	0	**13**	**13**	3	211	**9**	223	10	3	**1**	14	93	**198**	11	302
Total Volume	3	1	29	33	11	1100	24	1135	29	18	1	48	431	717	61	1209
% App. Total	9.1	3	87.9		1	96.9	2.1		60.4	37.5	2.1		35.6	59.3	5	
PHF	.375	.250	.558	.635	.688	.818	.667	.830	.725	.643	.250	.706	.929	.905	.663	.939

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File Name : 08_PDE_8th St E_E Ave P AM
Site Code : 99924432
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Groups Printed- Large 2 Axle Vehicles

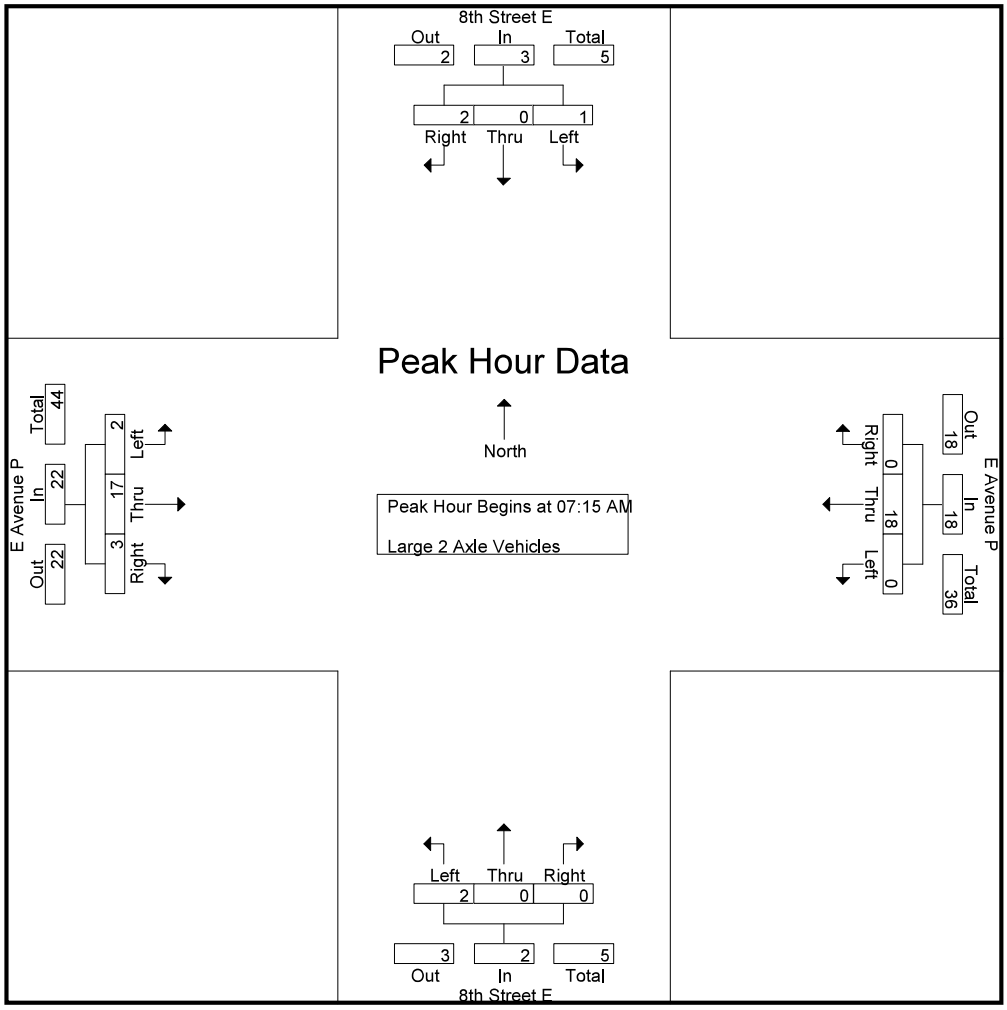
	8th Street E Southbound				E Avenue P Westbound				8th Street E Northbound				E Avenue P Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	7	0	7	0	0	0	0	0	3	0	3	11
07:15 AM	1	0	1	2	0	4	0	4	1	0	0	1	0	2	2	4	11
07:30 AM	0	0	1	1	0	7	0	7	1	0	0	1	1	4	1	6	15
07:45 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
Total	1	0	3	4	0	24	0	24	2	0	0	2	1	14	3	18	48
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	6	0	7	8
08:15 AM	0	0	0	0	0	5	0	5	2	0	0	2	1	2	1	4	11
08:30 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	2	0	2	5
08:45 AM	1	0	1	2	1	4	0	5	1	0	0	1	0	4	2	6	14
Total	1	0	1	2	1	12	1	14	3	0	0	3	2	14	3	19	38
Grand Total	2	0	4	6	1	36	1	38	5	0	0	5	3	28	6	37	86
Apprch %	33.3	0	66.7		2.6	94.7	2.6		100	0	0		8.1	75.7	16.2		
Total %	2.3	0	4.7	7	1.2	41.9	1.2	44.2	5.8	0	0	5.8	3.5	32.6	7	43	

	8th Street E Southbound				E Avenue P Westbound				8th Street E Northbound				E Avenue P 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 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	0	**1**	**2**	0	4	0	4	**1**	0	0	**1**	0	2	**2**	4	11
07:30 AM	0	0	1	1	0	**7**	0	**7**	1	0	0	1	**1**	4	1	6	**15**
07:45 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	**6**	0	**7**	8
Total Volume	1	0	2	3	0	18	0	18	2	0	0	2	2	17	3	22	45
% App. Total	33.3	0	66.7		0	100	0		100	0	0		9.1	77.3	13.6		
PHF	.250	.000	.500	.375	.000	.643	.000	.643	.500	.000	.000	.500	.500	.708	.375	.786	.750

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**1**	0	**1**	**2**	0	4	0	4	**1**	0	0	**1**	0	2	**2**	4
+15 mins.	0	0	1	1	0	**7**	0	**7**	1	0	0	1	**1**	4	1	6
+30 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	1	**6**	0	**7**
Total Volume	1	0	2	3	0	18	0	18	2	0	0	2	2	17	3	22
% App. Total	33.3	0	66.7		0	100	0		100	0	0		9.1	77.3	13.6	
PHF	.250	.000	.500	.375	.000	.643	.000	.643	.500	.000	.000	.500	.500	.708	.375	.786

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Groups Printed- 3 Axle Vehicles

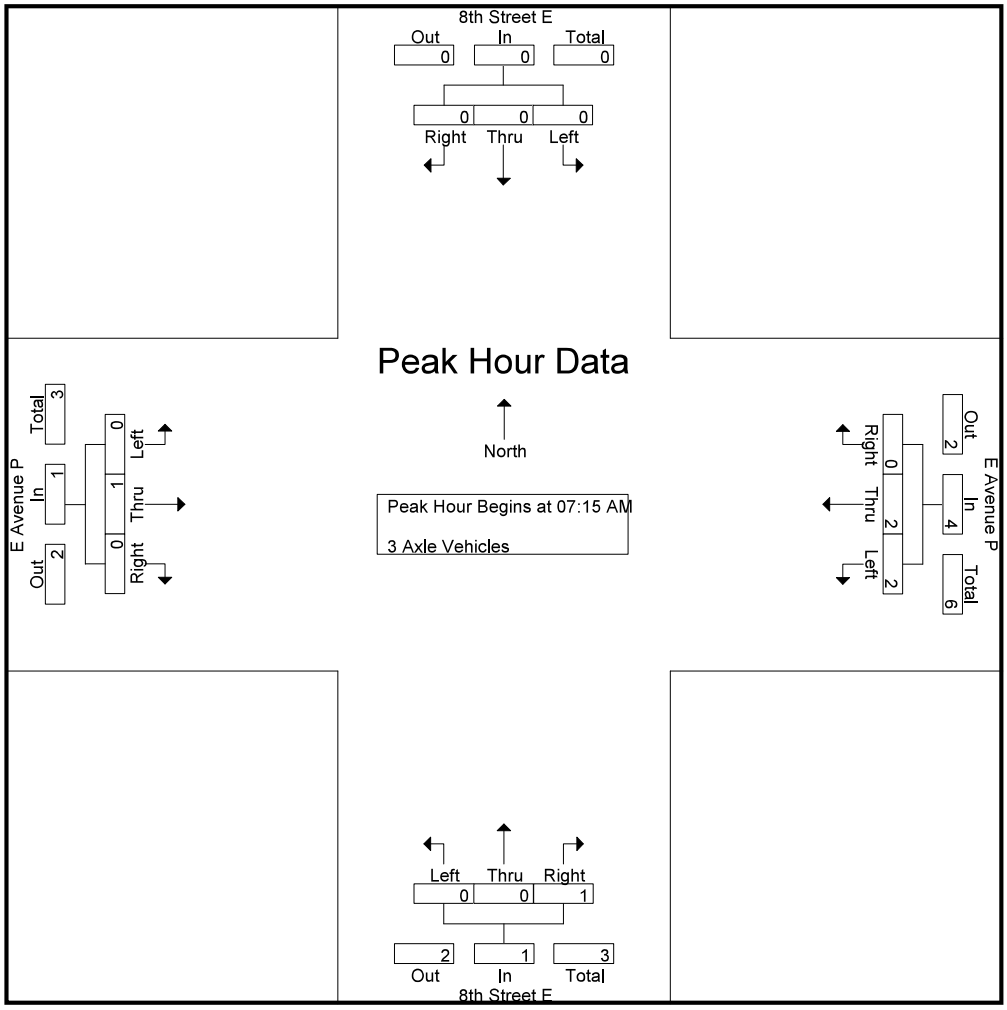
	8th Street E Southbound				E Avenue P Westbound				8th Street E Northbound				E Avenue P Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	2	0	4	0	0	0	0	0	0	0	0	4
08:00 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
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	2	0	2	0	0	0	0	0	2	0	2	4
Total	0	0	0	0	0	3	0	3	0	0	1	1	0	4	0	4	8
Grand Total	0	0	0	0	2	5	0	7	0	0	1	1	0	4	0	4	12
Apprch %	0	0	0		28.6	71.4	0		0	0	100		0	100	0		
Total %	0	0	0	0	16.7	41.7	0	58.3	0	0	8.3	8.3	0	33.3	0	33.3	

	8th Street E Southbound				E Avenue P Westbound				8th Street E Northbound				E Avenue P 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 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
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	**2**	0	0	**2**	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	1	0	1	0	0	**1**	**1**	0	**1**	0	**1**	**3**
Total Volume	0	0	0	0	2	2	0	4	0	0	1	1	0	1	0	1	6
% App. Total	0	0	0		50	50	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.250	.500	.000	.500	.000	.000	.250	.250	.000	.250	.000	.250	.500

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 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	**2**	0	0	**2**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	**1**	**1**	0	**1**	0	**1**
Total Volume	0	0	0	0	2	2	0	4	0	0	1	1	0	1	0	1
% App. Total	0	0	0		50	50	0		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.250	.500	.000	.500	.000	.000	.250	.250	.000	.250	.000	.250

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Groups Printed- 4+ Axle Trucks

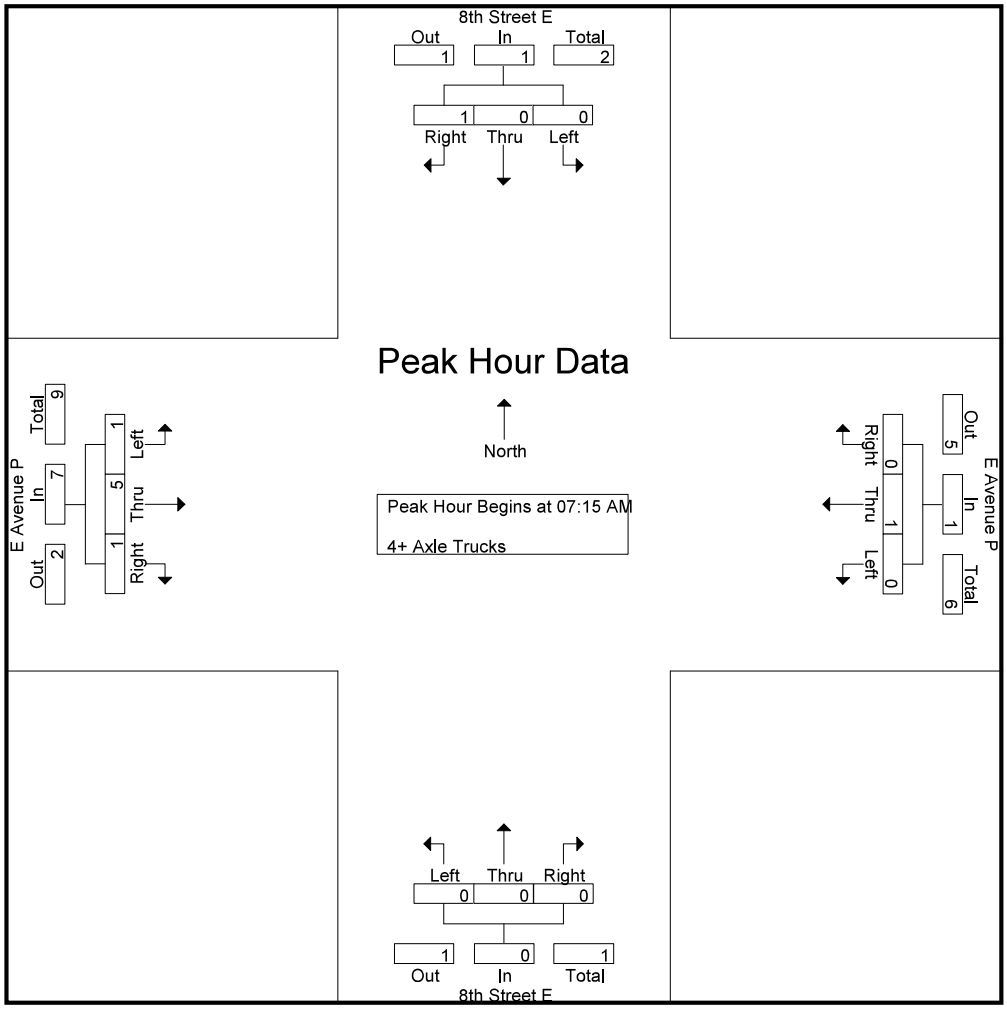
	8th Street E Southbound				E Avenue P Westbound				8th Street E Northbound				E Avenue P Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	1	0	1	0	0	0	0	1	5	1	7	8
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
08:15 AM	0	0	1	1	0	1	0	1	0	0	0	0	1	1	0	2	4
08:30 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	1	0	0	1	3
Total	0	0	2	2	0	4	1	5	0	0	0	0	2	2	0	4	11
Grand Total	0	0	2	2	0	5	1	6	0	0	0	0	3	7	1	11	19
Apprch %	0	0	100		0	83.3	16.7		0	0	0		27.3	63.6	9.1		
Total %	0	0	10.5	10.5	0	26.3	5.3	31.6	0	0	0	0	15.8	36.8	5.3	57.9	

	8th Street E Southbound				E Avenue P Westbound				8th Street E Northbound				E Avenue P 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 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	0	2	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**1**	**3**	**3**
07:45 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1	2
08:00 AM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	0	0	1	1	0	1	0	1	0	0	0	0	1	5	1	7	9
% App. Total	0	0	100		0	100	0		0	0	0		14.3	71.4	14.3		
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.250	.625	.250	.583	.750

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City of Palmdale
N/S: 8th Street E
E/W: E Avenue P
Weather: Clear

File Name : 08_PDE_8th St E_E Ave P AM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	0	2
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**1**	**3**
+30 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1
+45 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	1	1	0	1	0	1	0	0	0	0	1	5	1	7
% App. Total	0	0	100		0	100	0		0	0	0		14.3	71.4	14.3	
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.250	.625	.250	.583

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City of Palmdale
N/S: 8th Street E
E/W: E Avenue P
Weather: Clear

File Name : 08_PDE_8th St E_E Ave P PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

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

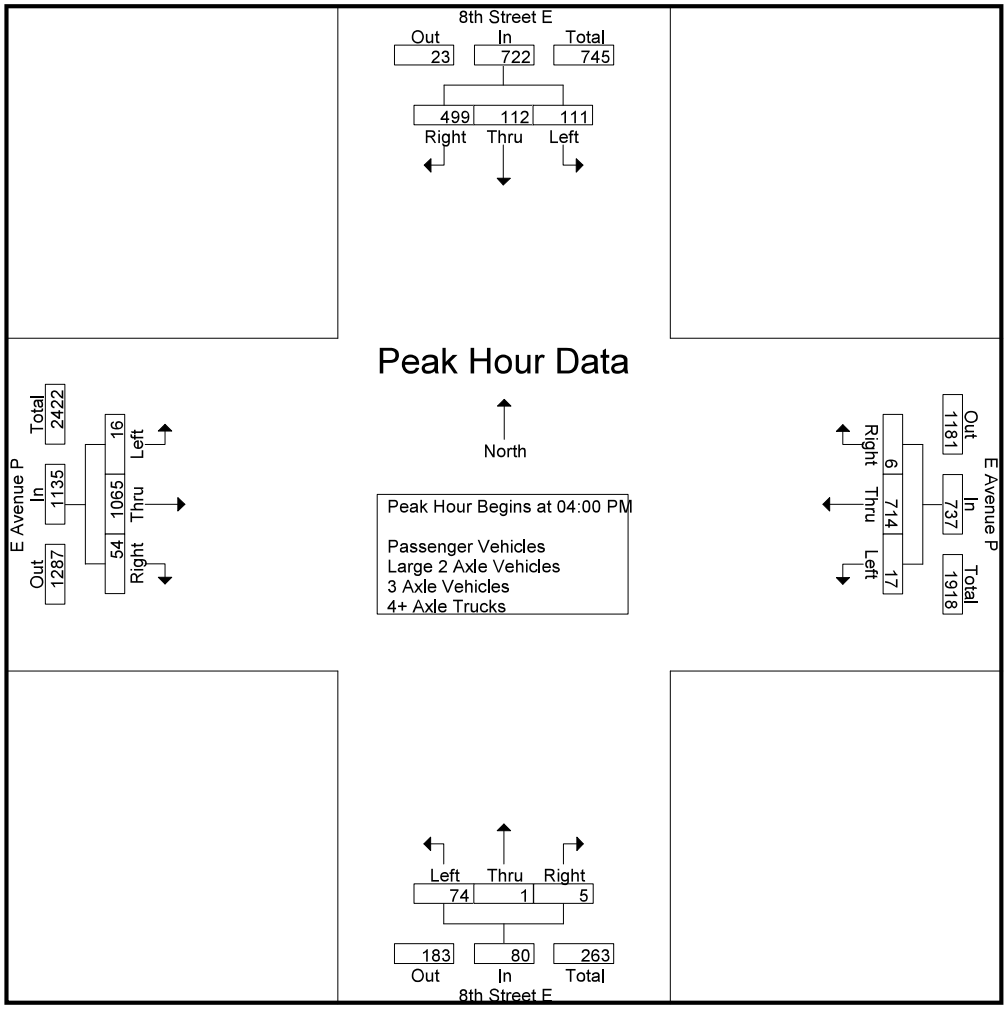
	8th Street E Southbound				E Avenue P Westbound				8th Street E Northbound				E Avenue P Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	46	28	149	223	4	210	2	216	19	0	2	21	7	296	15	318	778
04:15 PM	19	34	113	166	6	150	1	157	19	0	0	19	4	244	8	256	598
04:30 PM	26	29	109	164	5	203	0	208	22	0	2	24	3	273	15	291	687
04:45 PM	20	21	128	169	2	151	3	156	14	1	1	16	2	252	16	270	611
Total	111	112	499	722	17	714	6	737	74	1	5	80	16	1065	54	1135	2674
05:00 PM	19	13	149	181	1	147	1	149	14	2	4	20	6	299	12	317	667
05:15 PM	8	6	120	134	1	180	0	181	7	0	1	8	8	303	13	324	647
05:30 PM	8	4	149	161	0	130	0	130	7	0	0	7	4	206	7	217	515
05:45 PM	13	0	109	122	0	185	0	185	1	0	1	2	3	271	8	282	591
Total	48	23	527	598	2	642	1	645	29	2	6	37	21	1079	40	1140	2420
Grand Total	159	135	1026	1320	19	1356	7	1382	103	3	11	117	37	2144	94	2275	5094
Apprch %	12	10.2	77.7		1.4	98.1	0.5		88	2.6	9.4		1.6	94.2	4.1		
Total %	3.1	2.7	20.1	25.9	0.4	26.6	0.1	27.1	2	0.1	0.2	2.3	0.7	42.1	1.8	44.7	
Passenger Vehicles	158	135	1023	1316	19	1333	7	1359	102	3	10	115	35	2100	89	2224	5014
% Passenger Vehicles	99.4	100	99.7	99.7	100	98.3	100	98.3	99	100	90.9	98.3	94.6	97.9	94.7	97.8	98.4
Large 2 Axle Vehicles	0	0	2	2	0	16	0	16	1	0	1	2	1	36	5	42	62
% Large 2 Axle Vehicles	0	0	0.2	0.2	0	1.2	0	1.2	1	0	9.1	1.7	2.7	1.7	5.3	1.8	1.2
3 Axle Vehicles	1	0	0	1	0	3	0	3	0	0	0	0	1	1	0	2	6
% 3 Axle Vehicles	0.6	0	0	0.1	0	0.2	0	0.2	0	0	0	0	2.7	0	0	0.1	0.1
4+ Axle Trucks	0	0	1	1	0	4	0	4	0	0	0	0	0	7	0	7	12
% 4+ Axle Trucks	0	0	0.1	0.1	0	0.3	0	0.3	0	0	0	0	0	0.3	0	0.3	0.2

	8th Street E Southbound				E Avenue P Westbound				8th Street E Northbound				E Avenue P 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 04:00 PM																	
04:00 PM	**46**	28	**149**	**223**	4	**210**	2	**216**	19	0	**2**	21	**7**	**296**	15	**318**	**778**
04:15 PM	19	**34**	113	166	**6**	150	1	157	19	0	0	19	4	244	8	256	598
04:30 PM	26	29	109	164	5	203	0	208	**22**	0	2	**24**	3	273	15	291	687
04:45 PM	20	21	128	169	2	151	**3**	156	14	**1**	1	16	2	252	**16**	270	611
Total Volume	111	112	499	722	17	714	6	737	74	1	5	80	16	1065	54	1135	2674
% App. Total	15.4	15.5	69.1		2.3	96.9	0.8		92.5	1.2	6.2		1.4	93.8	4.8		
PHF	.603	.824	.837	.809	.708	.850	.500	.853	.841	.250	.625	.833	.571	.899	.844	.892	.859

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City of Palmdale
N/S: 8th Street E
E/W: E Avenue P
Weather: Clear

File Name : 08_PDE_8th St E_E Ave P PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 2



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				04:00 PM				04:00 PM				04:30 PM			
+0 mins.	**46**	28	**149**	**223**	4	**210**	2	**216**	19	0	**2**	21	3	273	15	291
+15 mins.	19	**34**	113	166	**6**	150	1	157	19	0	0	19	2	252	**16**	270
+30 mins.	26	29	109	164	5	203	0	208	**22**	0	2	**24**	6	299	12	317
+45 mins.	20	21	128	169	2	151	**3**	156	14	**1**	1	16	**8**	**303**	13	**324**
Total Volume	111	112	499	722	17	714	6	737	74	1	5	80	19	1127	56	1202
% App. Total	15.4	15.5	69.1		2.3	96.9	0.8		92.5	1.2	6.2		1.6	93.8	4.7	
PHF	.603	.824	.837	.809	.708	.850	.500	.853	.841	.250	.625	.833	.594	.930	.875	.927

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City of Palmdale
N/S: 8th Street E
E/W: E Avenue P
Weather: Clear

File Name : 08_PDE_8th St E_E Ave P PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

Groups Printed- Passenger Vehicles

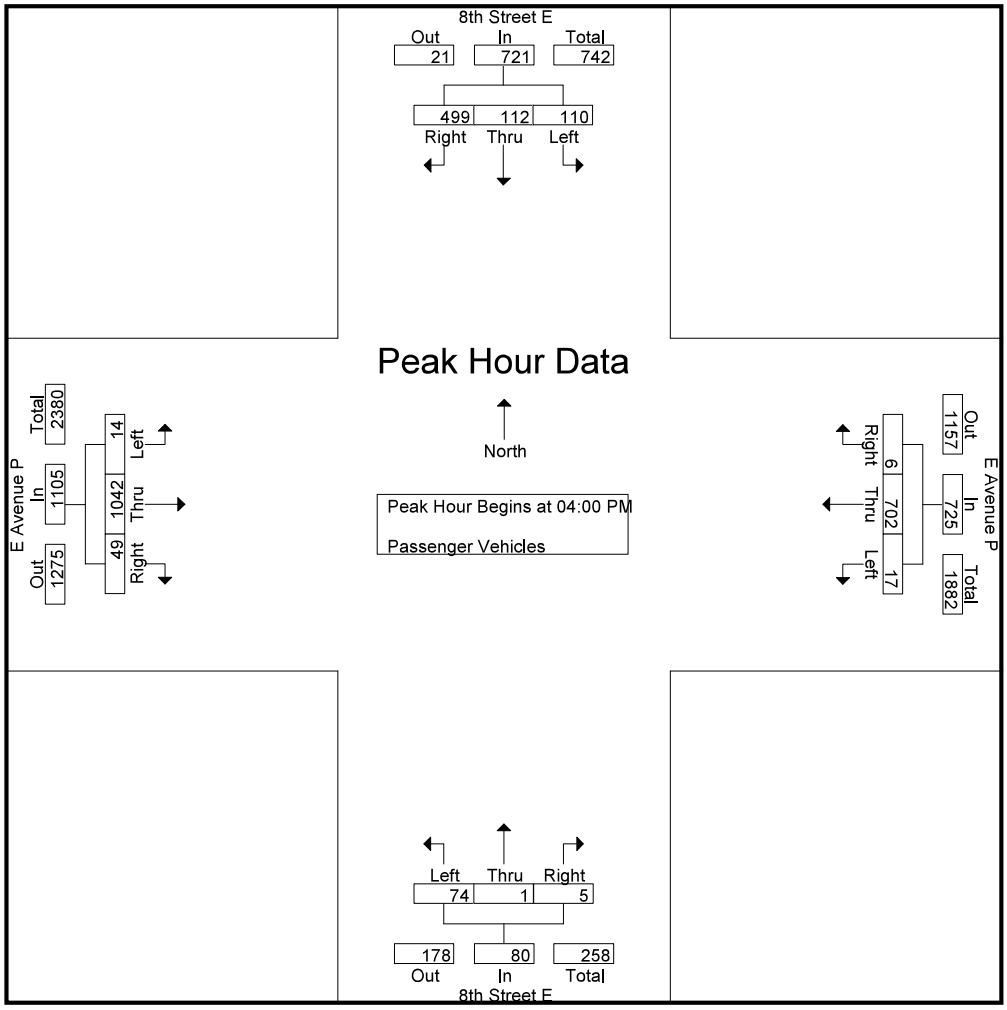
	8th Street E Southbound				E Avenue P Westbound				8th Street E Northbound				E Avenue P Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	46	28	149	223	4	210	2	216	19	0	2	21	6	292	12	310	770
04:15 PM	18	34	113	165	6	146	1	153	19	0	0	19	4	240	8	252	589
04:30 PM	26	29	109	164	5	199	0	204	22	0	2	24	3	266	13	282	674
04:45 PM	20	21	128	169	2	147	3	152	14	1	1	16	1	244	16	261	598
Total	110	112	499	721	17	702	6	725	74	1	5	80	14	1042	49	1105	2631
05:00 PM	19	13	146	178	1	145	1	147	14	2	4	20	6	294	12	312	657
05:15 PM	8	6	120	134	1	178	0	179	7	0	0	7	8	299	13	320	640
05:30 PM	8	4	149	161	0	126	0	126	6	0	0	6	4	202	7	213	506
05:45 PM	13	0	109	122	0	182	0	182	1	0	1	2	3	263	8	274	580
Total	48	23	524	595	2	631	1	634	28	2	5	35	21	1058	40	1119	2383
Grand Total	158	135	1023	1316	19	1333	7	1359	102	3	10	115	35	2100	89	2224	5014
Apprch %	12	10.3	77.7		1.4	98.1	0.5		88.7	2.6	8.7		1.6	94.4	4		
Total %	3.2	2.7	20.4	26.2	0.4	26.6	0.1	27.1	2	0.1	0.2	2.3	0.7	41.9	1.8	44.4	

	8th Street E Southbound				E Avenue P Westbound				8th Street E Northbound				E Avenue P 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**46**	28	**149**	**223**	4	**210**	2	**216**	19	0	**2**	21	**6**	**292**	12	**310**	**770**
04:15 PM	18	**34**	113	165	**6**	146	1	153	19	0	0	19	4	240	8	252	589
04:30 PM	26	29	109	164	5	199	0	204	**22**	0	2	**24**	3	266	13	282	674
04:45 PM	20	21	128	169	2	147	**3**	152	14	**1**	1	16	1	244	**16**	261	598
Total Volume	110	112	499	721	17	702	6	725	74	1	5	80	14	1042	49	1105	2631
% App. Total	15.3	15.5	69.2		2.3	96.8	0.8		92.5	1.2	6.2		1.3	94.3	4.4		
PHF	.598	.824	.837	.808	.708	.836	.500	.839	.841	.250	.625	.833	.583	.892	.766	.891	.854

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City of Palmdale
N/S: 8th Street E
E/W: E Avenue P
Weather: Clear

File Name : 08_PDE_8th St E_E Ave P PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**46**	28	**149**	**223**	4	**210**	2	**216**	19	0	**2**	21	**6**	**292**	12	**310**
+15 mins.	18	**34**	113	165	**6**	146	1	153	19	0	0	19	4	240	8	252
+30 mins.	26	29	109	164	5	199	0	204	**22**	0	2	**24**	3	266	13	282
+45 mins.	20	21	128	169	2	147	**3**	152	14	**1**	1	16	1	244	**16**	261
Total Volume	110	112	499	721	17	702	6	725	74	1	5	80	14	1042	49	1105
% App. Total	15.3	15.5	69.2		2.3	96.8	0.8		92.5	1.2	6.2		1.3	94.3	4.4	
PHF	.598	.824	.837	.808	.708	.836	.500	.839	.841	.250	.625	.833	.583	.892	.766	.891

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City of Palmdale
N/S: 8th Street E
E/W: E Avenue P
Weather: Clear

File Name : 08_PDE_8th St E_E Ave P PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

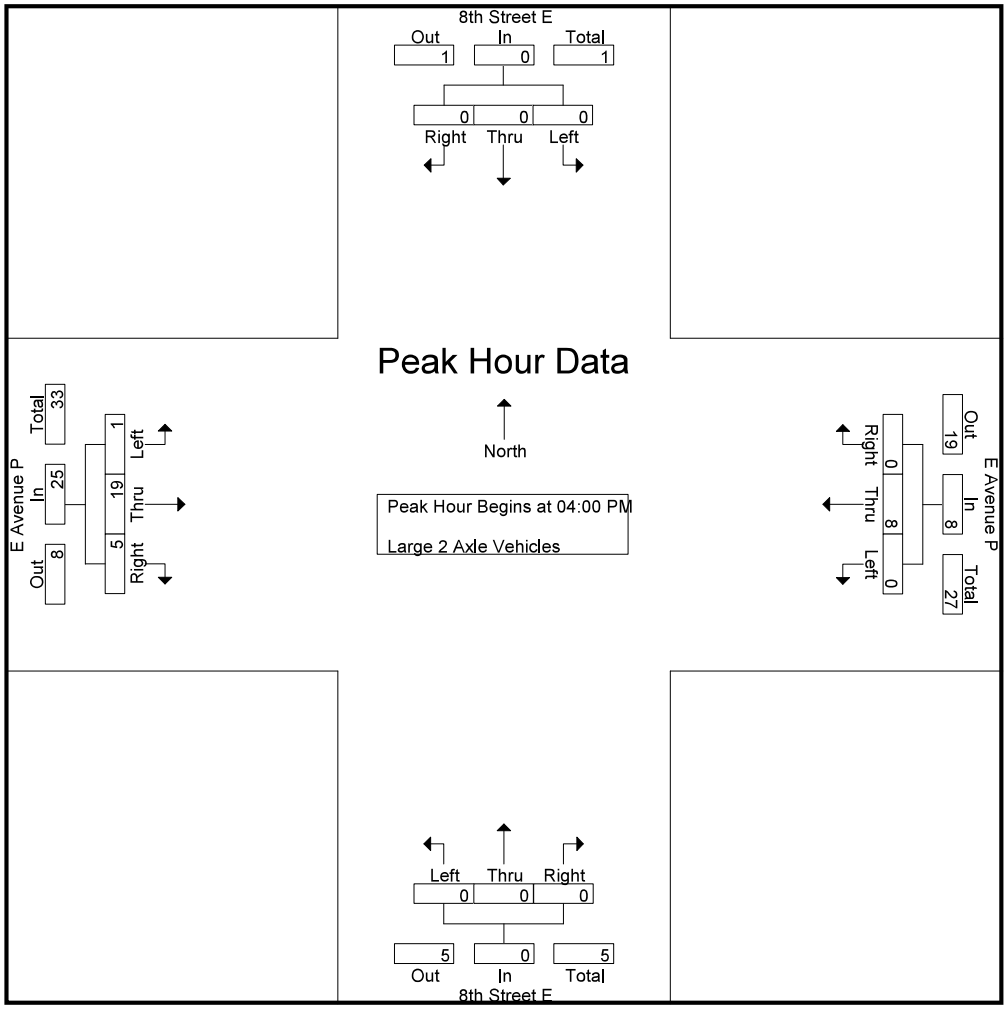
	8th Street E Southbound				E Avenue P Westbound				8th Street E Northbound				E Avenue P Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6	6
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	6	2	8	9
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	1	7	0	8	12
Total	0	0	0	0	0	8	0	8	0	0	0	0	1	19	5	25	33
05:00 PM	0	0	2	2	0	2	0	2	0	0	0	0	0	3	0	3	7
05:15 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	4	0	4	7
05:30 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	4	0	4	7
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	6	0	6	8
Total	0	0	2	2	0	8	0	8	1	0	1	2	0	17	0	17	29
Grand Total	0	0	2	2	0	16	0	16	1	0	1	2	1	36	5	42	62
Apprch %	0	0	100		0	100	0		50	0	50		2.4	85.7	11.9		
Total %	0	0	3.2	3.2	0	25.8	0	25.8	1.6	0	1.6	3.2	1.6	58.1	8.1	67.7	

	8th Street E Southbound				E Avenue P Westbound				8th Street E Northbound				E Avenue P 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	**3**	6	6
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	6	2	**8**	9
04:45 PM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	**1**	**7**	0	8	**12**
Total Volume	0	0	0	0	0	8	0	8	0	0	0	0	1	19	5	25	33
% App. Total	0	0	0		0	100	0		0	0	0		4	76	20		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.250	.679	.417	.781	.688

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City of Palmdale
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File Name : 08_PDE_8th St E_E Ave P PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	**3**	6
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	6	2	**8**
+45 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	**1**	**7**	0	8
Total Volume	0	0	0	0	0	8	0	8	0	0	0	0	1	19	5	25
% App. Total	0	0	0		0	100	0		0	0	0		4	76	20	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.250	.679	.417	.781

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City of Palmdale
N/S: 8th Street E
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Weather: Clear

File Name : 08_PDE_8th St E_E Ave P PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

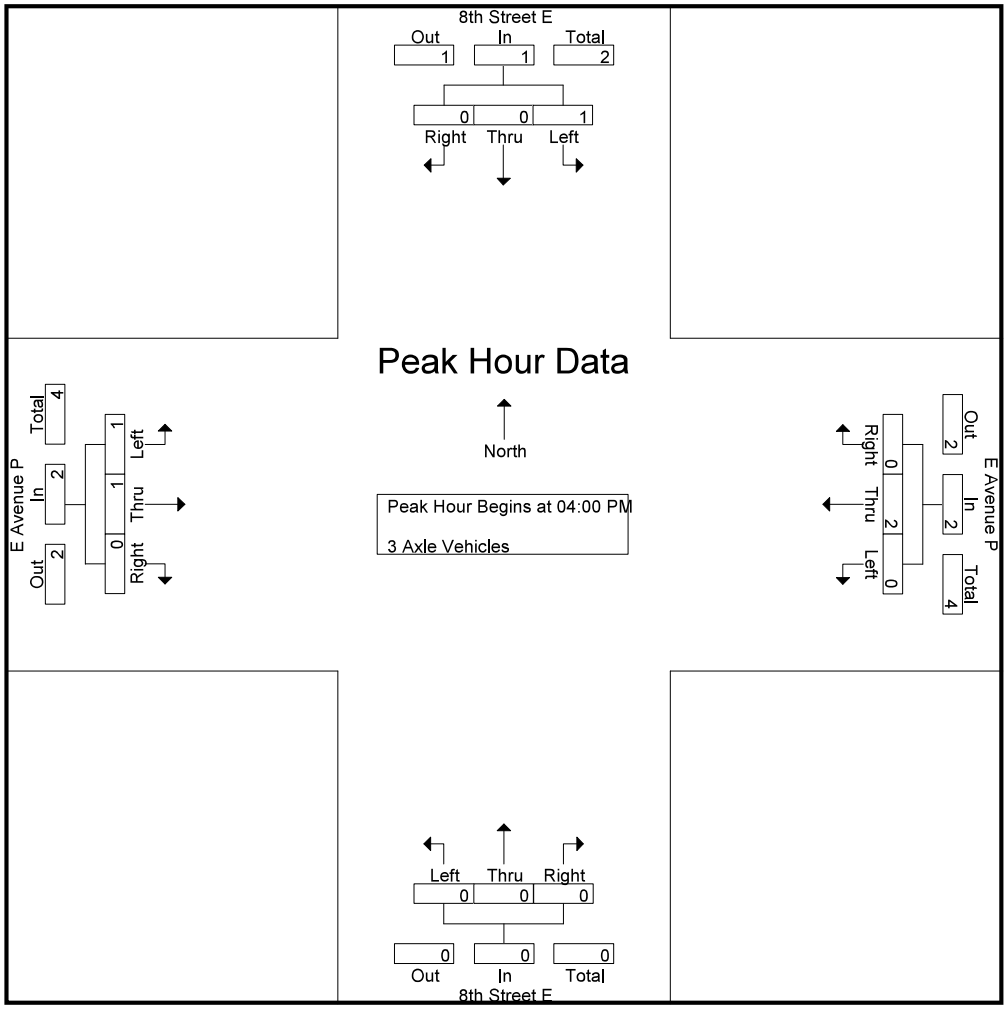
	8th Street E Southbound				E Avenue P Westbound				8th Street E Northbound				E Avenue P Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
04:15 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	2	0	2	0	0	0	0	1	1	0	2	5
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	1	0	1	0	0	0	0	0	0	0	0	1
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	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	1	0	0	1	0	3	0	3	0	0	0	0	1	1	0	2	6
Apprch %	100	0	0		0	100	0		0	0	0		50	50	0		
Total %	16.7	0	0	16.7	0	50	0	50	0	0	0	0	16.7	16.7	0	33.3	

	8th Street E Southbound				E Avenue P Westbound				8th Street E Northbound				E Avenue P 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**	**2**
04:15 PM	**1**	0	0	**1**	0	**1**	0	**1**	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	2	0	2	0	0	0	0	1	1	0	2	5
% App. Total	100	0	0		0	100	0		0	0	0		50	50	0		
PHF	.250	.000	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.250	.250	.000	.250	.625

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City of Palmdale
N/S: 8th Street E
E/W: E Avenue P
Weather: Clear

File Name : 08_PDE_8th St E_E Ave P PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**
+15 mins.	**1**	0	0	**1**	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	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	1	0	0	1	0	2	0	2	0	0	0	0	1	1	0	2
% App. Total	100	0	0		0	100	0		0	0	0		50	50	0	
PHF	.250	.000	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.250	.250	.000	.250

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City of Palmdale
N/S: 8th Street E
E/W: E Avenue P
Weather: Clear

File Name : 08_PDE_8th St E_E Ave P PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

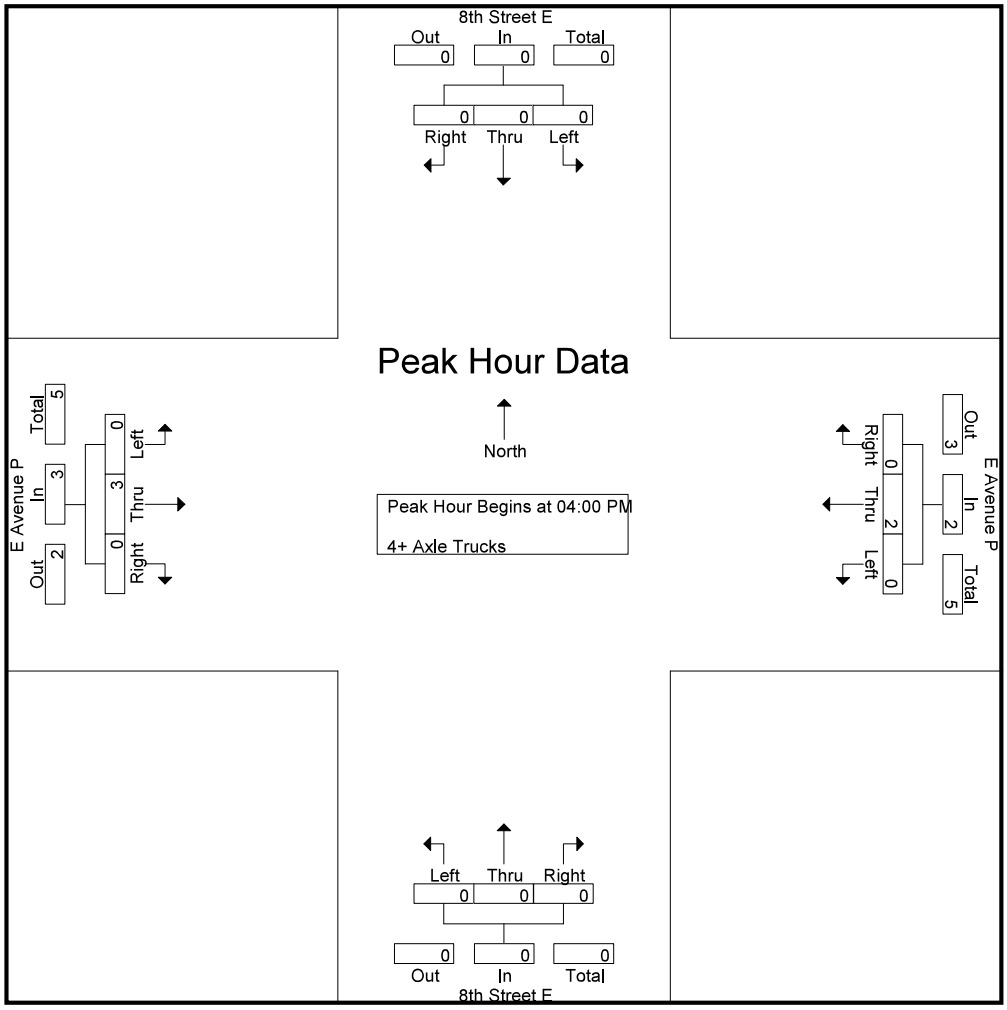
	8th Street E Southbound				E Avenue P Westbound				8th Street E Northbound				E Avenue P Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
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	0	2	0	2	0	0	0	0	0	3	0	3	5
05:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2	3
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	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	0	1	1	0	2	0	2	0	0	0	0	0	4	0	4	7
Grand Total	0	0	1	1	0	4	0	4	0	0	0	0	0	7	0	7	12
Apprch %	0	0	100		0	100	0		0	0	0		0	100	0		
Total %	0	0	8.3	8.3	0	33.3	0	33.3	0	0	0	0	0	58.3	0	58.3	

	8th Street E Southbound				E Avenue P Westbound				8th Street E Northbound				E Avenue P 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
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	**1**	0	**1**	1
04:30 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1	**3**
04:45 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	2	0	2	0	0	0	0	0	3	0	3	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	.750	.000	.750	.417

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N/S: 8th Street E
E/W: E Avenue P
Weather: Clear

File Name : 08_PDE_8th St E_E Ave P PM
Site Code : 99924432
Start Date : 5/15/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 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	**1**	0	**1**
+30 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1
+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	2	0	2	0	0	0	0	0	3	0	3
% 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	.750	.000	.750

APPENDIX B:
List of Cumulative Projects

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Appendix B - Lis of Cumulative Projects			
No.	**Cumulative Projects**	**Location**	**Cumulative Project Size/Land Use**
1	Industrial Building	Site Plan Review 22-012 . Located on the west side of 8th Street East and south of Rancho Vista Blvd (Avenue P) (APN 3022-001-027)	389,200 square feet industrial land use.
2	Patriot Business Park Industrial Project	Located south of Lockheed martin Aeronautics facility and southwest of the Palmdale Regional Airport. Project Site bound by Rancho Vista Boulevard, 8th Street, Blackbird Street/Lockheed Way and 10th Street E.	Consists of 14 parcels wih industrial/warehouse, office and manufacuring land uses.

APPENDIX C:
Cumulative Projects Trip Generation Data

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Appendix C: Cumulative Project 1 - Trip Generation (High-Cube Transload and Short-Term Storage Warehouse)

Land Use	Units	Peak Hour						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Total Vehicle Rates								
Trip Generation Rates[1]	TSF	0.062	0.018	0.080	0.028	0.072	0.100	1.400
PCE Inbound/Outbound Splits		69%	31%	100%	31%	69%	100%	100%
Passenger Car Equivalent Rates Calculations								
Passenger Cars								
Recommended Mix (%)[2]		84.09%	44.57%	75.00%	83.21%	92.64%	90.00%	84.29%
PCE Factor[3]		1.0	1.0	1.0	1.0	1.0	1.0	1.0
PCE Rates		0.052	0.008	0.060	0.023	0.067	0.090	1.180
2-Axle Trucks								
Recommended Mix (%)[2]		2.66%	9.27%	4.18%	2.81%	1.23%	1.67%	2.63%
PCE Factor[3]		1.5	1.5	1.5	1.5	1.5	1.5	1.5
PCE Rates		0.002	0.003	0.005	0.001	0.001	0.003	0.055
3-Axle Trucks								
Recommended Mix (%)[2]		3.30%	11.49%	5.18%	3.48%	1.53%	2.07%	3.26%
PCE Factor[3]		2.0	2.0	2.0	2.0	2.0	2.0	2.0
PCE Rates		0.004	0.004	0.008	0.002	0.002	0.004	0.091
4-Axle Trucks								
Recommended Mix (%)[2]		9.95%	34.67%	15.64%	10.50%	4.60%	6.25%	9.83%
PCE Factor[3]		3.0	3.0	3.0	3.0	3.0	3.0	3.0
PCE Rates		0.018	0.019	0.038	0.009	0.010	0.019	0.413
Warehouse Net PCE Rate		**0.077**	**0.034**	**0.111**	**0.035**	**0.080**	**0.115**	**1.739**
Project Trip Generation (Trips, By Vehicle Type)								
Warehouse	389.200 TSF							
Passenger Cars		**20**	**3**	**23**	**9**	**26**	**35**	**459**
2-Axle Trucks		0	1	1	1	0	1	14
3-Axle Trucks		1	1	2	1	0	1	18
4+ Axle Trucks		3	2	5	1	1	2	54
All Trucks		**4**	**4**	**8**	**3**	**1**	**4**	**86**
Total Vehicles		**24**	**7**	**31**	**12**	**27**	**39**	**545**
Project Trip Generation (Passenger Car Equivalent Trips, By Vehicle Type)								
Passenger Cars		**20**	**3**	**23**	**9**	**26**	**35**	**459**
Truck PCE								
2-Axle Trucks		0	2	2	2	0	2	21
3-Axle Trucks		2	2	4	2	0	2	36
4+ Axle Trucks		9	6	15	3	3	6	162
Total Truck PCE		**11**	**10**	**21**	**7**	**3**	**10**	**219**
Total PCE		**31**	**13**	**44**	**16**	**29**	**45**	**678**

[1] Rates based on Land Use 154 - "High-Cube Transload and Short-Term Storage Warehouse" from Institute of Transportation Engineers (ITE) Trip Generation (11th Edition).

[2] Passenger Vehicle/Truck splits are based on percentages provided in ITE Trip Generation (11th Edition). Truck Splits by axle-type based on data from SCAQMD.

[3] Recommended PCE Factor per County of Riverside *Transportation Impact Analysis Preparation Guide for Vehicle Miles Traveled and Level of Service Assessment (December 2020)*

[4] Cumulative Project 1 is located on the west side of 8th Street East and south of Rancho Vista Blvd (Avenue P)(APN 3022-001-027)

- Lot 3: two 50,000 square foot industrial / warehouse buildings divided into fifteen individual units.
- Lot 12: one building with approximately 100,000 square feet industrial / warehouse uses.
- Lot 16: located south of the future construction of Avenue O-12, includes a 511-space parking supply shared between the buildings on Lot 12 to the north, and Lot 20 to the south. The remaining portion of Lot 16 is proposed as a detention basin. These uses support the land uses on adjoining lots and do not generate traffic in of themselves.
- Lot 20: proposed to contain up to 100,000 square feet of office use in up to three buildings.

Chapter 6 includes site plans and a detailed discussion regarding access to each lot.

B. Project Trip Generation

The land uses described above generate a mix of automobile and light to heavy duty truck traffic. For truck intensive land uses (i.e., industrial and warehousing), it is standard practice to convert the estimated number of trucks into "passenger car equivalents (PCEs)" when analyzing intersection capacity and level of service[6]. Therefore, the project's estimated trip generation presented in **Table 5-2** is in PCEs, except the office land use in Lot 20 which is not considered a truck intensive use.

Table 5-2: Estimated Project Trip Generation

No.	Parcel / Land Use	Quantity (SF of Floor Area)	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
1	**Parcel 3 - Industrial Building Land Use Category (ITE 110)**								
	Rate (Trips per 1,000 Sq. Feet Gross Floor Area)	100,000	4.87	0.65	0.09	0.74	0.09	0.56	0.65
	Trips		487	65	9	74	9	56	65
2	**Parcel 12 - Industrial Building Land Use Category (ITE 110)**								
	Rate (Trips per 1,000 Sq. Feet Gross Floor Area)	100,000	4.87	0.65	0.09	0.74	0.09	0.56	0.65
	Trips		487	65	9	74	9	56	65
3	**Parcel 16 - Retention Basin and Surface Parking**	Not Applicable							
4	**Parcel 20 - Office Buildings Land Use Category (ITE 710)**								
	Rate (Trips per 1,000 Sq. Feet Gross Floor Area)	100,000	10.84	1.34	0.18	1.52	0.24	1.20	1.44
	Trips		1,084	134	18	152	24	120	144
Total Vehicular Trip Generation (Industrial Uses)		200,000	974	130	18	148	18	112	130
Total Vehicular Trip Generation (Office Uses)		100,000	1,084	134	18	152	24	120	144
Total Vehicular Trip Generation (Combined)		300,000	2,058	264	36	300	43	231	274
		Project Trip Generation by Vehicle Type and Passenger Car Equivalents (PCEs)							
	Applied to Industrial Uses Only	Mode Share							
	Passenger Cars (Percent of Total)	78.60%	766	102	14	116	14	88	102
	2-Axle Trucks (Percent of Total)	8.00%	78	10	1	12	1	9	10
	3-Axle Trucks (Percent of Total)	3.90%	38	5	1	6	1	4	5
	4-Axle Trucks (Percent of Total)	9.50%	93	12	2	14	2	11	12
	Subtotal	100.00%	974	130	18	148	18	112	130
		PCE Factor							
	Passenger Cars	1	766	102	14	116	14	88	102
	2-Axle Trucks	1.5	117	16	2	18	2	13	16
	3-Axle Trucks	2	76	10	1	12	1	9	10
	4-Axle Trucks	3	278	37	5	42	5	32	37
Total PCE Trip Generation (Industrial Uses)			1,236	165	23	188	23	142	165
Total PCE Trip Generation (Office Uses)			1,084	134	18	152	24	120	144
Total PCE Trip Generation (Combined Industrial + Office)			**2,320**	**299**	**41**	**340**	**48**	**261**	**309**

Sources:
Trip generation rates are from the Institute of Transportation Engineers (ITE) Trip Generation (11th Edition).
Vehicle type mode share is from the Truck Trip Generation Study, prepared for the City of Fontana, and San Bernardino County, August 2003.

[6] Source of passenger car / truck mode split used to estimate trip generation: Truck Trip Generation Study. City of Fontana and County of San Bernardino. August 2003. Note: trip generation for office use is not converted to PCEs.

APPENDIX D:
VOLUME DEVELOPMENT WORKSHEETS

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Table D-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 . Division Street/ Ave O-12												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
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	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	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
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	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	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
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	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
Total Approaches												
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

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Table D-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
2 . Division Street/ Driveway 1												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
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	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	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
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	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	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
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	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
Total Approaches												
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

Table D-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
3 . Division Street/ Driveway 2												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
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	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	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
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	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	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
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	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
Total Approaches												
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

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Table D-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 . Division Street/ W Rancho Vista Boulevard												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	68	0	0	1	3	71	97	0	0	1	3	100
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	39	1	0	0	2	41	73	2	1	1	8	81
EBL	47	0	0	0	0	47	67	1	1	0	4	71
EBT	839	13	0	2	26	865	713	7	0	1	14	727
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	446	13	4	1	31	477	905	8	0	1	15	920
WBR	113	2	0	0	3	116	130	3	0	0	5	135
North Leg												
Approach	107	1	0	1	5	112	170	2	1	2	11	181
Departure	160	2	0	0	3	163	197	4	1	0	9	206
Total	267	3	0	1	8	275	367	6	2	2	20	387
South 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
East Leg												
Approach	559	15	4	1	34	593	1,035	11	0	1	20	1,055
Departure	907	13	0	3	29	936	810	7	0	2	17	827
Total	1,466	28	4	4	63	1,529	1,845	18	0	3	37	1,882
West Leg												
Approach	886	13	0	2	26	912	780	8	1	1	18	798
Departure	485	14	4	1	33	518	978	10	1	2	23	1,001
Total	1,371	27	4	3	59	1,430	1,758	18	2	3	41	1,799
Total Approaches												
Approach	1,552	29	4	4	65	1,617	1,985	21	2	4	49	2,034
Departure	1,552	29	4	4	65	1,617	1,985	21	2	4	49	2,034
Total	3,104	58	8	8	130	3,234	3,970	42	4	8	98	4,068

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Table D-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
5 . Driveway 3/ Ave O-12												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
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	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	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
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	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	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
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	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
Total Approaches												
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

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Table D-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
6 . Driveway 4/ W Rancho Vista Boulevard												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
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	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	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
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	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	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
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	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
Total Approaches												
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

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Table D-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
7 . 3rd street E/ W Rancho Vista Boulevard												
NBL	87	0	4	0	8	95	166	0	0	0	0	166
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	85	0	2	0	4	89	107	0	4	0	8	115
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	821	2	16	1	38	859	710	0	5	2	16	726
EBR	85	1	1	0	4	89	131	0	1	0	2	133
WBL	41	0	1	0	2	43	60	0	1	0	2	62
WBT	472	2	14	2	37	509	888	0	8	3	25	913
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	172	0	6	0	12	184	273	0	4	0	8	281
Departure	126	1	2	0	6	132	191	0	2	0	4	195
Total	298	1	8	0	18	316	464	0	6	0	12	476
East Leg												
Approach	513	2	15	2	39	552	948	0	9	3	27	975
Departure	906	2	18	1	42	948	817	0	9	2	24	841
Total	1,419	4	33	3	81	1,500	1,765	0	18	5	51	1,816
West Leg												
Approach	906	3	17	1	42	948	841	0	6	2	18	859
Departure	559	2	18	2	45	604	1,054	0	8	3	25	1,079
Total	1,465	5	35	3	87	1,552	1,895	0	14	5	43	1,938
Total Approaches												
Approach	1,591	5	38	3	93	1,684	2,062	0	19	5	53	2,115
Departure	1,591	5	38	3	93	1,684	2,062	0	19	5	53	2,115
Total	3,182	10	76	6	186	3,368	4,124	0	38	10	106	4,230

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Table D-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
8 . Driveway 5/ Ave O-12												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
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	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	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
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	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	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
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	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
Total Approaches												
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

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Table D-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
9 . Connector/ W Rancho Vista Boulevard												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
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	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	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
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	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	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
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	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
Total Approaches												
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

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Table D-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
10 . Sierra Highway/ Ave O-12												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
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	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	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
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	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	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
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	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
Total Approaches												
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

Table D-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
11 . Sierra Highway/ W Rancho Vista Boulevard WB Connector												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
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	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	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
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	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	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
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	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
Total Approaches												
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

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Table D-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
12 . Sierra Highway/ W Rancho Vista Boulevard												
NBL	88	7	0	0	11	99	212	7	0	0	11	223
NBT	621	11	4	2	31	652	803	23	2	1	42	845
NBR	27	1	0	1	5	32	11	0	0	1	3	14
SBL	488	15	3	5	44	532	588	15	0	1	26	614
SBT	428	17	2	3	39	467	851	12	1	1	23	874
SBR	55	5	0	0	8	63	123	0	0	0	0	123
EBL	113	5	0	0	8	121	158	2	0	0	3	161
EBT	752	11	1	2	25	777	569	9	0	2	20	589
EBR	56	5	0	0	8	64	92	3	0	0	5	97
WBL	12	0	0	0	0	12	29	0	0	1	3	32
WBT	376	5	3	2	20	396	626	4	0	2	12	638
WBR	834	16	0	1	27	861	622	7	0	0	11	633
North Leg												
Approach	971	37	5	8	91	1,062	1,562	27	1	2	49	1,611
Departure	1,568	32	4	3	66	1,634	1,583	32	2	1	56	1,639
Total	2,539	69	9	11	157	2,696	3,145	59	3	3	105	3,250
South Leg												
Approach	736	19	4	3	47	783	1,026	30	2	2	56	1,082
Departure	496	22	2	3	47	543	972	15	1	2	31	1,003
Total	1,232	41	6	6	94	1,326	1,998	45	3	4	87	2,085
East Leg												
Approach	1,222	21	3	3	47	1,269	1,277	11	0	3	26	1,303
Departure	1,267	27	4	8	74	1,341	1,168	24	0	4	49	1,217
Total	2,489	48	7	11	121	2,610	2,445	35	0	7	75	2,520
West Leg												
Approach	921	21	1	2	41	962	819	14	0	2	28	847
Departure	519	17	3	2	39	558	961	11	0	2	23	984
Total	1,440	38	4	4	80	1,520	1,780	25	0	4	51	1,831
Total Approaches												
Approach	3,850	98	13	16	226	4,076	4,684	82	3	9	159	4,843
Departure	3,850	98	13	16	226	4,076	4,684	82	3	9	159	4,843
Total	7,700	196	26	32	452	8,152	9,368	164	6	18	318	9,686

Table D-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
13 . Sierra Highway/ W Rancho Vista Boulevard EB Connector												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
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	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	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
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	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	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
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	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
Total Approaches												
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

translutions
the transportation solutions company

Table D-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
14 . 8th Street E/ W Rancho Vista Blvd.												
NBL	29	2	0	0	3	32	74	0	0	0	0	74
NBT	18	0	0	0	0	18	1	0	0	0	0	1
NBR	1	0	1	0	2	3	5	0	0	0	0	5
SBL	3	1	0	0	2	5	110	0	1	0	2	112
SBT	1	0	0	0	0	1	112	0	0	0	0	112
SBR	29	2	0	1	6	35	499	0	0	0	0	499
EBL	431	2	0	1	6	437	14	1	1	0	4	18
EBT	717	17	1	5	43	760	1,042	19	1	3	40	1,082
EBR	61	3	0	1	8	69	49	5	0	0	8	57
WBL	11	0	2	0	4	15	17	0	0	0	0	17
WBT	1,100	18	2	1	34	1,134	702	8	2	2	22	724
WBR	24	0	0	0	0	24	6	0	0	0	0	6
North Leg												
Approach	33	3	0	1	8	41	721	0	1	0	2	723
Departure	473	2	0	1	6	479	21	1	1	0	4	25
Total	506	5	0	2	14	520	742	1	2	0	6	748
South Leg												
Approach	48	2	1	0	5	53	80	0	0	0	0	80
Departure	73	3	2	1	12	85	178	5	0	0	8	186
Total	121	5	3	1	17	138	258	5	0	0	8	266
East Leg												
Approach	1,135	18	4	1	38	1,173	725	8	2	2	22	747
Departure	721	18	2	5	47	768	1,157	19	2	3	42	1,199
Total	1,856	36	6	6	85	1,941	1,882	27	4	5	64	1,946
West Leg												
Approach	1,209	22	1	7	57	1,266	1,105	25	2	3	52	1,157
Departure	1,158	22	2	2	43	1,201	1,275	8	2	2	22	1,297
Total	2,367	44	3	9	100	2,467	2,380	33	4	5	74	2,454
Total Approaches												
Approach	2,425	45	6	9	108	2,533	2,631	33	5	5	76	2,707
Departure	2,425	45	6	9	108	2,533	2,631	33	5	5	76	2,707
Total	4,850	90	12	18	216	5,066	5,262	66	10	10	152	5,414

Table D-2 - Opening Year (2027) Without Grade Separation No Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Exist Volumes	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP
1 . Division Street/ Ave O-12										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	163	7	170	0	170	206	9	215	0	215
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	112	5	117	0	117	181	8	189	0	189
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	112	5	117	0	117	181	8	189	0	189
Departure	163	7	170	0	170	206	9	215	0	215
Total	275	12	287	0	287	387	17	404	0	404
South Leg										
Approach	163	7	170	0	170	206	9	215	0	215
Departure	112	5	117	0	117	181	8	189	0	189
Total	275	12	287	0	287	387	17	404	0	404
East 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
West 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
Total Approaches										
Approach	275	12	287	0	287	387	17	404	0	404
Departure	275	12	287	0	287	387	17	404	0	404
Total	550	24	574	0	574	774	34	808	0	808

Table D-2 - Opening Year (2027) Without Grade Separation No Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Exist Volumes	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP
2 Division Street/ Driveway 1										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	163	7	170	0	170	206	9	215	0	215
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	112	5	117	0	117	181	8	189	0	189
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	112	5	117	0	117	181	8	189	0	189
Departure	163	7	170	0	170	206	9	215	0	215
Total	275	12	287	0	287	387	17	404	0	404
South Leg										
Approach	163	7	170	0	170	206	9	215	0	215
Departure	112	5	117	0	117	181	8	189	0	189
Total	275	12	287	0	287	387	17	404	0	404
East 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
West 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
Total Approaches										
Approach	275	12	287	0	287	387	17	404	0	404
Departure	275	12	287	0	287	387	17	404	0	404
Total	550	24	574	0	574	774	34	808	0	808

Table D-2 - Opening Year (2027) Without Grade Separation No Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Exist Volumes	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP
3 Division Street/ Driveway 2										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	163	7	170	0	170	206	9	215	0	215
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	112	5	117	0	117	181	8	189	0	189
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	112	5	117	0	117	181	8	189	0	189
Departure	163	7	170	0	170	206	9	215	0	215
Total	275	12	287	0	287	387	17	404	0	404
South Leg										
Approach	163	7	170	0	170	206	9	215	0	215
Departure	112	5	117	0	117	181	8	189	0	189
Total	275	12	287	0	287	387	17	404	0	404
East 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
West 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
Total Approaches										
Approach	275	12	287	0	287	387	17	404	0	404
Departure	275	12	287	0	287	387	17	404	0	404
Total	550	24	574	0	574	774	34	808	0	808

Table D-2 - Opening Year (2027) Without Grade Separation No Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Exist Volumes	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP
4 Division Street/ W Rancho Vista Boulevard										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0
SBL	71	3	74	0	74	100	5	105	0	105
SBT	0	0	0	0	0	0	0	0	0	0
SBR	41	2	43	0	43	81	4	85	0	85
EBL	47	2	49	0	49	71	3	74	0	74
EBT	865	39	904	164	1,068	727	33	760	28	788
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	477	21	498	24	522	920	41	961	143	1,104
WBR	116	5	121	0	121	135	6	141	0	141
North Leg										
Approach	112	5	117	0	117	181	9	190	0	190
Departure	163	7	170	0	170	206	9	215	0	215
Total	275	12	287	0	287	387	18	405	0	405
South 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
East Leg										
Approach	593	26	619	24	643	1,055	47	1,102	143	1,245
Departure	936	42	978	164	1,142	827	38	865	28	893
Total	1,529	68	1,597	188	1,785	1,882	85	1,967	171	2,138
West Leg										
Approach	912	41	953	164	1,117	798	36	834	28	862
Departure	518	23	541	24	565	1,001	45	1,046	143	1,189
Total	1,430	64	1,494	188	1,682	1,799	81	1,880	171	2,051
Total Approaches										
Approach	1,617	72	1,689	188	1,877	2,034	92	2,126	171	2,297
Departure	1,617	72	1,689	188	1,877	2,034	92	2,126	171	2,297
Total	3,234	144	3,378	376	3,754	4,068	184	4,252	342	4,594

Table D-2 - Opening Year (2027) Without Grade Separation No Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Exist Volumes	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP
5 Driveway 3/ Ave O-12										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	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	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
East 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
West 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
Total Approaches										
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

Table D-2 - Opening Year (2027) Without Grade Separation No Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Exist Volumes	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP
6 Driveway 4/ W Rancho Vista Boulevard										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	936	42	978	164	1,142	827	37	864	28	892
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	593	27	620	24	644	1,055	47	1102	143	1,245
WBR	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	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
East Leg										
Approach	593	27	620	24	644	1,055	47	1,102	143	1,245
Departure	936	42	978	164	1,142	827	37	864	28	892
Total	1,529	69	1,598	188	1,786	1,882	84	1,966	171	2,137
West Leg										
Approach	936	42	978	164	1,142	827	37	864	28	892
Departure	593	27	620	24	644	1,055	47	1,102	143	1,245
Total	1,529	69	1,598	188	1,786	1,882	84	1,966	171	2,137
Total Approaches										
Approach	1,529	69	1,598	188	1,786	1,882	84	1,966	171	2,137
Departure	1,529	69	1,598	188	1,786	1,882	84	1,966	171	2,137
Total	3,058	138	3,196	376	3,572	3,764	168	3,932	342	4,274

Table D-2 - Opening Year (2027) Without Grade Separation No Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Exist Volumes	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP
7 3rd street E/ W Rancho Vista Boulevard										
NBL	95	4	99	0	99	166	7	173	0	173
NBT	0	0	0	0	0	0	0	0	0	0
NBR	89	4	93	0	93	115	5	120	0	120
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	859	39	898	164	1,062	726	33	759	28	787
EBR	89	4	93	0	93	133	6	139	0	139
WBL	43	2	45	0	45	62	3	65	0	65
WBT	509	23	532	24	556	913	41	954	143	1,097
WBR	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	184	8	192	0	192	281	12	293	0	293
Departure	132	6	138	0	138	195	9	204	0	204
Total	316	14	330	0	330	476	21	497	0	497
East Leg										
Approach	552	25	577	24	601	975	44	1,019	143	1,162
Departure	948	43	991	164	1,155	841	38	879	28	907
Total	1,500	68	1,568	188	1,756	1,816	82	1,898	171	2,069
West Leg										
Approach	948	43	991	164	1,155	859	39	898	28	926
Departure	604	27	631	24	655	1,079	48	1,127	143	1,270
Total	1,552	70	1,622	188	1,810	1,938	87	2,025	171	2,196
Total Approaches										
Approach	1,684	76	1,760	188	1,948	2,115	95	2,210	171	2,381
Departure	1,684	76	1,760	188	1,948	2,115	95	2,210	171	2,381
Total	3,368	152	3,520	376	3,896	4,230	190	4,420	342	4,762

Table D-2 - Opening Year (2027) Without Grade Separation No Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Exist Volumes	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP
8 Driveway 5/ Ave O-12										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	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	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
East 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
West 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
Total Approaches										
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

Table D-2 - Opening Year (2027) Without Grade Separation No Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Exist Volumes	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP
9 Connector/ W Rancho Vista Boulevard										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	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	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
East 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
West 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
Total Approaches										
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

Table D-2 - Opening Year (2027) Without Grade Separation No Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Exist Volumes	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP
10 Sierra Highway/ Ave O-12										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	1,634	74	1708	14	1,722	1,639	74	1713	87	1,800
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	1,062	48	1110	100	1,210	1,611	72	1683	18	1,701
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	1,062	48	1,110	100	1,210	1,611	72	1,683	18	1,701
Departure	1,634	74	1,708	14	1,722	1,639	74	1,713	87	1,800
Total	2,696	122	2,818	114	2,932	3,250	146	3,396	105	3,501
South Leg										
Approach	1,634	74	1,708	14	1,722	1,639	74	1,713	87	1,800
Departure	1,062	48	1,110	100	1,210	1,611	72	1,683	18	1,701
Total	2,696	122	2,818	114	2,932	3,250	146	3,396	105	3,501
East 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
West 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
Total Approaches										
Approach	2,696	122	2,818	114	2,932	3,250	146	3,396	105	3,501
Departure	2,696	122	2,818	114	2,932	3,250	146	3,396	105	3,501
Total	5,392	244	5,636	228	5,864	6,500	292	6,792	210	7,002

Table D-2 - Opening Year (2027) Without Grade Separation No Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Exist Volumes	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP
11 Sierra Highway/ W Rancho Vista Boulevard WB Connector										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	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	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
East 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
West 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
Total Approaches										
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

Table D-2 - Opening Year (2027) Without Grade Separation No Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Exist Volumes	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP
12 Sierra Highway/ W Rancho Vista Boulevard										
NBL	99	4	103	0	103	223	10	233	0	233
NBT	652	29	681	0	681	845	38	883	0	883
NBR	32	1	33	21	54	14	1	15	6	21
SBL	532	24	556	100	656	614	28	642	18	660
SBT	467	21	488	0	488	874	39	913	0	913
SBR	63	3	66	0	66	123	6	129	0	129
EBL	121	5	126	0	126	161	7	168	0	168
EBT	777	35	812	164	976	589	27	616	28	644
EBR	64	3	67	0	67	97	4	101	0	101
WBL	12	1	13	6	19	32	1	33	19	52
WBT	396	18	414	24	438	638	29	667	143	810
WBR	861	39	900	14	914	633	28	661	87	748
North Leg										
Approach	1,062	48	1,110	100	1,210	1,611	73	1,684	18	1,702
Departure	1,634	73	1,707	14	1,721	1,639	73	1,712	87	1,799
Total	2,696	121	2,817	114	2,931	3,250	146	3,396	105	3,501
South Leg										
Approach	783	34	817	21	838	1,082	49	1,131	6	1,137
Departure	543	25	568	6	574	1,003	44	1,047	19	1,066
Total	1,326	59	1,385	27	1,412	2,085	93	2,178	25	2,203
East Leg										
Approach	1,269	58	1,327	44	1,371	1,303	58	1,361	249	1,610
Departure	1,341	60	1,401	285	1,686	1,217	56	1,273	52	1,325
Total	2,610	118	2,728	329	3,057	2,520	114	2,634	301	2,935
West Leg										
Approach	962	43	1,005	164	1,169	847	38	885	28	913
Departure	558	25	583	24	607	984	45	1,029	143	1,172
Total	1,520	68	1,588	188	1,776	1,831	83	1,914	171	2,085
Total Approaches										
Approach	4,076	183	4,259	329	4,588	4,843	218	5,061	301	5,362
Departure	4,076	183	4,259	329	4,588	4,843	218	5,061	301	5,362
Total	8,152	366	8,518	658	9,176	9,686	436	10,122	602	10,724

Table D-2 - Opening Year (2027) Without Grade Separation No Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Exist Volumes	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP
13 Sierra Highway/ W Rancho Vista Boulevard EB Connector										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	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	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
East 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
West 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
Total Approaches										
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

Table D-2 - Opening Year (2027) Without Grade Separation No Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Exist Volumes	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP
14 8th Street E/ W Rancho Vista Blvd.										
NBL	32	1	33	10	43	74	3	77	23	100
NBT	18	1	19	0	19	1	0	1	0	1
NBR	3	0	3	0	3	5	0	5	1	6
SBL	5	0	5	0	5	112	5	117	0	117
SBT	1	0	1	0	1	112	5	117	0	117
SBR	35	2	37	6	43	499	22	521	59	580
EBL	437	20	457	71	528	18	1	19	9	28
EBT	760	34	794	190	984	1,082	49	1131	31	1,162
EBR	69	3	72	24	96	57	3	60	12	72
WBL	15	1	16	1	17	17	1	18	0	18
WBT	1,134	51	1185	26	1,211	724	33	757	166	923
WBR	24	1	25	0	25	6	0	6	0	6
North Leg										
Approach	41	2	43	6	49	723	32	755	59	814
Departure	479	22	501	71	572	25	1	26	9	35
Total	520	24	544	77	621	748	33	781	68	849
South Leg										
Approach	53	2	55	10	65	80	3	83	24	107
Departure	85	4	89	25	114	186	9	195	12	207
Total	138	6	144	35	179	266	12	278	36	314
East Leg										
Approach	1,173	53	1,226	27	1,253	747	34	781	166	947
Departure	768	34	802	190	992	1,199	54	1,253	32	1,285
Total	1,941	87	2,028	217	2,245	1,946	88	2,034	198	2,232
West Leg										
Approach	1,266	57	1,323	285	1,608	1,157	53	1,210	52	1,262
Departure	1,201	54	1,255	42	1,297	1,297	58	1,355	248	1,603
Total	2,467	111	2,578	327	2,905	2,454	111	2,565	300	2,865
Total Approaches										
Approach	2,533	114	2,647	328	2,975	2,707	122	2,829	301	3,130
Departure	2,533	114	2,647	328	2,975	2,707	122	2,829	301	3,130
Total	5,066	228	5,294	656	5,950	5,414	244	5,658	602	6,260

Table D-3 - Opening Year (2027) Without Grade Separation With Project Peak Hour Volume Summary

	AM				PM			
	OY 2027 NP	Ave O Adjustment	Project Trips	OY 2027 WP	OY 2027 NP	Ave O Adjustment	Project Trips	OY 2027 WP
1 . Division Street/ Ave O-12								
NBL	0		0	0	0		0	0
NBT	170	-13	0	157	215	-16	1	200
NBR	0		29	29	0		19	19
SBL	0		1	1	0		1	1
SBT	117		2	119	189		1	190
SBR	0		0	0	0		0	0
EBL	0		0	0	0		0	0
EBT	0		0	0	0		0	0
EBR	0		0	0	0		0	0
WBL	0		22	22	0		26	26
WBT	0		0	0	0		0	0
WBR	0	13	0	13	0	16	2	18
North Leg								
Approach	117	0	3	120	189	0	2	191
Departure	170	0	0	170	215	0	3	218
Total	287	0	3	290	404	0	5	409
South Leg								
Approach	170	-13	29	186	215	-16	20	219
Departure	117	0	24	141	189	0	27	216
Total	287	-13	53	327	404	-16	47	435
East Leg								
Approach	0	13	22	35	0	16	28	44
Departure	0	0	30	30	0	0	20	20
Total	0	13	52	65	0	16	48	64
West Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Total Approaches								
Approach	287	0	54	341	404	0	50	454
Departure	287	0	54	341	404	0	50	454
Total	574	0	108	682	808	0	100	908

Table D-3 - Opening Year (2027) Without Grade Separation With Project Peak Hour Volume Summary

	AM				PM			
	OY 2027 NP	Ave O Adjustment	Project Trips	OY 2027 WP	OY 2027 NP	Ave O Adjustment	Project Trips	OY 2027 WP
2 Division Street/ Driveway 1								
NBL	0		0	0	0		0	0
NBT	170	-13	29	186	215	-16	18	217
NBR	0		20	20	0		9	9
SBL	0		12	12	0		6	6
SBT	117		12	129	189		21	210
SBR	0		0	0	0		0	0
EBL	0		0	0	0		0	0
EBT	0		0	0	0		0	0
EBR	0		0	0	0		0	0
WBL	0		4	4	0		36	36
WBT	0		0	0	0		0	0
WBR	0		0	0	0		3	3
North Leg								
Approach	117	0	24	141	189	0	27	216
Departure	170	-13	29	186	215	-16	21	220
Total	287	-13	53	327	404	-16	48	436
South Leg								
Approach	170	-13	49	206	215	-16	27	226
Departure	117	0	16	133	189	0	57	246
Total	287	-13	65	339	404	-16	84	472
East Leg								
Approach	0	0	4	4	0	0	39	39
Departure	0	0	32	32	0	0	15	15
Total	0	0	36	36	0	0	54	54
West Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Total Approaches								
Approach	287	-13	77	351	404	-16	93	481
Departure	287	-13	77	351	404	-16	93	481
Total	574	-26	154	702	808	-32	186	962

Table D-3 - Opening Year (2027) Without Grade Separation With Project Peak Hour Volume Summary

	AM				PM			
	OY 2027 NP	Ave O Adjustment	Project Trips	OY 2027 WP	OY 2027 NP	Ave O Adjustment	Project Trips	OY 2027 WP
3 Division Street/ Driveway 2								
NBL	0		0	0	0		0	0
NBT	170	-13	46	203	215	-16	25	224
NBR	0		13	13	0		10	10
SBL	0		0	0	0		0	0
SBT	117		16	133	189		57	246
SBR	0		0	0	0		0	0
EBL	0		0	0	0		0	0
EBT	0		0	0	0		0	0
EBR	0		0	0	0		0	0
WBL	0		0	0	0		0	0
WBT	0		0	0	0		0	0
WBR	0		3	3	0		2	2
North Leg								
Approach	117	0	16	133	189	0	57	246
Departure	170	-13	49	206	215	-16	27	226
Total	287	-13	65	339	404	-16	84	472
South Leg								
Approach	170	-13	59	216	215	-16	35	234
Departure	117	0	16	133	189	0	57	246
Total	287	-13	75	349	404	-16	92	480
East Leg								
Approach	0	0	3	3	0	0	2	2
Departure	0	0	13	13	0	0	10	10
Total	0	0	16	16	0	0	12	12
West Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Total Approaches								
Approach	287	-13	78	352	404	-16	94	482
Departure	287	-13	78	352	404	-16	94	482
Total	574	-26	156	704	808	-32	188	964

Table D-3 - Opening Year (2027) Without Grade Separation With Project Peak Hour Volume Summary

	AM				PM			
	OY 2027 NP	Ave O Adjustment	Project Trips	OY 2027 WP	OY 2027 NP	Ave O Adjustment	Project Trips	OY 2027 WP
4 Division Street/ W Rancho Vista Boulevard								
NBL	0		0	0	0		0	0
NBT	0		0	0	0		0	0
NBR	0		0	0	0		0	0
SBL	74		10	84	105		40	145
SBT	0		0	0	0		0	0
SBR	43		6	49	85		18	103
EBL	49		23	72	74		14	88
EBT	1068		0	1068	788		0	788
EBR	0		0	0	0		0	0
WBL	0		0	0	0		0	0
WBT	522		4	526	1104		4	1108
WBR	121	-13	37	145	141	-16	22	147
North Leg								
Approach	117	0	16	133	190	0	58	248
Departure	170	-13	60	217	215	-16	36	235
Total	287	-13	76	350	405	-16	94	483
South Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
East Leg								
Approach	643	-13	41	671	1,245	-16	26	1,255
Departure	1,142	0	10	1,152	893	0	40	933
Total	1,785	-13	51	1,823	2,138	-16	66	2,188
West Leg								
Approach	1,117	0	23	1,140	862	0	14	876
Departure	565	0	10	575	1,189	0	22	1,211
Total	1,682	0	33	1,715	2,051	0	36	2,087
Total Approaches								
Approach	1,877	-13	80	1,944	2,297	-16	98	2,379
Departure	1,877	-13	80	1,944	2,297	-16	98	2,379
Total	3,754	-26	160	3,888	4,594	-32	196	4,758

Table D-3 - Opening Year (2027) Without Grade Separation With Project Peak Hour Volume Summary

	AM				PM			
	OY 2027 NP	Ave O Adjustment	Project Trips	OY 2027 WP	OY 2027 NP	Ave O Adjustment	Project Trips	OY 2027 WP
5 Driveway 3/ Ave O-12								
NBL	0		0	0	0		0	0
NBT	0		0	0	0		0	0
NBR	0		5	5	0		3	3
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	0		19	19	0		11	11
EBR	0		11	11	0		9	9
WBL	0		0	0	0		0	0
WBT	0	13	22	35	0	16	28	44
WBR	0		0	0	0		0	0
North Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
South Leg								
Approach	0	0	5	5	0	0	3	3
Departure	0	0	11	11	0	0	9	9
Total	0	0	16	16	0	0	12	12
East Leg								
Approach	0	13	22	35	0	16	28	44
Departure	0	0	24	24	0	0	14	14
Total	0	13	46	59	0	16	42	58
West Leg								
Approach	0	0	30	30	0	0	20	20
Departure	0	13	22	35	0	16	28	44
Total	0	13	52	65	0	16	48	64
Total Approaches								
Approach	0	13	57	70	0	16	51	67
Departure	0	13	57	70	0	16	51	67
Total	0	26	114	140	0	32	102	134

Table D-3 - Opening Year (2027) Without Grade Separation With Project Peak Hour Volume Summary

	AM				PM			
	OY 2027 NP	Ave O Adjustment	Project Trips	OY 2027 WP	OY 2027 NP	Ave O Adjustment	Project Trips	OY 2027 WP
6 Driveway 4/ W Rancho Vista Boulevard								
NBL	0		0	0	0		0	0
NBT	0		0	0	0		0	0
NBR	0		0	0	0		0	0
SBL	0		0	0	0		0	0
SBT	0		0	0	0		0	0
SBR	0		4	4	0		3	3
EBL	0		0	0	0		0	0
EBT	1142		4	1146	892		36	928
EBR	0		0	0	0		0	0
WBL	0		0	0	0		0	0
WBT	644	-13	37	668	1245	-16	23	1252
WBR	0		0	0	0		0	0
North Leg								
Approach	0	0	4	4	0	0	3	3
Departure	0	0	0	0	0	0	0	0
Total	0	0	4	4	0	0	3	3
South Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
East Leg								
Approach	644	-13	37	668	1,245	-16	23	1,252
Departure	1,142	0	4	1,146	892	0	36	928
Total	1,786	-13	41	1,814	2,137	-16	59	2,180
West Leg								
Approach	1,142	0	4	1,146	892	0	36	928
Departure	644	-13	41	672	1,245	-16	26	1,255
Total	1,786	-13	45	1,818	2,137	-16	62	2,183
Total Approaches								
Approach	1,786	-13	45	1,818	2,137	-16	62	2,183
Departure	1,786	-13	45	1,818	2,137	-16	62	2,183
Total	3,572	-26	90	3,636	4,274	-32	124	4,366

Table D-3 - Opening Year (2027) Without Grade Separation With Project Peak Hour Volume Summary

	AM				PM			
	OY 2027 NP	Ave O Adjustment	Project Trips	OY 2027 WP	OY 2027 NP	Ave O Adjustment	Project Trips	OY 2027 WP
7 3rd street E/ W Rancho Vista Boulevard								
NBL	99		3	102	173		1	174
NBT	0		0	0	0		0	0
NBR	93		0	93	120		0	120
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	1062		10	1072	787		37	824
EBR	93		0	93	139		3	142
WBL	45		0	45	65		0	65
WBT	556	-13	34	577	1097	-16	21	1102
WBR	0		0	0	0		0	0
North Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
South Leg								
Approach	192	0	3	195	293	0	1	294
Departure	138	0	0	138	204	0	3	207
Total	330	0	3	333	497	0	4	501
East Leg								
Approach	601	-13	34	622	1,162	-16	21	1,167
Departure	1,155	0	10	1,165	907	0	37	944
Total	1,756	-13	44	1,787	2,069	-16	58	2,111
West Leg								
Approach	1,155	0	10	1,165	926	0	40	966
Departure	655	-13	37	679	1,270	-16	22	1,276
Total	1,810	-13	47	1,844	2,196	-16	62	2,242
Total Approaches								
Approach	1,948	-13	47	1,982	2,381	-16	62	2,427
Departure	1,948	-13	47	1,982	2,381	-16	62	2,427
Total	3,896	-26	94	3,964	4,762	-32	124	4,854

Table D-3 - Opening Year (2027) Without Grade Separation With Project Peak Hour Volume Summary

	AM				PM			
	OY 2027 NP	Ave O Adjustment	Project Trips	OY 2027 WP	OY 2027 NP	Ave O Adjustment	Project Trips	OY 2027 WP
8 Driveway 5/ Ave O-12								
NBL	0		12	12	0		23	23
NBT	0		0	0	0		0	0
NBR	0		7	7	0		12	12
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	0		8	8	0		6	6
EBR	0		16	16	0		8	8
WBL	0		13	13	0		7	7
WBT	0	13	10	23	0	16	5	21
WBR	0		0	0	0		0	0
North Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
South Leg								
Approach	0	0	19	19	0	0	35	35
Departure	0	0	29	29	0	0	15	15
Total	0	0	48	48	0	0	50	50
East Leg								
Approach	0	13	23	36	0	16	12	28
Departure	0	0	15	15	0	0	18	18
Total	0	13	38	51	0	16	30	46
West Leg								
Approach	0	0	24	24	0	0	14	14
Departure	0	13	22	35	0	16	28	44
Total	0	13	46	59	0	16	42	58
Total Approaches								
Approach	0	13	66	79	0	16	61	77
Departure	0	13	66	79	0	16	61	77
Total	0	26	132	158	0	32	122	154

Table D-3 - Opening Year (2027) Without Grade Separation With Project Peak Hour Volume Summary

	AM				PM			
	OY 2027 NP	Ave O Adjustment	Project Trips	OY 2027 WP	OY 2027 NP	Ave O Adjustment	Project Trips	OY 2027 WP
9 Connector/ W Rancho Vista Boulevard								
NBL	0		0	0	0		0	0
NBT	0		0	0	0		0	0
NBR	0		0	0	0		0	0
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	0		0	0	0		0	0
EBR	0		0	0	0		0	0
WBL	0		0	0	0		0	0
WBT	0		0	0	0		0	0
WBR	0		0	0	0		0	0
North Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
South Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
East Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
West Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Total Approaches								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Table D-3 - Opening Year (2027) Without Grade Separation With Project Peak Hour Volume Summary

	AM				PM			
	OY 2027 NP	Ave O Adjustment	Project Trips	OY 2027 WP	OY 2027 NP	Ave O Adjustment	Project Trips	OY 2027 WP
10 Sierra Highway/ Ave O-12								
NBL	0		0	0	0		0	0
NBT	1722		6	1728	1800		4	1804
NBR	0		0	0	0		0	0
SBL	0		0	0	0		0	0
SBT	1210	-13	0	1197	1701	-16	0	1685
SBR	0	13	23	36	0	16	12	28
EBL	0		0	0	0		0	0
EBT	0		0	0	0		0	0
EBR	0		16	16	0		19	19
WBL	0		0	0	0		0	0
WBT	0		0	0	0		0	0
WBR	0		0	0	0		0	0
North Leg								
Approach	1,210	0	23	1,233	1,701	0	12	1,713
Departure	1,722	0	6	1,728	1,800	0	4	1,804
Total	2,932	0	29	2,961	3,501	0	16	3,517
South Leg								
Approach	1,722	0	6	1,728	1,800	0	4	1,804
Departure	1,210	-13	16	1,213	1,701	-16	19	1,704
Total	2,932	-13	22	2,941	3,501	-16	23	3,508
East Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
West Leg								
Approach	0	0	16	16	0	0	19	19
Departure	0	13	23	36	0	16	12	28
Total	0	13	39	52	0	16	31	47
Total Approaches								
Approach	2,932	0	45	2,977	3,501	0	35	3,536
Departure	2,932	0	45	2,977	3,501	0	35	3,536
Total	5,864	0	90	5,954	7,002	0	70	7,072

Table D-3 - Opening Year (2027) Without Grade Separation With Project Peak Hour Volume Summary

	AM				PM			
	OY 2027 NP	Ave O Adjustment	Project Trips	OY 2027 WP	OY 2027 NP	Ave O Adjustment	Project Trips	OY 2027 WP
11 Sierra Highway/ W Rancho Vista Boulevard WB Connector								
NBL	0		0	0	0		0	0
NBT	0		0	0	0		0	0
NBR	0		0	0	0		0	0
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	0		0	0	0		0	0
EBR	0		0	0	0		0	0
WBL	0		0	0	0		0	0
WBT	0		0	0	0		0	0
WBR	0		0	0	0		0	0
North Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
South Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
East Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
West Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Total Approaches								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Table D-3 - Opening Year (2027) Without Grade Separation With Project Peak Hour Volume Summary

	AM				PM			
	OY 2027 NP	Ave O Adjustment	Project Trips	OY 2027 WP	OY 2027 NP	Ave O Adjustment	Project Trips	OY 2027 WP
12 Sierra Highway/ W Rancho Vista Boulevard								
NBL	103		31	134	233		19	252
NBT	681		0	681	883		0	883
NBR	54		0	54	21		0	21
SBL	656		0	656	660		1	661
SBT	488		16	504	913		16	929
SBR	66	-13	0	53	129	-16	1	114
EBL	126		8	134	168		23	191
EBT	976		0	976	644		2	646
EBR	67		1	68	101		12	113
WBL	19		0	19	52		0	52
WBT	438		3	441	810		1	811
WBR	914		0	914	748		0	748
North Leg								
Approach	1,210	-13	16	1,213	1,702	-16	18	1,704
Departure	1,721	0	8	1,729	1,799	0	23	1,822
Total	2,931	-13	24	2,942	3,501	-16	41	3,526
South Leg								
Approach	838	0	31	869	1,137	0	19	1,156
Departure	574	0	17	591	1,066	0	28	1,094
Total	1,412	0	48	1,460	2,203	0	47	2,250
East Leg								
Approach	1,371	0	3	1,374	1,610	0	1	1,611
Departure	1,686	0	0	1,686	1,325	0	3	1,328
Total	3,057	0	3	3,060	2,935	0	4	2,939
West Leg								
Approach	1,169	0	9	1,178	913	0	37	950
Departure	607	-13	34	628	1,172	-16	21	1,177
Total	1,776	-13	43	1,806	2,085	-16	58	2,127
Total Approaches								
Approach	4,588	-13	59	4,634	5,362	-16	75	5,421
Departure	4,588	-13	59	4,634	5,362	-16	75	5,421
Total	9,176	-26	118	9,268	10,724	-32	150	10,842

Table D-3 - Opening Year (2027) Without Grade Separation With Project Peak Hour Volume Summary

	AM				PM			
	OY 2027 NP	Ave O Adjustment	Project Trips	OY 2027 WP	OY 2027 NP	Ave O Adjustment	Project Trips	OY 2027 WP
13 Sierra Highway/ W Rancho Vista Boulevard EB Connector								
NBL	0		0	0	0		0	0
NBT	0		0	0	0		0	0
NBR	0		0	0	0		0	0
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	0		0	0	0		0	0
EBR	0		0	0	0		0	0
WBL	0		0	0	0		0	0
WBT	0		0	0	0		0	0
WBR	0		0	0	0		0	0
North Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
South Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
East Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
West Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Total Approaches								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Table D-3 - Opening Year (2027) Without Grade Separation With Project Peak Hour Volume Summary

	AM				PM			
	OY 2027 NP	Ave O Adjustment	Project Trips	OY 2027 WP	OY 2027 NP	Ave O Adjustment	Project Trips	OY 2027 WP
14 8th Street E/ W Rancho Vista Blvd.								
NBL	43		0	43	100		0	100
NBT	19		0	19	1		0	1
NBR	3		0	3	6		0	6
SBL	5		0	5	117		0	117
SBT	1		0	1	117		0	117
SBR	43		0	43	580		0	580
EBL	528		0	528	28		0	28
EBT	984		0	984	1162		3	1165
EBR	96		0	96	72		0	72
WBL	17		0	17	18		0	18
WBT	1211		3	1214	923		1	924
WBR	25		0	25	6		0	6
North Leg								
Approach	49	0	0	49	814	0	0	814
Departure	572	0	0	572	35	0	0	35
Total	621	0	0	621	849	0	0	849
South Leg								
Approach	65	0	0	65	107	0	0	107
Departure	114	0	0	114	207	0	0	207
Total	179	0	0	179	314	0	0	314
East Leg								
Approach	1,253	0	3	1,256	947	0	1	948
Departure	992	0	0	992	1,285	0	3	1,288
Total	2,245	0	3	2,248	2,232	0	4	2,236
West Leg								
Approach	1,608	0	0	1,608	1,262	0	3	1,265
Departure	1,297	0	3	1,300	1,603	0	1	1,604
Total	2,905	0	3	2,908	2,865	0	4	2,869
Total Approaches								
Approach	2,975	0	3	2,978	3,130	0	4	3,134
Departure	2,975	0	3	2,978	3,130	0	4	3,134
Total	5,950	0	6	5,956	6,260	0	8	6,268

Table D-4 - Opening Year (2027) With Grade Separation Peak Hour Volume Summary

	AM Peak Hour									PM Peak Hour								
	Exist Volumes	Grade Separation Adjustments	Ave O-12 Adjustment With GS	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Project Trips	OY 2027 WP	Exist Volumes	Grade Separation Adjustments	Ave O-12 Adjustment With GS	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Project Trips	OY 2027 WP
1 . Division Street/ Ave O-12																		
NBL	0			0	0	0	0	0	0	0			0	0	0	0	0	0
NBT	163		-13	7	157	0	157	1	158	206		-17	9	198	0	198	11	209
NBR	0			0	0	0	0	25	25	0			0	0	0	0	15	15
SBL	0			0	0	0	0	1	1	0			0	0	0	0	1	1
SBT	112			5	117	0	117	2	119	181			8	189	0	189	1	190
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	0			0	0	0	0	0	0	0			0	0	0	0	0	0
EBR	0			0	0	0	0	0	0	0			0	0	0	0	0	0
WBL	0			0	0	0	0	17	17	0			0	0	0	0	16	16
WBT	0			0	0	0	0	0	0	0			0	0	0	0	0	0
WBR	0		13	0	13	0	13	1	14	0		17	0	17	0	17	12	29
North Leg																		
Approach	112			5	117	0	117	3	120	181			8	189	0	189	2	191
Departure	163			7	170	0	170	2	172	206			9	215	0	215	23	238
Total	275			12	287	0	287	5	292	387			17	404	0	404	25	429
South Leg																		
Approach	163			7	157	0	157	26	183	206			9	198	0	198	26	224
Departure	112			5	117	0	117	19	136	181			8	189	0	189	17	206
Total	275			12	274	0	274	45	319	387			17	387	0	387	43	430
East Leg																		
Approach	0			0	13	0	13	18	31	0			0	17	0	17	28	45
Departure	0			0	0	0	0	26	26	0			0	0	0	0	16	16
Total	0			0	13	0	13	44	57	0			0	17	0	17	44	61
West Leg																		
Approach	0			0	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	0	0
Total	0			0	0	0	0	0	0	0			0	0	0	0	0	0
Total Approaches																		
Approach	275			12	287	0	287	47	334	387			17	404	0	404	56	460
Departure	275			12	287	0	287	47	334	387			17	404	0	404	56	460
Total	550			24	574	0	574	94	668	774			34	808	0	808	112	920

Table D-4 - Opening Year (2027) With Grade Separation Peak Hour Volume Summary

	AM Peak Hour									PM Peak Hour								
	Exist Volumes	Grade Separation Adjustments	Ave O-12 Adjustment With GS	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Project Trips	OY 2027 WP	Exist Volumes	Grade Separation Adjustments	Ave O-12 Adjustment With GS	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Project Trips	OY 2027 WP
2 Division Street/ Driveway 1																		
NBL	0			0	0	0	0	0	0	0			0	0	0	0	0	0
NBT	163		-13	7	157	0	157	25	182	206		-17	9	198	0	198	15	213
NBR	0			0	0	0	0	20	20	0			0	0	0	0	9	9
SBL	0			0	0	0	0	12	12	0			0	0	0	0	6	6
SBT	112			5	117	0	117	7	124	181			8	189	0	189	11	200
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	0			0	0	0	0	0	0	0			0	0	0	0	0	0
EBR	0			0	0	0	0	0	0	0			0	0	0	0	0	0
WBL	0			0	0	0	0	3	3	0			0	0	0	0	28	28
WBT	0			0	0	0	0	0	0	0			0	0	0	0	0	0
WBR	0			0	0	0	0	1	1	0			0	0	0	0	11	11
North Leg																		
Approach	112			5	117	0	117	19	136	181			8	189	0	189	17	206
Departure	163			7	157	0	157	26	183	206			9	198	0	198	26	224
Total	275			12	274	0	274	45	319	387			17	387	0	387	43	430
South Leg																		
Approach	163			7	157	0	157	45	202	206			9	198	0	198	24	222
Departure	112			5	117	0	117	10	127	181			8	189	0	189	39	228
Total	275			12	274	0	274	55	329	387			17	387	0	387	63	450
East Leg																		
Approach	0			0	0	0	0	4	4	0			0	0	0	0	39	39
Departure	0			0	0	0	0	32	32	0			0	0	0	0	15	15
Total	0			0	0	0	0	36	36	0			0	0	0	0	54	54
West Leg																		
Approach	0			0	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	0	0
Total	0			0	0	0	0	0	0	0			0	0	0	0	0	0
Total Approaches																		
Approach	275			12	274	0	274	68	342	387			17	387	0	387	80	467
Departure	275			12	274	0	274	68	342	387			17	387	0	387	80	467
Total	550			24	548	0	548	136	684	774			34	774	0	774	160	934

Table D-4 - Opening Year (2027) With Grade Separation Peak Hour Volume Summary

	AM Peak Hour									PM Peak Hour								
	Exist Volumes	Grade Separation Adjustments	Ave O-12 Adjustment With GS	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Project Trips	OY 2027 WP	Exist Volumes	Grade Separation Adjustments	Ave O-12 Adjustment With GS	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Project Trips	OY 2027 WP
3 Division Street/ Driveway 2																		
NBL	0			0	0	0	0	0	0	0			0	0	0	0	0	0
NBT	163		-13	7	157	0	157	45	202	206		-17	9	198	0	198	24	222
NBR	0			0	0	0	0	15	15	0			0	0	0	0	11	11
SBL	0			0	0	0	0	0	0	0			0	0	0	0	0	0
SBT	112			5	117	0	117	10	127	181			8	189	0	189	39	228
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	0			0	0	0	0	0	0	0			0	0	0	0	0	0
EBR	0			0	0	0	0	0	0	0			0	0	0	0	0	0
WBL	0			0	0	0	0	7	7	0			0	0	0	0	5	5
WBT	0			0	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	0	0
North Leg																		
Approach	112			5	117	0	117	10	127	181			8	189	0	189	39	228
Departure	163			7	157	0	157	45	202	206			9	198	0	198	24	222
Total	275			12	274	0	274	55	329	387			17	387	0	387	63	450
South Leg																		
Approach	163			7	157	0	157	60	217	206			9	198	0	198	35	233
Departure	112			5	117	0	117	17	134	181			8	189	0	189	44	233
Total	275			12	274	0	274	77	351	387			17	387	0	387	79	466
East Leg																		
Approach	0			0	0	0	0	7	7	0			0	0	0	0	5	5
Departure	0			0	0	0	0	15	15	0			0	0	0	0	11	11
Total	0			0	0	0	0	22	22	0			0	0	0	0	16	16
West Leg																		
Approach	0			0	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	0	0
Total	0			0	0	0	0	0	0	0			0	0	0	0	0	0
Total Approaches																		
Approach	275			12	274	0	274	77	351	387			17	387	0	387	79	466
Departure	275			12	274	0	274	77	351	387			17	387	0	387	79	466
Total	550			24	548	0	548	154	702	774			34	774	0	774	158	932

Table D-4 - Opening Year (2027) With Grade Separation Peak Hour Volume Summary

	AM Peak Hour									PM Peak Hour								
	Exist Volumes	Grade Separation Adjustments	Ave O-12 Adjustment With GS	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Project Trips	OY 2027 WP	Exist Volumes	Grade Separation Adjustments	Ave O-12 Adjustment With GS	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Project Trips	OY 2027 WP
4 Division Street/ W Rancho Vista Boulevard																		
NBL	0			0	0	0	0	0	0	0			0	0	0	0	0	0
NBT	0			0	0	0	0	0	0	0			0	0	0	0	0	0
NBR	0			0	0	0	0	0	0	0			0	0	0	0	0	0
SBL	71			3	74	0	74	14	88	100			5	105	0	105	26	131
SBT	0			0	0	0	0	0	0	0			0	0	0	0	0	0
SBR	41			2	43	0	43	3	46	81			4	85	0	85	17	102
EBL	47			2	49	0	49	23	72	71			3	74	0	74	14	88
EBT	865			39	904	164	1,068	0	1068	727			33	760	28	788	0	788
EBR	0			0	0	0	0	0	0	0			0	0	0	0	0	0
WBL	0			0	0	0	0	0	0	0			0	0	0	0	0	0
WBT	477			21	498	36	534	0	534	920			41	961	230	1,191	0	1191
WBR	116		-13	5	108	0	108	37	145	135		-17	6	124	0	124	22	146
North Leg																		
Approach	112			5	117	0	117	17	134	181			9	190	0	190	43	233
Departure	163			7	157	0	157	60	217	206			9	198	0	198	36	234
Total	275			12	274	0	274	77	351	387			18	388	0	388	79	467
South Leg																		
Approach	0			0	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	0	0
Total	0			0	0	0	0	0	0	0			0	0	0	0	0	0
East Leg																		
Approach	593			26	606	36	642	37	679	1,055			47	1,085	230	1,315	22	1,337
Departure	936			42	978	164	1,142	14	1,156	827			38	865	28	893	26	919
Total	1,529			68	1,584	200	1,784	51	1,835	1,882			85	1,950	258	2,208	48	2,256
West Leg																		
Approach	912			41	953	164	1,117	23	1,140	798			36	834	28	862	14	876
Departure	518			23	541	36	577	3	580	1,001			45	1,046	230	1,276	17	1,293
Total	1,430			64	1,494	200	1,694	26	1,720	1,799			81	1,880	258	2,138	31	2,169
Total Approaches																		
Approach	1,617			72	1,676	200	1,876	77	1,953	2,034			92	2,109	258	2,367	79	2,446
Departure	1,617			72	1,676	200	1,876	77	1,953	2,034			92	2,109	258	2,367	79	2,446
Total	3,234			144	3,352	400	3,752	154	3,906	4,068			184	4,218	516	4,734	158	4,892

Table D-4 - Opening Year (2027) With Grade Separation Peak Hour Volume Summary

	AM Peak Hour									PM Peak Hour								
	Exist Volumes	Grade Separation Adjustments	Ave O-12 Adjustment With GS	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Project Trips	OY 2027 WP	Exist Volumes	Grade Separation Adjustments	Ave O-12 Adjustment With GS	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Project Trips	OY 2027 WP
5 Driveway 3/ Ave O-12																		
NBL	0			0	0	0	0	0	0	0			0	0	0	0	0	0
NBT	0			0	0	0	0	0	0	0			0	0	0	0	0	0
NBR	0			0	0	0	0	9	9	0			0	0	0	0	5	5
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	0			0	0	0	0	16	16	0			0	0	0	0	8	8
EBR	0			0	0	0	0	10	10	0			0	0	0	0	8	8
WBL	0			0	0	0	0	0	0	0			0	0	0	0	0	0
WBT	0		13	0	13	0	13	18	31	0		17	0	17	0	17	28	45
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	0	0	0	0
Departure	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
South Leg																		
Approach	0			0	0	0	0	9	9	0			0	0	0	0	5	5
Departure	0			0	0	0	0	10	10	0			0	0	0	0	8	8
Total	0			0	0	0	0	19	19	0			0	0	0	0	13	13
East Leg																		
Approach	0			0	13	0	13	18	31	0			0	17	0	17	28	45
Departure	0			0	0	0	0	25	25	0			0	0	0	0	13	13
Total	0			0	13	0	13	43	56	0			0	17	0	17	41	58
West Leg																		
Approach	0			0	0	0	0	26	26	0			0	0	0	0	16	16
Departure	0			0	13	0	13	18	31	0			0	17	0	17	28	45
Total	0			0	13	0	13	44	57	0			0	17	0	17	44	61
Total Approaches																		
Approach	0			0	13	0	13	53	66	0			0	17	0	17	49	66
Departure	0			0	13	0	13	53	66	0			0	17	0	17	49	66
Total	0			0	26	0	26	106	132	0			0	34	0	34	98	132

Table D-4 - Opening Year (2027) With Grade Separation Peak Hour Volume Summary

	AM Peak Hour									PM Peak Hour								
	Exist Volumes	Grade Separation Adjustments	Ave O-12 Adjustment With GS	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Project Trips	OY 2027 WP	Exist Volumes	Grade Separation Adjustments	Ave O-12 Adjustment With GS	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Project Trips	OY 2027 WP
6 Driveway 4/ W Rancho Vista Boulevard																		
NBL	0			0	0	0	0	0	0	0			0	0	0	0	0	0
NBT	0			0	0	0	0	0	0	0			0	0	0	0	0	0
NBR	0			0	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	0	0
SBT	0			0	0	0	0	0	0	0			0	0	0	0	0	0
SBR	0			0	0	0	0	6	6	0			0	0	0	0	4	4
EBL	0			0	0	0	0	0	0	0			0	0	0	0	0	0
EBT	936			42	978	164	1,142	14	1156	827			37	864	28	892	26	918
EBR	0			0	0	0	0	0	0	0			0	0	0	0	0	0
WBL	0			0	0	0	0	0	0	0			0	0	0	0	0	0
WBT	593		-13	27	607	36	643	38	681	1,055		-17	47	1085	230	1,315	23	1338
WBR	0			0	0	0	0	0	0	0			0	0	0	0	0	0
North Leg																		
Approach	0			0	0	0	0	6	6	0			0	0	0	0	4	4
Departure	0			0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0			0	0	0	0	6	6	0			0	0	0	0	4	4
South Leg																		
Approach	0			0	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	0	0
Total	0			0	0	0	0	0	0	0			0	0	0	0	0	0
East Leg																		
Approach	593			27	607	36	643	38	681	1,055			47	1,085	230	1,315	23	1,338
Departure	936			42	978	164	1,142	14	1,156	827			37	864	28	892	26	918
Total	1,529			69	1,585	200	1,785	52	1,837	1,882			84	1,949	258	2,207	49	2,256
West Leg																		
Approach	936			42	978	164	1,142	14	1,156	827			37	864	28	892	26	918
Departure	593			27	607	36	643	44	687	1,055			47	1,085	230	1,315	27	1,342
Total	1,529			69	1,585	200	1,785	58	1,843	1,882			84	1,949	258	2,207	53	2,260
Total Approaches																		
Approach	1,529			69	1,585	200	1,785	58	1,843	1,882			84	1,949	258	2,207	53	2,260
Departure	1,529			69	1,585	200	1,785	58	1,843	1,882			84	1,949	258	2,207	53	2,260
Total	3,058			138	3,170	400	3,570	116	3,686	3,764			168	3,898	516	4,414	106	4,520

Table D-4 - Opening Year (2027) With Grade Separation Peak Hour Volume Summary

	AM Peak Hour									PM Peak Hour									
	Exist Volumes	Grade Separation Adjustments	Ave O-12 Adjustment With GS	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Project Trips	OY 2027 WP	Exist Volumes	Grade Separation Adjustments	Ave O-12 Adjustment With GS	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Project Trips	OY 2027 WP
7 3rd street E/ W Rancho Vista Boulevard																		
NBL	95			4	99	0	99	3	102	166			7	173	0	173	1	174
NBT	0			0	0	0	0	0	0	0			0	0	0	0	0	0
NBR	89			4	93	0	93	0	93	115			5	120	0	120	0	120
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	859			39	898	164	1,062	14	1076	726			33	759	28	787	22	809
EBR	89			4	93	0	93	0	93	133			6	139	0	139	3	142
WBL	43			2	45	0	45	0	45	62			3	65	0	65	0	65
WBT	509		-13	23	519	36	555	35	590	913		-17	41	937	230	1,167	21	1188
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	0	0	0	0
Departure	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
South Leg																		
Approach	184			8	192	0	192	3	195	281			12	293	0	293	1	294
Departure	132			6	138	0	138	0	138	195			9	204	0	204	3	207
Total	316			14	330	0	330	3	333	476			21	497	0	497	4	501
East Leg																		
Approach	552			25	564	36	600	35	635	975			44	1,002	230	1,232	21	1,253
Departure	948			43	991	164	1,155	14	1,169	841			38	879	28	907	22	929
Total	1,500			68	1,555	200	1,755	49	1,804	1,816			82	1,881	258	2,139	43	2,182
West Leg																		
Approach	948			43	991	164	1,155	14	1,169	859			39	898	28	926	25	951
Departure	604			27	618	36	654	38	692	1,079			48	1,110	230	1,340	22	1,362
Total	1,552			70	1,609	200	1,809	52	1,861	1,938			87	2,008	258	2,266	47	2,313
Total Approaches																		
Approach	1,684			76	1,747	200	1,947	52	1,999	2,115			95	2,193	258	2,451	47	2,498
Departure	1,684			76	1,747	200	1,947	52	1,999	2,115			95	2,193	258	2,451	47	2,498
Total	3,368			152	3,494	400	3,894	104	3,998	4,230			190	4,386	516	4,902	94	4,996

Table D-4 - Opening Year (2027) With Grade Separation Peak Hour Volume Summary

	AM Peak Hour									PM Peak Hour								
	Exist Volumes	Grade Separation Adjustments	Ave O-12 Adjustment With GS	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Project Trips	OY 2027 WP	Exist Volumes	Grade Separation Adjustments	Ave O-12 Adjustment With GS	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Project Trips	OY 2027 WP
8 Driveway 5/ Ave O-12																		
NBL	0			0	0	0	0	8	8	0			0	0	0	0	23	23
NBT	0			0	0	0	0	0	0	0			0	0	0	0	0	0
NBR	0			0	0	0	0	2	2	0			0	0	0	0	8	8
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	0			0	0	0	0	9	9	0			0	0	0	0	5	5
EBR	0			0	0	0	0	16	16	0			0	0	0	0	8	8
WBL	0			0	0	0	0	13	13	0			0	0	0	0	7	7
WBT	0		13	0	13	0	13	10	23	0		17	0	17	0	17	5	22
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	0	0	0	0
Departure	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
South Leg																		
Approach	0			0	0	0	0	10	10	0			0	0	0	0	31	31
Departure	0			0	0	0	0	29	29	0			0	0	0	0	15	15
Total	0			0	0	0	0	39	39	0			0	0	0	0	46	46
East Leg																		
Approach	0			0	13	0	13	23	36	0			0	17	0	17	12	29
Departure	0			0	0	0	0	11	11	0			0	0	0	0	13	13
Total	0			0	13	0	13	34	47	0			0	17	0	17	25	42
West Leg																		
Approach	0			0	0	0	0	25	25	0			0	0	0	0	13	13
Departure	0			0	13	0	13	18	31	0			0	17	0	17	28	45
Total	0			0	13	0	13	43	56	0			0	17	0	17	41	58
Total Approaches																		
Approach	0			0	13	0	13	58	71	0			0	17	0	17	56	73
Departure	0			0	13	0	13	58	71	0			0	17	0	17	56	73
Total	0			0	26	0	26	116	142	0			0	34	0	34	112	146

Table D-4 - Opening Year (2027) With Grade Separation Peak Hour Volume Summary

	AM Peak Hour									PM Peak Hour								
	Exist Volumes	Grade Separation Adjustments	Ave O-12 Adjustment With GS	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Project Trips	OY 2027 WP	Exist Volumes	Grade Separation Adjustments	Ave O-12 Adjustment With GS	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Project Trips	OY 2027 WP
9 Connector/ W Rancho Vista Boulevard																		
NBL	0			0	0	0	0	0	0	0			0	0	0	0	0	0
NBT	0			0	0	0	0	0	0	0			0	0	0	0	0	0
NBR	0	564		0	564	0	564	0	564	0	628		0	628	0	628	0	628
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	162	-13	0	149	0	149	32	181	0	346	-17	0	329	0	329	20	349
EBL	0			0	0	0	0	0	0	0			0	0	0	0	0	0
EBT	962	-185		43	820	164	984	0	984	847	-258		38	627	28	655	3	658
EBR	0	185		0	185	0	185	13	198	0	258		0	258	0	258	19	277
WBL	0			0	0	0	0	0	0	0			0	0	0	0	0	0
WBT	558	-162		25	421	36	457	3	460	984			44	1028	230	1,258	1	1259
WBR	0	12		0	12	0	12	0	12	0	32		0	32	0	32	0	32
North Leg																		
Approach	0			0	149	0	149	32	181	0			0	329	0	329	20	349
Departure	0			0	12	0	12	0	12	0			0	32	0	32	0	32
Total	0			0	161	0	161	32	193	0			0	361	0	361	20	381
South Leg																		
Approach	0			0	564	0	564	0	564	0			0	628	0	628	0	628
Departure	0			0	185	0	185	13	198	0			0	258	0	258	19	277
Total	0			0	749	0	749	13	762	0			0	886	0	886	19	905
East Leg																		
Approach	558			25	433	36	469	3	472	984			44	1,060	230	1,290	1	1,291
Departure	962			43	1,384	164	1,548	0	1,548	847			38	1,255	28	1,283	3	1,286
Total	1,520			68	1,817	200	2,017	3	2,020	1,831			82	2,315	258	2,573	4	2,577
West Leg																		
Approach	962			43	1,005	164	1,169	13	1,182	847			38	885	28	913	22	935
Departure	558			25	570	36	606	35	641	984			44	1,357	230	1,587	21	1,608
Total	1,520			68	1,575	200	1,775	48	1,823	1,831			82	2,242	258	2,500	43	2,543
Total Approaches																		
Approach	1,520			68	2,151	200	2,351	48	2,399	1,831			82	2,902	258	3,160	43	3,203
Departure	1,520			68	2,151	200	2,351	48	2,399	1,831			82	2,902	258	3,160	43	3,203
Total	3,040			136	4,302	400	4,702	96	4,798	3,662			164	5,804	516	6,320	86	6,406

Table D-4 - Opening Year (2027) With Grade Separation Peak Hour Volume Summary

	AM Peak Hour									PM Peak Hour								
	Exist Volumes	Grade Separation Adjustments	Ave O-12 Adjustment With GS	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Project Trips	OY 2027 WP	Exist Volumes	Grade Separation Adjustments	Ave O-12 Adjustment With GS	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Project Trips	OY 2027 WP
10 Sierra Highway/ Ave O-12																		
NBL	0			0	0	0	0	0	0	0			0	0	0	0	0	0
NBT	1,634			74	1708	0	1,708	6	1714	1,639			74	1713	0	1,713	4	1717
NBR	0			0	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	0	0
SBT	1,062		-13	48	1097	0	1,097	0	1097	1,611		-17	72	1666	0	1,666	0	1666
SBR	0		13	0	13	0	13	23	36	0		17	0	17	0	17	12	29
EBL	0			0	0	0	0	0	0	0			0	0	0	0	0	0
EBT	0			0	0	0	0	0	0	0			0	0	0	0	0	0
EBR	0			0	0	0	0	11	11	0			0	0	0	0	13	13
WBL	0			0	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	0	0
WBR	0			0	0	0	0	0	0	0			0	0	0	0	0	0
North Leg																		
Approach	1,062			48	1,110	0	1,110	23	1,133	1,611			72	1,683	0	1,683	12	1,695
Departure	1,634			74	1,708	0	1,708	6	1,714	1,639			74	1,713	0	1,713	4	1,717
Total	2,696			122	2,818	0	2,818	29	2,847	3,250			146	3,396	0	3,396	16	3,412
South Leg																		
Approach	1,634			74	1,708	0	1,708	6	1,714	1,639			74	1,713	0	1,713	4	1,717
Departure	1,062			48	1,097	0	1,097	11	1,108	1,611			72	1,666	0	1,666	13	1,679
Total	2,696			122	2,805	0	2,805	17	2,822	3,250			146	3,379	0	3,379	17	3,396
East Leg																		
Approach	0			0	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	0	0
Total	0			0	0	0	0	0	0	0			0	0	0	0	0	0
West Leg																		
Approach	0			0	0	0	0	11	11	0			0	0	0	0	13	13
Departure	0			0	13	0	13	23	36	0			0	17	0	17	12	29
Total	0			0	13	0	13	34	47	0			0	17	0	17	25	42
Total Approaches																		
Approach	2,696			122	2,818	0	2,818	40	2,858	3,250			146	3,396	0	3,396	29	3,425
Departure	2,696			122	2,818	0	2,818	40	2,858	3,250			146	3,396	0	3,396	29	3,425
Total	5,392			244	5,636	0	5,636	80	5,716	6,500			292	6,792	0	6,792	58	6,850

Table D-4 - Opening Year (2027) With Grade Separation Peak Hour Volume Summary

	AM Peak Hour									PM Peak Hour								
	Exist Volumes	Grade Separation Adjustments	Ave O-12 Adjustment With GS	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Project Trips	OY 2027 WP	Exist Volumes	Grade Separation Adjustments	Ave O-12 Adjustment With GS	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Project Trips	OY 2027 WP
11 Sierra Highway/ W Rancho Vista Boulevard WB Connector																		
NBL	0	99		0	99	0	99	31	130	0	223		0	223	0	223	19	242
NBT	1,634			74	1708	0	1,708	6	1714	1,639			74	1713	0	1,713	4	1717
NBR	0			0	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	0	0
SBT	1,062	-63		48	1047	0	1,047	10	1057	1,611	-123		72	1560	0	1,560	12	1572
SBR	0	63	-13	0	50	0	50	1	51	0	123	-17	0	106	0	106	1	107
EBL	0			0	0	0	0	0	0	0			0	0	0	0	0	0
EBT	0			0	0	0	0	0	0	0			0	0	0	0	0	0
EBR	0	12		0	12	0	12	0	12	0	32		0	32	0	32	0	32
WBL	0			0	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	0	0
WBR	0			0	0	0	0	0	0	0			0	0	0	0	0	0
North Leg																		
Approach	1,062			48	1,097	0	1,097	11	1,108	1,611			72	1,666	0	1,666	13	1,679
Departure	1,634			74	1,708	0	1,708	6	1,714	1,639			74	1,713	0	1,713	4	1,717
Total	2,696			122	2,805	0	2,805	17	2,822	3,250			146	3,379	0	3,379	17	3,396
South Leg																		
Approach	1,634			74	1,807	0	1,807	37	1,844	1,639			74	1,936	0	1,936	23	1,959
Departure	1,062			48	1,059	0	1,059	10	1,069	1,611			72	1,592	0	1,592	12	1,604
Total	2,696			122	2,866	0	2,866	47	2,913	3,250			146	3,528	0	3,528	35	3,563
East Leg																		
Approach	0			0	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	0	0
Total	0			0	0	0	0	0	0	0			0	0	0	0	0	0
West Leg																		
Approach	0			0	12	0	12	0	12	0			0	32	0	32	0	32
Departure	0			0	149	0	149	32	181	0			0	329	0	329	20	349
Total	0			0	161	0	161	32	193	0			0	361	0	361	20	381
Total Approaches																		
Approach	2,696			122	2,916	0	2,916	48	2,964	3,250			146	3,634	0	3,634	36	3,670
Departure	2,696			122	2,916	0	2,916	48	2,964	3,250			146	3,634	0	3,634	36	3,670
Total	5,392			244	5,832	0	5,832	96	5,928	6,500			292	7,268	0	7,268	72	7,340

Table D-4 - Opening Year (2027) With Grade Separation Peak Hour Volume Summary

	AM Peak Hour								PM Peak Hour							
	Exist Volumes	Grade Separation Adjustments	Ave O-12 Adjustment With GS	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Project Trips	OY 2027 WP	Exist Volumes	Grade Separation Adjustments	Ave O-12 Adjustment With GS	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Project Trips	OY 2027 WP
12 Sierra Highway/ W Rancho Vista Boulevard																		
NBL	99			4	103	0	103	0	103	223			10	233	0	233	0	233
NBT	652			29	681	0	681	0	681	845			38	883	0	883	0	883
NBR	32			1	33	0	33	0	33	14			1	15	0	15	0	15
SBL	532			24	556	0	556	0	556	614			28	642	0	642	0	642
SBT	467			21	488	0	488	0	488	874			39	913	0	913	0	913
SBR	63			3	66	0	66	0	66	123			6	129	0	129	0	129
EBL	121			5	126	0	126	0	126	161			7	168	0	168	0	168
EBT	777			35	812	0	812	0	812	589			27	616	0	616	0	616
EBR	64			3	67	0	67	0	67	97			4	101	0	101	0	101
WBL	12			1	13	0	13	0	13	32			1	33	0	33	0	33
WBT	396			18	414	0	414	0	414	638			29	667	0	667	0	667
WBR	861			39	900	0	900	0	900	633			28	661	0	661	0	661
North Leg																		
Approach	1,062			48	1,110	0	1,110	0	1,110	1,611			73	1,684	0	1,684	0	1,684
Departure	1,634			73	1,707	0	1,707	0	1,707	1,639			73	1,712	0	1,712	0	1,712
Total	2,696			121	2,817	0	2,817	0	2,817	3,250			146	3,396	0	3,396	0	3,396
South Leg																		
Approach	783			34	817	0	817	0	817	1,082			49	1,131	0	1,131	0	1,131
Departure	543			25	568	0	568	0	568	1,003			44	1,047	0	1,047	0	1,047
Total	1,326			59	1,385	0	1,385	0	1,385	2,085			93	2,178	0	2,178	0	2,178
East Leg																		
Approach	1,269			58	1,327	0	1,327	0	1,327	1,303			58	1,361	0	1,361	0	1,361
Departure	1,341			60	1,401	0	1,401	0	1,401	1,217			56	1,273	0	1,273	0	1,273
Total	2,610			118	2,728	0	2,728	0	2,728	2,520			114	2,634	0	2,634	0	2,634
West Leg																		
Approach	962			43	1,005	0	1,005	0	1,005	847			38	885	0	885	0	885
Departure	558			25	583	0	583	0	583	984			45	1,029	0	1,029	0	1,029
Total	1,520			68	1,588	0	1,588	0	1,588	1,831			83	1,914	0	1,914	0	1,914
Total Approaches																		
Approach	4,076			183	4,259	0	4,259	0	4,259	4,843			218	5,061	0	5,061	0	5,061
Departure	4,076			183	4,259	0	4,259	0	4,259	4,843			218	5,061	0	5,061	0	5,061
Total	8,152			366	8,518	0	8,518	0	8,518	9,686			436	10,122	0	10,122	0	10,122

Table D-4 - Opening Year (2027) With Grade Separation Peak Hour Volume Summary

	AM Peak Hour									PM Peak Hour								
	Exist Volumes	Grade Separation Adjustments	Ave O-12 Adjustment With GS	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Project Trips	OY 2027 WP	Exist Volumes	Grade Separation Adjustments	Ave O-12 Adjustment With GS	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Project Trips	OY 2027 WP
13 Sierra Highway/ W Rancho Vista Boulevard EB Connector																		
NBL	0	32		0	32	0	32	0	32	0	14		0	14	0	14	0	14
NBT	783	-32		35	786	0	786	31	817	1,082	-14		49	1117	0	1,117	19	1136
NBR	0			0	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	0	0
SBT	543			24	567	0	567	10	577	1,003			45	1048	0	1,048	12	1060
SBR	0	532		0	532	0	532	0	532	0	614		0	614	0	614	0	614
EBL	0	121		0	121	0	121	6	127	0	161		0	161	0	161	4	165
EBT	0			0	0	0	0	0	0	0			0	0	0	0	0	0
EBR	0	64		0	64	0	64	7	71	0	97		0	97	0	97	16	113
WBL	0			0	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	0	0
WBR	0			0	0	0	0	0	0	0			0	0	0	0	0	0
North Leg																		
Approach	543			24	1,099	0	1,099	10	1,109	1,003			45	1,662	0	1,662	12	1,674
Departure	783			35	907	0	907	37	944	1,082			49	1,278	0	1,278	23	1,301
Total	1,326			59	2,006	0	2,006	47	2,053	2,085			94	2,940	0	2,940	35	2,975
South Leg																		
Approach	783			35	818	0	818	31	849	1,082			49	1,131	0	1,131	19	1,150
Departure	543			24	631	0	631	17	648	1,003			45	1,145	0	1,145	28	1,173
Total	1,326			59	1,449	0	1,449	48	1,497	2,085			94	2,276	0	2,276	47	2,323
East Leg																		
Approach	0			0	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	0	0
Total	0			0	0	0	0	0	0	0			0	0	0	0	0	0
West Leg																		
Approach	0			0	185	0	185	13	198	0			0	258	0	258	20	278
Departure	0			0	564	0	564	0	564	0			0	628	0	628	0	628
Total	0			0	749	0	749	13	762	0			0	886	0	886	20	906
Total Approaches																		
Approach	1,326			59	2,102	0	2,102	54	2,156	2,085			94	3,051	0	3,051	51	3,102
Departure	1,326			59	2,102	0	2,102	54	2,156	2,085			94	3,051	0	3,051	51	3,102
Total	2,652			118	4,204	0	4,204	108	4,312	4,170			188	6,102	0	6,102	102	6,204

Table D-4 - Opening Year (2027) With Grade Separation Peak Hour Volume Summary

	AM Peak Hour									PM Peak Hour								
	Exist Volumes	Grade Separation Adjustments	Ave O-12 Adjustment With GS	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Project Trips	OY 2027 WP	Exist Volumes	Grade Separation Adjustments	Ave O-12 Adjustment With GS	Growth	OY 2027 Background	Cumul. Pr.	OY 2027 NP	Project Trips	OY 2027 WP
14 8th Street E/ W Rancho Vista Blvd.																		
NBL	32			1	33	7	40	0	40	74			3	77	19	96	0	96
NBT	18			1	19	0	19	0	19	1			0	1	0	1	0	1
NBR	3			0	3	107	110	0	110	5			0	5	18	23	0	23
SBL	5			0	5	0	5	0	5	112			5	117	0	117	0	117
SBT	1			0	1	0	1	0	1	112			5	117	0	117	0	117
SBR	35			2	37	6	43	0	43	499			22	521	59	580	0	580
EBL	437			20	457	42	499	0	499	18			1	19	5	24	0	24
EBT	760	32		34	826	112	938	0	938	1,082	14		49	1145	18	1,163	3	1166
EBR	69			3	72	10	82	0	82	57			3	60	5	65	0	65
WBL	15			1	16	4	20	0	20	17			1	18	14	32	0	32
WBT	1,134			51	1185	23	1,208	3	1211	724			33	757	152	909	1	910
WBR	24			1	25	0	25	0	25	6			0	6	0	6	0	6
North Leg																		
Approach	41			2	43	6	49	0	49	723			32	755	59	814	0	814
Departure	479			22	501	42	543	0	543	25			1	26	5	31	0	31
Total	520			24	544	48	592	0	592	748			33	781	64	845	0	845
South Leg																		
Approach	53			2	55	114	169	0	169	80			3	83	37	120	0	120
Departure	85			4	89	14	103	0	103	186			9	195	19	214	0	214
Total	138			6	144	128	272	0	272	266			12	278	56	334	0	334
East Leg																		
Approach	1,173			53	1,226	27	1,253	3	1,256	747			34	781	166	947	1	948
Departure	768			34	834	219	1,053	0	1,053	1,199			54	1,267	36	1,303	3	1,306
Total	1,941			87	2,060	246	2,306	3	2,309	1,946			88	2,048	202	2,250	4	2,254
West Leg																		
Approach	1,266			57	1,355	164	1,519	0	1,519	1,157			53	1,224	28	1,252	3	1,255
Departure	1,201			54	1,255	36	1,291	3	1,294	1,297			58	1,355	230	1,585	1	1,586
Total	2,467			111	2,610	200	2,810	3	2,813	2,454			111	2,579	258	2,837	4	2,841
Total Approaches																		
Approach	2,533			114	2,679	311	2,990	3	2,993	2,707			122	2,843	290	3,133	4	3,137
Departure	2,533			114	2,679	311	2,990	3	2,993	2,707			122	2,843	290	3,133	4	3,137
Total	5,066			228	5,358	622	5,980	6	5,986	5,414			244	5,686	580	6,266	8	6,274

APPENDIX E:
LEVEL OF SERVICE WORKSHEETS

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	0	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	-	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	47	865	477	116	71	41
Future Vol, veh/h	47	865	477	116	71	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	202	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	961	530	129	79	46

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	659	0	-	0	1179	329
Stage 1	-	-	-	-	594	-
Stage 2	-	-	-	-	585	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	925	-	-	-	183	666
Stage 1	-	-	-	-	514	-
Stage 2	-	-	-	-	520	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	925	-	-	-	173	666
Mov Cap-2 Maneuver	-	-	-	-	372	-
Stage 1	-	-	-	-	485	-
Stage 2	-	-	-	-	520	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.47	0	16.25
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	925	-	-	-	444
HCM Lane V/C Ratio	0.056	-	-	-	0.281
HCM Control Delay (s/veh)	9.1	-	-	-	16.2
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1.1

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	0	1084
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s/veh)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	859	89	43	509	95	89
Future Volume (veh/h)	859	89	43	509	95	89
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	944	98	47	559	104	98
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1295	134	173	1417	421	397
Arrive On Green	0.40	0.40	0.13	0.13	0.49	0.49
Sat Flow, veh/h	3343	337	541	3647	861	812
Grp Volume(v), veh/h	516	526	47	559	203	0
Grp Sat Flow(s),veh/h/ln	1777	1810	541	1777	1681	0
Q Serve(g_s), s	19.7	19.7	6.8	11.5	5.6	0.0
Cycle Q Clear(g_c), s	19.7	19.7	26.5	11.5	5.6	0.0
Prop In Lane		0.19	1.00		0.51	0.48
Lane Grp Cap(c), veh/h	708	721	173	1417	822	0
V/C Ratio(X)	0.73	0.73	0.27	0.39	0.25	0.00
Avail Cap(c_a), veh/h	1011	1029	265	2021	822	0
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.42	0.42	1.00	0.00
Uniform Delay (d), s/veh	20.4	20.4	42.0	25.9	11.9	0.0
Incr Delay (d2), s/veh	1.6	1.5	0.4	0.1	0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	7.2	1.0	4.9	2.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	22.0	21.9	42.4	26.0	12.6	0.0
LnGrp LOS	C	C	D	C	B	
Approach Vol, veh/h	1042			606	203	
Approach Delay, s/veh	21.9			27.2	12.6	
Approach LOS	C			C	B	

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	43.6	36.4	36.4
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	25.5	45.5	45.5
Max Q Clear Time (g_c+I1), s	7.6	21.7	28.5
Green Ext Time (p_c), s	0.5	6.1	3.4

Intersection Summary	
HCM 7th Control Delay, s/veh	22.7
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	1084	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	1084	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	777	64	12	396	861	99	652	32	532	467	63
Future Volume (veh/h)	121	777	64	12	396	861	99	652	32	532	467	63
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	142	914	75	14	466	1013	116	767	38	626	549	74
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	1149	512	30	465	789	281	831	41	670	1257	561
Arrive On Green	0.09	0.32	0.32	0.01	0.08	0.08	0.08	0.24	0.24	0.19	0.35	0.35
Sat Flow, veh/h	1781	3554	1585	1781	1870	3170	3456	3446	171	3456	3554	1585
Grp Volume(v), veh/h	142	914	75	14	466	1013	116	395	410	626	549	74
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1870	1585	1728	1777	1840	1728	1777	1585
Q Serve(g_s), s	6.3	18.7	1.9	0.6	19.9	11.8	2.6	17.4	17.4	14.3	9.4	2.5
Cycle Q Clear(g_c), s	6.3	18.7	1.9	0.6	19.9	11.8	2.6	17.4	17.4	14.3	9.4	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	163	1149	512	30	465	789	281	429	444	670	1257	561
V/C Ratio(X)	0.87	0.80	0.15	0.47	1.00	1.28	0.41	0.92	0.92	0.93	0.44	0.13
Avail Cap(c_a), veh/h	163	1149	512	111	465	789	281	429	444	670	1257	561
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.61	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.9	24.7	9.8	39.4	36.7	12.9	34.9	29.6	29.6	31.8	19.8	17.5
Incr Delay (d2), s/veh	25.8	2.5	0.1	1.0	12.9	129.0	1.0	27.8	27.2	20.4	1.1	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	7.2	0.9	0.3	11.3	18.2	1.0	9.8	10.1	7.2	3.6	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.7	27.1	9.9	40.5	49.6	141.9	35.9	57.4	56.8	52.2	20.9	18.0
LnGrp LOS	E	C	A	D	F	F	D	E	E	D	C	B
Approach Vol, veh/h		1131			1493			921			1249	
Approach Delay, s/veh		30.3			112.1			54.4			36.4	
Approach LOS		C			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	23.8	5.8	30.4	11.0	32.8	11.8	24.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	15.5	19.3	5.0	22.2	6.5	28.3	7.3	19.9
Max Q Clear Time (g_c+I1), s	16.3	19.4	2.6	20.7	4.6	11.4	8.3	21.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.8	0.0	3.1	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	62.0
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	437	760	69	15	1134	24	32	18	3	5	1	35
Future Volume (veh/h)	437	760	69	15	1134	24	32	18	3	5	1	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	497	864	78	17	1289	27	36	20	3	6	0	41
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	391	1751	158	272	1090	23	489	464	70	497	0	1664
Arrive On Green	0.17	0.53	0.53	0.31	0.31	0.31	0.29	0.29	0.29	0.01	0.00	0.36
Sat Flow, veh/h	1781	3296	298	595	3559	75	1366	1589	238	1781	0	3170
Grp Volume(v), veh/h	497	466	476	17	643	673	36	0	23	6	0	41
Grp Sat Flow(s),veh/h/ln	1781	1777	1817	595	1777	1857	1366	0	1827	1781	0	1585
Q Serve(g_s), s	13.5	13.3	13.3	1.6	24.5	24.5	1.5	0.0	0.7	0.2	0.0	0.5
Cycle Q Clear(g_c), s	13.5	13.3	13.3	1.6	24.5	24.5	1.5	0.0	0.7	0.2	0.0	0.5
Prop In Lane	1.00		0.16	1.00		0.04	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	391	944	965	272	544	569	489	0	534	497	0	1664
V/C Ratio(X)	1.27	0.49	0.49	0.06	1.18	1.18	0.07	0.00	0.04	0.01	0.00	0.02
Avail Cap(c_a), veh/h	391	944	965	272	544	569	489	0	534	594	0	1664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.51	0.51	0.51	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.5	11.9	11.9	19.8	27.8	27.8	20.6	0.0	20.3	18.3	0.0	9.1
Incr Delay (d2), s/veh	132.7	0.2	0.2	0.1	99.6	99.3	0.3	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.1	4.1	4.2	0.2	24.0	25.0	0.5	0.0	0.3	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	155.2	12.1	12.1	19.9	127.3	127.1	20.9	0.0	20.4	18.3	0.0	9.2
LnGrp LOS	F	B	B	B	F	F	C		C	B		A
Approach Vol, veh/h		1439			1333			59			47	
Approach Delay, s/veh		61.5			125.8			20.7			10.3	
Approach LOS		E			F			C			B	

Timer - Assigned Phs	1	2		4		6	7	8
Phs Duration (G+Y+Rc), s	5.1	27.9		47.0		33.0	18.0	29.0
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	5.6	19.0		42.5		28.5	13.5	24.5
Max Q Clear Time (g_c+I1), s	2.2	3.5		15.3		2.5	15.5	26.5
Green Ext Time (p_c), s	0.0	0.1		5.5		0.1	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	89.6
HCM 7th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	0	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	-	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	71	727	920	135	100	81
Future Vol, veh/h	71	727	920	135	100	81
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	202	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	773	979	144	106	86

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1122	0	-	0	1588	561
Stage 1	-	-	-	-	1051	-
Stage 2	-	-	-	-	538	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	618	-	-	-	~ 99	471
Stage 1	-	-	-	-	298	-
Stage 2	-	-	-	-	550	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	618	-	-	-	~ 86	471
Mov Cap-2 Maneuver	-	-	-	-	232	-
Stage 1	-	-	-	-	261	-
Stage 2	-	-	-	-	550	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.04	0	36.08
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	618	-	-	-	301
HCM Lane V/C Ratio	0.122	-	-	-	0.641
HCM Control Delay (s/veh)	11.6	-	-	-	36.1
HCM Lane LOS	B	-	-	-	E
HCM 95th %tile Q(veh)	0.4	-	-	-	4.1

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

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

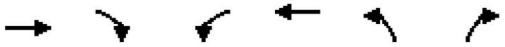
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	0	1084
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s/veh)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	726	133	62	913	166	115
Future Volume (veh/h)	726	133	62	913	166	115
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	756	139	65	951	173	120
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1191	219	211	1413	489	339
Arrive On Green	0.40	0.40	0.13	0.13	0.49	0.49
Sat Flow, veh/h	3091	551	622	3647	998	692
Grp Volume(v), veh/h	448	447	65	951	294	0
Grp Sat Flow(s),veh/h/ln	1777	1771	622	1777	1696	0
Q Serve(g_s), s	16.3	16.3	8.1	20.4	8.6	0.0
Cycle Q Clear(g_c), s	16.3	16.3	24.4	20.4	8.6	0.0
Prop In Lane		0.31	1.00		0.59	0.41
Lane Grp Cap(c), veh/h	706	704	211	1413	831	0
V/C Ratio(X)	0.63	0.63	0.31	0.67	0.35	0.00
Avail Cap(c_a), veh/h	900	897	278	1799	831	0
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.30	0.30	1.00	0.00
Uniform Delay (d), s/veh	19.4	19.4	39.4	29.8	12.6	0.0
Incr Delay (d2), s/veh	1.0	1.0	0.2	0.2	1.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	5.8	1.3	9.4	3.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	20.4	20.4	39.7	30.0	13.8	0.0
LnGrp LOS	C	C	D	C	B	
Approach Vol, veh/h	895			1016	294	
Approach Delay, s/veh	20.4			30.6	13.8	
Approach LOS	C			C	B	

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	43.7	36.3	36.3
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	30.5	40.5	40.5
Max Q Clear Time (g_c+I1), s	10.6	18.3	26.4
Green Ext Time (p_c), s	0.9	5.0	5.4

Intersection Summary	
HCM 7th Control Delay, s/veh	24.2
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	1084	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	1084	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	589	97	32	638	633	223	845	14	614	874	123
Future Volume (veh/h)	161	589	97	32	638	633	223	845	14	614	874	123
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	164	601	99	33	539	721	228	862	14	627	892	126
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	171	1102	491	58	461	781	333	899	15	626	1195	533
Arrive On Green	0.10	0.31	0.31	0.01	0.08	0.08	0.10	0.25	0.25	0.18	0.34	0.34
Sat Flow, veh/h	1781	3554	1585	1781	1870	3170	3456	3579	58	3456	3554	1585
Grp Volume(v), veh/h	164	601	99	33	539	721	228	428	448	627	892	126
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1870	1585	1728	1777	1860	1728	1777	1585
Q Serve(g_s), s	7.3	11.2	2.6	1.5	19.7	11.0	5.1	19.0	19.0	14.5	17.8	4.6
Cycle Q Clear(g_c), s	7.3	11.2	2.6	1.5	19.7	11.0	5.1	19.0	19.0	14.5	17.8	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	171	1102	491	58	461	781	333	446	467	626	1195	533
V/C Ratio(X)	0.96	0.55	0.20	0.57	1.17	0.92	0.69	0.96	0.96	1.00	0.75	0.24
Avail Cap(c_a), veh/h	171	1102	491	127	461	781	333	446	467	626	1195	533
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	0.74	0.74	0.74	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	22.9	9.9	39.0	36.7	13.4	35.0	29.5	29.5	32.8	23.5	19.1
Incr Delay (d2), s/veh	44.2	0.4	0.1	6.4	93.0	13.1	5.7	33.4	32.5	36.2	4.3	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	4.1	1.2	0.7	21.5	5.2	2.2	11.3	11.7	8.6	7.1	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	80.2	23.3	10.0	45.4	129.7	26.5	40.7	63.0	62.1	69.0	27.8	20.2
LnGrp LOS	F	C	B	D	F	C	D	E	E	F	C	C
Approach Vol, veh/h		864			1293			1104			1645	
Approach Delay, s/veh		32.6			70.0			58.0			42.9	
Approach LOS		C			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	24.6	7.1	29.3	12.2	31.4	12.2	24.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	14.5	20.1	5.7	21.7	7.7	26.9	7.7	19.7
Max Q Clear Time (g_c+I1), s	16.5	21.0	3.5	13.2	7.1	19.8	9.3	21.7
Green Ext Time (p_c), s	0.0	0.0	0.0	2.5	0.0	3.3	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	51.6
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	1082	57	17	724	6	74	1	5	112	112	499
Future Volume (veh/h)	18	1082	57	17	724	6	74	1	5	112	112	499
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	1258	66	20	842	7	86	1	6	130	0	667
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	233	1488	78	133	1277	11	276	56	335	670	0	1514
Arrive On Green	0.02	0.43	0.43	0.35	0.35	0.35	0.24	0.24	0.24	0.16	0.00	0.45
Sat Flow, veh/h	1781	3435	180	414	3612	30	769	231	1389	1781	0	3170
Grp Volume(v), veh/h	21	650	674	20	414	435	86	0	7	130	0	667
Grp Sat Flow(s),veh/h/ln	1781	1777	1838	414	1777	1865	769	0	1620	1781	0	1585
Q Serve(g_s), s	0.6	26.2	26.3	3.6	15.7	15.7	7.6	0.0	0.3	0.0	0.0	11.1
Cycle Q Clear(g_c), s	0.6	26.2	26.3	23.5	15.7	15.7	7.6	0.0	0.3	0.0	0.0	11.1
Prop In Lane	1.00		0.10	1.00		0.02	1.00		0.86	1.00		1.00
Lane Grp Cap(c), veh/h	233	770	796	133	628	659	276	0	391	670	0	1514
V/C Ratio(X)	0.09	0.84	0.85	0.15	0.66	0.66	0.31	0.00	0.02	0.19	0.00	0.44
Avail Cap(c_a), veh/h	441	924	956	133	628	659	276	0	391	670	0	1514
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.57	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.5	20.3	20.3	33.7	21.8	21.8	25.9	0.0	23.1	17.5	0.0	13.8
Incr Delay (d2), s/veh	0.1	3.7	3.6	0.5	2.5	2.4	2.9	0.0	0.1	0.1	0.0	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	9.6	10.0	0.4	6.0	6.3	1.5	0.0	0.1	1.5	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.6	24.0	23.9	34.2	24.3	24.2	28.9	0.0	23.2	17.6	0.0	14.7
LnGrp LOS	B	C	C	C	C	C	C		C	B		B
Approach Vol, veh/h		1345			869			93			797	
Approach Delay, s/veh		23.8			24.5			28.4			15.2	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	17.1	23.8		39.1		40.9	6.4	32.8				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.6	19.3		41.6		29.4	11.2	25.9				
Max Q Clear Time (g_c+I1), s	12.3	9.6		28.3		13.1	2.6	25.5				
Green Ext Time (p_c), s	0.1	0.3		6.4		2.5	0.0	0.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	21.9
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	170	0	0	117
Future Vol, veh/h	0	0	170	0	0	117
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	179	0	0	123

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	302	179	0	0	179	0
Stage 1	179	-	-	-	-	-
Stage 2	123	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	690	864	-	-	1397	-
Stage 1	852	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	690	864	-	-	1397	-
Mov Cap-2 Maneuver	690	-	-	-	-	-
Stage 1	852	-	-	-	-	-
Stage 2	902	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1397	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	170	0	0	117
Future Vol, veh/h	0	0	170	0	0	117
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	179	0	0	123

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	302	179	0	0	179	0
Stage 1	179	-	-	-	-	-
Stage 2	123	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	690	864	-	-	1397	-
Stage 1	852	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	690	864	-	-	1397	-
Mov Cap-2 Maneuver	690	-	-	-	-	-
Stage 1	852	-	-	-	-	-
Stage 2	902	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1397	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	170	0	0	117
Future Vol, veh/h	0	0	170	0	0	117
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	179	0	0	123

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	179	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	864	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	864	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	49	1068	522	121	74	43
Future Vol, veh/h	49	1068	522	121	74	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	202	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	1187	580	134	82	48

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	714	0	-	0	1349	357
Stage 1	-	-	-	-	647	-
Stage 2	-	-	-	-	702	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	882	-	-	-	142	639
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	453	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	882	-	-	-	133	639
Mov Cap-2 Maneuver	-	-	-	-	329	-
Stage 1	-	-	-	-	453	-
Stage 2	-	-	-	-	453	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.41	0	18.27
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	882	-	-	-	400
HCM Lane V/C Ratio	0.062	-	-	-	0.325
HCM Control Delay (s/veh)	9.4	-	-	-	18.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1.4

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	1142	644	0	0	0
Future Vol, veh/h	0	1142	644	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1202	678	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	339
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	0	657
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	657
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s/veh)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1062	93	45	556	99	93
Future Volume (veh/h)	1062	93	45	556	99	93
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1167	102	49	611	109	102
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1519	133	161	1632	370	346
Arrive On Green	0.46	0.46	0.92	0.92	0.43	0.43
Sat Flow, veh/h	3400	289	437	3647	865	809
Grp Volume(v), veh/h	626	643	49	611	212	0
Grp Sat Flow(s),veh/h/ln	1777	1818	437	1777	1682	0
Q Serve(g_s), s	23.6	23.6	7.8	1.7	6.6	0.0
Cycle Q Clear(g_c), s	23.6	23.6	31.4	1.7	6.6	0.0
Prop In Lane		0.16	1.00		0.51	0.48
Lane Grp Cap(c), veh/h	816	835	161	1632	720	0
V/C Ratio(X)	0.77	0.77	0.30	0.37	0.29	0.00
Avail Cap(c_a), veh/h	1011	1034	209	2021	720	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.28	0.28	1.00	0.00
Uniform Delay (d), s/veh	18.1	18.1	13.3	1.8	15.0	0.0
Incr Delay (d2), s/veh	2.9	2.8	0.3	0.0	1.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	8.6	0.5	0.4	2.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	20.9	20.9	13.6	1.9	16.0	0.0
LnGrp LOS	C	C	B	A	B	
Approach Vol, veh/h	1269			660	212	
Approach Delay, s/veh	20.9			2.7	16.0	
Approach LOS	C			A	B	

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	38.8	41.2	41.2
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	25.5	45.5	45.5
Max Q Clear Time (g_c+I1), s	8.6	25.6	33.4
Green Ext Time (p_c), s	0.6	7.5	3.3

Intersection Summary	
HCM 7th Control Delay, s/veh	14.8
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	1722	1210	0
Future Vol, veh/h	0	0	0	1722	1210	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	1813	1274	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	637	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	420	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	420	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	976	67	19	438	914	103	681	54	656	488	66
Future Volume (veh/h)	126	976	67	19	438	914	103	681	54	656	488	66
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	148	1148	79	22	515	1075	121	801	64	772	574	78
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	999	446	111	472	800	285	792	63	670	1239	553
Arrive On Green	0.09	0.28	0.28	0.10	0.42	0.42	0.08	0.24	0.24	0.19	0.35	0.35
Sat Flow, veh/h	1781	3554	1585	1781	1870	3170	3456	3333	266	3456	3554	1585
Grp Volume(v), veh/h	148	1148	79	22	515	1075	121	427	438	772	574	78
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1870	1585	1728	1777	1822	1728	1777	1585
Q Serve(g_s), s	6.6	22.5	3.0	0.9	20.2	20.2	2.7	19.0	19.0	15.5	10.0	2.7
Cycle Q Clear(g_c), s	6.6	22.5	3.0	0.9	20.2	20.2	2.7	19.0	19.0	15.5	10.0	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	163	999	446	111	472	800	285	422	433	670	1239	553
V/C Ratio(X)	0.91	1.15	0.18	0.20	1.09	1.34	0.42	1.01	1.01	1.15	0.46	0.14
Avail Cap(c_a), veh/h	163	999	446	111	472	800	285	422	433	670	1239	553
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.57	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	28.8	21.7	34.0	23.1	23.1	34.9	30.5	30.5	32.3	20.2	17.8
Incr Delay (d2), s/veh	31.1	74.0	0.1	0.1	44.5	155.1	1.0	46.8	46.3	85.2	1.2	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	18.6	1.0	0.4	11.6	22.1	1.1	12.6	12.9	13.7	3.8	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.2	102.8	21.9	34.1	67.6	178.3	35.9	77.3	76.8	117.5	21.5	18.4
LnGrp LOS	E	F	C	C	F	F	D	F	F	F	C	B
Approach Vol, veh/h		1375			1612			986			1424	
Approach Delay, s/veh		94.3			141.0			72.0			73.4	
Approach LOS		F			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	23.5	9.5	27.0	11.1	32.4	11.8	24.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	15.5	19.0	5.0	22.5	6.6	27.9	7.3	20.2
Max Q Clear Time (g_c+I1), s	17.5	21.0	2.9	24.5	4.7	12.0	8.6	22.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	3.2	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	98.6
HCM 7th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	528	984	96	17	1211	25	43	19	3	5	1	43
Future Volume (veh/h)	528	984	96	17	1211	25	43	19	3	5	1	43
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	600	1118	109	19	1376	28	49	22	3	6	0	50
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	391	1697	165	110	1046	21	503	491	67	513	0	1704
Arrive On Green	0.17	0.52	0.52	0.29	0.29	0.29	0.30	0.30	0.30	0.01	0.00	0.37
Sat Flow, veh/h	1781	3271	319	454	3562	72	1355	1611	220	1781	0	3170
Grp Volume(v), veh/h	600	607	620	19	686	718	49	0	25	6	0	50
Grp Sat Flow(s),veh/h/ln	1781	1777	1813	454	1777	1857	1355	0	1831	1781	0	1585
Q Serve(g_s), s	13.5	20.0	20.0	3.3	23.5	23.5	2.1	0.0	0.8	0.2	0.0	0.0
Cycle Q Clear(g_c), s	13.5	20.0	20.0	23.4	23.5	23.5	2.1	0.0	0.8	0.2	0.0	0.0
Prop In Lane	1.00		0.18	1.00		0.04	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	391	922	941	110	522	546	503	0	558	513	0	1704
V/C Ratio(X)	1.54	0.66	0.66	0.17	1.31	1.32	0.10	0.00	0.04	0.01	0.00	0.03
Avail Cap(c_a), veh/h	391	922	941	110	522	546	503	0	558	610	0	1704
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.7	14.1	14.1	38.2	28.3	28.3	20.1	0.0	19.6	17.7	0.0	8.7
Incr Delay (d2), s/veh	242.4	0.2	0.2	0.7	154.6	154.8	0.4	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	32.4	6.2	6.3	0.4	31.1	32.5	0.6	0.0	0.3	0.1	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	274.1	14.2	14.2	38.9	182.9	183.1	20.4	0.0	19.8	17.7	0.0	8.7
LnGrp LOS	F	B	B	D	F	F	C		B	B		A
Approach Vol, veh/h		1827			1423			74			56	
Approach Delay, s/veh		99.6			181.1			20.2			9.7	
Approach LOS		F			F			C			A	

Timer - Assigned Phs	1	2		4		6	7	8
Phs Duration (G+Y+Rc), s	5.1	28.9		46.0		34.0	18.0	28.0
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	5.6	20.0		41.5		29.5	13.5	23.5
Max Q Clear Time (g_c+I1), s	2.2	4.1		22.0		2.0	15.5	25.5
Green Ext Time (p_c), s	0.0	0.1		7.1		0.1	0.0	0.0

Intersection Summary		
HCM 7th Control Delay, s/veh	130.7	
HCM 7th LOS	F	

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	215	0	0	189
Future Vol, veh/h	0	0	215	0	0	189
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	226	0	0	199

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	425	226	0	0	226	0
Stage 1	226	-	-	-	-	-
Stage 2	199	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	586	813	-	-	1342	-
Stage 1	811	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	586	813	-	-	1342	-
Mov Cap-2 Maneuver	586	-	-	-	-	-
Stage 1	811	-	-	-	-	-
Stage 2	835	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1342	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	215	0	0	189
Future Vol, veh/h	0	0	215	0	0	189
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	226	0	0	199

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	425	226	0	0	226	0
Stage 1	226	-	-	-	-	-
Stage 2	199	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	586	813	-	-	1342	-
Stage 1	811	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	586	813	-	-	1342	-
Mov Cap-2 Maneuver	586	-	-	-	-	-
Stage 1	811	-	-	-	-	-
Stage 2	835	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1342	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	215	0	0	189
Future Vol, veh/h	0	0	215	0	0	189
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	226	0	0	199

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	226	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	813	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	813	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	74	788	1104	141	105	85
Future Vol, veh/h	74	788	1104	141	105	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	202	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	79	838	1174	150	112	90

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1324	0	-	0	1826	662
Stage 1	-	-	-	-	1249	-
Stage 2	-	-	-	-	577	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	517	-	-	-	~ 68	404
Stage 1	-	-	-	-	233	-
Stage 2	-	-	-	-	525	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	517	-	-	-	~ 58	404
Mov Cap-2 Maneuver	-	-	-	-	179	-
Stage 1	-	-	-	-	198	-
Stage 2	-	-	-	-	525	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.13	0	68.93
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	517	-	-	-	239
HCM Lane V/C Ratio	0.152	-	-	-	0.847
HCM Control Delay (s/veh)	13.2	-	-	-	68.9
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.5	-	-	-	6.7

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

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	892	1245	0	0	0
Future Vol, veh/h	0	892	1245	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	939	1311	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	655
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	0	409
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	409
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s/veh)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	787	139	65	1097	173	120
Future Volume (veh/h)	787	139	65	1097	173	120
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	820	145	68	1143	180	125
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1270	225	209	1495	466	323
Arrive On Green	0.42	0.42	0.56	0.56	0.47	0.47
Sat Flow, veh/h	3111	534	582	3647	998	693
Grp Volume(v), veh/h	483	482	68	1143	306	0
Grp Sat Flow(s),veh/h/ln	1777	1774	582	1777	1696	0
Q Serve(g_s), s	17.3	17.3	8.1	19.8	9.4	0.0
Cycle Q Clear(g_c), s	17.3	17.3	25.3	19.8	9.4	0.0
Prop In Lane		0.30	1.00		0.59	0.41
Lane Grp Cap(c), veh/h	748	747	209	1495	791	0
V/C Ratio(X)	0.65	0.65	0.33	0.76	0.39	0.00
Avail Cap(c_a), veh/h	900	898	259	1799	791	0
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.09	1.00	0.00
Uniform Delay (d), s/veh	18.4	18.4	23.2	14.6	13.9	0.0
Incr Delay (d2), s/veh	1.2	1.2	0.1	0.2	1.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	6.1	0.9	5.1	3.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	19.6	19.6	23.3	14.7	15.3	0.0
LnGrp LOS	B	B	C	B	B	
Approach Vol, veh/h	965			1211	306	
Approach Delay, s/veh	19.6			15.2	15.3	
Approach LOS	B			B	B	

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	41.8	38.2	38.2
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	30.5	40.5	40.5
Max Q Clear Time (g_c+I1), s	11.4	19.3	27.3
Green Ext Time (p_c), s	0.9	5.4	6.3

Intersection Summary	
HCM 7th Control Delay, s/veh	16.9
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	1800	1701	0
Future Vol, veh/h	0	0	0	1800	1701	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	1895	1791	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	895	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	284	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	284	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	644	101	52	810	748	233	883	21	660	913	129
Future Volume (veh/h)	168	644	101	52	810	748	233	883	21	660	913	129
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	171	657	103	53	1177	530	238	901	21	673	932	132
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	145	1090	486	77	1005	426	281	954	22	540	1222	545
Arrive On Green	0.08	0.31	0.31	0.01	0.09	0.09	0.08	0.27	0.27	0.16	0.34	0.34
Sat Flow, veh/h	1781	3554	1585	1781	3741	1585	3456	3550	83	3456	3554	1585
Grp Volume(v), veh/h	171	657	103	53	1177	530	238	451	471	673	932	132
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1870	1585	1728	1777	1855	1728	1777	1585
Q Serve(g_s), s	6.5	12.6	2.8	2.4	21.5	13.6	5.4	19.9	19.9	12.5	18.7	4.8
Cycle Q Clear(g_c), s	6.5	12.6	2.8	2.4	21.5	13.6	5.4	19.9	19.9	12.5	18.7	4.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	145	1090	486	77	1005	426	281	478	499	540	1222	545
V/C Ratio(X)	1.18	0.60	0.21	0.69	1.17	1.24	0.85	0.94	0.94	1.25	0.76	0.24
Avail Cap(c_a), veh/h	145	1090	486	131	1005	426	281	478	499	540	1222	545
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	0.53	0.53	0.53	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	23.6	10.7	38.9	36.5	14.6	36.3	28.7	28.7	33.8	23.4	18.8
Incr Delay (d2), s/veh	121.0	0.7	0.2	5.7	82.9	120.3	20.8	29.4	28.6	125.7	4.5	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	4.7	1.2	1.1	22.0	19.2	2.9	11.3	11.7	14.1	7.4	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	157.8	24.3	10.8	44.6	119.3	134.9	57.1	58.1	57.3	159.5	27.9	19.8
LnGrp LOS	F	C	B	D	F	F	E	E	E	F	C	B
Approach Vol, veh/h		931			1760			1160			1737	
Approach Delay, s/veh		47.3			121.8			57.6			78.3	
Approach LOS		D			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	26.0	8.0	29.0	11.0	32.0	11.0	26.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	12.5	21.5	5.9	22.1	6.5	27.5	6.5	21.5
Max Q Clear Time (g_c+I1), s	14.5	21.9	4.4	14.6	7.4	20.7	8.5	23.5
Green Ext Time (p_c), s	0.0	0.0	0.0	2.5	0.0	3.3	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	82.5
HCM 7th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	1162	72	18	923	6	100	1	6	117	117	580
Future Volume (veh/h)	28	1162	72	18	923	6	100	1	6	117	117	580
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	1351	84	21	1073	7	116	1	7	136	0	765
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	201	1552	96	126	1332	9	272	52	366	620	0	1469
Arrive On Green	0.03	0.46	0.46	0.37	0.37	0.37	0.26	0.26	0.26	0.12	0.00	0.43
Sat Flow, veh/h	1781	3398	211	372	3619	24	702	202	1414	1781	0	3170
Grp Volume(v), veh/h	33	705	730	21	527	553	116	0	8	136	0	765
Grp Sat Flow(s),veh/h/ln	1781	1777	1832	372	1777	1866	702	0	1616	1781	0	1585
Q Serve(g_s), s	0.9	28.6	28.8	4.3	21.3	21.3	11.7	0.0	0.3	0.0	0.0	13.7
Cycle Q Clear(g_c), s	0.9	28.6	28.8	26.0	21.3	21.3	11.7	0.0	0.3	0.0	0.0	13.7
Prop In Lane	1.00		0.12	1.00		0.01	1.00		0.88	1.00		1.00
Lane Grp Cap(c), veh/h	201	811	837	126	654	687	272	0	418	620	0	1469
V/C Ratio(X)	0.16	0.87	0.87	0.17	0.81	0.81	0.43	0.00	0.02	0.22	0.00	0.52
Avail Cap(c_a), veh/h	337	904	932	126	654	687	272	0	418	620	0	1469
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.28	0.28	0.28	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.1	19.6	19.6	34.6	22.7	22.7	26.3	0.0	22.1	18.9	0.0	15.2
Incr Delay (d2), s/veh	0.1	2.6	2.6	0.6	7.3	7.0	4.8	0.0	0.1	0.2	0.0	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	10.0	10.4	0.4	8.8	9.2	2.1	0.0	0.1	1.6	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.2	22.1	22.2	35.2	30.0	29.7	31.2	0.0	22.2	19.1	0.0	16.5
LnGrp LOS	B	C	C	D	C	C	C		C	B		B
Approach Vol, veh/h		1468			1101			124			901	
Approach Delay, s/veh		22.1			30.0			30.6			16.9	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	13.8	25.2		41.0		39.0	7.1	33.9				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	20.7		40.7		30.3	8.7	27.5				
Max Q Clear Time (g_c+I1), s	12.0	13.7		30.8		15.7	2.9	28.0				
Green Ext Time (p_c), s	0.1	0.4		5.7		2.8	0.0	0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	23.5
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	13	157	29	1	119
Future Vol, veh/h	22	13	157	29	1	119
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	14	165	31	1	125

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	308	181	0	0	196	0
Stage 1	181	-	-	-	-	-
Stage 2	127	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	684	862	-	-	1377	-
Stage 1	851	-	-	-	-	-
Stage 2	898	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	684	862	-	-	1377	-
Mov Cap-2 Maneuver	684	-	-	-	-	-
Stage 1	851	-	-	-	-	-
Stage 2	898	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.11	0	0.06
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	741	15	-
HCM Lane V/C Ratio	-	-	0.05	0.001	-
HCM Control Delay (s/veh)	-	-	10.1	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	0	186	20	12	129
Future Vol, veh/h	4	0	186	20	12	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	0	196	21	13	136

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	357	196	0	0	217	0
Stage 1	196	-	-	-	-	-
Stage 2	161	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	641	845	-	-	1353	-
Stage 1	837	-	-	-	-	-
Stage 2	868	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	635	845	-	-	1353	-
Mov Cap-2 Maneuver	635	-	-	-	-	-
Stage 1	837	-	-	-	-	-
Stage 2	859	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.71	0	0.65
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	635	153	-
HCM Lane V/C Ratio	-	-	0.007	0.009	-
HCM Control Delay (s/veh)	-	-	10.7	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	203	13	0	133
Future Vol, veh/h	0	3	203	13	0	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	214	14	0	140

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	214	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	826	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	826	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.37	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	826	-
HCM Lane V/C Ratio	-	-	0.004	-
HCM Control Delay (s/veh)	-	-	9.4	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	72	1068	526	145	84	49
Future Vol, veh/h	72	1068	526	145	84	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	202	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	1187	584	161	93	54

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	746	0	-	0	1418	373
Stage 1	-	-	-	-	665	-
Stage 2	-	-	-	-	753	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	858	-	-	-	128	625
Stage 1	-	-	-	-	473	-
Stage 2	-	-	-	-	426	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	858	-	-	-	116	625
Mov Cap-2 Maneuver	-	-	-	-	307	-
Stage 1	-	-	-	-	429	-
Stage 2	-	-	-	-	426	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.61	0	20.52
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	858	-	-	-	378
HCM Lane V/C Ratio	0.093	-	-	-	0.391
HCM Control Delay (s/veh)	9.6	-	-	-	20.5
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.8

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	19	11	0	35	0	5
Future Vol, veh/h	19	11	0	35	0	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	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	12	0	37	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	32	0	57	20
Stage 1	-	-	-	-	20	-
Stage 2	-	-	-	-	37	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1581	-	951	1058
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	986	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1581	-	951	1058
Mov Cap-2 Maneuver	-	-	-	-	951	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	986	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	8.42
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1058	-	-	1581	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s/veh)	8.4	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	1146	668	0	0	4
Future Vol, veh/h	0	1146	668	0	0	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	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1206	703	0	0	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	352
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	0	645
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	645
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	10.62
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	645
HCM Lane V/C Ratio	-	-	0.007
HCM Control Delay (s/veh)	-	-	10.6
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1072	93	45	577	102	93
Future Volume (veh/h)	1072	93	45	577	102	93
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1178	102	49	634	112	102
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1565	135	168	1680	363	331
Arrive On Green	0.47	0.47	0.16	0.16	0.41	0.41
Sat Flow, veh/h	3403	286	432	3647	877	798
Grp Volume(v), veh/h	632	648	49	634	215	0
Grp Sat Flow(s),veh/h/ln	1777	1819	432	1777	1683	0
Q Serve(g_s), s	23.3	23.4	8.9	12.8	6.9	0.0
Cycle Q Clear(g_c), s	23.3	23.4	32.2	12.8	6.9	0.0
Prop In Lane		0.16	1.00		0.52	0.47
Lane Grp Cap(c), veh/h	840	860	168	1680	698	0
V/C Ratio(X)	0.75	0.75	0.29	0.38	0.31	0.00
Avail Cap(c_a), veh/h	1055	1080	220	2110	698	0
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.27	0.27	1.00	0.00
Uniform Delay (d), s/veh	17.2	17.3	42.8	23.2	15.7	0.0
Incr Delay (d2), s/veh	2.4	2.3	0.3	0.0	1.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	8.3	1.0	5.5	2.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	19.6	19.6	43.1	23.2	16.9	0.0
LnGrp LOS	B	B	D	C	B	
Approach Vol, veh/h	1280			683	215	
Approach Delay, s/veh	19.6			24.7	16.9	
Approach LOS	B			C	B	

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	37.7	42.3	42.3
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	23.5	47.5	47.5
Max Q Clear Time (g_c+I1), s	8.9	25.4	34.2
Green Ext Time (p_c), s	0.5	7.9	3.6

Intersection Summary	
HCM 7th Control Delay, s/veh	20.9
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	8	16	13	23	12	7
Future Vol, veh/h	8	16	13	23	12	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	17	14	24	13	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	25	0	68	17
Stage 1	-	-	-	-	17	-
Stage 2	-	-	-	-	52	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1589	-	936	1062
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	971	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1589	-	928	1062
Mov Cap-2 Maneuver	-	-	-	-	928	-
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	962	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.63	8.78
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	973	-	-	650	-
HCM Lane V/C Ratio	0.021	-	-	0.009	-
HCM Control Delay (s/veh)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	16	0	1728	1197	36
Future Vol, veh/h	0	16	0	1728	1197	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	17	0	1819	1260	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	649	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	412	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	412	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	412	-	-
HCM Lane V/C Ratio	-	0.041	-	-
HCM Control Delay (s/veh)	-	14.1	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	976	68	19	441	914	134	681	54	656	504	53
Future Volume (veh/h)	134	976	68	19	441	914	134	681	54	656	504	53
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	158	1148	80	22	519	1075	158	801	64	772	593	62
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	999	446	111	472	800	320	792	63	670	1204	537
Arrive On Green	0.09	0.28	0.28	0.10	0.42	0.42	0.09	0.24	0.24	0.19	0.34	0.34
Sat Flow, veh/h	1781	3554	1585	1781	1870	3170	3456	3333	266	3456	3554	1585
Grp Volume(v), veh/h	158	1148	80	22	519	1075	158	427	438	772	593	62
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1870	1585	1728	1777	1822	1728	1777	1585
Q Serve(g_s), s	7.1	22.5	3.1	0.9	20.2	11.9	3.5	19.0	19.0	15.5	10.6	1.5
Cycle Q Clear(g_c), s	7.1	22.5	3.1	0.9	20.2	11.9	3.5	19.0	19.0	15.5	10.6	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	163	999	446	111	472	800	320	422	433	670	1204	537
V/C Ratio(X)	0.97	1.15	0.18	0.20	1.10	1.34	0.49	1.01	1.01	1.15	0.49	0.12
Avail Cap(c_a), veh/h	163	999	446	111	472	800	320	422	433	670	1204	537
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.59	0.59	0.59	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.2	28.8	21.8	34.0	23.1	8.1	34.5	30.5	30.5	32.3	21.0	8.7
Incr Delay (d2), s/veh	46.4	74.3	0.1	0.1	48.1	155.1	1.2	46.8	46.3	85.2	1.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	18.6	1.0	0.4	12.0	21.6	1.4	12.6	12.9	13.7	4.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	82.6	103.0	21.9	34.1	71.2	163.2	35.7	77.3	76.8	117.5	22.4	9.2
LnGrp LOS	F	F	C	C	F	F	D	F	F	F	C	A
Approach Vol, veh/h		1386			1616			1023			1427	
Approach Delay, s/veh		96.0			131.9			70.7			73.3	
Approach LOS		F			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	23.5	9.5	27.0	11.9	31.6	11.8	24.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	15.5	19.0	5.0	22.5	7.4	27.1	7.3	20.2
Max Q Clear Time (g_c+I1), s	17.5	21.0	2.9	24.5	5.5	12.6	9.1	22.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	3.1	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	95.9
HCM 7th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	528	984	96	17	1214	25	43	19	3	5	1	43
Future Volume (veh/h)	528	984	96	17	1214	25	43	19	3	5	1	43
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	600	1118	109	19	1380	28	49	22	3	6	0	50
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	391	1697	165	110	1046	21	503	491	67	513	0	1704
Arrive On Green	0.17	0.52	0.52	0.29	0.29	0.29	0.30	0.30	0.30	0.01	0.00	0.37
Sat Flow, veh/h	1781	3271	319	454	3562	72	1355	1611	220	1781	0	3170
Grp Volume(v), veh/h	600	607	620	19	688	720	49	0	25	6	0	50
Grp Sat Flow(s),veh/h/ln	1781	1777	1813	454	1777	1857	1355	0	1831	1781	0	1585
Q Serve(g_s), s	13.5	20.0	20.0	3.3	23.5	23.5	2.1	0.0	0.8	0.2	0.0	0.0
Cycle Q Clear(g_c), s	13.5	20.0	20.0	23.4	23.5	23.5	2.1	0.0	0.8	0.2	0.0	0.0
Prop In Lane	1.00		0.18	1.00		0.04	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	391	922	941	110	522	546	503	0	558	513	0	1704
V/C Ratio(X)	1.54	0.66	0.66	0.17	1.32	1.32	0.10	0.00	0.04	0.01	0.00	0.03
Avail Cap(c_a), veh/h	391	922	941	110	522	546	503	0	558	610	0	1704
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.7	14.1	14.1	38.2	28.3	28.3	20.1	0.0	19.6	17.7	0.0	8.7
Incr Delay (d2), s/veh	242.4	0.2	0.2	0.7	156.2	156.4	0.4	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	32.4	6.2	6.3	0.4	31.3	32.7	0.6	0.0	0.3	0.1	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	274.1	14.2	14.2	38.9	184.4	184.7	20.4	0.0	19.8	17.7	0.0	8.7
LnGrp LOS	F	B	B	D	F	F	C		B	B		A
Approach Vol, veh/h		1827			1427			74			56	
Approach Delay, s/veh		99.6			182.6			20.2			9.7	
Approach LOS		F			F			C			A	

Timer - Assigned Phs	1	2		4		6	7	8
Phs Duration (G+Y+Rc), s	5.1	28.9		46.0		34.0	18.0	28.0
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	5.6	20.0		41.5		29.5	13.5	23.5
Max Q Clear Time (g_c+I1), s	2.2	4.1		22.0		2.0	15.5	25.5
Green Ext Time (p_c), s	0.0	0.1		7.1		0.1	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	131.4
HCM 7th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	18	200	19	1	190
Future Vol, veh/h	26	18	200	19	1	190
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	19	211	20	1	200

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	423	221	0	0	231	0
Stage 1	221	-	-	-	-	-
Stage 2	202	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	588	819	-	-	1337	-
Stage 1	816	-	-	-	-	-
Stage 2	832	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	587	819	-	-	1337	-
Mov Cap-2 Maneuver	587	-	-	-	-	-
Stage 1	816	-	-	-	-	-
Stage 2	831	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.83	0	0.04
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	664	9	-
HCM Lane V/C Ratio	-	-	0.07	0.001	-
HCM Control Delay (s/veh)	-	-	10.8	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	36	3	217	9	6	210
Future Vol, veh/h	36	3	217	9	6	210
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	3	228	9	6	221

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	462	228	0	0	238	0
Stage 1	228	-	-	-	-	-
Stage 2	234	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	558	811	-	-	1329	-
Stage 1	810	-	-	-	-	-
Stage 2	805	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	555	811	-	-	1329	-
Mov Cap-2 Maneuver	555	-	-	-	-	-
Stage 1	810	-	-	-	-	-
Stage 2	801	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.82	0	0.21
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	569	50	-
HCM Lane V/C Ratio	-	-	0.072	0.005	-
HCM Control Delay (s/veh)	-	-	11.8	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	224	10	0	246
Future Vol, veh/h	0	2	224	10	0	246
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2	236	11	0	259

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	236	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	803	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	803	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.49	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	803	-
HCM Lane V/C Ratio	-	-	0.003	-
HCM Control Delay (s/veh)	-	-	9.5	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	17.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	88	788	1108	147	145	103
Future Vol, veh/h	88	788	1108	147	145	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	202	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	94	838	1179	156	154	110

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1335	0	-	0	1863	668
Stage 1	-	-	-	-	1257	-
Stage 2	-	-	-	-	606	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	513	-	-	-	~ 64	401
Stage 1	-	-	-	-	231	-
Stage 2	-	-	-	-	507	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	513	-	-	-	~ 53	401
Mov Cap-2 Maneuver	-	-	-	-	171	-
Stage 1	-	-	-	-	189	-
Stage 2	-	-	-	-	507	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.36	0	160.64
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	513	-	-	-	224
HCM Lane V/C Ratio	0.183	-	-	-	1.175
HCM Control Delay (s/veh)	13.6	-	-	-	160.6
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.7	-	-	-	12.7

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	11	9	0	44	0	3
Future Vol, veh/h	11	9	0	44	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	9	0	46	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	21	0	58	12
Stage 1	-	-	-	-	12	-
Stage 2	-	-	-	-	46	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1595	-	949	1069
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	976	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1595	-	949	1069
Mov Cap-2 Maneuver	-	-	-	-	949	-
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	976	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	8.38
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1069	-	-	1595	-
HCM Lane V/C Ratio	0.003	-	-	-	-
HCM Control Delay (s/veh)	8.4	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	928	1252	0	0	3
Future Vol, veh/h	0	928	1252	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	977	1318	0	0	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	659
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	0	406
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	406
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	13.93
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	406
HCM Lane V/C Ratio	-	-	0.008
HCM Control Delay (s/veh)	-	-	13.9
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	824	142	65	1102	174	120
Future Volume (veh/h)	824	142	65	1102	174	120
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	858	148	68	1148	181	125
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1320	228	209	1548	452	312
Arrive On Green	0.44	0.44	0.58	0.58	0.45	0.45
Sat Flow, veh/h	3124	523	560	3647	1000	691
Grp Volume(v), veh/h	503	503	68	1148	307	0
Grp Sat Flow(s),veh/h/ln	1777	1776	560	1777	1696	0
Q Serve(g_s), s	17.8	17.8	8.3	19.1	9.7	0.0
Cycle Q Clear(g_c), s	17.8	17.8	26.1	19.1	9.7	0.0
Prop In Lane		0.29	1.00		0.59	0.41
Lane Grp Cap(c), veh/h	774	774	209	1548	766	0
V/C Ratio(X)	0.65	0.65	0.33	0.74	0.40	0.00
Avail Cap(c_a), veh/h	944	944	263	1888	766	0
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.09	1.00	0.00
Uniform Delay (d), s/veh	17.8	17.8	22.6	13.5	14.7	0.0
Incr Delay (d2), s/veh	1.1	1.1	0.1	0.1	1.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	6.2	0.9	4.8	3.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	18.9	18.9	22.7	13.6	16.2	0.0
LnGrp LOS	B	B	C	B	B	
Approach Vol, veh/h	1006			1216	307	
Approach Delay, s/veh	18.9			14.1	16.2	
Approach LOS	B			B	B	

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	40.6	39.4	39.4
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	28.5	42.5	42.5
Max Q Clear Time (g_c+I1), s	11.7	19.8	28.1
Green Ext Time (p_c), s	0.9	5.8	6.7

Intersection Summary	
HCM 7th Control Delay, s/veh	16.3
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	4.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	8	7	21	23	12
Future Vol, veh/h	6	8	7	21	23	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	8	7	22	24	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	15	0	47	11
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	37	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1603	-	962	1071
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	986	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1603	-	958	1071
Mov Cap-2 Maneuver	-	-	-	-	958	-
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	981	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.81	8.76
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	994	-	-	450	-
HCM Lane V/C Ratio	0.037	-	-	0.005	-
HCM Control Delay (s/veh)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

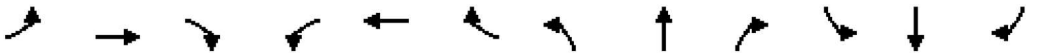
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	19	0	1804	1685	28
Future Vol, veh/h	0	19	0	1804	1685	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	20	0	1899	1774	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	902	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	281	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	281	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	18.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	281	-	-
HCM Lane V/C Ratio	-	0.071	-	-
HCM Control Delay (s/veh)	-	18.8	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	646	113	52	811	748	252	883	21	661	929	114
Future Volume (veh/h)	191	646	113	52	811	748	252	883	21	661	929	114
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	195	659	115	53	1177	530	257	901	21	674	948	116
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	167	1135	506	77	1005	426	294	910	21	540	1164	519
Arrive On Green	0.09	0.32	0.32	0.01	0.09	0.09	0.08	0.26	0.26	0.16	0.33	0.33
Sat Flow, veh/h	1781	3554	1585	1781	3741	1585	3456	3550	83	3456	3554	1585
Grp Volume(v), veh/h	195	659	115	53	1177	530	257	451	471	674	948	116
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1870	1585	1728	1777	1855	1728	1777	1585
Q Serve(g_s), s	7.5	12.4	3.0	2.4	21.5	13.6	5.9	20.2	20.2	12.5	19.6	4.2
Cycle Q Clear(g_c), s	7.5	12.4	3.0	2.4	21.5	13.6	5.9	20.2	20.2	12.5	19.6	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	167	1135	506	77	1005	426	294	455	475	540	1164	519
V/C Ratio(X)	1.17	0.58	0.23	0.69	1.17	1.24	0.87	0.99	0.99	1.25	0.81	0.22
Avail Cap(c_a), veh/h	167	1135	506	140	1005	426	294	455	475	540	1164	519
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	0.49	0.49	0.49	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	22.8	10.1	38.9	36.5	14.6	36.2	29.7	29.7	33.8	24.7	19.5
Incr Delay (d2), s/veh	111.1	0.5	0.2	5.3	82.5	119.6	24.1	39.9	39.0	126.5	6.3	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	4.6	1.4	1.1	22.0	19.1	3.2	12.6	13.0	14.2	8.1	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	147.4	23.3	10.2	44.1	118.9	134.2	60.3	69.6	68.7	160.3	31.0	20.5
LnGrp LOS	F	C	B	D	F	F	E	E	E	F	C	C
Approach Vol, veh/h		969			1760			1179			1738	
Approach Delay, s/veh		46.7			121.2			67.2			80.4	
Approach LOS		D			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	25.0	8.0	30.0	11.3	30.7	12.0	26.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	12.5	20.5	6.3	22.7	6.8	26.2	7.5	21.5
Max Q Clear Time (g_c+I1), s	14.5	22.2	4.4	14.4	7.9	21.6	9.5	23.5
Green Ext Time (p_c), s	0.0	0.0	0.0	2.7	0.0	2.5	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	84.6
HCM 7th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	1165	72	18	924	6	100	1	6	117	117	580
Future Volume (veh/h)	28	1165	72	18	924	6	100	1	6	117	117	580
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	1355	84	21	1074	7	116	1	7	136	0	765
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	190	1502	93	116	1278	8	302	61	428	630	0	1516
Arrive On Green	0.03	0.44	0.44	0.35	0.35	0.35	0.30	0.30	0.30	0.09	0.00	0.45
Sat Flow, veh/h	1781	3399	210	371	3619	24	702	202	1414	1781	0	3170
Grp Volume(v), veh/h	33	707	732	21	527	554	116	0	8	136	0	765
Grp Sat Flow(s),veh/h/ln	1781	1777	1833	371	1777	1866	702	0	1616	1781	0	1585
Q Serve(g_s), s	0.9	29.5	29.7	4.5	21.8	21.8	11.0	0.0	0.3	0.0	0.0	13.3
Cycle Q Clear(g_c), s	0.9	29.5	29.7	27.1	21.8	21.8	11.0	0.0	0.3	0.0	0.0	13.3
Prop In Lane	1.00		0.11	1.00		0.01	1.00		0.88	1.00		1.00
Lane Grp Cap(c), veh/h	190	785	810	116	627	659	302	0	489	630	0	1516
V/C Ratio(X)	0.17	0.90	0.90	0.18	0.84	0.84	0.38	0.00	0.02	0.22	0.00	0.50
Avail Cap(c_a), veh/h	279	826	852	116	627	659	302	0	489	630	0	1516
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.30	0.30	0.30	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.9	20.7	20.8	36.6	23.8	23.8	23.3	0.0	19.6	18.1	0.0	14.4
Incr Delay (d2), s/veh	0.1	4.4	4.5	0.7	9.9	9.5	3.7	0.0	0.1	0.2	0.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	10.8	11.3	0.4	9.5	9.9	1.9	0.0	0.1	1.6	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.1	25.1	25.2	37.4	33.7	33.3	27.0	0.0	19.6	18.3	0.0	15.6
LnGrp LOS	B	C	C	D	C	C	C		B	B		B
Approach Vol, veh/h		1472			1102			124			901	
Approach Delay, s/veh		25.0			33.6			26.5			16.0	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2		4		6	7	8
Phs Duration (G+Y+Rc), s	11.5	28.7		39.8		40.2	7.1	32.7
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	24.2		37.2		33.8	6.6	26.1
Max Q Clear Time (g_c+I1), s	12.0	13.0		31.7		15.3	2.9	29.1
Green Ext Time (p_c), s	0.1	0.5		3.6		3.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	25.4
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	13	157	0	0	117
Future Vol, veh/h	0	13	157	0	0	117
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	14	165	0	0	123

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	288	165	0	0	165	0
Stage 1	165	-	-	-	-	-
Stage 2	123	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	702	879	-	-	1413	-
Stage 1	864	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	702	879	-	-	1413	-
Mov Cap-2 Maneuver	702	-	-	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	902	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.16	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	879	1413	-
HCM Lane V/C Ratio	-	-	0.016	-	-
HCM Control Delay (s/veh)	-	-	9.2	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	157	0	0	117
Future Vol, veh/h	0	0	157	0	0	117
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	165	0	0	123

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	288	165	0	0	165	0
Stage 1	165	-	-	-	-	-
Stage 2	123	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	702	879	-	-	1413	-
Stage 1	864	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	702	879	-	-	1413	-
Mov Cap-2 Maneuver	702	-	-	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	902	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1413	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	157	0	0	117
Future Vol, veh/h	0	0	157	0	0	117
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	165	0	0	123

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	165	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	879	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	879	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	49	1068	534	108	74	43
Future Vol, veh/h	49	1068	534	108	74	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	222	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	1187	593	120	82	48

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	713	0	-	0	1237	357
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	584	-
Critical Hdwy	5.34	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	537	-	-	-	236	546
Stage 1	-	-	-	-	392	-
Stage 2	-	-	-	-	475	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	537	-	-	-	212	546
Mov Cap-2 Maneuver	-	-	-	-	313	-
Stage 1	-	-	-	-	352	-
Stage 2	-	-	-	-	475	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.55	0	19.82
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	537	-	-	-	371
HCM Lane V/C Ratio	0.101	-	-	-	0.35
HCM Control Delay (s/veh)	12.5	-	-	-	19.8
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.5

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	13	0	0
Future Vol, veh/h	0	0	0	13	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	14	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	15	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	14	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1004	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1009	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1004	1084
Mov Cap-2 Maneuver	-	-	-	-	1004	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1009	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	1142	643	0	0	0
Future Vol, veh/h	0	1142	643	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1202	677	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	338
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	0	561
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	561
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s/veh)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1062	93	45	555	99	93
Future Volume (veh/h)	1062	93	45	555	99	93
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1167	102	49	610	109	102
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1697	527	294	2138	1919	1549
Arrive On Green	0.33	0.33	0.33	0.33	0.56	0.56
Sat Flow, veh/h	5274	1585	847	6696	3456	2790
Grp Volume(v), veh/h	1167	102	49	610	109	102
Grp Sat Flow(s),veh/h/ln	1702	1585	423	1609	1728	1395
Q Serve(g_s), s	15.8	3.7	4.3	5.6	1.2	1.4
Cycle Q Clear(g_c), s	15.8	3.7	20.1	5.6	1.2	1.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1697	527	294	2138	1919	1549
V/C Ratio(X)	0.69	0.19	0.17	0.29	0.06	0.07
Avail Cap(c_a), veh/h	2968	921	505	3740	1919	1549
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	23.1	19.1	31.8	19.7	8.2	8.2
Incr Delay (d2), s/veh	0.5	0.2	0.3	0.1	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	1.2	0.4	1.8	0.4	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	23.6	19.2	32.1	19.8	8.2	8.3
LnGrp LOS	C	B	C	B	A	A
Approach Vol, veh/h	1269			659	211	
Approach Delay, s/veh	23.3			20.7	8.3	
Approach LOS	C			C	A	

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	48.9	31.1	31.1
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	24.5	46.5	46.5
Max Q Clear Time (g_c+I1), s	3.4	17.8	22.1
Green Ext Time (p_c), s	0.7	8.6	4.5

Intersection Summary	
HCM 7th Control Delay, s/veh	21.0
HCM 7th LOS	C

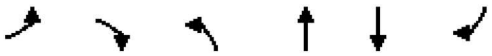
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	13	0	0
Future Vol, veh/h	0	0	0	13	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	14	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	15	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	14	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1004	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1009	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1004	1084
Mov Cap-2 Maneuver	-	-	-	-	1004	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1009	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-



Lane Configurations									
Traffic Volume (veh/h)	0	0	0	1708	1097	13			
Future Volume (Veh/h)	0	0	0	1708	1097	13			
Sign Control	Stop			Free	Free				
Grade	0%			0%	0%				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95			
Hourly flow rate (vph)	0	0	0	1798	1155	14			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)		6							
Median type				None	None				
Median storage veh)									
Upstream signal (ft)				690					
pX, platoon unblocked	0.96								
vC, conflicting volume	1761	296	1169						
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol	1659	296	1169						
tC, single (s)	6.8	6.9	4.1						
tC, 2 stage (s)									
tF (s)	3.5	3.3	2.2						
p0 queue free %	100	100	100						
cM capacity (veh/h)	85	701	593						

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4
Volume Total	0	599	599	599	330	330	330	179
Volume Left	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	0	14
cSH	1700	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.35	0.35	0.35	0.19	0.19	0.19	0.11
Queue Length 95th (ft)	0	0	0	0	0	0	0	0
Control Delay (s/veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A							
Approach Delay (s/veh)	0.0	0.0			0.0			
Approach LOS	A							

Intersection Summary				
Average Delay	0.0			
Intersection Capacity Utilization	36.3%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	12	99	1708	1047	50
Future Volume (veh/h)	0	12	99	1708	1047	50
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	13	104	1798	1102	53
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	28	44	195	4452	4885	2118
Arrive On Green	0.00	0.02	0.06	0.87	0.76	0.76
Sat Flow, veh/h	1781	2790	3456	5274	6696	2790
Grp Volume(v), veh/h	0	13	104	1798	1102	53
Grp Sat Flow(s),veh/h/ln	1781	1395	1728	1702	1609	1395
Q Serve(g_s), s	0.0	0.4	2.3	5.6	4.0	0.4
Cycle Q Clear(g_c), s	0.0	0.4	2.3	5.6	4.0	0.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	28	44	195	4452	4885	2118
V/C Ratio(X)	0.00	0.30	0.53	0.40	0.23	0.03
Avail Cap(c_a), veh/h	412	645	410	4452	4885	2118
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	38.9	36.7	1.0	2.8	2.4
Incr Delay (d2), s/veh	0.0	3.7	2.3	0.3	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	1.0	0.1	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	42.7	39.0	1.3	2.9	2.4
LnGrp LOS		D	D	A	A	A
Approach Vol, veh/h	13			1902	1155	
Approach Delay, s/veh	42.7			3.4	2.9	
Approach LOS	D			A	A	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	74.2	5.8	9.0	65.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	52.5	18.5	9.5	38.5
Max Q Clear Time (g_c+I1), s	7.6	2.4	4.3	6.0
Green Ext Time (p_c), s	17.6	0.0	0.1	8.1

Intersection Summary	
HCM 7th Control Delay, s/veh	3.3
HCM 7th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	121	64	32	786	567	532
Future Volume (veh/h)	121	64	32	786	567	532
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	127	0	34	827	597	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	212		115	4219	3763	
Arrive On Green	0.06	0.00	0.03	0.83	0.74	0.00
Sat Flow, veh/h	3456	1585	3456	5274	5274	1585
Grp Volume(v), veh/h	127	0	34	827	597	0
Grp Sat Flow(s),veh/h/ln	1728	1585	1728	1702	1702	1585
Q Serve(g_s), s	2.9	0.0	0.8	2.7	2.8	0.0
Cycle Q Clear(g_c), s	2.9	0.0	0.8	2.7	2.8	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	212		115	4219	3763	
V/C Ratio(X)	0.60		0.30	0.20	0.16	
Avail Cap(c_a), veh/h	1015		454	4219	3763	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.6	0.0	37.8	1.4	3.1	0.0
Incr Delay (d2), s/veh	2.7	0.0	1.4	0.1	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.3	0.0	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	39.3	0.0	39.2	1.5	3.2	0.0
LnGrp LOS	D		D	A	A	
Approach Vol, veh/h	127			861	597	
Approach Delay, s/veh	39.3			3.0	3.2	
Approach LOS	D			A	A	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	70.6		9.4	7.2	63.5
Change Period (Y+Rc), s	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	47.5		23.5	10.5	32.5
Max Q Clear Time (g_c+I1), s	4.7		4.9	2.8	4.8
Green Ext Time (p_c), s	5.6		0.3	0.0	3.6

Intersection Summary	
HCM 7th Control Delay, s/veh	6.0
HCM 7th LOS	A

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	499	938	82	20	1208	25	40	19	110	5	1	43
Future Volume (veh/h)	499	938	82	20	1208	25	40	19	110	5	1	43
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	567	1066	93	23	1373	28	45	22	125	6	1	49
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	689	2552	792	469	1572	488	1031	605	513	967	725	830
Arrive On Green	0.14	0.50	0.50	0.31	0.31	0.31	0.32	0.32	0.32	0.01	0.39	0.39
Sat Flow, veh/h	3456	5106	1585	940	5106	1585	2629	1870	1585	3456	1870	1585
Grp Volume(v), veh/h	567	1066	93	23	1373	28	45	22	125	6	1	49
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	470	1702	1585	1314	1870	1585	1728	1870	1585
Q Serve(g_s), s	8.3	10.6	2.5	1.4	20.4	1.0	0.9	0.6	4.6	0.1	0.0	1.2
Cycle Q Clear(g_c), s	8.3	10.6	2.5	1.4	20.4	1.0	0.9	0.6	4.6	0.1	0.0	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	689	2552	792	469	1572	488	1031	605	513	967	725	830
V/C Ratio(X)	0.82	0.42	0.12	0.05	0.87	0.06	0.04	0.04	0.24	0.01	0.00	0.06
Avail Cap(c_a), veh/h	760	2713	842	480	1628	505	1031	605	513	1156	725	830
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.8	12.7	10.6	19.6	26.2	19.5	18.6	18.5	19.9	16.6	15.0	9.4
Incr Delay (d2), s/veh	6.8	0.1	0.1	0.0	5.4	0.0	0.1	0.1	1.1	0.0	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	3.2	0.7	0.1	7.9	0.3	0.3	0.3	1.7	0.0	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.6	12.8	10.7	19.7	31.7	19.6	18.7	18.6	21.0	16.6	15.0	9.5
LnGrp LOS	C	B	B	B	C	B	B	B	C	B	B	A
Approach Vol, veh/h		1726			1424			192			56	
Approach Delay, s/veh		16.5			31.2			20.2			10.4	
Approach LOS		B			C			C			B	

Timer - Assigned Phs	1	2		4		6	7	8
Phs Duration (G+Y+Rc), s	5.1	30.4		44.5		35.5	15.4	29.1
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	5.6	19.0		42.5		28.5	12.5	25.5
Max Q Clear Time (g_c+I1), s	2.1	6.6		12.6		3.2	10.3	22.4
Green Ext Time (p_c), s	0.0	0.4		7.8		0.1	0.5	2.3

Intersection Summary	
HCM 7th Control Delay, s/veh	22.8
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	17	198	0	0	189
Future Vol, veh/h	0	17	198	0	0	189
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	208	0	0	199

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	407	208	0	0	208	0
Stage 1	208	-	-	-	-	-
Stage 2	199	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	600	832	-	-	1362	-
Stage 1	826	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	600	832	-	-	1362	-
Mov Cap-2 Maneuver	600	-	-	-	-	-
Stage 1	826	-	-	-	-	-
Stage 2	835	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.42	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	832	1362	-
HCM Lane V/C Ratio	-	-	0.022	-	-
HCM Control Delay (s/veh)	-	-	9.4	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	198	0	0	189
Future Vol, veh/h	0	0	198	0	0	189
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	208	0	0	199

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	407	208	0	0	208	0
Stage 1	208	-	-	-	-	-
Stage 2	199	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	600	832	-	-	1362	-
Stage 1	826	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	600	832	-	-	1362	-
Mov Cap-2 Maneuver	600	-	-	-	-	-
Stage 1	826	-	-	-	-	-
Stage 2	835	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1362	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	198	0	0	189
Future Vol, veh/h	0	0	198	0	0	189
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	208	0	0	199

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	208	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	832	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	832	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	23.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	74	788	1191	124	105	85
Future Vol, veh/h	74	788	1191	124	105	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	222	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	79	838	1267	132	112	90

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1399	0	-	0	1826	699
Stage 1	-	-	-	-	1333	-
Stage 2	-	-	-	-	493	-
Critical Hdwy	5.34	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	250	-	-	-	116	328
Stage 1	-	-	-	-	151	-
Stage 2	-	-	-	-	529	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	250	-	-	-	~ 80	328
Mov Cap-2 Maneuver	-	-	-	-	~ 98	-
Stage 1	-	-	-	-	~ 103	-
Stage 2	-	-	-	-	529	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.22	0	281.78
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	250	-	-	-	143
HCM Lane V/C Ratio	0.315	-	-	-	1.417
HCM Control Delay (s/veh)	25.9	-	-	-	281.8
HCM Lane LOS	D	-	-	-	F
HCM 95th %tile Q(veh)	1.3	-	-	-	13.2

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

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	17	0	0
Future Vol, veh/h	0	0	0	17	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	18	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	19	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	998	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	998	1084
Mov Cap-2 Maneuver	-	-	-	-	998	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1005	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	892	1315	0	0	0
Future Vol, veh/h	0	892	1315	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	939	1384	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	692
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	0	331
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	331
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s/veh)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	787	139	65	1167	173	120
Future Volume (veh/h)	787	139	65	1167	173	120
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	820	145	68	1216	180	125
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1656	514	400	2087	1946	1571
Arrive On Green	0.32	0.32	0.32	0.32	0.56	0.56
Sat Flow, veh/h	5274	1585	1130	6696	3456	2790
Grp Volume(v), veh/h	820	145	68	1216	180	125
Grp Sat Flow(s),veh/h/ln	1702	1585	565	1609	1728	1395
Q Serve(g_s), s	10.3	5.4	4.1	12.6	1.9	1.6
Cycle Q Clear(g_c), s	10.3	5.4	14.5	12.6	1.9	1.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1656	514	400	2087	1946	1571
V/C Ratio(X)	0.50	0.28	0.17	0.58	0.09	0.08
Avail Cap(c_a), veh/h	2776	862	648	3499	1946	1571
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	21.8	20.1	27.6	22.5	8.1	8.0
Incr Delay (d2), s/veh	0.2	0.3	0.2	0.3	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	1.8	0.5	4.2	0.7	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	22.0	20.4	27.8	22.8	8.1	8.1
LnGrp LOS	C	C	C	C	A	A
Approach Vol, veh/h	965			1284	305	
Approach Delay, s/veh	21.7			23.0	8.1	
Approach LOS	C			C	A	

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	49.6	30.4	30.4
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	27.5	43.5	43.5
Max Q Clear Time (g_c+I1), s	3.9	12.3	16.5
Green Ext Time (p_c), s	1.1	5.9	9.5

Intersection Summary	
HCM 7th Control Delay, s/veh	20.8
HCM 7th LOS	C

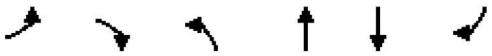
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	17	0	0
Future Vol, veh/h	0	0	0	17	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	18	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	19	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	998	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	998	1084
Mov Cap-2 Maneuver	-	-	-	-	998	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1005	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-



Lane Configurations									
Traffic Volume (veh/h)	0	0	0	1713	1666	17			
Future Volume (Veh/h)	0	0	0	1713	1666	17			
Sign Control	Stop			Free	Free				
Grade	0%			0%	0%				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95			
Hourly flow rate (vph)	0	0	0	1803	1754	18			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)		6							
Median type				None	None				
Median storage veh)									
Upstream signal (ft)				690					
pX, platoon unblocked	0.94								
vC, conflicting volume	2364	448	1772						
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol	2220	448	1772						
tC, single (s)	6.8	6.9	4.1						
tC, 2 stage (s)									
tF (s)	3.5	3.3	2.2						
p0 queue free %	100	100	100						
cM capacity (veh/h)	35	559	347						

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4
Volume Total	0	601	601	601	501	501	501	269
Volume Left	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	0	18
cSH	1700	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.35	0.35	0.35	0.29	0.29	0.29	0.16
Queue Length 95th (ft)	0	0	0	0	0	0	0	0
Control Delay (s/veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A							
Approach Delay (s/veh)	0.0	0.0			0.0			
Approach LOS	A							

Intersection Summary				
Average Delay	0.0			
Intersection Capacity Utilization	36.4%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	32	223	1713	1560	106
Future Volume (veh/h)	0	32	223	1713	1560	106
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	34	235	1803	1642	112
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	59	92	329	4362	4523	1961
Arrive On Green	0.00	0.03	0.10	0.85	0.70	0.70
Sat Flow, veh/h	1781	2790	3456	5274	6696	2790
Grp Volume(v), veh/h	0	34	235	1803	1642	112
Grp Sat Flow(s),veh/h/ln	1781	1395	1728	1702	1609	1395
Q Serve(g_s), s	0.0	1.0	5.3	6.4	8.1	1.0
Cycle Q Clear(g_c), s	0.0	1.0	5.3	6.4	8.1	1.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	59	92	329	4362	4523	1961
V/C Ratio(X)	0.00	0.37	0.71	0.41	0.36	0.06
Avail Cap(c_a), veh/h	401	628	583	4362	4523	1961
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	37.9	35.1	1.3	4.7	3.7
Incr Delay (d2), s/veh	0.0	2.4	2.9	0.3	0.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.8	2.2	0.1	1.5	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	40.3	38.0	1.6	5.0	3.7
LnGrp LOS		D	D	A	A	A
Approach Vol, veh/h	34			2038	1754	
Approach Delay, s/veh	40.3			5.8	4.9	
Approach LOS	D			A	A	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	72.8	7.2	12.1	60.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	53.0	18.0	13.5	35.0
Max Q Clear Time (g_c+I1), s	8.4	3.0	7.3	10.1
Green Ext Time (p_c), s	17.7	0.1	0.4	12.6

Intersection Summary	
HCM 7th Control Delay, s/veh	5.7
HCM 7th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	161	97	14	1117	1048	614
Future Volume (veh/h)	161	97	14	1117	1048	614
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	169	0	15	1176	1103	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	264		61	4142	3764	
Arrive On Green	0.08	0.00	0.02	0.81	0.74	0.00
Sat Flow, veh/h	3456	1585	3456	5274	5274	1585
Grp Volume(v), veh/h	169	0	15	1176	1103	0
Grp Sat Flow(s),veh/h/ln	1728	1585	1728	1702	1702	1585
Q Serve(g_s), s	3.8	0.0	0.3	4.5	5.8	0.0
Cycle Q Clear(g_c), s	3.8	0.0	0.3	4.5	5.8	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	264		61	4142	3764	
V/C Ratio(X)	0.64		0.25	0.28	0.29	
Avail Cap(c_a), veh/h	929		324	4142	3764	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.9	0.0	38.8	1.9	3.5	0.0
Incr Delay (d2), s/veh	2.6	0.0	2.0	0.2	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.2	0.2	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	38.5	0.0	40.8	2.0	3.7	0.0
LnGrp LOS	D		D	A	A	
Approach Vol, veh/h	169			1191	1103	
Approach Delay, s/veh	38.5			2.5	3.7	
Approach LOS	D			A	A	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	69.4		10.6	5.9	63.5
Change Period (Y+Rc), s	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	49.5		21.5	7.5	37.5
Max Q Clear Time (g_c+I1), s	6.5		5.8	2.3	7.8
Green Ext Time (p_c), s	9.0		0.5	0.0	7.7

Intersection Summary	
HCM 7th Control Delay, s/veh	5.5
HCM 7th LOS	A

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	1163	65	32	909	6	96	1	23	117	117	580
Future Volume (veh/h)	24	1163	65	32	909	6	96	1	23	117	117	580
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	1352	76	37	1057	7	112	1	27	136	136	674
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	377	1873	581	281	1438	446	709	757	642	1470	974	871
Arrive On Green	0.03	0.37	0.37	0.28	0.28	0.28	0.40	0.40	0.40	0.06	0.52	0.52
Sat Flow, veh/h	3456	5106	1585	727	5106	1585	1306	1870	1585	3456	1870	1585
Grp Volume(v), veh/h	28	1352	76	37	1057	7	112	1	27	136	136	674
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	364	1702	1585	653	1870	1585	1728	1870	1585
Q Serve(g_s), s	0.4	18.2	2.6	3.7	15.0	0.3	4.5	0.0	0.8	1.7	3.0	26.7
Cycle Q Clear(g_c), s	0.4	18.2	2.6	15.1	15.0	0.3	4.5	0.0	0.8	1.7	3.0	26.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	377	1873	581	281	1438	446	709	757	642	1470	974	871
V/C Ratio(X)	0.07	0.72	0.13	0.13	0.74	0.02	0.16	0.00	0.04	0.09	0.14	0.77
Avail Cap(c_a), veh/h	1033	2649	822	281	1438	446	709	757	642	1481	974	871
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	21.8	16.8	31.3	26.0	20.7	15.5	14.2	14.4	10.9	9.9	14.1
Incr Delay (d2), s/veh	0.1	0.6	0.1	0.2	2.0	0.0	0.5	0.0	0.1	0.0	0.3	6.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	6.3	0.8	0.3	5.6	0.1	0.6	0.0	0.3	0.5	1.1	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.7	22.4	16.9	31.5	28.0	20.7	16.0	14.2	14.5	10.9	10.2	20.7
LnGrp LOS	B	C	B	C	C	C	B	B	B	B	B	C
Approach Vol, veh/h		1456			1101			140			946	
Approach Delay, s/veh		22.1			28.1			15.7			17.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4		6	7	8
Phs Duration (G+Y+Rc), s	9.3	36.9		33.8		46.2	6.8	27.0
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	20.0		41.5		29.5	17.5	19.5
Max Q Clear Time (g_c+I1), s	3.7	6.5		20.2		28.7	2.4	17.1
Green Ext Time (p_c), s	0.0	0.7		9.1		0.3	0.0	1.5

Intersection Summary	
HCM 7th Control Delay, s/veh	22.5
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	14	158	25	1	119
Future Vol, veh/h	17	14	158	25	1	119
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	15	166	26	1	125

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	307	179	0	0	193	0
Stage 1	179	-	-	-	-	-
Stage 2	127	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	685	863	-	-	1381	-
Stage 1	852	-	-	-	-	-
Stage 2	898	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	685	863	-	-	1381	-
Mov Cap-2 Maneuver	685	-	-	-	-	-
Stage 1	852	-	-	-	-	-
Stage 2	898	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.98	0	0.06
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	755	15	-
HCM Lane V/C Ratio	-	-	0.043	0.001	-
HCM Control Delay (s/veh)	-	-	10	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	1	182	20	12	124
Future Vol, veh/h	3	1	182	20	12	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	1	192	21	13	131

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	347	192	0	0	213	0
Stage 1	192	-	-	-	-	-
Stage 2	156	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	650	850	-	-	1358	-
Stage 1	841	-	-	-	-	-
Stage 2	873	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	643	850	-	-	1358	-
Mov Cap-2 Maneuver	643	-	-	-	-	-
Stage 1	841	-	-	-	-	-
Stage 2	864	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.29	0	0.68
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	685	159	-
HCM Lane V/C Ratio	-	-	0.006	0.009	-
HCM Control Delay (s/veh)	-	-	10.3	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	0	202	15	0	127
Future Vol, veh/h	7	0	202	15	0	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	0	213	16	0	134

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	346	213	0	0	-	-
Stage 1	213	-	-	-	-	-
Stage 2	134	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	650	827	-	-	0	-
Stage 1	823	-	-	-	0	-
Stage 2	893	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	650	827	-	-	-	-
Mov Cap-2 Maneuver	650	-	-	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	893	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	72	1068	534	145	88	46
Future Vol, veh/h	72	1068	534	145	88	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	222	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	1187	593	161	98	51

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	754	0	-	0	1309	377
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	635	-
Critical Hdwy	5.34	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	513	-	-	-	216	530
Stage 1	-	-	-	-	381	-
Stage 2	-	-	-	-	447	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	513	-	-	-	183	530
Mov Cap-2 Maneuver	-	-	-	-	285	-
Stage 1	-	-	-	-	321	-
Stage 2	-	-	-	-	447	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.84	0	23.72
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	513	-	-	-	339
HCM Lane V/C Ratio	0.156	-	-	-	0.44
HCM Control Delay (s/veh)	13.3	-	-	-	23.7
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.5	-	-	-	2.2

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	16	10	0	31	0	9
Future Vol, veh/h	16	10	0	31	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	11	0	33	0	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	27	0	49	17
Stage 1	-	-	-	-	17	-
Stage 2	-	-	-	-	33	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1586	-	960	1062
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	990	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1586	-	960	1062
Mov Cap-2 Maneuver	-	-	-	-	960	-
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	990	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	8.42
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1062	-	-	1586	-
HCM Lane V/C Ratio	0.009	-	-	-	-
HCM Control Delay (s/veh)	8.4	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	1156	681	0	0	6
Future Vol, veh/h	0	1156	681	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1217	717	0	0	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	358
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	0	545
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	545
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	11.68
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	545
HCM Lane V/C Ratio	-	-	0.012
HCM Control Delay (s/veh)	-	-	11.7
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1076	93	45	590	102	93
Future Volume (veh/h)	1076	93	45	590	102	93
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1182	102	49	648	112	102
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1727	536	296	2177	1898	1532
Arrive On Green	0.34	0.34	0.34	0.34	0.55	0.55
Sat Flow, veh/h	5274	1585	835	6696	3456	2790
Grp Volume(v), veh/h	1182	102	49	648	112	102
Grp Sat Flow(s),veh/h/ln	1702	1585	417	1609	1728	1395
Q Serve(g_s), s	15.9	3.6	4.3	5.9	1.2	1.4
Cycle Q Clear(g_c), s	15.9	3.6	20.2	5.9	1.2	1.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1727	536	296	2177	1898	1532
V/C Ratio(X)	0.68	0.19	0.17	0.30	0.06	0.07
Avail Cap(c_a), veh/h	3032	941	509	3820	1898	1532
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	22.8	18.7	31.5	19.5	8.4	8.4
Incr Delay (d2), s/veh	0.5	0.2	0.3	0.1	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	1.2	0.4	1.9	0.4	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	23.3	18.9	31.8	19.6	8.5	8.5
LnGrp LOS	C	B	C	B	A	A
Approach Vol, veh/h	1284			697	214	
Approach Delay, s/veh	22.9			20.4	8.5	
Approach LOS	C			C	A	

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	48.4	31.6	31.6
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	23.5	47.5	47.5
Max Q Clear Time (g_c+I1), s	3.4	17.9	22.2
Green Ext Time (p_c), s	0.7	8.9	4.8

Intersection Summary	
HCM 7th Control Delay, s/veh	20.7
HCM 7th LOS	C

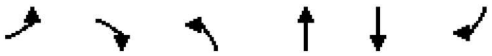
Intersection	
Int Delay, s/veh	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	9	16	13	23	8	2
Future Vol, veh/h	9	16	13	23	8	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	17	14	24	8	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	26	0	69	18
Stage 1	-	-	-	-	18	-
Stage 2	-	-	-	-	52	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1588	-	935	1061
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	971	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1588	-	927	1061
Mov Cap-2 Maneuver	-	-	-	-	927	-
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	962	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.63	8.83
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	951	-	-	650	-
HCM Lane V/C Ratio	0.011	-	-	0.009	-
HCM Control Delay (s/veh)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-



Lane Configurations									
Traffic Volume (veh/h)	0	11	0	1714	1097	36			
Future Volume (Veh/h)	0	11	0	1714	1097	36			
Sign Control	Stop			Free	Free				
Grade	0%			0%	0%				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95			
Hourly flow rate (vph)	0	12	0	1804	1155	38			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type				None	None				
Median storage veh)									
Upstream signal (ft)				690					
pX, platoon unblocked	0.93								
vC, conflicting volume	1775	308	1193						
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol	1583	308	1193						
tC, single (s)	6.8	6.9	4.1						
tC, 2 stage (s)									
tF (s)	3.5	3.3	2.2						
p0 queue free %	100	98	100						
cM capacity (veh/h)	93	688	581						

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4
Volume Total	12	601	601	601	330	330	330	203
Volume Left	0	0	0	0	0	0	0	0
Volume Right	12	0	0	0	0	0	0	38
cSH	688	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.02	0.35	0.35	0.35	0.19	0.19	0.19	0.12
Queue Length 95th (ft)	1	0	0	0	0	0	0	0
Control Delay (s/veh)	10.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B							
Approach Delay (s/veh)	10.3	0.0			0.0			
Approach LOS	B							

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	36.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	12	130	1714	1057	51
Future Volume (veh/h)	0	12	130	1714	1057	51
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	13	137	1804	1113	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	28	44	217	4452	4843	2100
Arrive On Green	0.00	0.02	0.06	0.87	0.75	0.75
Sat Flow, veh/h	1781	2790	3456	5274	6696	2790
Grp Volume(v), veh/h	0	13	137	1804	1113	54
Grp Sat Flow(s),veh/h/ln	1781	1395	1728	1702	1609	1395
Q Serve(g_s), s	0.0	0.4	3.1	5.6	4.1	0.4
Cycle Q Clear(g_c), s	0.0	0.4	3.1	5.6	4.1	0.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	28	44	217	4452	4843	2100
V/C Ratio(X)	0.00	0.30	0.63	0.41	0.23	0.03
Avail Cap(c_a), veh/h	412	645	497	4452	4843	2100
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	38.9	36.6	1.0	3.0	2.5
Incr Delay (d2), s/veh	0.0	3.7	3.0	0.3	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	1.3	0.1	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	42.7	39.6	1.3	3.1	2.5
LnGrp LOS		D	D	A	A	A
Approach Vol, veh/h	13			1941	1167	
Approach Delay, s/veh	42.7			4.0	3.0	
Approach LOS	D			A	A	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	74.2	5.8	9.5	64.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	52.5	18.5	11.5	36.5
Max Q Clear Time (g_c+I1), s	7.6	2.4	5.1	6.1
Green Ext Time (p_c), s	17.7	0.0	0.2	8.1

Intersection Summary	
HCM 7th Control Delay, s/veh	3.8
HCM 7th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	127	71	32	817	577	532
Future Volume (veh/h)	127	71	32	817	577	532
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	134	0	34	860	607	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	221		115	4205	3749	
Arrive On Green	0.06	0.00	0.03	0.82	0.73	0.00
Sat Flow, veh/h	3456	1585	3456	5274	5274	1585
Grp Volume(v), veh/h	134	0	34	860	607	0
Grp Sat Flow(s),veh/h/ln	1728	1585	1728	1702	1702	1585
Q Serve(g_s), s	3.0	0.0	0.8	2.9	2.9	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.8	2.9	2.9	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	221		115	4205	3749	
V/C Ratio(X)	0.61		0.30	0.20	0.16	
Avail Cap(c_a), veh/h	1015		454	4205	3749	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.5	0.0	37.8	1.5	3.2	0.0
Incr Delay (d2), s/veh	2.7	0.0	1.4	0.1	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.3	0.0	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	39.1	0.0	39.2	1.6	3.3	0.0
LnGrp LOS	D		D	A	A	
Approach Vol, veh/h	134			894	607	
Approach Delay, s/veh	39.1			3.0	3.3	
Approach LOS	D			A	A	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	70.4		9.6	7.2	63.2
Change Period (Y+Rc), s	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	47.5		23.5	10.5	32.5
Max Q Clear Time (g_c+I1), s	4.9		5.0	2.8	4.9
Green Ext Time (p_c), s	5.9		0.4	0.0	3.7

Intersection Summary	
HCM 7th Control Delay, s/veh	6.1
HCM 7th LOS	A

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	499	938	82	20	1211	25	40	19	110	5	1	43
Future Volume (veh/h)	499	938	82	20	1211	25	40	19	110	5	1	43
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	567	1066	93	23	1376	28	45	22	125	6	1	49
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	688	2553	792	470	1573	488	1030	605	513	966	725	829
Arrive On Green	0.14	0.50	0.50	0.31	0.31	0.31	0.32	0.32	0.32	0.01	0.39	0.39
Sat Flow, veh/h	3456	5106	1585	940	5106	1585	2629	1870	1585	3456	1870	1585
Grp Volume(v), veh/h	567	1066	93	23	1376	28	45	22	125	6	1	49
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	470	1702	1585	1314	1870	1585	1728	1870	1585
Q Serve(g_s), s	8.3	10.6	2.5	1.4	20.4	1.0	0.9	0.6	4.6	0.1	0.0	1.2
Cycle Q Clear(g_c), s	8.3	10.6	2.5	1.4	20.4	1.0	0.9	0.6	4.6	0.1	0.0	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	688	2553	792	470	1573	488	1030	605	513	966	725	829
V/C Ratio(X)	0.82	0.42	0.12	0.05	0.87	0.06	0.04	0.04	0.24	0.01	0.00	0.06
Avail Cap(c_a), veh/h	759	2713	842	480	1628	505	1030	605	513	1155	725	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.8	12.6	10.6	19.6	26.2	19.5	18.6	18.5	19.9	16.6	15.0	9.4
Incr Delay (d2), s/veh	6.8	0.1	0.1	0.0	5.5	0.0	0.1	0.1	1.1	0.0	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	3.2	0.7	0.1	8.0	0.3	0.3	0.3	1.7	0.0	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.6	12.8	10.7	19.7	31.7	19.5	18.7	18.6	21.0	16.6	15.0	9.5
LnGrp LOS	C	B	B	B	C	B	B	B	C	B	B	A
Approach Vol, veh/h		1726			1427			192			56	
Approach Delay, s/veh		16.5			31.3			20.2			10.4	
Approach LOS		B			C			C			B	

Timer - Assigned Phs	1	2		4		6	7	8
Phs Duration (G+Y+Rc), s	5.1	30.4		44.5		35.5	15.3	29.1
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	5.6	19.0		42.5		28.5	12.5	25.5
Max Q Clear Time (g_c+I1), s	2.1	6.6		12.6		3.2	10.3	22.4
Green Ext Time (p_c), s	0.0	0.4		7.8		0.1	0.5	2.2

Intersection Summary		
HCM 7th Control Delay, s/veh	22.8	
HCM 7th LOS	C	

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	29	209	15	1	190
Future Vol, veh/h	16	29	209	15	1	190
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	31	220	16	1	200

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	430	228	0	0	236	0
Stage 1	228	-	-	-	-	-
Stage 2	202	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	582	811	-	-	1331	-
Stage 1	810	-	-	-	-	-
Stage 2	832	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	582	811	-	-	1331	-
Mov Cap-2 Maneuver	582	-	-	-	-	-
Stage 1	810	-	-	-	-	-
Stage 2	831	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.42	0	0.04
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	711	9	-
HCM Lane V/C Ratio	-	-	0.067	0.001	-
HCM Control Delay (s/veh)	-	-	10.4	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	11	213	9	6	200
Future Vol, veh/h	28	11	213	9	6	200
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	12	224	9	6	211

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	447	224	0	0	234	0
Stage 1	224	-	-	-	-	-
Stage 2	223	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	569	815	-	-	1334	-
Stage 1	813	-	-	-	-	-
Stage 2	814	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	566	815	-	-	1334	-
Mov Cap-2 Maneuver	566	-	-	-	-	-
Stage 1	813	-	-	-	-	-
Stage 2	810	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.23	0	0.22
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	619	52	-
HCM Lane V/C Ratio	-	-	0.066	0.005	-
HCM Control Delay (s/veh)	-	-	11.2	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	0	222	11	0	228
Future Vol, veh/h	5	0	222	11	0	228
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	0	234	12	0	240

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	474	234	0	0	-	-
Stage 1	234	-	-	-	-	-
Stage 2	240	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	549	805	-	-	0	-
Stage 1	805	-	-	-	0	-
Stage 2	800	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	549	805	-	-	-	-
Mov Cap-2 Maneuver	549	-	-	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	800	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	49.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	88	788	1191	146	131	102
Future Vol, veh/h	88	788	1191	146	131	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	222	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	94	838	1267	155	139	109

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1422	0	-	0	1867	711
Stage 1	-	-	-	-	1345	-
Stage 2	-	-	-	-	523	-
Critical Hdwy	5.34	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	243	-	-	-	~ 110	322
Stage 1	-	-	-	-	148	-
Stage 2	-	-	-	-	511	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	243	-	-	-	~ 68	322
Mov Cap-2 Maneuver	-	-	-	-	~ 86	-
Stage 1	-	-	-	-	~ 91	-
Stage 2	-	-	-	-	511	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.89	0	$ 511.97
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	243	-	-	-	127
HCM Lane V/C Ratio	0.385	-	-	-	1.949
HCM Control Delay (s/veh)	28.7	-	-	-	$ 512
HCM Lane LOS	D	-	-	-	F
HCM 95th %tile Q(veh)	1.7	-	-	-	19.8

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

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	8	8	0	45	0	5
Future Vol, veh/h	8	8	0	45	0	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	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	8	0	47	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	17	0	56	8
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	47	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1600	-	952	1073
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	975	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1600	-	952	1073
Mov Cap-2 Maneuver	-	-	-	-	952	-
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	975	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	8.37
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1073	-	-	1600	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s/veh)	8.4	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	918	1338	0	0	4
Future Vol, veh/h	0	918	1338	0	0	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	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	966	1408	0	0	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	704
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	0	325
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	325
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	16.21
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	325
HCM Lane V/C Ratio	-	-	0.013
HCM Control Delay (s/veh)	-	-	16.2
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	809	142	65	1188	174	120
Future Volume (veh/h)	809	142	65	1188	174	120
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	843	148	68	1238	181	125
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1689	524	399	2129	1924	1553
Arrive On Green	0.33	0.33	0.33	0.33	0.56	0.56
Sat Flow, veh/h	5274	1585	1102	6696	3456	2790
Grp Volume(v), veh/h	843	148	68	1238	181	125
Grp Sat Flow(s),veh/h/ln	1702	1585	551	1609	1728	1395
Q Serve(g_s), s	10.6	5.5	4.2	12.8	2.0	1.7
Cycle Q Clear(g_c), s	10.6	5.5	14.8	12.8	2.0	1.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1689	524	399	2129	1924	1553
V/C Ratio(X)	0.50	0.28	0.17	0.58	0.09	0.08
Avail Cap(c_a), veh/h	2776	862	633	3499	1924	1553
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	21.5	19.8	27.4	22.2	8.3	8.2
Incr Delay (d2), s/veh	0.2	0.3	0.2	0.3	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	1.8	0.5	4.2	0.7	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	21.7	20.0	27.6	22.4	8.4	8.3
LnGrp LOS	C	C	C	C	A	A
Approach Vol, veh/h	991			1306	306	
Approach Delay, s/veh	21.4			22.7	8.4	
Approach LOS	C			C	A	

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	49.0	31.0	31.0
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	27.5	43.5	43.5
Max Q Clear Time (g_c+I1), s	4.0	12.6	16.8
Green Ext Time (p_c), s	1.1	6.1	9.7

Intersection Summary	
HCM 7th Control Delay, s/veh	20.5
HCM 7th LOS	C

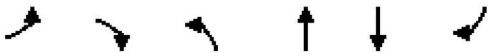
Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5	8	7	22	23	8
Future Vol, veh/h	5	8	7	22	23	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	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	8	7	23	24	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	14	0	47	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	38	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1605	-	962	1072
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	985	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1605	-	958	1072
Mov Cap-2 Maneuver	-	-	-	-	958	-
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	980	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.75	8.78
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	985	-	-	434	-
HCM Lane V/C Ratio	0.033	-	-	0.005	-
HCM Control Delay (s/veh)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Lane Configurations								
Traffic Volume (veh/h)	0	13	0	1717	1666	29		
Future Volume (Veh/h)	0	13	0	1717	1666	29		
Sign Control	Stop			Free	Free			
Grade	0%			0%	0%			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly flow rate (vph)	0	14	0	1807	1754	31		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type				None	None			
Median storage veh)								
Upstream signal (ft)				690				
pX, platoon unblocked	0.92							
vC, conflicting volume	2372	454	1785					
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	2176	454	1785					
tC, single (s)	6.8	6.9	4.1					
tC, 2 stage (s)								
tF (s)	3.5	3.3	2.2					
p0 queue free %	100	97	100					
cM capacity (veh/h)	36	553	343					

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4
Volume Total	14	602	602	602	501	501	501	282
Volume Left	0	0	0	0	0	0	0	0
Volume Right	14	0	0	0	0	0	0	31
cSH	553	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.03	0.35	0.35	0.35	0.29	0.29	0.29	0.17
Queue Length 95th (ft)	2	0	0	0	0	0	0	0
Control Delay (s/veh)	11.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B							
Approach Delay (s/veh)	11.7	0.0			0.0			
Approach LOS	B							

Intersection Summary				
Average Delay	0.0			
Intersection Capacity Utilization	36.5%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	32	242	1717	1572	107
Future Volume (veh/h)	0	32	242	1717	1572	107
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	34	255	1807	1655	113
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	59	92	350	4362	4484	1944
Arrive On Green	0.00	0.03	0.10	0.85	0.70	0.70
Sat Flow, veh/h	1781	2790	3456	5274	6696	2790
Grp Volume(v), veh/h	0	34	255	1807	1655	113
Grp Sat Flow(s),veh/h/ln	1781	1395	1728	1702	1609	1395
Q Serve(g_s), s	0.0	1.0	5.7	6.4	8.4	1.0
Cycle Q Clear(g_c), s	0.0	1.0	5.7	6.4	8.4	1.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	59	92	350	4362	4484	1944
V/C Ratio(X)	0.00	0.37	0.73	0.41	0.37	0.06
Avail Cap(c_a), veh/h	401	628	583	4362	4484	1944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	37.9	34.9	1.3	4.9	3.8
Incr Delay (d2), s/veh	0.0	2.4	2.9	0.3	0.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.8	2.3	0.1	1.6	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	40.3	37.8	1.6	5.2	3.9
LnGrp LOS		D	D	A	A	A
Approach Vol, veh/h	34			2062	1768	
Approach Delay, s/veh	40.3			6.1	5.1	
Approach LOS	D			A	A	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	72.8		7.2	12.6	60.3
Change Period (Y+Rc), s	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	53.0		18.0	13.5	35.0
Max Q Clear Time (g_c+I1), s	8.4		3.0	7.7	10.4
Green Ext Time (p_c), s	17.7		0.1	0.4	12.7

Intersection Summary		
HCM 7th Control Delay, s/veh	5.9	
HCM 7th LOS	A	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	165	113	14	1136	1060	614
Future Volume (veh/h)	165	113	14	1136	1060	614
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	0	15	1196	1116	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	270		983	4133	2393	
Arrive On Green	0.08	0.00	0.28	0.81	0.47	0.00
Sat Flow, veh/h	3456	1585	3456	5274	5274	1585
Grp Volume(v), veh/h	174	0	15	1196	1116	0
Grp Sat Flow(s),veh/h/ln	1728	1585	1728	1702	1702	1585
Q Serve(g_s), s	3.9	0.0	0.2	4.7	11.9	0.0
Cycle Q Clear(g_c), s	3.9	0.0	0.2	4.7	11.9	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	270		983	4133	2393	
V/C Ratio(X)	0.64		0.02	0.29	0.47	
Avail Cap(c_a), veh/h	929		983	4133	2393	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.8	0.0	20.6	1.9	14.4	0.0
Incr Delay (d2), s/veh	2.6	0.0	0.0	0.2	0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.1	0.2	3.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	38.4	0.0	20.6	2.1	15.1	0.0
LnGrp LOS	D		C	A	B	
Approach Vol, veh/h	174			1211	1116	
Approach Delay, s/veh	38.4			2.3	15.1	
Approach LOS	D			A	B	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	69.3		10.7	27.3	42.0
Change Period (Y+Rc), s	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	49.5		21.5	7.5	37.5
Max Q Clear Time (g_c+I1), s	6.7		5.9	2.2	13.9
Green Ext Time (p_c), s	9.2		0.5	0.0	7.3

Intersection Summary	
HCM 7th Control Delay, s/veh	10.5
HCM 7th LOS	B

Notes

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

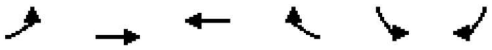


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	1166	65	32	910	6	96	1	23	117	117	580
Future Volume (veh/h)	24	1166	65	32	910	6	96	1	23	117	117	580
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	1356	76	37	1058	7	112	1	27	136	136	674
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	378	1877	583	281	1442	448	457	468	396	1520	972	870
Arrive On Green	0.03	0.37	0.37	0.28	0.28	0.28	0.25	0.25	0.25	0.21	0.52	0.52
Sat Flow, veh/h	3456	5106	1585	725	5106	1585	1306	1870	1585	3456	1870	1585
Grp Volume(v), veh/h	28	1356	76	37	1058	7	112	1	27	136	136	674
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	362	1702	1585	653	1870	1585	1728	1870	1585
Q Serve(g_s), s	0.4	18.3	2.5	3.7	15.0	0.1	5.9	0.0	1.0	0.0	3.0	26.7
Cycle Q Clear(g_c), s	0.4	18.3	2.5	15.2	15.0	0.1	8.9	0.0	1.0	0.0	3.0	26.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	378	1877	583	281	1442	448	457	468	396	1520	972	870
V/C Ratio(X)	0.07	0.72	0.13	0.13	0.73	0.02	0.24	0.00	0.07	0.09	0.14	0.77
Avail Cap(c_a), veh/h	1034	2649	822	281	1442	448	457	468	396	1520	972	870
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	21.8	16.8	31.2	26.0	6.2	27.1	22.5	22.9	13.3	9.9	14.2
Incr Delay (d2), s/veh	0.1	0.6	0.1	0.2	2.0	0.0	1.3	0.0	0.3	0.0	0.3	6.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	6.3	0.8	0.3	5.6	0.1	0.9	0.0	0.4	0.6	1.1	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.7	22.4	16.9	31.5	27.9	6.2	28.4	22.5	23.2	13.3	10.2	20.9
LnGrp LOS	B	C	B	C	C	A	C	C	C	B	B	C
Approach Vol, veh/h		1460			1102			140			946	
Approach Delay, s/veh		22.0			27.9			27.4			18.2	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2		4		6	7	8
Phs Duration (G+Y+Rc), s	11.6	24.5		33.9		46.1	6.8	27.1
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	5.6	20.0		41.5		29.5	17.5	19.5
Max Q Clear Time (g_c+I1), s	12.0	10.9		20.3		28.7	2.4	17.2
Green Ext Time (p_c), s	0.1	0.6		9.1		0.3	0.0	1.5

Intersection Summary	
HCM 7th Control Delay, s/veh	23.0
HCM 7th LOS	C

4: W Rancho Vista Blvd & Division Street



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	72	1068	526	145	84	49
Future Volume (veh/h)	72	1068	526	145	84	49
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	1187	584	161	93	54
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	104	1475	827	228	506	294
Arrive On Green	0.06	0.41	0.20	0.20	0.47	0.47
Sat Flow, veh/h	1781	3647	2847	757	1071	622
Grp Volume(v), veh/h	80	1187	376	369	148	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1734	1705	0
Q Serve(g_s), s	3.5	23.5	15.8	15.8	4.0	0.0
Cycle Q Clear(g_c), s	3.5	23.5	15.8	15.8	4.0	0.0
Prop In Lane	1.00			0.44	0.63	0.36
Lane Grp Cap(c), veh/h	104	1475	534	521	806	0
V/C Ratio(X)	0.77	0.80	0.70	0.71	0.18	0.00
Avail Cap(c_a), veh/h	256	2066	677	661	806	0
HCM Platoon Ratio	1.00	1.00	0.67	0.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.1	20.6	28.6	28.7	12.2	0.0
Incr Delay (d2), s/veh	11.4	1.6	2.4	2.5	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	8.4	6.9	6.8	1.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	48.5	22.2	31.0	31.2	12.7	0.0
LnGrp LOS	D	C	C	C	B	
Approach Vol, veh/h		1267	745		148	
Approach Delay, s/veh		23.9	31.1		12.7	
Approach LOS		C	C		B	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	37.7	42.3	9.2	28.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	46.5	24.5	11.5	30.5
Max Q Clear Time (g_c+I1), s	25.5	6.0	5.5	17.8
Green Ext Time (p_c), s	7.7	0.3	0.1	3.2

Intersection Summary	
HCM 7th Control Delay, s/veh	25.6
HCM 7th LOS	C

12: Sierra Hwy & W Rancho Vista Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	134	976	68	19	441	914	134	681	54	656	504	53
Future Volume (vph)	134	976	68	19	441	914	134	681	54	656	504	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.88	0.97	0.95		0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	2787	3433	3500		3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1583	1770	3539	2787	3433	3500		3433	3539	1583
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	158	1148	80	22	519	1075	158	801	64	772	593	62
RTOR Reduction (vph)	0	0	54	0	0	73	0	5	0	0	0	37
Lane Group Flow (vph)	158	1148	26	22	519	1002	158	860	0	772	593	25
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases			4			8						6
Actuated Green, G (s)	12.7	35.9	35.9	2.0	25.2	49.7	9.6	29.6		24.5	44.5	44.5
Effective Green, g (s)	12.7	35.9	35.9	2.0	25.2	49.7	9.6	29.6		24.5	44.5	44.5
Actuated g/C Ratio	0.12	0.33	0.33	0.02	0.23	0.45	0.09	0.27		0.22	0.40	0.40
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	204	1155	516	32	810	1259	299	941		764	1431	640
v/s Ratio Prot	0.09	c0.32		0.01	0.15	c0.18	0.05	c0.25		c0.22	0.17	
v/s Ratio Perm			0.02			0.18						0.02
v/c Ratio	0.77	0.99	0.05	0.69	0.64	0.80	0.53	0.91		1.01	0.41	0.04
Uniform Delay, d1	47.3	36.9	25.4	53.7	38.3	25.8	48.0	39.0		42.8	23.4	19.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	16.6	24.9	0.0	47.1	1.7	3.6	1.7	14.7		35.2	0.9	0.1
Delay (s)	63.9	61.8	25.4	100.8	40.1	29.4	49.7	53.7		77.9	24.3	19.9
Level of Service	E	E	C	F	D	C	D	D		E	C	B
Approach Delay (s/veh)		59.9			33.8			53.1			53.1	
Approach LOS		E			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	49.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	85.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

12: Sierra Hwy & W Rancho Vista Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	976	68	19	441	914	134	681	54	656	504	53
Future Volume (veh/h)	134	976	68	19	441	914	134	681	54	656	504	53
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	158	1148	80	22	519	1075	158	801	64	772	593	62
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	187	1115	497	40	820	1330	382	848	68	850	1386	618
Arrive On Green	0.11	0.31	0.31	0.02	0.23	0.23	0.11	0.25	0.25	0.25	0.39	0.39
Sat Flow, veh/h	1781	3554	1585	1781	3554	2790	3456	3333	266	3456	3554	1585
Grp Volume(v), veh/h	158	1148	80	22	519	1075	158	427	438	772	593	62
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1395	1728	1777	1822	1728	1777	1585
Q Serve(g_s), s	9.6	34.5	4.0	1.3	14.5	10.1	4.7	25.9	25.9	23.9	13.4	1.9
Cycle Q Clear(g_c), s	9.6	34.5	4.0	1.3	14.5	10.1	4.7	25.9	25.9	23.9	13.4	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	187	1115	497	40	820	1330	382	452	464	850	1386	618
V/C Ratio(X)	0.84	1.03	0.16	0.56	0.63	0.81	0.41	0.94	0.94	0.91	0.43	0.10
Avail Cap(c_a), veh/h	219	1115	497	81	840	1345	382	452	464	850	1386	618
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.59	0.59	0.59	0.17	0.17	0.17	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.3	37.8	27.3	53.2	38.1	9.7	45.6	40.2	40.2	40.3	24.6	10.2
Incr Delay (d2), s/veh	14.4	28.8	0.1	2.1	0.3	0.7	0.7	30.4	30.0	13.5	1.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	18.2	1.4	0.6	6.0	4.5	2.0	14.4	14.7	11.1	5.4	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.8	66.6	27.4	55.3	38.4	10.4	46.3	70.6	70.2	53.8	25.5	10.6
LnGrp LOS	E	F	C	E	D	B	D	E	E	D	C	B
Approach Vol, veh/h		1386			1616			1023			1427	
Approach Delay, s/veh		63.9			20.0			66.7			40.2	
Approach LOS		E			B			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.6	32.5	6.9	39.0	16.7	47.4	16.1	29.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	24.5	28.0	5.0	34.5	9.6	42.9	13.5	26.0
Max Q Clear Time (g_c+I1), s	25.9	27.9	3.3	36.5	6.7	15.4	11.6	16.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	3.8	0.1	5.2

Intersection Summary	
HCM 7th Control Delay, s/veh	45.2
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	528	984	96	17	1214	25	43	19	3	5	1	43
Future Volume (vph)	528	984	96	17	1214	25	43	19	3	5	1	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95		1.00	1.00		1.00	0.95	0.95
Frt	1.00	0.99		1.00	1.00		1.00	0.98		1.00	0.86	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3492		1770	3529		1770	1829		1770	1515	1504
Flt Permitted	0.10	1.00		0.12	1.00		0.74	1.00		0.62	1.00	1.00
Satd. Flow (perm)	361	3492		231	3529		1379	1829		1151	1515	1504
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	600	1118	109	19	1380	28	49	22	3	6	1	49
RTOR Reduction (vph)	0	8	0	0	2	0	0	2	0	0	17	10
Lane Group Flow (vph)	600	1219	0	19	1406	0	49	23	0	6	8	15
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	pm+ov
Protected Phases	7	4			8			2		1	6	7
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	52.9	52.9		35.5	35.5		22.6	22.6		28.1	28.1	41.0
Effective Green, g (s)	52.9	52.9		35.5	35.5		22.6	22.6		28.1	28.1	41.0
Actuated g/C Ratio	0.59	0.59		0.39	0.39		0.25	0.25		0.31	0.31	0.46
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	652	2052		91	1391		346	459		366	473	760
v/s Ratio Prot	c0.13	0.35			c0.40			0.01		0.00	0.01	c0.00
v/s Ratio Perm	0.41			0.08			c0.04			0.00		0.01
v/c Ratio	0.92	0.59		0.21	1.01		0.14	0.05		0.02	0.02	0.02
Uniform Delay, d1	33.6	11.7		18.0	27.3		26.2	25.6		21.5	21.4	13.5
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	18.4	0.5		1.1	26.8		0.9	0.2		0.0	0.1	0.0
Delay (s)	52.0	12.2		19.1	54.1		27.0	25.8		21.5	21.5	13.5
Level of Service	D	B		B	D		C	C		C	C	B
Approach Delay (s/veh)		25.3			53.6			26.6			17.9	
Approach LOS		C			D			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	37.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	528	984	96	17	1214	25	43	19	3	5	1	43
Future Volume (veh/h)	528	984	96	17	1214	25	43	19	3	5	1	43
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	600	1118	109	19	1380	28	49	22	3	6	0	50
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	655	1923	187	162	1405	28	425	410	56	432	0	1444
Arrive On Green	0.14	0.59	0.59	0.39	0.39	0.39	0.25	0.25	0.25	0.01	0.00	0.31
Sat Flow, veh/h	3456	3271	319	454	3562	72	1355	1611	220	1781	0	3170
Grp Volume(v), veh/h	600	607	620	19	688	720	49	0	25	6	0	50
Grp Sat Flow(s),veh/h/ln	1728	1777	1813	454	1777	1857	1355	0	1831	1781	0	1585
Q Serve(g_s), s	11.2	19.2	19.3	3.2	34.4	34.5	2.5	0.0	0.9	0.2	0.0	0.0
Cycle Q Clear(g_c), s	11.2	19.2	19.3	22.5	34.4	34.5	2.5	0.0	0.9	0.2	0.0	0.0
Prop In Lane	1.00		0.18	1.00		0.04	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	655	1044	1066	162	701	733	425	0	466	432	0	1444
V/C Ratio(X)	0.92	0.58	0.58	0.12	0.98	0.98	0.12	0.00	0.05	0.01	0.00	0.03
Avail Cap(c_a), veh/h	655	1044	1066	162	701	733	425	0	466	519	0	1444
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.3	11.6	11.6	31.6	26.9	26.9	25.9	0.0	25.4	23.2	0.0	13.6
Incr Delay (d2), s/veh	2.2	0.1	0.1	0.3	29.3	28.9	0.6	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	5.8	5.9	0.3	18.2	18.9	0.8	0.0	0.4	0.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.5	11.7	11.7	31.9	56.2	55.8	26.5	0.0	25.6	23.2	0.0	13.6
LnGrp LOS	D	B	B	C	E	E	C		C	C		B
Approach Vol, veh/h		1827			1427			74			56	
Approach Delay, s/veh		20.5			55.7			26.2			14.6	
Approach LOS		C			E			C			B	

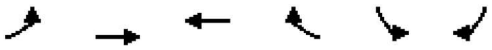
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	5.2	27.4		57.4		32.6	17.4	40.0				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	18.5		52.9		28.1	12.9	35.5				
Max Q Clear Time (g_c+I1), s	2.2	4.5		21.3		2.0	13.2	36.5				
Green Ext Time (p_c), s	0.0	0.1		8.3		0.1	0.0	0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			35.4									
HCM 7th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

4: W Rancho Vista Blvd & Division Street



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	88	788	1108	147	145	103
Future Volume (veh/h)	88	788	1108	147	145	103
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	94	838	1179	156	154	110
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	99	1953	1401	185	345	247
Arrive On Green	0.06	0.55	0.44	0.44	0.35	0.35
Sat Flow, veh/h	1781	3647	3250	416	985	703
Grp Volume(v), veh/h	94	838	662	673	265	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1795	1695	0
Q Serve(g_s), s	4.7	12.5	29.7	30.0	10.8	0.0
Cycle Q Clear(g_c), s	4.7	12.5	29.7	30.0	10.8	0.0
Prop In Lane	1.00			0.23	0.58	0.42
Lane Grp Cap(c), veh/h	99	1953	789	797	594	0
V/C Ratio(X)	0.95	0.43	0.84	0.84	0.45	0.00
Avail Cap(c_a), veh/h	99	2033	1017	1027	594	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	42.4	11.9	22.2	22.3	22.5	0.0
Incr Delay (d2), s/veh	74.1	0.1	5.1	5.2	2.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	4.0	11.6	11.8	4.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	116.5	12.1	27.2	27.5	24.9	0.0
LnGrp LOS	F	B	C	C	C	
Approach Vol, veh/h		932	1335		265	
Approach Delay, s/veh		22.6	27.4		24.9	
Approach LOS		C	C		C	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	54.0	36.0	9.5	44.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	51.5	19.5	5.0	51.5
Max Q Clear Time (g_c+I1), s	14.5	12.8	6.7	32.0
Green Ext Time (p_c), s	5.7	0.4	0.0	8.0

Intersection Summary	
HCM 7th Control Delay, s/veh	25.4
HCM 7th LOS	C

12: Sierra Hwy & W Rancho Vista Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	191	646	113	52	811	748	252	883	21	661	929	114
Future Volume (vph)	191	646	113	52	811	748	252	883	21	661	929	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.88	0.97	0.95		0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	2787	3433	3527		3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1583	1770	3539	2787	3433	3527		3433	3539	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	195	659	115	53	828	763	257	901	21	674	948	116
RTOR Reduction (vph)	0	0	78	0	0	73	0	2	0	0	0	77
Lane Group Flow (vph)	195	659	37	53	828	690	257	920	0	674	948	39
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases			4			8						6
Actuated Green, G (s)	12.1	29.0	29.0	3.7	20.6	38.1	8.9	21.8		17.5	30.4	30.4
Effective Green, g (s)	12.1	29.0	29.0	3.7	20.6	38.1	8.9	21.8		17.5	30.4	30.4
Actuated g/C Ratio	0.13	0.32	0.32	0.04	0.23	0.42	0.10	0.24		0.19	0.34	0.34
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	237	1140	510	72	810	1179	339	854		667	1195	534
v/s Ratio Prot	c0.11	0.19		0.03	c0.23	0.11	0.07	c0.26		c0.20	0.27	
v/s Ratio Perm			0.02			0.13						0.02
v/c Ratio	0.82	0.58	0.07	0.74	1.02	0.59	0.76	1.08		1.01	0.79	0.07
Uniform Delay, d1	37.9	25.4	21.2	42.7	34.7	19.9	39.5	34.1		36.3	27.0	20.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	20.1	0.7	0.1	32.0	37.4	0.7	9.3	54.0		37.5	5.5	0.3
Delay (s)	58.0	26.1	21.2	74.6	72.1	20.6	48.8	88.1		73.7	32.4	20.5
Level of Service	E	C	C	E	E	C	D	F		E	C	C
Approach Delay (s/veh)		31.9			48.3			79.5			47.6	
Approach LOS		C			D			E			D	

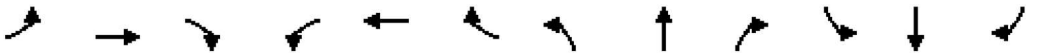
Intersection Summary			
HCM 2000 Control Delay (s/veh)	51.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	91.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	646	113	52	811	748	252	883	21	661	929	114
Future Volume (veh/h)	191	646	113	52	811	748	252	883	21	661	929	114
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	195	659	115	53	828	763	257	901	21	674	948	116
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	204	1075	480	73	813	1181	342	931	22	672	1271	567
Arrive On Green	0.11	0.30	0.30	0.04	0.23	0.23	0.10	0.26	0.26	0.19	0.36	0.36
Sat Flow, veh/h	1781	3554	1585	1781	3554	2790	3456	3550	83	3456	3554	1585
Grp Volume(v), veh/h	195	659	115	53	828	763	257	451	471	674	948	116
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1395	1728	1777	1855	1728	1777	1585
Q Serve(g_s), s	9.8	14.3	3.5	2.6	20.6	10.6	6.5	22.6	22.6	17.5	21.0	4.6
Cycle Q Clear(g_c), s	9.8	14.3	3.5	2.6	20.6	10.6	6.5	22.6	22.6	17.5	21.0	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	204	1075	480	73	813	1181	342	466	487	672	1271	567
V/C Ratio(X)	0.96	0.61	0.24	0.73	1.02	0.65	0.75	0.97	0.97	1.00	0.75	0.20
Avail Cap(c_a), veh/h	204	1075	480	123	813	1181	342	466	487	672	1271	567
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	0.53	0.53	0.53	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.6	26.9	12.1	42.7	34.7	7.7	39.5	32.8	32.8	36.3	25.3	20.0
Incr Delay (d2), s/veh	41.0	0.7	0.2	7.2	27.6	0.7	9.0	34.4	33.6	35.5	4.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	5.5	1.6	1.2	11.2	3.1	3.0	13.2	13.6	10.0	8.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	80.6	27.6	12.2	49.9	62.3	8.4	48.5	67.3	66.4	71.7	29.3	20.8
LnGrp LOS	F	C	B	D	F	A	D	E	E	F	C	C
Approach Vol, veh/h		969			1644			1179			1738	
Approach Delay, s/veh		36.4			36.9			62.8			45.2	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	28.1	8.2	31.7	13.4	36.7	14.8	25.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	17.5	23.6	6.2	24.7	8.9	32.2	10.3	20.6
Max Q Clear Time (g_c+I1), s	19.5	24.6	4.6	16.3	8.5	23.0	11.8	22.6
Green Ext Time (p_c), s	0.0	0.0	0.0	2.7	0.0	4.1	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	44.9
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	1165	72	18	924	6	100	1	6	117	117	580
Future Volume (vph)	28	1165	72	18	924	6	100	1	6	117	117	580
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95		1.00	1.00		1.00	0.95	0.95
Frt	1.00	0.99		1.00	1.00		1.00	0.87		1.00	0.90	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3508		1770	3536		1770	1618		1770	1592	1504
Flt Permitted	0.12	1.00		0.14	1.00		0.26	1.00		0.75	1.00	1.00
Satd. Flow (perm)	446	3508		267	3536		478	1618		1402	1592	1504
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	33	1355	84	21	1074	7	116	1	7	136	136	674
RTOR Reduction (vph)	0	6	0	0	1	0	0	5	0	0	89	10
Lane Group Flow (vph)	33	1433	0	21	1080	0	116	3	0	136	323	388
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	pm+ov
Protected Phases	7	4			8			2		1	6	7
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	39.5	39.5		27.9	27.9		21.9	21.9		31.5	31.5	38.6
Effective Green, g (s)	39.5	39.5		27.9	27.9		21.9	21.9		31.5	31.5	38.6
Actuated g/C Ratio	0.49	0.49		0.35	0.35		0.27	0.27		0.39	0.39	0.48
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	485	1732		93	1233		130	442		575	626	810
v/s Ratio Prot	0.01	c0.41			0.31			0.00		0.02	0.20	c0.04
v/s Ratio Perm	0.03			0.08			c0.24			0.08		0.22
v/c Ratio	0.07	0.83		0.23	0.88		0.89	0.01		0.24	0.52	0.48
Uniform Delay, d1	14.0	17.3		18.4	24.4		27.9	21.1		16.3	18.4	13.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.1	3.4		1.2	7.2		54.2	0.0		0.2	3.0	0.4
Delay (s)	14.1	20.7		19.7	31.7		82.1	21.2		16.5	21.5	14.4
Level of Service	B	C		B	C		F	C		B	C	B
Approach Delay (s/veh)		20.6			31.4			78.2			17.8	
Approach LOS		C			C			E			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	1165	72	18	924	6	100	1	6	117	117	580
Future Volume (veh/h)	28	1165	72	18	924	6	100	1	6	117	117	580
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	1355	84	21	1074	7	116	1	7	136	0	765
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	1555	96	126	1335	9	272	52	366	619	0	1466
Arrive On Green	0.03	0.46	0.46	0.37	0.37	0.37	0.26	0.26	0.26	0.11	0.00	0.43
Sat Flow, veh/h	3456	3399	210	371	3619	24	702	202	1414	1781	0	3170
Grp Volume(v), veh/h	33	707	732	21	527	554	116	0	8	136	0	765
Grp Sat Flow(s),veh/h/ln	1728	1777	1833	371	1777	1866	702	0	1616	1781	0	1585
Q Serve(g_s), s	0.4	28.7	28.9	4.3	21.3	21.3	11.7	0.0	0.3	0.0	0.0	13.7
Cycle Q Clear(g_c), s	0.4	28.7	28.9	26.1	21.3	21.3	11.7	0.0	0.3	0.0	0.0	13.7
Prop In Lane	1.00		0.11	1.00		0.01	1.00		0.88	1.00		1.00
Lane Grp Cap(c), veh/h	396	813	838	126	655	688	272	0	418	619	0	1466
V/C Ratio(X)	0.08	0.87	0.87	0.17	0.80	0.80	0.43	0.00	0.02	0.22	0.00	0.52
Avail Cap(c_a), veh/h	660	904	932	126	655	688	272	0	418	619	0	1466
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.50	0.50	0.50	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.8	19.5	19.6	34.6	22.7	22.7	26.3	0.0	22.1	19.0	0.0	15.2
Incr Delay (d2), s/veh	0.0	4.5	4.5	0.6	7.2	6.9	4.8	0.0	0.1	0.2	0.0	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	10.5	10.9	0.4	8.8	9.2	2.1	0.0	0.1	1.6	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.8	24.0	24.2	35.2	29.9	29.6	31.2	0.0	22.2	19.2	0.0	16.6
LnGrp LOS	B	C	C	D	C	C	C		C	B		B
Approach Vol, veh/h		1472			1102			124			901	
Approach Delay, s/veh		23.9			29.8			30.6			17.0	
Approach LOS		C			C			C			B	

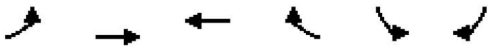
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	13.7	25.2		41.1		38.9	7.1	34.0				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	20.7		40.7		30.3	8.7	27.5				
Max Q Clear Time (g_c+I1), s	2.0	13.7		30.9		15.7	2.4	28.1				
Green Ext Time (p_c), s	0.1	0.4		5.7		2.8	0.0	0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			24.2									
HCM 7th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

4: W Rancho Vista Blvd & Division Street

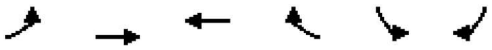


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	72	1068	534	145	88	46
Future Volume (veh/h)	72	1068	534	145	88	46
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	1187	593	161	98	51
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	104	1685	864	230	623	324
Arrive On Green	0.06	0.33	0.22	0.22	0.56	0.56
Sat Flow, veh/h	1781	5274	4183	1068	1117	581
Grp Volume(v), veh/h	80	1187	501	253	150	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1678	1710	0
Q Serve(g_s), s	3.5	16.2	10.8	11.1	3.4	0.0
Cycle Q Clear(g_c), s	3.5	16.2	10.8	11.1	3.4	0.0
Prop In Lane	1.00			0.64	0.65	0.34
Lane Grp Cap(c), veh/h	104	1685	733	361	953	0
V/C Ratio(X)	0.77	0.70	0.68	0.70	0.16	0.00
Avail Cap(c_a), veh/h	323	2840	1085	535	953	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.1	23.4	28.9	29.0	8.6	0.0
Incr Delay (d2), s/veh	11.2	0.5	1.1	2.5	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	5.7	4.1	4.2	1.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	48.3	23.9	30.0	31.5	8.9	0.0
LnGrp LOS	D	C	C	C	A	
Approach Vol, veh/h		1267	754		150	
Approach Delay, s/veh		25.5	30.5		8.9	
Approach LOS		C	C		A	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			30.9		49.1	9.2	21.7
Change Period (Y+Rc), s			4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s			44.5		26.5	14.5	25.5
Max Q Clear Time (g_c+I1), s			18.2		5.4	5.5	13.1
Green Ext Time (p_c), s			8.2		0.4	0.1	3.4

Intersection Summary		
HCM 7th Control Delay, s/veh		26.1
HCM 7th LOS		C

4: W Rancho Vista Blvd & Division Street



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	88	788	1191	146	131	102
Future Volume (veh/h)	88	788	1191	146	131	102
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	94	838	1267	155	139	109
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	99	2433	1710	209	400	313
Arrive On Green	0.06	0.48	0.37	0.37	0.42	0.42
Sat Flow, veh/h	1781	5274	4777	564	943	740
Grp Volume(v), veh/h	94	838	936	486	249	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1769	1690	0
Q Serve(g_s), s	4.7	9.3	21.5	21.5	9.0	0.0
Cycle Q Clear(g_c), s	4.7	9.3	21.5	21.5	9.0	0.0
Prop In Lane	1.00			0.32	0.56	0.44
Lane Grp Cap(c), veh/h	99	2433	1263	656	716	0
V/C Ratio(X)	0.95	0.34	0.74	0.74	0.35	0.00
Avail Cap(c_a), veh/h	99	2922	1948	1012	716	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	42.4	14.8	24.6	24.6	17.5	0.0
Incr Delay (d2), s/veh	74.1	0.1	0.9	1.7	1.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	3.1	7.7	8.2	3.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	116.5	14.8	25.4	26.2	18.9	0.0
LnGrp LOS	F	B	C	C	B	
Approach Vol, veh/h		932	1422		249	
Approach Delay, s/veh		25.1	25.7		18.9	
Approach LOS		C	C		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			47.4		42.6	9.5	37.9
Change Period (Y+Rc), s			4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s			51.5		19.5	5.0	51.5
Max Q Clear Time (g_c+I1), s			11.3		11.0	6.7	23.5
Green Ext Time (p_c), s			5.7		0.5	0.0	9.9

Intersection Summary	
HCM 7th Control Delay, s/veh	24.8
HCM 7th LOS	C