Project No: 04516-25-001

TRAFFIC STUDY

ETCHEGARAY FARMS INDUSTRIAL
LOCATED EAST OF KELSEY STREET AND SOUTH OF HURLEY AVENUE
VISALIA, CALIFORNIA

Prepared for:

4CREEKS

September 2025

UPDATED September 2026

Prepared by:

RUETTGERS & SCHULER CIVIL ENGINEERS | PROVOST & PRITCHARD

1518 MILL ROCK WAY, SUITE 100
BAKERSFIELD, CA 93311



Ian J. Parks, RCE 58155

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EXECUTIVE SUMMARY

The proposed industrial development is located at the southeast corner of N Kelsey Street & W Hurley Avenue in Visalia, CA.

Project Description

The proposed project includes a 58,600 square foot business park, a 29,700 square foot mini-warehouse, and a 1.75 million square foot warehouse.

Project Trip Generation

The following table shows the anticipated project trip generation and peak hour volumes calculated using the Institute of Transportation Engineers (ITE) Trip Generation, 12th Edition.

Project Trip Generation

General Information			Daily Trips		AM Peak Hour Trips			PM Peak Hour Trips		
ITE Code	Development Type	Variable	ADT RATE	ADT	Rate	In % Split/ Trips	Out % Split/ Trips	Rate	In % Split/ Trips	Out % Split/ Trips
150	Warehousing	1748.9 1000 sq ft GFA	eq	2630	eq	77% 145	23% 43	eq	28% 59	72% 153
151	Mini-Warehouse	29.7 1000 sq ft GFA	1.29	38	0.08	59% 1	41% 1	0.14	48% 2	52% 2
770	Business Park	58.6 1000 sq ft GFA	9.97	585	0.93	82% 45	18% 9	0.79	29% 13	71% 33
Total				3,253		191	53		74	188

Project Study Scope

The project study scope was approved by the City of Visalia on April 4, 2025. Based on the number of peak hour trips calculated (between 200-499 trips in the peak hour), the study falls into Category II traffic impact analysis. Category II requires all signalized and major intersections to be studied within a ½ mile radius of the project.

Following are the intersections included in the study:

Study Intersections:

- N Kelsey Street & W Goshen Avenue
- N Clancy Street & W Goshen Avenue
- N Kelsey Street & W Hurley Avenue
- N Clancy Street/Road 88 & W Hurley Avenue
- Road 92/N Shirk Street & W Hurley Avenue
- Plaza Drive & W Hurley Avenue
- Plaza Drive & E Crowley Avenue
- Plaza Drive & State Route 198 Eastbound Ramps
- Plaza Drive & State Route 198 Westbound Ramps
- N Shirk Street/Road 92 & State Route 198 Eastbound Ramps
- N Shirk Street/Road 92 & State Route 198 Westbound Ramps
- N Kelsey Street & E Crowley Avenue

Analysis Scenarios

In accordance with Category II requirements, analysis will be provided for the following scenarios:

- Existing 2026
- Existing 2026 + Project
- Opening Year 2029 (Cumulative)
- Opening Year 2029 (Cumulative) + Project
- Five Year 2034 (Cumulative)
- Five Year 2034 (Cumulative) + Project
- Future 2046 (Cumulative) – Caltrans facilities only
- Future 2046 (Cumulative) + Project – Caltrans facilities only

Level of Service Analysis

PM Peak Hour Intersection Analysis

#	Intersection	Control Type	2026	2026+ Project	2029	2029+ Project	2034	2034+ Project	2046	2046+ Project
1	N Kelsey St & W Goshen Ave	Signal	C	C	C	C	C	C	-	-
2	N Clancy St & Goshen Ave	NB	A	B	A	B	A	B	-	-
3	Neely Rd/W Hurley Ave & Plaza Dr	Signal	B	B	B	B	B	B	-	-
4	Rd 92 & W Hurley Ave	Signal	B	B	B	B	B	B	-	-
5	Plaza Dr & E Crowley Ave	Signal	F (82.2)	F (82.9)	F (97.7)	F (98.8)	F (177.3)	F (188.0)	-	-
6	Plaza Dr & SR 198 WB Ramps	Signal	D (46.4)	D (48.4)	D (48.1)	D (49.9)	E (56.0)	E (63.3)	F (83.8)	F (108.7)
7	Rd 92 & SR 198 WB Ramps	AWSC	E (49.7)	F (59.8)	F (66.2)	F (76.5)	F (100.7)	F (110.9)	F (221.5)	F (224.3)
8	Plaza Dr & SR 198 EB Ramps	Signal	C	C	C	C	D (35.5)	D (36.7)	D (37.1)	D (47.1)
9	Rd 92 & SR 198 EB Ramps	AWSC	C	C	C	D (26.8)	E (35.5)	E (40.2)	F (104.8)	F (115.6)
10	N Kelsey St & W Hurley Ave	EB	A	A	A	A	A	A	-	-
11	Rd 88 & W Hurley Ave	EB	-	A	-	A	-	A	-	-
12	N Kelsey St & E Crowley Ave	EB WB	A -	B B	A -	B B	A -	B B	-	-

AM Peak Hour Intersection Analysis

#	Intersection	Control Type	2026	2026+ Project	2029	2029+ Project	2034	2034+ Project	2046	2046+ Project
1	N Kelsey St & W Goshen Ave	Signal	C	C	C	C	C	C	-	-
2	N Clancy St & Goshen Ave	NB	A	A	A	A	A	A	-	-
3	Neely Rd/W Hurley Ave & Plaza Dr	Signal	B	B	B	B	B	B	-	-
4	Rd 92 & W Hurley Ave	Signal	C	C	C	C	D (44.6)	D (44.6)	-	-
5	Plaza Dr & E Crowley Ave	Signal	D (36.0)	D (37.0)	D (36.7)	D (40.1)	D (52.5)	D (48.8)	-	-
6	Plaza Dr & SR 198 WB Ramps	Signal	C	C	C	C	C	C	D (38.5)	D (39.6)
7	Rd 92 & SR 198 WB Ramps	AWSC	F (68.4)	F (79.2)	F (59.9)	F (69.1)	F (100.8)	F (102.6)	F (205.6)	F (223.4)
8	Plaza Dr & SR 198 EB Ramps	Signal	C	C	C	C	D (36.3)	D (38.9)	D (40.1)	D (41.5)
9	Rd 92 & SR 198 EB Ramps	AWSC	C	C	C	C	D (32.9)	D (28.6)	F (82.6)	F (84.9)
10	N Kelsey St & W Hurley Ave	EB	A	A	A	A	A	A	-	-
11	Rd 88 & W Hurley Ave	EB	-	A	-	A	-	A	-	-
12	N Kelsey St & E Crowley Ave	EB WB	B -	C B	B -	C B	B -	C B	-	-

The following intersections operate below an acceptable level of service in 2026, prior to addition of project traffic:

- Plaza Drive & E Crowley Avenue
- Plaza Drive & State Route 198 Westbound Ramps
- Road 92 & State Route 198 Westbound Ramps

The addition of project traffic does not degrade level of service in 2026 or in subsequent scenarios.

The following intersections are anticipated to operate below an acceptable level of service in 2034, prior to addition of project traffic:

- Road 92 & W Hurley Avenue
- Plaza Drive & State Route 198 Eastbound Ramps
- Road 92 & State Route 198 Eastbound Ramps

The addition of project traffic does not degrade level of service in 2034 or in subsequent scenarios.

Queue Analysis

PM Queue Length Analysis

#		Turn Movement	Storage Length	2026		2026+Project		2029		2029+Project	
				VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP
1	N Kelsey St & W Goshen Ave	EBL	315	30	38	30	38	30	38	30	38
		WBL	570	24	30	33	41	24	30	33	41
		WBR	150	8	10	8	10	8	10	8	10
2	N Clancy St & W Goshen Ave	WBL	150	10	8	25	21	10	8	25	21
3	W Hurley Ave & Plaza Dr	NBL	410	16	27	16	27	18	30	18	30
		NBR	110	22	37	22	37	24	40	24	40
		SBL	200	8	13	8	13	9	15	9	15
		SBR	200	22	37	22	37	25	42	25	42
		EBL	60	22	37	22	37	24	40	24	40
		EBR	60	10	17	10	17	11	18	11	18
		WBL	230	56	93	56	93	60	100	60	100
		WBR	190	12	20	12	20	13	22	13	22
4	Rd 92 & W Hurley Ave	WBL	300	44	55	44	55	50	63	50	63
		WBR	300	54	68	54	68	61	76	61	76
		NBR	295	91	114	91	114	103	129	103	129
		SBL	250	62	78	62	78	72	90	72	90
5	Plaza Dr & E Crowley Ave	EBL	265	50	83	50	83	57	95	57	95
		EBR	300	234	390	234	390	261	435	261	435
		WBL	310	247	412	297	495	283	472	333	555
		WBR	150	21	35	46	77	23	38	48	80
		NBL	385	162	270	162	270	181	302	181	302
		SBL	320	37	62	47	78	42	70	52	87
		SBR	150	59	98	59	98	68	113	68	113
6	Plaza Dr & SR 198 WB Ramps	WBR	250	644	1073	644	1073	654	1090	654	1090
		NBL	220	46	77	46	77	53	88	49	82
		SBR	530	587	978	618	1030	650	1083	649	1082
7	Rd 92 & SR 198 WB Ramps	WBR	465	218	182	218	182	221	184	221	184
		NBL	245	93	78	93	78	109	91	109	91
		SBR	145	229	191	182	152	177	148	193	161
8	Plaza Dr & SR 198 EB Ramps	EBL	245	403	672	403	672	409	682	409	682
		EBR	245	97	162	97	162	98	163	98	163
		NBR	120	60	100	60	100	63	105	63	105
		SBL	295	656	1093	675	1125	690	1150	709	1182
9	Rd 92 & SR 198 EB Ramps	EBR	280	125	104	125	104	127	106	127	106
		NBR	75	33	28	33	28	37	31	35	29
		SBL	215	355	296	382	318	385	321	412	343

PM Queue Length Analysis-Continued

#		Turn Movement	Storage Length	2034		2034+Project		2046		2046+Project	
				VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP
1	N Kelsey St & W Goshen Ave	EBL	315	30	38	30	38		-	-	-
		WBL	570	25	31	29	36		-		-
		WBR	150	8	10	8	10		-		-
2	N Clancy St & W Goshen Ave	WBL	150	11	9	45	36		-		-
3	W Hurley Ave & Plaza Dr	NBL	410	21	35	21	35		-		-
		NBR	110	28	47	28	47		-		-
		SBL	200	11	18	11	18		-		-
		SBR	200	29	48	29	48		-		-
		EBL	60	28	47	28	47		-		-
		EBR	60	13	22	13	22		-		-
		WBL	230	69	115	69	115		-		-
		WBR	190	15	25	15	25		-		-
4	Rd 92 & W Hurley Ave	WBL	300	61	76	61	76		-		-
		WBR	300	75	94	75	94		-		-
		NBR	295	127	159	127	159		-		-
		SBL	250	94	118	94	118		-		-
5	Plaza Dr & E Crowley Ave	EBL	265	72	120	72	120		-		-
		EBR	300	314	523	314	523		-		-
		WBL	310	356	593	406	677		-		-
		WBR	150	28	47	53	88		-		-
		NBL	385	217	362	217	362		-		-
		SBL	320	53	88	63	105		-		-
		SBR	150	85	142	85	142		-		-
6	Plaza Dr & SR 198 WB Ramps	WBR	250	670	1117	670	1117	712	1187	712	1187
		NBL	220	55	92	55	92	73	122	73	122
		SBR	530	673	1122	704	1173	827	1378	858	1430
7	Rd 92 & SR 198 WB Ramps	WBR	465	227	189	227	189	241	201	241	201
		NBL	245	115	96	115	96	157	131	157	131
		SBR	145	186	155	212	177	241	201	267	223
8	Plaza Dr & SR 198 EB Ramps	EBL	245	419	698	419	698	445	402	445	742
		EBR	245	101	168	101	168	107	178	107	178
		NBR	120	69	115	69	115	85	142	85	142
		SBL	295	750	1250	769	1282	917	1528	936	1560
9	Rd 92 & SR 198 EB Ramps	EBR	280	130	108	130	108	138	115	138	115
		NBR	75	39	33	39	33	51	43	51	43
		SBL	215	441	368	468	390	610	508	637	531

AM Queue Length Analysis

#	Intersection	Turn Movement	Storage Length	2026		2026+Project		2029		2029+Project	
				VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP
1	N Kelsey St & W Goshen Ave	EBL	315	87	109	87	109	87	109	87	109
		WBL	570	57	71	80	100	58	73	81	101
		WBR	150	101	126	101	126	102	128	102	128
2	N Clancy St & W Goshen Ave	WBL	150	21	18	60	50	21	18	60	50
3	W Hurley Ave & Plaza Dr	NBL	410	21	35	21	35	23	38	23	38
		NBR	110	76	127	76	127	84	140	84	140
		SBL	200	16	27	16	27	18	30	18	30
		SBR	200	19	32	19	32	21	35	21	35
		EBL	60	17	28	17	28	19	32	19	32
		EBR	60	5	8	5	8	6	10	6	10
		WBL	230	14	23	14	23	15	25	15	25
		WBR	190	8	13	8	13	9	15	9	15
4	Rd 92 & W Hurley Ave	WBL	300	154	193	154	193	174	218	174	218
		WBR	300	125	156	125	156	141	176	141	176
		NBR	295	74	93	74	93	84	105	84	105
		SBL	250	126	158	126	158	147	184	147	184
5	Plaza Dr & E Crowley Ave	EBL	265	43	72	43	72	49	82	49	82
		EBR	300	112	187	112	187	125	208	125	208
		WBL	310	153	255	167	278	176	293	190	317
		WBR	150	29	48	36	60	32	53	39	65
		NBL	385	132	220	132	220	147	245	147	245
		SBL	320	43	72	69	115	49	82	75	125
		SBR	150	46	77	46	77	53	88	53	88
6	Plaza Dr & SR 198 WB Ramps	WBR	250	672	1120	672	1120	682	1137	682	1137
		NBL	220	36	60	36	60	41	68	39	65
		SBR	530	372	620	381	635	412	687	401	668
7	Rd 92 & SR 198 WB Ramps	WBR	465	326	272	326	272	331	276	331	276
		NBL	245	135	113	135	113	158	132	146	122
		SBR	145	229	191	236	197	260	217	251	209
8	Plaza Dr & SR 198 EB Ramps	EBL	245	629	1048	629	1048	638	1063	638	1063
		EBR	245	31	52	31	52	31	52	31	52
		NBR	120	22	37	22	37	24	40	23	38
		SBL	295	490	817	495	825	541	902	520	867
9	Rd 92 & SR 198 EB Ramps	EBR	280	96	80	96	80	97	81	97	81
		NBR	75	96	80	96	80	109	91	102	85
		SBL	215	298	248	306	255	350	292	331	276

AM Queue Length Analysis- Continued

#	Intersection	Turn Movement	Storage Length	2034		2034+Project		2046		2046+Project	
				VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP
1	N Kelsey St & W Goshen Ave	EBL	315	88	110	88	110		-		-
		WBL	570	59	74	82	103		-		-
		WBR	150	105	131	105	131		-		-
2	N Clancy St & W Goshen Ave	WBL	150	22	18	61	51		-		-
3	W Hurley Ave & Plaza Dr	NBL	410	27	45	27	45		-		-
		NBR	110	98	163	98	163		-		-
		SBL	200	21	35	21	35		-		-
		SBR	200	25	42	25	42		-		-
		EBL	60	22	37	22	37		-		-
		EBR	60	7	12	7	12		-		-
		WBL	230	17	28	17	28		-		-
		WBR	190	10	17	10	17		-		-
4	Rd 92 & W Hurley Ave	WBL	300	214	268	214	268		-		-
		WBR	300	173	216	173	216		-		-
		NBR	295	104	130	104	130		-		-
		SBL	250	190	238	190	238		-		-
5	Plaza Dr & E Crowley Ave	EBL	265	62	103	62	103		-		-
		EBR	300	150	250	150	250		-		-
		WBL	310	221	368	235	392		-		-
		WBR	150	39	65	46	77		-		-
		NBL	385	177	295	177	295		-		-
		SBL	320	62	103	88	147		-		-
		SBR	150	66	110	66	110		-		-
6	Plaza Dr & SR 198 WB Ramps	WBR	250	699	1165	699	1165	742	1237	742	1237
		NBL	220	43	72	52	87	90	150	57	95
		SBR	530	427	712	436	727	735	1225	533	888
7	Rd 92 & SR 198 WB Ramps	WBR	465	339	283	339	283	360	300	360	300
		NBL	245	166	138	166	138	379	316	227	189
		SBR	145	273	228	280	233	354	295	361	301
8	Plaza Dr & SR 198 EB Ramps	EBL	245	655	1092	655	1092	695	1158	695	1158
		EBR	245	32	53	32	53	34	57	34	57
		NBR	120	25	42	25	42	43	72	31	52
		SBL	295	560	933	565	942	953	1588	690	1150
9	Rd 92 & SR 198 EB Ramps	EBR	280	100	83	100	83	106	88	106	88
		NBR	75	114	95	114	95	223	186	148	123
		SBL	215	370	308	378	315	865	721	520	433

The following storage lengths are exceeded prior to the addition of project traffic: the eastbound right and westbound lanes at Plaza Drive & E Crowley Avenue, the westbound right and southbound right lanes at Plaza Drive & State Route 198 Westbound Ramps, the southbound right lane at Road 92 & State Route 198 Westbound Ramps, the eastbound left and southbound left lanes at Plaza Drive & State Route 198 Eastbound Ramps, and the southbound left lane at Road 92 & State Route 198 Eastbound Ramps. Because the project does not contribute to the deficiency at any of these intersections, no project-specific improvements are recommended.

INTRODUCTION

The purpose of this study is to evaluate the potential traffic impacts of a proposed industrial park development located on the southeast corner of Kelsey Street & Hurley Avenue in Visalia, CA. A vicinity map, location map, and a site plan are presented in Figures 1 through 3, respectively.

The proposed project includes industrial, retail/business park, and warehousing land uses.

A. Land Use, Site and Study Area Boundaries

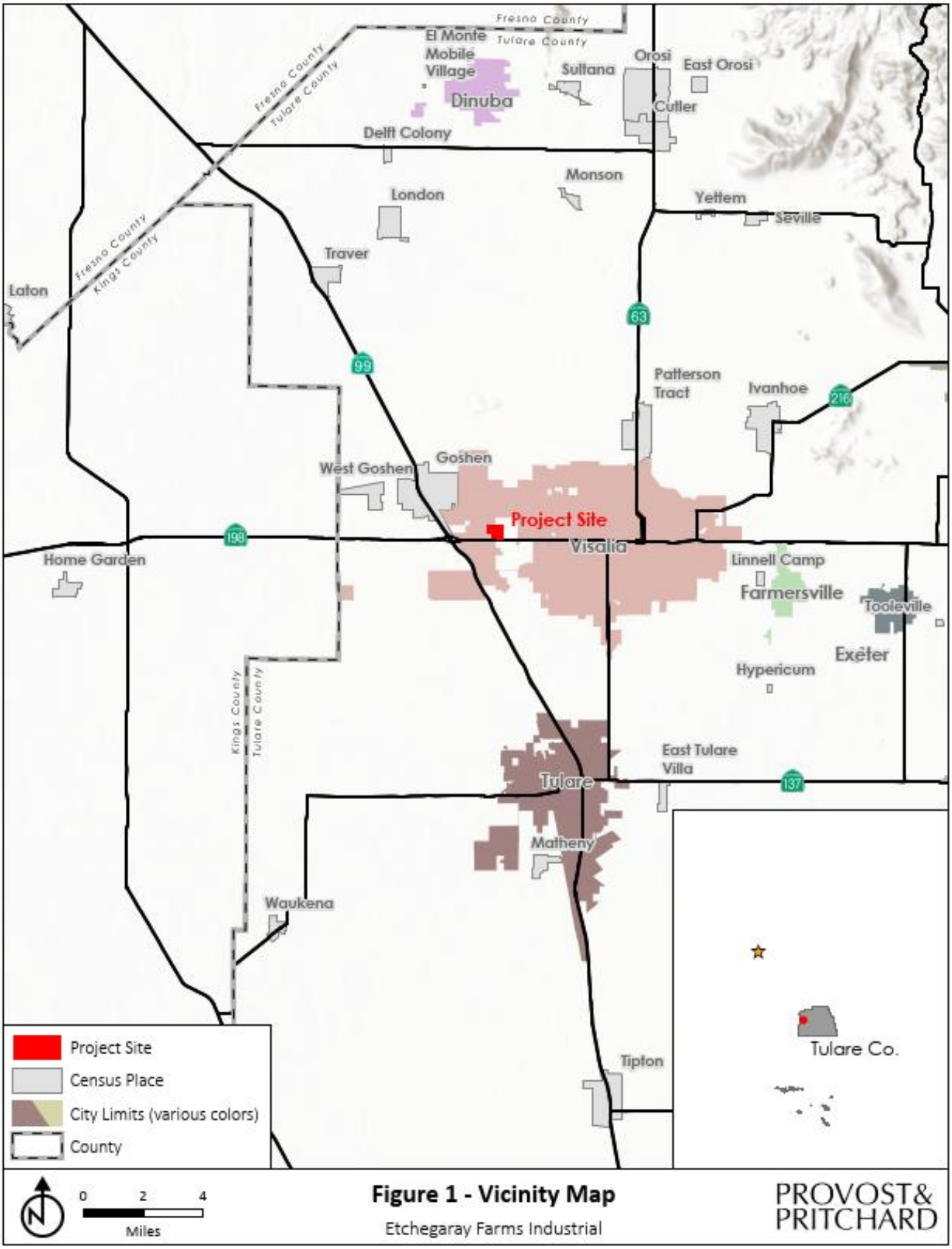
Based on the number of peak hour trips calculated (between 200-499 trips in the peak hour), the study falls into Category II traffic impact analysis. Category II requires all signalized and major intersections be studied within a one-half mile radius of the project. The study area includes a total of 12 intersections (six stop-controlled, six signalized). The scope of the study was developed in conjunction with and approved by the City of Visalia on April 4, 2025.

B. Existing Site Uses and Site Access

The site is currently undeveloped and used for agriculture. Access will be provided along E Hurley Avenue, Kelsey Street, and E Crowley Avenue. The site access points were reviewed and all locations conform to the City of Visalia standards for spacing and location as shown in the *City of Visalia Design & Improvement Standards*, detail C-32 (Drive Approach Locations). Onsite circulation was reviewed provides adequate access to buildings and driveways as needed.

C. Existing Uses in Vicinity of the Site

Existing land uses in the vicinity of the project site include industrial land uses to the north, State Route 198 to the south, and agricultural to the east and west. San Joaquin Valley College - Visalia also exists to the south.


Fresno County
Tulare County
Kings County
El Monte Mobile Village
Dinuba
Sultana
Orosi
East Orosi
Cutler
Delft Colony
Monson
London
Yettem
Seville
Traver
Laton
Patterson Tract
Ivanhoe
West Goshen
Goshen
Project Site
Visalia
Home Garden
Linnell Camp
Farmersville
Tooleville
Exeter
Hypericum
East Tulare Villa
Tulare
Matheny
Waukena
Tipton
Tulare Co.
Project Site
Census Place
City Limits (various colors)
County
0 2 4
Miles
Figure 1 - Vicinity Map
Etchegaray Farms Industrial
PROVOST& PRITCHARD

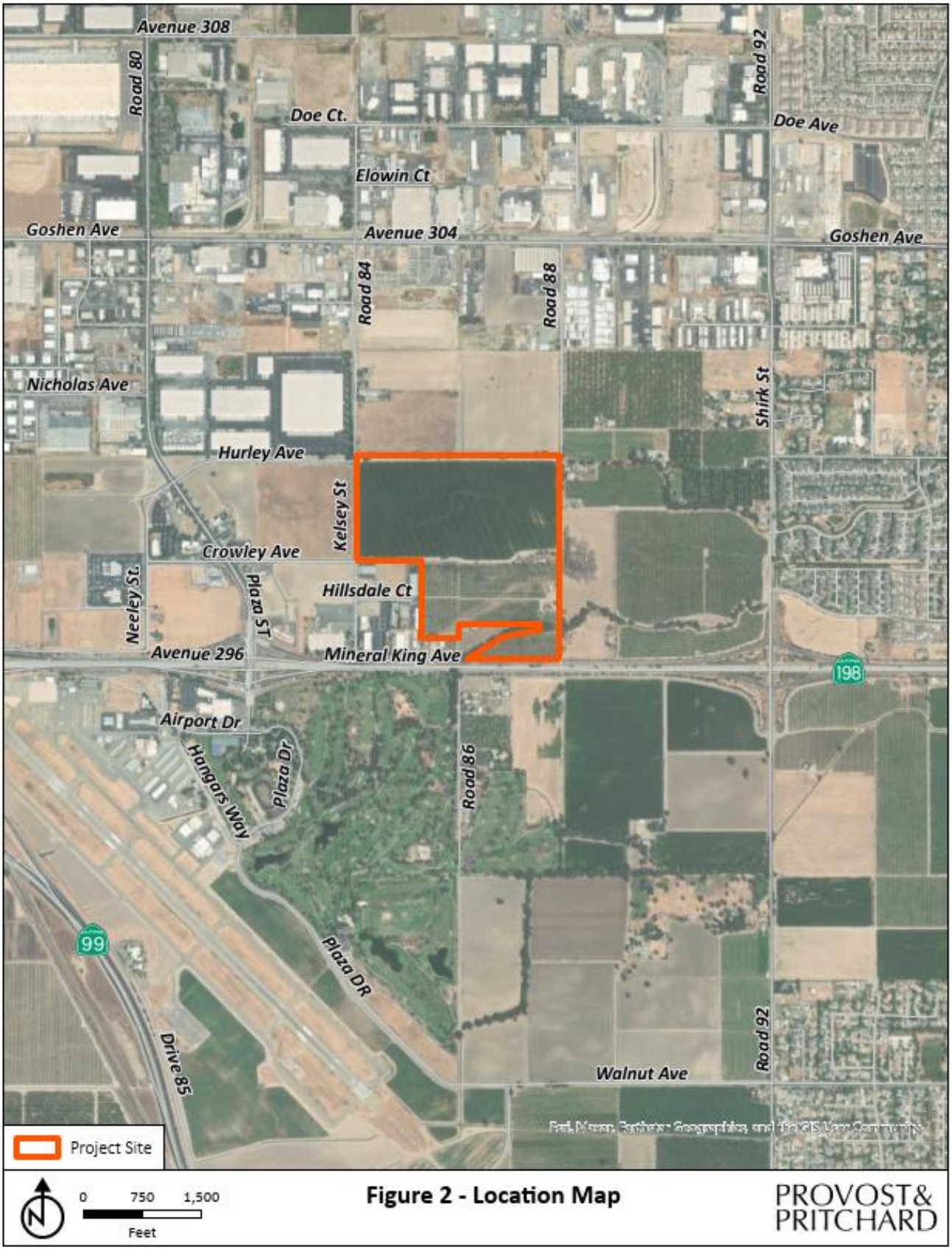


Figure 2 - Location Map

PROVOST& PRITCHARD



Figure 3 - Site Plan

D. Roadway Descriptions

Clancy Street/Road 88 is a north-south deferred collector that extends north from State Route 198. In the vicinity of the project, it exists as a two-lane roadway and provides access to agricultural and industrial land uses.

Crowley Avenue is an east-west local roadway that extends from Neeley Street to Kelsey Street. In the vicinity of the project, it exists as a two-lane roadway and provides access to agricultural and commercial land uses.

Goshen Avenue is an east-west arterial that extends west from State Route 99. In the vicinity of the project, it exists as a four-lane roadway and provides access to industrial and commercial land uses

Hurley Avenue is an east-west collector that extends from Plaza Drive to Kelsey Street. In the vicinity of the project, it exists as a two-lane roadway and provides access to agricultural and industrial land uses.

Kelsey Street is a north-south collector that extends north from Mineral King Avenue. In the vicinity of the project, it exists as a two-lane roadway and provides access to agricultural, educational, and industrial land uses.

Plaza Drive is a north-south arterial that extends north from Airport Drive, In the vicinity of the project, it exists as a six-lane roadway and provides access to commercial, educational, and industrial land uses.

Shirk Street/Road 92 is a north-south arterial that exists north of Avenue 272. In the vicinity of the project it exists as a two-lane roadway and provides access to residential, retail, and agricultural land uses.

State Route 198 is an east-west freeway that extends through Visalia. In the vicinity of the project it exists as four-lane freeway and has several interchanges in the City of Visalia, including at Shirk Street.

PROJECT TRIP GENERATION AND DESIGN HOUR VOLUMES

The trip generation and design hour volumes for the commercial development were calculated using the Institute of Transportation Engineers (ITE) Trip Generation, 12th Edition. The ADT, AM and PM peak hour of adjacent street traffic rate and equations, and peak hour directional splits for ITE Land Use Code 150 (Warehousing), 151 (Mini-Warehouse), and 770 (Business Park) were used to estimate the project traffic. The trip generation is shown in Table 1.

Table 1
Project Trip Generation

General Information			Daily Trips		AM Peak Hour Trips			PM Peak Hour Trips		
ITE Code	Development Type	Variable	ADT RATE	ADT	Rate	In % Split/ Trips	Out % Split/ Trips	Rate	In % Split/ Trips	Out % Split/ Trips
150	Warehousing	1748.9 1000 sq ft GFA	eq	2630	eq	77% 145	23% 43	eq	28% 59	72% 153
151	Mini-Warehouse	29.7 1000 sq ft GFA	1.29	38	0.08	59% 1	41% 1	0.14	48% 2	52% 2
770	Business Park	58.6 1000 sq ft GFA	9.97	585	0.93	82% 45	18% 9	0.79	29% 13	71% 33
Total				3,253		191	53		74	188

The project trip distribution was based on a review of the potential draw from population centers within the region as well as the types of land uses involved. These assumptions were used to distribute project traffic as shown in Table 2 and Figure 4 for the roadway system within the study scope.

Table 2
Project Trip Distribution

Direction	Percent
North	25
East	20
South	30
West	25

EXISTING AND FUTURE TRAFFIC

Traffic counts were conducted between the hours of 7:00 to 9:00 AM and 4:00 to 6:00 PM at the study intersections and are shown in Figure 5.

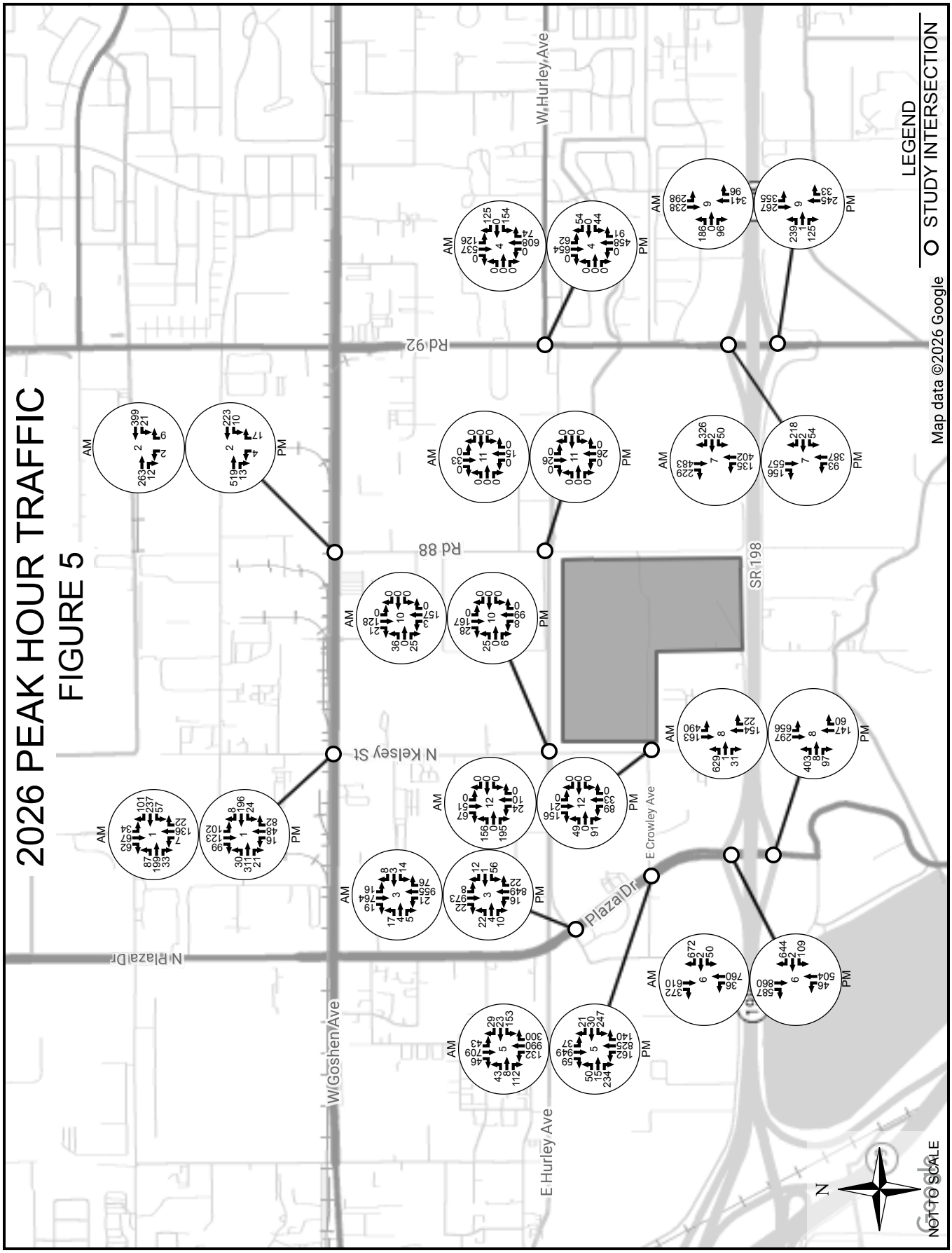
Annual growth rates ranging between 0.15% and 7.92% were applied to existing traffic volumes to estimate future traffic volumes for the project phases. These growth rates were estimated based on future TCAG traffic model data.

In accordance with City of Visalia Category II and Caltrans requirements, analysis will be provided for the following scenarios:

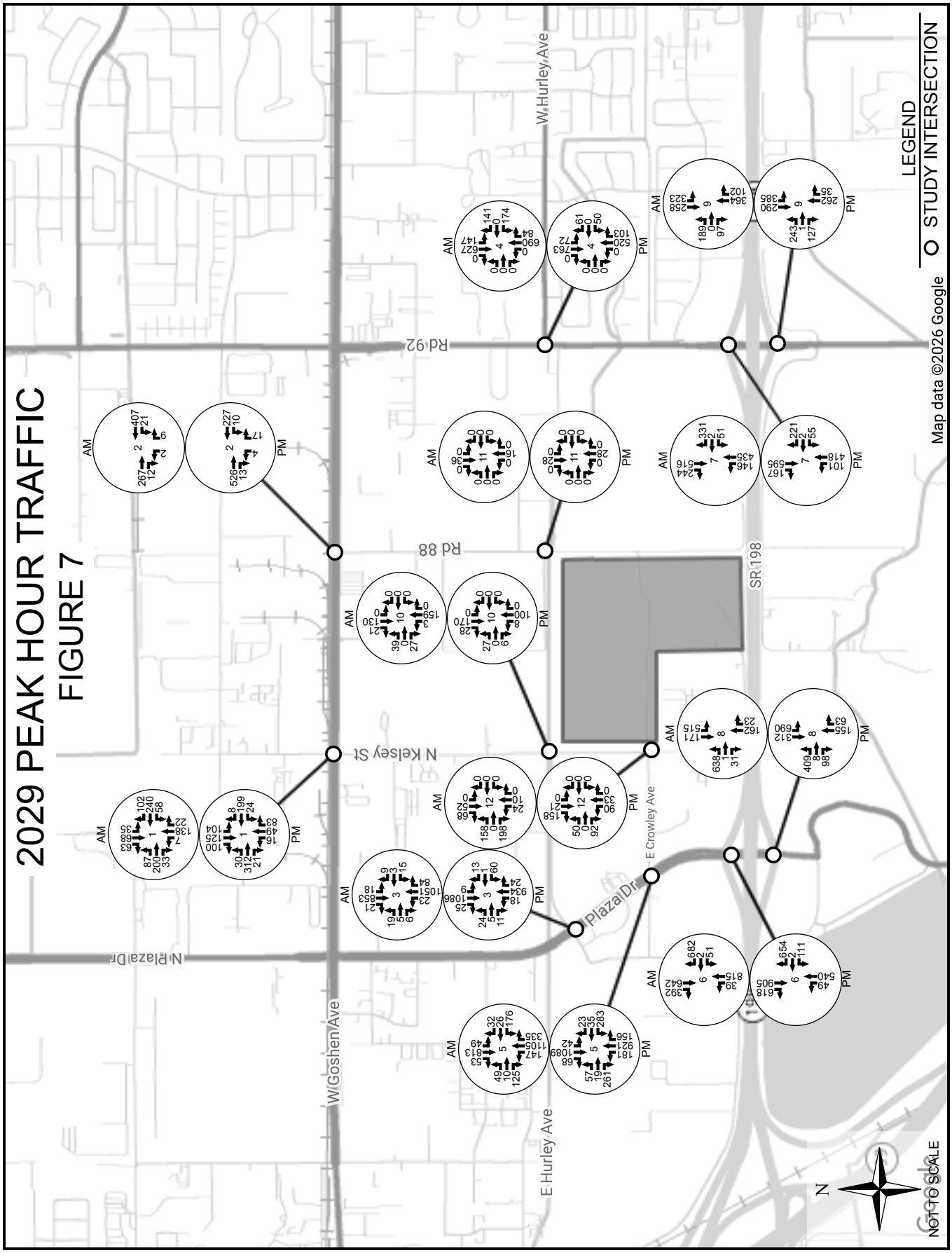
- Existing 2026
- Existing 2026 + Project
- Opening Year 2029 (Cumulative)
- Opening Year 2029 (Cumulative) + Project
- Five Year 2034 (Cumulative)
- Five Year 2034 (Cumulative) + Project
- Future 2046 (Cumulative) – Caltrans facilities only
- Future 2046 (Cumulative) + Project – Caltrans facilities only

Project, existing (2026) opening year (2029), and five-year (2034) volumes are shown in Figures 4 through 10.

PROJECT PEAK HOUR TRAFFIC
FIGURE 4
LEGEND
STUDY INTERSECTION
Map data ©2026 Google
NOT TO SCALE
N
W Hurley Ave
Rd 92
Rd 88
N Kelsey St
SR 198
E Crowley Ave
Plaza Dr
N Plaza Dr
W Goshen Ave
E Hurley Ave
AM
PM


2026 PEAK HOUR TRAFFIC
FIGURE 5
LEGEND
STUDY INTERSECTION
Map data ©2026 Google
NOT TO SCALE
N
W Hurley Ave
Rd 92
Rd 88
SR 198
N Kelsey St
E Crowley Ave
Plaza Dr
N Plaza Dr
W Goshen Ave
E Hurley Ave
AM
PM

2026+PROJECT PEAK HOUR TRAFFIC
FIGURE 6
LEGEND
STUDY INTERSECTION
Map data ©2026 Google
NOT TO SCALE
N
W Hurley Ave
Rd 92
Rd 88
SR 198
N Kelsey St
W Goshen Ave
E Hurley Ave
Plaza Dr
E Crowley Ave
N Plaza Dr


2029 PEAK HOUR TRAFFIC
FIGURE 7
LEGEND
STUDY INTERSECTION
Map data ©2026 Google
NOT TO SCALE
N
W Hurley Ave
Rd 92
Rd 88
SR 198
N Kelsey St
E Crowley Ave
Plaza Dr
N Plaza Dr
W Goshen Ave
E Hurley Ave
AM
PM

2029+PROJECT PEAK HOUR TRAFFIC
FIGURE 8
LEGEND
STUDY INTERSECTION
Map data ©2026 Google
NOT TO SCALE
N
W Hurley Ave
Rd 92
Rd 88
SR 198
N Kelsey St
E Crowley Ave
Plaza Dr
N Plaza Dr
W Goshen Ave
E Hurley Ave

2034 PEAK HOUR TRAFFIC
FIGURE 9
LEGEND
STUDY INTERSECTION
Map data ©2026 Google
NOT TO SCALE
N
W Hurley Ave
Rd 92
Rd 88
SR 198
N Kelsey St
E Crowley Ave
Plaza Dr
N Plaza Dr
W Goshen Ave
E Hurley Ave
AM
PM

2034+PROJECT PEAK HOUR TRAFFIC
FIGURE 10
LEGEND
STUDY INTERSECTION
Map data ©2026 Google
NOT TO SCALE
N
W Hurley Ave
Rd 92
Rd 88
SR 198
N Kelsey St
N Plaza Dr
Plaza Dr
E Crowley Ave
W Goshen Ave
E Hurley Ave
AM
PM

INTERSECTION ANALYSIS

A capacity analysis of the study intersections was conducted using Synchro software from Trafficware. Level of service for the study intersections is presented in Tables 3a and 3b. The level of service goal for roadway facilities in Visalia is LOS D. Mitigation is required when the project degrades the level of service below LOS D.

Criteria for intersection level of service (LOS) are shown in the tables below.

LEVEL OF SERVICE CRITERIA
UNSIGNALIZED INTERSECTION

Average Control Delay (sec/veh)	Level of Service	Expected Delay to Minor Street Traffic
≤ 10	A	Little or no delay
> 10 and ≤ 15	B	Short traffic delays
> 15 and ≤ 25	C	Average traffic delays
> 25 and ≤ 35	D	Long traffic delays
> 35 and ≤ 50	E	Very long traffic delays
> 50	F	Extreme delays

LEVEL OF SERVICE CRITERIA
SIGNALIZED INTERSECTIONS

Volume/Capacity	Control Delay (sec/veh)	Level of Service
< 0.60	≤ 10	A
0.61 - 0.70	> 10 and ≤ 20	B
0.71 - 0.80	> 20 and ≤ 35	C
0.81 - 0.90	> 35 and ≤ 55	D
0.91 - 1.00	> 55 and ≤ 80	E
> 1.0	> 80	F

Table 3a
PM Intersection Level of Service

#	Intersection	Control Type	2026	2026+ Project	2029	2029+ Project	2034	2034+ Project	2046	2046+ Project
1	N Kelsey St & W Goshen Ave	Signal	C	C	C	C	C	C	-	-
2	N Clancy St & Goshen Ave	NB	A	B	A	B	A	B	-	-
3	Neely Rd/W Hurley Ave & Plaza Dr	Signal	B	B	B	B	B	B	-	-
4	Rd 92 & W Hurley Ave	Signal	B	B	B	B	B	B	-	-
5	Plaza Dr & E Crowley Ave	Signal	F (82.2)	F (82.9)	F (97.7)	F (98.8)	F (177.3)	F (188.0)	-	-
6	Plaza Dr & SR 198 WB Ramps	Signal	D (46.4)	D (48.4)	D (48.1)	D (49.9)	E (56.0)	E (63.3)	F (83.8)	F (108.7)
7	Rd 92 & SR 198 WB Ramps	AWSC	E (49.7)	F (59.8)	F (66.2)	F (76.5)	F (100.7)	F (110.9)	F (221.5)	F (224.3)
8	Plaza Dr & SR 198 EB Ramps	Signal	C	C	C	C	D (35.5)	D (36.7)	D (37.1)	D (47.1)
9	Rd 92 & SR 198 EB Ramps	AWSC	C	C	C	D (26.8)	E (35.5)	E (40.2)	F (104.8)	F (115.6)
10	N Kelsey St & W Hurley Ave	EB	A	A	A	A	A	A	-	-
11	Rd 88 & W Hurley Ave	EB	-	A	-	A	-	A	-	-
12	N Kelsey St & E Crowley Ave	EB WB	A -	B B	A -	B B	A -	B B	-	-

Table 3b
AM Intersection Level of Service

#	Intersection	Control Type	2026	2026+ Project	2029	2029+ Project	2034	2034+ Project	2046	2046+ Project
1	N Kelsey St & W Goshen Ave	Signal	C	C	C	C	C	C	-	-
2	N Clancy St & Goshen Ave	NB	A	A	A	A	A	A	-	-
3	Neely Rd/W Hurley Ave & Plaza Dr	Signal	B	B	B	B	B	B	-	-
4	Rd 92 & W Hurley Ave	Signal	C	C	C	C	D (44.6)	D (44.6)	-	-
5	Plaza Dr & E Crowley Ave	Signal	D (36.0)	D (37.0)	D (36.7)	D (40.1)	D (52.5)	D (48.8)	-	-
6	Plaza Dr & SR 198 WB Ramps	Signal	C	C	C	C	C	C	D (38.5)	D (39.6)
7	Rd 92 & SR 198 WB Ramps	AWSC	F (68.4)	F (79.2)	F (59.9)	F (69.1)	F (100.8)	F (102.6)	F (205.6)	F (223.4)
8	Plaza Dr & SR 198 EB Ramps	Signal	C	C	C	C	D (36.3)	D (38.9)	D (40.1)	D (41.5)
9	Rd 92 & SR 198 EB Ramps	AWSC	C	C	C	C	D (32.9)	D (28.6)	F (82.6)	F (84.9)
10	N Kelsey St & W Hurley Ave	EB	A	A	A	A	A	A	-	-
11	Rd 88 & W Hurley Ave	EB	-	A	-	A	-	A	-	-
12	N Kelsey St & E Crowley Ave	EB WB	B -	C B	B -	C B	B -	C B	-	-

As shown in Tables 3a and 3b, several intersections operate below an acceptable level of service. The project does not degrade level of service in any of the analysis scenarios.

TRAFFIC SIGNAL WARRANT ANALYSIS

In accordance with the City of Visalia policy, intersections were evaluated for Warrant #1 (Eight-Hour Vehicular Volume) and Warrant #2 (Four-Hour Vehicular Volume) as defined by the California Manual on Uniform Traffic Control Devices (MUTCD). Eight- and four-hour signal warrant analysis results are shown in Tables 4a and 4b, respectively. Peak hour signal warrants for PM and AM peak hours are shown in Tables 4c and 4d, respectively. Traffic signals would be considered at intersections which meet the signal warrant and are not able to be mitigated by adding capacity to intersections with additional lanes. Warrant analysis was performed on arterial and collector street intersections. Count data for signal warrant analysis was obtained in May 2025. The count data is included in the appendix.

Table 4a
8-Hour Traffic Signal Warrants

#	Intersection	Existing	Existing+ Project
7	Rd 92 & SR 198 WB Ramps	YES	YES
9	Rd 92 & SR 198 EB Ramps	YES	YES

Table 4b
4-Hour Traffic Signal Warrants

#	Intersection	Existing	Existing+ Project
7	Rd 92 & SR 198 WB Ramps	YES	YES
9	Rd 92 & SR 198 EB Ramps	YES	YES

Table 4c
PM Peak Hour Traffic Signal Warrants

		2026			2029			2034		
#	Intersection	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met
2	N Clancy St at W Goshen Ave	765	21	NO	776	21	NO	798	22	NO
7	Rd 92 at SR 198 WB Ramps	1193	274	YES	1281	278	YES	1441	285	YES
9	Rd 92 at SR 198 EB Ramps	900	365	YES	972	371	YES	1103	380	YES
10	N Kelsey St at W Hurley Ave	302	31	NO	306	33	NO	314	38	NO
11	Rd 88 at W Hurley Ave	52	0	NO	56	0	NO	66	0	NO
12	N Kelsey St at E Crowley Ave	299	140	NO	302	142	NO	311	146	NO

		2026+Project			2029+Project			2034+Project		
#	Intersection	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met
2	N Clancy St at W Goshen Ave	825	91	NO	836	91	NO	858	92	NO
7	Rd 92 at SR 198 WB Ramps	1263	274	YES	1351	278	YES	1511	285	YES
9	Rd 92 at SR 198 EB Ramps	927	365	YES	999	371	YES	1130	380	YES
10	N Kelsey St at W Hurley Ave	362	31	NO	366	33	NO	374	38	NO
11	Rd 88 at W Hurley Ave	80	70	NO	84	70	NO	94	70	NO
12	N Kelsey St at E Crowley Ave	316	169	NO	319	171	NO	328	175	NO

Table 4d
AM Peak Hour Traffic Signal Warrants

		2026			2029			2034		
#	Intersection	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met
2	N Clancy St at W Goshen Ave	695	11	NO	707	11	NO	727	11	NO
7	Rd 92 at SR 198 WB Ramps	1249	378	YES	1341	384	YES	1509	393	YES
9	Rd 92 at SR 198 EB Ramps	973	282	YES	1047	286	YES	1185	294	YES
10	N Kelsey St at W Hurley Ave	309	61	NO	313	66	NO	321	75	NO
11	Rd 88 at W Hurley Ave	48	1	NO	52	1	NO	61	1	NO
12	N Kelsey St at E Crowley Ave	351	118	NO	356	120	NO	365	123	NO

		2026+Project			2029+Project			2034+Project		
#	Intersection	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met
2	N Clancy St at W Goshen Ave	797	31	NO	809	31	NO	829	31	NO
7	Rd 92 at SR 198 WB Ramps	1308	378	YES	1400	384	YES	1568	393	YES
9	Rd 92 at SR 198 EB Ramps	981	282	YES	1055	286	YES	1193	294	YES
10	N Kelsey St at W Hurley Ave	365	61	NO	369	66	NO	377	75	NO
11	Rd 88 at W Hurley Ave	120	20	NO	124	20	NO	133	20	NO
12	N Kelsey St at E Crowley Ave	459	162	NO	464	164	NO	473	167	NO

QUEUE LENGTH ANALYSIS

Existing volumes and future volumes, both with and without project traffic were used to analyze turn movements at all intersections. Queue length analysis was conducted using the equations provided in the City of Visalia Traffic Guidelines. The results of the queue length analysis are shown in Tables 5a and 5b below. The length of the queue is shown in feet under the capacity (CAP) columns for each analysis scenario.

A review of the data shows that there are a small number of turn lanes which have longer queues than available storage length (shown in bold).

Table 5a
PM Queue Length Analysis

#		Turn Movement	Storage Length	2026		2026+Project		2029		2029+Project	
				VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP
1	N Kelsey St & W Goshen Ave	EBL	315	30	38	30	38	30	38	30	38
		WBL	570	24	30	33	41	24	30	33	41
		WBR	150	8	10	8	10	8	10	8	10
2	N Clancy St & W Goshen Ave	WBL	150	10	8	25	21	10	8	25	21
3	W Hurley Ave & Plaza Dr	NBL	410	16	27	16	27	18	30	18	30
		NBR	110	22	37	22	37	24	40	24	40
		SBL	200	8	13	8	13	9	15	9	15
		SBR	200	22	37	22	37	25	42	25	42
		EBL	60	22	37	22	37	24	40	24	40
		EBR	60	10	17	10	17	11	18	11	18
		WBL	230	56	93	56	93	60	100	60	100
		WBR	190	12	20	12	20	13	22	13	22
4	Rd 92 & W Hurley Ave	WBL	300	44	55	44	55	50	63	50	63
		WBR	300	54	68	54	68	61	76	61	76
		NBR	295	91	114	91	114	103	129	103	129
		SBL	250	62	78	62	78	72	90	72	90
5	Plaza Dr & E Crowley Ave	EBL	265	50	83	50	83	57	95	57	95
		EBR	300	234	390	234	390	261	435	261	435
		WBL	310	247	412	297	495	283	472	333	555
		WBR	150	21	35	46	77	23	38	48	80
		NBL	385	162	270	162	270	181	302	181	302
		SBL	320	37	62	47	78	42	70	52	87
		SBR	150	59	98	59	98	68	113	68	113
6	Plaza Dr & SR 198 WB Ramps	WBR	250	644	1073	644	1073	654	1090	654	1090
		NBL	220	46	77	46	77	53	88	49	82
		SBR	530	587	978	618	1030	650	1083	649	1082
7	Rd 92 & SR 198 WB Ramps	WBR	465	218	182	218	182	221	184	221	184
		NBL	245	93	78	93	78	109	91	109	91
		SBR	145	229	191	182	152	177	148	193	161
8	Plaza Dr & SR 198 EB Ramps	EBL	245	403	672	403	672	409	682	409	682
		EBR	245	97	162	97	162	98	163	98	163
		NBR	120	60	100	60	100	63	105	63	105
		SBL	295	656	1093	675	1125	690	1150	709	1182
9	Rd 92 & SR 198 EB Ramps	EBR	280	125	104	125	104	127	106	127	106
		NBR	75	33	28	33	28	37	31	35	29
		SBL	215	355	296	382	318	385	321	412	343

Table 5a Continued
PM Queue Length Analysis

#		Turn Movement	Storage Length	2034		2034+Project		2046		2046+Project	
				VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP
1	N Kelsey St & W Goshen Ave	EBL	315	30	38	30	38		-	-	-
		WBL	570	25	31	29	36		-		-
		WBR	150	8	10	8	10		-		-
2	N Clancy St & W Goshen Ave	WBL	150	11	9	45	36		-		-
3	W Hurley Ave & Plaza Dr	NBL	410	21	35	21	35		-		-
		NBR	110	28	47	28	47		-		-
		SBL	200	11	18	11	18		-		-
		SBR	200	29	48	29	48		-		-
		EBL	60	28	47	28	47		-		-
		EBR	60	13	22	13	22		-		-
		WBL	230	69	115	69	115		-		-
		WBR	190	15	25	15	25		-		-
4	Rd 92 & W Hurley Ave	WBL	300	61	76	61	76		-		-
		WBR	300	75	94	75	94		-		-
		NBR	295	127	159	127	159		-		-
		SBL	250	94	118	94	118		-		-
5	Plaza Dr & E Crowley Ave	EBL	265	72	120	72	120		-		-
		EBR	300	314	523	314	523		-		-
		WBL	310	356	593	406	677		-		-
		WBR	150	28	47	53	88		-		-
		NBL	385	217	362	217	362		-		-
		SBL	320	53	88	63	105		-		-
		SBR	150	85	142	85	142		-		-
6	Plaza Dr & SR 198 WB Ramps	WBR	250	670	1117	670	1117	712	1187	712	1187
		NBL	220	55	92	55	92	73	122	73	122
		SBR	530	673	1122	704	1173	827	1378	858	1430
7	Rd 92 & SR 198 WB Ramps	WBR	465	227	189	227	189	241	201	241	201
		NBL	245	115	96	115	96	157	131	157	131
		SBR	145	186	155	212	177	241	201	267	223
8	Plaza Dr & SR 198 EB Ramps	EBL	245	419	698	419	698	445	402	445	742
		EBR	245	101	168	101	168	107	178	107	178
		NBR	120	69	115	69	115	85	142	85	142
		SBL	295	750	1250	769	1282	917	1528	936	1560
9	Rd 92 & SR 198 EB Ramps	EBR	280	130	108	130	108	138	115	138	115
		NBR	75	39	33	39	33	51	43	51	43
		SBL	215	441	368	468	390	610	508	637	531

Table 5b
AM Queue Length Analysis

#	Intersection	Turn Movement	Storage Length	2026		2026+Project		2029		2029+Project	
				VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP
1	N Kelsey St & W Goshen Ave	EBL	315	87	109	87	109	87	109	87	109
		WBL	570	57	71	80	100	58	73	81	101
		WBR	150	101	126	101	126	102	128	102	128
2	N Clancy St & W Goshen Ave	WBL	150	21	18	60	50	21	18	60	50
3	W Hurley Ave & Plaza Dr	NBL	410	21	35	21	35	23	38	23	38
		NBR	110	76	127	76	127	84	140	84	140
		SBL	200	16	27	16	27	18	30	18	30
		SBR	200	19	32	19	32	21	35	21	35
		EBL	60	17	28	17	28	19	32	19	32
		EBR	60	5	8	5	8	6	10	6	10
		WBL	230	14	23	14	23	15	25	15	25
		WBR	190	8	13	8	13	9	15	9	15
4	Rd 92 & W Hurley Ave	WBL	300	154	193	154	193	174	218	174	218
		WBR	300	125	156	125	156	141	176	141	176
		NBR	295	74	93	74	93	84	105	84	105
		SBL	250	126	158	126	158	147	184	147	184
5	Plaza Dr & E Crowley Ave	EBL	265	43	72	43	72	49	82	49	82
		EBR	300	112	187	112	187	125	208	125	208
		WBL	310	153	255	167	278	176	293	190	317
		WBR	150	29	48	36	60	32	53	39	65
		NBL	385	132	220	132	220	147	245	147	245
		SBL	320	43	72	69	115	49	82	75	125
		SBR	150	46	77	46	77	53	88	53	88
6	Plaza Dr & SR 198 WB Ramps	WBR	250	672	1120	672	1120	682	1137	682	1137
		NBL	220	36	60	36	60	41	68	39	65
		SBR	530	372	620	381	635	412	687	401	668
7	Rd 92 & SR 198 WB Ramps	WBR	465	326	272	326	272	331	276	331	276
		NBL	245	135	113	135	113	158	132	146	122
		SBR	145	229	191	236	197	260	217	251	209
8	Plaza Dr & SR 198 EB Ramps	EBL	245	629	1048	629	1048	638	1063	638	1063
		EBR	245	31	52	31	52	31	52	31	52
		NBR	120	22	37	22	37	24	40	23	38
		SBL	295	490	817	495	825	541	902	520	867
9	Rd 92 & SR 198 EB Ramps	EBR	280	96	80	96	80	97	81	97	81
		NBR	75	96	80	96	80	109	91	102	85
		SBL	215	298	248	306	255	350	292	331	276

Table 5b Continued
AM Queue Length Analysis

#	Intersection	Turn Movement	Storage Length	2034		2034+Project		2046		2046+Project	
				VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP
1	N Kelsey St & W Goshen Ave	EBL	315	88	110	88	110		-		-
		WBL	570	59	74	82	103		-		-
		WBR	150	105	131	105	131		-		-
2	N Clancy St & W Goshen Ave	WBL	150	22	18	61	51		-		-
3	W Hurley Ave & Plaza Dr	NBL	410	27	45	27	45		-		-
		NBR	110	98	163	98	163		-		-
		SBL	200	21	35	21	35		-		-
		SBR	200	25	42	25	42		-		-
		EBL	60	22	37	22	37		-		-
		EBR	60	7	12	7	12		-		-
		WBL	230	17	28	17	28		-		-
		WBR	190	10	17	10	17		-		-
4	Rd 92 & W Hurley Ave	WBL	300	214	268	214	268		-		-
		WBR	300	173	216	173	216		-		-
		NBR	295	104	130	104	130		-		-
		SBL	250	190	238	190	238		-		-
5	Plaza Dr & E Crowley Ave	EBL	265	62	103	62	103		-		-
		EBR	300	150	250	150	250		-		-
		WBL	310	221	368	235	392		-		-
		WBR	150	39	65	46	77		-		-
		NBL	385	177	295	177	295		-		-
		SBL	320	62	103	88	147		-		-
		SBR	150	66	110	66	110		-		-
6	Plaza Dr & SR 198 WB Ramps	WBR	250	699	1165	699	1165	742	1237	742	1237
		NBL	220	43	72	52	87	90	150	57	95
		SBR	530	427	712	436	727	735	1225	533	888
7	Rd 92 & SR 198 WB Ramps	WBR	465	339	283	339	283	360	300	360	300
		NBL	245	166	138	166	138	379	316	227	189
		SBR	145	273	228	280	233	354	295	361	301
8	Plaza Dr & SR 198 EB Ramps	EBL	245	655	1092	655	1092	695	1158	695	1158
		EBR	245	32	53	32	53	34	57	34	57
		NBR	120	25	42	25	42	43	72	31	52
		SBL	295	560	933	565	942	953	1588	690	1150
9	Rd 92 & SR 198 EB Ramps	EBR	280	100	83	100	83	106	88	106	88
		NBR	75	114	95	114	95	223	186	148	123
		SBL	215	370	308	378	315	865	721	520	433

As shown in Tables 5a & 5b, the majority of the queue analysis is adequate prior to and with the addition of project traffic. However, turn movements that exceed existing storage lengths do so prior to the addition of project traffic in 2026, 2029 or 2034. Therefore, no improvements are suggested.

CALTRANS COLLISION DATA SUMMARY

Traffic accident data was received from Caltrans, dated August 14, 2025, for State Route 198 between postmile (PM) 004.000 and 006.500 as well as for the State Route 198 eastbound and westbound ramps located on Plaza Drive and Shirk Road from October 1, 2019 to September 30, 2024.

SR 198 from Postmile 004.000 to Postmile 006.500

A total of 104 collisions occurred on the westbound segment of State Route 198 between PM 004.000 and PM 006.500 between the years 2019 and 2024. Three of those collisions resulted in fatalities.

A total of 107 collisions occurred on the eastbound segment of State Route 198 between PM 004.000 and PM 006.500 between the years 2019 and 2024. None of those collisions resulted in fatalities.

SR 198 Ramps at Plaza Drive

Between the years 2019 and 2024, there were three collisions at the SR 198 EB Offramp & Plaza Drive, one collision at the SR 198 WB Onramp & Plaza Drive, seven collisions at the SR 198 EB Onramp & Plaza Drive, and eight collisions at the SR 198 WB Offramp & Plaza Drive. None of these collisions resulted in fatalities.

SR 198 Ramps at Shirk Street/Road 92

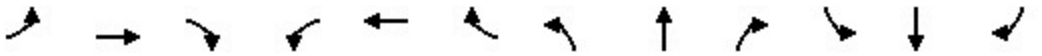
Between the years 2019 and 2024, there was one collision at the SR WB Onramp & Shirk Street, three collisions at SR 198 EB Offramp & Shirk Street, zero collisions at SR 198 EB Onramp & Shirk Street, and three collisions at SR 198 WB Offramp & Shirk Road. None of these collisions resulted in fatalities.

The *Traffic Accident Surveillance and Analysis System (TASAS) Collision Data Summary*, provided by Caltrans, is included in the appendix.

REFERENCES

1. Annual Traffic Census, TCAG
2. Highway Capacity Manual, Special Report 209, Transportation Research Board
3. California Manual on Uniform Traffic Control Devices for Streets and Highways, 2026 Edition, Federal Highway Administration (FHA)
4. Traffic Accident Surveillance and Analysis System (TASAS) Collision Data Summary, August 14, 2024, Caltrans
5. Trip Generation, 12th Edition, Institute of Transportation Engineers (ITE)
6. Visalia General Plan, October 2014

APPENDIX

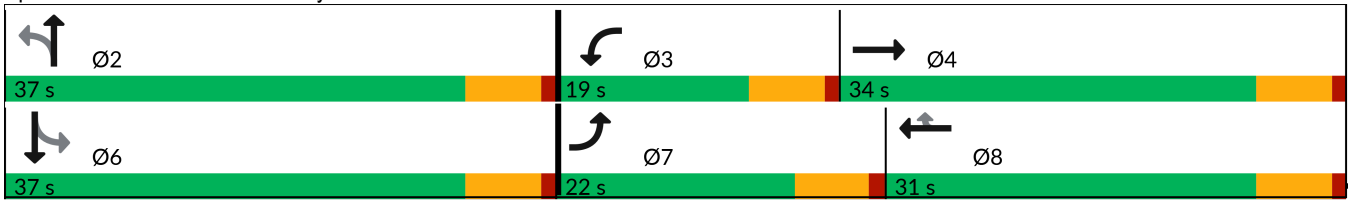


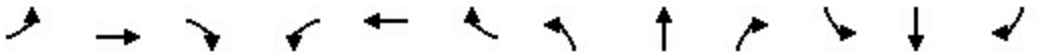
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	199	33	57	237	101	7	136	22	34	67	62
Future Volume (vph)	87	199	33	57	237	101	7	136	22	34	67	62
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	315		0	570		150	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.96		1.00			0.99	
Frt		0.980				0.850		0.982			0.948	
Flt Protected	0.950			0.950				0.998			0.990	
Satd. Flow (prot)	1511	3201	0	1511	3282	1352	0	1689	0	0	1610	0
Flt Permitted	0.950			0.950				0.987			0.905	
Satd. Flow (perm)	1511	3201	0	1511	3282	1300	0	1670	0	0	1472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20				177		9			38	
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		726			1305			2786			1444	
Travel Time (s)		9.0			16.2			34.5			17.9	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.77	0.78	0.82	0.71	0.84	0.57	0.77	0.77	0.79	0.77	0.77	0.77
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	113	255	40	80	282	177	9	177	28	44	87	81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	295	0	80	282	177	0	214	0	0	212	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	7	4		3	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	24.1		10.0	24.0	24.0	34.1	34.1		32.7	32.7	
Total Split (s)	22.0	34.0		19.0	31.0	31.0	37.0	37.0		37.0	37.0	
Total Split (%)	24.4%	37.8%		21.1%	34.4%	34.4%	41.1%	41.1%		41.1%	41.1%	
Maximum Green (s)	16.0	28.0		13.0	25.0	25.0	31.0	31.0		31.0	31.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		11.1			6.9	6.9	21.1	21.1		19.7	19.7	
Pedestrian Calls (#/hr)		5			5	5	5	5		5	5	
Act Effct Green (s)	10.6	12.8		9.1	11.5	11.5		31.8			31.8	
Actuated g/C Ratio	0.15	0.19		0.13	0.17	0.17		0.46			0.46	
v/c Ratio	0.49	0.48		0.40	0.52	0.49		0.28			0.30	
Control Delay (s/veh)	36.1	26.9		36.0	31.0	10.0		15.1			13.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay (s/veh)	36.1	26.9		36.0	31.0	10.0		15.1			13.6	
LOS	D	C		D	C	A		B			B	
Approach Delay (s/veh)		29.5			24.8			15.1			13.6	
Approach LOS		C			C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 69			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay (s/veh): 23.0		Intersection LOS: C	
Intersection Capacity Utilization 51.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: N Kelsey St & W Goshen Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	199	33	57	237	101	7	136	22	34	67	62
Future Volume (veh/h)	87	199	33	57	237	101	7	136	22	34	67	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	113	255	40	80	282	177	9	177	28	44	87	81
Peak Hour Factor	0.77	0.78	0.82	0.71	0.84	0.57	0.77	0.77	0.79	0.77	0.77	0.77
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	141	611	94	98	616	244	65	665	102	170	319	262
Arrive On Green	0.09	0.21	0.21	0.06	0.19	0.19	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1537	2874	444	1537	3328	1317	22	1452	222	231	697	573
Grp Volume(v), veh/h	113	146	149	80	282	177	214	0	0	212	0	0
Grp Sat Flow(s),veh/h/ln	1537	1664	1653	1537	1664	1317	1696	0	0	1501	0	0
Q Serve(g_s), s	4.9	5.1	5.3	3.5	5.1	8.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.9	5.1	5.3	3.5	5.1	8.6	5.3	0.0	0.0	5.5	0.0	0.0
Prop In Lane	1.00		0.27	1.00		1.00	0.04		0.13	0.21		0.38
Lane Grp Cap(c), veh/h	141	354	351	98	616	244	832	0	0	751	0	0
V/C Ratio(X)	0.80	0.41	0.42	0.82	0.46	0.73	0.26	0.00	0.00	0.28	0.00	0.00
Avail Cap(c_a), veh/h	363	688	683	295	1229	486	832	0	0	751	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	30.2	23.0	23.1	31.3	24.6	26.0	11.4	0.0	0.0	11.4	0.0	0.0
Incr Delay (d2), s/veh	10.2	0.8	0.8	14.8	0.5	4.1	0.7	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.8	1.8	1.6	1.8	2.6	1.7	0.0	0.0	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.3	23.8	23.9	46.1	25.1	30.1	12.1	0.0	0.0	12.4	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	B			B		
Approach Vol, veh/h		408			539			214			212	
Approach Delay, s/veh		28.4			29.9			12.1			12.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		37.0	10.3	20.4		37.0	12.2	18.5				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		31.0	13.0	28.0		31.0	16.0	25.0				
Max Q Clear Time (g_c+I1), s		7.3	5.5	7.3		7.5	6.9	10.6				
Green Ext Time (p_c), s		1.0	0.1	1.3		1.1	0.2	1.8				

Intersection Summary	
HCM 7th Control Delay, s/veh	24.0
HCM 7th LOS	C



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	263	12	21	399	2	9
Future Volume (vph)	263	12	21	399	2	9
Ideal Flow (vphpl)	1900	1750	1750	1900	1750	1750
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.993				0.887	
Flt Protected			0.950		0.992	
Satd. Flow (prot)	3259	0	1511	3282	1400	0
Flt Permitted			0.950		0.992	
Satd. Flow (perm)	3259	0	1511	3282	1400	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	1304			1338	1362	
Travel Time (s)	16.2			16.6	16.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	286	13	23	434	2	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	299	0	23	434	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.11	1.11	1.00	1.11	1.11
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	263	12	21	399	2	9
Future Vol, veh/h	263	12	21	399	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	286	13	23	434	2	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	299	0	555	149
Stage 1	-	-	-	-	292	-
Stage 2	-	-	-	-	263	-
Critical Hdwy	-	-	4.3	-	7	7.1
Critical Hdwy Stg 1	-	-	-	-	6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	2.3	-	3.6	3.4
Pot Cap-1 Maneuver	-	-	1203	-	443	845
Stage 1	-	-	-	-	708	-
Stage 2	-	-	-	-	734	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1203	-	435	845
Mov Cap-2 Maneuver	-	-	-	-	435	-
Stage 1	-	-	-	-	708	-
Stage 2	-	-	-	-	720	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.4	8.68
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	989	-	-	1203	-
HCM Lane V/C Ratio	0.012	-	-	0.019	-
HCM Control Delay (s/veh)	8.7	-	-	8	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	21	955	76	16	764	19	17	4	5	14	3	8
Future Volume (vph)	21	955	76	16	764	19	17	4	5	14	3	8
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	410		110	200		200	60		60	230		190
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor			0.96			0.96			0.98		0.99	0.98
Frt			0.850			0.850			0.850		0.910	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1511	3282	1352	1511	3282	1352	1511	1727	1352	1511	1477	1285
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1511	3282	1304	1511	3282	1304	1511	1727	1327	1511	1477	1261
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			128			128			128		6	128
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		1211			225			366			73	
Travel Time (s)		16.5			3.1			5.0			1.0	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.58	0.86	0.79	0.67	0.93	0.53	0.53	0.50	0.62	0.88	0.75	0.50
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	36	1110	96	24	822	36	32	8	8	16	4	16
Shared Lane Traffic (%)												39%
Lane Group Flow (vph)	36	1110	96	24	822	36	32	8	8	16	10	10
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.7	27.0	27.0	9.7	27.0	27.0	9.7	41.3	41.3	9.7	39.9	39.9
Total Split (s)	12.3	55.1	55.1	11.9	54.7	54.7	11.9	41.3	41.3	11.7	41.1	41.1
Total Split (%)	10.3%	45.9%	45.9%	9.9%	45.6%	45.6%	9.9%	34.4%	34.4%	9.8%	34.3%	34.3%
Maximum Green (s)	6.6	49.4	49.4	6.2	49.0	49.0	6.2	35.6	35.6	6.0	35.4	35.4
Yellow Time (s)	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
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	3.0
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		14.3	14.3		14.3	14.3		28.6	28.6		27.2	27.2
Pedestrian Calls (#/hr)		5	5		5	5		5	5		5	5
Act Effct Green (s)	6.6	67.2	67.2	6.2	62.9	62.9	6.3	12.4	12.4	6.0	10.2	10.2
Actuated g/C Ratio	0.08	0.79	0.79	0.07	0.74	0.74	0.07	0.15	0.15	0.07	0.12	0.12
v/c Ratio	0.31	0.43	0.09	0.22	0.34	0.04	0.29	0.03	0.03	0.15	0.06	0.04
Control Delay (s/veh)	51.5	12.5	1.9	49.8	11.7	0.1	51.4	30.3	0.2	49.1	24.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.5	12.5	1.9	49.8	11.7	0.1	51.4	30.3	0.2	49.1	24.3	0.2
LOS	D	B	A	D	B	A	D	C	A	D	C	A
Approach Delay (s/veh)		12.8			12.3			39.3			28.6	
Approach LOS		B			B			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 84.9			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay (s/veh): 13.4		Intersection LOS: B	
Intersection Capacity Utilization 51.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Neely Rd/W Hurley Ave & Plaza Dr





Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	21	955	76	16	764	19	17	4	5	14	3	8
Future Volume (veh/h)	21	955	76	16	764	19	17	4	5	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	36	1110	96	24	822	36	32	8	8	16	13	10
Peak Hour Factor	0.58	0.86	0.79	0.67	0.93	0.53	0.53	0.50	0.62	0.88	0.75	0.50
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	42	1994	799	34	1978	792	39	152	115	23	134	101
Arrive On Green	0.03	0.60	0.60	0.02	0.59	0.59	0.03	0.09	0.09	0.01	0.08	0.08
Sat Flow, veh/h	1537	3328	1333	1537	3328	1333	1537	1752	1321	1537	1752	1317
Grp Volume(v), veh/h	36	1110	96	24	822	36	32	8	8	16	13	10
Grp Sat Flow(s),veh/h/ln	1537	1664	1333	1537	1664	1333	1537	1752	1321	1537	1752	1317
Q Serve(g_s), s	1.9	16.5	1.6	1.3	11.0	0.6	1.7	0.3	0.4	0.9	0.6	0.5
Cycle Q Clear(g_c), s	1.9	16.5	1.6	1.3	11.0	0.6	1.7	0.3	0.4	0.9	0.6	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	42	1994	799	34	1978	792	39	152	115	23	134	101
V/C Ratio(X)	0.86	0.56	0.12	0.70	0.42	0.05	0.83	0.05	0.07	0.70	0.10	0.10
Avail Cap(c_a), veh/h	123	1994	799	116	1978	792	116	756	570	112	752	566
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	9.9	2.7	40.0	9.0	2.5	40.0	34.5	23.2	40.4	35.4	24.2
Incr Delay (d2), s/veh	36.2	1.1	0.3	22.4	0.6	0.1	33.4	0.1	0.3	32.0	0.3	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.8	0.6	0.7	3.2	0.2	1.0	0.1	0.1	0.5	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.2	11.1	3.0	62.4	9.7	2.6	73.5	34.7	23.4	72.4	35.7	24.6
LnGrp LOS	E	B	A	E	A	A	E	C	C	E	D	C
Approach Vol, veh/h		1242			882			48			39	
Approach Delay, s/veh		12.3			10.8			58.6			47.9	
Approach LOS		B			B			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	55.1	6.9	12.9	7.9	54.7	7.8	12.0
Change Period (Y+Rc), s	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Max Green Setting (Gmax), s	6.2	49.4	6.0	35.6	6.6	49.0	6.2	35.4
Max Q Clear Time (g_c+I1), s	3.3	18.5	2.9	2.4	3.9	13.0	3.7	2.6
Green Ext Time (p_c), s	0.0	8.8	0.0	0.0	0.0	5.9	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	13.4
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



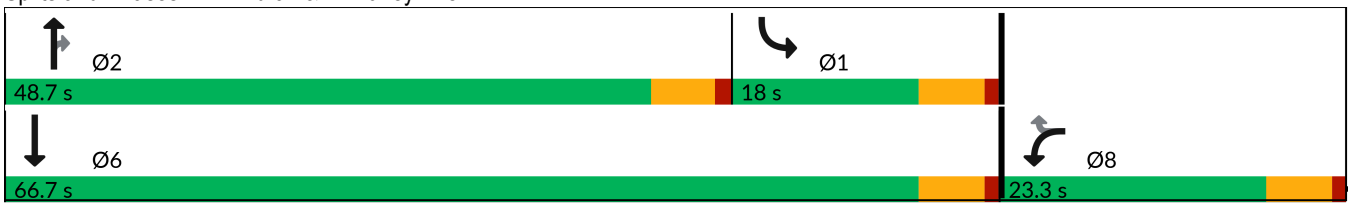
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	154	125	608	74	126	537
Future Volume (vph)	154	125	608	74	126	537
Ideal Flow (vphpl)	1750	1750	1900	1750	1750	1900
Storage Length (ft)	300	300		295	250	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.97	1.00	
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1511	1352	1727	1352	1511	1727
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1511	1352	1727	1309	1506	1727
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		156		93		
Link Speed (mph)	45		45			45
Link Distance (ft)	1104		2371			1360
Travel Time (s)	16.7		35.9			20.6
Confl. Peds. (#/hr)				5	5	
Confl. Bikes (#/hr)				2		
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	193	156	760	93	158	671
Shared Lane Traffic (%)						
Lane Group Flow (vph)	193	156	760	93	158	671
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.00	1.11	1.11	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.3	23.3	27.0	27.0	9.3	23.3
Total Split (s)	23.3	23.3	48.7	48.7	18.0	66.7
Total Split (%)	25.9%	25.9%	54.1%	54.1%	20.0%	74.1%
Maximum Green (s)	18.0	18.0	43.4	43.4	12.7	61.4
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag			Lead	Lead	Lag	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	Max
Walk Time (s)			7.0	7.0		
Flash Don't Walk (s)			14.7	14.7		
Pedestrian Calls (#/hr)			5	5		
Act Effct Green (s)	15.0	15.0	43.4	43.4	12.7	61.5
Actuated g/C Ratio	0.17	0.17	0.50	0.50	0.15	0.71
v/c Ratio	0.74	0.43	0.88	0.13	0.72	0.55
Control Delay (s/veh)	51.9	9.4	34.5	3.4	56.2	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.9	9.4	34.5	3.4	56.2	8.8
LOS	D	A	C	A	E	A
Approach Delay (s/veh)	32.9		31.1			17.8
Approach LOS	C		C			B

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 87.1			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay (s/veh): 26.0		Intersection LOS: C	
Intersection Capacity Utilization 62.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: Rd 92 & W Hurley Ave

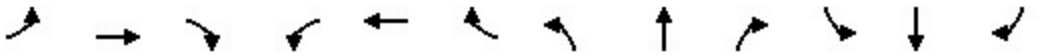




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	154	125	608	74	126	537
Future Volume (veh/h)	154	125	608	74	126	537
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		0.97	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1614	1614	1752	1614	1614	1752
Adj Flow Rate, veh/h	192	156	760	92	158	671
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	232	207	896	681	230	1268
Arrive On Green	0.15	0.15	0.51	0.51	0.15	0.72
Sat Flow, veh/h	1537	1367	1752	1332	1537	1752
Grp Volume(v), veh/h	192	156	760	92	158	671
Grp Sat Flow(s),veh/h/ln	1537	1367	1752	1332	1537	1752
Q Serve(g_s), s	10.3	9.3	31.7	3.1	8.3	14.5
Cycle Q Clear(g_c), s	10.3	9.3	31.7	3.1	8.3	14.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	232	207	896	681	230	1268
V/C Ratio(X)	0.83	0.75	0.85	0.14	0.69	0.53
Avail Cap(c_a), veh/h	326	290	896	681	230	1268
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	34.9	34.5	17.9	10.9	34.2	5.2
Incr Delay (d2), s/veh	11.4	6.9	9.8	0.4	8.2	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	3.3	13.1	0.9	3.4	3.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	46.4	41.4	27.7	11.3	42.4	6.8
LnGrp LOS	D	D	C	B	D	A
Approach Vol, veh/h	348		852			829
Approach Delay, s/veh	44.1		25.9			13.6
Approach LOS	D		C			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	18.0	48.7				66.7	18.1
Change Period (Y+Rc), s	5.3	5.3				5.3	5.3
Max Green Setting (Gmax), s	12.7	43.4				61.4	18.0
Max Q Clear Time (g_c+I1), s	10.3	33.7				16.5	12.3
Green Ext Time (p_c), s	0.1	3.6				4.8	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	24.0
HCM 7th LOS	C

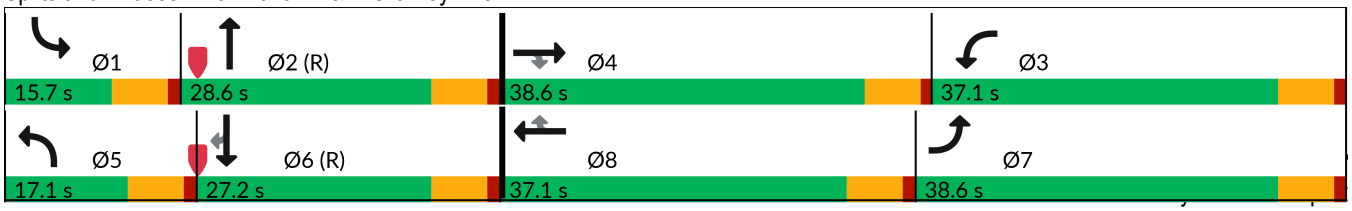


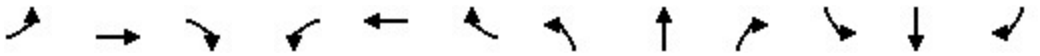
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	8	112	153	23	29	132	990	300	43	709	46
Future Volume (vph)	43	8	112	153	23	29	132	990	300	43	709	46
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	265		0	310		0	385		0	320		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor			0.98			0.98		0.99				0.96
Frt			0.850			0.850		0.956				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1511	1727	1352	1511	1727	1352	1511	4462	0	1511	4715	1352
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1511	1727	1329	1511	1727	1329	1511	4462	0	1511	4715	1305
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			137			136		78				136
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1062			630			650			1211	
Travel Time (s)		13.2			7.8			8.1			15.0	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.90	0.50	0.82	0.74	0.72	0.56	0.92	0.86	0.62	0.90	0.94	0.72
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	48	16	137	207	32	52	143	1151	484	48	754	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	16	137	207	32	52	143	1635	0	48	754	64
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	2		1	2	1
Detector Template	Left					Right		Thru		Left	Thru	Right
Leading Detector (ft)	20	50	50	50	50	20	50	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	50	50	50	50	20	50	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94			94	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)								0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	55.6	55.6	55.6	54.1	54.1	54.1	34.1	34.1		32.7	32.7	32.7
Total Split (s)	38.6	38.6	38.6	37.1	37.1	37.1	17.1	28.6		15.7	27.2	27.2
Total Split (%)	32.2%	32.2%	32.2%	30.9%	30.9%	30.9%	14.3%	23.8%		13.1%	22.7%	22.7%
Maximum Green (s)	32.6	32.6	32.6	31.1	31.1	31.1	11.1	22.6		9.7	21.2	21.2
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
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
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	7.0
Flash Don't Walk (s)		42.6	42.6		41.1	41.1		21.1			19.7	19.7
Pedestrian Calls (#/hr)		5	5		5	5		5			5	5
Act Effct Green (s)	20.0	11.8	11.8	21.7	15.8	15.8	18.1	55.9		8.9	44.5	44.5
Actuated g/C Ratio	0.17	0.10	0.10	0.18	0.13	0.13	0.15	0.47		0.07	0.37	0.37
v/c Ratio	0.19	0.09	0.54	0.76	0.14	0.18	0.63	0.77		0.43	0.43	0.11
Control Delay (s/veh)	40.6	44.4	14.7	63.8	46.6	1.3	63.0	27.3		64.3	32.1	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	40.6	44.4	14.7	63.8	46.6	1.3	63.0	27.3		64.3	32.1	0.4
LOS	D	D	B	E	D	A	E	C		E	C	A
Approach Delay (s/veh)		23.3			50.7			30.2			31.5	
Approach LOS		C			D			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 17.1 (14%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 180			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 32.0		Intersection LOS: C	
Intersection Capacity Utilization 64.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 5: Plaza Dr & E Crowley Ave





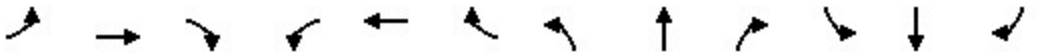
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	8	112	153	23	29	132	990	300	43	709	46
Future Volume (veh/h)	43	8	112	153	23	29	132	990	300	43	709	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	48	16	137	207	32	52	143	1151	484	48	754	64
Peak Hour Factor	0.90	0.50	0.82	0.74	0.72	0.56	0.92	0.86	0.62	0.90	0.94	0.72
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	301	221	168	235	145	110	142	1581	663	59	2049	570
Arrive On Green	0.20	0.13	0.13	0.15	0.08	0.08	0.09	0.48	0.48	0.04	0.43	0.43
Sat Flow, veh/h	1537	1752	1330	1537	1752	1320	1537	3275	1374	1537	4782	1330
Grp Volume(v), veh/h	48	16	137	207	32	52	143	1121	514	48	754	64
Grp Sat Flow(s),veh/h/ln	1537	1752	1330	1537	1752	1320	1537	1594	1460	1537	1594	1330
Q Serve(g_s), s	3.1	1.0	9.4	15.8	2.0	3.8	11.1	33.6	33.8	3.7	12.8	1.7
Cycle Q Clear(g_c), s	3.1	1.0	9.4	15.8	2.0	3.8	11.1	33.6	33.8	3.7	12.8	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.94	1.00		1.00
Lane Grp Cap(c), veh/h	301	221	168	235	145	110	142	1539	705	59	2049	570
V/C Ratio(X)	0.16	0.07	0.82	0.88	0.22	0.47	1.01	0.73	0.73	0.82	0.37	0.11
Avail Cap(c_a), veh/h	417	476	361	398	454	342	142	1539	705	124	2049	570
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	0.95	0.95	0.95
Uniform Delay (d), s/veh	40.0	46.2	31.1	49.8	51.4	37.9	54.4	24.8	24.8	57.3	23.3	4.8
Incr Delay (d2), s/veh	0.2	0.1	9.3	11.5	0.8	3.2	77.1	3.1	6.5	22.3	0.5	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.4	3.3	6.5	0.9	1.5	7.2	12.1	11.8	1.8	4.6	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.3	46.4	40.3	61.3	52.1	41.0	131.5	27.8	31.3	79.6	23.8	5.2
LnGrp LOS	D	D	D	E	D	D	F	C	C	E	C	A
Approach Vol, veh/h		201			291			1778			866	
Approach Delay, s/veh		40.8			56.7			37.2			25.5	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	63.9	24.3	21.1	17.1	57.4	29.5	16.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.7	22.6	31.1	32.6	11.1	21.2	32.6	31.1
Max Q Clear Time (g_c+I1), s	5.7	35.8	17.8	11.4	13.1	14.8	5.1	5.8
Green Ext Time (p_c), s	0.0	0.0	0.5	0.5	0.0	2.5	0.1	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	36.0
HCM 7th LOS	D

Notes

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

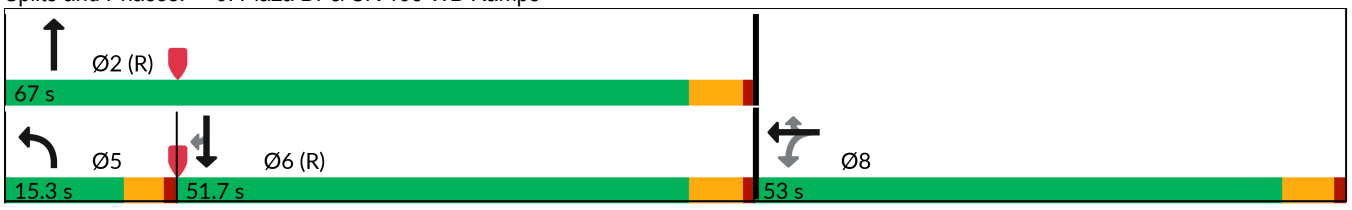


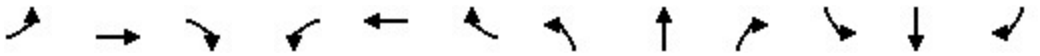
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	50	2	672	36	760	0	0	610	372
Future Volume (vph)	0	0	0	50	2	672	36	760	0	0	610	372
Ideal Flow (vphpl)	1900	1900	1900	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		0	250		250	220		0	0		530
Storage Lanes	0		0	0		2	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor							0.99					0.97
Frt						0.850						0.850
Flt Protected					0.956		0.950					
Satd. Flow (prot)	0	0	0	0	1651	2380	1511	4715	0	0	4715	1352
Flt Permitted					0.956		0.950					
Satd. Flow (perm)	0	0	0	0	1651	2380	1504	4715	0	0	4715	1305
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						122						433
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		238			262			552			426	
Travel Time (s)		3.2			3.6			7.5			5.8	
Confl. Peds. (#/hr)							5					5
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.92	0.92	0.92	0.60	0.25	0.90	0.69	0.72	0.92	0.92	0.90	0.86
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	83	8	747	52	1056	0	0	678	433
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	91	747	52	1056	0	0	678	433
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	1	1	1			1	1
Detector Template												
Leading Detector (ft)				50	50	50	50	50			50	50
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				50	50	50	50	50			50	50
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Detector Phase				8	8	8	5	2			6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Minimum Split (s)				23.7	23.7	23.7	8.5	28.4			28.4	28.4
Total Split (s)				53.0	53.0	53.0	15.3	67.0			51.7	51.7
Total Split (%)				44.2%	44.2%	44.2%	12.8%	55.8%			43.1%	43.1%
Maximum Green (s)				47.3	47.3	47.3	10.8	61.3			46.0	46.0
Yellow Time (s)				4.7	4.7	4.7	3.5	4.7			4.7	4.7
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					5.7	5.7	4.5	5.7			5.7	5.7
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)								7.0			7.0	7.0
Flash Don't Walk (s)								15.7			15.7	15.7
Pedestrian Calls (#/hr)								5			5	5
Act Effct Green (s)					39.2	39.2	9.0	69.4			57.9	57.9
Actuated g/C Ratio					0.33	0.33	0.08	0.58			0.48	0.48
v/c Ratio					0.17	0.87	0.46	0.39			0.30	0.51
Control Delay (s/veh)					27.6	42.6	65.9	15.1			14.0	9.8
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)					27.6	42.6	65.9	15.1			14.0	9.8
LOS					C	D	E	B			B	A
Approach Delay (s/veh)					40.9			17.5			12.3	
Approach LOS					D			B			B	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay (s/veh): 22.1	Intersection LOS: C
Intersection Capacity Utilization 61.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6: Plaza Dr & SR 198 WB Ramps

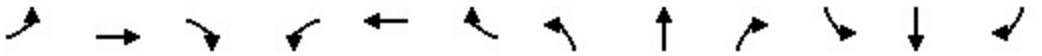




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	50	2	672	36	760	0	0	610	372
Future Volume (veh/h)	0	0	0	50	2	672	36	760	0	0	610	372
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1614	1752	1614	1614	1752	0	0	1752	1614
Adj Flow Rate, veh/h				83	8	747	52	1056	0	0	678	433
Peak Hour Factor				0.60	0.25	0.90	0.69	0.72	0.92	0.92	0.90	0.86
Percent Heavy Veh, %				10	10	10	10	10	0	0	10	10
Cap, veh/h				518	50	816	64	2706	0	0	2328	648
Arrive On Green				0.34	0.34	0.34	0.04	0.57	0.00	0.00	0.49	0.49
Sat Flow, veh/h				1528	147	2407	1537	4940	0	0	4940	1331
Grp Volume(v), veh/h				91	0	747	52	1056	0	0	678	433
Grp Sat Flow(s),veh/h/ln				1675	0	1203	1537	1594	0	0	1594	1331
Q Serve(g_s), s				4.6	0.0	35.7	4.0	14.8	0.0	0.0	10.2	29.7
Cycle Q Clear(g_c), s				4.6	0.0	35.7	4.0	14.8	0.0	0.0	10.2	29.7
Prop In Lane				0.91		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				568	0	816	64	2706	0	0	2328	648
V/C Ratio(X)				0.16	0.00	0.92	0.81	0.39	0.00	0.00	0.29	0.67
Avail Cap(c_a), veh/h				660	0	949	138	2706	0	0	2328	648
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.82	0.82	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				27.7	0.0	38.0	57.0	14.5	0.0	0.0	18.4	23.4
Incr Delay (d2), s/veh				0.1	0.0	12.1	17.9	0.3	0.0	0.0	0.3	5.4
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.8	0.0	11.3	1.8	4.9	0.0	0.0	3.6	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				27.8	0.0	50.1	75.0	14.9	0.0	0.0	18.7	28.8
LnGrp LOS				C		D	E	B			B	C
Approach Vol, veh/h					838			1108			1111	
Approach Delay, s/veh					47.7			17.7			22.7	
Approach LOS					D			B			C	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	73.6		9.5	64.1		46.4						
Change Period (Y+Rc), s	5.7		4.5	5.7		5.7						
Max Green Setting (Gmax), s	61.3		10.8	46.0		47.3						
Max Q Clear Time (g_c+I1), s	16.8		6.0	31.7		37.7						
Green Ext Time (p_c), s	5.5		0.0	4.5		3.0						

Intersection Summary	
HCM 7th Control Delay, s/veh	27.7
HCM 7th LOS	C



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	50	2	326	135	402	0	0	483	229
Future Volume (vph)	0	0	0	50	2	326	135	402	0	0	483	229
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		0	0		465	245		0	0		145
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850						0.850
Flt Protected					0.955		0.950					
Satd. Flow (prot)	0	0	0	0	1650	1352	1511	1727	0	0	1727	1352
Flt Permitted					0.955		0.950					
Satd. Flow (perm)	0	0	0	0	1650	1352	1511	1727	0	0	1727	1352
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		431			435			616			2371	
Travel Time (s)		5.3			5.4			7.6			29.4	
Peak Hour Factor	0.92	0.92	0.92	0.78	0.50	0.79	0.89	0.84	0.92	0.92	0.87	0.80
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	64	4	413	152	479	0	0	555	286
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	68	413	152	479	0	0	555	286
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

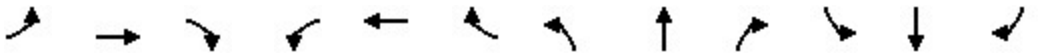
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.2%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	68.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	50	2	326	135	402	0	0	483	229
Future Vol, veh/h	0	0	0	50	2	326	135	402	0	0	483	229
Peak Hour Factor	0.92	0.92	0.92	0.78	0.50	0.79	0.89	0.84	0.92	0.92	0.87	0.80
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	0	0	0	64	4	413	152	479	0	0	555	286
Number of Lanes	0	0	0	0	1	1	1	1	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay, s/veh	36.5	61.3	92
HCM LOS	E	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	96%	0%	0%	0%
Vol Thru, %	0%	100%	4%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	135	402	52	326	483	229
LT Vol	135	0	50	0	0	0
Through Vol	0	402	2	0	483	0
RT Vol	0	0	0	326	0	229
Lane Flow Rate	152	479	68	413	555	286
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.344	1.019	0.162	0.847	1.188	0.555
Departure Headway (Hd)	8.536	8.018	8.945	7.725	7.706	6.984
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	425	455	403	470	472	512
Service Time	6.236	5.718	6.645	5.425	5.495	4.772
HCM Lane V/C Ratio	0.358	1.053	0.169	0.879	1.176	0.559
HCM Control Delay, s/veh	15.6	75.8	13.4	40.3	130	18.2
HCM Lane LOS	C	F	B	E	F	C
HCM 95th-tile Q	1.5	13.6	0.6	8.5	20.8	3.3

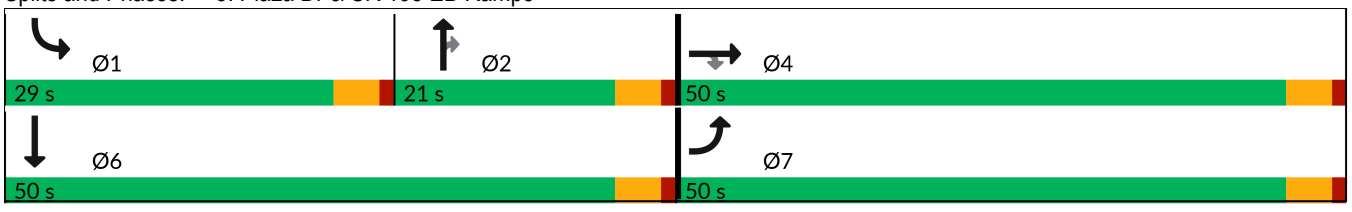


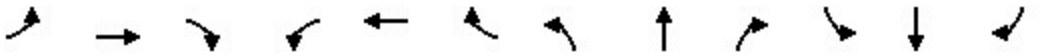
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	629	1	31	0	0	0	0	154	22	490	163	0
Future Volume (vph)	629	1	31	0	0	0	0	154	22	490	163	0
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	245		245	0		0	0		120	295		0
Storage Lanes	1		1	0		0	0		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	1.00
Ped Bike Factor									0.98			
Frt			0.850						0.850			
Flt Protected	0.950	0.953								0.950		
Satd. Flow (prot)	1436	1564	1352	0	0	0	0	3282	1352	2932	4715	0
Flt Permitted	0.950	0.953								0.950		
Satd. Flow (perm)	1436	1564	1352	0	0	0	0	3282	1323	2932	4715	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			65						65			
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		254			252			518			552	
Travel Time (s)		3.5			3.4			7.1			7.5	
Confl. Peds. (#/hr)									5			5
Confl. Bikes (#/hr)									2			2
Peak Hour Factor	0.74	0.25	0.70	0.92	0.92	0.92	0.92	0.84	0.69	0.88	0.83	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	850	4	44	0	0	0	0	183	32	557	196	0
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	425	429	44	0	0	0	0	183	32	557	196	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1					1	1	1	1	
Detector Template												
Leading Detector (ft)	50	50	50					50	50	50	50	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	50	50	50					50	50	50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Turn Type	Prot	NA	Perm					NA	Perm	Prot	NA	
Protected Phases	7	4						2		1	6	
Permitted Phases			4						2			
Detector Phase	7	4	4					2	2	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)	8.5	22.5	22.5					25.8	25.8	8.5	22.9	
Total Split (s)	50.0	50.0	50.0					21.0	21.0	29.0	50.0	
Total Split (%)	50.0%	50.0%	50.0%					21.0%	21.0%	29.0%	50.0%	
Maximum Green (s)	45.5	45.5	45.5					16.5	16.5	24.5	45.5	
Yellow Time (s)	3.5	3.5	3.5					3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0					1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5					4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Recall Mode	None	None	None					Max	Max	None	Max	
Walk Time (s)								7.0	7.0		7.0	
Flash Don't Walk (s)								14.3	14.3		11.4	
Pedestrian Calls (#/hr)								5	5		5	
Act Effct Green (s)	45.5	45.5	45.5					21.6	21.6	22.7	48.8	
Actuated g/C Ratio	0.44	0.44	0.44					0.21	0.21	0.22	0.47	
v/c Ratio	0.67	0.62	0.07					0.27	0.10	0.86	0.09	
Control Delay (s/veh)	29.8	27.6	2.4					36.0	2.5	53.7	15.1	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	29.8	27.6	2.4					36.0	2.5	53.7	15.1	
LOS	C	C	A					D	A	D	B	
Approach Delay (s/veh)		27.4						31.0			43.6	
Approach LOS		C						C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 103.3			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay (s/veh): 34.4		Intersection LOS: C	
Intersection Capacity Utilization 61.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 8: Plaza Dr & SR 198 EB Ramps





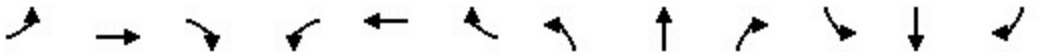
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	629	1	31	0	0	0	0	154	22	490	163	0
Future Volume (veh/h)	629	1	31	0	0	0	0	154	22	490	163	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614				0	1752	1614	1614	1752	0
Adj Flow Rate, veh/h	853	0	44				0	183	32	557	196	0
Peak Hour Factor	0.74	0.25	0.70				0.92	0.84	0.69	0.88	0.83	0.92
Percent Heavy Veh, %	10	10	10				0	10	10	10	10	0
Cap, veh/h	1024	0	455				0	929	374	664	2663	0
Arrive On Green	0.33	0.00	0.33				0.00	0.28	0.28	0.22	0.56	0.00
Sat Flow, veh/h	3073	0	1367				0	3416	1342	2981	4940	0
Grp Volume(v), veh/h	853	0	44				0	183	32	557	196	0
Grp Sat Flow(s),veh/h/ln	1537	0	1367				0	1664	1342	1491	1594	0
Q Serve(g_s), s	20.9	0.0	1.8				0.0	3.4	1.4	14.6	1.5	0.0
Cycle Q Clear(g_c), s	20.9	0.0	1.8				0.0	3.4	1.4	14.6	1.5	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1024	0	455				0	929	374	664	2663	0
V/C Ratio(X)	0.83	0.00	0.10				0.00	0.20	0.09	0.84	0.07	0.00
Avail Cap(c_a), veh/h	1711	0	761				0	929	374	894	2663	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.2	0.0	18.8				0.0	22.5	21.8	30.4	8.4	0.0
Incr Delay (d2), s/veh	1.9	0.0	0.1				0.0	0.5	0.4	5.4	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.0	0.5				0.0	1.3	0.5	5.2	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.0	0.0	18.9				0.0	22.9	22.2	35.7	8.4	0.0
LnGrp LOS	C		B					C	C	D	A	
Approach Vol, veh/h		897						215			753	
Approach Delay, s/veh		26.6						22.8			28.6	
Approach LOS		C						C			C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	22.7	27.3		31.7		50.0
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	24.5	16.5		45.5		45.5
Max Q Clear Time (g_c+I1), s	16.6	5.4		22.9		3.5
Green Ext Time (p_c), s	1.6	0.6		4.3		0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	27.0
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	186	0	96	0	0	0	0	341	96	298	238	0
Future Volume (vph)	186	0	96	0	0	0	0	341	96	298	238	0
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		280	0		0	0		75	215		0
Storage Lanes	0		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			
Flt Protected		0.950								0.950		
Satd. Flow (prot)	0	1641	1352	0	0	0	0	1727	1352	1511	1727	0
Flt Permitted		0.950								0.950		
Satd. Flow (perm)	0	1641	1352	0	0	0	0	1727	1352	1511	1727	0
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		325			418			564			616	
Travel Time (s)		4.0			5.2			7.0			7.6	
Peak Hour Factor	0.75	0.92	0.80	0.92	0.92	0.92	0.92	0.85	0.73	0.92	0.89	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	248	0	120	0	0	0	0	401	132	324	267	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	248	120	0	0	0	0	401	132	324	267	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.2%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	21.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	186	0	96	0	0	0	0	341	96	298	238	0
Future Vol, veh/h	186	0	96	0	0	0	0	341	96	298	238	0
Peak Hour Factor	0.75	0.92	0.80	0.92	0.92	0.92	0.92	0.85	0.73	0.92	0.89	0.92
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	248	0	120	0	0	0	0	401	132	324	267	0
Number of Lanes	0	1	1	0	0	0	0	1	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	17.8	25.8	20.7
HCM LOS	C	D	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	341	96	186	96	298	238
LT Vol	0	0	186	0	298	0
Through Vol	341	0	0	0	0	238
RT Vol	0	96	0	96	0	0
Lane Flow Rate	401	132	248	120	324	267
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.781	0.23	0.557	0.229	0.666	0.512
Departure Headway (Hd)	7.007	6.291	8.091	6.864	7.405	6.894
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	514	565	444	520	486	519
Service Time	4.801	4.084	5.881	4.653	5.2	4.688
HCM Lane V/C Ratio	0.78	0.234	0.559	0.231	0.667	0.514
HCM Control Delay, s/veh	30.7	11	20.7	11.7	23.9	16.8
HCM Lane LOS	D	B	C	B	C	C
HCM 95th-tile Q	7.1	0.9	3.3	0.9	4.8	2.9



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	36	25	3	157	128	21
Future Volume (vph)	36	25	3	157	128	21
Ideal Flow (vphpl)	1750	1750	1750	1900	1900	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.946				0.981	
Flt Protected	0.971			0.999		
Satd. Flow (prot)	1461	0	0	1726	1694	0
Flt Permitted	0.971			0.999		
Satd. Flow (perm)	1461	0	0	1726	1694	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	1886			660	2786	
Travel Time (s)	23.4			8.2	34.5	
Peak Hour Factor	0.75	0.78	0.75	0.55	0.67	0.66
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	48	32	4	285	191	32
Shared Lane Traffic (%)						
Lane Group Flow (vph)	80	0	0	289	223	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.00	1.00	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Yield	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	25	3	157	128	21
Future Vol, veh/h	36	25	3	157	128	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Yield	Yield	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	78	75	55	67	66
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	48	32	4	285	191	32

Major/Minor	Minor2			Major2	
Conflicting Flow All	191	191		-	0
Stage 1	191	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	6.5	6.3		-	-
Critical Hdwy Stg 1	5.5	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.59	3.39		-	-
Pot Cap-1 Maneuver	780	831		-	0
Stage 1	823	-		-	0
Stage 2	-	-		-	0
Platoon blocked, %				-	
Mov Cap-1 Maneuver	780	831		-	-
Mov Cap-2 Maneuver	780	-		-	-
Stage 1	823	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s/v	8.3	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	1172	-
HCM Lane V/C Ratio	0.068	-
HCM Control Delay (s/veh)	8.3	-
HCM Lane LOS	A	-
HCM 95th %tile Q(veh)	0.2	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	156	195	24	10	51	67
Future Volume (vph)	156	195	24	10	51	67
Ideal Flow (vphpl)	1750	1750	1750	1900	1900	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.925				0.923	
Flt Protected	0.978			0.966		
Satd. Flow (prot)	1439	0	0	1669	1594	0
Flt Permitted	0.978			0.966		
Satd. Flow (perm)	1439	0	0	1669	1594	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	998			1254	653	
Travel Time (s)	12.4			15.5	8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	170	212	26	11	55	73
Shared Lane Traffic (%)						
Lane Group Flow (vph)	382	0	0	37	128	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.00	1.00	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Yield	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.6%		ICU Level of Service A	
Analysis Period (min) 15			

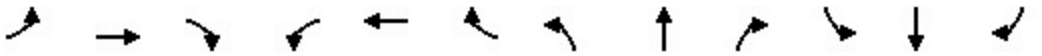
Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	156	195	24	10	51	67
Future Vol, veh/h	156	195	24	10	51	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Yield	Yield	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	170	212	26	11	55	73

Major/Minor	Minor2			Major2	
Conflicting Flow All	92	92		-	0
Stage 1	92	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	6.5	6.3		-	-
Critical Hdwy Stg 1	5.5	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.59	3.39		-	-
Pot Cap-1 Maneuver	889	944		-	-
Stage 1	912	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	889	944		-	-
Mov Cap-2 Maneuver	889	-		-	-
Stage 1	912	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s/v	11.67	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	919	-	-
HCM Lane V/C Ratio	0.415	-	-
HCM Control Delay (s/veh)	11.7	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	2.1	-	-

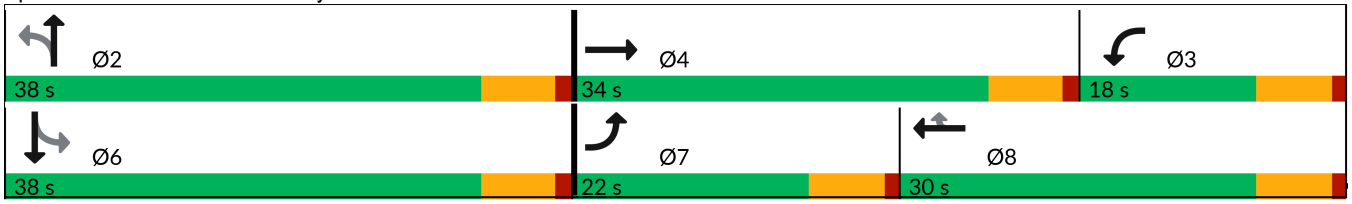


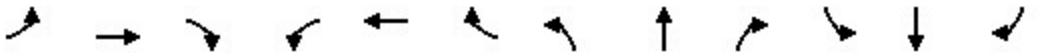
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	243	60	87	258	101	20	136	37	34	67	62
Future Volume (vph)	87	243	60	87	258	101	20	136	37	34	67	62
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	315		0	570		150	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99				0.96		1.00			0.99	
Frt		0.972				0.850		0.975			0.948	
Flt Protected	0.950			0.950				0.995			0.990	
Satd. Flow (prot)	1511	3169	0	1511	3282	1352	0	1670	0	0	1610	0
Flt Permitted	0.950			0.950				0.957			0.897	
Satd. Flow (perm)	1511	3169	0	1511	3282	1300	0	1606	0	0	1459	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33				131		14			38	
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		726			1305			2786			1444	
Travel Time (s)		9.0			16.2			34.5			17.9	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.77	0.78	0.82	0.77	0.84	0.77	0.77	0.77	0.79	0.77	0.77	0.77
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	113	312	73	113	307	131	26	177	47	44	87	81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	385	0	113	307	131	0	250	0	0	212	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	7	4		3	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	24.1		10.0	24.0	24.0	34.1	34.1		32.7	32.7	
Total Split (s)	22.0	34.0		18.0	30.0	30.0	38.0	38.0		38.0	38.0	
Total Split (%)	24.4%	37.8%		20.0%	33.3%	33.3%	42.2%	42.2%		42.2%	42.2%	
Maximum Green (s)	16.0	28.0		12.0	24.0	24.0	32.0	32.0		32.0	32.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		11.1			6.9	6.9	21.1	21.1		19.7	19.7	
Pedestrian Calls (#/hr)		5			5	5	5	5		5	5	
Act Effct Green (s)	10.7	13.4		10.4	13.0	13.0		32.8			32.8	
Actuated g/C Ratio	0.15	0.19		0.15	0.18	0.18		0.46			0.46	
v/c Ratio	0.50	0.62		0.52	0.52	0.38		0.34			0.31	
Control Delay (s/veh)	37.9	30.1		39.3	30.9	9.3		16.1			14.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay (s/veh)	37.9	30.1		39.3	30.9	9.3		16.1			14.2	
LOS	D	C		D	C	A		B			B	
Approach Delay (s/veh)		31.9			27.5			16.1			14.2	
Approach LOS		C			C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 71.7			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay (s/veh): 25.2		Intersection LOS: C	
Intersection Capacity Utilization 53.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: N Kelsey St & W Goshen Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	243	60	87	258	101	20	136	37	34	67	62
Future Volume (veh/h)	87	243	60	87	258	101	20	136	37	34	67	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	113	312	73	113	307	131	26	177	47	44	87	81
Peak Hour Factor	0.77	0.78	0.82	0.77	0.84	0.77	0.77	0.77	0.79	0.77	0.77	0.77
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	141	469	108	140	583	231	102	582	145	172	325	268
Arrive On Green	0.09	0.18	0.18	0.09	0.18	0.18	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1537	2665	612	1537	3328	1315	92	1240	308	231	692	571
Grp Volume(v), veh/h	113	193	192	113	307	131	250	0	0	212	0	0
Grp Sat Flow(s),veh/h/ln	1537	1664	1613	1537	1664	1315	1640	0	0	1494	0	0
Q Serve(g_s), s	4.9	7.4	7.6	4.9	5.7	6.2	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.9	7.4	7.6	4.9	5.7	6.2	6.3	0.0	0.0	5.4	0.0	0.0
Prop In Lane	1.00		0.38	1.00		1.00	0.10		0.19	0.21		0.38
Lane Grp Cap(c), veh/h	141	293	284	140	583	231	828	0	0	765	0	0
V/C Ratio(X)	0.80	0.66	0.68	0.81	0.53	0.57	0.30	0.00	0.00	0.28	0.00	0.00
Avail Cap(c_a), veh/h	361	683	662	270	1172	463	828	0	0	765	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	30.4	26.2	26.3	30.4	25.5	25.8	11.3	0.0	0.0	11.0	0.0	0.0
Incr Delay (d2), s/veh	10.2	2.5	2.8	10.6	0.7	2.2	0.9	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.7	2.7	2.0	2.0	1.8	2.0	0.0	0.0	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.6	28.7	29.1	41.0	26.3	28.0	12.2	0.0	0.0	11.9	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	B			B		
Approach Vol, veh/h		498			551			250			212	
Approach Delay, s/veh		31.6			29.7			12.2			11.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		38.0	12.2	18.0		38.0	12.2	18.0				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		32.0	12.0	28.0		32.0	16.0	24.0				
Max Q Clear Time (g_c+I1), s		8.3	6.9	9.6		7.4	6.9	8.2				
Green Ext Time (p_c), s		1.2	0.1	1.8		1.1	0.1	1.9				

Intersection Summary	
HCM 7th Control Delay, s/veh	24.9
HCM 7th LOS	C



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	278	56	72	429	23	34
Future Volume (vph)	278	56	72	429	23	34
Ideal Flow (vphpl)	1900	1750	1750	1900	1750	1750
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.975				0.919	
Flt Protected			0.950		0.980	
Satd. Flow (prot)	3200	0	1511	3282	1433	0
Flt Permitted			0.950		0.980	
Satd. Flow (perm)	3200	0	1511	3282	1433	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	1304			1338	1362	
Travel Time (s)	16.2			16.6	16.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	302	61	78	466	25	37
Shared Lane Traffic (%)						
Lane Group Flow (vph)	363	0	78	466	62	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.11	1.11	1.00	1.11	1.11
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	278	56	72	429	23	34
Future Vol, veh/h	278	56	72	429	23	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	302	61	78	466	25	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	363	0	722	182
Stage 1	-	-	-	-	333	-
Stage 2	-	-	-	-	390	-
Critical Hdwy	-	-	4.3	-	7	7.1
Critical Hdwy Stg 1	-	-	-	-	6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	2.3	-	3.6	3.4
Pot Cap-1 Maneuver	-	-	1137	-	345	805
Stage 1	-	-	-	-	675	-
Stage 2	-	-	-	-	631	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1137	-	321	805
Mov Cap-2 Maneuver	-	-	-	-	321	-
Stage 1	-	-	-	-	675	-
Stage 2	-	-	-	-	587	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.21	10.42
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	726	-	-	1137	-
HCM Lane V/C Ratio	0.085	-	-	0.069	-
HCM Control Delay (s/veh)	10.4	-	-	8.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	21	971	76	16	799	19	17	4	5	14	3	8
Future Volume (vph)	21	971	76	16	799	19	17	4	5	14	3	8
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	410		110	200		200	60		60	230		190
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor			0.96			0.96			0.98		0.99	0.98
Frt			0.850			0.850			0.850		0.910	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1511	3282	1352	1511	3282	1352	1511	1727	1352	1511	1477	1285
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1511	3282	1304	1511	3282	1304	1511	1727	1327	1511	1477	1261
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			128			128			128		6	128
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		1211			225			366			73	
Travel Time (s)		16.5			3.1			5.0			1.0	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.58	0.86	0.79	0.67	0.93	0.53	0.53	0.50	0.62	0.88	0.75	0.50
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	36	1129	96	24	859	36	32	8	8	16	4	16
Shared Lane Traffic (%)												39%
Lane Group Flow (vph)	36	1129	96	24	859	36	32	8	8	16	10	10
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.7	27.0	27.0	9.7	27.0	27.0	9.7	41.3	41.3	9.7	39.9	39.9
Total Split (s)	12.3	55.1	55.1	11.9	54.7	54.7	11.9	41.3	41.3	11.7	41.1	41.1
Total Split (%)	10.3%	45.9%	45.9%	9.9%	45.6%	45.6%	9.9%	34.4%	34.4%	9.8%	34.3%	34.3%
Maximum Green (s)	6.6	49.4	49.4	6.2	49.0	49.0	6.2	35.6	35.6	6.0	35.4	35.4
Yellow Time (s)	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
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	3.0
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		14.3	14.3		14.3	14.3		28.6	28.6		27.2	27.2
Pedestrian Calls (#/hr)		5	5		5	5		5	5		5	5
Act Effct Green (s)	6.6	67.2	67.2	6.2	62.9	62.9	6.3	12.4	12.4	6.0	10.2	10.2
Actuated g/C Ratio	0.08	0.79	0.79	0.07	0.74	0.74	0.07	0.15	0.15	0.07	0.12	0.12
v/c Ratio	0.31	0.43	0.09	0.22	0.35	0.04	0.29	0.03	0.03	0.15	0.06	0.04
Control Delay (s/veh)	51.5	12.6	1.9	49.8	11.9	0.1	51.4	30.3	0.2	49.1	24.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.5	12.6	1.9	49.8	11.9	0.1	51.4	30.3	0.2	49.1	24.3	0.2
LOS	D	B	A	D	B	A	D	C	A	D	C	A
Approach Delay (s/veh)		12.9			12.5			39.3			28.6	
Approach LOS		B			B			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 84.9			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay (s/veh): 13.5		Intersection LOS: B	
Intersection Capacity Utilization 51.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Neely Rd/W Hurley Ave & Plaza Dr





Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	21	971	76	16	799	19	17	4	5	14	3	8
Future Volume (veh/h)	21	971	76	16	799	19	17	4	5	14	3	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	36	1129	96	24	859	36	32	8	8	16	13	10
Peak Hour Factor	0.58	0.86	0.79	0.67	0.93	0.53	0.53	0.50	0.62	0.88	0.75	0.50
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	42	1994	799	34	1978	792	39	152	115	23	134	101
Arrive On Green	0.03	0.60	0.60	0.02	0.59	0.59	0.03	0.09	0.09	0.01	0.08	0.08
Sat Flow, veh/h	1537	3328	1333	1537	3328	1333	1537	1752	1321	1537	1752	1317
Grp Volume(v), veh/h	36	1129	96	24	859	36	32	8	8	16	13	10
Grp Sat Flow(s),veh/h/ln	1537	1664	1333	1537	1664	1333	1537	1752	1321	1537	1752	1317
Q Serve(g_s), s	1.9	17.0	1.6	1.3	11.6	0.6	1.7	0.3	0.4	0.9	0.6	0.5
Cycle Q Clear(g_c), s	1.9	17.0	1.6	1.3	11.6	0.6	1.7	0.3	0.4	0.9	0.6	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	42	1994	799	34	1978	792	39	152	115	23	134	101
V/C Ratio(X)	0.86	0.57	0.12	0.70	0.43	0.05	0.83	0.05	0.07	0.70	0.10	0.10
Avail Cap(c_a), veh/h	123	1994	799	116	1978	792	116	756	570	112	752	566
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	10.0	2.7	40.0	9.1	2.5	40.0	34.5	23.2	40.4	35.4	24.2
Incr Delay (d2), s/veh	36.2	1.2	0.3	22.4	0.7	0.1	33.4	0.1	0.3	32.0	0.3	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.9	0.6	0.7	3.4	0.2	1.0	0.1	0.1	0.5	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.2	11.2	3.0	62.4	9.8	2.6	73.5	34.7	23.4	72.4	35.7	24.6
LnGrp LOS	E	B	A	E	A	A	E	C	C	E	D	C
Approach Vol, veh/h		1261			919			48			39	
Approach Delay, s/veh		12.4			10.9			58.6			47.9	
Approach LOS		B			B			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	55.1	6.9	12.9	7.9	54.7	7.8	12.0
Change Period (Y+Rc), s	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Max Green Setting (Gmax), s	6.2	49.4	6.0	35.6	6.6	49.0	6.2	35.4
Max Q Clear Time (g_c+I1), s	3.3	19.0	2.9	2.4	3.9	13.6	3.7	2.6
Green Ext Time (p_c), s	0.0	9.0	0.0	0.0	0.0	6.2	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	13.4
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



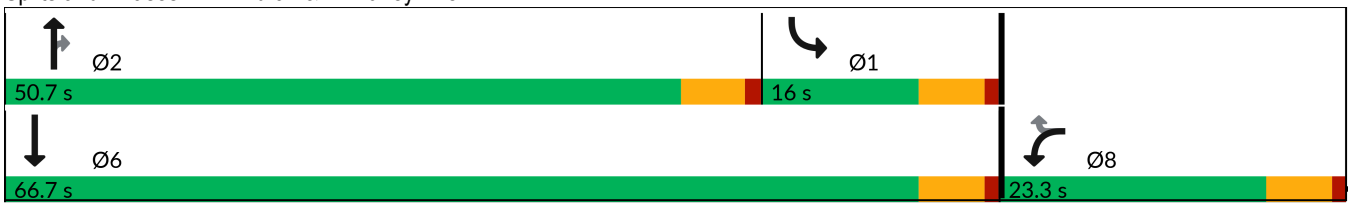
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	154	125	659	74	126	562
Future Volume (vph)	154	125	659	74	126	562
Ideal Flow (vphpl)	1750	1750	1900	1750	1750	1900
Storage Length (ft)	300	300		295	250	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.97	1.00	
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1511	1352	1727	1352	1511	1727
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1511	1352	1727	1310	1506	1727
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		156		93		
Link Speed (mph)	45		45			45
Link Distance (ft)	1104		2371			1360
Travel Time (s)	16.7		35.9			20.6
Confl. Peds. (#/hr)				5	5	
Confl. Bikes (#/hr)				2		
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	193	156	824	93	158	703
Shared Lane Traffic (%)						
Lane Group Flow (vph)	193	156	824	93	158	703
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.00	1.11	1.11	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.3	23.3	27.0	27.0	9.3	23.3
Total Split (s)	23.3	23.3	50.7	50.7	16.0	66.7
Total Split (%)	25.9%	25.9%	56.3%	56.3%	17.8%	74.1%
Maximum Green (s)	18.0	18.0	45.4	45.4	10.7	61.4
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag			Lead	Lead	Lag	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	Max
Walk Time (s)			7.0	7.0		
Flash Don't Walk (s)			14.7	14.7		
Pedestrian Calls (#/hr)			5	5		
Act Effct Green (s)	15.0	15.0	45.5	45.5	10.7	61.5
Actuated g/C Ratio	0.17	0.17	0.52	0.52	0.12	0.71
v/c Ratio	0.74	0.43	0.91	0.13	0.85	0.58
Control Delay (s/veh)	51.9	9.4	36.8	3.1	77.2	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.9	9.4	36.8	3.1	77.2	9.2
LOS	D	A	D	A	E	A
Approach Delay (s/veh)	32.9		33.4			21.7
Approach LOS	C		C			C

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 87.1			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay (s/veh): 28.6		Intersection LOS: C	
Intersection Capacity Utilization 64.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: Rd 92 & W Hurley Ave

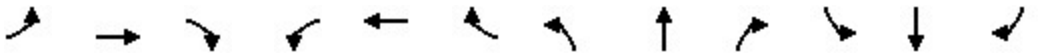




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	154	125	659	74	126	562
Future Volume (veh/h)	154	125	659	74	126	562
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		0.97	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1614	1614	1752	1614	1614	1752
Adj Flow Rate, veh/h	192	156	824	92	158	702
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	232	207	938	713	194	1268
Arrive On Green	0.15	0.15	0.54	0.54	0.13	0.72
Sat Flow, veh/h	1537	1367	1752	1332	1537	1752
Grp Volume(v), veh/h	192	156	824	92	158	702
Grp Sat Flow(s),veh/h/ln	1537	1367	1752	1332	1537	1752
Q Serve(g_s), s	10.3	9.3	35.0	2.9	8.5	15.7
Cycle Q Clear(g_c), s	10.3	9.3	35.0	2.9	8.5	15.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	232	207	938	713	194	1268
V/C Ratio(X)	0.83	0.75	0.88	0.13	0.82	0.55
Avail Cap(c_a), veh/h	326	290	938	713	194	1268
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	34.9	34.5	17.3	9.8	36.1	5.4
Incr Delay (d2), s/veh	11.4	6.9	11.5	0.4	22.8	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	3.3	14.5	0.8	4.2	4.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	46.4	41.4	28.8	10.2	58.9	7.1
LnGrp LOS	D	D	C	B	E	A
Approach Vol, veh/h	348		916			860
Approach Delay, s/veh	44.1		26.9			16.7
Approach LOS	D		C			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	16.0	50.7				66.7	18.1
Change Period (Y+Rc), s	5.3	5.3				5.3	5.3
Max Green Setting (Gmax), s	10.7	45.4				61.4	18.0
Max Q Clear Time (g_c+I1), s	10.5	37.0				17.7	12.3
Green Ext Time (p_c), s	0.0	3.6				5.1	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	25.6
HCM 7th LOS	C

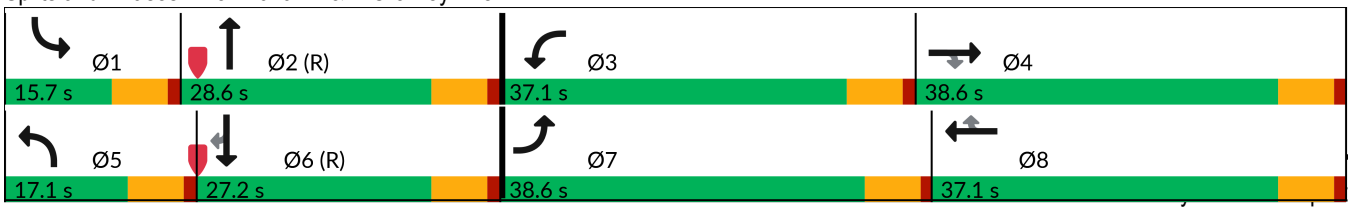


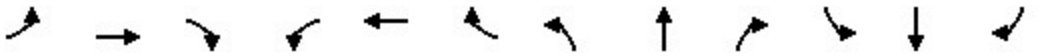
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	8	112	185	23	45	132	990	368	78	709	46
Future Volume (vph)	43	8	112	185	23	45	132	990	368	78	709	46
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	265		0	310		0	385		0	320		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor			0.98			0.98		0.99				0.96
Frt			0.850			0.850		0.959				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1511	1727	1352	1511	1727	1352	1511	4480	0	1511	4715	1352
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1511	1727	1329	1511	1727	1329	1511	4480	0	1511	4715	1305
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			136			136		69				136
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1062			630			650			1211	
Travel Time (s)		13.2			7.8			8.1			15.0	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	47	9	122	201	25	49	143	1076	400	85	771	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	9	122	201	25	49	143	1476	0	85	771	50
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	2		1	2	1
Detector Template	Left					Right		Thru		Left	Thru	Right
Leading Detector (ft)	20	50	50	50	50	20	50	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	50	50	50	50	20	50	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94			94	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)								0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	55.6	55.6	55.6	54.1	54.1	54.1	34.1	34.1		32.7	32.7	32.7
Total Split (s)	38.6	38.6	38.6	37.1	37.1	37.1	17.1	28.6		15.7	27.2	27.2
Total Split (%)	32.2%	32.2%	32.2%	30.9%	30.9%	30.9%	14.3%	23.8%		13.1%	22.7%	22.7%
Maximum Green (s)	32.6	32.6	32.6	31.1	31.1	31.1	11.1	22.6		9.7	21.2	21.2
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
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
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	7.0
Flash Don't Walk (s)		42.6	42.6		41.1	41.1		21.1			19.7	19.7
Pedestrian Calls (#/hr)		5	5		5	5		5			5	5
Act Effct Green (s)	9.1	11.8	11.8	21.2	26.2	26.2	17.7	52.0		11.0	45.3	45.3
Actuated g/C Ratio	0.08	0.10	0.10	0.18	0.22	0.22	0.15	0.43		0.09	0.38	0.38
v/c Ratio	0.41	0.05	0.48	0.76	0.07	0.12	0.64	0.75		0.62	0.43	0.09
Control Delay (s/veh)	62.5	42.3	11.4	63.9	33.4	0.6	61.2	26.9		71.6	31.6	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	62.5	42.3	11.4	63.9	33.4	0.6	61.2	26.9		71.6	31.6	0.3
LOS	E	D	B	E	C	A	E	C		E	C	A
Approach Delay (s/veh)		26.4			49.8			29.9			33.6	
Approach LOS		C			D			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 17.1 (14%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 180			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 32.7		Intersection LOS: C	
Intersection Capacity Utilization 68.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 5: Plaza Dr & E Crowley Ave





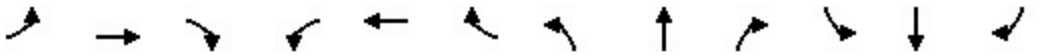
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	8	112	185	23	45	132	990	368	78	709	46
Future Volume (veh/h)	43	8	112	185	23	45	132	990	368	78	709	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	47	9	122	201	25	49	143	1076	400	85	771	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	58	233	177	229	428	328	142	1534	570	103	2034	566
Arrive On Green	0.04	0.13	0.13	0.15	0.24	0.24	0.09	0.45	0.45	0.07	0.43	0.43
Sat Flow, veh/h	1537	1752	1331	1537	1752	1340	1537	3405	1266	1537	4782	1330
Grp Volume(v), veh/h	47	9	122	201	25	49	143	1008	468	85	771	50
Grp Sat Flow(s),veh/h/ln	1537	1752	1331	1537	1752	1340	1537	1594	1482	1537	1594	1330
Q Serve(g_s), s	3.6	0.5	10.5	15.4	1.3	3.4	11.1	30.5	30.5	6.6	13.3	2.7
Cycle Q Clear(g_c), s	3.6	0.5	10.5	15.4	1.3	3.4	11.1	30.5	30.5	6.6	13.3	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.85	1.00		1.00
Lane Grp Cap(c), veh/h	58	233	177	229	428	328	142	1437	668	103	2034	566
V/C Ratio(X)	0.81	0.04	0.69	0.88	0.06	0.15	1.01	0.70	0.70	0.82	0.38	0.09
Avail Cap(c_a), veh/h	417	476	362	398	454	347	142	1437	668	124	2034	566
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	0.95	0.95	0.95
Uniform Delay (d), s/veh	57.3	45.3	49.6	50.0	34.7	35.6	54.4	26.5	26.5	55.3	23.6	20.6
Incr Delay (d2), s/veh	22.6	0.1	4.7	10.6	0.1	0.2	77.1	2.9	6.1	28.6	0.5	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.2	3.6	6.3	0.5	1.1	7.2	11.1	10.9	3.3	4.7	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.9	45.4	54.3	60.6	34.8	35.8	131.5	29.4	32.5	83.9	24.1	20.9
LnGrp LOS	E	D	D	E	C	D	F	C	C	F	C	C
Approach Vol, veh/h		178			275			1619			906	
Approach Delay, s/veh		60.6			53.8			39.3			29.6	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.1	60.1	23.9	22.0	17.1	57.0	10.5	35.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.7	22.6	31.1	32.6	11.1	21.2	32.6	31.1
Max Q Clear Time (g_c+I1), s	8.6	32.5	17.4	12.5	13.1	15.3	5.6	5.4
Green Ext Time (p_c), s	0.0	0.0	0.5	0.4	0.0	2.4	0.1	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	39.0
HCM 7th LOS	D

Notes

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

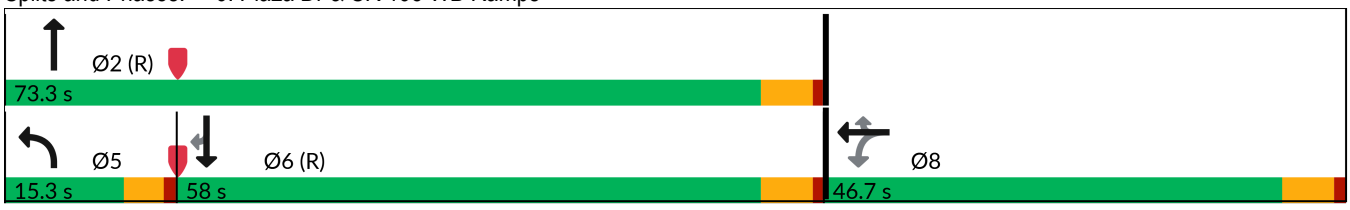


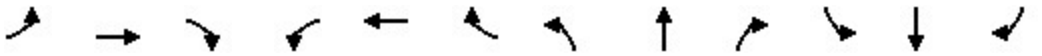
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	50	2	672	36	786	0	0	622	392
Future Volume (vph)	0	0	0	50	2	672	36	786	0	0	622	392
Ideal Flow (vphpl)	1900	1900	1900	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		0	250		250	220		0	0		530
Storage Lanes	0		0	0		2	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor							0.99					0.97
Frt						0.850						0.850
Flt Protected					0.956		0.950					
Satd. Flow (prot)	0	0	0	0	1651	2380	1511	4715	0	0	4715	1352
Flt Permitted					0.956		0.950					
Satd. Flow (perm)	0	0	0	0	1651	2380	1504	4715	0	0	4715	1305
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						146						456
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		238			262			552			426	
Travel Time (s)		3.2			3.6			7.5			5.8	
Confl. Peds. (#/hr)							5					5
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.92	0.92	0.92	0.60	0.25	0.90	0.69	0.72	0.92	0.92	0.90	0.86
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	83	8	747	52	1092	0	0	691	456
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	91	747	52	1092	0	0	691	456
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	1	1	1			1	1
Detector Template												
Leading Detector (ft)				50	50	50	50	50			50	50
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				50	50	50	50	50			50	50
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Detector Phase				8	8	8	5	2			6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Minimum Split (s)				23.7	23.7	23.7	8.5	28.4			28.4	28.4
Total Split (s)				46.7	46.7	46.7	15.3	73.3			58.0	58.0
Total Split (%)				38.9%	38.9%	38.9%	12.8%	61.1%			48.3%	48.3%
Maximum Green (s)				41.0	41.0	41.0	10.8	67.6			52.3	52.3
Yellow Time (s)				4.7	4.7	4.7	3.5	4.7			4.7	4.7
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					5.7	5.7	4.5	5.7			5.7	5.7
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)								7.0			7.0	7.0
Flash Don't Walk (s)								15.7			15.7	15.7
Pedestrian Calls (#/hr)								5			5	5
Act Effct Green (s)					36.6	36.6	8.9	72.0			60.6	60.6
Actuated g/C Ratio					0.31	0.31	0.07	0.60			0.51	0.51
v/c Ratio					0.18	0.90	0.47	0.39			0.29	0.52
Control Delay (s/veh)					30.2	46.7	66.3	13.6			11.6	9.9
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)					30.2	46.7	66.3	13.6			11.6	9.9
LOS					C	D	E	B			B	A
Approach Delay (s/veh)					44.9			16.0			10.9	
Approach LOS					D			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 21.9		Intersection LOS: C	
Intersection Capacity Utilization 62.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 6: Plaza Dr & SR 198 WB Ramps

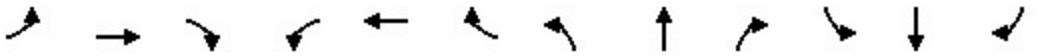




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	50	2	672	36	786	0	0	622	392
Future Volume (veh/h)	0	0	0	50	2	672	36	786	0	0	622	392
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1614	1752	1614	1614	1752	0	0	1752	1614
Adj Flow Rate, veh/h				83	8	747	52	1092	0	0	691	456
Peak Hour Factor				0.60	0.25	0.90	0.69	0.72	0.92	0.92	0.90	0.86
Percent Heavy Veh, %				10	10	10	10	10	0	0	10	10
Cap, veh/h				502	48	791	64	2756	0	0	2378	662
Arrive On Green				0.33	0.33	0.33	0.04	0.58	0.00	0.00	0.50	0.50
Sat Flow, veh/h				1528	147	2407	1537	4940	0	0	4940	1331
Grp Volume(v), veh/h				91	0	747	52	1092	0	0	691	456
Grp Sat Flow(s),veh/h/ln				1675	0	1203	1537	1594	0	0	1594	1331
Q Serve(g_s), s				4.6	0.0	36.3	4.0	15.0	0.0	0.0	10.2	31.4
Cycle Q Clear(g_c), s				4.6	0.0	36.3	4.0	15.0	0.0	0.0	10.2	31.4
Prop In Lane				0.91		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				551	0	791	64	2756	0	0	2378	662
V/C Ratio(X)				0.17	0.00	0.94	0.81	0.40	0.00	0.00	0.29	0.69
Avail Cap(c_a), veh/h				572	0	822	138	2756	0	0	2378	662
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.77	0.77	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				28.6	0.0	39.2	57.0	14.0	0.0	0.0	17.7	23.1
Incr Delay (d2), s/veh				0.1	0.0	18.9	17.0	0.3	0.0	0.0	0.3	5.8
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.8	0.0	12.1	1.8	5.0	0.0	0.0	3.6	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				28.7	0.0	58.1	74.0	14.3	0.0	0.0	18.0	28.9
LnGrp LOS				C		E	E	B			B	C
Approach Vol, veh/h					838			1144			1147	
Approach Delay, s/veh					54.9			17.0			22.3	
Approach LOS					D			B			C	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	74.9		9.5	65.4		45.1						
Change Period (Y+Rc), s	5.7		4.5	5.7		5.7						
Max Green Setting (Gmax), s	67.6		10.8	52.3		41.0						
Max Q Clear Time (g_c+I1), s	17.0		6.0	33.4		38.3						
Green Ext Time (p_c), s	5.8		0.0	5.2		1.2						

Intersection Summary		
HCM 7th Control Delay, s/veh	29.1	
HCM 7th LOS	C	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	50	2	326	135	423	0	0	496	241
Future Volume (vph)	0	0	0	50	2	326	135	423	0	0	496	241
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		0	0		465	245		0	0		145
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850						0.850
Flt Protected					0.955		0.950					
Satd. Flow (prot)	0	0	0	0	1650	1352	1511	1727	0	0	1727	1352
Flt Permitted					0.955		0.950					
Satd. Flow (perm)	0	0	0	0	1650	1352	1511	1727	0	0	1727	1352
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		431			435			616			2371	
Travel Time (s)		5.3			5.4			7.6			29.4	
Peak Hour Factor	0.92	0.92	0.92	0.78	0.50	0.79	0.89	0.84	0.92	0.92	0.87	0.80
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	64	4	413	152	504	0	0	570	301
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	68	413	152	504	0	0	570	301
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

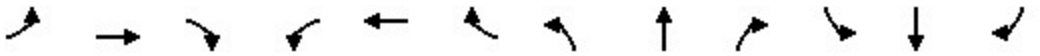
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.0%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	74.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	50	2	326	135	423	0	0	496	241
Future Vol, veh/h	0	0	0	50	2	326	135	423	0	0	496	241
Peak Hour Factor	0.92	0.92	0.92	0.78	0.50	0.79	0.89	0.84	0.92	0.92	0.87	0.80
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	0	0	0	64	4	413	152	504	0	0	570	301
Number of Lanes	0	0	0	0	1	1	1	1	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay, s/veh	37	75	95.7
HCM LOS	E	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	96%	0%	0%	0%
Vol Thru, %	0%	100%	4%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	135	423	52	326	496	241
LT Vol	135	0	50	0	0	0
Through Vol	0	423	2	0	496	0
RT Vol	0	0	0	326	0	241
Lane Flow Rate	152	504	68	413	570	301
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.346	1.077	0.163	0.85	1.204	0.577
Departure Headway (Hd)	8.562	8.044	9.019	7.798	7.855	7.131
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	423	453	400	466	467	509
Service Time	6.262	5.744	6.719	5.498	5.555	4.831
HCM Lane V/C Ratio	0.359	1.113	0.17	0.886	1.221	0.591
HCM Control Delay, s/veh	15.7	92.9	13.5	40.9	136.2	19.1
HCM Lane LOS	C	F	B	E	F	C
HCM 95th-tile Q	1.5	15.8	0.6	8.6	21.4	3.6

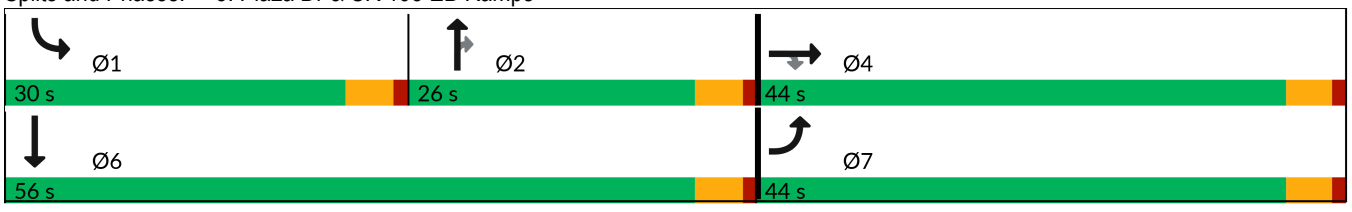


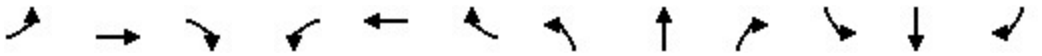
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	629	1	31	0	0	0	0	154	22	502	163	0
Future Volume (vph)	629	1	31	0	0	0	0	154	22	502	163	0
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	245		245	0		0	0		120	295		0
Storage Lanes	1		1	0		0	0		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	1.00
Ped Bike Factor									0.98			
Frt			0.850						0.850			
Flt Protected	0.950	0.953								0.950		
Satd. Flow (prot)	1436	1564	1352	0	0	0	0	3282	1352	2932	4715	0
Flt Permitted	0.950	0.953								0.950		
Satd. Flow (perm)	1436	1564	1352	0	0	0	0	3282	1324	2932	4715	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			65						65			
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		254			252			518			552	
Travel Time (s)		3.5			3.4			7.1			7.5	
Confl. Peds. (#/hr)									5			5
Confl. Bikes (#/hr)									2			2
Peak Hour Factor	0.74	0.25	0.70	0.92	0.92	0.92	0.92	0.84	0.69	0.88	0.83	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	850	4	44	0	0	0	0	183	32	570	196	0
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	425	429	44	0	0	0	0	183	32	570	196	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1					1	1	1	1	
Detector Template												
Leading Detector (ft)	50	50	50					50	50	50	50	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	50	50	50					50	50	50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Turn Type	Prot	NA	Perm					NA	Perm	Prot	NA	
Protected Phases	7	4						2		1	6	
Permitted Phases			4						2			
Detector Phase	7	4	4					2	2	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)	8.5	22.5	22.5					25.8	25.8	8.5	22.9	
Total Split (s)	44.0	44.0	44.0					26.0	26.0	30.0	56.0	
Total Split (%)	44.0%	44.0%	44.0%					26.0%	26.0%	30.0%	56.0%	
Maximum Green (s)	39.5	39.5	39.5					21.5	21.5	25.5	51.5	
Yellow Time (s)	3.5	3.5	3.5					3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0					1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5					4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Recall Mode	None	None	None					Max	Max	None	Max	
Walk Time (s)								7.0	7.0		7.0	
Flash Don't Walk (s)								14.3	14.3		11.4	
Pedestrian Calls (#/hr)								5	5		5	
Act Effct Green (s)	39.5	39.5	39.5					23.8	23.8	23.2	51.5	
Actuated g/C Ratio	0.40	0.40	0.40					0.24	0.24	0.23	0.52	
v/c Ratio	0.75	0.70	0.08					0.23	0.09	0.84	0.08	
Control Delay (s/veh)	35.9	32.4	2.7					32.6	2.5	48.5	12.4	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	35.9	32.4	2.7					32.6	2.5	48.5	12.4	
LOS	D	C	A					C	A	D	B	
Approach Delay (s/veh)		32.6						28.1			39.2	
Approach LOS		C						C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay (s/veh): 34.8		Intersection LOS: C	
Intersection Capacity Utilization 62.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 8: Plaza Dr & SR 198 EB Ramps





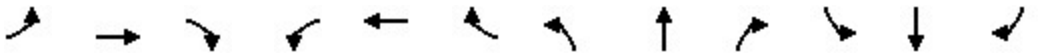
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	629	1	31	0	0	0	0	154	22	502	163	0
Future Volume (veh/h)	629	1	31	0	0	0	0	154	22	502	163	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614				0	1752	1614	1614	1752	0
Adj Flow Rate, veh/h	853	0	44				0	183	32	570	196	0
Peak Hour Factor	0.74	0.25	0.70				0.92	0.84	0.69	0.88	0.83	0.92
Percent Heavy Veh, %	10	10	10				0	10	10	10	10	0
Cap, veh/h	994	0	442				0	1006	406	665	2754	0
Arrive On Green	0.32	0.00	0.32				0.00	0.30	0.30	0.22	0.58	0.00
Sat Flow, veh/h	3073	0	1367				0	3416	1342	2981	4940	0
Grp Volume(v), veh/h	853	0	44				0	183	32	570	196	0
Grp Sat Flow(s),veh/h/ln	1537	0	1367				0	1664	1342	1491	1594	0
Q Serve(g_s), s	23.2	0.0	2.0				0.0	3.6	1.5	16.4	1.6	0.0
Cycle Q Clear(g_c), s	23.2	0.0	2.0				0.0	3.6	1.5	16.4	1.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	994	0	442				0	1006	406	665	2754	0
V/C Ratio(X)	0.86	0.00	0.10				0.00	0.18	0.08	0.86	0.07	0.00
Avail Cap(c_a), veh/h	1357	0	604				0	1006	406	850	2754	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	28.3	0.0	21.1				0.0	23.0	22.3	33.4	8.4	0.0
Incr Delay (d2), s/veh	4.3	0.0	0.1				0.0	0.4	0.4	7.1	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	0.6				0.0	1.4	0.5	6.1	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.6	0.0	21.2				0.0	23.4	22.7	40.4	8.4	0.0
LnGrp LOS	C		C					C	C	D	A	
Approach Vol, veh/h		897						215			766	
Approach Delay, s/veh		32.0						23.3			32.2	
Approach LOS		C						C			C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	24.5	31.5		33.4		56.0
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	25.5	21.5		39.5		51.5
Max Q Clear Time (g_c+I1), s	18.4	5.6		25.2		3.6
Green Ext Time (p_c), s	1.5	0.7		3.7		0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	31.1
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	186	0	96	0	0	0	0	341	96	311	238	0
Future Volume (vph)	186	0	96	0	0	0	0	341	96	311	238	0
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		280	0		0	0		75	215		0
Storage Lanes	0		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			
Flt Protected		0.950								0.950		
Satd. Flow (prot)	0	1641	1352	0	0	0	0	1727	1352	1511	1727	0
Flt Permitted		0.950								0.950		
Satd. Flow (perm)	0	1641	1352	0	0	0	0	1727	1352	1511	1727	0
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		325			418			564			616	
Travel Time (s)		4.0			5.2			7.0			7.6	
Peak Hour Factor	0.75	0.92	0.80	0.92	0.92	0.92	0.92	0.85	0.73	0.92	0.89	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	248	0	120	0	0	0	0	401	132	338	267	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	248	120	0	0	0	0	401	132	338	267	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.0%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	22.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	186	0	96	0	0	0	0	341	96	311	238	0
Future Vol, veh/h	186	0	96	0	0	0	0	341	96	311	238	0
Peak Hour Factor	0.75	0.92	0.80	0.92	0.92	0.92	0.92	0.85	0.73	0.92	0.89	0.92
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	248	0	120	0	0	0	0	401	132	338	267	0
Number of Lanes	0	1	1	0	0	0	0	1	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	17.9	26.1	21.8
HCM LOS	C	D	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	341	96	186	96	311	238
LT Vol	0	0	186	0	311	0
Through Vol	341	0	0	0	0	238
RT Vol	0	96	0	96	0	0
Lane Flow Rate	401	132	248	120	338	267
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.784	0.231	0.56	0.23	0.696	0.513
Departure Headway (Hd)	7.036	6.319	8.122	6.895	7.414	6.903
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	509	563	441	517	483	519
Service Time	4.833	4.116	5.912	4.684	5.211	4.699
HCM Lane V/C Ratio	0.788	0.234	0.562	0.232	0.7	0.514
HCM Control Delay, s/veh	31.1	11	20.9	11.8	25.7	16.8
HCM Lane LOS	D	B	C	B	D	C
HCM 95th-tile Q	7.1	0.9	3.4	0.9	5.3	2.9



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	36	25	3	185	185	21
Future Volume (vph)	36	25	3	185	185	21
Ideal Flow (vphpl)	1750	1750	1750	1900	1900	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.946				0.986	
Flt Protected	0.971			0.999		
Satd. Flow (prot)	1461	0	0	1726	1703	0
Flt Permitted	0.971			0.999		
Satd. Flow (perm)	1461	0	0	1726	1703	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	1886			660	2786	
Travel Time (s)	23.4			8.2	34.5	
Peak Hour Factor	0.75	0.78	0.75	0.55	0.67	0.66
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	48	32	4	336	276	32
Shared Lane Traffic (%)						
Lane Group Flow (vph)	80	0	0	340	308	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.00	1.00	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Yield	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	25	3	185	185	21
Future Vol, veh/h	36	25	3	185	185	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Yield	Yield	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	78	75	55	67	66
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	48	32	4	336	276	32

Major/Minor	Minor2			Major2	
Conflicting Flow All	276	276		-	0
Stage 1	276	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	6.5	6.3		-	-
Critical Hdwy Stg 1	5.5	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.59	3.39		-	-
Pot Cap-1 Maneuver	697	744		-	0
Stage 1	752	-		-	0
Stage 2	-	-		-	0
Platoon blocked, %				-	
Mov Cap-1 Maneuver	697	744		-	-
Mov Cap-2 Maneuver	697	-		-	-
Stage 1	752	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s/v	8.72	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	1047	-
HCM Lane V/C Ratio	0.076	-
HCM Control Delay (s/veh)	8.7	-
HCM Lane LOS	A	-
HCM 95th %tile Q(veh)	0.2	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	46	0	0	15	33	95
Future Volume (vph)	46	0	0	15	33	95
Ideal Flow (vphpl)	1750	1750	1750	1900	1900	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.900	
Flt Protected	0.950					
Satd. Flow (prot)	1511	0	0	1727	1555	0
Flt Permitted	0.950					
Satd. Flow (perm)	1511	0	0	1727	1555	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	1170			1423	1345	
Travel Time (s)	14.5			17.6	16.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	50	0	0	16	36	103
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	0	0	16	139	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.00	1.00	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 17.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	0	0	15	33	95
Future Vol, veh/h	46	0	0	15	33	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	50	0	0	16	36	103

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	104	88	139	0	-	0
Stage 1	88	-	-	-	-	-
Stage 2	16	-	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	875	949	1397	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	875	949	1397	-	-	-
Mov Cap-2 Maneuver	875	-	-	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	986	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.36	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1397	-	875	-	-
HCM Lane V/C Ratio	-	-	0.057	-	-
HCM Ctrl Dly (s/v)	0	-	9.4	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	156	195	24	10	51	67
Future Volume (vph)	156	195	24	10	51	67
Ideal Flow (vphpl)	1750	1750	1750	1900	1900	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.925				0.923	
Flt Protected	0.978			0.966		
Satd. Flow (prot)	1439	0	0	1669	1594	0
Flt Permitted	0.978			0.966		
Satd. Flow (perm)	1439	0	0	1669	1594	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	998			1254	653	
Travel Time (s)	12.4			15.5	8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	170	212	26	11	55	73
Shared Lane Traffic (%)						
Lane Group Flow (vph)	382	0	0	37	128	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.00	1.00	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Yield	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.6%		ICU Level of Service A	
Analysis Period (min) 15			

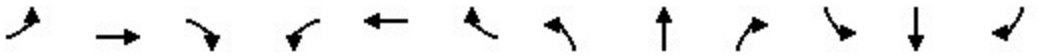
Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	156	195	24	10	51	67
Future Vol, veh/h	156	195	24	10	51	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Yield	Yield	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	170	212	26	11	55	73

Major/Minor	Minor2			Major2	
Conflicting Flow All	92	92		-	0
Stage 1	92	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	6.5	6.3		-	-
Critical Hdwy Stg 1	5.5	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.59	3.39		-	-
Pot Cap-1 Maneuver	889	944		-	-
Stage 1	912	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	889	944		-	-
Mov Cap-2 Maneuver	889	-		-	-
Stage 1	912	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s/v	11.67	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	919	-	-
HCM Lane V/C Ratio	0.415	-	-
HCM Control Delay (s/veh)	11.7	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	2.1	-	-

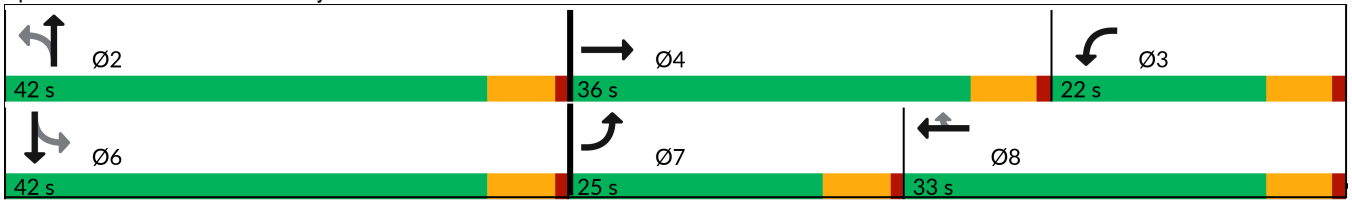


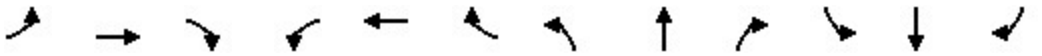
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	200	33	58	240	102	7	138	22	35	68	63
Future Volume (vph)	87	200	33	58	240	102	7	138	22	35	68	63
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	315		0	570		150	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99				0.96		1.00			0.99	
Frt		0.979				0.850		0.982			0.949	
Flt Protected	0.950			0.950				0.998			0.990	
Satd. Flow (prot)	1511	3196	0	1511	3282	1352	0	1689	0	0	1611	0
Flt Permitted	0.950			0.950				0.988			0.915	
Satd. Flow (perm)	1511	3196	0	1511	3282	1298	0	1672	0	0	1489	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19				111		9			34	
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		726			1305			2786			1444	
Travel Time (s)		9.0			16.2			34.5			17.9	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	95	217	36	63	261	111	8	150	24	38	74	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	253	0	63	261	111	0	182	0	0	180	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	7	4		3	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	24.1		10.0	24.0	24.0	34.1	34.1		32.7	32.7	
Total Split (s)	25.0	36.0		22.0	33.0	33.0	42.0	42.0		42.0	42.0	
Total Split (%)	25.0%	36.0%		22.0%	33.0%	33.0%	42.0%	42.0%		42.0%	42.0%	
Maximum Green (s)	19.0	30.0		16.0	27.0	27.0	36.0	36.0		36.0	36.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		11.1			6.9	6.9	21.1	21.1		19.7	19.7	
Pedestrian Calls (#/hr)		5			5	5	5	5		5	5	
Act Effct Green (s)	10.0	14.5		9.3	11.3	11.3		36.7			36.7	
Actuated g/C Ratio	0.14	0.20		0.13	0.15	0.15		0.50			0.50	
v/c Ratio	0.46	0.39		0.33	0.52	0.38		0.22			0.24	
Control Delay (s/veh)	38.5	27.0		35.8	33.4	10.6		13.1			11.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay (s/veh)	38.5	27.0		35.8	33.4	10.6		13.1			11.7	
LOS	D	C		D	C	B		B			B	
Approach Delay (s/veh)		30.1			28.0			13.1			11.7	
Approach LOS		C			C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 73.2			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay (s/veh): 23.7		Intersection LOS: C	
Intersection Capacity Utilization 51.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: N Kelsey St & W Goshen Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	200	33	58	240	102	7	138	22	35	68	63
Future Volume (veh/h)	87	200	33	58	240	102	7	138	22	35	68	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		0.96	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	95	217	36	63	261	111	8	150	24	38	74	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	118	377	61	129	464	182	67	756	117	192	360	297
Arrive On Green	0.08	0.13	0.13	0.08	0.14	0.14	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	1537	2845	463	1537	3328	1309	24	1447	224	247	689	568
Grp Volume(v), veh/h	95	125	128	63	261	111	182	0	0	180	0	0
Grp Sat Flow(s),veh/h/ln	1537	1664	1643	1537	1664	1309	1695	0	0	1504	0	0
Q Serve(g_s), s	4.2	4.9	5.0	2.7	5.0	5.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.2	4.9	5.0	2.7	5.0	5.5	3.9	0.0	0.0	4.1	0.0	0.0
Prop In Lane	1.00		0.28	1.00		1.00	0.04		0.13	0.21		0.38
Lane Grp Cap(c), veh/h	118	220	218	129	464	182	940	0	0	849	0	0
V/C Ratio(X)	0.80	0.57	0.59	0.49	0.56	0.61	0.19	0.00	0.00	0.21	0.00	0.00
Avail Cap(c_a), veh/h	424	725	715	357	1304	513	940	0	0	849	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	31.3	28.0	28.1	30.1	27.7	27.9	8.8	0.0	0.0	8.8	0.0	0.0
Incr Delay (d2), s/veh	11.8	2.3	2.5	2.8	1.1	3.3	0.5	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.8	1.9	1.0	1.8	1.7	1.2	0.0	0.0	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.1	30.3	30.6	33.0	28.8	31.2	9.3	0.0	0.0	9.4	0.0	0.0
LnGrp LOS	D	C	C	C	C	C	A			A		
Approach Vol, veh/h		348			435			182			180	
Approach Delay, s/veh		33.9			30.0			9.3			9.4	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		42.0	11.8	15.1		42.0	11.3	15.6				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		36.0	16.0	30.0		36.0	19.0	27.0				
Max Q Clear Time (g_c+I1), s		5.9	4.7	7.0		6.1	6.2	7.5				
Green Ext Time (p_c), s		0.9	0.1	1.2		0.9	0.1	1.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	24.7
HCM 7th LOS	C



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	267	12	21	407	2	9
Future Volume (vph)	267	12	21	407	2	9
Ideal Flow (vphpl)	1900	1750	1750	1900	1750	1750
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.994				0.887	
Flt Protected			0.950		0.992	
Satd. Flow (prot)	3262	0	1511	3282	1400	0
Flt Permitted			0.950		0.992	
Satd. Flow (perm)	3262	0	1511	3282	1400	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	1304			1338	1362	
Travel Time (s)	16.2			16.6	16.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	290	13	23	442	2	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	303	0	23	442	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.11	1.11	1.00	1.11	1.11
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	267	12	21	407	2	9
Future Vol, veh/h	267	12	21	407	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	290	13	23	442	2	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	303	0	564	152
Stage 1	-	-	-	-	297	-
Stage 2	-	-	-	-	267	-
Critical Hdwy	-	-	4.3	-	7	7.1
Critical Hdwy Stg 1	-	-	-	-	6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	2.3	-	3.6	3.4
Pot Cap-1 Maneuver	-	-	1199	-	437	843
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	730	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1199	-	429	843
Mov Cap-2 Maneuver	-	-	-	-	429	-
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	716	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.4	8.7
HCM LOS			A

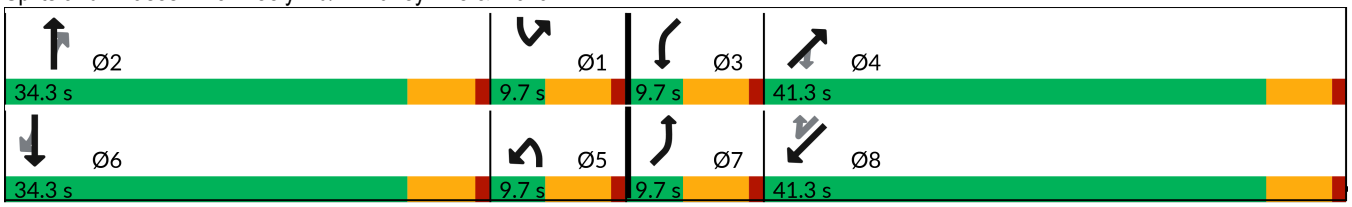
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	985	-	-	1199	-
HCM Lane V/C Ratio	0.012	-	-	0.019	-
HCM Control Delay (s/veh)	8.7	-	-	8.1	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	23	1051	84	18	853	21	19	5	6	15	3	9
Future Volume (vph)	23	1051	84	18	853	21	19	5	6	15	3	9
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	410		110	200		200	60		60	230		190
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor			0.97			0.97			0.98		0.99	0.98
Frt			0.850			0.850			0.850		0.914	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1511	3282	1352	1511	3282	1352	1511	1727	1352	1511	1485	1285
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1511	3282	1307	1511	3282	1307	1511	1727	1329	1511	1485	1262
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			162			162			162		4	162
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		1211			225			366			73	
Travel Time (s)		16.5			3.1			5.0			1.0	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	25	1142	91	20	927	23	21	5	7	16	3	10
Shared Lane Traffic (%)												37%
Lane Group Flow (vph)	25	1142	91	20	927	23	21	5	7	16	7	6
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.7	27.0	27.0	9.7	27.0	27.0	9.7	41.3	41.3	9.7	39.9	39.9
Total Split (s)	9.7	34.3	34.3	9.7	34.3	34.3	9.7	41.3	41.3	9.7	41.3	41.3
Total Split (%)	10.2%	36.1%	36.1%	10.2%	36.1%	36.1%	10.2%	43.5%	43.5%	10.2%	43.5%	43.5%
Maximum Green (s)	4.0	28.6	28.6	4.0	28.6	28.6	4.0	35.6	35.6	4.0	35.6	35.6
Yellow Time (s)	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
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	3.0
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		14.3	14.3		14.3	14.3		28.6	28.6		27.2	27.2
Pedestrian Calls (#/hr)		5	5		5	5		5	5		5	5
Act Effct Green (s)	4.3	47.6	47.6	4.3	45.5	45.5	4.3	9.8	9.8	4.3	9.8	9.8
Actuated g/C Ratio	0.07	0.80	0.80	0.07	0.76	0.76	0.07	0.16	0.16	0.07	0.16	0.16
v/c Ratio	0.23	0.44	0.08	0.19	0.37	0.02	0.20	0.02	0.02	0.15	0.03	0.02
Control Delay (s/veh)	38.7	11.9	0.4	37.7	12.3	0.0	38.0	20.2	0.2	37.0	15.7	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.7	11.9	0.4	37.7	12.3	0.0	38.0	20.2	0.2	37.0	15.7	0.2
LOS	D	B	A	D	B	A	D	C	A	D	B	A
Approach Delay (s/veh)		11.6			12.5			27.3			24.2	
Approach LOS		B			B			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 59.7			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.44			
Intersection Signal Delay (s/veh): 12.4		Intersection LOS: B	
Intersection Capacity Utilization 53.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Neely Rd/W Hurley Ave & Plaza Dr





Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	23	1051	84	18	853	21	19	5	6	15	3	9
Future Volume (veh/h)	23	1051	84	18	853	21	19	5	6	15	3	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	25	1142	91	20	927	23	21	5	7	16	8	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	35	1628	651	35	1628	651	30	145	109	24	137	103
Arrive On Green	0.02	0.49	0.49	0.02	0.49	0.49	0.02	0.08	0.08	0.02	0.08	0.08
Sat Flow, veh/h	1537	3328	1331	1537	3328	1331	1537	1752	1319	1537	1752	1318
Grp Volume(v), veh/h	25	1142	91	20	927	23	21	5	7	16	8	7
Grp Sat Flow(s),veh/h/ln	1537	1664	1331	1537	1664	1331	1537	1752	1319	1537	1752	1318
Q Serve(g_s), s	0.9	15.6	1.3	0.8	11.5	0.3	0.8	0.2	0.2	0.6	0.2	0.2
Cycle Q Clear(g_c), s	0.9	15.6	1.3	0.8	11.5	0.3	0.8	0.2	0.2	0.6	0.2	0.2
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	35	1628	651	35	1628	651	30	145	109	24	137	103
V/C Ratio(X)	0.71	0.70	0.14	0.57	0.57	0.04	0.69	0.03	0.06	0.67	0.06	0.07
Avail Cap(c_a), veh/h	105	1628	651	105	1628	651	105	1067	803	105	1067	802
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	28.4	11.6	2.8	28.3	10.6	2.6	28.5	24.7	14.4	28.6	24.9	14.6
Incr Delay (d2), s/veh	23.3	2.6	0.4	13.7	1.5	0.1	24.4	0.1	0.2	27.2	0.2	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	4.5	0.5	0.4	3.2	0.1	0.5	0.1	0.1	0.4	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.7	14.2	3.3	42.0	12.0	2.7	52.9	24.8	14.6	55.8	25.1	14.8
LnGrp LOS	D	B	A	D	B	A	D	C	B	E	C	B
Approach Vol, veh/h		1258			970			33			31	
Approach Delay, s/veh		14.1			12.4			40.5			38.6	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	34.3	6.6	10.5	7.0	34.3	6.9	10.3
Change Period (Y+Rc), s	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Max Green Setting (Gmax), s	4.0	28.6	4.0	35.6	4.0	28.6	4.0	35.6
Max Q Clear Time (g_c+I1), s	2.8	17.6	2.6	2.2	2.9	13.5	2.8	2.2
Green Ext Time (p_c), s	0.0	5.6	0.0	0.0	0.0	5.2	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	14.1
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



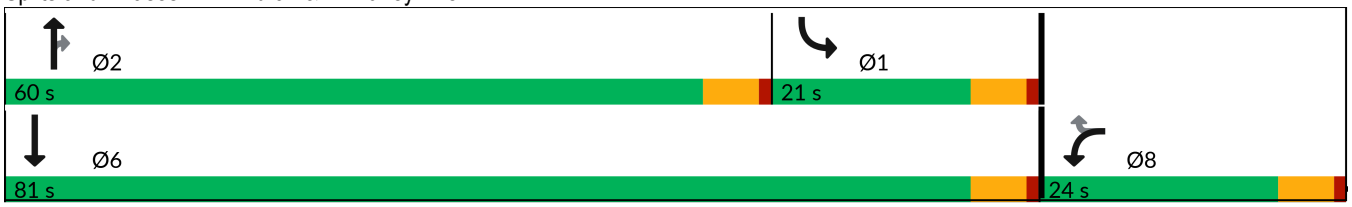
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	174	141	690	84	147	627
Future Volume (vph)	174	141	690	84	147	627
Ideal Flow (vphpl)	1750	1750	1900	1750	1750	1900
Storage Length (ft)	300	300		295	250	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.97	1.00	
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1511	1352	1727	1352	1511	1727
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1511	1352	1727	1307	1505	1727
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		153		91		
Link Speed (mph)	45		45			45
Link Distance (ft)	1104		2371			1360
Travel Time (s)	16.7		35.9			20.6
Confl. Peds. (#/hr)				5	5	
Confl. Bikes (#/hr)				2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	189	153	750	91	160	682
Shared Lane Traffic (%)						
Lane Group Flow (vph)	189	153	750	91	160	682
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.00	1.11	1.11	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.3	23.3	27.0	27.0	9.3	23.3
Total Split (s)	24.0	24.0	60.0	60.0	21.0	81.0
Total Split (%)	22.9%	22.9%	57.1%	57.1%	20.0%	77.1%
Maximum Green (s)	18.7	18.7	54.7	54.7	15.7	75.7
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag			Lead	Lead	Lag	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	Max
Walk Time (s)			7.0	7.0		
Flash Don't Walk (s)			14.7	14.7		
Pedestrian Calls (#/hr)			5	5		
Act Effct Green (s)	16.5	16.5	54.7	54.7	15.7	75.7
Actuated g/C Ratio	0.16	0.16	0.53	0.53	0.15	0.74
v/c Ratio	0.78	0.44	0.82	0.12	0.70	0.54
Control Delay (s/veh)	63.9	10.6	29.4	3.2	59.0	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.9	10.6	29.4	3.2	59.0	8.1
LOS	E	B	C	A	E	A
Approach Delay (s/veh)	40.1		26.6			17.8
Approach LOS	D		C			B

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 102.8			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 25.2		Intersection LOS: C	
Intersection Capacity Utilization 68.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: Rd 92 & W Hurley Ave

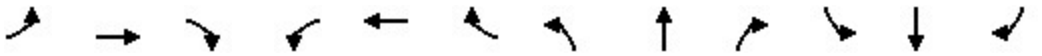




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	174	141	690	84	147	627
Future Volume (veh/h)	174	141	690	84	147	627
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		0.97	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1614	1614	1752	1614	1614	1752
Adj Flow Rate, veh/h	189	153	750	91	160	682
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	222	197	950	722	239	1315
Arrive On Green	0.14	0.14	0.54	0.54	0.16	0.75
Sat Flow, veh/h	1537	1367	1752	1332	1537	1752
Grp Volume(v), veh/h	189	153	750	91	160	682
Grp Sat Flow(s),veh/h/ln	1537	1367	1752	1332	1537	1752
Q Serve(g_s), s	12.1	10.9	34.6	3.4	9.9	16.0
Cycle Q Clear(g_c), s	12.1	10.9	34.6	3.4	9.9	16.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	222	197	950	722	239	1315
V/C Ratio(X)	0.85	0.78	0.79	0.13	0.67	0.52
Avail Cap(c_a), veh/h	285	254	950	722	239	1315
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	42.1	41.6	18.5	11.3	40.1	5.1
Incr Delay (d2), s/veh	17.5	10.8	6.6	0.4	7.0	1.5
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	4.1	13.9	1.0	4.1	4.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	59.6	52.3	25.1	11.7	47.1	6.6
LnGrp LOS	E	D	C	B	D	A
Approach Vol, veh/h	342		841			842
Approach Delay, s/veh	56.3		23.7			14.3
Approach LOS	E		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	21.0	60.0			81.0	19.9
Change Period (Y+Rc), s	5.3	5.3			5.3	5.3
Max Green Setting (Gmax), s	15.7	54.7			75.7	18.7
Max Q Clear Time (g_c+I1), s	11.9	36.6			18.0	14.1
Green Ext Time (p_c), s	0.1	5.0			4.9	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	25.3
HCM 7th LOS	C

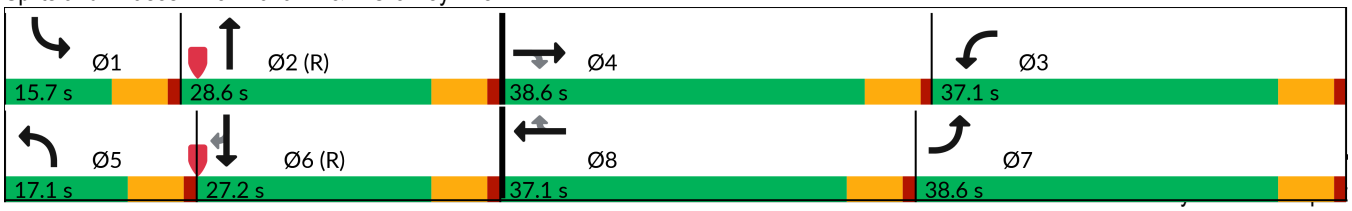


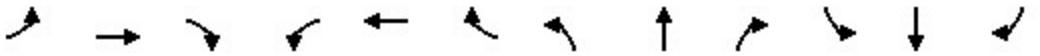
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	10	125	176	26	32	147	1105	335	49	813	53
Future Volume (vph)	49	10	125	176	26	32	147	1105	335	49	813	53
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	265		0	310		0	385		0	320		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor			0.98			0.98		0.99				0.96
Frt			0.850			0.850		0.965				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1511	1727	1352	1511	1727	1352	1511	4514	0	1511	4715	1352
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1511	1727	1329	1511	1727	1329	1511	4514	0	1511	4715	1305
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			136			136		56				136
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1062			630			650			1211	
Travel Time (s)		13.2			7.8			8.1			15.0	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	53	11	136	191	28	35	160	1201	364	53	884	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	11	136	191	28	35	160	1565	0	53	884	58
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	2		1	2	1
Detector Template	Left					Right		Thru		Left	Thru	Right
Leading Detector (ft)	20	50	50	50	50	20	50	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	50	50	50	50	20	50	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94			94	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)								0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	55.6	55.6	55.6	54.1	54.1	54.1	34.1	34.1		32.7	32.7	32.7
Total Split (s)	38.6	38.6	38.6	37.1	37.1	37.1	17.1	28.6		15.7	27.2	27.2
Total Split (%)	32.2%	32.2%	32.2%	30.9%	30.9%	30.9%	14.3%	23.8%		13.1%	22.7%	22.7%
Maximum Green (s)	32.6	32.6	32.6	31.1	31.1	31.1	11.1	22.6		9.7	21.2	21.2
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
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
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	7.0
Flash Don't Walk (s)		42.6	42.6		41.1	41.1		21.1			19.7	19.7
Pedestrian Calls (#/hr)		5	5		5	5		5			5	5
Act Effct Green (s)	19.0	11.7	11.7	20.4	15.5	15.5	21.2	56.7		9.4	42.6	42.6
Actuated g/C Ratio	0.16	0.10	0.10	0.17	0.13	0.13	0.18	0.47		0.08	0.36	0.36
v/c Ratio	0.22	0.07	0.54	0.74	0.13	0.12	0.60	0.72		0.45	0.53	0.11
Control Delay (s/veh)	42.5	43.3	14.8	64.0	46.2	0.8	55.4	26.0		63.8	34.3	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	42.5	43.3	14.8	64.0	46.2	0.8	55.4	26.0		63.8	34.3	0.4
LOS	D	D	B	E	D	A	E	C		E	C	A
Approach Delay (s/veh)		23.7			53.4			28.7			33.9	
Approach LOS		C			D			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 17.1 (14%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 180			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay (s/veh): 32.0		Intersection LOS: C	
Intersection Capacity Utilization 68.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 5: Plaza Dr & E Crowley Ave





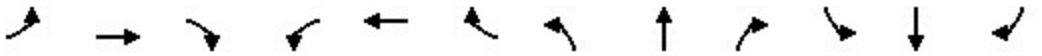
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	10	125	176	26	32	147	1105	335	49	813	53
Future Volume (veh/h)	49	10	125	176	26	32	147	1105	335	49	813	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	53	11	136	191	28	35	160	1201	364	53	884	58
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	298	220	167	219	129	97	142	1770	536	65	2102	585
Arrive On Green	0.19	0.13	0.13	0.14	0.07	0.07	0.09	0.49	0.49	0.04	0.44	0.44
Sat Flow, veh/h	1537	1752	1330	1537	1752	1316	1537	3613	1094	1537	4782	1330
Grp Volume(v), veh/h	53	11	136	191	28	35	160	1060	505	53	884	58
Grp Sat Flow(s),veh/h/ln	1537	1752	1330	1537	1752	1316	1537	1594	1520	1537	1594	1330
Q Serve(g_s), s	3.5	0.7	9.3	14.6	1.8	2.6	11.1	30.5	30.5	4.1	15.2	1.5
Cycle Q Clear(g_c), s	3.5	0.7	9.3	14.6	1.8	2.6	11.1	30.5	30.5	4.1	15.2	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.72	1.00		1.00
Lane Grp Cap(c), veh/h	298	220	167	219	129	97	142	1561	744	65	2102	585
V/C Ratio(X)	0.18	0.05	0.81	0.87	0.22	0.36	1.13	0.68	0.68	0.81	0.42	0.10
Avail Cap(c_a), veh/h	417	476	361	398	454	341	142	1561	744	124	2102	585
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	0.94	0.94	0.94
Uniform Delay (d), s/veh	40.3	46.2	31.1	50.4	52.3	37.9	54.4	23.4	23.4	57.0	23.1	4.4
Incr Delay (d2), s/veh	0.3	0.1	9.2	10.3	0.8	2.2	113.2	2.4	4.9	20.0	0.6	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.3	3.3	6.0	0.8	1.0	8.6	10.9	10.9	1.9	5.4	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.6	46.3	40.3	60.7	53.1	40.1	167.7	25.8	28.4	76.9	23.7	4.8
LnGrp LOS	D	D	D	E	D	D	F	C	C	E	C	A
Approach Vol, veh/h		200			254			1725			995	
Approach Delay, s/veh		40.7			57.1			39.7			25.4	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	64.8	23.1	21.1	17.1	58.7	29.3	14.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.7	22.6	31.1	32.6	11.1	21.2	32.6	31.1
Max Q Clear Time (g_c+I1), s	6.1	32.5	16.6	11.3	13.1	17.2	5.5	4.6
Green Ext Time (p_c), s	0.0	0.0	0.5	0.5	0.0	2.0	0.1	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	36.7
HCM 7th LOS	D

Notes

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

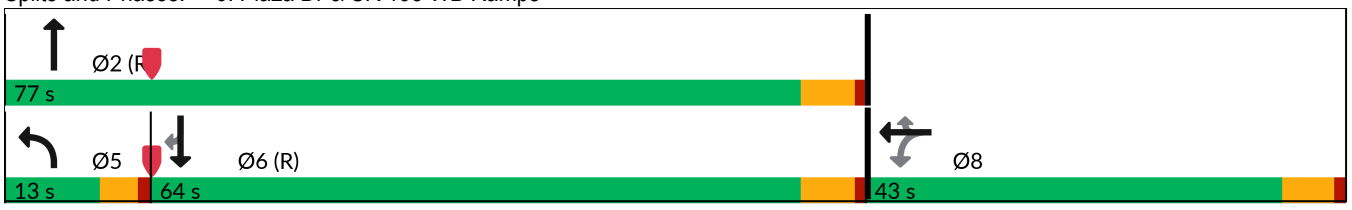


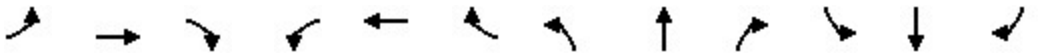
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	51	2	682	39	815	0	0	642	392
Future Volume (vph)	0	0	0	51	2	682	39	815	0	0	642	392
Ideal Flow (vphpl)	1900	1900	1900	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		0	250		250	220		0	0		530
Storage Lanes	0		0	0		2	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor							0.99					0.97
Frt						0.850						0.850
Flt Protected					0.954		0.950					
Satd. Flow (prot)	0	0	0	0	1648	2380	1511	4715	0	0	4715	1352
Flt Permitted					0.954		0.950					
Satd. Flow (perm)	0	0	0	0	1648	2380	1504	4715	0	0	4715	1306
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						270						426
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		238			262			552			426	
Travel Time (s)		3.2			3.6			7.5			5.8	
Confl. Peds. (#/hr)							5					5
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	55	2	741	42	886	0	0	698	426
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	57	741	42	886	0	0	698	426
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	1	1	1			1	1
Detector Template												
Leading Detector (ft)				50	50	50	50	50			50	50
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				50	50	50	50	50			50	50
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Detector Phase				8	8	8	5	2			6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Minimum Split (s)				23.7	23.7	23.7	8.5	28.4			28.4	28.4
Total Split (s)				43.0	43.0	43.0	13.0	77.0			64.0	64.0
Total Split (%)				35.8%	35.8%	35.8%	10.8%	64.2%			53.3%	53.3%
Maximum Green (s)				37.3	37.3	37.3	8.5	71.3			58.3	58.3
Yellow Time (s)				4.7	4.7	4.7	3.5	4.7			4.7	4.7
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					5.7	5.7	4.5	5.7			5.7	5.7
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)								7.0			7.0	7.0
Flash Don't Walk (s)								15.7			15.7	15.7
Pedestrian Calls (#/hr)								5			5	5
Act Effct Green (s)					31.4	31.4	7.8	77.2			66.9	66.9
Actuated g/C Ratio					0.26	0.26	0.07	0.64			0.56	0.56
v/c Ratio					0.13	0.90	0.43	0.29			0.27	0.47
Control Delay (s/veh)					32.3	41.5	67.3	10.4			7.1	6.4
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)					32.3	41.5	67.3	10.4			7.1	6.4
LOS					C	D	E	B			A	A
Approach Delay (s/veh)					40.8			12.9			6.8	
Approach LOS					D			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 18.3		Intersection LOS: B	
Intersection Capacity Utilization 62.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 6: Plaza Dr & SR 198 WB Ramps

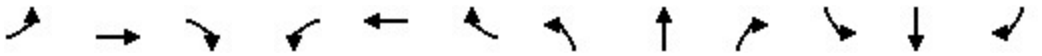




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	51	2	682	39	815	0	0	642	392
Future Volume (veh/h)	0	0	0	51	2	682	39	815	0	0	642	392
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1614	1752	1614	1614	1752	0	0	1752	1614
Adj Flow Rate, veh/h				55	2	741	42	886	0	0	698	426
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				10	10	10	10	10	0	0	10	10
Cap, veh/h				501	18	748	51	2842	0	0	2504	697
Arrive On Green				0.31	0.31	0.31	0.03	0.59	0.00	0.00	0.52	0.52
Sat Flow, veh/h				1613	59	2407	1537	4940	0	0	4940	1332
Grp Volume(v), veh/h				57	0	741	42	886	0	0	698	426
Grp Sat Flow(s),veh/h/ln				1671	0	1203	1537	1594	0	0	1594	1332
Q Serve(g_s), s				2.9	0.0	36.8	3.3	11.1	0.0	0.0	9.8	26.9
Cycle Q Clear(g_c), s				2.9	0.0	36.8	3.3	11.1	0.0	0.0	9.8	26.9
Prop In Lane				0.96		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				519	0	748	51	2842	0	0	2504	697
V/C Ratio(X)				0.11	0.00	0.99	0.82	0.31	0.00	0.00	0.28	0.61
Avail Cap(c_a), veh/h				519	0	748	109	2842	0	0	2504	697
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.88	0.88	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				29.5	0.0	41.2	57.7	12.1	0.0	0.0	15.9	20.0
Incr Delay (d2), s/veh				0.1	0.0	30.5	24.2	0.3	0.0	0.0	0.3	4.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.1	0.0	13.4	1.6	3.6	0.0	0.0	3.4	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				29.6	0.0	71.6	81.9	12.4	0.0	0.0	16.2	24.0
LnGrp LOS				C		E	F	B			B	C
Approach Vol, veh/h					798			928			1124	
Approach Delay, s/veh					68.6			15.5			19.2	
Approach LOS					E			B			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	77.0		8.5	68.5		43.0						
Change Period (Y+Rc), s	5.7		4.5	5.7		5.7						
Max Green Setting (Gmax), s	71.3		8.5	58.3		37.3						
Max Q Clear Time (g_c+I1), s	13.1		5.3	28.9		38.8						
Green Ext Time (p_c), s	4.5		0.0	5.7		0.0						

Intersection Summary	
HCM 7th Control Delay, s/veh	31.8
HCM 7th LOS	C



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	51	2	331	146	435	0	0	516	244
Future Volume (vph)	0	0	0	51	2	331	146	435	0	0	516	244
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		0	0		465	245		0	0		145
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850						0.850
Flt Protected					0.954		0.950					
Satd. Flow (prot)	0	0	0	0	1648	1352	1511	1727	0	0	1727	1352
Flt Permitted					0.954		0.950					
Satd. Flow (perm)	0	0	0	0	1648	1352	1511	1727	0	0	1727	1352
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		431			435			616			2371	
Travel Time (s)		5.3			5.4			7.6			29.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	55	2	360	159	473	0	0	561	265
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	57	360	159	473	0	0	561	265
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

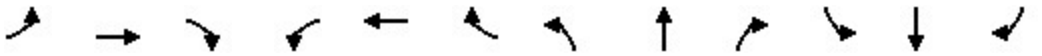
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.1%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	59.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	51	2	331	146	435	0	0	516	244
Future Vol, veh/h	0	0	0	51	2	331	146	435	0	0	516	244
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	0	0	0	55	2	360	159	473	0	0	561	265
Number of Lanes	0	0	0	0	1	1	1	1	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay, s/veh	26.3	50.6	84
HCM LOS	D	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	96%	0%	0%	0%
Vol Thru, %	0%	100%	4%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	146	435	53	331	516	244
LT Vol	146	0	51	0	0	0
Through Vol	0	435	2	0	516	0
RT Vol	0	0	0	331	0	244
Lane Flow Rate	159	473	58	360	561	265
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.348	0.972	0.136	0.732	1.154	0.493
Departure Headway (Hd)	8.227	7.711	8.851	7.632	7.407	6.687
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	440	473	408	479	488	536
Service Time	5.927	5.411	6.551	5.332	5.186	4.466
HCM Lane V/C Ratio	0.361	1	0.142	0.752	1.15	0.494
HCM Control Delay, s/veh	15.3	62.5	12.9	28.5	116.2	15.9
HCM Lane LOS	C	F	B	D	F	C
HCM 95th-tile Q	1.5	12.3	0.5	6	19.8	2.7

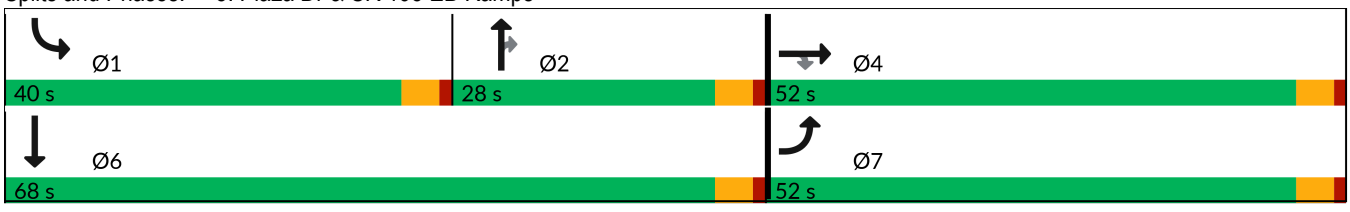


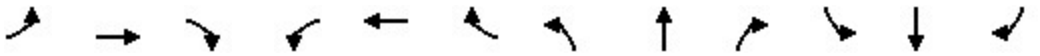
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	638	1	31	0	0	0	0	162	23	515	171	0
Future Volume (vph)	638	1	31	0	0	0	0	162	23	515	171	0
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	245		245	0		0	0		120	295		0
Storage Lanes	1		1	0		0	0		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	1.00
Ped Bike Factor									0.98			
Frt			0.850						0.850			
Flt Protected	0.950	0.953								0.950		
Satd. Flow (prot)	1436	1564	1352	0	0	0	0	3282	1352	2932	4715	0
Flt Permitted	0.950	0.953								0.950		
Satd. Flow (perm)	1436	1564	1352	0	0	0	0	3282	1322	2932	4715	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			55						55			
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		254			252			518			552	
Travel Time (s)		3.5			3.4			7.1			7.5	
Confl. Peds. (#/hr)									5			5
Confl. Bikes (#/hr)									2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	693	1	34	0	0	0	0	176	25	560	186	0
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	346	348	34	0	0	0	0	176	25	560	186	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1					1	1	1	1	
Detector Template												
Leading Detector (ft)	50	50	50					50	50	50	50	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	50	50	50					50	50	50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Turn Type	Prot	NA	Perm					NA	Perm	Prot	NA	
Protected Phases	7	4						2		1	6	
Permitted Phases			4						2			
Detector Phase	7	4	4					2	2	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)	8.5	22.5	22.5					25.8	25.8	8.5	22.9	
Total Split (s)	52.0	52.0	52.0					28.0	28.0	40.0	68.0	
Total Split (%)	43.3%	43.3%	43.3%					23.3%	23.3%	33.3%	56.7%	
Maximum Green (s)	47.5	47.5	47.5					23.5	23.5	35.5	63.5	
Yellow Time (s)	3.5	3.5	3.5					3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0					1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5					4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Recall Mode	None	None	None					Max	Max	None	Max	
Walk Time (s)								7.0	7.0		7.0	
Flash Don't Walk (s)								14.3	14.3		11.4	
Pedestrian Calls (#/hr)								5	5		5	
Act Effct Green (s)	47.5	47.5	47.5					30.7	30.7	28.3	63.5	
Actuated g/C Ratio	0.40	0.40	0.40					0.26	0.26	0.24	0.53	
v/c Ratio	0.61	0.56	0.06					0.21	0.07	0.81	0.07	
Control Delay (s/veh)	34.5	32.5	2.7					37.4	1.8	52.9	14.0	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	34.5	32.5	2.7					37.4	1.8	52.9	14.0	
LOS	C	C	A					D	A	D	B	
Approach Delay (s/veh)		32.0						33.0			43.2	
Approach LOS		C						C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 37.1		Intersection LOS: D	
Intersection Capacity Utilization 62.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 8: Plaza Dr & SR 198 EB Ramps





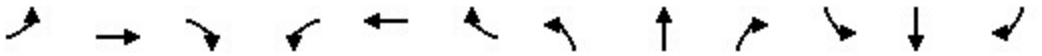
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	638	1	31	0	0	0	0	162	23	515	171	0
Future Volume (veh/h)	638	1	31	0	0	0	0	162	23	515	171	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614				0	1752	1614	1614	1752	0
Adj Flow Rate, veh/h	694	0	34				0	176	25	560	186	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10				0	10	10	10	10	0
Cap, veh/h	823	0	366				0	1242	502	664	3067	0
Arrive On Green	0.27	0.00	0.27				0.00	0.37	0.37	0.22	0.64	0.00
Sat Flow, veh/h	3073	0	1367				0	3416	1344	2981	4940	0
Grp Volume(v), veh/h	694	0	34				0	176	25	560	186	0
Grp Sat Flow(s),veh/h/ln	1537	0	1367				0	1664	1344	1491	1594	0
Q Serve(g_s), s	21.1	0.0	1.8				0.0	3.5	1.2	17.8	1.4	0.0
Cycle Q Clear(g_c), s	21.1	0.0	1.8				0.0	3.5	1.2	17.8	1.4	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	823	0	366				0	1242	502	664	3067	0
V/C Ratio(X)	0.84	0.00	0.09				0.00	0.14	0.05	0.84	0.06	0.00
Avail Cap(c_a), veh/h	1474	0	656				0	1242	502	1069	3067	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.3	0.0	27.2				0.0	20.5	19.8	36.8	6.6	0.0
Incr Delay (d2), s/veh	2.5	0.0	0.1				0.0	0.2	0.2	3.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	0.0	0.6				0.0	1.3	0.4	6.4	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.7	0.0	27.3				0.0	20.8	20.0	40.4	6.7	0.0
LnGrp LOS	D		C					C	C	D	A	
Approach Vol, veh/h		728						201			746	
Approach Delay, s/veh		36.3						20.7			32.0	
Approach LOS		D						C			C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	26.5	41.5		31.0		68.0
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	35.5	23.5		47.5		63.5
Max Q Clear Time (g_c+I1), s	19.8	5.5		23.1		3.4
Green Ext Time (p_c), s	2.2	0.7		3.4		0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	32.5
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	189	0	97	0	0	0	0	364	102	323	258	0
Future Volume (vph)	189	0	97	0	0	0	0	364	102	323	258	0
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		280	0		0	0		75	215		0
Storage Lanes	0		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			
Flt Protected		0.950								0.950		
Satd. Flow (prot)	0	1641	1352	0	0	0	0	1727	1352	1511	1727	0
Flt Permitted		0.950								0.950		
Satd. Flow (perm)	0	1641	1352	0	0	0	0	1727	1352	1511	1727	0
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		325			418			564			616	
Travel Time (s)		4.0			5.2			7.0			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	205	0	105	0	0	0	0	396	111	351	280	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	205	105	0	0	0	0	396	111	351	280	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.1%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	20.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	189	0	97	0	0	0	0	364	102	323	258	0
Future Vol, veh/h	189	0	97	0	0	0	0	364	102	323	258	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	205	0	105	0	0	0	0	396	111	351	280	0
Number of Lanes	0	1	1	0	0	0	0	1	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	15.5	23.7	21
HCM LOS	C	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	364	102	189	97	323	258
LT Vol	0	0	189	0	323	0
Through Vol	364	0	0	0	0	258
RT Vol	0	102	0	97	0	0
Lane Flow Rate	396	111	205	105	351	280
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.749	0.188	0.46	0.2	0.695	0.515
Departure Headway (Hd)	6.816	6.101	8.062	6.835	7.123	6.613
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	526	584	446	522	506	541
Service Time	4.598	3.883	5.841	4.614	4.9	4.39
HCM Lane V/C Ratio	0.753	0.19	0.46	0.201	0.694	0.518
HCM Control Delay, s/veh	27.4	10.3	17.6	11.3	24.7	16.3
HCM Lane LOS	D	B	C	B	C	C
HCM 95th-tile Q	6.4	0.7	2.4	0.7	5.3	2.9



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	39	27	3	159	130	21
Future Volume (vph)	39	27	3	159	130	21
Ideal Flow (vphpl)	1750	1750	1750	1900	1900	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.945				0.981	
Flt Protected	0.971			0.999		
Satd. Flow (prot)	1460	0	0	1726	1694	0
Flt Permitted	0.971			0.999		
Satd. Flow (perm)	1460	0	0	1726	1694	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	1886			660	2786	
Travel Time (s)	23.4			8.2	34.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	42	29	3	173	141	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	71	0	0	176	164	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.00	1.00	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Yield	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	39	27	3	159	130	21
Future Vol, veh/h	39	27	3	159	130	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Yield	Yield	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	42	29	3	173	141	23

Major/Minor	Minor2			Major2	
Conflicting Flow All	141	141		-	0
Stage 1	141	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	6.5	6.3		-	-
Critical Hdwy Stg 1	5.5	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.59	3.39		-	-
Pot Cap-1 Maneuver	833	886		-	0
Stage 1	866	-		-	0
Stage 2	-	-		-	0
Platoon blocked, %				-	
Mov Cap-1 Maneuver	833	886		-	-
Mov Cap-2 Maneuver	833	-		-	-
Stage 1	866	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s/v	8.03	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	1258	-
HCM Lane V/C Ratio	0.057	-
HCM Control Delay (s/veh)	8	-
HCM Lane LOS	A	-
HCM 95th %tile Q(veh)	0.2	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	158	198	24	10	52	68
Future Volume (vph)	158	198	24	10	52	68
Ideal Flow (vphpl)	1750	1750	1750	1900	1900	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.925				0.924	
Flt Protected	0.978			0.966		
Satd. Flow (prot)	1439	0	0	1669	1596	0
Flt Permitted	0.978			0.966		
Satd. Flow (perm)	1439	0	0	1669	1596	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	998			1254	653	
Travel Time (s)	12.4			15.5	8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	172	215	26	11	57	74
Shared Lane Traffic (%)						
Lane Group Flow (vph)	387	0	0	37	131	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.00	1.00	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.9%		ICU Level of Service A	
Analysis Period (min) 15			

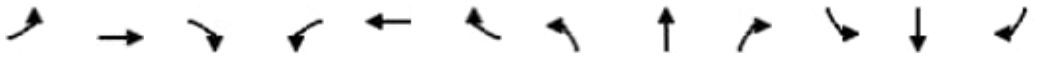
Intersection	
Int Delay, s/veh	9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	158	198	24	10	52	68
Future Vol, veh/h	158	198	24	10	52	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	172	215	26	11	57	74

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	157	93	130	0	-	0
Stage 1	93	-	-	-	-	-
Stage 2	63	-	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	816	942	1407	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	801	942	1407	-	-	-
Mov Cap-2 Maneuver	801	-	-	-	-	-
Stage 1	893	-	-	-	-	-
Stage 2	940	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.35	5.37	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1271	-	874	-	-
HCM Lane V/C Ratio	0.019	-	0.443	-	-
HCM Control Delay (s/veh)	7.6	0	12.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	2.3	-	-

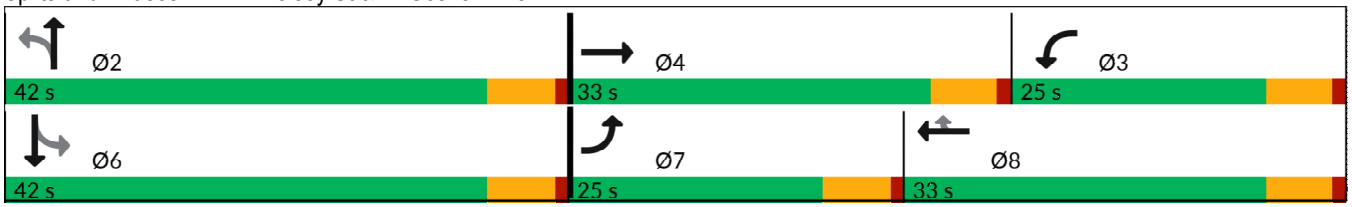


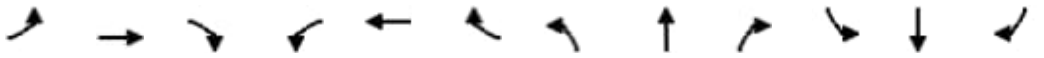
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	244	60	88	261	102	20	138	37	35	68	63
Future Volume (vph)	87	244	60	88	261	102	20	138	37	35	68	63
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	315		0	570		150	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99				0.96		1.00			0.99	
Frt		0.970				0.850		0.975			0.949	
Flt Protected	0.950			0.950				0.995			0.990	
Satd. Flow (prot)	1511	3161	0	1511	3282	1352	0	1670	0	0	1611	0
Flt Permitted	0.950			0.950				0.963			0.909	
Satd. Flow (perm)	1511	3161	0	1511	3282	1298	0	1616	0	0	1479	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29				111		13			34	
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		726			1305			2786			1444	
Travel Time (s)		9.0			16.2			34.5			17.9	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	95	265	65	96	284	111	22	150	40	38	74	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	330	0	96	284	111	0	212	0	0	180	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	7	4		3	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	24.1		10.0	24.0	24.0	34.1	34.1		32.7	32.7	
Total Split (s)	25.0	33.0		25.0	33.0	33.0	42.0	42.0		42.0	42.0	
Total Split (%)	25.0%	33.0%		25.0%	33.0%	33.0%	42.0%	42.0%		42.0%	42.0%	
Maximum Green (s)	19.0	27.0		19.0	27.0	27.0	36.0	36.0		36.0	36.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		11.1			6.9	6.9	21.1	21.1		19.7	19.7	
Pedestrian Calls (#/hr)		5			5	5	5	5		5	5	
Act Effct Green (s)	10.1	12.7		10.2	12.7	12.7		36.8			36.8	
Actuated g/C Ratio	0.14	0.17		0.14	0.17	0.17		0.49			0.49	
v/c Ratio	0.47	0.59		0.47	0.51	0.36		0.26			0.24	
Control Delay (s/veh)	39.6	31.7		39.6	32.7	9.9		14.2			12.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay (s/veh)	39.6	31.7		39.6	32.7	9.9		14.2			12.5	
LOS	D	C		D	C	A		B			B	
Approach Delay (s/veh)		33.4			28.9			14.2			12.5	
Approach LOS		C			C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 74.8			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay (s/veh): 25.7		Intersection LOS: C	
Intersection Capacity Utilization 53.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: N Kelsey St & W Goshen Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	244	60	88	261	102	20	138	37	35	68	63
Future Volume (veh/h)	87	244	60	88	261	102	20	138	37	35	68	63
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		0.96	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	95	265	65	96	284	111	22	150	40	38	74	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	118	413	99	120	523	206	106	630	158	187	350	289
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
Prop Arrive On Green	0.08	0.16	0.16	0.08	0.16	0.16	0.51	0.51	0.51	0.51	0.51	0.51
Unsig. Movement Delay												
Ln Grp Delay, s/veh	43.8	30.4	30.9	43.6	28.3	29.5	10.3	0.0	0.0	10.1	0.0	0.0
Ln Grp LOS	D	C	C	D	C	C	B			B		
Approach Vol, veh/h		425			491			212			180	
Approach Delay, s/veh		33.6			31.5			10.3			10.1	
Approach LOS		C			C			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	4	3		6	7	8
Case No		8.0	4.0	2.0		8.0	2.0	3.0
Phs Duration (G+Y+Rc), s		42.0	17.0	11.5		42.0	11.4	17.1
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0
Max Green (Gmax), s		36.0	27.0	19.0		36.0	19.0	27.0
Max Allow Headway (MAH), s		4.9	4.8	3.7		5.0	3.7	4.5
Max Q Clear (g_c+I1), s		7.0	8.8	6.3		6.3	6.3	7.5
Green Ext Time (g_e), s		1.1	1.5	0.1		0.9	0.1	1.8
Prob of Phs Call (p_c)		1.00	1.00	0.85		1.00	0.84	1.00
Prob of Max Out (p_x)		0.00	0.00	0.00		0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		5		3		1	7	
Mvmt Sat Flow, veh/h		98		1537		246	1537	

Through Movement Data								
Assigned Mvmt		2	4			6		8
Mvmt Sat Flow, veh/h		1233	2638			687		3328

Right-Turn Movement Data								
Assigned Mvmt		12	14			16		18
Mvmt Sat Flow, veh/h		310	632			566		1312

Left Lane Group Data								
Assigned Mvmt	0	5	0	3	0	1	7	0

Lane Assignment		L+T+R		L (Prot)		L+T+R	L (Prot)	
Lanes in Grp	0	1	0	1	0	1	1	0
Grp Vol (v), veh/h	0	212	0	96	0	180	95	0
Grp Sat Flow (s), veh/h/ln	0	1641	0	1537	0	1499	1537	0
Q Serve Time (g_s), s	0.0	0.0	0.0	4.3	0.0	0.0	4.3	0.0
Cycle Q Clear Time (g_c), s	0.0	5.0	0.0	4.3	0.0	4.3	4.3	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1264	0	0	0	1210	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	1742	0	0	0	1733	0	0
Perm LT Eff Green (g_p), s	0.0	36.0	0.0	0.0	0.0	36.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	31.7	0.0	0.0	0.0	31.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	14.9	0.0	0.0	0.0	7.4	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	5.0	0.0	0.0	0.0	4.3	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.10	0.00	1.00	0.00	0.21	1.00	0.00
Lane Grp Cap (c), veh/h	0	894	0	120	0	827	118	0
V/C Ratio (X)	0.00	0.24	0.00	0.80	0.00	0.22	0.80	0.00
Avail Cap (c_a), veh/h	0	894	0	414	0	827	414	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	9.7	0.0	32.0	0.0	9.5	32.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	11.6	0.0	0.6	11.8	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.3	0.0	43.6	0.0	10.1	43.8	0.0
1st-Term Q (Q1), veh/ln	0.0	1.4	0.0	1.4	0.0	1.1	1.4	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.4	0.0	0.1	0.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.5	0.0	1.8	0.0	1.3	1.8	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.09	0.00	0.02	0.16	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	4	0	0	6	0	8
Lane Assignment			T					T
Lanes in Grp	0	0	1	0	0	0	0	2
Grp Vol (v), veh/h	0	0	165	0	0	0	0	284
Grp Sat Flow (s), veh/h/ln	0	0	1664	0	0	0	0	1664
Q Serve Time (g_s), s	0.0	0.0	6.5	0.0	0.0	0.0	0.0	5.5
Cycle Q Clear Time (g_c), s	0.0	0.0	6.5	0.0	0.0	0.0	0.0	5.5
Lane Grp Cap (c), veh/h	0	0	260	0	0	0	0	523
V/C Ratio (X)	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.54
Avail Cap (c_a), veh/h	0	0	637	0	0	0	0	1274
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	27.9	0.0	0.0	0.0	0.0	27.4
Incr Delay (d2), s/veh	0.0	0.0	2.5	0.0	0.0	0.0	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
Control Delay (d), s/veh	0.0	0.0	30.4	0.0	0.0	0.0	0.0	28.3
1st-Term Q (Q1), veh/ln	0.0	0.0	2.3	0.0	0.0	0.0	0.0	1.9

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	2.5	0.0	0.0	0.0	0.0	2.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	14	0	0	16	0	18
Lane Assignment			T+R					R
Lanes in Grp	0	0	1	0	0	0	0	1
Grp Vol (v), veh/h	0	0	165	0	0	0	0	111
Grp Sat Flow (s), veh/h/ln	0	0	1607	0	0	0	0	1312
Q Serve Time (g_s), s	0.0	0.0	6.8	0.0	0.0	0.0	0.0	5.5
Cycle Q Clear Time (g_c), s	0.0	0.0	6.8	0.0	0.0	0.0	0.0	5.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.19	0.39	0.00	0.00	0.38	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	251	0	0	0	0	206
V/C Ratio (X)	0.00	0.00	0.66	0.00	0.00	0.00	0.00	0.54
Avail Cap (c_a), veh/h	0	0	615	0	0	0	0	502
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	28.0	0.0	0.0	0.0	0.0	27.4
Incr Delay (d2), s/veh	0.0	0.0	2.9	0.0	0.0	0.0	0.0	2.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	30.9	0.0	0.0	0.0	0.0	29.5
1st-Term Q (Q1), veh/ln	0.0	0.0	2.3	0.0	0.0	0.0	0.0	1.5
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	2.5	0.0	0.0	0.0	0.0	1.6
%ile Storage Ratio (RQ%)	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.29
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	25.8
HCM 7th LOS	C



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	282	56	72	437	23	34
Future Volume (vph)	282	56	72	437	23	34
Ideal Flow (vphpl)	1900	1750	1750	1900	1750	1750
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.975				0.919	
Flt Protected			0.950		0.980	
Satd. Flow (prot)	3200	0	1511	3282	1433	0
Flt Permitted			0.950		0.980	
Satd. Flow (perm)	3200	0	1511	3282	1433	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	1304			1338	1362	
Travel Time (s)	16.2			16.6	16.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	307	61	78	475	25	37
Shared Lane Traffic (%)						
Lane Group Flow (vph)	368	0	78	475	62	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.11	1.11	1.00	1.11	1.11
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	282	56	72	437	23	34
Future Vol, veh/h	282	56	72	437	23	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	307	61	78	475	25	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	367	0	731	184
Stage 1	-	-	-	-	337	-
Stage 2	-	-	-	-	394	-
Critical Hdwy	-	-	4.3	-	7	7.1
Critical Hdwy Stg 1	-	-	-	-	6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	2.3	-	3.6	3.4
Pot Cap-1 Maneuver	-	-	1132	-	340	803
Stage 1	-	-	-	-	672	-
Stage 2	-	-	-	-	627	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1132	-	317	803
Mov Cap-2 Maneuver	-	-	-	-	317	-
Stage 1	-	-	-	-	672	-
Stage 2	-	-	-	-	584	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.19	10.48
HCM LOS			B

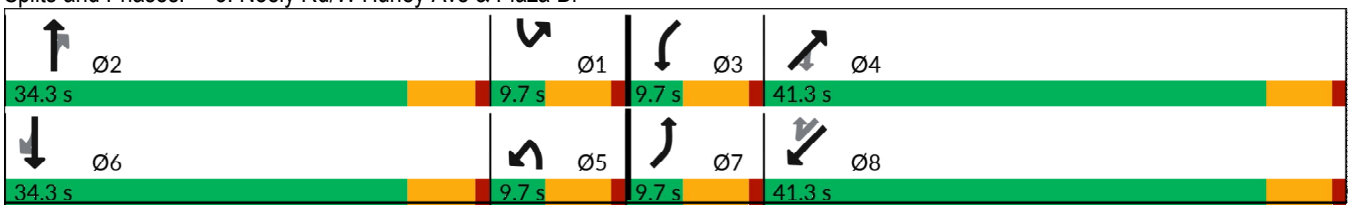
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	718	-	-	1132	-
HCM Lane V/C Ratio	0.086	-	-	0.069	-
HCM Ctrl Dly (s/v)	10.5	-	-	8.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	23	1067	84	18	888	21	19	5	6	15	3	9
Future Volume (vph)	23	1067	84	18	888	21	19	5	6	15	3	9
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	410		110	200		200	60		60	230		190
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor			0.97			0.97			0.98		0.99	0.98
Frt			0.850			0.850			0.850		0.914	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1511	3282	1352	1511	3282	1352	1511	1727	1352	1511	1485	1285
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1511	3282	1307	1511	3282	1307	1511	1727	1329	1511	1485	1262
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			162			162			162		4	162
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		1211			225			366			73	
Travel Time (s)		16.5			3.1			5.0			1.0	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	25	1160	91	20	965	23	21	5	7	16	3	10
Shared Lane Traffic (%)												37%
Lane Group Flow (vph)	25	1160	91	20	965	23	21	5	7	16	7	6
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.7	27.0	27.0	9.7	27.0	27.0	9.7	41.3	41.3	9.7	39.9	39.9
Total Split (s)	9.7	34.3	34.3	9.7	34.3	34.3	9.7	41.3	41.3	9.7	41.3	41.3
Total Split (%)	10.2%	36.1%	36.1%	10.2%	36.1%	36.1%	10.2%	43.5%	43.5%	10.2%	43.5%	43.5%
Maximum Green (s)	4.0	28.6	28.6	4.0	28.6	28.6	4.0	35.6	35.6	4.0	35.6	35.6
Yellow Time (s)	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
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	3.0
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		14.3	14.3		14.3	14.3		28.6	28.6		27.2	27.2
Pedestrian Calls (#/hr)		5	5		5	5		5	5		5	5
Act Effct Green (s)	4.3	47.6	47.6	4.3	45.5	45.5	4.3	9.8	9.8	4.3	9.8	9.8
Actuated g/C Ratio	0.07	0.80	0.80	0.07	0.76	0.76	0.07	0.16	0.16	0.07	0.16	0.16
v/c Ratio	0.23	0.44	0.08	0.19	0.39	0.02	0.20	0.02	0.02	0.15	0.03	0.02
Control Delay (s/veh)	38.7	12.0	0.4	37.7	12.5	0.0	38.0	20.2	0.2	37.0	15.7	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.7	12.0	0.4	37.7	12.5	0.0	38.0	20.2	0.2	37.0	15.7	0.2
LOS	D	B	A	D	B	A	D	C	A	D	B	A
Approach Delay (s/veh)		11.7			12.7			27.3			24.2	
Approach LOS		B			B			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 59.7			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.44			
Intersection Signal Delay (s/veh): 12.5		Intersection LOS: B	
Intersection Capacity Utilization 54.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Neely Rd/W Hurley Ave & Plaza Dr



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	23	1067	84	18	888	21	19	5	6	15	3	9
Future Volume (veh/h)	23	1067	84	18	888	21	19	5	6	15	3	9
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.96
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	25	1160	91	20	965	23	21	5	7	16	8	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	35	1628	651	35	1628	651	30	145	109	24	137	103
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
Prop Arrive On Green	0.02	0.49	0.49	0.02	0.49	0.49	0.02	0.08	0.08	0.02	0.08	0.08
Unsig. Movement Delay												
Ln Grp Delay, s/veh	51.7	14.4	3.3	42.0	12.3	2.7	52.9	24.8	14.6	55.8	25.1	14.8
Ln Grp LOS	D	B	A	D	B	A	D	C	B	E	C	B
Approach Vol, veh/h		1276			1008			33			31	
Approach Delay, s/veh		14.3			12.7			40.5			38.6	
Approach LOS		B			B			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	2	1	3	4	6	5	7	8
Case No	3.0	2.0	2.0	3.0	3.0	2.0	2.0	3.0
Phs Duration (G+Y+Rc), s	34.3	7.0	6.6	10.5	34.3	7.0	6.9	10.3
Change Period (Y+Rc), s	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Max Green (Gmax), s	28.6	4.0	4.0	35.6	28.6	4.0	4.0	35.6
Max Allow Headway (MAH), s	4.8	3.7	3.7	4.4	4.8	3.7	3.7	4.5
Max Q Clear (g_c+I1), s	18.0	2.8	2.6	2.2	14.2	2.9	2.8	2.2
Green Ext Time (g_e), s	5.5	0.0	0.0	0.0	5.3	0.0	0.0	0.0
Prob of Phs Call (p_c)	1.00	0.28	0.23	0.58	1.00	0.33	0.29	0.54
Prob of Max Out (p_x)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		1	3			5	7	
Mvmt Sat Flow, veh/h		1537	1537			1537	1537	

Through Movement Data								
Assigned Mvmt	2			4	6			8
Mvmt Sat Flow, veh/h	3328			1752	3328			1752

Right-Turn Movement Data								
Assigned Mvmt	12			14	16			18
Mvmt Sat Flow, veh/h	1331			1319	1331			1318

Left Lane Group Data								
Assigned Mvmt	0	1	3	0	0	5	7	0

Lane Assignment		L (Prot)	L (Prot)			L (Prot)	L (Prot)	
Lanes in Grp	0	1	1	0	0	1	1	0
Grp Vol (v), veh/h	0	20	16	0	0	25	21	0
Grp Sat Flow (s), veh/h/ln	0	1537	1537	0	0	1537	1537	0
Q Serve Time (g_s), s	0.0	0.8	0.6	0.0	0.0	0.9	0.8	0.0
Cycle Q Clear Time (g_c), s	0.0	0.8	0.6	0.0	0.0	0.9	0.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Lane Grp Cap (c), veh/h	0	35	24	0	0	35	30	0
V/C Ratio (X)	0.00	0.57	0.67	0.00	0.00	0.71	0.69	0.00
Avail Cap (c_a), veh/h	0	105	105	0	0	105	105	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	28.3	28.6	0.0	0.0	28.4	28.5	0.0
Incr Delay (d2), s/veh	0.0	13.7	27.2	0.0	0.0	23.3	24.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	42.0	55.8	0.0	0.0	51.7	52.9	0.0
1st-Term Q (Q1), veh/ln	0.0	0.2	0.2	0.0	0.0	0.3	0.3	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.2	0.0	0.0	0.2	0.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.4	0.4	0.0	0.0	0.5	0.5	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.04	0.00	0.00	0.04	0.21	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	2	0	0	4	6	0	0	8
Lane Assignment	T			T	T			T
Lanes in Grp	2	0	0	1	2	0	0	1
Grp Vol (v), veh/h	1160	0	0	5	965	0	0	8
Grp Sat Flow (s), veh/h/ln	1664	0	0	1752	1664	0	0	1752
Q Serve Time (g_s), s	16.0	0.0	0.0	0.2	12.2	0.0	0.0	0.2
Cycle Q Clear Time (g_c), s	16.0	0.0	0.0	0.2	12.2	0.0	0.0	0.2
Lane Grp Cap (c), veh/h	1628	0	0	145	1628	0	0	137
V/C Ratio (X)	0.71	0.00	0.00	0.03	0.59	0.00	0.00	0.06
Avail Cap (c_a), veh/h	1628	0	0	1067	1628	0	0	1067
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	11.7	0.0	0.0	24.7	10.7	0.0	0.0	24.9
Incr Delay (d2), s/veh	2.7	0.0	0.0	0.1	1.6	0.0	0.0	0.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	14.4	0.0	0.0	24.8	12.3	0.0	0.0	25.1
1st-Term Q (Q1), veh/ln	4.0	0.0	0.0	0.1	3.1	0.0	0.0	0.1

2nd-Term Q (Q2), veh/ln	0.6	0.0	0.0	0.0	0.4	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	4.6	0.0	0.0	0.1	3.4	0.0	0.0	0.1
%ile Storage Ratio (RQ%)	0.12	0.00	0.00	0.01	0.52	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	12	0	0	14	16	0	0	18
Lane Assignment	R			R	R			R
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	91	0	0	7	23	0	0	7
Grp Sat Flow (s), veh/h/ln	1331	0	0	1319	1331	0	0	1318
Q Serve Time (g_s), s	1.3	0.0	0.0	0.2	0.3	0.0	0.0	0.2
Cycle Q Clear Time (g_c), s	1.3	0.0	0.0	0.2	0.3	0.0	0.0	0.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	651	0	0	109	651	0	0	103
V/C Ratio (X)	0.14	0.00	0.00	0.06	0.04	0.00	0.00	0.07
Avail Cap (c_a), veh/h	651	0	0	803	651	0	0	802
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	2.8	0.0	0.0	14.4	2.6	0.0	0.0	14.6
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.2	0.1	0.0	0.0	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	3.3	0.0	0.0	14.6	2.7	0.0	0.0	14.8
1st-Term Q (Q1), veh/ln	0.4	0.0	0.0	0.1	0.1	0.0	0.0	0.1
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.5	0.0	0.0	0.1	0.1	0.0	0.0	0.1
%ile Storage Ratio (RQ%)	0.12	0.00	0.00	0.04	0.02	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	14.3
HCM 7th LOS	B

Notes
User approved volume balancing among the lanes for turning movement.

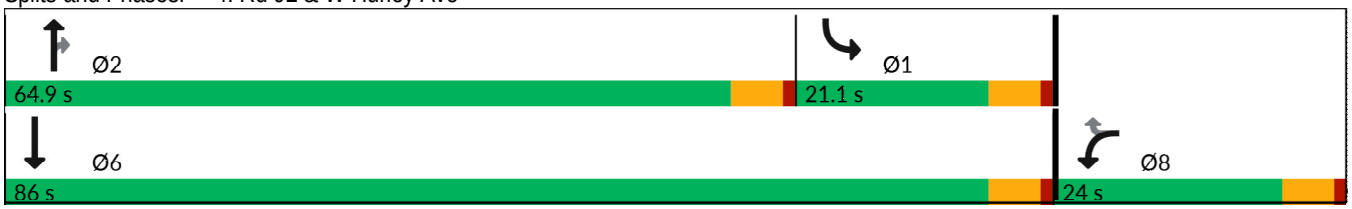


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	174	141	741	84	147	652
Future Volume (vph)	174	141	741	84	147	652
Ideal Flow (vphpl)	1750	1750	1900	1750	1750	1900
Storage Length (ft)	300	300		295	250	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.97	1.00	
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1511	1352	1727	1352	1511	1727
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1511	1352	1727	1307	1505	1727
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		153		91		
Link Speed (mph)	45		45			45
Link Distance (ft)	1104		2371			1360
Travel Time (s)	16.7		35.9			20.6
Confl. Peds. (#/hr)				5	5	
Confl. Bikes (#/hr)				2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	189	153	805	91	160	709
Shared Lane Traffic (%)						
Lane Group Flow (vph)	189	153	805	91	160	709
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.00	1.11	1.11	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.3	23.3	27.0	27.0	9.3	23.3
Total Split (s)	24.0	24.0	64.9	64.9	21.1	86.0
Total Split (%)	21.8%	21.8%	59.0%	59.0%	19.2%	78.2%
Maximum Green (s)	18.7	18.7	59.6	59.6	15.8	80.7
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag			Lead	Lead	Lag	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	Max
Walk Time (s)			7.0	7.0		
Flash Don't Walk (s)			14.7	14.7		
Pedestrian Calls (#/hr)			5	5		
Act Effct Green (s)	16.8	16.8	59.7	59.7	15.8	80.8
Actuated g/C Ratio	0.16	0.16	0.55	0.55	0.15	0.75
v/c Ratio	0.81	0.45	0.85	0.12	0.72	0.55
Control Delay (s/veh)	69.8	11.1	31.1	3.0	64.4	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	69.8	11.1	31.1	3.0	64.4	8.1
LOS	E	B	C	A	E	A
Approach Delay (s/veh)	43.5		28.3			18.5
Approach LOS	D		C			B

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 108.2			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay (s/veh): 26.7		Intersection LOS: C	
Intersection Capacity Utilization 71.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: Rd 92 & W Hurley Ave





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	174	141	741	84	147	652
Future Volume (veh/h)	174	141	741	84	147	652
Number	3	18	2	12	1	6
Initial Q, 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		0.97	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Lanes Open During Work Zone						
Adj Sat Flow, veh/h/ln	1614	1614	1752	1614	1614	1752
Adj Flow Rate, veh/h	189	153	805	91	160	709
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10
Opposing Right Turn Influence	Yes				Yes	
Cap, veh/h	219	195	980	746	228	1327
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.14	0.14	0.56	0.56	0.15	0.76
Unsig. Movement Delay						
Ln Grp Delay, s/veh	65.0	56.8	26.8	11.4	52.4	6.8
Ln Grp LOS	E	E	C	B	D	A
Approach Vol, veh/h	342		896			869
Approach Delay, s/veh	61.3		25.2			15.2
Approach LOS	E		C			B

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	2	1	8			6		
Case No	7.0	2.0	9.0			4.0		
Phs Duration (G+Y+Rc), s	64.9	21.1	20.5			86.0		
Change Period (Y+Rc), s	5.3	5.3	5.3			5.3		
Max Green (Gmax), s	59.6	15.8	18.7			80.7		
Max Allow Headway (MAH), s	4.9	3.7	3.8			4.9		
Max Q Clear (g_c+I1), s	41.9	12.5	14.8			19.5		
Green Ext Time (g_e), s	5.4	0.1	0.4			5.3		
Prob of Phs Call (p_c)	1.00	0.99	1.00			1.00		
Prob of Max Out (p_x)	0.00	1.00	0.97			0.00		

Left-Turn Movement Data			
Assigned Mvmt	5	1	3
Mvmt Sat Flow, veh/h	0	1537	1537

Through Movement Data			
Assigned Mvmt	2	8	6
Mvmt Sat Flow, veh/h	1752	0	1752

Right-Turn Movement Data			
Assigned Mvmt	12	18	16
Mvmt Sat Flow, veh/h	1332	1367	0

Left Lane Group Data								
Assigned Mvmt	5	1	3	0	0	0	0	0

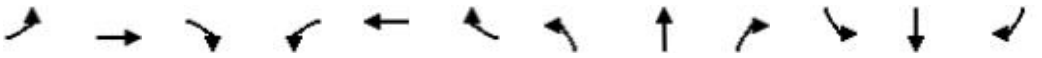
Lane Assignment		L (Prot)	L					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	160	189	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1537	1537	0	0	0	0	0
Q Serve Time (g_s), s	0.0	10.5	12.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	10.5	12.8	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1537	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	59.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	228	219	0	0	0	0	0
V/C Ratio (X)	0.00	0.70	0.86	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	228	270	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	43.1	44.6	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	9.3	20.4	0.0	0.0	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
Control Delay (d), s/veh	0.0	52.4	65.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.9	4.7	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.6	1.2	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	4.4	5.9	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.48	0.53	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	2	0	8	0	0	6	0	0
Lane Assignment	T					T		
Lanes in Grp	1	0	0	0	0	1	0	0
Grp Vol (v), veh/h	805	0	0	0	0	709	0	0
Grp Sat Flow (s), veh/h/ln	1752	0	0	0	0	1752	0	0
Q Serve Time (g_s), s	39.9	0.0	0.0	0.0	0.0	17.5	0.0	0.0
Cycle Q Clear Time (g_c), s	39.9	0.0	0.0	0.0	0.0	17.5	0.0	0.0
Lane Grp Cap (c), veh/h	980	0	0	0	0	1327	0	0
V/C Ratio (X)	0.82	0.00	0.00	0.00	0.00	0.53	0.00	0.00
Avail Cap (c_a), veh/h	980	0	0	0	0	1327	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	19.1	0.0	0.0	0.0	0.0	5.3	0.0	0.0
Incr Delay (d2), s/veh	7.7	0.0	0.0	0.0	0.0	1.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	26.8	0.0	0.0	0.0	0.0	6.8	0.0	0.0
1st-Term Q (Q1), veh/ln	14.1	0.0	0.0	0.0	0.0	4.3	0.0	0.0

2nd-Term Q (Q2), veh/ln	2.1	0.0	0.0	0.0	0.0	0.6	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	16.2	0.0	0.0	0.0	0.0	4.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.19	0.00	0.00	0.00	0.00	0.10	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	12	0	18	0	0	16	0	0
Lane Assignment	R		R					
Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	91	0	153	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1332	0	1367	0	0	0	0	0
Q Serve Time (g_s), s	3.4	0.0	11.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	3.4	0.0	11.5	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	746	0	195	0	0	0	0	0
V/C Ratio (X)	0.12	0.00	0.78	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	746	0	240	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	11.1	0.0	44.1	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	12.7	0.0	0.0	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
Control Delay (d), s/veh	11.4	0.0	56.8	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.9	0.0	3.8	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.7	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.09	0.00	0.11	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	27.0
HCM 7th LOS	C

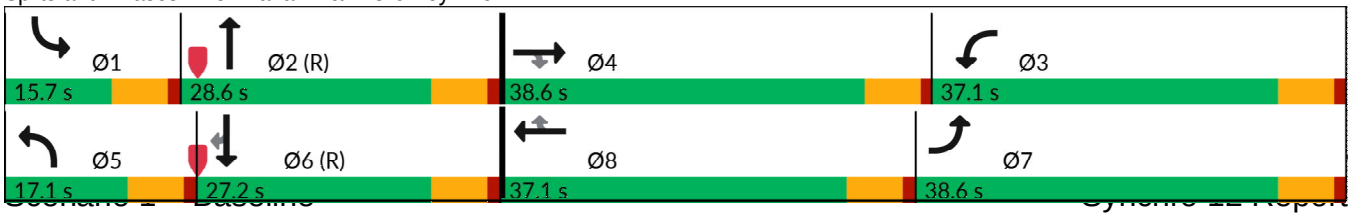


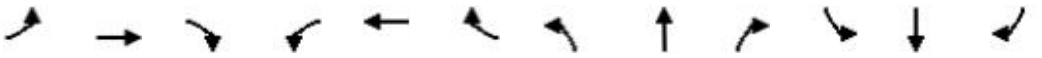
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	10	125	208	26	48	147	1105	403	84	813	53
Future Volume (vph)	49	10	125	208	26	48	147	1105	403	84	813	53
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	265		0	310		0	385		0	320		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor			0.98			0.98		0.99				0.96
Frt			0.850			0.850		0.960				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1511	1727	1352	1511	1727	1352	1511	4485	0	1511	4715	1352
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1511	1727	1329	1511	1727	1329	1511	4485	0	1511	4715	1305
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			136			136		67				136
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1062			630			650			1211	
Travel Time (s)		13.2			7.8			8.1			15.0	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	53	11	136	226	28	52	160	1201	438	91	884	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	11	136	226	28	52	160	1639	0	91	884	58
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	2		1	2	1
Detector Template	Left					Right		Thru		Left	Thru	Right
Leading Detector (ft)	20	50	50	50	50	20	50	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	50	50	50	50	20	50	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94			94	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)								0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	55.6	55.6	55.6	54.1	54.1	54.1	34.1	34.1		32.7	32.7	32.7
Total Split (s)	38.6	38.6	38.6	37.1	37.1	37.1	17.1	28.6		15.7	27.2	27.2
Total Split (%)	32.2%	32.2%	32.2%	30.9%	30.9%	30.9%	14.3%	23.8%		13.1%	22.7%	22.7%
Maximum Green (s)	32.6	32.6	32.6	31.1	31.1	31.1	11.1	22.6		9.7	21.2	21.2
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
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
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	7.0
Flash Don't Walk (s)		42.6	42.6		41.1	41.1		21.1			19.7	19.7
Pedestrian Calls (#/hr)		5	5		5	5		5			5	5
Act Effct Green (s)	21.2	11.7	11.7	23.1	15.9	15.9	20.6	49.6		11.6	40.6	40.6
Actuated g/C Ratio	0.18	0.10	0.10	0.19	0.13	0.13	0.17	0.41		0.10	0.34	0.34
v/c Ratio	0.20	0.07	0.54	0.78	0.12	0.18	0.62	0.87		0.63	0.55	0.11
Control Delay (s/veh)	39.6	43.3	14.8	63.4	46.2	1.3	60.4	31.5		71.2	36.0	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	39.6	43.3	14.8	63.4	46.2	1.3	60.4	31.5		71.2	36.0	0.4
LOS	D	D	B	E	D	A	E	C		E	D	A
Approach Delay (s/veh)		23.0			51.3			34.1			37.1	
Approach LOS		C			D			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 180			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 35.9		Intersection LOS: D	
Intersection Capacity Utilization 72.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 5: Plaza Dr & E Crowley Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	10	125	208	26	48	147	1105	403	84	813	53
Future Volume (veh/h)	49	10	125	208	26	48	147	1105	403	84	813	53
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		0.97	1.00		0.96	1.00		0.97	1.00		0.97
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	53	11	136	226	28	52	160	1201	438	91	884	58
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	321	220	167	254	143	108	142	1500	546	110	1993	554
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
Prop Arrive On Green	0.21	0.13	0.13	0.17	0.08	0.08	0.09	0.44	0.44	0.07	0.42	0.42
Unsig. Movement Delay												
Ln Grp Delay, s/veh	39.1	46.3	40.3	63.3	52.1	38.1	167.7	34.1	39.3	85.4	25.7	5.1
Ln Grp LOS	D	D	D	E	D	D	F	C	D	F	C	A
Approach Vol, veh/h		200			306			1799			1033	
Approach Delay, s/veh		40.3			58.0			47.5			29.8	
Approach LOS		D			E			D			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	4	3	5	6	8	7
Case No	2.0	4.0	3.0	2.0	2.0	3.0	3.0	2.0
Phs Duration (G+Y+Rc), s	14.6	58.5	21.1	25.8	17.1	56.0	15.8	31.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green (Gmax), s	9.7	22.6	32.6	31.1	11.1	21.2	31.1	32.6
Max Allow Headway (MAH), s	3.7	4.9	4.4	4.1	4.1	4.7	4.0	3.7
Max Q Clear (g_c+I1), s	9.0	38.5	11.3	19.3	13.1	17.9	5.7	5.4
Green Ext Time (g_e), s	0.0	0.0	0.5	0.6	0.0	1.7	0.2	0.1
Prob of Phs Call (p_c)	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.83
Prob of Max Out (p_x)	1.00	0.00	0.00	0.01	1.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1			3	5			7
Mvmt Sat Flow, veh/h	1537			1537	1537			1537

Through Movement Data								
Assigned Mvmt		2	4			6	8	
Mvmt Sat Flow, veh/h		3427	1752			4782	1752	

Right-Turn Movement Data								
Assigned Mvmt		12	14			16	18	
Mvmt Sat Flow, veh/h		1247	1330			1330	1319	

Left Lane Group Data								
Assigned Mvmt	1	0	0	3	5	0	0	7

Lane Assignment	L (Prot)			L (Prot)	L (Prot)			L (Prot)
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	91	0	0	226	160	0	0	53
Grp Sat Flow (s), veh/h/ln	1537	0	0	1537	1537	0	0	1537
Q Serve Time (g_s), s	7.0	0.0	0.0	17.3	11.1	0.0	0.0	3.4
Cycle Q Clear Time (g_c), s	7.0	0.0	0.0	17.3	11.1	0.0	0.0	3.4
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	110	0	0	254	142	0	0	321
V/C Ratio (X)	0.83	0.00	0.00	0.89	1.13	0.00	0.00	0.17
Avail Cap (c_a), veh/h	124	0	0	398	142	0	0	417
Upstream Filter (I)	0.93	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	55.0	0.0	0.0	49.0	54.4	0.0	0.0	38.9
Incr Delay (d2), s/veh	30.4	0.0	0.0	14.3	113.2	0.0	0.0	0.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	85.4	0.0	0.0	63.3	167.7	0.0	0.0	39.1
1st-Term Q (Q1), veh/ln	2.6	0.0	0.0	6.3	4.1	0.0	0.0	1.2
2nd-Term Q (Q2), veh/ln	0.9	0.0	0.0	1.0	4.5	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	3.5	0.0	0.0	7.3	8.6	0.0	0.0	1.2
%ile Storage Ratio (RQ%)	0.30	0.00	0.00	0.64	0.60	0.00	0.00	0.13
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	4.5	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0

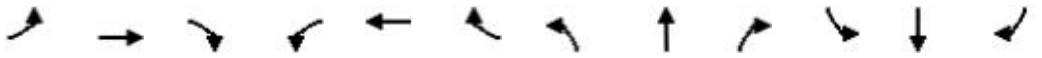
Middle Lane Group Data								
Assigned Mvmt	0	2	4	0	0	6	8	0
Lane Assignment		T	T			T	T	
Lanes in Grp	0	2	1	0	0	3	1	0
Grp Vol (v), veh/h	0	1117	11	0	0	884	28	0
Grp Sat Flow (s), veh/h/ln	0	1594	1752	0	0	1594	1752	0
Q Serve Time (g_s), s	0.0	36.4	0.7	0.0	0.0	15.9	1.8	0.0
Cycle Q Clear Time (g_c), s	0.0	36.4	0.7	0.0	0.0	15.9	1.8	0.0
Lane Grp Cap (c), veh/h	0	1395	220	0	0	1993	143	0
V/C Ratio (X)	0.00	0.80	0.05	0.00	0.00	0.44	0.20	0.00
Avail Cap (c_a), veh/h	0	1395	476	0	0	1993	454	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.93	1.00	0.00
Uniform Delay (d1), s/veh	0.0	29.2	46.2	0.0	0.0	25.0	51.4	0.0
Incr Delay (d2), s/veh	0.0	4.9	0.1	0.0	0.0	0.7	0.7	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	34.1	46.3	0.0	0.0	25.7	52.1	0.0
1st-Term Q (Q1), veh/ln	0.0	12.7	0.3	0.0	0.0	5.6	0.8	0.0

2nd-Term Q (Q2), veh/ln	0.0	1.0	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	13.6	0.3	0.0	0.0	5.7	0.8	0.0
%ile Storage Ratio (RQ%)	0.00	0.67	0.01	0.00	0.00	0.14	0.04	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	14	0	0	16	18	0
Lane Assignment		T+R	R			R	R	
Lanes in Grp	0	1	1	0	0	1	1	0
Grp Vol (v), veh/h	0	522	136	0	0	58	52	0
Grp Sat Flow (s), veh/h/ln	0	1486	1330	0	0	1330	1319	0
Q Serve Time (g_s), s	0.0	36.5	9.3	0.0	0.0	1.5	3.7	0.0
Cycle Q Clear Time (g_c), s	0.0	36.5	9.3	0.0	0.0	1.5	3.7	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.84	1.00	0.00	0.00	1.00	1.00	0.00
Lane Grp Cap (c), veh/h	0	650	167	0	0	554	108	0
V/C Ratio (X)	0.00	0.80	0.81	0.00	0.00	0.10	0.48	0.00
Avail Cap (c_a), veh/h	0	650	361	0	0	554	342	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.93	1.00	0.00
Uniform Delay (d1), s/veh	0.0	29.2	31.1	0.0	0.0	4.7	34.8	0.0
Incr Delay (d2), s/veh	0.0	10.1	9.2	0.0	0.0	0.4	3.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	39.3	40.3	0.0	0.0	5.1	38.1	0.0
1st-Term Q (Q1), veh/ln	0.0	11.9	2.8	0.0	0.0	0.9	1.4	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.8	0.4	0.0	0.0	0.1	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	13.7	3.3	0.0	0.0	1.0	1.5	0.0
%ile Storage Ratio (RQ%)	0.00	0.67	0.09	0.00	0.00	0.02	0.08	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	42.6
HCM 7th LOS	D

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

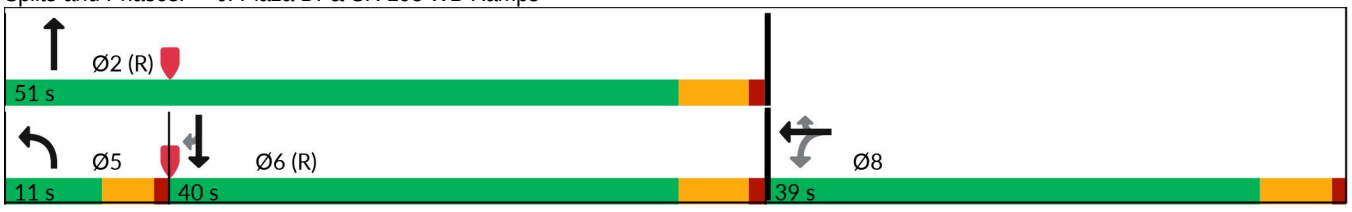


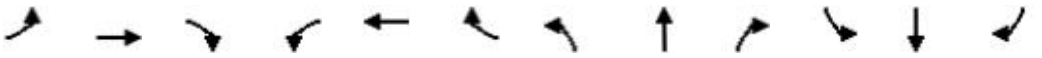
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	51	2	682	41	898	0	0	688	432
Future Volume (vph)	0	0	0	51	2	682	41	898	0	0	688	432
Ideal Flow (vphpl)	1900	1900	1900	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		0	250		250	220		0	0		530
Storage Lanes	0		0	0		2	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor							1.00					0.97
Frt						0.850						0.850
Flt Protected					0.954		0.950					
Satd. Flow (prot)	0	0	0	0	1648	2380	1511	4715	0	0	4715	1352
Flt Permitted					0.954		0.950					
Satd. Flow (perm)	0	0	0	0	1648	2380	1506	4715	0	0	4715	1309
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						146						470
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		238			262			552			426	
Travel Time (s)		3.2			3.6			7.5			5.8	
Confl. Peds. (#/hr)							5					5
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	55	2	741	45	976	0	0	748	470
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	57	741	45	976	0	0	748	470
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	1	1	1			1	1
Detector Template												
Leading Detector (ft)				50	50	50	50	50			50	50
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				50	50	50	50	50			50	50
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Detector Phase				8	8	8	5	2			6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Minimum Split (s)				23.7	23.7	23.7	8.5	28.4			28.4	28.4
Total Split (s)				39.0	39.0	39.0	11.0	51.0			40.0	40.0
Total Split (%)				43.3%	43.3%	43.3%	12.2%	56.7%			44.4%	44.4%
Maximum Green (s)				33.3	33.3	33.3	6.5	45.3			34.3	34.3
Yellow Time (s)				4.7	4.7	4.7	3.5	4.7			4.7	4.7
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					5.7	5.7	4.5	5.7			5.7	5.7
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)								7.0			7.0	7.0
Flash Don't Walk (s)								15.7			15.7	15.7
Pedestrian Calls (#/hr)								5			5	5
Act Effct Green (s)					28.6	28.6	6.7	50.0			43.0	43.0
Actuated g/C Ratio					0.32	0.32	0.07	0.56			0.48	0.48
v/c Ratio					0.11	0.87	0.40	0.37			0.33	0.54
Control Delay (s/veh)					20.3	34.0	50.5	12.4			17.1	4.6
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)					20.3	34.0	50.5	12.4			17.1	4.6
LOS					C	C	D	B			B	A
Approach Delay (s/veh)					33.0			14.1			12.3	
Approach LOS					C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 18.3		Intersection LOS: B	
Intersection Capacity Utilization 84.5%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 6: Plaza Dr & SR 198 WB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	51	2	682	41	898	0	0	688	432
Future Volume (veh/h)	0	0	0	51	2	682	41	898	0	0	688	432
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				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
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1614	1752	1614	1614	1752	0	0	1752	1614
Adj Flow Rate, veh/h				55	2	741	45	976	0	0	748	470
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				10	10	10	10	10	0	0	10	10
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				543	20	811	53	2565	0	0	2159	601
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.34	0.34	0.34	0.03	0.54	0.00	0.00	0.45	0.45
Unsig. Movement Delay												
Ln Grp Delay, s/veh				20.6	0.0	41.5	46.5	12.2	0.0	0.0	16.5	30.7
Ln Grp LOS				C		D	D	B			B	C
Approach Vol, veh/h					798			1021			1218	
Approach Delay, s/veh					40.0			13.7			22.0	
Approach LOS					D			B			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	11.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		54.0	36.0		7.6	46.3		
Change Period (Y+Rc), s		5.7	5.7		4.5	5.7		
Max Green (Gmax), s		45.3	33.3		6.5	34.3		
Max Allow Headway (MAH), s		4.1	4.4		4.2	4.2		
Max Q Clear (g_c+I1), s		12.7	28.5		4.6	29.0		
Green Ext Time (g_e), s		4.9	1.8		0.0	2.7		
Prob of Phs Call (p_c)		1.00	1.00		0.68	1.00		
Prob of Max Out (p_x)		0.00	0.92		1.00	0.00		

Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			1613		1537	0		

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		4940	59			4940		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	2407			1330		

Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0

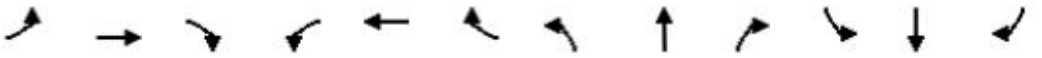
Lane Assignment			L+T		L (Prot)			
Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	57	0	45	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1671	0	1537	0	0	0
Q Serve Time (g_s), s	0.0	0.0	2.1	0.0	2.6	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	2.1	0.0	2.6	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	40.6	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.96	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	563	0	53	0	0	0
V/C Ratio (X)	0.00	0.00	0.10	0.00	0.84	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	618	0	111	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.09	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	20.5	0.0	43.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	3.3	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
Control Delay (d), s/veh	0.0	0.0	20.6	0.0	46.5	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.8	0.0	0.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.8	0.0	1.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.11	0.00	0.12	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	3	0	0	0	3	0	0
Grp Vol (v), veh/h	0	976	0	0	0	748	0	0
Grp Sat Flow (s), veh/h/ln	0	1594	0	0	0	1594	0	0
Q Serve Time (g_s), s	0.0	10.7	0.0	0.0	0.0	9.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	10.7	0.0	0.0	0.0	9.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	2565	0	0	0	2159	0	0
V/C Ratio (X)	0.00	0.38	0.00	0.00	0.00	0.35	0.00	0.00
Avail Cap (c_a), veh/h	0	2565	0	0	0	2159	0	0
Upstream Filter (I)	0.00	0.09	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	12.2	0.0	0.0	0.0	16.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.2	0.0	0.0	0.0	16.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.2	0.0	0.0	0.0	2.9	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.2	0.0	0.0	0.0	3.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.17	0.00	0.00	0.00	0.24	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	2	0	0	1	0	0
Grp Vol (v), veh/h	0	0	741	0	0	470	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1203	0	0	1330	0	0
Q Serve Time (g_s), s	0.0	0.0	26.5	0.0	0.0	27.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	26.5	0.0	0.0	27.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	811	0	0	601	0	0
V/C Ratio (X)	0.00	0.00	0.91	0.00	0.00	0.78	0.00	0.00
Avail Cap (c_a), veh/h	0	0	890	0	0	601	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	28.6	0.0	0.0	20.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	13.0	0.0	0.0	9.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	41.5	0.0	0.0	30.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	6.8	0.0	0.0	7.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	1.5	0.0	0.0	1.6	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	8.3	0.0	0.0	8.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.90	0.00	0.00	0.45	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	23.9
HCM 7th LOS	C



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	51	2	331	158	490	0	0	561	272
Future Volume (vph)	0	0	0	51	2	331	158	490	0	0	561	272
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		0	0		465	245		0	0		145
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850						0.850
Flt Protected					0.954		0.950					
Satd. Flow (prot)	0	0	0	0	1648	1352	1511	1727	0	0	1727	1352
Flt Permitted					0.954		0.950					
Satd. Flow (perm)	0	0	0	0	1648	1352	1511	1727	0	0	1727	1352
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		431			435			616			2371	
Travel Time (s)		5.3			5.4			7.6			29.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	55	2	360	172	533	0	0	610	296
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	57	360	172	533	0	0	610	296
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

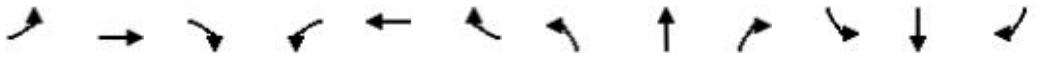
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.7%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	82.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	51	2	331	158	490	0	0	561	272
Future Vol, veh/h	0	0	0	51	2	331	158	490	0	0	561	272
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	0	0	0	55	2	360	172	533	0	0	610	296
Number of Lanes	0	0	0	0	1	1	1	1	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay, s/veh	27.3	80.7	109.8
HCM LOS	D	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	96%	0%	0%	0%
Vol Thru, %	0%	100%	4%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	158	490	53	331	561	272
LT Vol	158	0	51	0	0	0
Through Vol	0	490	2	0	561	0
RT Vol	0	0	0	331	0	272
Lane Flow Rate	172	533	58	360	610	296
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.381	1.107	0.137	0.736	1.254	0.55
Departure Headway (Hd)	8.339	7.823	9.101	7.879	7.63	6.908
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	434	469	396	461	482	526
Service Time	6.039	5.523	6.801	5.579	5.33	4.608
HCM Lane V/C Ratio	0.396	1.136	0.146	0.781	1.266	0.563
HCM Control Delay, s/veh	16.1	101.5	13.2	29.5	154.5	17.7
HCM Lane LOS	C	F	B	D	F	C
HCM 95th-tile Q	1.8	17.2	0.5	6	24.2	3.3

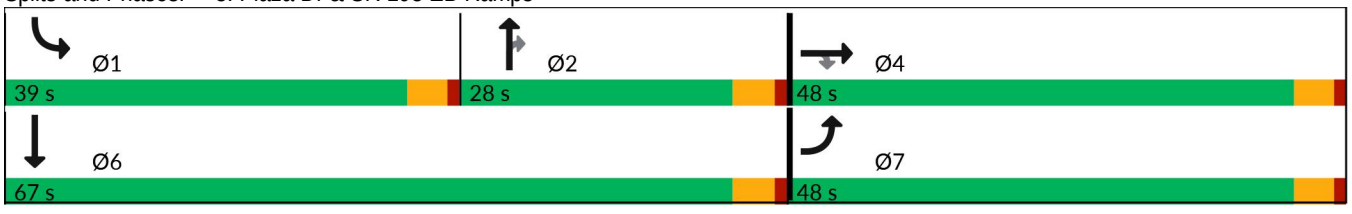


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	638	1	31	0	0	0	0	171	24	553	180	0
Future Volume (vph)	638	1	31	0	0	0	0	171	24	553	180	0
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	245		245	0		0	0		120	295		0
Storage Lanes	1		1	0		0	0		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	1.00
Ped Bike Factor									0.98			
Frt			0.850						0.850			
Flt Protected	0.950	0.953								0.950		
Satd. Flow (prot)	1436	1564	1352	0	0	0	0	3282	1352	2932	4715	0
Flt Permitted	0.950	0.953								0.950		
Satd. Flow (perm)	1436	1564	1352	0	0	0	0	3282	1322	2932	4715	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			57						57			
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		254			252			518			552	
Travel Time (s)		3.5			3.4			7.1			7.5	
Confl. Peds. (#/hr)									5			5
Confl. Bikes (#/hr)									2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	693	1	34	0	0	0	0	186	26	601	196	0
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	346	348	34	0	0	0	0	186	26	601	196	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1					1	1	1	1	
Detector Template												
Leading Detector (ft)	50	50	50					50	50	50	50	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	50	50	50					50	50	50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Turn Type	Prot	NA	Perm					NA	Perm	Prot	NA	
Protected Phases	7	4						2		1	6	
Permitted Phases			4						2			
Detector Phase	7	4	4					2	2	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)	8.5	22.5	22.5					25.8	25.8	8.5	22.9	
Total Split (s)	48.0	48.0	48.0					28.0	28.0	39.0	67.0	
Total Split (%)	41.7%	41.7%	41.7%					24.3%	24.3%	33.9%	58.3%	
Maximum Green (s)	43.5	43.5	43.5					23.5	23.5	34.5	62.5	
Yellow Time (s)	3.5	3.5	3.5					3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0					1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5					4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Recall Mode	None	None	None					Max	Max	None	Max	
Walk Time (s)								7.0	7.0		7.0	
Flash Don't Walk (s)								14.3	14.3		11.4	
Pedestrian Calls (#/hr)								5	5		5	
Act Effct Green (s)	43.5	43.5	43.5					29.3	29.3	28.7	62.5	
Actuated g/C Ratio	0.38	0.38	0.38					0.25	0.25	0.25	0.54	
v/c Ratio	0.64	0.59	0.06					0.22	0.07	0.82	0.08	
Control Delay (s/veh)	35.7	33.6	2.6					36.2	1.9	50.3	12.6	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	35.7	33.6	2.6					36.2	1.9	50.3	12.6	
LOS	D	C	A					D	A	D	B	
Approach Delay (s/veh)		33.2						32.0			41.0	
Approach LOS		C						C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 36.6		Intersection LOS: D	
Intersection Capacity Utilization 63.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 8: Plaza Dr & SR 198 EB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	638	1	31	0	0	0	0	171	24	553	180	0
Future Volume (veh/h)	638	1	31	0	0	0	0	171	24	553	180	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	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
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1614	1752	1614				0	1752	1614	1614	1752	0
Adj Flow Rate, veh/h	694	0	34				0	186	26	601	196	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10				0	10	10	10	10	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	822	0	366				0	1189	480	706	3062	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.27	0.00	0.27				0.00	0.36	0.36	0.24	0.64	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	36.4	0.0	27.0				0.0	21.6	20.8	40.1	6.6	0.0
Ln Grp LOS	D		C					C	C	D	A	
Approach Vol, veh/h		728						212			797	
Approach Delay, s/veh		36.0						21.5			31.8	
Approach LOS		D						C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		9.0		4.0		
Phs Duration (G+Y+Rc), s	27.6	39.4		30.6		67.0		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	34.5	23.5		43.5		62.5		
Max Allow Headway (MAH), s	4.2	4.1		4.2		4.1		
Max Q Clear (g_c+I1), s	20.8	5.7		22.9		3.5		
Green Ext Time (g_e), s	2.3	0.7		3.3		0.9		
Prob of Phs Call (p_c)	1.00	1.00		1.00		1.00		
Prob of Max Out (p_x)	0.03	0.00		0.01		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	2981	0		3073				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3416		0		4940		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1344		1367		0		

Left Lane Group Data								
Assigned Mvmt	1	5	0	7	0	0	0	0

Lane Assignment	L (Prot)			L				
Lanes in Grp	2	0	0	2	0	0	0	0
Grp Vol (v), veh/h	601	0	0	694	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1491	0	0	1537	0	0	0	0
Q Serve Time (g_s), s	18.8	0.0	0.0	20.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	18.8	0.0	0.0	20.9	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1537	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	34.9	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	706	0	0	822	0	0	0	0
V/C Ratio (X)	0.85	0.00	0.00	0.84	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	1054	0	0	1370	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	35.6	0.0	0.0	33.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	4.5	0.0	0.0	2.6	0.0	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
Control Delay (d), s/veh	40.1	0.0	0.0	36.4	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	6.4	0.0	0.0	7.2	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.4	0.0	0.0	0.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	6.8	0.0	0.0	7.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.62	0.00	0.00	0.83	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	3	0	0
Grp Vol (v), veh/h	0	186	0	0	0	196	0	0
Grp Sat Flow (s), veh/h/ln	0	1664	0	0	0	1594	0	0
Q Serve Time (g_s), s	0.0	3.7	0.0	0.0	0.0	1.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	3.7	0.0	0.0	0.0	1.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	1189	0	0	0	3062	0	0
V/C Ratio (X)	0.00	0.16	0.00	0.00	0.00	0.06	0.00	0.00
Avail Cap (c_a), veh/h	0	1189	0	0	0	3062	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	21.4	0.0	0.0	0.0	6.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	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
Control Delay (d), s/veh	0.0	21.6	0.0	0.0	0.0	6.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.3	0.0	0.0	0.0	0.4	0.0	0.0

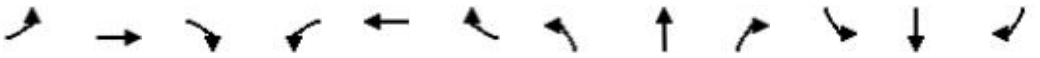
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.4	0.0	0.0	0.0	0.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	26	0	34	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1344	0	1367	0	0	0	0
Q Serve Time (g_s), s	0.0	1.2	0.0	1.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.2	0.0	1.8	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	480	0	366	0	0	0	0
V/C Ratio (X)	0.00	0.05	0.00	0.09	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	480	0	609	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	20.6	0.0	26.9	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.1	0.0	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
Control Delay (d), s/veh	0.0	20.8	0.0	27.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.4	0.0	0.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.4	0.0	0.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	0.06	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	189	0	97	0	0	0	0	387	109	363	279	0
Future Volume (vph)	189	0	97	0	0	0	0	387	109	363	279	0
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		280	0		0	0		75	215		0
Storage Lanes	0		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			
Flt Protected		0.950								0.950		
Satd. Flow (prot)	0	1641	1352	0	0	0	0	1727	1352	1511	1727	0
Flt Permitted		0.950								0.950		
Satd. Flow (perm)	0	1641	1352	0	0	0	0	1727	1352	1511	1727	0
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		325			418			564			616	
Travel Time (s)		4.0			5.2			7.0			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	205	0	105	0	0	0	0	421	118	395	303	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	205	105	0	0	0	0	421	118	395	303	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.7%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	24.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	189	0	97	0	0	0	0	387	109	363	279	0
Future Vol, veh/h	189	0	97	0	0	0	0	387	109	363	279	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	205	0	105	0	0	0	0	421	118	395	303	0
Number of Lanes	0	1	1	0	0	0	0	1	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	16	28.5	26
HCM LOS	C	D	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	387	109	189	97	363	279
LT Vol	0	0	189	0	363	0
Through Vol	387	0	0	0	0	279
RT Vol	0	109	0	97	0	0
Lane Flow Rate	421	118	205	105	395	303
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.812	0.205	0.471	0.206	0.791	0.565
Departure Headway (Hd)	6.953	6.238	8.254	7.025	7.215	6.705
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	517	571	436	508	497	534
Service Time	4.745	4.029	6.04	4.81	5.001	4.49
HCM Lane V/C Ratio	0.814	0.207	0.47	0.207	0.795	0.567
HCM Control Delay, s/veh	33.5	10.7	18.2	11.6	32.3	17.9
HCM Lane LOS	D	B	C	B	D	C
HCM 95th-tile Q	7.8	0.8	2.5	0.8	7.3	3.5



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	39	27	3	187	187	21
Future Volume (vph)	39	27	3	187	187	21
Ideal Flow (vphpl)	1750	1750	1750	1900	1900	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.945				0.986	
Flt Protected	0.971			0.999		
Satd. Flow (prot)	1460	0	0	1726	1703	0
Flt Permitted	0.971			0.999		
Satd. Flow (perm)	1460	0	0	1726	1703	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	1886			660	2786	
Travel Time (s)	23.4			8.2	34.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	42	29	3	203	203	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	71	0	0	206	226	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.00	1.00	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Yield	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	39	27	3	187	187	21
Future Vol, veh/h	39	27	3	187	187	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Yield	Yield	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	42	29	3	203	203	23

Major/Minor	Minor2			Major2	
Conflicting Flow All	203	203		-	0
Stage 1	203	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	6.5	6.3		-	-
Critical Hdwy Stg 1	5.5	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.59	3.39		-	-
Pot Cap-1 Maneuver	768	818		-	0
Stage 1	812	-		-	0
Stage 2	-	-		-	0
Platoon blocked, %				-	
Mov Cap-1 Maneuver	768	818		-	-
Mov Cap-2 Maneuver	768	-		-	-
Stage 1	812	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Ctrl Dly, s/v	8.31	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	1160	-
HCM Lane V/C Ratio	0.062	-
HCM Ctrl Dly (s/v)	8.3	-
HCM Lane LOS	A	-
HCM 95th %tile Q(veh)	0.2	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	46	0	0	16	36	95
Future Volume (vph)	46	0	0	16	36	95
Ideal Flow (vphpl)	1750	1750	1750	1900	1900	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.902	
Flt Protected	0.950					
Satd. Flow (prot)	1511	0	0	1727	1558	0
Flt Permitted	0.950					
Satd. Flow (perm)	1511	0	0	1727	1558	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	836			1423	1345	
Travel Time (s)	10.4			17.6	16.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	50	0	0	17	39	103
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	0	0	17	142	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.00	1.00	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 17.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	0	0	16	36	95
Future Vol, veh/h	46	0	0	16	36	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	50	0	0	17	39	103

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	108	91	142	0	-	0
Stage 1	91	-	-	-	-	-
Stage 2	17	-	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	870	945	1393	-	-	-
Stage 1	913	-	-	-	-	-
Stage 2	985	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	870	945	1393	-	-	-
Mov Cap-2 Maneuver	870	-	-	-	-	-
Stage 1	913	-	-	-	-	-
Stage 2	985	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.39	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1393	-	870	-	-
HCM Lane V/C Ratio	-	-	0.057	-	-
HCM Ctrl Dly (s/v)	0	-	9.4	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	158	198	24	10	52	68
Future Volume (vph)	158	198	24	10	52	68
Ideal Flow (vphpl)	1750	1750	1750	1900	1900	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.925				0.924	
Flt Protected	0.978			0.966		
Satd. Flow (prot)	1439	0	0	1669	1596	0
Flt Permitted	0.978			0.966		
Satd. Flow (perm)	1439	0	0	1669	1596	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	998			1254	653	
Travel Time (s)	12.4			15.5	8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	172	215	26	11	57	74
Shared Lane Traffic (%)						
Lane Group Flow (vph)	387	0	0	37	131	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.00	1.00	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Yield	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.9%		ICU Level of Service A	
Analysis Period (min) 15			

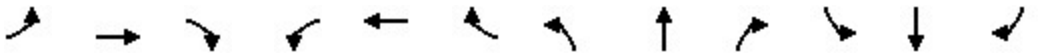
Intersection	
Int Delay, s/veh	8.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	158	198	24	10	52	68
Future Vol, veh/h	158	198	24	10	52	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Yield	Yield	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	172	215	26	11	57	74

Major/Minor	Minor2			Major2	
Conflicting Flow All	93	93		-	0
Stage 1	93	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	6.5	6.3		-	-
Critical Hdwy Stg 1	5.5	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.59	3.39		-	-
Pot Cap-1 Maneuver	887	942		-	-
Stage 1	910	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	887	942		-	-
Mov Cap-2 Maneuver	887	-		-	-
Stage 1	910	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Ctrl Dly, s/v	11.76	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	917	-	-
HCM Lane V/C Ratio	0.422	-	-
HCM Ctrl Dly (s/v)	11.8	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	2.1	-	-

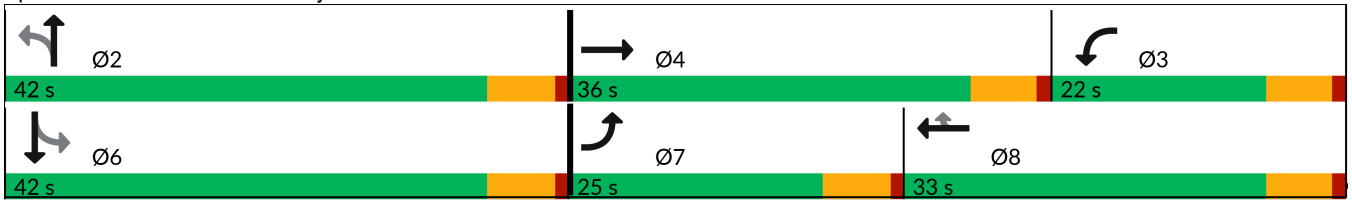


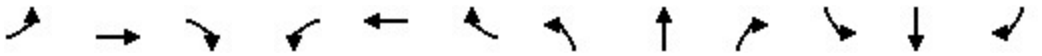
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	201	33	59	246	105	7	142	23	35	70	65
Future Volume (vph)	88	201	33	59	246	105	7	142	23	35	70	65
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	315		0	570		150	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99				0.96		1.00			0.99	
Frt		0.979				0.850		0.982			0.948	
Flt Protected	0.950			0.950				0.998			0.990	
Satd. Flow (prot)	1511	3197	0	1511	3282	1352	0	1689	0	0	1609	0
Flt Permitted	0.950			0.950				0.989			0.916	
Satd. Flow (perm)	1511	3197	0	1511	3282	1298	0	1673	0	0	1489	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19				114		9			35	
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		726			1305			2786			1444	
Travel Time (s)		9.0			16.2			34.5			17.9	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	96	218	36	64	267	114	8	154	25	38	76	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	96	254	0	64	267	114	0	187	0	0	185	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	7	4		3	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	24.1		10.0	24.0	24.0	34.1	34.1		32.7	32.7	
Total Split (s)	25.0	36.0		22.0	33.0	33.0	42.0	42.0		42.0	42.0	
Total Split (%)	25.0%	36.0%		22.0%	33.0%	33.0%	42.0%	42.0%		42.0%	42.0%	
Maximum Green (s)	19.0	30.0		16.0	27.0	27.0	36.0	36.0		36.0	36.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		11.1			6.9	6.9	21.1	21.1		19.7	19.7	
Pedestrian Calls (#/hr)		5			5	5	5	5		5	5	
Act Effct Green (s)	10.1	11.6		9.8	11.4	11.4		36.7			36.7	
Actuated g/C Ratio	0.14	0.16		0.13	0.16	0.16		0.50			0.50	
v/c Ratio	0.46	0.49		0.32	0.52	0.38		0.22			0.24	
Control Delay (s/veh)	38.5	30.3		35.3	33.6	10.6		13.2			11.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay (s/veh)	38.5	30.3		35.3	33.6	10.6		13.2			11.8	
LOS	D	C		D	C	B		B			B	
Approach Delay (s/veh)		32.5			27.9			13.2			11.8	
Approach LOS		C			C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 73.4			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay (s/veh): 24.4		Intersection LOS: C	
Intersection Capacity Utilization 51.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: N Kelsey St & W Goshen Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	201	33	59	246	105	7	142	23	35	70	65
Future Volume (veh/h)	88	201	33	59	246	105	7	142	23	35	70	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	96	218	36	64	267	114	8	154	25	38	76	71
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	120	377	61	134	471	185	66	752	118	187	358	301
Arrive On Green	0.08	0.13	0.13	0.09	0.14	0.14	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	1537	2847	461	1537	3328	1309	23	1445	227	238	689	577
Grp Volume(v), veh/h	96	126	128	64	267	114	187	0	0	185	0	0
Grp Sat Flow(s),veh/h/ln	1537	1664	1644	1537	1664	1309	1695	0	0	1505	0	0
Q Serve(g_s), s	4.3	4.9	5.1	2.7	5.2	5.7	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.3	4.9	5.1	2.7	5.2	5.7	4.1	0.0	0.0	4.3	0.0	0.0
Prop In Lane	1.00		0.28	1.00		1.00	0.04		0.13	0.21		0.38
Lane Grp Cap(c), veh/h	120	220	218	134	471	185	936	0	0	846	0	0
V/C Ratio(X)	0.80	0.57	0.59	0.48	0.57	0.62	0.20	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	422	722	713	355	1299	511	936	0	0	846	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	31.4	28.2	28.2	30.1	27.7	27.9	8.9	0.0	0.0	9.0	0.0	0.0
Incr Delay (d2), s/veh	11.6	2.3	2.5	2.7	1.1	3.3	0.5	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.9	1.9	1.0	1.9	1.7	1.2	0.0	0.0	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.0	30.5	30.8	32.7	28.8	31.2	9.4	0.0	0.0	9.6	0.0	0.0
LnGrp LOS	D	C	C	C	C	C	A			A		
Approach Vol, veh/h		350			445			187			185	
Approach Delay, s/veh		34.0			30.0			9.4			9.6	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		42.0	12.0	15.2		42.0	11.4	15.8				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		36.0	16.0	30.0		36.0	19.0	27.0				
Max Q Clear Time (g_c+I1), s		6.1	4.7	7.1		6.3	6.3	7.7				
Green Ext Time (p_c), s		0.9	0.1	1.2		1.0	0.1	1.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	24.7
HCM 7th LOS	C



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	273	12	22	420	2	9
Future Volume (vph)	273	12	22	420	2	9
Ideal Flow (vphpl)	1900	1750	1750	1900	1750	1750
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.994				0.887	
Flt Protected			0.950		0.992	
Satd. Flow (prot)	3262	0	1511	3282	1400	0
Flt Permitted			0.950		0.992	
Satd. Flow (perm)	3262	0	1511	3282	1400	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	1304			1338	1362	
Travel Time (s)	16.2			16.6	16.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	297	13	24	457	2	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	310	0	24	457	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.11	1.11	1.00	1.11	1.11
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	273	12	22	420	2	9
Future Vol, veh/h	273	12	22	420	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	297	13	24	457	2	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	310	0	579	155
Stage 1	-	-	-	-	303	-
Stage 2	-	-	-	-	276	-
Critical Hdwy	-	-	4.3	-	7	7.1
Critical Hdwy Stg 1	-	-	-	-	6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	2.3	-	3.6	3.4
Pot Cap-1 Maneuver	-	-	1192	-	427	839
Stage 1	-	-	-	-	699	-
Stage 2	-	-	-	-	722	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1192	-	419	839
Mov Cap-2 Maneuver	-	-	-	-	419	-
Stage 1	-	-	-	-	699	-
Stage 2	-	-	-	-	708	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.4	8.73
HCM LOS			A

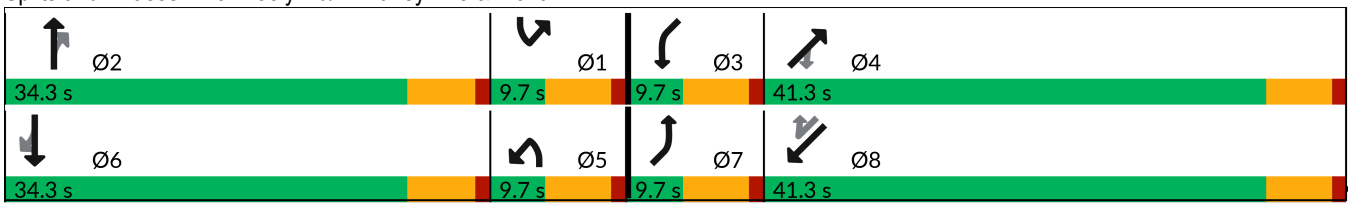
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	978	-	-	1192	-
HCM Lane V/C Ratio	0.012	-	-	0.02	-
HCM Control Delay (s/veh)	8.7	-	-	8.1	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	27	1233	98	21	1024	25	22	6	7	17	4	10
Future Volume (vph)	27	1233	98	21	1024	25	22	6	7	17	4	10
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	410		110	200		200	60		60	230		190
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor			0.97			0.97			0.98		0.99	0.98
Frt			0.850			0.850			0.850		0.925	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1511	3282	1352	1511	3282	1352	1511	1727	1352	1511	1505	1285
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1511	3282	1307	1511	3282	1307	1511	1727	1329	1511	1505	1262
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			162			162			162		4	162
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		1211			225			366			73	
Travel Time (s)		16.5			3.1			5.0			1.0	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	29	1340	107	23	1113	27	24	7	8	18	4	11
Shared Lane Traffic (%)												35%
Lane Group Flow (vph)	29	1340	107	23	1113	27	24	7	8	18	8	7
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.7	27.0	27.0	9.7	27.0	27.0	9.7	41.3	41.3	9.7	39.9	39.9
Total Split (s)	9.7	34.3	34.3	9.7	34.3	34.3	9.7	41.3	41.3	9.7	41.3	41.3
Total Split (%)	10.2%	36.1%	36.1%	10.2%	36.1%	36.1%	10.2%	43.5%	43.5%	10.2%	43.5%	43.5%
Maximum Green (s)	4.0	28.6	28.6	4.0	28.6	28.6	4.0	35.6	35.6	4.0	35.6	35.6
Yellow Time (s)	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
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	3.0
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		14.3	14.3		14.3	14.3		28.6	28.6		27.2	27.2
Pedestrian Calls (#/hr)		5	5		5	5		5	5		5	5
Act Effct Green (s)	4.3	47.2	47.2	4.3	45.2	45.2	4.3	9.8	9.8	4.3	9.8	9.8
Actuated g/C Ratio	0.07	0.80	0.80	0.07	0.76	0.76	0.07	0.17	0.17	0.07	0.17	0.17
v/c Ratio	0.27	0.51	0.10	0.21	0.44	0.03	0.22	0.02	0.02	0.17	0.03	0.02
Control Delay (s/veh)	39.8	12.7	1.4	38.0	13.3	0.0	38.1	20.2	0.1	36.9	16.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.8	12.7	1.4	38.0	13.3	0.0	38.1	20.2	0.1	36.9	16.1	0.2
LOS	D	B	A	D	B	A	D	C	A	D	B	A
Approach Delay (s/veh)		12.4			13.5			27.1			24.1	
Approach LOS		B			B			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 59.2			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay (s/veh): 13.2		Intersection LOS: B	
Intersection Capacity Utilization 58.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: Neely Rd/W Hurley Ave & Plaza Dr





Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	27	1233	98	21	1024	25	22	6	7	17	4	10
Future Volume (veh/h)	27	1233	98	21	1024	25	22	6	7	17	4	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	29	1340	107	23	1113	27	24	7	8	18	9	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	39	1613	645	39	1613	645	34	151	114	27	143	107
Arrive On Green	0.03	0.48	0.48	0.03	0.48	0.48	0.02	0.09	0.09	0.02	0.08	0.08
Sat Flow, veh/h	1537	3328	1331	1537	3328	1331	1537	1752	1321	1537	1752	1319
Grp Volume(v), veh/h	29	1340	107	23	1113	27	24	7	8	18	9	8
Grp Sat Flow(s),veh/h/ln	1537	1664	1331	1537	1664	1331	1537	1752	1321	1537	1752	1319
Q Serve(g_s), s	1.1	20.5	1.6	0.9	15.3	0.4	0.9	0.2	0.2	0.7	0.3	0.3
Cycle Q Clear(g_c), s	1.1	20.5	1.6	0.9	15.3	0.4	0.9	0.2	0.2	0.7	0.3	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	39	1613	645	39	1613	645	34	151	114	27	143	107
V/C Ratio(X)	0.74	0.83	0.17	0.58	0.69	0.04	0.71	0.05	0.07	0.68	0.06	0.07
Avail Cap(c_a), veh/h	104	1613	645	104	1613	645	104	1057	797	104	1057	796
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	28.6	13.1	3.0	28.4	11.8	2.7	28.7	24.7	14.3	28.8	25.0	14.5
Incr Delay (d2), s/veh	23.0	5.1	0.6	12.9	2.4	0.1	23.6	0.1	0.3	25.9	0.2	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	6.4	0.6	0.4	4.4	0.1	0.5	0.1	0.1	0.4	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.6	18.3	3.5	41.4	14.2	2.8	52.3	24.9	14.6	54.8	25.2	14.8
LnGrp LOS	D	B	A	D	B	A	D	C	B	D	C	B
Approach Vol, veh/h		1476			1163			39			35	
Approach Delay, s/veh		17.8			14.5			39.6			38.0	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	34.3	6.7	10.8	7.2	34.3	7.0	10.5
Change Period (Y+Rc), s	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Max Green Setting (Gmax), s	4.0	28.6	4.0	35.6	4.0	28.6	4.0	35.6
Max Q Clear Time (g_c+I1), s	2.9	22.5	2.7	2.2	3.1	17.3	2.9	2.3
Green Ext Time (p_c), s	0.0	4.1	0.0	0.0	0.0	5.4	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	17.0
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

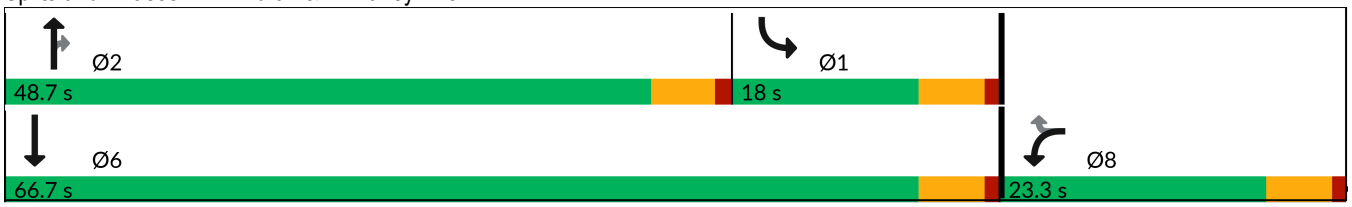


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	214	173	851	104	190	811
Future Volume (vph)	214	173	851	104	190	811
Ideal Flow (vphpl)	1750	1750	1900	1750	1750	1900
Storage Length (ft)	300	300		295	250	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.97	1.00	
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1511	1352	1727	1352	1511	1727
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1511	1352	1727	1309	1507	1727
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		188		113		
Link Speed (mph)	45		45			45
Link Distance (ft)	1104		2371			1360
Travel Time (s)	16.7		35.9			20.6
Confl. Peds. (#/hr)				5	5	
Confl. Bikes (#/hr)				2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	233	188	925	113	207	882
Shared Lane Traffic (%)						
Lane Group Flow (vph)	233	188	925	113	207	882
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.00	1.11	1.11	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.3	23.3	27.0	27.0	9.3	23.3
Total Split (s)	23.3	23.3	48.7	48.7	18.0	66.7
Total Split (%)	25.9%	25.9%	54.1%	54.1%	20.0%	74.1%
Maximum Green (s)	18.0	18.0	43.4	43.4	12.7	61.4
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag			Lead	Lead	Lag	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	Max
Walk Time (s)			7.0	7.0		
Flash Don't Walk (s)			14.7	14.7		
Pedestrian Calls (#/hr)			5	5		
Act Effct Green (s)	16.5	16.5	43.4	43.4	12.7	61.4
Actuated g/C Ratio	0.19	0.19	0.49	0.49	0.14	0.69
v/c Ratio	0.83	0.47	1.09	0.16	0.95	0.74
Control Delay (s/veh)	59.6	9.1	84.1	3.3	91.5	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.6	9.1	84.1	3.3	91.5	13.6
LOS	E	A	F	A	F	B
Approach Delay (s/veh)	37.0		75.3			28.4
Approach LOS	D		E			C

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 88.5			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay (s/veh): 48.9		Intersection LOS: D	
Intersection Capacity Utilization 82.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4: Rd 92 & W Hurley Ave

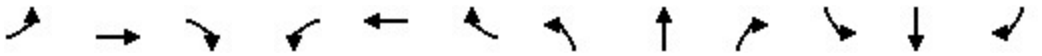




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	214	173	851	104	190	811
Future Volume (veh/h)	214	173	851	104	190	811
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		0.97	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1614	1614	1752	1614	1614	1752
Adj Flow Rate, veh/h	233	188	925	113	207	882
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	270	240	871	662	224	1232
Arrive On Green	0.18	0.18	0.50	0.50	0.15	0.70
Sat Flow, veh/h	1537	1367	1752	1331	1537	1752
Grp Volume(v), veh/h	233	188	925	113	207	882
Grp Sat Flow(s),veh/h/ln	1537	1367	1752	1331	1537	1752
Q Serve(g_s), s	12.9	11.5	43.4	4.1	11.6	26.3
Cycle Q Clear(g_c), s	12.9	11.5	43.4	4.1	11.6	26.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	270	240	871	662	224	1232
V/C Ratio(X)	0.86	0.78	1.06	0.17	0.93	0.72
Avail Cap(c_a), veh/h	317	282	871	662	224	1232
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	35.0	34.4	22.0	12.1	36.8	7.7
Incr Delay (d2), s/veh	19.0	11.6	48.4	0.6	40.3	3.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	4.4	26.7	1.2	6.6	7.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	54.0	46.0	70.4	12.6	77.2	11.3
LnGrp LOS	D	D	F	B	E	B
Approach Vol, veh/h	421		1038			1089
Approach Delay, s/veh	50.5		64.1			23.8
Approach LOS	D		E			C

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	18.0	48.7			66.7	20.6
Change Period (Y+Rc), s	5.3	5.3			5.3	5.3
Max Green Setting (Gmax), s	12.7	43.4			61.4	18.0
Max Q Clear Time (g_c+I1), s	13.6	45.4			28.3	14.9
Green Ext Time (p_c), s	0.0	0.0			7.2	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	44.6
HCM 7th LOS	D

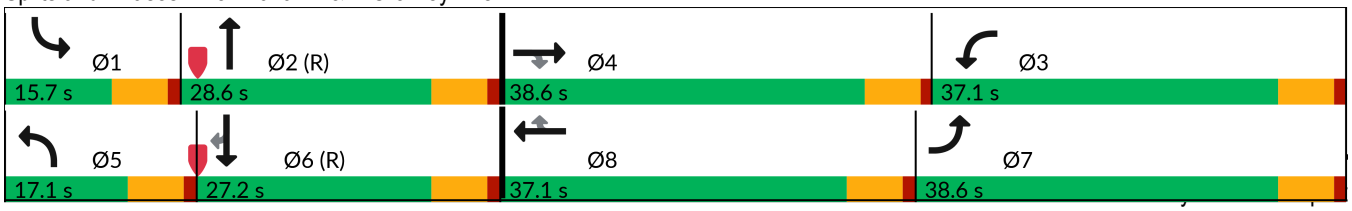


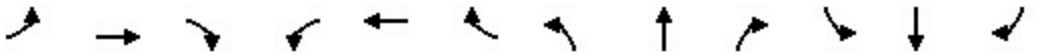
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	15	150	221	33	39	177	1327	402	62	1022	66
Future Volume (vph)	62	15	150	221	33	39	177	1327	402	62	1022	66
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	265		0	310		0	385		0	320		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor			0.98			0.98		0.99				0.96
Frt			0.850			0.850		0.965				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1511	1727	1352	1511	1727	1352	1511	4514	0	1511	4715	1352
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1511	1727	1329	1511	1727	1329	1511	4514	0	1511	4715	1305
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			163			136		56				136
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1062			630			650			1211	
Travel Time (s)		13.2			7.8			8.1			15.0	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	67	16	163	240	36	42	192	1442	437	67	1111	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	16	163	240	36	42	192	1879	0	67	1111	72
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	2		1	2	1
Detector Template	Left					Right		Thru		Left	Thru	Right
Leading Detector (ft)	20	50	50	50	50	20	50	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	50	50	50	50	20	50	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94			94	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)								0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	55.6	55.6	55.6	54.1	54.1	54.1	34.1	34.1		32.7	32.7	32.7
Total Split (s)	38.6	38.6	38.6	37.1	37.1	37.1	17.1	28.6		15.7	27.2	27.2
Total Split (%)	32.2%	32.2%	32.2%	30.9%	30.9%	30.9%	14.3%	23.8%		13.1%	22.7%	22.7%
Maximum Green (s)	32.6	32.6	32.6	31.1	31.1	31.1	11.1	22.6		9.7	21.2	21.2
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
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
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	7.0
Flash Don't Walk (s)		42.6	42.6		41.1	41.1		21.1			19.7	19.7
Pedestrian Calls (#/hr)		5	5		5	5		5			5	5
Act Effct Green (s)	21.9	11.9	11.9	23.9	16.4	16.4	25.9	53.0		9.6	34.3	34.3
Actuated g/C Ratio	0.18	0.10	0.10	0.20	0.14	0.14	0.22	0.44		0.08	0.29	0.29
v/c Ratio	0.24	0.09	0.59	0.80	0.15	0.14	0.59	0.93		0.56	0.82	0.15
Control Delay (s/veh)	40.5	44.3	15.0	64.5	46.8	1.0	53.8	37.0		70.4	46.7	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	40.5	44.3	15.0	64.5	46.8	1.0	53.8	37.0		70.4	46.7	0.7
LOS	D	D	B	E	D	A	D	D		E	D	A
Approach Delay (s/veh)		23.8			54.1			38.6			45.3	
Approach LOS		C			D			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 17.1 (14%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 180			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay (s/veh): 41.1		Intersection LOS: D	
Intersection Capacity Utilization 76.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 5: Plaza Dr & E Crowley Ave





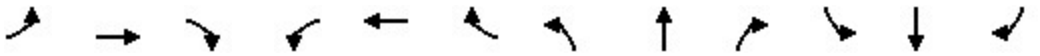
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	15	150	221	33	39	177	1327	402	62	1022	66
Future Volume (veh/h)	62	15	150	221	33	39	177	1327	402	62	1022	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	67	16	163	240	36	42	192	1442	437	67	1111	72
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	363	244	186	268	135	102	142	1567	470	82	1883	523
Arrive On Green	0.24	0.14	0.14	0.17	0.08	0.08	0.09	0.43	0.43	0.05	0.39	0.39
Sat Flow, veh/h	1537	1752	1332	1537	1752	1317	1537	3621	1087	1537	4782	1329
Grp Volume(v), veh/h	67	16	163	240	36	42	192	1268	611	67	1111	72
Grp Sat Flow(s),veh/h/ln	1537	1752	1332	1537	1752	1317	1537	1594	1520	1537	1594	1329
Q Serve(g_s), s	4.2	1.0	11.2	18.3	2.3	3.0	11.1	44.9	45.8	5.2	22.0	1.9
Cycle Q Clear(g_c), s	4.2	1.0	11.2	18.3	2.3	3.0	11.1	44.9	45.8	5.2	22.0	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.72	1.00		1.00
Lane Grp Cap(c), veh/h	363	244	186	268	135	102	142	1380	658	82	1883	523
V/C Ratio(X)	0.18	0.07	0.88	0.90	0.27	0.41	1.35	0.92	0.93	0.81	0.59	0.14
Avail Cap(c_a), veh/h	417	476	362	398	454	341	142	1380	658	124	1883	523
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	0.90	0.90	0.90
Uniform Delay (d), s/veh	36.6	44.9	30.5	48.5	52.2	36.7	54.4	32.1	32.3	56.2	28.7	4.6
Incr Delay (d2), s/veh	0.2	0.1	12.3	16.2	1.0	2.7	196.9	11.3	21.5	19.4	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	1.5	0.4	4.0	7.9	1.0	1.2	11.9	17.8	19.2	2.4	8.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.8	45.0	42.8	64.7	53.2	39.3	251.4	43.4	53.7	75.6	30.0	5.1
LnGrp LOS	D	D	D	E	D	D	F	D	D	E	C	A
Approach Vol, veh/h		246			318			2071			1250	
Approach Delay, s/veh		41.3			60.0			65.7			31.0	
Approach LOS		D			E			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	57.9	26.9	22.7	17.1	53.3	34.4	15.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.7	22.6	31.1	32.6	11.1	21.2	32.6	31.1
Max Q Clear Time (g_c+I1), s	7.2	47.8	20.3	13.2	13.1	24.0	6.2	5.0
Green Ext Time (p_c), s	0.0	0.0	0.6	0.6	0.0	0.0	0.1	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	52.5
HCM 7th LOS	D

Notes

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

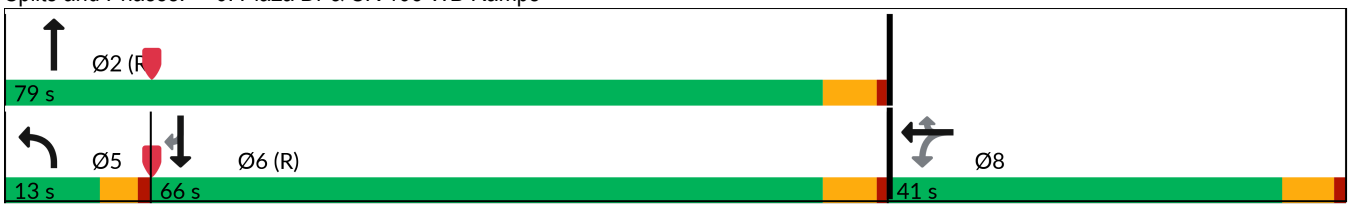


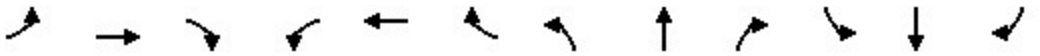
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	52	2	699	43	914	0	0	700	427
Future Volume (vph)	0	0	0	52	2	699	43	914	0	0	700	427
Ideal Flow (vphpl)	1900	1900	1900	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		0	250		250	220		0	0		530
Storage Lanes	0		0	0		2	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor							1.00					0.97
Frt						0.850						0.850
Flt Protected					0.954		0.950					
Satd. Flow (prot)	0	0	0	0	1648	2380	1511	4715	0	0	4715	1352
Flt Permitted					0.954		0.950					
Satd. Flow (perm)	0	0	0	0	1648	2380	1504	4715	0	0	4715	1306
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						225						464
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		238			262			552			426	
Travel Time (s)		3.2			3.6			7.5			5.8	
Confl. Peds. (#/hr)							5					5
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	57	2	760	47	993	0	0	761	464
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	59	760	47	993	0	0	761	464
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	1	1	1			1	1
Detector Template												
Leading Detector (ft)				50	50	50	50	50			50	50
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				50	50	50	50	50			50	50
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Detector Phase				8	8	8	5	2			6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Minimum Split (s)				23.7	23.7	23.7	8.5	28.4			28.4	28.4
Total Split (s)				41.0	41.0	41.0	13.0	79.0			66.0	66.0
Total Split (%)				34.2%	34.2%	34.2%	10.8%	65.8%			55.0%	55.0%
Maximum Green (s)				35.3	35.3	35.3	8.5	73.3			60.3	60.3
Yellow Time (s)				4.7	4.7	4.7	3.5	4.7			4.7	4.7
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					5.7	5.7	4.5	5.7			5.7	5.7
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)								7.0			7.0	7.0
Flash Don't Walk (s)								15.7			15.7	15.7
Pedestrian Calls (#/hr)								5			5	5
Act Effct Green (s)					32.9	32.9	7.7	75.7			65.5	65.5
Actuated g/C Ratio					0.27	0.27	0.06	0.63			0.55	0.55
v/c Ratio					0.13	0.93	0.48	0.33			0.30	0.50
Control Delay (s/veh)					32.4	48.6	70.8	11.0			6.9	6.0
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)					32.4	48.6	70.8	11.0			6.9	6.0
LOS					C	D	E	B			A	A
Approach Delay (s/veh)					47.5			13.7			6.5	
Approach LOS					D			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay (s/veh): 19.8		Intersection LOS: B	
Intersection Capacity Utilization 64.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 6: Plaza Dr & SR 198 WB Ramps

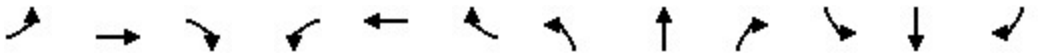




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	52	2	699	43	914	0	0	700	427
Future Volume (veh/h)	0	0	0	52	2	699	43	914	0	0	700	427
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1614	1752	1614	1614	1752	0	0	1752	1614
Adj Flow Rate, veh/h				57	2	760	47	993	0	0	761	464
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				10	10	10	10	10	0	0	10	10
Cap, veh/h				475	17	708	57	2921	0	0	2563	714
Arrive On Green				0.29	0.29	0.29	0.04	0.61	0.00	0.00	0.54	0.54
Sat Flow, veh/h				1614	57	2407	1537	4940	0	0	4940	1332
Grp Volume(v), veh/h				59	0	760	47	993	0	0	761	464
Grp Sat Flow(s),veh/h/ln				1671	0	1203	1537	1594	0	0	1594	1332
Q Serve(g_s), s				3.1	0.0	35.3	3.6	12.2	0.0	0.0	10.5	29.8
Cycle Q Clear(g_c), s				3.1	0.0	35.3	3.6	12.2	0.0	0.0	10.5	29.8
Prop In Lane				0.97		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				492	0	708	57	2921	0	0	2563	714
V/C Ratio(X)				0.12	0.00	1.07	0.82	0.34	0.00	0.00	0.30	0.65
Avail Cap(c_a), veh/h				492	0	708	109	2921	0	0	2563	714
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.83	0.83	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				31.0	0.0	42.3	57.4	11.5	0.0	0.0	15.4	19.8
Incr Delay (d2), s/veh				0.1	0.0	55.3	20.4	0.3	0.0	0.0	0.3	4.6
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.2	0.0	15.3	1.7	3.9	0.0	0.0	3.6	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				31.1	0.0	97.7	77.7	11.7	0.0	0.0	15.7	24.4
LnGrp LOS				C		F	E	B			B	C
Approach Vol, veh/h					819			1040			1225	
Approach Delay, s/veh					92.9			14.7			19.0	
Approach LOS					F			B			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	79.0		9.0	70.0		41.0						
Change Period (Y+Rc), s	5.7		4.5	5.7		5.7						
Max Green Setting (Gmax), s	73.3		8.5	60.3		35.3						
Max Q Clear Time (g_c+I1), s	14.2		5.6	31.8		37.3						
Green Ext Time (p_c), s	5.2		0.0	6.3		0.0						

Intersection Summary	
HCM 7th Control Delay, s/veh	37.2
HCM 7th LOS	D



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	52	2	339	166	495	0	0	575	273
Future Volume (vph)	0	0	0	52	2	339	166	495	0	0	575	273
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		0	0		465	245		0	0		145
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850						0.850
Flt Protected					0.954		0.950					
Satd. Flow (prot)	0	0	0	0	1648	1352	1511	1727	0	0	1727	1352
Flt Permitted					0.954		0.950					
Satd. Flow (perm)	0	0	0	0	1648	1352	1511	1727	0	0	1727	1352
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		431			435			616			2371	
Travel Time (s)		5.3			5.4			7.6			29.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	57	2	368	180	538	0	0	625	297
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	59	368	180	538	0	0	625	297
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

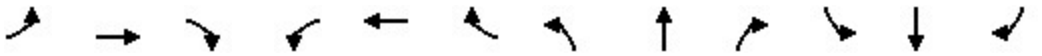
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.4%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	89.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	52	2	339	166	495	0	0	575	273
Future Vol, veh/h	0	0	0	52	2	339	166	495	0	0	575	273
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	0	0	0	57	2	368	180	538	0	0	625	297
Number of Lanes	0	0	0	0	1	1	1	1	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay, s/veh	29.4	84.2	120.5
HCM LOS	D	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	96%	0%	0%	0%
Vol Thru, %	0%	100%	4%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	166	495	54	339	575	273
LT Vol	166	0	52	0	0	0
Through Vol	0	495	2	0	575	0
RT Vol	0	0	0	339	0	273
Lane Flow Rate	180	538	59	368	625	297
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.401	1.122	0.141	0.762	1.29	0.554
Departure Headway (Hd)	8.424	7.907	9.161	7.938	7.711	6.989
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	429	463	394	461	475	519
Service Time	6.124	5.607	6.861	5.638	5.411	4.689
HCM Lane V/C Ratio	0.42	1.162	0.15	0.798	1.316	0.572
HCM Control Delay, s/veh	16.7	106.9	13.4	31.9	169.1	18
HCM Lane LOS	C	F	B	D	F	C
HCM 95th-tile Q	1.9	17.7	0.5	6.5	25.7	3.3

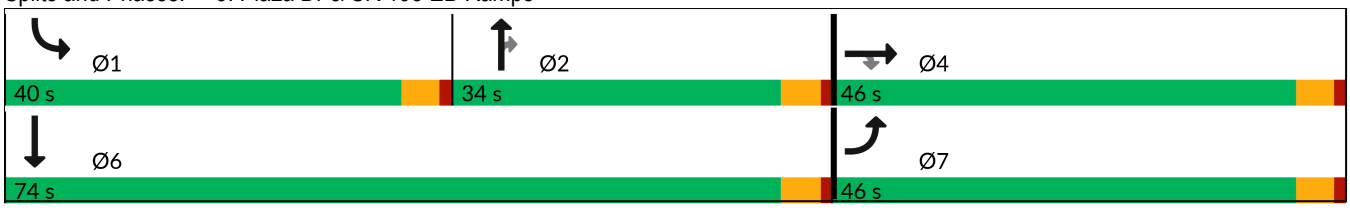


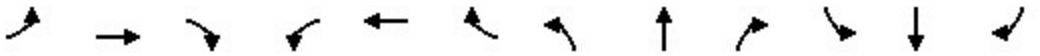
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	655	1	32	0	0	0	0	177	25	560	186	0
Future Volume (vph)	655	1	32	0	0	0	0	177	25	560	186	0
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	245		245	0		0	0		120	295		0
Storage Lanes	1		1	0		0	0		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	1.00
Ped Bike Factor									0.98			
Frt			0.850						0.850			
Flt Protected	0.950	0.953								0.950		
Satd. Flow (prot)	1436	1564	1352	0	0	0	0	3282	1352	2932	4715	0
Flt Permitted	0.950	0.953								0.950		
Satd. Flow (perm)	1436	1564	1352	0	0	0	0	3282	1322	2932	4715	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			55						55			
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		254			252			518			552	
Travel Time (s)		3.5			3.4			7.1			7.5	
Confl. Peds. (#/hr)									5			5
Confl. Bikes (#/hr)									2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	712	1	35	0	0	0	0	192	27	609	202	0
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	356	357	35	0	0	0	0	192	27	609	202	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1					1	1	1	1	
Detector Template												
Leading Detector (ft)	50	50	50					50	50	50	50	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	50	50	50					50	50	50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Turn Type	Prot	NA	Perm					NA	Perm	Prot	NA	
Protected Phases	7	4						2		1	6	
Permitted Phases			4						2			
Detector Phase	7	4	4					2	2	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)	8.5	22.5	22.5					25.8	25.8	8.5	22.9	
Total Split (s)	46.0	46.0	46.0					34.0	34.0	40.0	74.0	
Total Split (%)	38.3%	38.3%	38.3%					28.3%	28.3%	33.3%	61.7%	
Maximum Green (s)	41.5	41.5	41.5					29.5	29.5	35.5	69.5	
Yellow Time (s)	3.5	3.5	3.5					3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0					1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5					4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Recall Mode	None	None	None					Max	Max	None	Max	
Walk Time (s)								7.0	7.0		7.0	
Flash Don't Walk (s)								14.3	14.3		11.4	
Pedestrian Calls (#/hr)								5	5		5	
Act Effct Green (s)	41.5	41.5	41.5					35.0	35.0	30.0	69.5	
Actuated g/C Ratio	0.35	0.35	0.35					0.29	0.29	0.25	0.58	
v/c Ratio	0.72	0.66	0.07					0.20	0.06	0.83	0.07	
Control Delay (s/veh)	43.7	40.3	3.4					33.9	2.2	53.0	11.2	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	43.7	40.3	3.4					33.9	2.2	53.0	11.2	
LOS	D	D	A					C	A	D	B	
Approach Delay (s/veh)		40.2						30.0			42.6	
Approach LOS		D						C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 40.0		Intersection LOS: D	
Intersection Capacity Utilization 64.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 8: Plaza Dr & SR 198 EB Ramps





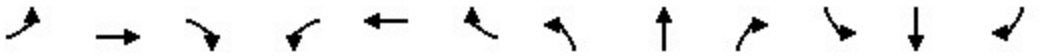
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	655	1	32	0	0	0	0	177	25	560	186	0
Future Volume (veh/h)	655	1	32	0	0	0	0	177	25	560	186	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614				0	1752	1614	1614	1752	0
Adj Flow Rate, veh/h	713	0	35				0	192	27	609	202	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10				0	10	10	10	10	0
Cap, veh/h	825	0	367				0	1231	497	703	3097	0
Arrive On Green	0.27	0.00	0.27				0.00	0.37	0.37	0.24	0.65	0.00
Sat Flow, veh/h	3073	0	1367				0	3416	1344	2981	4940	0
Grp Volume(v), veh/h	713	0	35				0	192	27	609	202	0
Grp Sat Flow(s),veh/h/ln	1537	0	1367				0	1664	1344	1491	1594	0
Q Serve(g_s), s	23.7	0.0	2.1				0.0	4.1	1.4	21.1	1.7	0.0
Cycle Q Clear(g_c), s	23.7	0.0	2.1				0.0	4.1	1.4	21.1	1.7	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	825	0	367				0	1231	497	703	3097	0
V/C Ratio(X)	0.86	0.00	0.10				0.00	0.16	0.05	0.87	0.07	0.00
Avail Cap(c_a), veh/h	1188	0	529				0	1231	497	986	3097	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.4	0.0	29.5				0.0	22.6	21.7	39.4	7.0	0.0
Incr Delay (d2), s/veh	4.8	0.0	0.1				0.0	0.3	0.2	6.0	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
%ile BackOfQ(50%),veh/ln	8.9	0.0	0.7				0.0	1.6	0.4	7.9	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.2	0.0	29.6				0.0	22.9	22.0	45.4	7.0	0.0
LnGrp LOS	D		C					C	C	D	A	
Approach Vol, veh/h		748						219			811	
Approach Delay, s/veh		41.6						22.8			35.8	
Approach LOS		D						C			D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	29.8	44.2		33.3		74.0
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	35.5	29.5		41.5		69.5
Max Q Clear Time (g_c+I1), s	23.1	6.1		25.7		3.7
Green Ext Time (p_c), s	2.3	0.8		3.1		0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	36.6
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	194	0	100	0	0	0	0	406	114	370	295	0
Future Volume (vph)	194	0	100	0	0	0	0	406	114	370	295	0
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		280	0		0	0		75	215		0
Storage Lanes	0		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			
Flt Protected		0.950								0.950		
Satd. Flow (prot)	0	1641	1352	0	0	0	0	1727	1352	1511	1727	0
Flt Permitted		0.950								0.950		
Satd. Flow (perm)	0	1641	1352	0	0	0	0	1727	1352	1511	1727	0
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		325			418			564			616	
Travel Time (s)		4.0			5.2			7.0			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	211	0	109	0	0	0	0	441	124	402	321	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	211	109	0	0	0	0	441	124	402	321	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.4%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	28
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	194	0	100	0	0	0	0	406	114	370	295	0
Future Vol, veh/h	194	0	100	0	0	0	0	406	114	370	295	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	211	0	109	0	0	0	0	441	124	402	321	0
Number of Lanes	0	1	1	0	0	0	0	1	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	16.6	33.8	28.4
HCM LOS	C	D	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	406	114	194	100	370	295
LT Vol	0	0	194	0	370	0
Through Vol	406	0	0	0	0	295
RT Vol	0	114	0	100	0	0
Lane Flow Rate	441	124	211	109	402	321
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.864	0.218	0.49	0.215	0.817	0.606
Departure Headway (Hd)	7.047	6.331	8.357	7.127	7.315	6.804
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	512	561	430	500	491	526
Service Time	4.846	4.129	6.15	4.919	5.109	4.598
HCM Lane V/C Ratio	0.861	0.221	0.491	0.218	0.819	0.61
HCM Control Delay, s/veh	40.2	10.9	19	11.9	35.4	19.6
HCM Lane LOS	E	B	C	B	E	C
HCM 95th-tile Q	9.2	0.8	2.6	0.8	7.8	4



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	44	31	3	163	133	22
Future Volume (vph)	44	31	3	163	133	22
Ideal Flow (vphpl)	1750	1750	1750	1900	1900	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.944				0.981	
Flt Protected	0.972			0.999		
Satd. Flow (prot)	1460	0	0	1726	1694	0
Flt Permitted	0.972			0.999		
Satd. Flow (perm)	1460	0	0	1726	1694	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	1886			660	2786	
Travel Time (s)	23.4			8.2	34.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	48	34	3	177	145	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	82	0	0	180	169	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.00	1.00	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Yield	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	31	3	163	133	22
Future Vol, veh/h	44	31	3	163	133	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Yield	Yield	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	48	34	3	177	145	24

Major/Minor	Minor2			Major2	
Conflicting Flow All	145	145		-	0
Stage 1	145	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	6.5	6.3		-	-
Critical Hdwy Stg 1	5.5	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.59	3.39		-	-
Pot Cap-1 Maneuver	829	882		-	0
Stage 1	863	-		-	0
Stage 2	-	-		-	0
Platoon blocked, %				-	
Mov Cap-1 Maneuver	829	882		-	-
Mov Cap-2 Maneuver	829	-		-	-
Stage 1	863	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s/v	8.06	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	1256	-
HCM Lane V/C Ratio	0.065	-
HCM Control Delay (s/veh)	8.1	-
HCM Lane LOS	A	-
HCM 95th %tile Q(veh)	0.2	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	162	203	25	10	53	70
Future Volume (vph)	162	203	25	10	53	70
Ideal Flow (vphpl)	1750	1750	1750	1900	1900	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.925				0.923	
Flt Protected	0.978			0.966		
Satd. Flow (prot)	1439	0	0	1669	1594	0
Flt Permitted	0.978			0.966		
Satd. Flow (perm)	1439	0	0	1669	1594	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	998			1254	653	
Travel Time (s)	12.4			15.5	8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	176	221	27	11	58	76
Shared Lane Traffic (%)						
Lane Group Flow (vph)	397	0	0	38	134	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.00	1.00	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Yield	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.7%		ICU Level of Service A	
Analysis Period (min) 15			

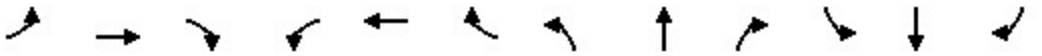
Intersection	
Int Delay, s/veh	8.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	162	203	25	10	53	70
Future Vol, veh/h	162	203	25	10	53	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Yield	Yield	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	176	221	27	11	58	76

Major/Minor	Minor2			Major2	
Conflicting Flow All	96	96		-	0
Stage 1	96	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	6.5	6.3		-	-
Critical Hdwy Stg 1	5.5	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.59	3.39		-	-
Pot Cap-1 Maneuver	885	939		-	-
Stage 1	908	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	885	939		-	-
Mov Cap-2 Maneuver	885	-		-	-
Stage 1	908	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s/v	11.92	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	914	-	-
HCM Lane V/C Ratio	0.434	-	-
HCM Control Delay (s/veh)	11.9	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	2.2	-	-

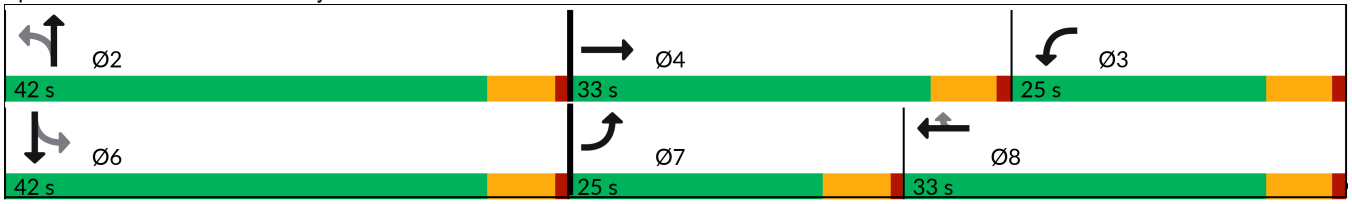


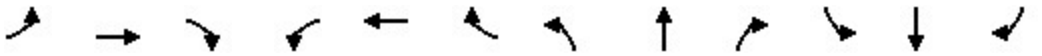
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	245	60	89	267	105	20	142	38	35	70	65
Future Volume (vph)	88	245	60	89	267	105	20	142	38	35	70	65
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	315		0	570		150	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99				0.96		1.00			0.99	
Frt		0.970				0.850		0.974			0.948	
Flt Protected	0.950			0.950				0.995			0.990	
Satd. Flow (prot)	1511	3161	0	1511	3282	1352	0	1668	0	0	1609	0
Flt Permitted	0.950			0.950				0.966			0.916	
Satd. Flow (perm)	1511	3161	0	1511	3282	1298	0	1619	0	0	1489	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29				105		13			35	
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		726			1305			2786			1444	
Travel Time (s)		9.0			16.2			34.5			17.9	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	88	245	60	89	267	105	20	142	38	35	70	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	305	0	89	267	105	0	200	0	0	170	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	7	4		3	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	24.1		10.0	24.0	24.0	34.1	34.1		32.7	32.7	
Total Split (s)	25.0	33.0		25.0	33.0	33.0	42.0	42.0		42.0	42.0	
Total Split (%)	25.0%	33.0%		25.0%	33.0%	33.0%	42.0%	42.0%		42.0%	42.0%	
Maximum Green (s)	19.0	27.0		19.0	27.0	27.0	36.0	36.0		36.0	36.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		11.1			6.9	6.9	21.1	21.1		19.7	19.7	
Pedestrian Calls (#/hr)		5			5	5	5	5		5	5	
Act Effct Green (s)	9.7	12.1		9.8	12.2	12.2		36.8			36.8	
Actuated g/C Ratio	0.13	0.16		0.13	0.17	0.17		0.50			0.50	
v/c Ratio	0.44	0.56		0.45	0.49	0.35		0.25			0.22	
Control Delay (s/veh)	39.1	30.9		39.1	32.4	10.1		13.6			11.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay (s/veh)	39.1	30.9		39.1	32.4	10.1		13.6			11.8	
LOS	D	C		D	C	B		B			B	
Approach Delay (s/veh)		32.7			28.6			13.6			11.8	
Approach LOS		C			C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 73.9			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay (s/veh): 25.1		Intersection LOS: C	
Intersection Capacity Utilization 53.5%		ICU Level of Service A	
Analysis Period (min) 60			

Splits and Phases: 1: N Kelsey St & W Goshen Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	245	60	89	267	105	20	142	38	35	70	65
Future Volume (veh/h)	88	245	60	89	267	105	20	142	38	35	70	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	88	245	60	89	267	105	20	142	38	35	70	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	109	394	94	111	500	197	105	643	162	187	358	299
Arrive On Green	0.07	0.15	0.15	0.07	0.15	0.15	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	1537	2640	631	1537	3328	1311	93	1239	312	239	690	575
Grp Volume(v), veh/h	88	152	153	89	267	105	200	0	0	170	0	0
Grp Sat Flow(s),veh/h/ln	1537	1664	1606	1537	1664	1311	1644	0	0	1504	0	0
Q Serve(g_s), s	3.9	5.9	6.2	4.0	5.1	5.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.9	5.9	6.2	4.0	5.1	5.1	4.5	0.0	0.0	3.9	0.0	0.0
Prop In Lane	1.00		0.39	1.00		1.00	0.10		0.19	0.21		0.38
Lane Grp Cap(c), veh/h	109	249	240	111	500	197	910	0	0	843	0	0
V/C Ratio(X)	0.80	0.61	0.64	0.80	0.53	0.53	0.22	0.00	0.00	0.20	0.00	0.00
Avail Cap(c_a), veh/h	421	648	625	421	1296	510	910	0	0	843	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	31.7	27.6	27.7	31.7	27.2	27.2	9.1	0.0	0.0	9.0	0.0	0.0
Incr Delay (d2), s/veh	14.1	2.5	2.8	13.9	0.9	2.2	0.6	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.2	2.3	1.7	1.9	1.5	1.3	0.0	0.0	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.8	30.1	30.6	45.6	28.1	29.5	9.7	0.0	0.0	9.5	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	A			A		
Approach Vol, veh/h		393			461			200			170	
Approach Delay, s/veh		33.8			31.8			9.7			9.5	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		42.0	11.0	16.4		42.0	10.9	16.4				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		36.0	19.0	27.0		36.0	19.0	27.0				
Max Q Clear Time (g_c+I1), s		6.5	6.0	8.2		5.9	5.9	7.1				
Green Ext Time (p_c), s		1.0	0.1	1.4		0.9	0.1	1.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	25.7
HCM 7th LOS	C



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	288	56	73	450	23	34
Future Volume (vph)	288	56	73	450	23	34
Ideal Flow (vphpl)	1900	1750	1750	1900	1750	1750
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.976				0.919	
Flt Protected			0.950		0.980	
Satd. Flow (prot)	3203	0	1511	3282	1433	0
Flt Permitted			0.950		0.980	
Satd. Flow (perm)	3203	0	1511	3282	1433	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	1304			1338	1362	
Travel Time (s)	16.2			16.6	16.9	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	288	56	73	450	23	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	344	0	73	450	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.11	1.11	1.00	1.11	1.11
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.8%		ICU Level of Service A	
Analysis Period (min) 60			

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	288	56	73	450	23	34
Future Vol, veh/h	288	56	73	450	23	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	288	56	73	450	23	34

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	374	0	747	187
Stage 1	-	-	-	-	343	-
Stage 2	-	-	-	-	403	-
Critical Hdwy	-	-	4.3	-	7	7.1
Critical Hdwy Stg 1	-	-	-	-	6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	2.3	-	3.6	3.4
Pot Cap-1 Maneuver	-	-	1126	-	332	799
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	620	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1126	-	309	799
Mov Cap-2 Maneuver	-	-	-	-	309	-
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	577	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.18	10.61
HCM LOS			B

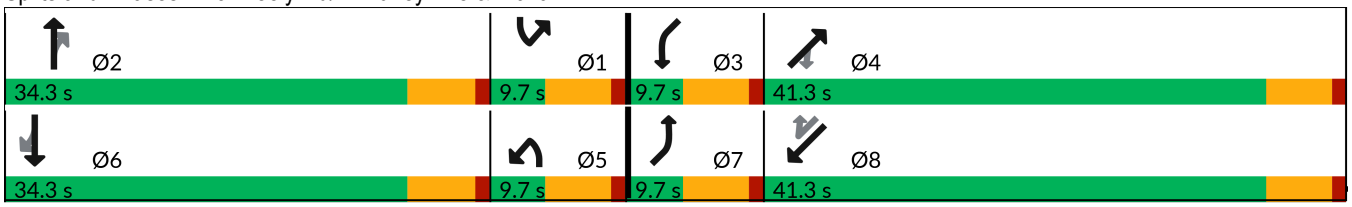
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	703	-	-	1126	-
HCM Lane V/C Ratio	0.088	-	-	0.07	-
HCM Control Delay (s/veh)	10.6	-	-	8.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	27	1249	98	21	1059	25	22	6	7	17	4	10
Future Volume (vph)	27	1249	98	21	1059	25	22	6	7	17	4	10
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	410		110	200		200	60		60	230		190
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor			0.97			0.97			0.98		0.99	0.98
Frt			0.850			0.850			0.850		0.936	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1511	3282	1352	1511	3282	1352	1511	1727	1352	1511	1525	1285
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1511	3282	1307	1511	3282	1307	1511	1727	1329	1511	1525	1262
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			162			162			162		3	162
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		1211			225			366			73	
Travel Time (s)		16.5			3.1			5.0			1.0	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	27	1249	98	21	1059	25	22	6	7	17	4	10
Shared Lane Traffic (%)												33%
Lane Group Flow (vph)	27	1249	98	21	1059	25	22	6	7	17	7	7
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.7	27.0	27.0	9.7	27.0	27.0	9.7	41.3	41.3	9.7	39.9	39.9
Total Split (s)	9.7	34.3	34.3	9.7	34.3	34.3	9.7	41.3	41.3	9.7	41.3	41.3
Total Split (%)	10.2%	36.1%	36.1%	10.2%	36.1%	36.1%	10.2%	43.5%	43.5%	10.2%	43.5%	43.5%
Maximum Green (s)	4.0	28.6	28.6	4.0	28.6	28.6	4.0	35.6	35.6	4.0	35.6	35.6
Yellow Time (s)	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
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	3.0
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		14.3	14.3		14.3	14.3		28.6	28.6		27.2	27.2
Pedestrian Calls (#/hr)		5	5		5	5		5	5		5	5
Act Effct Green (s)	4.3	47.5	47.5	4.3	45.5	45.5	4.3	9.8	9.8	4.3	9.8	9.8
Actuated g/C Ratio	0.07	0.80	0.80	0.07	0.76	0.76	0.07	0.16	0.16	0.07	0.16	0.16
v/c Ratio	0.25	0.48	0.09	0.19	0.42	0.02	0.20	0.02	0.02	0.16	0.03	0.02
Control Delay (s/veh)	39.5	12.3	0.9	38.0	13.0	0.0	38.0	20.2	0.1	37.2	16.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.5	12.3	0.9	38.0	13.0	0.0	38.0	20.2	0.1	37.2	16.9	0.1
LOS	D	B	A	D	B	A	D	C	A	D	B	A
Approach Delay (s/veh)		12.1			13.2			27.4			24.2	
Approach LOS		B			B			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 59.6			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay (s/veh): 12.9		Intersection LOS: B	
Intersection Capacity Utilization 59.3%		ICU Level of Service B	
Analysis Period (min) 60			

Splits and Phases: 3: Neely Rd/W Hurley Ave & Plaza Dr





Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	27	1249	98	21	1059	25	22	6	7	17	4	10
Future Volume (veh/h)	27	1249	98	21	1059	25	22	6	7	17	4	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	27	1249	98	21	1059	25	22	6	7	17	9	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	37	1621	648	37	1621	648	32	147	111	25	140	105
Arrive On Green	0.02	0.49	0.49	0.02	0.49	0.49	0.02	0.08	0.08	0.02	0.08	0.08
Sat Flow, veh/h	1537	3328	1331	1537	3328	1331	1537	1752	1320	1537	1752	1318
Grp Volume(v), veh/h	27	1249	98	21	1059	25	22	6	7	17	9	7
Grp Sat Flow(s),veh/h/ln	1537	1664	1331	1537	1664	1331	1537	1752	1320	1537	1752	1318
Q Serve(g_s), s	1.0	18.1	1.4	0.8	14.1	0.3	0.8	0.2	0.2	0.6	0.3	0.2
Cycle Q Clear(g_c), s	1.0	18.1	1.4	0.8	14.1	0.3	0.8	0.2	0.2	0.6	0.3	0.2
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	37	1621	648	37	1621	648	32	147	111	25	140	105
V/C Ratio(X)	0.72	0.77	0.15	0.56	0.65	0.04	0.70	0.04	0.06	0.67	0.06	0.07
Avail Cap(c_a), veh/h	105	1621	648	105	1621	648	105	1062	800	105	1062	799
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	28.4	12.4	2.9	28.3	11.3	2.7	28.6	24.7	14.4	28.7	25.0	14.5
Incr Delay (d2), s/veh	26.0	3.7	0.5	13.2	2.1	0.1	27.0	0.1	0.2	29.7	0.2	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	5.4	0.5	0.4	4.0	0.1	0.5	0.1	0.1	0.4	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.5	16.1	3.4	41.6	13.4	2.8	55.6	24.8	14.6	58.5	25.2	14.8
LnGrp LOS	D	B	A	D	B	A	E	C	B	E	C	B
Approach Vol, veh/h		1374			1105			35			33	
Approach Delay, s/veh		15.9			13.7			42.1			40.1	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	34.3	6.7	10.6	7.1	34.3	6.9	10.4
Change Period (Y+Rc), s	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Max Green Setting (Gmax), s	4.0	28.6	4.0	35.6	4.0	28.6	4.0	35.6
Max Q Clear Time (g_c+I1), s	2.8	20.1	2.6	2.2	3.0	16.1	2.8	2.3
Green Ext Time (p_c), s	0.0	5.1	0.0	0.0	0.0	5.5	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	15.6
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



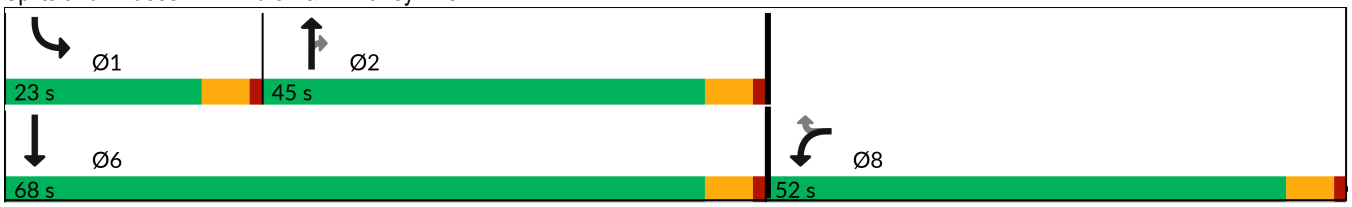
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	214	173	902	104	190	836
Future Volume (vph)	214	173	902	104	190	836
Ideal Flow (vphpl)	1750	1750	1900	1750	1750	1900
Storage Length (ft)	300	300		295	250	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.96	1.00	
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1511	1352	1727	1352	1511	1727
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1511	1352	1727	1304	1505	1727
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		173		66		
Link Speed (mph)	45		45			45
Link Distance (ft)	1104		2371			1360
Travel Time (s)	16.7		35.9			20.6
Confl. Peds. (#/hr)				5	5	
Confl. Bikes (#/hr)				2		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	214	173	902	104	190	836
Shared Lane Traffic (%)						
Lane Group Flow (vph)	214	173	902	104	190	836
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.00	1.11	1.11	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.3	23.3	27.0	27.0	9.3	23.3
Total Split (s)	52.0	52.0	45.0	45.0	23.0	68.0
Total Split (%)	43.3%	43.3%	37.5%	37.5%	19.2%	56.7%
Maximum Green (s)	46.7	46.7	39.7	39.7	17.7	62.7
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	Max
Walk Time (s)			7.0	7.0		
Flash Don't Walk (s)			14.7	14.7		
Pedestrian Calls (#/hr)			5	5		
Act Effct Green (s)	18.0	18.0	41.4	41.4	16.2	62.8
Actuated g/C Ratio	0.20	0.20	0.45	0.45	0.18	0.69
v/c Ratio	0.72	0.43	1.16	0.17	0.71	0.70
Control Delay (s/veh)	49.5	8.3	324.1	8.6	53.3	14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.5	8.3	324.1	8.6	53.3	14.1
LOS	D	A	F	A	D	B
Approach Delay (s/veh)	31.1		291.5			21.3
Approach LOS	C		F			C

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 91.5			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.16			
Intersection Signal Delay (s/veh): 135.2		Intersection LOS: F	
Intersection Capacity Utilization 85.0%		ICU Level of Service E	
Analysis Period (min) 60			

Splits and Phases: 4: Rd 92 & W Hurley Ave

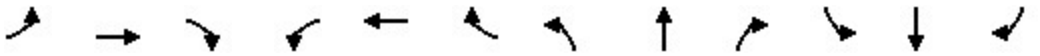




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	214	173	902	104	190	836
Future Volume (veh/h)	214	173	902	104	190	836
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		0.97	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1614	1614	1752	1614	1614	1752
Adj Flow Rate, veh/h	214	173	902	104	190	836
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	262	233	885	673	222	1243
Arrive On Green	0.17	0.17	0.51	0.51	0.14	0.71
Sat Flow, veh/h	1537	1367	1752	1331	1537	1752
Grp Volume(v), veh/h	214	173	902	104	190	836
Grp Sat Flow(s),veh/h/ln	1537	1367	1752	1331	1537	1752
Q Serve(g_s), s	11.9	10.6	44.6	3.7	10.7	23.4
Cycle Q Clear(g_c), s	11.9	10.6	44.6	3.7	10.7	23.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	262	233	885	673	222	1243
V/C Ratio(X)	0.82	0.74	1.02	0.15	0.86	0.67
Avail Cap(c_a), veh/h	812	723	885	673	308	1243
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	35.3	34.8	21.8	11.7	36.9	7.1
Incr Delay (d2), s/veh	6.5	4.8	80.3	0.5	18.1	3.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	3.6	35.1	1.1	4.9	6.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	41.9	39.6	102.2	12.2	55.0	10.1
LnGrp LOS	D	D	F	B	D	B
Approach Vol, veh/h	387		1006			1026
Approach Delay, s/veh	40.9		92.9			18.4
Approach LOS	D		F			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	18.1	49.9			68.0	20.3
Change Period (Y+Rc), s	5.3	5.3			5.3	5.3
Max Green Setting (Gmax), s	17.7	39.7			62.7	46.7
Max Q Clear Time (g_c+I1), s	12.7	46.6			25.4	13.9
Green Ext Time (p_c), s	0.2	0.0			6.7	1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	53.0
HCM 7th LOS	D

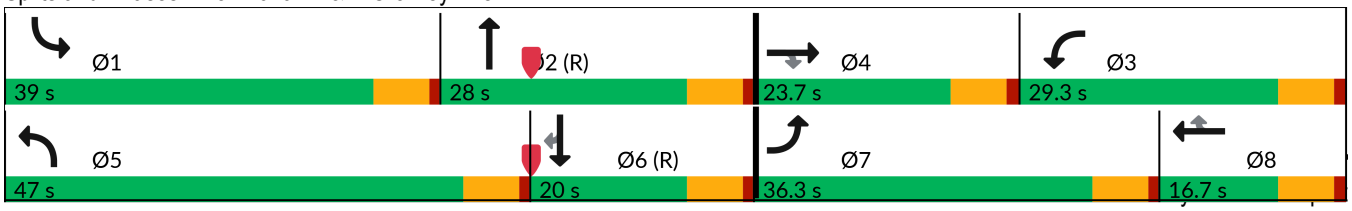


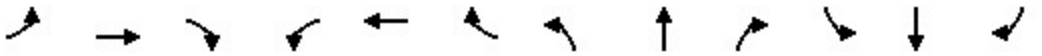
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	15	150	253	33	55	177	1327	470	97	1022	66
Future Volume (vph)	62	15	150	253	33	55	177	1327	470	97	1022	66
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	265		0	310		0	385		0	320		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor			0.98			0.98		0.99				0.96
Frt			0.850			0.850		0.961				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1511	1727	1352	1511	1727	1352	1511	4491	0	1511	4715	1352
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1511	1727	1327	1511	1727	1324	1511	4491	0	1511	4715	1302
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			245			245		65				245
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1062			630			650			1211	
Travel Time (s)		13.2			7.8			8.1			15.0	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	62	15	150	253	33	55	177	1327	470	97	1022	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	15	150	253	33	55	177	1797	0	97	1022	66
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	2		1	2	1
Detector Template	Left					Right		Thru		Left	Thru	Right
Leading Detector (ft)	20	50	50	50	50	20	50	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	50	50	50	50	20	50	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94			94	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)								0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	55.6	55.6	55.6	54.1	54.1	54.1	34.1	34.1		32.7	32.7	32.7
Total Split (s)	36.3	23.7	23.7	29.3	16.7	16.7	47.0	28.0		39.0	20.0	20.0
Total Split (%)	30.3%	19.8%	19.8%	24.4%	13.9%	13.9%	39.2%	23.3%		32.5%	16.7%	16.7%
Maximum Green (s)	30.3	17.7	17.7	23.3	10.7	10.7	41.0	22.0		33.0	14.0	14.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
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
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	7.0
Flash Don't Walk (s)		42.6	42.6		41.1	41.1		21.1			19.7	19.7
Pedestrian Calls (#/hr)		5	5		5	5		5			5	5
Act Effct Green (s)	10.3	8.5	8.5	24.4	25.0	25.0	19.6	50.0		13.1	43.5	43.5
Actuated g/C Ratio	0.09	0.07	0.07	0.20	0.21	0.21	0.16	0.42		0.11	0.36	0.36
v/c Ratio	0.48	0.12	0.47	0.83	0.09	0.12	0.72	0.94		0.59	0.60	0.11
Control Delay (s/veh)	64.1	51.5	4.9	71.8	39.5	0.5	64.8	46.9		65.7	35.2	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	64.1	51.5	4.9	71.8	39.5	0.5	64.8	46.9		65.7	35.2	0.3
LOS	E	D	A	E	D	A	E	D		E	D	A
Approach Delay (s/veh)		24.1			57.1			48.5			35.7	
Approach LOS		C			E			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 17.1 (14%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 180			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay (s/veh): 43.8		Intersection LOS: D	
Intersection Capacity Utilization 81.8%		ICU Level of Service D	
Analysis Period (min) 60			

Splits and Phases: 5: Plaza Dr & E Crowley Ave





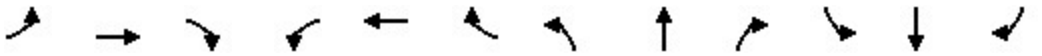
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	15	150	253	33	55	177	1327	470	97	1022	66
Future Volume (veh/h)	62	15	150	253	33	55	177	1327	470	97	1022	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	62	15	150	253	33	55	177	1327	470	97	1022	66
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	77	182	138	276	409	313	206	1520	534	119	1829	508
Arrive On Green	0.05	0.10	0.10	0.18	0.23	0.23	0.13	0.44	0.44	0.08	0.38	0.38
Sat Flow, veh/h	1537	1752	1326	1537	1752	1340	1537	3463	1218	1537	4782	1329
Grp Volume(v), veh/h	62	15	150	253	33	55	177	1221	576	97	1022	66
Grp Sat Flow(s),veh/h/ln	1537	1752	1326	1537	1752	1340	1537	1594	1492	1537	1594	1329
Q Serve(g_s), s	4.8	0.9	9.2	19.4	1.8	3.9	13.5	41.8	42.3	7.5	20.1	3.9
Cycle Q Clear(g_c), s	4.8	0.9	9.2	19.4	1.8	3.9	13.5	41.8	42.3	7.5	20.1	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.82	1.00		1.00
Lane Grp Cap(c), veh/h	77	182	138	276	409	313	206	1400	655	119	1829	508
V/C Ratio(X)	0.80	0.08	1.09	0.92	0.08	0.18	0.86	0.87	0.88	0.82	0.56	0.13
Avail Cap(c_a), veh/h	388	258	196	298	409	313	525	1400	655	423	1829	508
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	0.91	0.91	0.91
Uniform Delay (d), s/veh	56.4	48.6	29.4	48.3	35.9	36.8	50.9	30.6	30.8	54.5	29.1	24.1
Incr Delay (d2), s/veh	19.4	0.2	229.9	42.4	0.1	0.3	11.2	8.5	18.5	12.7	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	2.2	0.4	11.6	10.3	0.7	1.3	5.6	16.2	17.2	3.2	7.4	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	75.8	48.8	259.2	90.7	36.0	37.0	62.1	39.1	49.2	67.2	30.2	24.6
LnGrp LOS	E	D	F	F	D	D	E	D	D	E	C	C
Approach Vol, veh/h		227			341			1974			1185	
Approach Delay, s/veh		195.2			76.7			44.1			32.9	
Approach LOS		F			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.3	58.7	27.6	18.5	22.1	51.9	12.0	34.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	33.0	22.0	23.3	17.7	41.0	14.0	30.3	10.7
Max Q Clear Time (g_c+I1), s	9.5	44.3	21.4	11.2	15.5	22.1	6.8	5.9
Green Ext Time (p_c), s	0.2	0.0	0.2	0.3	0.6	0.0	0.1	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	52.7
HCM 7th LOS	D

Notes

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

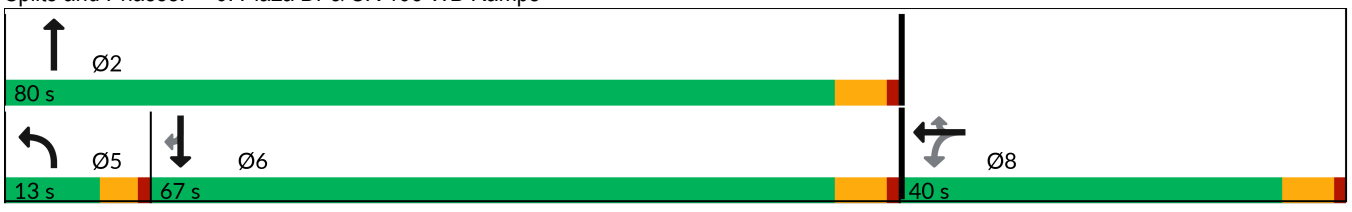


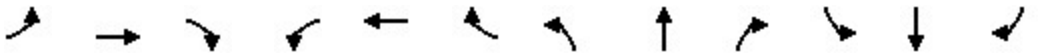
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	52	2	699	43	940	0	0	712	447
Future Volume (vph)	0	0	0	52	2	699	43	940	0	0	712	447
Ideal Flow (vphpl)	1900	1900	1900	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		0	250		250	220		0	0		530
Storage Lanes	0		0	0		2	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor							1.00					0.97
Frt						0.850						0.850
Flt Protected					0.954		0.950					
Satd. Flow (prot)	0	0	0	0	1648	2380	1511	4715	0	0	4715	1352
Flt Permitted					0.954		0.950					
Satd. Flow (perm)	0	0	0	0	1648	2380	1505	4715	0	0	4715	1306
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						260						447
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		238			262			552			426	
Travel Time (s)		3.2			3.6			7.5			5.8	
Confl. Peds. (#/hr)							5					5
Confl. Bikes (#/hr)												2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	52	2	699	43	940	0	0	712	447
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	54	699	43	940	0	0	712	447
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	1	1	1			1	1
Detector Template												
Leading Detector (ft)				50	50	50	50	50			50	50
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				50	50	50	50	50			50	50
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Detector Phase				8	8	8	5	2			6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Minimum Split (s)				23.7	23.7	23.7	8.5	28.4			28.4	28.4
Total Split (s)				40.0	40.0	40.0	13.0	80.0			67.0	67.0
Total Split (%)				33.3%	33.3%	33.3%	10.8%	66.7%			55.8%	55.8%
Maximum Green (s)				34.3	34.3	34.3	8.5	74.3			61.3	61.3
Yellow Time (s)				4.7	4.7	4.7	3.5	4.7			4.7	4.7
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					5.7	5.7	4.5	5.7			5.7	5.7
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	Max			Max	Max
Walk Time (s)								7.0			7.0	7.0
Flash Don't Walk (s)								15.7			15.7	15.7
Pedestrian Calls (#/hr)								5			5	5
Act Effct Green (s)					27.7	27.7	7.6	74.5			67.0	67.0
Actuated g/C Ratio					0.24	0.24	0.07	0.66			0.59	0.59
v/c Ratio					0.13	0.90	0.43	0.30			0.26	0.47
Control Delay (s/veh)					33.4	44.7	66.5	9.4			13.4	3.2
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)					33.4	44.7	66.5	9.4			13.4	3.2
LOS					C	D	E	A			B	A
Approach Delay (s/veh)					43.9			11.9			9.5	
Approach LOS					D			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 113.7			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 19.3		Intersection LOS: B	
Intersection Capacity Utilization 64.9%		ICU Level of Service C	
Analysis Period (min) 60			

Splits and Phases: 6: Plaza Dr & SR 198 WB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	52	2	699	43	940	0	0	712	447
Future Volume (veh/h)	0	0	0	52	2	699	43	940	0	0	712	447
Initial Q (Qb), veh				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
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1614	1752	1614	1614	1752	0	0	1752	1614
Adj Flow Rate, veh/h				52	2	699	43	940	0	0	712	447
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				10	10	10	10	10	0	0	10	10
Cap, veh/h				460	18	688	52	2961	0	0	2619	730
Arrive On Green				0.29	0.29	0.29	0.03	0.62	0.00	0.00	0.55	0.55
Sat Flow, veh/h				1609	62	2407	1537	4940	0	0	4940	1332
Grp Volume(v), veh/h				54	0	699	43	940	0	0	712	447
Grp Sat Flow(s),veh/h/ln				1671	0	1203	1537	1594	0	0	1594	1332
Q Serve(g_s), s				2.9	0.0	34.3	3.3	11.2	0.0	0.0	9.5	27.4
Cycle Q Clear(g_c), s				2.9	0.0	34.3	3.3	11.2	0.0	0.0	9.5	27.4
Prop In Lane				0.96		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				478	0	688	52	2961	0	0	2619	730
V/C Ratio(X)				0.11	0.00	1.02	0.82	0.32	0.00	0.00	0.27	0.61
Avail Cap(c_a), veh/h				478	0	688	109	2961	0	0	2619	730
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				31.6	0.0	42.9	57.6	10.8	0.0	0.0	14.4	18.5
Incr Delay (d2), s/veh				0.1	0.0	85.2	31.6	0.3	0.0	0.0	0.3	3.9
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.1	0.0	17.8	1.7	3.5	0.0	0.0	3.2	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				31.7	0.0	128.1	89.2	11.1	0.0	0.0	14.7	22.4
LnGrp LOS				C		F	F	B			B	C
Approach Vol, veh/h					753			983			1159	
Approach Delay, s/veh					121.2			14.5			17.6	
Approach LOS					F			B			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	80.0		8.6	71.4		40.0						
Change Period (Y+Rc), s	5.7		4.5	5.7		5.7						
Max Green Setting (Gmax), s	74.3		8.5	61.3		34.3						
Max Q Clear Time (g_c+I1), s	13.2		5.3	29.4		36.3						
Green Ext Time (p_c), s	4.8		0.0	6.0		0.0						

Intersection Summary	
HCM 7th Control Delay, s/veh	43.5
HCM 7th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	52	2	339	166	516	0	0	588	285
Future Volume (vph)	0	0	0	52	2	339	166	516	0	0	588	285
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		0	0		465	245		0	0		145
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850						0.850
Flt Protected					0.954		0.950					
Satd. Flow (prot)	0	0	0	0	1648	1352	1511	1727	0	0	1727	1352
Flt Permitted					0.954		0.950					
Satd. Flow (perm)	0	0	0	0	1648	1352	1511	1727	0	0	1727	1352
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		431			435			616			2371	
Travel Time (s)		5.3			5.4			7.6			29.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	57	2	368	180	561	0	0	639	310
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	59	368	180	561	0	0	639	310
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

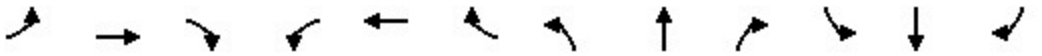
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.2%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	98.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	52	2	339	166	516	0	0	588	285
Future Vol, veh/h	0	0	0	52	2	339	166	516	0	0	588	285
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	0	0	0	57	2	368	180	561	0	0	639	310
Number of Lanes	0	0	0	0	1	1	1	1	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay, s/veh	29.7	98.7	128.7
HCM LOS	D	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	96%	0%	0%	0%
Vol Thru, %	0%	100%	4%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	166	516	54	339	588	285
LT Vol	166	0	52	0	0	0
Through Vol	0	516	2	0	588	0
RT Vol	0	0	0	339	0	285
Lane Flow Rate	180	561	59	368	639	310
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.402	1.173	0.141	0.764	1.321	0.58
Departure Headway (Hd)	8.46	7.943	9.242	8.018	7.759	7.037
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	428	460	390	453	473	517
Service Time	6.16	5.643	6.942	5.718	5.459	4.737
HCM Lane V/C Ratio	0.421	1.22	0.151	0.812	1.351	0.6
HCM Control Delay, s/veh	16.7	125.1	13.5	32.3	181.8	19
HCM Lane LOS	C	F	B	D	F	C
HCM 95th-tile Q	1.9	19.8	0.5	6.5	27.1	3.6

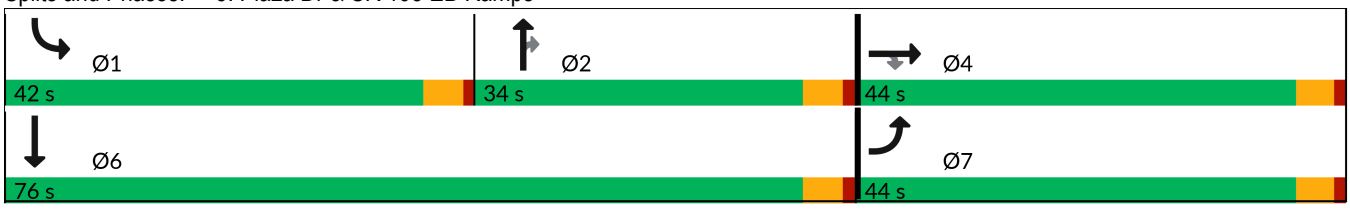


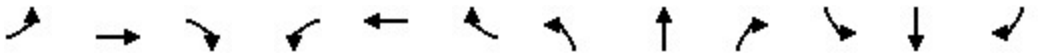
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	655	1	32	0	0	0	0	177	25	572	186	0
Future Volume (vph)	655	1	32	0	0	0	0	177	25	572	186	0
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	245		245	0		0	0		120	295		0
Storage Lanes	1		1	0		0	0		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	1.00
Ped Bike Factor									0.98			
Frt			0.850						0.850			
Flt Protected	0.950	0.953								0.950		
Satd. Flow (prot)	1436	1564	1352	0	0	0	0	3282	1352	2932	4715	0
Flt Permitted	0.950	0.953								0.950		
Satd. Flow (perm)	1436	1564	1352	0	0	0	0	3282	1322	2932	4715	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			55						55			
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		254			252			518			552	
Travel Time (s)		3.5			3.4			7.1			7.5	
Confl. Peds. (#/hr)									5			5
Confl. Bikes (#/hr)									2			2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	655	1	32	0	0	0	0	177	25	572	186	0
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	327	329	32	0	0	0	0	177	25	572	186	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1					1	1	1	1	
Detector Template												
Leading Detector (ft)	50	50	50					50	50	50	50	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	50	50	50					50	50	50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Turn Type	Prot	NA	Perm					NA	Perm	Prot	NA	
Protected Phases	7	4						2		1	6	
Permitted Phases			4						2			
Detector Phase	7	4	4					2	2	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)	8.5	22.5	22.5					25.8	25.8	8.5	22.9	
Total Split (s)	44.0	44.0	44.0					34.0	34.0	42.0	76.0	
Total Split (%)	36.7%	36.7%	36.7%					28.3%	28.3%	35.0%	63.3%	
Maximum Green (s)	39.5	39.5	39.5					29.5	29.5	37.5	71.5	
Yellow Time (s)	3.5	3.5	3.5					3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0					1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5					4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Recall Mode	None	None	None					Max	Max	None	Max	
Walk Time (s)								7.0	7.0		7.0	
Flash Don't Walk (s)								14.3	14.3		11.4	
Pedestrian Calls (#/hr)								5	5		5	
Act Effct Green (s)	39.5	39.5	39.5					38.1	38.1	28.9	71.5	
Actuated g/C Ratio	0.33	0.33	0.33					0.32	0.32	0.24	0.60	
v/c Ratio	0.69	0.64	0.07					0.17	0.05	0.81	0.07	
Control Delay (s/veh)	44.4	41.2	3.0					31.5	1.4	53.1	10.3	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	44.4	41.2	3.0					31.5	1.4	53.1	10.3	
LOS	D	D	A					C	A	D	B	
Approach Delay (s/veh)		40.9						27.8			42.6	
Approach LOS		D						C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 40.1		Intersection LOS: D	
Intersection Capacity Utilization 64.9%		ICU Level of Service C	
Analysis Period (min) 60			

Splits and Phases: 8: Plaza Dr & SR 198 EB Ramps





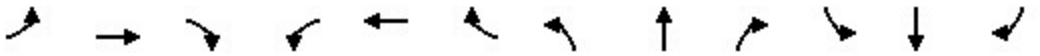
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	655	1	32	0	0	0	0	177	25	572	186	0
Future Volume (veh/h)	655	1	32	0	0	0	0	177	25	572	186	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614				0	1752	1614	1614	1752	0
Adj Flow Rate, veh/h	656	0	32				0	177	25	572	186	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10				0	10	10	10	10	0
Cap, veh/h	765	0	340				0	1334	539	669	3191	0
Arrive On Green	0.25	0.00	0.25				0.00	0.40	0.40	0.22	0.67	0.00
Sat Flow, veh/h	3073	0	1367				0	3416	1344	2981	4940	0
Grp Volume(v), veh/h	656	0	32				0	177	25	572	186	0
Grp Sat Flow(s),veh/h/ln	1537	0	1367				0	1664	1344	1491	1594	0
Q Serve(g_s), s	21.8	0.0	1.9				0.0	3.6	1.2	19.7	1.4	0.0
Cycle Q Clear(g_c), s	21.8	0.0	1.9				0.0	3.6	1.2	19.7	1.4	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	765	0	340				0	1334	539	669	3191	0
V/C Ratio(X)	0.86	0.00	0.09				0.00	0.13	0.05	0.86	0.06	0.00
Avail Cap(c_a), veh/h	1133	0	504				0	1334	539	1043	3191	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.4	0.0	31.0				0.0	20.3	19.6	39.9	6.2	0.0
Incr Delay (d2), s/veh	4.7	0.0	0.1				0.0	0.2	0.2	4.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	0.0	0.6				0.0	1.3	0.4	7.3	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.2	0.0	31.1				0.0	20.5	19.8	44.5	6.2	0.0
LnGrp LOS	D		C					C	B	D	A	
Approach Vol, veh/h		688						202			758	
Approach Delay, s/veh		42.6						20.4			35.1	
Approach LOS		D						C			D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	28.5	47.5		31.2		76.0
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	37.5	29.5		39.5		71.5
Max Q Clear Time (g_c+I1), s	21.7	5.6		23.8		3.4
Green Ext Time (p_c), s	2.3	0.7		2.8		0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	36.4
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	194	0	100	0	0	0	0	406	114	383	295	0
Future Volume (vph)	194	0	100	0	0	0	0	406	114	383	295	0
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		280	0		0	0		75	215		0
Storage Lanes	0		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			
Flt Protected		0.950								0.950		
Satd. Flow (prot)	0	1641	1352	0	0	0	0	1727	1352	1511	1727	0
Flt Permitted		0.950								0.950		
Satd. Flow (perm)	0	1641	1352	0	0	0	0	1727	1352	1511	1727	0
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		325			418			564			616	
Travel Time (s)		4.0			5.2			7.0			7.6	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	194	0	100	0	0	0	0	406	114	383	295	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	194	100	0	0	0	0	406	114	383	295	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.2%		ICU Level of Service C	
Analysis Period (min) 60			

Intersection	
Intersection Delay, s/veh	33.6
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	194	0	100	0	0	0	0	406	114	383	295	0
Future Vol, veh/h	194	0	100	0	0	0	0	406	114	383	295	0
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	194	0	100	0	0	0	0	406	114	383	295	0
Number of Lanes	0	1	1	0	0	0	0	1	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	16.8	41.4	35
HCM LOS	C	E	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	406	114	194	100	383	295
LT Vol	0	0	194	0	383	0
Through Vol	406	0	0	0	0	295
RT Vol	0	114	0	100	0	0
Lane Flow Rate	441	124	211	109	416	321
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.867	0.219	0.491	0.216	0.847	0.607
Departure Headway (Hd)	7.076	6.36	8.385	7.154	7.324	6.813
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	508	559	428	499	491	526
Service Time	4.874	4.157	6.178	4.946	5.116	4.604
HCM Lane V/C Ratio	0.868	0.222	0.493	0.218	0.847	0.61
HCM Control Delay, s/veh	49.9	11	19.3	11.9	46.4	20.1
HCM Lane LOS	E	B	C	B	E	C
HCM 95th-tile Q	13.8	0.8	2.8	0.8	12.4	4.4



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	44	31	3	191	190	22
Future Volume (vph)	44	31	3	191	190	22
Ideal Flow (vphpl)	1750	1750	1750	1900	1900	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.944				0.986	
Flt Protected	0.972			0.999		
Satd. Flow (prot)	1460	0	0	1726	1703	0
Flt Permitted	0.972			0.999		
Satd. Flow (perm)	1460	0	0	1726	1703	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	1886			660	2786	
Travel Time (s)	23.4			8.2	34.5	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	44	31	3	191	190	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	0	0	194	212	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.00	1.00	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Yield	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.8%		ICU Level of Service A	
Analysis Period (min) 60			

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	31	3	191	190	22
Future Vol, veh/h	44	31	3	191	190	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Yield	Yield	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	44	31	3	191	190	22

Major/Minor	Minor2			Major2	
Conflicting Flow All	207	207		-	0
Stage 1	207	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	6.5	6.3		-	-
Critical Hdwy Stg 1	5.5	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.59	3.39		-	-
Pot Cap-1 Maneuver	764	814		-	0
Stage 1	809	-		-	0
Stage 2	-	-		-	0
Platoon blocked, %				-	
Mov Cap-1 Maneuver	764	814		-	-
Mov Cap-2 Maneuver	764	-		-	-
Stage 1	809	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s/v	8.34	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	1158	-
HCM Lane V/C Ratio	0.07	-
HCM Control Delay (s/veh)	8.3	-
HCM Lane LOS	A	-
HCM 95th %tile Q(veh)	0.2	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	46	0	0	19	42	95
Future Volume (vph)	46	0	0	19	42	95
Ideal Flow (vphpl)	1750	1750	1750	1900	1900	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.906	
Flt Protected	0.950					
Satd. Flow (prot)	1511	0	0	1727	1565	0
Flt Permitted	0.950					
Satd. Flow (perm)	1511	0	0	1727	1565	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	872			1423	1345	
Travel Time (s)	10.8			17.6	16.7	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	46	0	0	19	42	95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	46	0	0	19	137	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.00	1.00	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	18.0%	ICU Level of Service	A
Analysis Period (min)	60		

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	0	0	19	42	95
Future Vol, veh/h	46	0	0	19	42	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	46	0	0	19	42	95

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	118	97	149	0	-	0
Stage 1	97	-	-	-	-	-
Stage 2	21	-	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	859	937	1385	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	859	937	1385	-	-	-
Mov Cap-2 Maneuver	859	-	-	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	982	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.45	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1385	-	859	-	-
HCM Lane V/C Ratio	-	-	0.058	-	-
HCM Control Delay (s/veh)	0	-	9.4	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	162	203	25	10	53	70
Future Volume (vph)	162	203	25	10	53	70
Ideal Flow (vphpl)	1750	1750	1750	1900	1900	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.925				0.923	
Flt Protected	0.978			0.966		
Satd. Flow (prot)	1439	0	0	1669	1594	0
Flt Permitted	0.978			0.966		
Satd. Flow (perm)	1439	0	0	1669	1594	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	998			1254	653	
Travel Time (s)	12.4			15.5	8.1	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	162	203	25	10	53	70
Shared Lane Traffic (%)						
Lane Group Flow (vph)	365	0	0	35	123	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.00	1.00	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Yield	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.7%		ICU Level of Service A	
Analysis Period (min) 60			

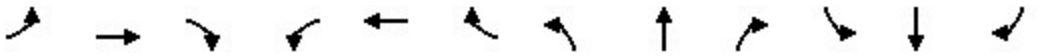
Intersection	
Int Delay, s/veh	8.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	162	203	25	10	53	70
Future Vol, veh/h	162	203	25	10	53	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Yield	Yield	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	162	203	25	10	53	70

Major/Minor	Minor2			Major2	
Conflicting Flow All	96	96		-	0
Stage 1	96	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	6.5	6.3		-	-
Critical Hdwy Stg 1	5.5	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.59	3.39		-	-
Pot Cap-1 Maneuver	885	939		-	-
Stage 1	908	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	885	939		-	-
Mov Cap-2 Maneuver	885	-		-	-
Stage 1	908	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s/v	11.95	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	914	-	-
HCM Lane V/C Ratio	0.434	-	-
HCM Control Delay (s/veh)	11.9	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	2.3	-	-

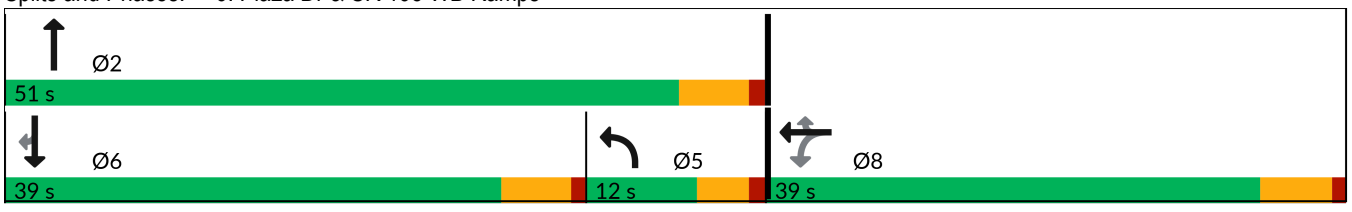


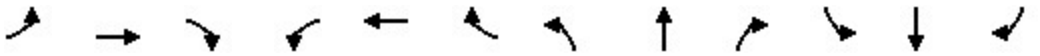
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	55	2	742	57	1207	0	0	860	524
Future Volume (vph)	0	0	0	55	2	742	57	1207	0	0	860	524
Ideal Flow (vphpl)	1900	1900	1900	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		0	250		250	220		0	0		530
Storage Lanes	0		0	0		2	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor							1.00					0.97
Frt						0.850						0.850
Flt Protected					0.954		0.950					
Satd. Flow (prot)	0	0	0	0	1648	2380	1511	4715	0	0	4715	1352
Flt Permitted					0.954		0.950					
Satd. Flow (perm)	0	0	0	0	1648	2380	1507	4715	0	0	4715	1309
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						102						570
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		238			262			552			213	
Travel Time (s)		3.2			3.6			7.5			2.9	
Confl. Peds. (#/hr)							5					5
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	60	2	807	62	1312	0	0	935	570
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	62	807	62	1312	0	0	935	570
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	1	1	1			1	1
Detector Template												
Leading Detector (ft)				50	50	50	50	50			50	50
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				50	50	50	50	50			50	50
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Detector Phase				8	8	8	5	2			6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Minimum Split (s)				23.7	23.7	23.7	8.5	28.4			28.4	28.4
Total Split (s)				39.0	39.0	39.0	12.0	51.0			39.0	39.0
Total Split (%)				43.3%	43.3%	43.3%	13.3%	56.7%			43.3%	43.3%
Maximum Green (s)				33.3	33.3	33.3	7.5	45.3			33.3	33.3
Yellow Time (s)				4.7	4.7	4.7	3.5	4.7			4.7	4.7
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					5.7	5.7	4.5	5.7			5.7	5.7
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	Max			Max	Max
Walk Time (s)								7.0			7.0	7.0
Flash Don't Walk (s)								15.7			15.7	15.7
Pedestrian Calls (#/hr)								5			5	5
Act Effct Green (s)					30.2	30.2	7.1	45.4			36.0	36.0
Actuated g/C Ratio					0.35	0.35	0.08	0.52			0.41	0.41
v/c Ratio					0.11	0.91	0.51	0.53			0.48	0.65
Control Delay (s/veh)					19.4	38.6	54.4	15.3			21.2	6.0
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)					19.4	38.6	54.4	15.3			21.2	6.0
LOS					B	D	D	B			C	A
Approach Delay (s/veh)					37.3			17.0			15.4	
Approach LOS					D			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 87			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay (s/veh): 21.1		Intersection LOS: C	
Intersection Capacity Utilization 69.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 6: Plaza Dr & SR 198 WB Ramps





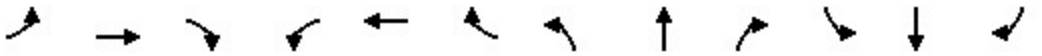
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	55	2	742	57	1207	0	0	860	524
Future Volume (veh/h)	0	0	0	55	2	742	57	1207	0	0	860	524
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1614	1752	1614	1614	1752	0	0	1752	1614
Adj Flow Rate, veh/h				60	2	807	62	1312	0	0	935	570
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				10	10	10	10	10	0	0	10	10
Cap, veh/h				581	19	865	109	2447	0	0	1799	500
Arrive On Green				0.36	0.36	0.36	0.07	0.51	0.00	0.00	0.38	0.38
Sat Flow, veh/h				1617	54	2407	1537	4940	0	0	4940	1328
Grp Volume(v), veh/h				62	0	807	62	1312	0	0	935	570
Grp Sat Flow(s),veh/h/ln				1671	0	1203	1537	1594	0	0	1594	1328
Q Serve(g_s), s				2.2	0.0	28.6	3.5	16.3	0.0	0.0	13.4	33.3
Cycle Q Clear(g_c), s				2.2	0.0	28.6	3.5	16.3	0.0	0.0	13.4	33.3
Prop In Lane				0.97		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				601	0	865	109	2447	0	0	1799	500
V/C Ratio(X)				0.10	0.00	0.93	0.57	0.54	0.00	0.00	0.52	1.14
Avail Cap(c_a), veh/h				629	0	905	130	2447	0	0	1799	500
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				18.9	0.0	27.3	39.8	14.5	0.0	0.0	21.4	27.6
Incr Delay (d2), s/veh				0.1	0.0	15.7	4.5	0.8	0.0	0.0	1.1	85.1
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.8	0.0	9.1	1.4	5.1	0.0	0.0	4.7	21.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				18.9	0.0	43.1	44.3	15.4	0.0	0.0	22.5	112.7
LnGrp LOS				B		D	D	B			C	F
Approach Vol, veh/h					869			1374			1505	
Approach Delay, s/veh					41.3			16.7			56.6	
Approach LOS					D			B			E	

Timer - Assigned Phs	2		5	6		8				
Phs Duration (G+Y+Rc), s	51.0		12.0	39.0		37.5				
Change Period (Y+Rc), s	5.7		5.7	* 5.7		5.7				
Max Green Setting (Gmax), s	45.3		7.5	* 33		33.3				
Max Q Clear Time (g_c+I1), s	18.3		5.5	35.3		30.6				
Green Ext Time (p_c), s	7.0		0.0	0.0		1.2				

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

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	55	2	360	227	677	0	0	746	354
Future Volume (vph)	0	0	0	55	2	360	227	677	0	0	746	354
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		0	0		465	245		0	0		145
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850						0.850
Flt Protected					0.954		0.950					
Satd. Flow (prot)	0	0	0	0	1648	1352	1511	1727	0	0	1727	1352
Flt Permitted					0.954		0.950					
Satd. Flow (perm)	0	0	0	0	1648	1352	1511	1727	0	0	1727	1352
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		431			435			616			1185	
Travel Time (s)		5.3			5.4			7.6			14.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	60	2	391	247	736	0	0	811	385
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	62	391	247	736	0	0	811	385
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

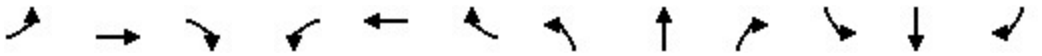
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	79.9%	ICU Level of Service	D
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	205.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	55	2	360	227	677	0	0	746	354
Future Vol, veh/h	0	0	0	55	2	360	227	677	0	0	746	354
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	0	0	0	60	2	391	247	736	0	0	811	385
Number of Lanes	0	0	0	0	1	1	1	1	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay, s/veh	40.1	226.6	251
HCM LOS	E	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	96%	0%	0%	0%
Vol Thru, %	0%	100%	4%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	227	677	57	360	746	354
LT Vol	227	0	55	0	0	0
Through Vol	0	677	2	0	746	0
RT Vol	0	0	0	360	0	354
Lane Flow Rate	247	736	62	391	811	385
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.565	1.584	0.153	0.838	1.726	0.744
Departure Headway (Hd)	8.914	8.396	10.262	9.03	8.291	7.565
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	407	442	352	403	446	481
Service Time	6.614	6.096	7.962	6.73	5.991	5.265
HCM Lane V/C Ratio	0.607	1.665	0.176	0.97	1.818	0.8
HCM Control Delay, s/veh	22.6	295	14.8	44.1	356.3	29.2
HCM Lane LOS	C	F	B	E	F	D
HCM 95th-tile Q	3.4	38	0.5	7.9	45.6	6.2

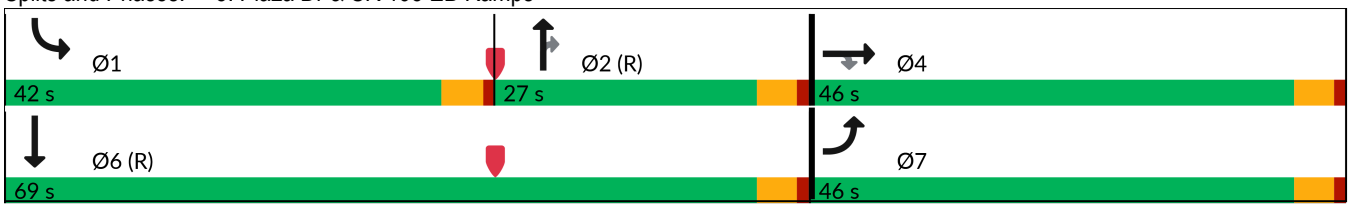


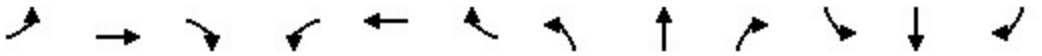
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	695	1	34	0	0	0	0	217	31	685	228	0
Future Volume (vph)	695	1	34	0	0	0	0	217	31	685	228	0
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	245		245	0		0	0		120	295		0
Storage Lanes	1		1	0		0	0		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	1.00
Ped Bike Factor									0.98			
Frt			0.850						0.850			
Flt Protected	0.950	0.953								0.950		
Satd. Flow (prot)	1436	1564	1352	0	0	0	0	3282	1352	2932	4715	0
Flt Permitted	0.950	0.953								0.950		
Satd. Flow (perm)	1436	1564	1352	0	0	0	0	3282	1322	2932	4715	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			57						57			
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		254			252			518			552	
Travel Time (s)		3.5			3.4			7.1			7.5	
Confl. Peds. (#/hr)									5			5
Confl. Bikes (#/hr)									2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	755	1	37	0	0	0	0	236	34	745	248	0
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	377	379	37	0	0	0	0	236	34	745	248	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1					1	1	1	1	
Detector Template												
Leading Detector (ft)	50	50	50					50	50	50	50	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	50	50	50					50	50	50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Turn Type	Prot	NA	Perm					NA	Perm	Prot	NA	
Protected Phases	7	4						2		1	6	
Permitted Phases			4						2			
Detector Phase	7	4	4					2	2	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)	8.5	22.5	22.5					25.8	25.8	8.5	22.9	
Total Split (s)	46.0	46.0	46.0					27.0	27.0	42.0	69.0	
Total Split (%)	40.0%	40.0%	40.0%					23.5%	23.5%	36.5%	60.0%	
Maximum Green (s)	41.5	41.5	41.5					22.5	22.5	37.5	64.5	
Yellow Time (s)	3.5	3.5	3.5					3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0					1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5					4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Recall Mode	None	None	None					C-Max	C-Max	None	C-Max	
Walk Time (s)								7.0	7.0		7.0	
Flash Don't Walk (s)								14.3	14.3		11.4	
Pedestrian Calls (#/hr)								5	5		5	
Act Effct Green (s)	41.5	41.5	41.5					26.3	26.3	33.7	64.5	
Actuated g/C Ratio	0.36	0.36	0.36					0.23	0.23	0.29	0.56	
v/c Ratio	0.73	0.67	0.07					0.31	0.10	0.87	0.09	
Control Delay (s/veh)	41.5	38.1	3.3					39.4	4.6	49.9	11.8	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	41.5	38.1	3.3					39.4	4.6	49.9	11.8	
LOS	D	D	A					D	A	D	B	
Approach Delay (s/veh)		38.1						35.0			40.4	
Approach LOS		D						C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 38.8		Intersection LOS: D	
Intersection Capacity Utilization 69.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 8: Plaza Dr & SR 198 EB Ramps





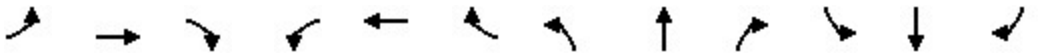
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	695	1	34	0	0	0	0	217	31	685	228	0
Future Volume (veh/h)	695	1	34	0	0	0	0	217	31	685	228	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614				0	1752	1614	1614	1752	0
Adj Flow Rate, veh/h	756	0	37				0	236	34	745	248	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10				0	10	10	10	10	0
Cap, veh/h	857	0	381				0	1086	438	827	3074	0
Arrive On Green	0.28	0.00	0.28				0.00	0.33	0.33	0.28	0.64	0.00
Sat Flow, veh/h	3073	0	1367				0	3416	1343	2981	4940	0
Grp Volume(v), veh/h	756	0	37				0	236	34	745	248	0
Grp Sat Flow(s),veh/h/ln	1537	0	1367				0	1664	1343	1491	1594	0
Q Serve(g_s), s	27.1	0.0	2.3				0.0	5.9	2.0	27.7	2.2	0.0
Cycle Q Clear(g_c), s	27.1	0.0	2.3				0.0	5.9	2.0	27.7	2.2	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	857	0	381				0	1086	438	827	3074	0
V/C Ratio(X)	0.88	0.00	0.10				0.00	0.22	0.08	0.90	0.08	0.00
Avail Cap(c_a), veh/h	1109	0	493				0	1086	438	972	3074	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.87	0.87	0.00
Uniform Delay (d), s/veh	39.6	0.0	30.7				0.0	28.1	26.8	40.0	7.7	0.0
Incr Delay (d2), s/veh	6.9	0.0	0.1				0.0	0.5	0.3	9.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.5	0.0	0.7				0.0	2.3	0.7	10.6	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.6	0.0	30.8				0.0	28.6	27.1	49.1	7.8	0.0
LnGrp LOS	D		C					C	C	D	A	
Approach Vol, veh/h		793						270			993	
Approach Delay, s/veh		45.9						28.4			38.8	
Approach LOS		D						C			D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	36.4	42.0		36.6		78.4
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	37.5	22.5		41.5		64.5
Max Q Clear Time (g_c+I1), s	29.7	7.9		29.1		4.2
Green Ext Time (p_c), s	2.2	0.9		3.0		1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	40.1
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	0	106	0	0	0	0	527	148	512	409	0
Future Volume (vph)	206	0	106	0	0	0	0	527	148	512	409	0
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		280	0		0	0		75	215		0
Storage Lanes	0		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			
Flt Protected		0.950								0.950		
Satd. Flow (prot)	0	1641	1352	0	0	0	0	1727	1352	1511	1727	0
Flt Permitted		0.950								0.950		
Satd. Flow (perm)	0	1641	1352	0	0	0	0	1727	1352	1511	1727	0
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		325			418			564			616	
Travel Time (s)		4.0			5.2			7.0			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	224	0	115	0	0	0	0	573	161	557	445	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	224	115	0	0	0	0	573	161	557	445	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

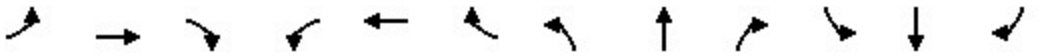
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	79.9%	ICU Level of Service	D
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	82.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	206	0	106	0	0	0	0	527	148	512	409	0
Future Vol, veh/h	206	0	106	0	0	0	0	527	148	512	409	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	224	0	115	0	0	0	0	573	161	557	445	0
Number of Lanes	0	1	1	0	0	0	0	1	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	19.1	104	88.4
HCM LOS	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	527	148	206	106	512	409
LT Vol	0	0	206	0	512	0
Through Vol	527	0	0	0	0	409
RT Vol	0	148	0	106	0	0
Lane Flow Rate	573	161	224	115	557	445
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	1.188	0.302	0.541	0.239	1.173	0.875
Departure Headway (Hd)	7.725	7.007	9.189	7.948	7.89	7.376
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	475	516	394	455	462	493
Service Time	5.425	4.707	6.889	5.648	5.59	5.076
HCM Lane V/C Ratio	1.206	0.312	0.569	0.253	1.206	0.903
HCM Control Delay, s/veh	129.7	12.7	22.2	13.1	124.9	42.7
HCM Lane LOS	F	B	C	B	F	E
HCM 95th-tile Q	20.9	1.3	3.1	0.9	19.9	9.4

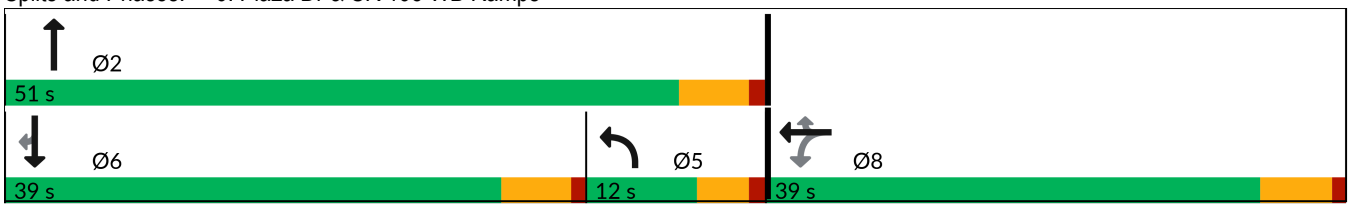


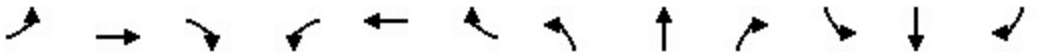
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	55	2	742	57	1233	0	0	872	544
Future Volume (vph)	0	0	0	55	2	742	57	1233	0	0	872	544
Ideal Flow (vphpl)	1900	1900	1900	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		0	250		250	220		0	0		530
Storage Lanes	0		0	0		2	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor							1.00					0.97
Frt						0.850						0.850
Flt Protected					0.954		0.950					
Satd. Flow (prot)	0	0	0	0	1648	2380	1511	4715	0	0	4715	1352
Flt Permitted					0.954		0.950					
Satd. Flow (perm)	0	0	0	0	1648	2380	1507	4715	0	0	4715	1309
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						102						591
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		238			262			552			213	
Travel Time (s)		3.2			3.6			7.5			2.9	
Confl. Peds. (#/hr)							5					5
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	60	2	807	62	1340	0	0	948	591
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	62	807	62	1340	0	0	948	591
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	1	1	1			1	1
Detector Template												
Leading Detector (ft)				50	50	50	50	50			50	50
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				50	50	50	50	50			50	50
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Detector Phase				8	8	8	5	2			6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Minimum Split (s)				23.7	23.7	23.7	8.5	28.4			28.4	28.4
Total Split (s)				39.0	39.0	39.0	12.0	51.0			39.0	39.0
Total Split (%)				43.3%	43.3%	43.3%	13.3%	56.7%			43.3%	43.3%
Maximum Green (s)				33.3	33.3	33.3	7.5	45.3			33.3	33.3
Yellow Time (s)				4.7	4.7	4.7	3.5	4.7			4.7	4.7
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					5.7	5.7	4.5	5.7			5.7	5.7
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	Max			Max	Max
Walk Time (s)								7.0			7.0	7.0
Flash Don't Walk (s)								15.7			15.7	15.7
Pedestrian Calls (#/hr)								5			5	5
Act Effct Green (s)					30.2	30.2	7.1	45.4			36.0	36.0
Actuated g/C Ratio					0.35	0.35	0.08	0.52			0.41	0.41
v/c Ratio					0.11	0.91	0.51	0.54			0.49	0.67
Control Delay (s/veh)					19.4	38.6	54.4	15.4			21.3	6.1
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)					19.4	38.6	54.4	15.4			21.3	6.1
LOS					B	D	D	B			C	A
Approach Delay (s/veh)					37.3			17.2			15.5	
Approach LOS					D			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 87			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay (s/veh): 21.0		Intersection LOS: C	
Intersection Capacity Utilization 69.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 6: Plaza Dr & SR 198 WB Ramps





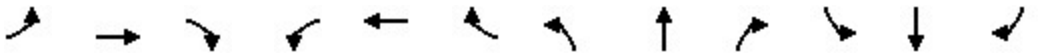
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	55	2	742	57	1233	0	0	872	544
Future Volume (veh/h)	0	0	0	55	2	742	57	1233	0	0	872	544
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1614	1752	1614	1614	1752	0	0	1752	1614
Adj Flow Rate, veh/h				60	2	807	62	1340	0	0	948	591
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				10	10	10	10	10	0	0	10	10
Cap, veh/h				581	19	865	109	2447	0	0	1799	500
Arrive On Green				0.36	0.36	0.36	0.07	0.51	0.00	0.00	0.38	0.38
Sat Flow, veh/h				1617	54	2407	1537	4940	0	0	4940	1328
Grp Volume(v), veh/h				62	0	807	62	1340	0	0	948	591
Grp Sat Flow(s),veh/h/ln				1671	0	1203	1537	1594	0	0	1594	1328
Q Serve(g_s), s				2.2	0.0	28.6	3.5	16.8	0.0	0.0	13.7	33.3
Cycle Q Clear(g_c), s				2.2	0.0	28.6	3.5	16.8	0.0	0.0	13.7	33.3
Prop In Lane				0.97		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				601	0	865	109	2447	0	0	1799	500
V/C Ratio(X)				0.10	0.00	0.93	0.57	0.55	0.00	0.00	0.53	1.18
Avail Cap(c_a), veh/h				629	0	905	130	2447	0	0	1799	500
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				18.9	0.0	27.3	39.8	14.7	0.0	0.0	21.5	27.6
Incr Delay (d2), s/veh				0.1	0.0	15.7	4.5	0.9	0.0	0.0	1.1	101.2
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.8	0.0	9.1	1.4	5.3	0.0	0.0	4.7	23.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				18.9	0.0	43.1	44.3	15.5	0.0	0.0	22.6	128.8
LnGrp LOS				B		D	D	B			C	F
Approach Vol, veh/h					869			1402			1539	
Approach Delay, s/veh					41.3			16.8			63.4	
Approach LOS					D			B			E	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	51.0		12.0	39.0		37.5						
Change Period (Y+Rc), s	5.7		5.7	* 5.7		5.7						
Max Green Setting (Gmax), s	45.3		7.5	* 33		33.3						
Max Q Clear Time (g_c+I1), s	18.8		5.5	35.3		30.6						
Green Ext Time (p_c), s	7.1		0.0	0.0		1.2						

Intersection Summary	
HCM 7th Control Delay, s/veh	41.2
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	55	2	360	227	698	0	0	759	366
Future Volume (vph)	0	0	0	55	2	360	227	698	0	0	759	366
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		0	0		465	245		0	0		145
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850						0.850
Flt Protected					0.954		0.950					
Satd. Flow (prot)	0	0	0	0	1648	1352	1511	1727	0	0	1727	1352
Flt Permitted					0.954		0.950					
Satd. Flow (perm)	0	0	0	0	1648	1352	1511	1727	0	0	1727	1352
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		431			435			616			1185	
Travel Time (s)		5.3			5.4			7.6			14.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	60	2	391	247	759	0	0	825	398
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	62	391	247	759	0	0	825	398
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

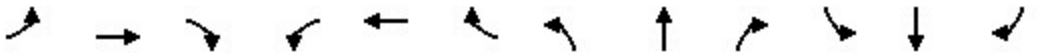
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 80.7%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	217.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	55	2	360	227	698	0	0	759	366
Future Vol, veh/h	0	0	0	55	2	360	227	698	0	0	759	366
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	0	0	0	60	2	391	247	759	0	0	825	398
Number of Lanes	0	0	0	0	1	1	1	1	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay, s/veh	40.7	245.2	259.9
HCM LOS	E	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	96%	0%	0%	0%
Vol Thru, %	0%	100%	4%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	227	698	57	360	759	366
LT Vol	227	0	55	0	0	0
Through Vol	0	698	2	0	759	0
RT Vol	0	0	0	360	0	366
Lane Flow Rate	247	759	62	391	825	398
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.566	1.636	0.153	0.84	1.757	0.77
Departure Headway (Hd)	8.936	8.418	10.374	9.142	8.334	7.608
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	407	440	348	399	446	477
Service Time	6.636	6.118	8.074	6.842	6.034	5.308
HCM Lane V/C Ratio	0.607	1.725	0.178	0.98	1.85	0.834
HCM Control Delay, s/veh	22.7	317.5	14.9	44.8	370	31.5
HCM Lane LOS	C	F	B	E	F	D
HCM 95th-tile Q	3.4	40.5	0.5	7.9	46.9	6.7

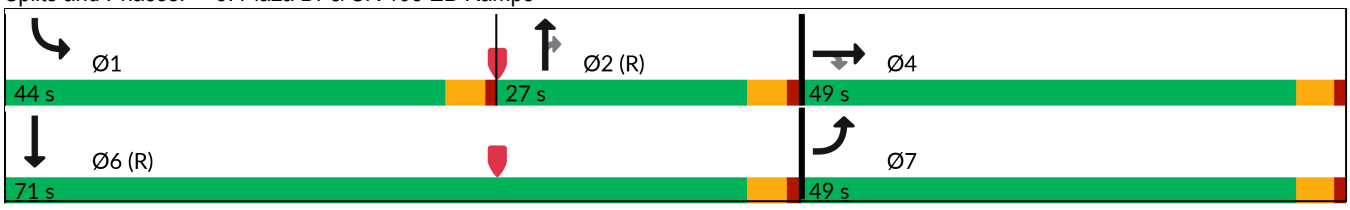


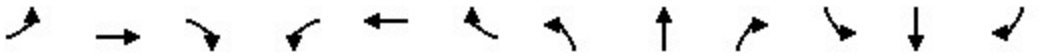
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	695	1	34	0	0	0	0	217	31	697	228	0
Future Volume (vph)	695	1	34	0	0	0	0	217	31	697	228	0
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	245		245	0		0	0		120	295		0
Storage Lanes	1		1	0		0	0		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	1.00
Ped Bike Factor									0.98			
Frt			0.850						0.850			
Flt Protected	0.950	0.953								0.950		
Satd. Flow (prot)	1436	1564	1352	0	0	0	0	3282	1352	2932	4715	0
Flt Permitted	0.950	0.953								0.950		
Satd. Flow (perm)	1436	1564	1352	0	0	0	0	3282	1322	2932	4715	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			55						55			
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		254			252			518			552	
Travel Time (s)		3.5			3.4			7.1			7.5	
Confl. Peds. (#/hr)									5			5
Confl. Bikes (#/hr)									2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	755	1	37	0	0	0	0	236	34	758	248	0
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	377	379	37	0	0	0	0	236	34	758	248	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1					1	1	1	1	
Detector Template												
Leading Detector (ft)	50	50	50					50	50	50	50	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	50	50	50					50	50	50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Turn Type	Prot	NA	Perm					NA	Perm	Prot	NA	
Protected Phases	7	4						2		1	6	
Permitted Phases			4						2			
Detector Phase	7	4	4					2	2	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)	8.5	22.5	22.5					25.8	25.8	8.5	22.9	
Total Split (s)	49.0	49.0	49.0					27.0	27.0	44.0	71.0	
Total Split (%)	40.8%	40.8%	40.8%					22.5%	22.5%	36.7%	59.2%	
Maximum Green (s)	44.5	44.5	44.5					22.5	22.5	39.5	66.5	
Yellow Time (s)	3.5	3.5	3.5					3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0					1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5					4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Recall Mode	None	None	None					C-Max	C-Max	None	C-Max	
Walk Time (s)								7.0	7.0		7.0	
Flash Don't Walk (s)								14.3	14.3		11.4	
Pedestrian Calls (#/hr)								5	5		5	
Act Effct Green (s)	44.5	44.5	44.5					26.3	26.3	35.7	66.5	
Actuated g/C Ratio	0.37	0.37	0.37					0.22	0.22	0.30	0.55	
v/c Ratio	0.71	0.65	0.07					0.33	0.10	0.87	0.09	
Control Delay (s/veh)	40.9	37.8	3.4					42.1	5.2	51.3	12.7	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	40.9	37.8	3.4					42.1	5.2	51.3	12.7	
LOS	D	D	A					D	A	D	B	
Approach Delay (s/veh)		37.7						37.4			41.8	
Approach LOS		D						D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 39.6		Intersection LOS: D	
Intersection Capacity Utilization 69.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 8: Plaza Dr & SR 198 EB Ramps





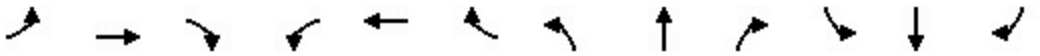
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	695	1	34	0	0	0	0	217	31	697	228	0
Future Volume (veh/h)	695	1	34	0	0	0	0	217	31	697	228	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614				0	1752	1614	1614	1752	0
Adj Flow Rate, veh/h	756	0	37				0	236	34	758	248	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10				0	10	10	10	10	0
Cap, veh/h	857	0	381				0	1091	440	838	3091	0
Arrive On Green	0.28	0.00	0.28				0.00	0.33	0.33	0.28	0.65	0.00
Sat Flow, veh/h	3073	0	1367				0	3416	1343	2981	4940	0
Grp Volume(v), veh/h	756	0	37				0	236	34	758	248	0
Grp Sat Flow(s),veh/h/ln	1537	0	1367				0	1664	1343	1491	1594	0
Q Serve(g_s), s	28.2	0.0	2.4				0.0	6.2	2.1	29.4	2.3	0.0
Cycle Q Clear(g_c), s	28.2	0.0	2.4				0.0	6.2	2.1	29.4	2.3	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	857	0	381				0	1091	440	838	3091	0
V/C Ratio(X)	0.88	0.00	0.10				0.00	0.22	0.08	0.90	0.08	0.00
Avail Cap(c_a), veh/h	1140	0	507				0	1091	440	981	3091	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.87	0.87	0.00
Uniform Delay (d), s/veh	41.4	0.0	32.1				0.0	29.2	27.8	41.6	7.9	0.0
Incr Delay (d2), s/veh	6.6	0.0	0.1				0.0	0.5	0.3	9.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.9	0.0	0.8				0.0	2.4	0.7	11.3	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.0	0.0	32.2				0.0	29.6	28.2	51.0	8.0	0.0
LnGrp LOS	D		C					C	C	D	A	
Approach Vol, veh/h		793						270			1006	
Approach Delay, s/veh		47.3						29.5			40.4	
Approach LOS		D						C			D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	38.2	43.8		37.9		82.1
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	39.5	22.5		44.5		66.5
Max Q Clear Time (g_c+I1), s	31.4	8.2		30.2		4.3
Green Ext Time (p_c), s	2.3	0.9		3.2		1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	41.6
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	0	106	0	0	0	0	527	148	525	409	0
Future Volume (vph)	206	0	106	0	0	0	0	527	148	525	409	0
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		280	0		0	0		75	215		0
Storage Lanes	0		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			
Flt Protected		0.950								0.950		
Satd. Flow (prot)	0	1641	1352	0	0	0	0	1727	1352	1511	1727	0
Flt Permitted		0.950								0.950		
Satd. Flow (perm)	0	1641	1352	0	0	0	0	1727	1352	1511	1727	0
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		325			418			564			616	
Travel Time (s)		4.0			5.2			7.0			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	224	0	115	0	0	0	0	573	161	571	445	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	224	115	0	0	0	0	573	161	571	445	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

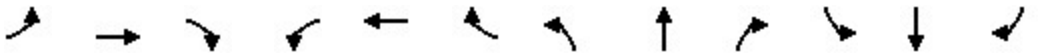
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 80.7%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	86.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	206	0	106	0	0	0	0	527	148	525	409	0
Future Vol, veh/h	206	0	106	0	0	0	0	527	148	525	409	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	224	0	115	0	0	0	0	573	161	571	445	0
Number of Lanes	0	1	1	0	0	0	0	1	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	19.2	104.4	95.5
HCM LOS	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	527	148	206	106	525	409
LT Vol	0	0	206	0	525	0
Through Vol	527	0	0	0	0	409
RT Vol	0	148	0	106	0	0
Lane Flow Rate	573	161	224	115	571	445
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	1.189	0.303	0.542	0.24	1.204	0.876
Departure Headway (Hd)	7.751	7.033	9.209	7.968	7.895	7.381
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	475	515	394	454	462	493
Service Time	5.451	4.733	6.909	5.668	5.595	5.081
HCM Lane V/C Ratio	1.206	0.313	0.569	0.253	1.236	0.903
HCM Control Delay, s/veh	130.1	12.8	22.3	13.2	136.4	42.9
HCM Lane LOS	F	B	C	B	F	E
HCM 95th-tile Q	20.9	1.3	3.1	0.9	21.3	9.4

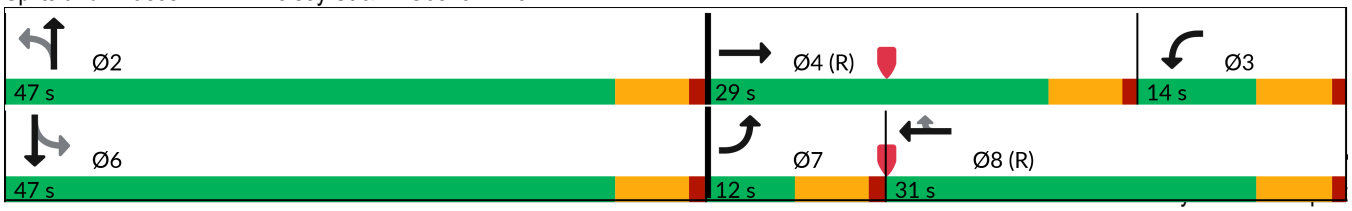


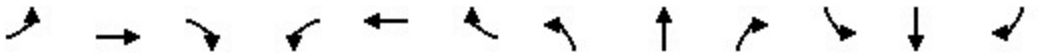
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	311	21	24	196	8	16	48	82	102	123	99
Future Volume (vph)	30	311	21	24	196	8	16	48	82	102	123	99
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	315		0	570		150	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.96		0.99			0.99	
Frt		0.990				0.850		0.924			0.959	
Flt Protected	0.950			0.950				0.995			0.985	
Satd. Flow (prot)	1511	3242	0	1511	3282	1352	0	1572	0	0	1623	0
Flt Permitted	0.950			0.950				0.948			0.844	
Satd. Flow (perm)	1511	3242	0	1511	3282	1300	0	1498	0	0	1390	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				109		89			32	
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		726			1305			2786			1444	
Travel Time (s)		9.0			16.2			34.5			17.9	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	33	338	23	26	213	9	17	52	89	111	134	108
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	361	0	26	213	9	0	158	0	0	353	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	7	4		3	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	24.1		10.0	24.0	24.0	34.1	34.1		32.7	32.7	
Total Split (s)	12.0	29.0		14.0	31.0	31.0	47.0	47.0		47.0	47.0	
Total Split (%)	13.3%	32.2%		15.6%	34.4%	34.4%	52.2%	52.2%		52.2%	52.2%	
Maximum Green (s)	6.0	23.0		8.0	25.0	25.0	41.0	41.0		41.0	41.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	Max	Max		Max	Max	
Walk Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		11.1			6.9	6.9	21.1	21.1		19.7	19.7	
Pedestrian Calls (#/hr)		5			5	5	5	5		5	5	
Act Effct Green (s)	5.9	31.4		6.9	29.8	29.8		41.0			41.0	
Actuated g/C Ratio	0.07	0.35		0.08	0.33	0.33		0.46			0.46	
v/c Ratio	0.34	0.32		0.23	0.20	0.02		0.22			0.54	
Control Delay (s/veh)	49.7	23.7		43.4	23.8	0.1		7.7			19.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay (s/veh)	49.7	23.7		43.4	23.8	0.1		7.7			19.8	
LOS	D	C		D	C	A		A			B	
Approach Delay (s/veh)		25.9			25.0			7.7			19.8	
Approach LOS		C			C			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay (s/veh): 21.3		Intersection LOS: C	
Intersection Capacity Utilization 72.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: N Kelsey St & W Goshen Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	311	21	24	196	8	16	48	82	102	123	99
Future Volume (veh/h)	30	311	21	24	196	8	16	48	82	102	123	99
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	33	338	23	26	213	9	17	52	89	111	134	108
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	38	806	55	137	1063	424	90	256	389	238	279	205
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
Prop Arrive On Green	0.02	0.26	0.26	0.09	0.32	0.32	0.46	0.46	0.46	0.46	0.46	0.46
Unsig. Movement Delay												
Ln Grp Delay, s/veh	82.3	30.9	30.9	38.7	22.7	21.1	15.5	0.0	0.0	19.6	0.0	0.0
Ln Grp LOS	F	C	C	D	C	C	B			B		
Approach Vol, veh/h		394			248			158			353	
Approach Delay, s/veh		35.2			24.3			15.5			19.6	
Approach LOS		D			C			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	4	3		6	7	8
Case No		8.0	4.0	2.0		8.0	2.0	3.0
Phs Duration (G+Y+Rc), s		47.0	29.0	14.0		47.0	8.2	34.8
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0
Max Green (Gmax), s		41.0	23.0	8.0		41.0	6.0	25.0
Max Allow Headway (MAH), s		5.0	4.8	3.7		5.0	3.7	4.7
Max Q Clear (g_c+I1), s		7.5	10.1	3.4		16.8	3.9	6.2
Green Ext Time (g_e), s		0.8	1.4	0.0		1.9	0.0	1.0
Prob of Phs Call (p_c)		1.00	1.00	0.48		1.00	0.56	1.00
Prob of Max Out (p_x)		0.00	0.00	0.21		0.00	1.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		5		3		1	7	
Mvmt Sat Flow, veh/h		101		1537		406	1537	

Through Movement Data								
Assigned Mvmt		2	4			6		8
Mvmt Sat Flow, veh/h		561	3156			612		3328

Right-Turn Movement Data								
Assigned Mvmt		12	14			16		18
Mvmt Sat Flow, veh/h		854	214			449		1326

Left Lane Group Data								
Assigned Mvmt	0	5	0	3	0	1	7	0

Lane Assignment		L+T+R		L (Prot)		L+T+R	L (Prot)	
Lanes in Grp	0	1	0	1	0	1	1	0
Grp Vol (v), veh/h	0	158	0	26	0	353	33	0
Grp Sat Flow (s), veh/h/ln	0	1516	0	1537	0	1468	1537	0
Q Serve Time (g_s), s	0.0	0.0	0.0	1.4	0.0	9.3	1.9	0.0
Cycle Q Clear Time (g_c), s	0.0	5.5	0.0	1.4	0.0	14.8	1.9	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1155	0	0	0	1265	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	1742	0	0	0	1723	0	0
Perm LT Eff Green (g_p), s	0.0	41.0	0.0	0.0	0.0	41.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	26.2	0.0	0.0	0.0	35.5	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	9.3	0.0	0.0
Time to First Blk (g_f), s	0.0	15.0	0.0	0.0	0.0	4.4	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	5.5	0.0	0.0	0.0	4.4	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.11	0.00	1.00	0.00	0.31	1.00	0.00
Lane Grp Cap (c), veh/h	0	735	0	137	0	721	38	0
V/C Ratio (X)	0.00	0.21	0.00	0.19	0.00	0.49	0.86	0.00
Avail Cap (c_a), veh/h	0	735	0	137	0	721	102	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	14.8	0.0	38.0	0.0	17.2	43.7	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.7	0.0	2.4	38.6	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.5	0.0	38.7	0.0	19.6	82.3	0.0
1st-Term Q (Q1), veh/ln	0.0	1.7	0.0	0.5	0.0	4.4	0.7	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.5	0.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.8	0.0	0.5	0.0	4.9	1.1	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.02	0.00	0.09	0.09	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	4	0	0	6	0	8
Lane Assignment			T					T
Lanes in Grp	0	0	1	0	0	0	0	2
Grp Vol (v), veh/h	0	0	177	0	0	0	0	213
Grp Sat Flow (s), veh/h/ln	0	0	1664	0	0	0	0	1664
Q Serve Time (g_s), s	0.0	0.0	8.0	0.0	0.0	0.0	0.0	4.2
Cycle Q Clear Time (g_c), s	0.0	0.0	8.0	0.0	0.0	0.0	0.0	4.2
Lane Grp Cap (c), veh/h	0	0	425	0	0	0	0	1063
V/C Ratio (X)	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.20
Avail Cap (c_a), veh/h	0	0	425	0	0	0	0	1063
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	27.9	0.0	0.0	0.0	0.0	22.3
Incr Delay (d2), s/veh	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	30.9	0.0	0.0	0.0	0.0	22.7
1st-Term Q (Q1), veh/ln	0.0	0.0	2.9	0.0	0.0	0.0	0.0	1.5

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	3.3	0.0	0.0	0.0	0.0	1.5
%ile Storage Ratio (RQ%)	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	14	0	0	16	0	18
Lane Assignment			T+R					R
Lanes in Grp	0	0	1	0	0	0	0	1
Grp Vol (v), veh/h	0	0	184	0	0	0	0	9
Grp Sat Flow (s), veh/h/ln	0	0	1705	0	0	0	0	1326
Q Serve Time (g_s), s	0.0	0.0	8.1	0.0	0.0	0.0	0.0	0.4
Cycle Q Clear Time (g_c), s	0.0	0.0	8.1	0.0	0.0	0.0	0.0	0.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.56	0.13	0.00	0.00	0.31	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	436	0	0	0	0	424
V/C Ratio (X)	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.02
Avail Cap (c_a), veh/h	0	0	436	0	0	0	0	424
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	27.9	0.0	0.0	0.0	0.0	21.0
Incr Delay (d2), s/veh	0.0	0.0	3.0	0.0	0.0	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
Control Delay (d), s/veh	0.0	0.0	30.9	0.0	0.0	0.0	0.0	21.1
1st-Term Q (Q1), veh/ln	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.1
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.1
%ile Storage Ratio (RQ%)	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	519	13	10	223	4	17
Future Volume (vph)	519	13	10	223	4	17
Ideal Flow (vphpl)	1900	1750	1750	1900	1750	1750
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.996				0.890	
Flt Protected			0.950		0.991	
Satd. Flow (prot)	3269	0	1511	3282	1403	0
Flt Permitted			0.950		0.991	
Satd. Flow (perm)	3269	0	1511	3282	1403	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	1304			1338	1362	
Travel Time (s)	16.2			16.6	16.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	564	14	11	242	4	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	578	0	11	242	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.11	1.11	1.00	1.11	1.11
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	519	13	10	223	4	17
Future Vol, veh/h	519	13	10	223	4	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	564	14	11	242	4	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	578	0	714	289
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	143	-
Critical Hdwy	-	-	4.3	-	7	7.1
Critical Hdwy Stg 1	-	-	-	-	6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	2.3	-	3.6	3.4
Pot Cap-1 Maneuver	-	-	938	-	349	684
Stage 1	-	-	-	-	507	-
Stage 2	-	-	-	-	846	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	938	-	345	684
Mov Cap-2 Maneuver	-	-	-	-	345	-
Stage 1	-	-	-	-	507	-
Stage 2	-	-	-	-	836	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.38	9.62
HCM LOS			A

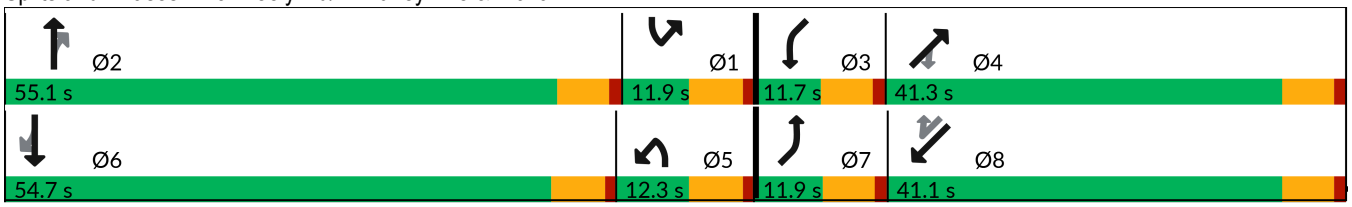
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	802	-	-	938	-
HCM Lane V/C Ratio	0.028	-	-	0.012	-
HCM Control Delay (s/veh)	9.6	-	-	8.9	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	16	849	22	8	973	22	22	4	10	56	1	12
Future Volume (vph)	16	849	22	8	973	22	22	4	10	56	1	12
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	410		110	200		200	60		60	230		190
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor			0.96			0.96			0.98		0.98	0.98
Frt			0.850			0.850			0.850		0.871	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1511	3282	1352	1511	3282	1352	1511	1727	1352	1511	1406	1285
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1511	3282	1304	1511	3282	1304	1511	1727	1327	1511	1406	1261
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			128			128			128		6	128
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		1211			225			366			73	
Travel Time (s)		16.5			3.1			5.0			1.0	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	17	923	24	9	1058	24	24	4	11	61	1	13
Shared Lane Traffic (%)												47%
Lane Group Flow (vph)	17	923	24	9	1058	24	24	4	11	61	7	7
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.7	27.0	27.0	9.7	27.0	27.0	9.7	41.3	41.3	9.7	39.9	39.9
Total Split (s)	12.3	55.1	55.1	11.9	54.7	54.7	11.9	41.3	41.3	11.7	41.1	41.1
Total Split (%)	10.3%	45.9%	45.9%	9.9%	45.6%	45.6%	9.9%	34.4%	34.4%	9.8%	34.3%	34.3%
Maximum Green (s)	6.6	49.4	49.4	6.2	49.0	49.0	6.2	35.6	35.6	6.0	35.4	35.4
Yellow Time (s)	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
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	3.0
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		14.3	14.3		14.3	14.3		28.6	28.6		27.2	27.2
Pedestrian Calls (#/hr)		5	5		5	5		5	5		5	5
Act Effct Green (s)	6.3	58.1	58.1	6.0	58.1	58.1	6.2	10.2	10.2	6.2	10.4	10.4
Actuated g/C Ratio	0.07	0.67	0.67	0.07	0.67	0.67	0.07	0.12	0.12	0.07	0.12	0.12
v/c Ratio	0.15	0.42	0.03	0.09	0.48	0.03	0.22	0.02	0.04	0.56	0.04	0.03
Control Delay (s/veh)	46.1	11.6	0.0	45.5	12.6	0.0	47.8	31.3	0.3	63.0	20.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	46.1	11.6	0.0	45.5	12.6	0.0	47.8	31.3	0.3	63.0	20.3	0.2
LOS	D	B	A	D	B	A	D	C	A	E	C	A
Approach Delay (s/veh)		12.0			12.6			32.7			53.2	
Approach LOS		B			B			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 86.4			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay (s/veh): 14.1		Intersection LOS: B	
Intersection Capacity Utilization 51.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Neely Rd/W Hurley Ave & Plaza Dr



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	16	849	22	8	973	22	22	4	10	56	1	12
Future Volume (veh/h)	16	849	22	8	973	22	22	4	10	56	1	12
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.95
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	17	923	24	9	1058	24	24	4	11	61	0	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	24	1967	787	17	1951	781	31	136	102	74	0	273
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
Prop Arrive On Green	0.02	0.59	0.59	0.01	0.59	0.59	0.02	0.08	0.08	0.05	0.00	0.11
Unsig. Movement Delay												
Ln Grp Delay, s/veh	72.7	10.5	2.2	65.8	11.6	2.9	71.8	35.7	25.5	65.6	0.0	23.6
Ln Grp LOS	E	B	A	E	B	A	E	D	C	E		C
Approach Vol, veh/h		964			1091			39			75	
Approach Delay, s/veh		11.4			11.8			55.0			57.8	
Approach LOS		B			B			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	2	1	3	4	6	5	7	8
Case No	3.0	2.0	2.0	3.0	3.0	2.0	2.0	3.0
Phs Duration (G+Y+Rc), s	55.1	6.6	9.7	12.2	54.7	7.0	7.4	14.5
Change Period (Y+Rc), s	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Max Green (Gmax), s	49.4	6.2	6.0	35.6	49.0	6.6	6.2	35.4
Max Allow Headway (MAH), s	4.8	3.7	3.7	4.2	4.8	3.7	3.7	4.1
Max Q Clear (g_c+I1), s	15.1	2.5	5.3	2.5	18.1	2.9	3.3	2.3
Green Ext Time (g_e), s	6.8	0.0	0.0	0.0	8.0	0.0	0.0	0.0
Prob of Phs Call (p_c)	1.00	0.19	0.76	0.74	1.00	0.33	0.43	0.89
Prob of Max Out (p_x)	0.00	0.97	1.00	0.00	0.00	1.00	1.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		1	3			5	7	
Mvmt Sat Flow, veh/h		1537	1537			1537	1537	

Through Movement Data								
Assigned Mvmt	2			4	6			8
Mvmt Sat Flow, veh/h	3328			1752	3328			0

Right-Turn Movement Data								
Assigned Mvmt	12			14	16			18
Mvmt Sat Flow, veh/h	1333			1318	1333			2598

Left Lane Group Data								
Assigned Mvmt	0	1	3	0	0	5	7	0

Lane Assignment		L (Prot)	L (Prot)			L (Prot)	L (Prot)	
Lanes in Grp	0	1	1	0	0	1	1	0
Grp Vol (v), veh/h	0	9	61	0	0	17	24	0
Grp Sat Flow (s), veh/h/ln	0	1537	1537	0	0	1537	1537	0
Q Serve Time (g_s), s	0.0	0.5	3.3	0.0	0.0	0.9	1.3	0.0
Cycle Q Clear Time (g_c), s	0.0	0.5	3.3	0.0	0.0	0.9	1.3	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Lane Grp Cap (c), veh/h	0	17	74	0	0	24	31	0
V/C Ratio (X)	0.00	0.54	0.83	0.00	0.00	0.71	0.76	0.00
Avail Cap (c_a), veh/h	0	114	110	0	0	121	114	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	41.1	39.5	0.0	0.0	41.0	40.7	0.0
Incr Delay (d2), s/veh	0.0	24.6	26.2	0.0	0.0	31.8	31.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	65.8	65.6	0.0	0.0	72.7	71.8	0.0
1st-Term Q (Q1), veh/ln	0.0	0.2	1.2	0.0	0.0	0.3	0.5	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.5	0.0	0.0	0.2	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.3	1.7	0.0	0.0	0.5	0.7	0.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.20	0.00	0.00	0.04	0.33	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	2	0	0	4	6	0	0	8
Lane Assignment	T			T	T			
Lanes in Grp	2	0	0	1	2	0	0	0
Grp Vol (v), veh/h	923	0	0	4	1058	0	0	0
Grp Sat Flow (s), veh/h/ln	1664	0	0	1752	1664	0	0	0
Q Serve Time (g_s), s	13.1	0.0	0.0	0.2	16.1	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	13.1	0.0	0.0	0.2	16.1	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	1967	0	0	136	1951	0	0	0
V/C Ratio (X)	0.47	0.00	0.00	0.03	0.54	0.00	0.00	0.00
Avail Cap (c_a), veh/h	1967	0	0	746	1951	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	9.7	0.0	0.0	35.6	10.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.1	1.1	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
Control Delay (d), s/veh	10.5	0.0	0.0	35.7	11.6	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	3.7	0.0	0.0	0.1	4.5	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.2	0.0	0.0	0.0	0.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	3.9	0.0	0.0	0.1	4.8	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.10	0.00	0.00	0.01	0.74	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	12	0	0	14	16	0	0	18
Lane Assignment	R			R	R			R
Lanes in Grp	1	0	0	1	1	0	0	2
Grp Vol (v), veh/h	24	0	0	11	24	0	0	14
Grp Sat Flow (s), veh/h/ln	1333	0	0	1318	1333	0	0	1299
Q Serve Time (g_s), s	0.3	0.0	0.0	0.5	0.4	0.0	0.0	0.3
Cycle Q Clear Time (g_c), s	0.3	0.0	0.0	0.5	0.4	0.0	0.0	0.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	787	0	0	102	781	0	0	273
V/C Ratio (X)	0.03	0.00	0.00	0.11	0.03	0.00	0.00	0.05
Avail Cap (c_a), veh/h	787	0	0	561	781	0	0	1100
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	2.2	0.0	0.0	25.0	2.8	0.0	0.0	23.5
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.5	0.1	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
Control Delay (d), s/veh	2.2	0.0	0.0	25.5	2.9	0.0	0.0	23.6
1st-Term Q (Q1), veh/ln	0.1	0.0	0.0	0.2	0.1	0.0	0.0	0.1
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.1
%ile Storage Ratio (RQ%)	0.04	0.00	0.00	0.09	0.02	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	14.0
HCM 7th LOS	B

Notes
User approved volume balancing among the lanes for turning movement.



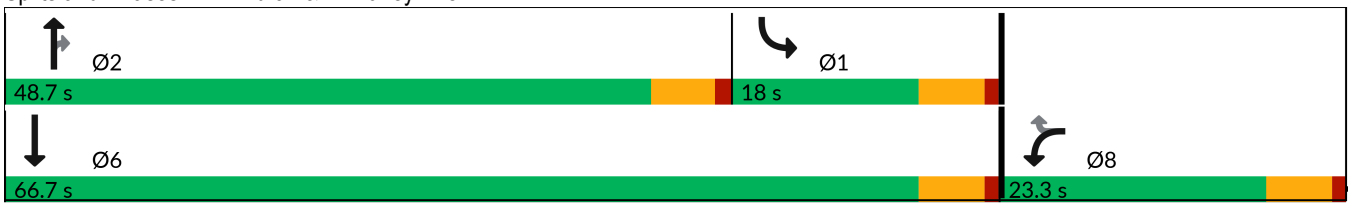
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	44	54	458	91	62	654
Future Volume (vph)	44	54	458	91	62	654
Ideal Flow (vphpl)	1750	1750	1900	1750	1750	1900
Storage Length (ft)	300	300		295	250	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.97	0.99	
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1511	1352	1727	1352	1511	1727
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1511	1352	1727	1309	1504	1727
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		59		99		
Link Speed (mph)	45		45			45
Link Distance (ft)	1104		2371			1360
Travel Time (s)	16.7		35.9			20.6
Confl. Peds. (#/hr)				5	5	
Confl. Bikes (#/hr)				2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	48	59	498	99	67	711
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	59	498	99	67	711
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.00	1.11	1.11	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.3	23.3	27.0	27.0	9.3	23.3
Total Split (s)	23.3	23.3	48.7	48.7	18.0	66.7
Total Split (%)	25.9%	25.9%	54.1%	54.1%	20.0%	74.1%
Maximum Green (s)	18.0	18.0	43.4	43.4	12.7	61.4
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag			Lead	Lead	Lag	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	Max
Walk Time (s)			7.0	7.0		
Flash Don't Walk (s)			14.7	14.7		
Pedestrian Calls (#/hr)			5	5		
Act Effct Green (s)	8.0	8.0	51.0	51.0	11.3	65.5
Actuated g/C Ratio	0.10	0.10	0.63	0.63	0.14	0.81
v/c Ratio	0.32	0.32	0.46	0.11	0.32	0.51
Control Delay (s/veh)	39.1	14.4	12.8	2.6	35.0	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.1	14.4	12.8	2.6	35.0	5.2
LOS	D	B	B	A	C	A
Approach Delay (s/veh)	25.5		11.2			7.8
Approach LOS	C		B			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 80.9			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay (s/veh): 10.4		Intersection LOS: B	
Intersection Capacity Utilization 46.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Rd 92 & W Hurley Ave





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	44	54	458	91	62	654
Future Volume (veh/h)	44	54	458	91	62	654
Number	3	18	2	12	1	6
Initial Q, 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		0.97	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Lanes Open During Work Zone						
Adj Sat Flow, veh/h/ln	1614	1614	1752	1614	1614	1752
Adj Flow Rate, veh/h	48	59	498	99	67	711
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10
Opposing Right Turn Influence	Yes				Yes	
Cap, veh/h	98	87	989	752	254	1399
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.06	0.06	0.56	0.56	0.17	0.80
Unsig. Movement Delay						
Ln Grp Delay, s/veh	38.6	44.2	12.0	8.2	28.6	3.9
Ln Grp LOS	D	D	B	A	C	A
Approach Vol, veh/h	107		597			778
Approach Delay, s/veh	41.7		11.4			6.1
Approach LOS	D		B			A

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	2	1	8			6		
Case No	7.0	2.0	9.0			4.0		
Phs Duration (G+Y+Rc), s	48.7	18.0	10.2			66.7		
Change Period (Y+Rc), s	5.3	5.3	5.3			5.3		
Max Green (Gmax), s	43.4	12.7	18.0			61.4		
Max Allow Headway (MAH), s	4.8	3.7	3.9			4.9		
Max Q Clear (g_c+I1), s	15.3	4.9	5.2			12.6		
Green Ext Time (g_e), s	3.4	0.1	0.2			5.2		
Prob of Phs Call (p_c)	1.00	0.76	0.90			1.00		
Prob of Max Out (p_x)	0.00	0.01	0.00			0.00		

Left-Turn Movement Data								
Assigned Mvmt	5	1	3					
Mvmt Sat Flow, veh/h	0	1537	1537					

Through Movement Data								
Assigned Mvmt	2		8			6		
Mvmt Sat Flow, veh/h	1752		0			1752		

Right-Turn Movement Data								
Assigned Mvmt	12		18			16		
Mvmt Sat Flow, veh/h	1332		1367			0		

Left Lane Group Data								
Assigned Mvmt	5	1	3	0	0	0	0	0

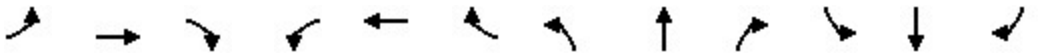
Lane Assignment		L (Prot)	L					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	67	48	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1537	1537	0	0	0	0	0
Q Serve Time (g_s), s	0.0	2.9	2.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.9	2.3	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1537	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	43.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	254	98	0	0	0	0	0
V/C Ratio (X)	0.00	0.26	0.49	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	254	360	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	28.0	34.8	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	3.8	0.0	0.0	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
Control Delay (d), s/veh	0.0	28.6	38.6	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.0	0.8	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.0	0.9	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.11	0.08	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	2	0	8	0	0	6	0	0
Lane Assignment	T					T		
Lanes in Grp	1	0	0	0	0	1	0	0
Grp Vol (v), veh/h	498	0	0	0	0	711	0	0
Grp Sat Flow (s), veh/h/ln	1752	0	0	0	0	1752	0	0
Q Serve Time (g_s), s	13.3	0.0	0.0	0.0	0.0	10.6	0.0	0.0
Cycle Q Clear Time (g_c), s	13.3	0.0	0.0	0.0	0.0	10.6	0.0	0.0
Lane Grp Cap (c), veh/h	989	0	0	0	0	1399	0	0
V/C Ratio (X)	0.50	0.00	0.00	0.00	0.00	0.51	0.00	0.00
Avail Cap (c_a), veh/h	989	0	0	0	0	1399	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	10.2	0.0	0.0	0.0	0.0	2.6	0.0	0.0
Incr Delay (d2), s/veh	1.8	0.0	0.0	0.0	0.0	1.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	12.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0
1st-Term Q (Q1), veh/ln	4.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.5	0.0	0.0	0.0	0.0	0.5	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	4.5	0.0	0.0	0.0	0.0	1.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.05	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	12	0	18	0	0	16	0	0
Lane Assignment	R		R					
Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	99	0	59	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1332	0	1367	0	0	0	0	0
Q Serve Time (g_s), s	2.7	0.0	3.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	2.7	0.0	3.2	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	752	0	87	0	0	0	0	0
V/C Ratio (X)	0.13	0.00	0.68	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	752	0	320	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	7.9	0.0	35.2	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	8.9	0.0	0.0	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
Control Delay (d), s/veh	8.2	0.0	44.2	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.6	0.0	1.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.2	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.7	0.0	1.2	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.06	0.00	0.03	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	10.8
HCM 7th LOS	B

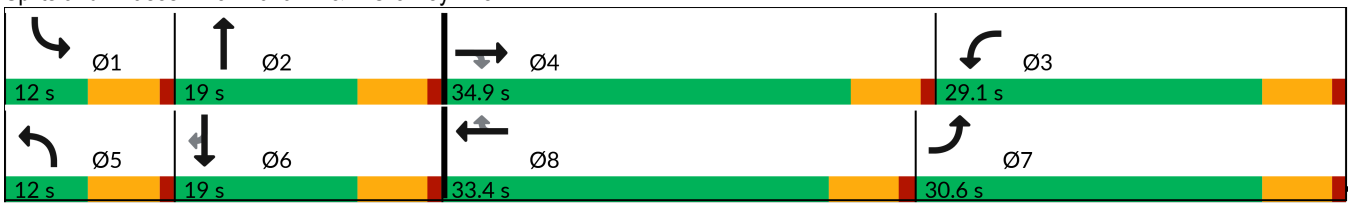


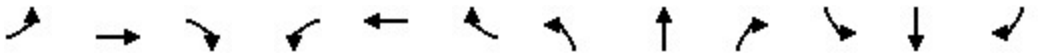
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	15	234	247	30	21	162	825	140	37	949	59
Future Volume (vph)	50	15	234	247	30	21	162	825	140	37	949	59
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	265		0	310		0	385		0	320		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor			0.98			0.98		1.00				0.97
Frt			0.850			0.850		0.978				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1511	1727	1352	1511	1727	1352	1511	4589	0	1511	4715	1352
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1511	1727	1330	1511	1727	1330	1511	4589	0	1511	4715	1306
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			254			172		29				172
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1062			630			650			1211	
Travel Time (s)		13.2			7.8			8.1			15.0	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	54	16	254	268	33	23	176	897	152	40	1032	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	16	254	268	33	23	176	1049	0	40	1032	64
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	2		1	2	1
Detector Template	Left					Right		Thru		Left	Thru	Right
Leading Detector (ft)	20	50	50	50	50	20	50	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	50	50	50	50	20	50	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94			94	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)								0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	55.6	55.6	55.6	54.1	54.1	54.1	34.1	34.1		32.7	32.7	32.7
Total Split (s)	30.6	34.9	34.9	29.1	33.4	33.4	12.0	19.0		12.0	19.0	19.0
Total Split (%)	32.2%	36.7%	36.7%	30.6%	35.2%	35.2%	12.6%	20.0%		12.6%	20.0%	20.0%
Maximum Green (s)	24.6	28.9	28.9	23.1	27.4	27.4	6.0	13.0		6.0	13.0	13.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
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
Recall Mode	None	None	None	None	None	None	None	Max		None	Max	Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	7.0
Flash Don't Walk (s)		42.6	42.6		41.1	41.1		21.1			19.7	19.7
Pedestrian Calls (#/hr)		5	5		5	5		5			5	5
Act Effct Green (s)	15.7	12.9	12.9	19.3	22.4	22.4	6.2	34.3		6.1	28.5	28.5
Actuated g/C Ratio	0.17	0.14	0.14	0.21	0.24	0.24	0.07	0.37		0.07	0.31	0.31
v/c Ratio	0.21	0.07	0.63	0.85	0.08	0.05	1.73	0.61		0.40	0.71	0.12
Control Delay (s/veh)	36.4	32.0	11.2	60.9	32.1	0.2	393.4	29.1		59.9	33.8	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	36.4	32.0	11.2	60.9	32.1	0.2	393.4	29.1		59.9	33.8	0.5
LOS	D	C	B	E	C	A	F	C		E	C	A
Approach Delay (s/veh)		16.5			53.7			81.5			32.8	
Approach LOS		B			D			F			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 92			
Natural Cycle: 180			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.73			
Intersection Signal Delay (s/veh): 53.1		Intersection LOS: D	
Intersection Capacity Utilization 72.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 5: Plaza Dr & E Crowley Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	15	234	247	30	21	162	825	140	37	949	59
Future Volume (veh/h)	50	15	234	247	30	21	162	825	140	37	949	59
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		0.98	1.00		0.97	1.00		0.97	1.00		0.96
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	54	16	254	268	33	23	176	897	152	40	1032	64
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	477	340	259	313	153	116	129	965	163	47	871	240
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
Prop Arrive On Green	0.31	0.19	0.19	0.20	0.09	0.09	0.08	0.24	0.24	0.03	0.18	0.18
Unsig. Movement Delay												
Ln Grp Delay, s/veh	17.7	23.5	35.1	35.8	31.0	19.3	237.7	46.1	59.3	66.0	124.1	7.0
Ln Grp LOS	B	C	D	D	C	B	F	D	E	E	F	A
Approach Vol, veh/h		324			324			1225			1136	
Approach Delay, s/veh		31.6			34.1			77.4			115.5	
Approach LOS		C			C			E			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	4	3	5	6	8	7
Case No	2.0	4.0	3.0	2.0	2.0	3.0	3.0	2.0
Phs Duration (G+Y+Rc), s	8.2	22.8	19.8	20.6	12.0	19.0	12.3	28.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green (Gmax), s	6.0	13.0	28.9	23.1	6.0	13.0	27.4	24.6
Max Allow Headway (MAH), s	3.7	4.8	4.4	4.1	4.1	4.7	4.0	3.7
Max Q Clear (g_c+I1), s	3.8	17.4	11.3	14.0	8.0	15.0	3.3	3.8
Green Ext Time (g_e), s	0.0	0.0	1.0	0.6	0.0	0.0	0.1	0.1
Prob of Phs Call (p_c)	0.55	1.00	1.00	1.00	0.97	1.00	1.00	0.66
Prob of Max Out (p_x)	1.00	0.00	0.00	0.05	1.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1			3	5			7
Mvmt Sat Flow, veh/h	1537			1537	1537			1537

Through Movement Data								
Assigned Mvmt		2	4			6	8	
Mvmt Sat Flow, veh/h		4097	1752			4782	1752	

Right-Turn Movement Data								
Assigned Mvmt		12	14			16	18	
Mvmt Sat Flow, veh/h		691	1338			1316	1321	

Left Lane Group Data								
Assigned Mvmt	1	0	0	3	5	0	0	7

Lane Assignment	L (Prot)			L (Prot)	L (Prot)			L (Prot)
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	40	0	0	268	176	0	0	54
Grp Sat Flow (s), veh/h/ln	1537	0	0	1537	1537	0	0	1537
Q Serve Time (g_s), s	1.8	0.0	0.0	12.0	6.0	0.0	0.0	1.8
Cycle Q Clear Time (g_c), s	1.8	0.0	0.0	12.0	6.0	0.0	0.0	1.8
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	47	0	0	313	129	0	0	477
V/C Ratio (X)	0.85	0.00	0.00	0.86	1.36	0.00	0.00	0.11
Avail Cap (c_a), veh/h	129	0	0	497	129	0	0	529
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	34.4	0.0	0.0	27.4	32.7	0.0	0.0	17.6
Incr Delay (d2), s/veh	31.6	0.0	0.0	8.4	205.0	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
Control Delay (d), s/veh	66.0	0.0	0.0	35.8	237.7	0.0	0.0	17.7
1st-Term Q (Q1), veh/ln	0.6	0.0	0.0	3.8	2.0	0.0	0.0	0.5
2nd-Term Q (Q2), veh/ln	0.4	0.0	0.0	0.7	7.4	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	1.0	0.0	0.0	4.6	9.3	0.0	0.0	0.6
%ile Storage Ratio (RQ%)	0.09	0.00	0.00	0.40	0.66	0.00	0.00	0.06
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	11.7	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	4	0	0	6	8	0
Lane Assignment		T	T			T	T	
Lanes in Grp	0	2	1	0	0	3	1	0
Grp Vol (v), veh/h	0	697	16	0	0	1032	33	0
Grp Sat Flow (s), veh/h/ln	0	1594	1752	0	0	1594	1752	0
Q Serve Time (g_s), s	0.0	15.3	0.5	0.0	0.0	13.0	1.3	0.0
Cycle Q Clear Time (g_c), s	0.0	15.3	0.5	0.0	0.0	13.0	1.3	0.0
Lane Grp Cap (c), veh/h	0	751	340	0	0	871	153	0
V/C Ratio (X)	0.00	0.93	0.05	0.00	0.00	1.19	0.22	0.00
Avail Cap (c_a), veh/h	0	751	709	0	0	871	672	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	26.7	23.4	0.0	0.0	29.2	30.3	0.0
Incr Delay (d2), s/veh	0.0	19.4	0.1	0.0	0.0	94.9	0.7	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	46.1	23.5	0.0	0.0	124.1	31.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.0	0.2	0.0	0.0	4.3	0.5	0.0

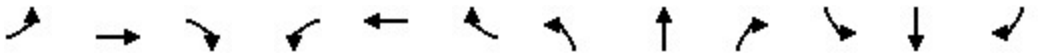
2nd-Term Q (Q2), veh/ln	0.0	2.0	0.0	0.0	0.0	7.7	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	7.0	0.2	0.0	0.0	12.0	0.5	0.0
%ile Storage Ratio (RQ%)	0.00	0.34	0.01	0.00	0.00	0.30	0.03	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	40.3	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	14	0	0	16	18	0
Lane Assignment		T+R	R			R	R	
Lanes in Grp	0	1	1	0	0	1	1	0
Grp Vol (v), veh/h	0	352	254	0	0	64	23	0
Grp Sat Flow (s), veh/h/ln	0	1599	1338	0	0	1316	1321	0
Q Serve Time (g_s), s	0.0	15.4	9.3	0.0	0.0	1.2	0.9	0.0
Cycle Q Clear Time (g_c), s	0.0	15.4	9.3	0.0	0.0	1.2	0.9	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.43	1.00	0.00	0.00	1.00	1.00	0.00
Lane Grp Cap (c), veh/h	0	377	259	0	0	240	116	0
V/C Ratio (X)	0.00	0.93	0.98	0.00	0.00	0.27	0.20	0.00
Avail Cap (c_a), veh/h	0	377	541	0	0	240	507	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	26.8	13.5	0.0	0.0	4.3	18.5	0.0
Incr Delay (d2), s/veh	0.0	32.5	21.5	0.0	0.0	2.7	0.8	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	59.3	35.1	0.0	0.0	7.0	19.3	0.0
1st-Term Q (Q1), veh/ln	0.0	5.0	3.5	0.0	0.0	0.8	0.3	0.0
2nd-Term Q (Q2), veh/ln	0.0	3.4	1.6	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	8.4	5.0	0.0	0.0	1.0	0.4	0.0
%ile Storage Ratio (RQ%)	0.00	0.41	0.14	0.00	0.00	0.02	0.02	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	82.2
HCM 7th LOS	F

Notes

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

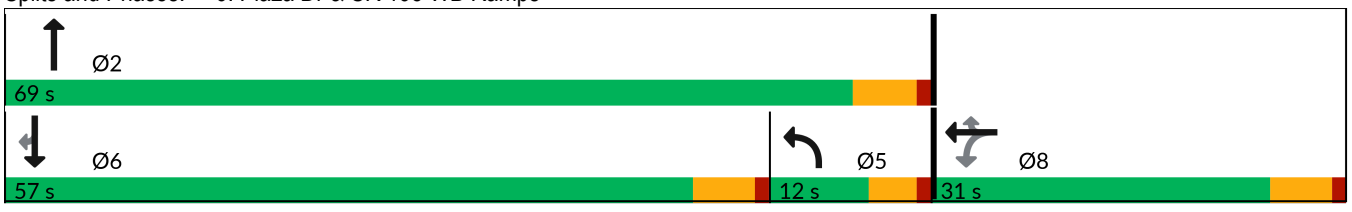


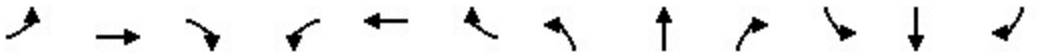
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	109	2	644	46	504	0	0	860	587
Future Volume (vph)	0	0	0	109	2	644	46	504	0	0	860	587
Ideal Flow (vphpl)	1900	1900	1900	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		0	250		250	220		0	0		530
Storage Lanes	0		0	0		2	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor							1.00					0.97
Frt						0.850						0.850
Flt Protected					0.953		0.950					
Satd. Flow (prot)	0	0	0	0	1646	2380	1511	4715	0	0	4715	1352
Flt Permitted					0.953		0.950					
Satd. Flow (perm)	0	0	0	0	1646	2380	1507	4715	0	0	4715	1309
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						626						638
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		238			262			552			426	
Travel Time (s)		3.2			3.6			7.5			5.8	
Confl. Peds. (#/hr)							5					5
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	118	2	700	50	548	0	0	935	638
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	120	700	50	548	0	0	935	638
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	1	1	1			1	1
Detector Template												
Leading Detector (ft)				50	50	50	50	50			50	50
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				50	50	50	50	50			50	50
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Detector Phase				8	8	8	5	2			6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Minimum Split (s)				23.7	23.7	23.7	8.5	28.4			28.4	28.4
Total Split (s)				31.0	31.0	31.0	12.0	69.0			57.0	57.0
Total Split (%)				31.0%	31.0%	31.0%	12.0%	69.0%			57.0%	57.0%
Maximum Green (s)				25.3	25.3	25.3	7.5	63.3			51.3	51.3
Yellow Time (s)				4.7	4.7	4.7	3.5	4.7			4.7	4.7
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					5.7	5.7	4.5	5.7			5.7	5.7
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	Max			Max	Max
Walk Time (s)								7.0			7.0	7.0
Flash Don't Walk (s)								15.7			15.7	15.7
Pedestrian Calls (#/hr)								5			5	5
Act Effct Green (s)					13.3	13.3	7.0	63.5			56.5	56.5
Actuated g/C Ratio					0.15	0.15	0.08	0.72			0.64	0.64
v/c Ratio					0.48	0.79	0.42	0.16			0.31	0.60
Control Delay (s/veh)					40.5	12.0	51.4	4.6			9.1	3.7
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)					40.5	12.0	51.4	4.6			9.1	3.7
LOS					D	B	D	A			A	A
Approach Delay (s/veh)					16.2			8.5			6.9	
Approach LOS					B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 88.3			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 9.7		Intersection LOS: A	
Intersection Capacity Utilization 62.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 6: Plaza Dr & SR 198 WB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	109	2	644	46	504	0	0	860	587
Future Volume (veh/h)	0	0	0	109	2	644	46	504	0	0	860	587
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				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
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1614	1752	1614	1614	1752	0	0	1752	1614
Adj Flow Rate, veh/h				118	2	700	50	548	0	0	935	638
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				10	10	10	10	10	0	0	10	10
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				415	7	609	97	3027	0	0	2453	683
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.25	0.25	0.25	0.06	0.63	0.00	0.00	0.51	0.51
Unsig. Movement Delay												
Ln Grp Delay, s/veh				30.4	0.0	122.6	49.6	7.7	0.0	0.0	15.2	44.4
Ln Grp LOS				C		F	D	A			B	D
Approach Vol, veh/h					820			598			1573	
Approach Delay, s/veh					109.1			11.2			27.0	
Approach LOS					F			B			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		6	5		
Case No		4.0	11.0		7.0	2.0		
Phs Duration (G+Y+Rc), s		69.0	31.0		57.0	12.0		
Change Period (Y+Rc), s		5.7	5.7		* 5.7	5.7		
Max Green (Gmax), s		63.3	25.3		* 51	7.5		
Max Allow Headway (MAH), s		4.1	4.4		4.2	4.2		
Max Q Clear (g_c+I1), s		6.7	27.3		46.8	5.2		
Green Ext Time (g_e), s		2.5	0.0		2.9	0.0		
Prob of Phs Call (p_c)		1.00	1.00		1.00	0.75		
Prob of Max Out (p_x)		0.00	1.00		0.00	1.00		

Left-Turn Movement Data								
Assigned Mvmt			3		1	5		
Mvmt Sat Flow, veh/h			1642		0	1537		

Through Movement Data								
Assigned Mvmt		2	8		6			
Mvmt Sat Flow, veh/h		4940	28		4940			

Right-Turn Movement Data								
Assigned Mvmt		12	18		16			
Mvmt Sat Flow, veh/h		0	2407		1332			

Left Lane Group Data								
Assigned Mvmt	0	0	3	0	1	5	0	0

Lane Assignment			L+T			L (Prot)		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	120	0	0	50	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1670	0	0	1537	0	0
Q Serve Time (g_s), s	0.0	0.0	5.8	0.0	0.0	3.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	5.8	0.0	0.0	3.2	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	51.3	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.98	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	422	0	0	97	0	0
V/C Ratio (X)	0.00	0.00	0.28	0.00	0.00	0.52	0.00	0.00
Avail Cap (c_a), veh/h	0	0	422	0	0	115	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	30.1	0.0	0.0	45.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.4	0.0	0.0	4.2	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
Control Delay (d), s/veh	0.0	0.0	30.4	0.0	0.0	49.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	2.2	0.0	0.0	1.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	2.2	0.0	0.0	1.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.31	0.00	0.00	0.15	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	6	0	0	0
Lane Assignment		T			T			
Lanes in Grp	0	3	0	0	3	0	0	0
Grp Vol (v), veh/h	0	548	0	0	935	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1594	0	0	1594	0	0	0
Q Serve Time (g_s), s	0.0	4.7	0.0	0.0	11.8	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.7	0.0	0.0	11.8	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	3027	0	0	2453	0	0	0
V/C Ratio (X)	0.00	0.18	0.00	0.00	0.38	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	3027	0	0	2453	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	7.6	0.0	0.0	14.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.5	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
Control Delay (d), s/veh	0.0	7.7	0.0	0.0	15.2	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.3	0.0	0.0	3.8	0.0	0.0	0.0

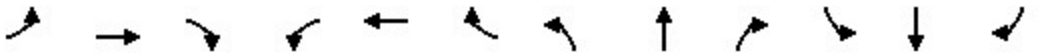
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.4	0.0	0.0	3.9	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.07	0.00	0.00	0.31	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	16	0	0	0
Lane Assignment			R		R			
Lanes in Grp	0	0	2	0	1	0	0	0
Grp Vol (v), veh/h	0	0	700	0	638	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1203	0	1332	0	0	0
Q Serve Time (g_s), s	0.0	0.0	25.3	0.0	44.8	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	25.3	0.0	44.8	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	609	0	683	0	0	0
V/C Ratio (X)	0.00	0.00	1.15	0.00	0.93	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	609	0	683	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	37.4	0.0	22.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	85.3	0.0	21.6	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
Control Delay (d), s/veh	0.0	0.0	122.6	0.0	44.4	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	6.9	0.0	11.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	7.2	0.0	4.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	14.1	0.0	16.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	1.52	0.00	0.82	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	22.8	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	46.4
HCM 7th LOS	D

Notes

* HCM 7th Edition computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	54	2	218	93	387	0	0	557	156
Future Volume (vph)	0	0	0	54	2	218	93	387	0	0	557	156
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		0	0		465	245		0	0		145
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850						0.850
Flt Protected					0.954		0.950					
Satd. Flow (prot)	0	0	0	0	1648	1352	1511	1727	0	0	1727	1352
Flt Permitted					0.954		0.950					
Satd. Flow (perm)	0	0	0	0	1648	1352	1511	1727	0	0	1727	1352
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		431			435			616			2371	
Travel Time (s)		5.3			5.4			7.6			29.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	59	2	237	101	421	0	0	605	170
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	61	237	101	421	0	0	605	170
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

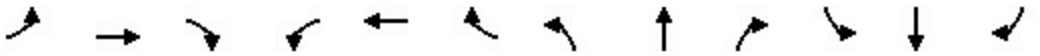
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.5%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	49.7
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	54	2	218	93	387	0	0	557	156
Future Vol, veh/h	0	0	0	54	2	218	93	387	0	0	557	156
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	0	0	0	59	2	237	101	421	0	0	605	170
Number of Lanes	0	0	0	0	1	1	1	1	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay, s/veh	15.3	27.3	78
HCM LOS	C	D	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	96%	0%	0%	0%
Vol Thru, %	0%	100%	4%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	93	387	56	218	557	156
LT Vol	93	0	54	0	0	0
Through Vol	0	387	2	0	557	0
RT Vol	0	0	0	218	0	156
Lane Flow Rate	101	421	61	237	605	170
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.203	0.788	0.139	0.46	1.11	0.277
Departure Headway (Hd)	7.485	6.973	8.46	7.245	6.602	5.888
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	482	522	427	500	551	610
Service Time	5.185	4.673	6.16	4.945	4.342	3.627
HCM Lane V/C Ratio	0.21	0.807	0.143	0.474	1.098	0.279
HCM Control Delay, s/veh	12.1	30.9	12.5	16	96.8	10.9
HCM Lane LOS	B	D	B	C	F	B
HCM 95th-tile Q	0.8	7.3	0.5	2.4	19.2	1.1

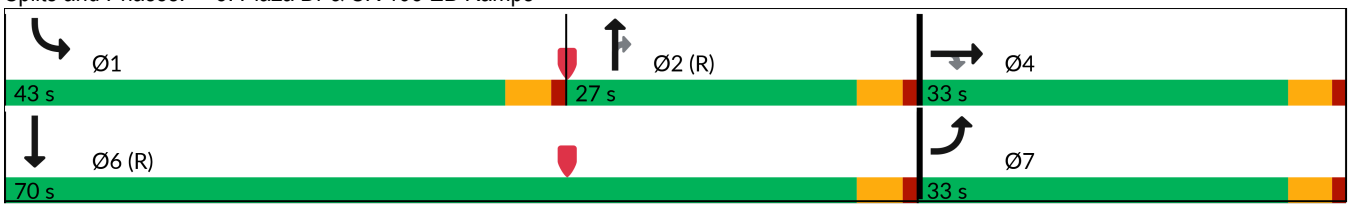


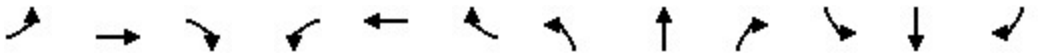
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	403	8	97	0	0	0	0	147	60	656	297	0
Future Volume (vph)	403	8	97	0	0	0	0	147	60	656	297	0
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	245		245	0		0	0		120	295		0
Storage Lanes	1		1	0		0	0		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	1.00
Ped Bike Factor									0.98			
Frt			0.850						0.850			
Flt Protected	0.950	0.954								0.950		
Satd. Flow (prot)	1436	1565	1352	0	0	0	0	3282	1352	2932	4715	0
Flt Permitted	0.950	0.954								0.950		
Satd. Flow (perm)	1436	1565	1352	0	0	0	0	3282	1324	2932	4715	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			105						65			
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		254			252			518			552	
Travel Time (s)		3.5			3.4			7.1			7.5	
Confl. Peds. (#/hr)									5			5
Confl. Bikes (#/hr)									2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	438	9	105	0	0	0	0	160	65	713	323	0
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	223	224	105	0	0	0	0	160	65	713	323	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1					1	1	1	1	
Detector Template												
Leading Detector (ft)	50	50	50					50	50	50	50	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	50	50	50					50	50	50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Turn Type	Prot	NA	Perm					NA	Perm	Prot	NA	
Protected Phases	7	4						2		1	6	
Permitted Phases			4						2			
Detector Phase	7	4	4					2	2	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)	8.5	22.5	22.5					25.8	25.8	8.5	22.9	
Total Split (s)	33.0	33.0	33.0					27.0	27.0	43.0	70.0	
Total Split (%)	32.0%	32.0%	32.0%					26.2%	26.2%	41.7%	68.0%	
Maximum Green (s)	28.5	28.5	28.5					22.5	22.5	38.5	65.5	
Yellow Time (s)	3.5	3.5	3.5					3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0					1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5					4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Recall Mode	None	None	None					C-Max	C-Max	None	C-Max	
Walk Time (s)								7.0	7.0		7.0	
Flash Don't Walk (s)								14.3	14.3		11.4	
Pedestrian Calls (#/hr)								5	5		5	
Act Effct Green (s)	28.5	28.5	28.5					30.1	30.1	30.9	65.5	
Actuated g/C Ratio	0.28	0.28	0.28					0.29	0.29	0.30	0.64	
v/c Ratio	0.56	0.52	0.23					0.17	0.15	0.81	0.11	
Control Delay (s/veh)	38.4	36.5	7.2					29.4	9.0	40.9	7.4	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	38.4	36.5	7.2					29.4	9.0	40.9	7.4	
LOS	D	D	A					C	A	D	A	
Approach Delay (s/veh)		31.7						23.5			30.5	
Approach LOS		C						C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 103			
Actuated Cycle Length: 103			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 30.0		Intersection LOS: C	
Intersection Capacity Utilization 62.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 8: Plaza Dr & SR 198 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	403	8	97	0	0	0	0	147	60	656	297	0
Future Volume (veh/h)	403	8	97	0	0	0	0	147	60	656	297	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	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
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1614	1752	1614				0	1752	1614	1614	1752	0
Adj Flow Rate, veh/h	444	0	105				0	160	65	713	323	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10				0	10	10	10	10	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	544	0	242				0	1390	561	818	3518	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.18	0.00	0.18				0.00	0.42	0.42	0.27	0.74	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	44.3	0.0	39.0				0.0	18.5	18.8	41.3	3.9	0.0
Ln Grp LOS	D		D					B	B	D	A	
Approach Vol, veh/h		549						225			1036	
Approach Delay, s/veh		43.3						18.6			29.7	
Approach LOS		D						B			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		9.0		4.0		
Phs Duration (G+Y+Rc), s	32.8	47.5		22.7		80.3		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	38.5	22.5		28.5		65.5		
Max Allow Headway (MAH), s	4.2	4.2		4.2		4.1		
Max Q Clear (g_c+I1), s	25.5	5.0		16.3		4.0		
Green Ext Time (g_e), s	2.8	0.8		1.9		1.4		
Prob of Phs Call (p_c)	1.00	1.00		1.00		1.00		
Prob of Max Out (p_x)	0.07	0.00		0.05		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	2981	0		3073				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3416		0		4940		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1345		1367		0		

Left Lane Group Data								
Assigned Mvmt	1	5	0	7	0	0	0	0

Lane Assignment	L (Prot)			L				
Lanes in Grp	2	0	0	2	0	0	0	0
Grp Vol (v), veh/h	713	0	0	444	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1491	0	0	1537	0	0	0	0
Q Serve Time (g_s), s	23.5	0.0	0.0	14.3	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	23.5	0.0	0.0	14.3	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1537	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	43.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	818	0	0	544	0	0	0	0
V/C Ratio (X)	0.87	0.00	0.00	0.82	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	1114	0	0	850	0	0	0	0
Upstream Filter (I)	0.96	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	35.6	0.0	0.0	40.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	5.7	0.0	0.0	3.5	0.0	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
Control Delay (d), s/veh	41.3	0.0	0.0	44.3	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	8.0	0.0	0.0	5.1	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.6	0.0	0.0	0.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	8.6	0.0	0.0	5.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.79	0.00	0.00	0.59	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

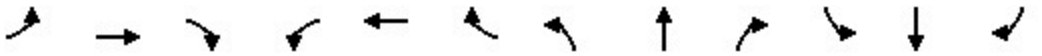
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	3	0	0
Grp Vol (v), veh/h	0	160	0	0	0	323	0	0
Grp Sat Flow (s), veh/h/ln	0	1664	0	0	0	1594	0	0
Q Serve Time (g_s), s	0.0	3.0	0.0	0.0	0.0	2.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	3.0	0.0	0.0	0.0	2.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1390	0	0	0	3518	0	0
V/C Ratio (X)	0.00	0.12	0.00	0.00	0.00	0.09	0.00	0.00
Avail Cap (c_a), veh/h	0	1390	0	0	0	3518	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.96	0.00	0.00
Uniform Delay (d1), s/veh	0.0	18.4	0.0	0.0	0.0	3.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	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
Control Delay (d), s/veh	0.0	18.5	0.0	0.0	0.0	3.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.1	0.0	0.0	0.0	0.4	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.1	0.0	0.0	0.0	0.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.06	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	65	0	105	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1345	0	1367	0	0	0	0
Q Serve Time (g_s), s	0.0	3.0	0.0	7.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	3.0	0.0	7.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	561	0	242	0	0	0	0
V/C Ratio (X)	0.00	0.12	0.00	0.43	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	561	0	378	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	18.4	0.0	37.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	1.2	0.0	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
Control Delay (d), s/veh	0.0	18.8	0.0	39.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.9	0.0	2.2	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.9	0.0	2.3	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.21	0.00	0.26	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	32.4
HCM 7th LOS	C

Notes
User approved volume balancing among the lanes for turning movement.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	239	1	125	0	0	0	0	245	33	355	267	0
Future Volume (vph)	239	1	125	0	0	0	0	245	33	355	267	0
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		280	0		0	0		75	215		0
Storage Lanes	0		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			
Flt Protected		0.953								0.950		
Satd. Flow (prot)	0	1646	1352	0	0	0	0	1727	1352	1511	1727	0
Flt Permitted		0.953								0.950		
Satd. Flow (perm)	0	1646	1352	0	0	0	0	1727	1352	1511	1727	0
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		325			418			564			616	
Travel Time (s)		4.0			5.2			7.0			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	260	1	136	0	0	0	0	266	36	386	290	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	261	136	0	0	0	0	266	36	386	290	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.5%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	20.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	239	1	125	0	0	0	0	245	33	355	267	0
Future Vol, veh/h	239	1	125	0	0	0	0	245	33	355	267	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	260	1	136	0	0	0	0	266	36	386	290	0
Number of Lanes	0	1	1	0	0	0	0	1	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	17.3	16.8	23.9
HCM LOS	C	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	245	33	240	125	355	267
LT Vol	0	0	239	0	355	0
Through Vol	245	0	1	0	0	267
RT Vol	0	33	0	125	0	0
Lane Flow Rate	266	36	261	136	386	290
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.529	0.064	0.565	0.248	0.762	0.532
Departure Headway (Hd)	7.15	6.433	7.792	6.573	7.108	6.599
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	501	553	462	543	505	543
Service Time	4.935	4.217	5.563	4.343	4.88	4.37
HCM Lane V/C Ratio	0.531	0.065	0.565	0.25	0.764	0.534
HCM Control Delay, s/veh	17.8	9.7	20.3	11.5	29.3	16.7
HCM Lane LOS	C	A	C	B	D	C
HCM 95th-tile Q	3.1	0.2	3.4	1	6.6	3.1



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	25	6	8	99	167	28
Future Volume (vph)	25	6	8	99	167	28
Ideal Flow (vphpl)	1750	1750	1750	1900	1900	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.972				0.981	
Flt Protected	0.962			0.996		
Satd. Flow (prot)	1488	0	0	1720	1694	0
Flt Permitted	0.962			0.996		
Satd. Flow (perm)	1488	0	0	1720	1694	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	1886			660	2786	
Travel Time (s)	23.4			8.2	34.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	27	7	9	108	182	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	0	117	212	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.00	1.00	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Yield	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	6	8	99	167	28
Future Vol, veh/h	25	6	8	99	167	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Yield	Yield	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	27	7	9	108	182	30

Major/Minor	Minor2			Major2	
Conflicting Flow All	182	182		-	0
Stage 1	182	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	6.5	6.3		-	-
Critical Hdwy Stg 1	5.5	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.59	3.39		-	-
Pot Cap-1 Maneuver	790	841		-	0
Stage 1	831	-		-	0
Stage 2	-	-		-	0
Platoon blocked, %				-	
Mov Cap-1 Maneuver	790	841		-	-
Mov Cap-2 Maneuver	790	-		-	-
Stage 1	831	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s/v	8.84	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	971	-
HCM Lane V/C Ratio	0.035	-
HCM Control Delay (s/veh)	8.8	-
HCM Lane LOS	A	-
HCM 95th %tile Q(veh)	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	49	91	89	33	21	156
Future Volume (vph)	49	91	89	33	21	156
Ideal Flow (vphpl)	1750	1750	1750	1900	1900	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.912				0.881	
Flt Protected	0.983			0.965		
Satd. Flow (prot)	1426	0	0	1667	1522	0
Flt Permitted	0.983			0.965		
Satd. Flow (perm)	1426	0	0	1667	1522	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	998			1254	653	
Travel Time (s)	12.4			15.5	8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	53	99	97	36	23	170
Shared Lane Traffic (%)						
Lane Group Flow (vph)	152	0	0	133	193	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.00	1.00	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Yield	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.4%		ICU Level of Service A	
Analysis Period (min) 15			

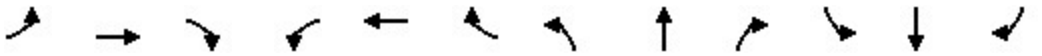
Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	49	91	89	33	21	156
Future Vol, veh/h	49	91	89	33	21	156
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Yield	Yield	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	53	99	97	36	23	170

Major/Minor	Minor2			Major2	
Conflicting Flow All	108	108		-	0
Stage 1	108	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	6.5	6.3		-	-
Critical Hdwy Stg 1	5.5	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.59	3.39		-	-
Pot Cap-1 Maneuver	871	925		-	-
Stage 1	897	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	871	925		-	-
Mov Cap-2 Maneuver	871	-		-	-
Stage 1	897	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s/v	9.78	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	905	-	-
HCM Lane V/C Ratio	0.168	-	-
HCM Control Delay (s/veh)	9.8	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.6	-	-

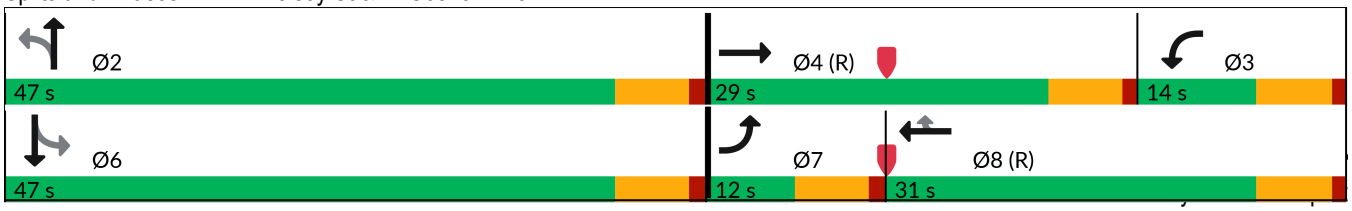


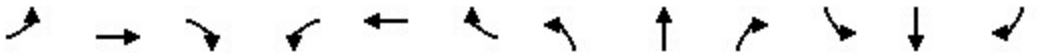
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	340	39	44	241	8	44	48	114	102	123	99
Future Volume (vph)	30	340	39	44	241	8	44	48	114	102	123	99
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	315		0	570		150	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.96		0.99			0.99	
Frt		0.985				0.850		0.925			0.959	
Flt Protected	0.950			0.950				0.989			0.985	
Satd. Flow (prot)	1511	3221	0	1511	3282	1352	0	1565	0	0	1623	0
Flt Permitted	0.950			0.950				0.867			0.830	
Satd. Flow (perm)	1511	3221	0	1511	3282	1300	0	1372	0	0	1367	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13				109		91			32	
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		726			1305			2786			1444	
Travel Time (s)		9.0			16.2			34.5			17.9	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	33	370	42	48	262	9	48	52	124	111	134	108
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	412	0	48	262	9	0	224	0	0	353	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	7	4		3	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	24.1		10.0	24.0	24.0	34.1	34.1		32.7	32.7	
Total Split (s)	12.0	29.0		14.0	31.0	31.0	47.0	47.0		47.0	47.0	
Total Split (%)	13.3%	32.2%		15.6%	34.4%	34.4%	52.2%	52.2%		52.2%	52.2%	
Maximum Green (s)	6.0	23.0		8.0	25.0	25.0	41.0	41.0		41.0	41.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	Max	Max		Max	Max	
Walk Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		11.1			6.9	6.9	21.1	21.1		19.7	19.7	
Pedestrian Calls (#/hr)		5			5	5	5	5		5	5	
Act Effct Green (s)	5.9	28.6		7.3	29.8	29.8		41.0			41.0	
Actuated g/C Ratio	0.07	0.32		0.08	0.33	0.33		0.46			0.46	
v/c Ratio	0.34	0.40		0.39	0.24	0.02		0.33			0.55	
Control Delay (s/veh)	49.7	26.3		48.7	24.1	0.1		10.6			20.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay (s/veh)	49.7	26.3		48.7	24.1	0.1		10.6			20.1	
LOS	D	C		D	C	A		B			C	
Approach Delay (s/veh)		28.0			27.2			10.6			20.1	
Approach LOS		C			C			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay (s/veh): 22.8		Intersection LOS: C	
Intersection Capacity Utilization 62.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: N Kelsey St & W Goshen Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	340	39	44	241	8	44	48	114	102	123	99
Future Volume (veh/h)	30	340	39	44	241	8	44	48	114	102	123	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	33	370	42	48	262	9	48	52	124	111	134	108
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	38	768	86	137	1063	424	163	181	367	238	280	205
Arrive On Green	0.02	0.26	0.26	0.09	0.32	0.32	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1537	3003	338	1537	3328	1326	252	398	807	408	614	450
Grp Volume(v), veh/h	33	204	208	48	262	9	224	0	0	353	0	0
Grp Sat Flow(s),veh/h/ln	1537	1664	1678	1537	1664	1326	1457	0	0	1472	0	0
Q Serve(g_s), s	1.9	9.3	9.5	2.6	5.2	0.4	0.0	0.0	0.0	6.1	0.0	0.0
Cycle Q Clear(g_c), s	1.9	9.3	9.5	2.6	5.2	0.4	8.1	0.0	0.0	14.2	0.0	0.0
Prop In Lane	1.00		0.20	1.00		1.00	0.21		0.55	0.31		0.31
Lane Grp Cap(c), veh/h	38	425	429	137	1063	424	712	0	0	723	0	0
V/C Ratio(X)	0.86	0.48	0.49	0.35	0.25	0.02	0.31	0.00	0.00	0.49	0.00	0.00
Avail Cap(c_a), veh/h	102	425	429	137	1063	424	712	0	0	723	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.7	28.4	28.5	38.6	22.6	21.0	15.5	0.0	0.0	17.0	0.0	0.0
Incr Delay (d2), s/veh	38.6	3.8	3.9	1.5	0.6	0.1	1.2	0.0	0.0	2.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.8	3.9	1.0	1.9	0.1	2.7	0.0	0.0	4.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	82.3	32.2	32.4	40.1	23.2	21.1	16.7	0.0	0.0	19.4	0.0	0.0
LnGrp LOS	F	C	C	D	C	C	B			B		
Approach Vol, veh/h		445			319			224			353	
Approach Delay, s/veh		36.0			25.7			16.7			19.4	
Approach LOS		D			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		47.0	14.0	29.0		47.0	8.2	34.8				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		41.0	8.0	23.0		41.0	6.0	25.0				
Max Q Clear Time (g_c+I1), s		10.1	4.6	11.5		16.2	3.9	7.2				
Green Ext Time (p_c), s		1.3	0.0	1.6		2.0	0.0	1.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	25.9
HCM 7th LOS	C



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	551	42	44	243	49	70
Future Volume (vph)	551	42	44	243	49	70
Ideal Flow (vphpl)	1900	1750	1750	1900	1750	1750
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.989				0.920	
Flt Protected			0.950		0.980	
Satd. Flow (prot)	3246	0	1511	3282	1434	0
Flt Permitted			0.950		0.980	
Satd. Flow (perm)	3246	0	1511	3282	1434	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	1304			1338	1362	
Travel Time (s)	16.2			16.6	16.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	599	46	48	264	53	76
Shared Lane Traffic (%)						
Lane Group Flow (vph)	645	0	48	264	129	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.11	1.11	1.00	1.11	1.11
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	551	42	44	243	49	70
Future Vol, veh/h	551	42	44	243	49	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	599	46	48	264	53	76

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	645	0	849	322
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	228	-
Critical Hdwy	-	-	4.3	-	7	7.1
Critical Hdwy Stg 1	-	-	-	-	6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	2.3	-	3.6	3.4
Pot Cap-1 Maneuver	-	-	884	-	285	650
Stage 1	-	-	-	-	476	-
Stage 2	-	-	-	-	765	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	884	-	269	650
Mov Cap-2 Maneuver	-	-	-	-	269	-
Stage 1	-	-	-	-	476	-
Stage 2	-	-	-	-	724	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.43	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	596	-	-	884	-
HCM Lane V/C Ratio	0.217	-	-	0.054	-
HCM Control Delay (s/veh)	12.7	-	-	9.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0.2	-

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	16	884	22	8	996	22	22	4	10	56	1	12
Future Volume (vph)	16	884	22	8	996	22	22	4	10	56	1	12
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	410		110	200		200	60		60	230		190
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor			0.96			0.96			0.98		0.98	0.98
Frt			0.850			0.850			0.850		0.871	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1511	3282	1352	1511	3282	1352	1511	1727	1352	1511	1406	1285
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1511	3282	1304	1511	3282	1304	1511	1727	1327	1511	1406	1261
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			128			128			128		6	128
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		1211			225			366			73	
Travel Time (s)		16.5			3.1			5.0			1.0	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	17	961	24	9	1083	24	24	4	11	61	1	13
Shared Lane Traffic (%)												47%
Lane Group Flow (vph)	17	961	24	9	1083	24	24	4	11	61	7	7
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.7	27.0	27.0	9.7	27.0	27.0	9.7	41.3	41.3	9.7	39.9	39.9
Total Split (s)	12.3	55.1	55.1	11.9	54.7	54.7	11.9	41.3	41.3	11.7	41.1	41.1
Total Split (%)	10.3%	45.9%	45.9%	9.9%	45.6%	45.6%	9.9%	34.4%	34.4%	9.8%	34.3%	34.3%
Maximum Green (s)	6.6	49.4	49.4	6.2	49.0	49.0	6.2	35.6	35.6	6.0	35.4	35.4
Yellow Time (s)	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
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	3.0
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		14.3	14.3		14.3	14.3		28.6	28.6		27.2	27.2
Pedestrian Calls (#/hr)		5	5		5	5		5	5		5	5
Act Effct Green (s)	6.3	58.1	58.1	6.0	58.1	58.1	6.2	10.2	10.2	6.2	10.4	10.4
Actuated g/C Ratio	0.07	0.67	0.67	0.07	0.67	0.67	0.07	0.12	0.12	0.07	0.12	0.12
v/c Ratio	0.15	0.44	0.03	0.09	0.49	0.03	0.22	0.02	0.04	0.56	0.04	0.03
Control Delay (s/veh)	46.1	11.9	0.0	45.5	12.8	0.0	47.8	31.3	0.3	63.0	20.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	46.1	11.9	0.0	45.5	12.8	0.0	47.8	31.3	0.3	63.0	20.3	0.2
LOS	D	B	A	D	B	A	D	C	A	E	C	A
Approach Delay (s/veh)		12.2			12.8			32.7			53.2	
Approach LOS		B			B			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 86.4			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay (s/veh): 14.2		Intersection LOS: B	
Intersection Capacity Utilization 52.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Neely Rd/W Hurley Ave & Plaza Dr





Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	16	884	22	8	996	22	22	4	10	56	1	12
Future Volume (veh/h)	16	884	22	8	996	22	22	4	10	56	1	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.95
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	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	17	961	24	9	1083	24	24	4	11	61	0	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	24	1967	787	17	1951	781	31	136	102	74	0	273
Arrive On Green	0.02	0.59	0.59	0.01	0.59	0.59	0.02	0.08	0.08	0.05	0.00	0.11
Sat Flow, veh/h	1537	3328	1333	1537	3328	1333	1537	1752	1318	1537	0	2598
Grp Volume(v), veh/h	17	961	24	9	1083	24	24	4	11	61	0	14
Grp Sat Flow(s),veh/h/ln	1537	1664	1333	1537	1664	1333	1537	1752	1318	1537	0	1299
Q Serve(g_s), s	0.9	13.9	0.3	0.5	16.7	0.4	1.3	0.2	0.5	3.3	0.0	0.3
Cycle Q Clear(g_c), s	0.9	13.9	0.3	0.5	16.7	0.4	1.3	0.2	0.5	3.3	0.0	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	24	1967	787	17	1951	781	31	136	102	74	0	273
V/C Ratio(X)	0.71	0.49	0.03	0.54	0.56	0.03	0.76	0.03	0.11	0.83	0.00	0.05
Avail Cap(c_a), veh/h	121	1967	787	114	1951	781	114	746	561	110	0	1100
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.0	9.8	2.2	41.1	10.6	2.8	40.7	35.6	25.0	39.5	0.0	23.5
Incr Delay (d2), s/veh	31.8	0.9	0.1	24.6	1.1	0.1	31.0	0.1	0.5	26.2	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	4.1	0.2	0.3	5.0	0.2	0.7	0.1	0.2	1.7	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.7	10.7	2.2	65.8	11.8	2.9	71.8	35.7	25.5	65.6	0.0	23.6
LnGrp LOS	E	B	A	E	B	A	E	D	C	E		C
Approach Vol, veh/h		1002			1116			39			75	
Approach Delay, s/veh		11.6			12.0			55.0			57.8	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	55.1	9.7	12.2	7.0	54.7	7.4	14.5
Change Period (Y+Rc), s	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Max Green Setting (Gmax), s	6.2	49.4	6.0	35.6	6.6	49.0	6.2	35.4
Max Q Clear Time (g_c+I1), s	2.5	15.9	5.3	2.5	2.9	18.7	3.3	2.3
Green Ext Time (p_c), s	0.0	7.1	0.0	0.0	0.0	8.2	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	14.1
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



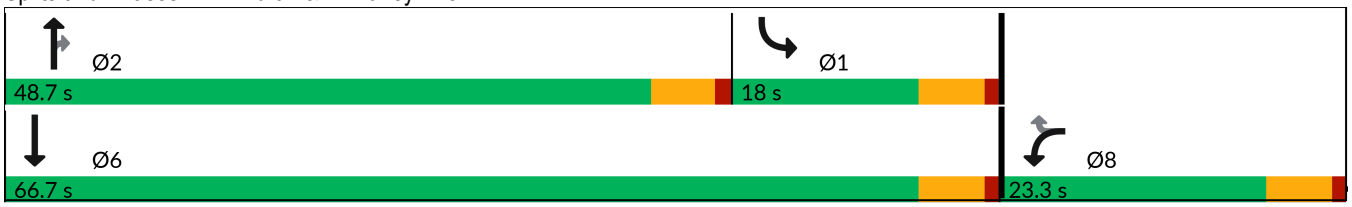
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	44	54	492	91	62	707
Future Volume (vph)	44	54	492	91	62	707
Ideal Flow (vphpl)	1750	1750	1900	1750	1750	1900
Storage Length (ft)	300	300		295	250	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.97	1.00	
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1511	1352	1727	1352	1511	1727
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1511	1352	1727	1309	1504	1727
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		59		99		
Link Speed (mph)	45		45			45
Link Distance (ft)	1104		2371			1360
Travel Time (s)	16.7		35.9			20.6
Confl. Peds. (#/hr)				5	5	
Confl. Bikes (#/hr)				2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	48	59	535	99	67	768
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	59	535	99	67	768
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.00	1.11	1.11	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.3	23.3	27.0	27.0	9.3	23.3
Total Split (s)	23.3	23.3	48.7	48.7	18.0	66.7
Total Split (%)	25.9%	25.9%	54.1%	54.1%	20.0%	74.1%
Maximum Green (s)	18.0	18.0	43.4	43.4	12.7	61.4
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag			Lead	Lead	Lag	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	Max
Walk Time (s)			7.0	7.0		
Flash Don't Walk (s)			14.7	14.7		
Pedestrian Calls (#/hr)			5	5		
Act Effct Green (s)	8.0	8.0	51.0	51.0	11.3	65.5
Actuated g/C Ratio	0.10	0.10	0.63	0.63	0.14	0.81
v/c Ratio	0.32	0.32	0.49	0.11	0.32	0.55
Control Delay (s/veh)	39.1	14.4	13.4	2.6	35.0	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.1	14.4	13.4	2.6	35.0	5.7
LOS	D	B	B	A	C	A
Approach Delay (s/veh)	25.5		11.7			8.1
Approach LOS	C		B			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 80.9			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay (s/veh): 10.7		Intersection LOS: B	
Intersection Capacity Utilization 49.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Rd 92 & W Hurley Ave

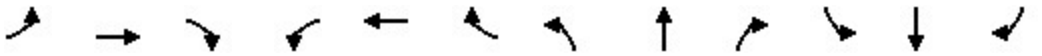




Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Volume (veh/h)	44	54	492	91	62	707	
Future Volume (veh/h)	44	54	492	91	62	707	
Initial Q (Qb), veh	0	0	0	0	0	0	
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	
Ped-Bike Adj(A_pbT)	1.00	1.00		0.97	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No		No			No	
Adj Sat Flow, veh/h/ln	1614	1614	1752	1614	1614	1752	
Adj Flow Rate, veh/h	48	59	535	99	67	768	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	10	10	10	10	10	10	
Cap, veh/h	98	87	989	752	254	1399	
Arrive On Green	0.06	0.06	0.56	0.56	0.17	0.80	
Sat Flow, veh/h	1537	1367	1752	1332	1537	1752	
Grp Volume(v), veh/h	48	59	535	99	67	768	
Grp Sat Flow(s),veh/h/ln	1537	1367	1752	1332	1537	1752	
Q Serve(g_s), s	2.3	3.2	14.7	2.7	2.9	12.1	
Cycle Q Clear(g_c), s	2.3	3.2	14.7	2.7	2.9	12.1	
Prop In Lane	1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	98	87	989	752	254	1399	
V/C Ratio(X)	0.49	0.68	0.54	0.13	0.26	0.55	
Avail Cap(c_a), veh/h	360	320	989	752	254	1399	
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	34.8	35.2	10.5	7.9	28.0	2.8	
Incr Delay (d2), s/veh	3.8	8.9	2.1	0.4	0.5	1.6	
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.9	1.2	5.0	0.7	1.0	1.6	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	38.6	44.2	12.6	8.2	28.6	4.3	
LnGrp LOS	D	D	B	A	C	A	
Approach Vol, veh/h	107		634			835	
Approach Delay, s/veh	41.7		11.9			6.3	
Approach LOS	D		B			A	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	18.0	48.7			66.7	10.2
Change Period (Y+Rc), s	5.3	5.3			5.3	5.3
Max Green Setting (Gmax), s	12.7	43.4			61.4	18.0
Max Q Clear Time (g_c+I1), s	4.9	16.7			14.1	5.2
Green Ext Time (p_c), s	0.1	3.6			5.9	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	11.0
HCM 7th LOS	B

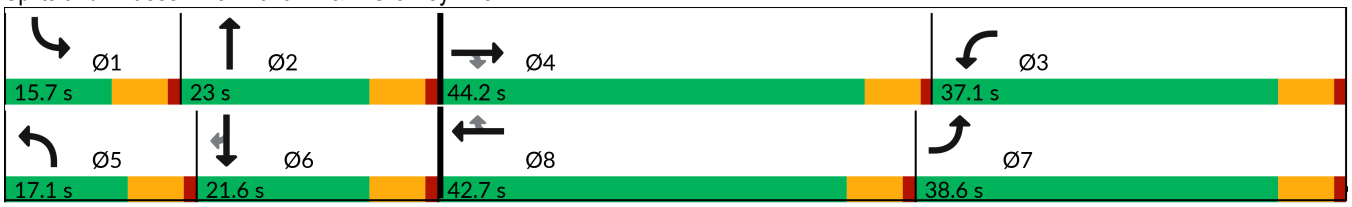


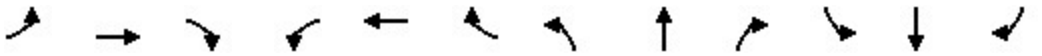
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	15	234	316	30	56	162	825	185	60	949	59
Future Volume (vph)	50	15	234	316	30	56	162	825	185	60	949	59
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	265		0	310		0	385		0	320		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor			0.98			0.98		0.99				0.96
Frt			0.850			0.850		0.973				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1511	1727	1352	1511	1727	1352	1511	4558	0	1511	4715	1352
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1511	1727	1329	1511	1727	1329	1511	4558	0	1511	4715	1303
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			254			136		35				136
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1062			630			650			1211	
Travel Time (s)		13.2			7.8			8.1			15.0	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	54	16	254	343	33	61	176	897	201	65	1032	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	16	254	343	33	61	176	1098	0	65	1032	64
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	2		1	2	1
Detector Template	Left					Right		Thru		Left	Thru	Right
Leading Detector (ft)	20	50	50	50	50	20	50	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	50	50	50	50	20	50	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94			94	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)								0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	55.6	55.6	55.6	54.1	54.1	54.1	34.1	34.1		32.7	32.7	32.7
Total Split (s)	38.6	44.2	44.2	37.1	42.7	42.7	17.1	23.0		15.7	21.6	21.6
Total Split (%)	32.2%	36.8%	36.8%	30.9%	35.6%	35.6%	14.3%	19.2%		13.1%	18.0%	18.0%
Maximum Green (s)	32.6	38.2	38.2	31.1	36.7	36.7	11.1	17.0		9.7	15.6	15.6
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
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
Recall Mode	None	None	None	None	None	None	None	Max		None	Max	Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	7.0
Flash Don't Walk (s)		42.6	42.6		41.1	41.1		21.1			19.7	19.7
Pedestrian Calls (#/hr)		5	5		5	5		5			5	5
Act Effct Green (s)	20.3	13.2	13.2	27.4	26.0	26.0	11.4	33.1		8.7	27.5	27.5
Actuated g/C Ratio	0.19	0.13	0.13	0.26	0.25	0.25	0.11	0.32		0.08	0.26	0.26
v/c Ratio	0.18	0.07	0.65	0.86	0.08	0.14	1.07	0.75		0.52	0.83	0.14
Control Delay (s/veh)	36.1	37.8	12.8	59.8	37.2	0.7	134.8	37.9		65.6	44.6	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	36.1	37.8	12.8	59.8	37.2	0.7	134.8	37.9		65.6	44.6	0.7
LOS	D	D	B	E	D	A	F	D		E	D	A
Approach Delay (s/veh)		17.9			49.9			51.3			43.3	
Approach LOS		B			D			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 104.3			
Natural Cycle: 180			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay (s/veh): 44.8		Intersection LOS: D	
Intersection Capacity Utilization 76.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 5: Plaza Dr & E Crowley Ave





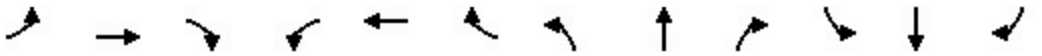
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	15	234	316	30	56	162	825	185	60	949	59
Future Volume (veh/h)	50	15	234	316	30	56	162	825	185	60	949	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	54	16	254	343	33	61	176	897	201	65	1032	64
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	524	340	260	381	177	134	188	940	210	80	821	226
Arrive On Green	0.34	0.19	0.19	0.25	0.10	0.10	0.12	0.24	0.24	0.05	0.17	0.17
Sat Flow, veh/h	1537	1752	1338	1537	1752	1325	1537	3884	866	1537	4782	1315
Grp Volume(v), veh/h	54	16	254	343	33	61	176	735	363	65	1032	64
Grp Sat Flow(s),veh/h/ln	1537	1752	1338	1537	1752	1325	1537	1594	1561	1537	1594	1315
Q Serve(g_s), s	2.2	0.7	11.7	19.6	1.6	3.1	10.3	20.6	20.8	3.8	15.6	1.7
Cycle Q Clear(g_c), s	2.2	0.7	11.7	19.6	1.6	3.1	10.3	20.6	20.8	3.8	15.6	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	524	340	260	381	177	134	188	772	378	80	821	226
V/C Ratio(X)	0.10	0.05	0.98	0.90	0.19	0.46	0.94	0.95	0.96	0.82	1.26	0.28
Avail Cap(c_a), veh/h	551	737	562	526	708	535	188	772	378	164	821	226
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.5	29.8	17.1	33.1	37.4	24.3	39.5	33.9	34.0	42.6	37.6	6.0
Incr Delay (d2), s/veh	0.1	0.1	21.2	14.7	0.5	2.4	47.9	22.7	37.1	17.9	125.4	3.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.3	4.6	8.2	0.7	1.3	6.1	9.7	11.0	1.7	15.1	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.5	29.8	38.3	47.8	37.9	26.8	87.4	56.6	71.1	60.5	163.0	9.2
LnGrp LOS	C	C	D	D	D	C	F	E	E	E	F	A
Approach Vol, veh/h		324			437			1274			1161	
Approach Delay, s/veh		34.9			44.1			65.0			148.8	
Approach LOS		C			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	28.0	28.5	23.6	17.1	21.6	37.0	15.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.7	17.0	31.1	38.2	11.1	15.6	32.6	36.7
Max Q Clear Time (g_c+I1), s	5.8	22.8	21.6	13.7	12.3	17.6	4.2	5.1
Green Ext Time (p_c), s	0.0	0.0	0.9	1.1	0.0	0.0	0.1	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	89.5
HCM 7th LOS	F

Notes

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

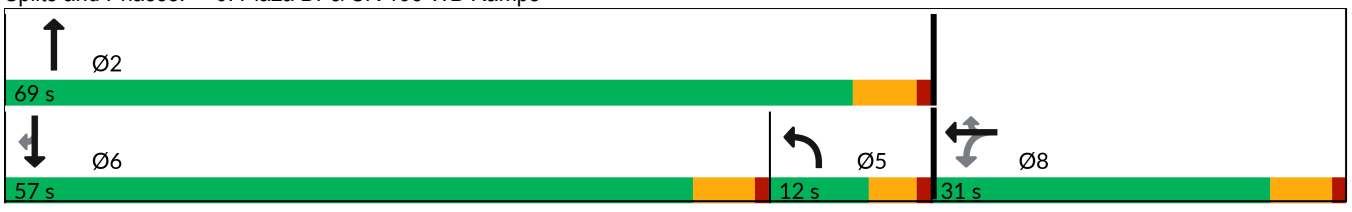


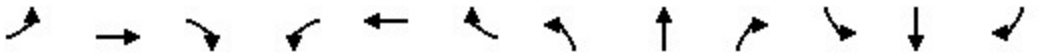
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	109	2	644	46	521	0	0	886	630
Future Volume (vph)	0	0	0	109	2	644	46	521	0	0	886	630
Ideal Flow (vphpl)	1900	1900	1900	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		0	250		250	220		0	0		530
Storage Lanes	0		0	0		2	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor							1.00					0.97
Frt						0.850						0.850
Flt Protected					0.953		0.950					
Satd. Flow (prot)	0	0	0	0	1646	2380	1511	4715	0	0	4715	1352
Flt Permitted					0.953		0.950					
Satd. Flow (perm)	0	0	0	0	1646	2380	1507	4715	0	0	4715	1309
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						603						685
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		238			262			552			426	
Travel Time (s)		3.2			3.6			7.5			5.8	
Confl. Peds. (#/hr)							5					5
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	118	2	700	50	566	0	0	963	685
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	120	700	50	566	0	0	963	685
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	1	1	1			1	1
Detector Template												
Leading Detector (ft)				50	50	50	50	50			50	50
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				50	50	50	50	50			50	50
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Detector Phase				8	8	8	5	2			6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Minimum Split (s)				23.7	23.7	23.7	8.5	28.4			28.4	28.4
Total Split (s)				31.0	31.0	31.0	12.0	69.0			57.0	57.0
Total Split (%)				31.0%	31.0%	31.0%	12.0%	69.0%			57.0%	57.0%
Maximum Green (s)				25.3	25.3	25.3	7.5	63.3			51.3	51.3
Yellow Time (s)				4.7	4.7	4.7	3.5	4.7			4.7	4.7
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					5.7	5.7	4.5	5.7			5.7	5.7
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	Max			Max	Max
Walk Time (s)								7.0			7.0	7.0
Flash Don't Walk (s)								15.7			15.7	15.7
Pedestrian Calls (#/hr)								5			5	5
Act Effct Green (s)					13.7	13.7	7.0	63.6			56.6	56.6
Actuated g/C Ratio					0.15	0.15	0.08	0.72			0.64	0.64
v/c Ratio					0.47	0.80	0.42	0.17			0.32	0.63
Control Delay (s/veh)					39.9	13.3	51.9	4.8			9.4	4.0
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)					39.9	13.3	51.9	4.8			9.4	4.0
LOS					D	B	D	A			A	A
Approach Delay (s/veh)					17.2			8.6			7.1	
Approach LOS					B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 88.7			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay (s/veh): 10.1		Intersection LOS: B	
Intersection Capacity Utilization 65.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 6: Plaza Dr & SR 198 WB Ramps





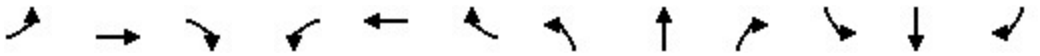
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	109	2	644	46	521	0	0	886	630
Future Volume (veh/h)	0	0	0	109	2	644	46	521	0	0	886	630
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1614	1752	1614	1614	1752	0	0	1752	1614
Adj Flow Rate, veh/h				118	2	700	50	566	0	0	963	685
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				10	10	10	10	10	0	0	10	10
Cap, veh/h				415	7	609	97	3027	0	0	2453	683
Arrive On Green				0.25	0.25	0.25	0.06	0.63	0.00	0.00	0.51	0.51
Sat Flow, veh/h				1642	28	2407	1537	4940	0	0	4940	1332
Grp Volume(v), veh/h				120	0	700	50	566	0	0	963	685
Grp Sat Flow(s),veh/h/ln				1670	0	1203	1537	1594	0	0	1594	1332
Q Serve(g_s), s				5.8	0.0	25.3	3.2	4.9	0.0	0.0	12.3	51.3
Cycle Q Clear(g_c), s				5.8	0.0	25.3	3.2	4.9	0.0	0.0	12.3	51.3
Prop In Lane				0.98		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				422	0	609	97	3027	0	0	2453	683
V/C Ratio(X)				0.28	0.00	1.15	0.52	0.19	0.00	0.00	0.39	1.00
Avail Cap(c_a), veh/h				422	0	609	115	3027	0	0	2453	683
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				30.1	0.0	37.4	45.4	7.6	0.0	0.0	14.8	24.3
Incr Delay (d2), s/veh				0.4	0.0	85.3	4.2	0.1	0.0	0.0	0.5	35.1
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.2	0.0	14.1	1.3	1.4	0.0	0.0	4.0	20.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				30.4	0.0	122.6	49.6	7.8	0.0	0.0	15.3	59.5
LnGrp LOS				C		F	D	A			B	F
Approach Vol, veh/h					820			616			1648	
Approach Delay, s/veh					109.1			11.2			33.7	
Approach LOS					F			B			C	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	69.0		12.0	57.0		31.0						
Change Period (Y+Rc), s	5.7		5.7	* 5.7		5.7						
Max Green Setting (Gmax), s	63.3		7.5	* 51		25.3						
Max Q Clear Time (g_c+I1), s	6.9		5.2	53.3		27.3						
Green Ext Time (p_c), s	2.6		0.0	0.0		0.0						

Intersection Summary	
HCM 7th Control Delay, s/veh	49.2
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	54	2	218	93	401	0	0	584	182
Future Volume (vph)	0	0	0	54	2	218	93	401	0	0	584	182
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		0	0		465	245		0	0		145
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850						0.850
Flt Protected					0.954		0.950					
Satd. Flow (prot)	0	0	0	0	1648	1352	1511	1727	0	0	1727	1352
Flt Permitted					0.954		0.950					
Satd. Flow (perm)	0	0	0	0	1648	1352	1511	1727	0	0	1727	1352
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		431			435			616			2371	
Travel Time (s)		5.3			5.4			7.6			29.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	59	2	237	101	436	0	0	635	198
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	61	237	101	436	0	0	635	198
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

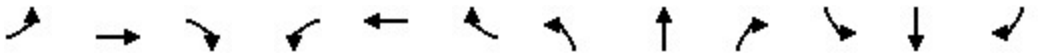
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.2%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	59.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	54	2	218	93	401	0	0	584	182
Future Vol, veh/h	0	0	0	54	2	218	93	401	0	0	584	182
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	0	0	0	59	2	237	101	436	0	0	635	198
Number of Lanes	0	0	0	0	1	1	1	1	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay, s/veh	15.5	30.5	93.7
HCM LOS	C	D	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	96%	0%	0%	0%
Vol Thru, %	0%	100%	4%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	93	401	56	218	584	182
LT Vol	93	0	54	0	0	0
Through Vol	0	401	2	0	584	0
RT Vol	0	0	0	218	0	182
Lane Flow Rate	101	436	61	237	635	198
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.205	0.823	0.138	0.459	1.173	0.326
Departure Headway (Hd)	7.569	7.057	8.579	7.362	6.654	5.939
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	477	519	421	493	552	607
Service Time	5.269	4.757	6.279	5.062	4.37	3.655
HCM Lane V/C Ratio	0.212	0.84	0.145	0.481	1.15	0.326
HCM Control Delay, s/veh	12.2	34.7	12.6	16.2	119.3	11.5
HCM Lane LOS	B	D	B	C	F	B
HCM 95th-tile Q	0.8	8.1	0.5	2.4	22.3	1.4

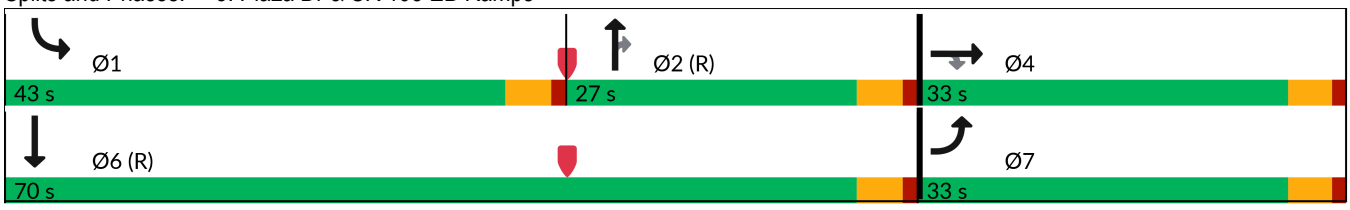


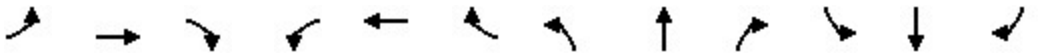
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	403	8	97	0	0	0	0	147	60	682	297	0
Future Volume (vph)	403	8	97	0	0	0	0	147	60	682	297	0
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	245		245	0		0	0		120	295		0
Storage Lanes	1		1	0		0	0		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	1.00
Ped Bike Factor									0.98			
Frt			0.850						0.850			
Flt Protected	0.950	0.954								0.950		
Satd. Flow (prot)	1436	1565	1352	0	0	0	0	3282	1352	2932	4715	0
Flt Permitted	0.950	0.954								0.950		
Satd. Flow (perm)	1436	1565	1352	0	0	0	0	3282	1324	2932	4715	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			105						65			
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		254			252			518			552	
Travel Time (s)		3.5			3.4			7.1			7.5	
Confl. Peds. (#/hr)									5			5
Confl. Bikes (#/hr)									2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	438	9	105	0	0	0	0	160	65	741	323	0
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	223	224	105	0	0	0	0	160	65	741	323	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1					1	1	1	1	
Detector Template												
Leading Detector (ft)	50	50	50					50	50	50	50	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	50	50	50					50	50	50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Turn Type	Prot	NA	Perm					NA	Perm	Prot	NA	
Protected Phases	7	4						2		1	6	
Permitted Phases			4						2			
Detector Phase	7	4	4					2	2	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)	8.5	22.5	22.5					25.8	25.8	8.5	22.9	
Total Split (s)	33.0	33.0	33.0					27.0	27.0	43.0	70.0	
Total Split (%)	32.0%	32.0%	32.0%					26.2%	26.2%	41.7%	68.0%	
Maximum Green (s)	28.5	28.5	28.5					22.5	22.5	38.5	65.5	
Yellow Time (s)	3.5	3.5	3.5					3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0					1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5					4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Recall Mode	None	None	None					C-Max	C-Max	None	C-Max	
Walk Time (s)								7.0	7.0		7.0	
Flash Don't Walk (s)								14.3	14.3		11.4	
Pedestrian Calls (#/hr)								5	5		5	
Act Effct Green (s)	28.5	28.5	28.5					29.2	29.2	31.8	65.5	
Actuated g/C Ratio	0.28	0.28	0.28					0.28	0.28	0.31	0.64	
v/c Ratio	0.56	0.52	0.23					0.17	0.15	0.82	0.11	
Control Delay (s/veh)	38.4	36.5	7.2					30.1	9.2	40.7	7.4	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	38.4	36.5	7.2					30.1	9.2	40.7	7.4	
LOS	D	D	A					C	A	D	A	
Approach Delay (s/veh)		31.7						24.1			30.6	
Approach LOS		C						C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 103			
Actuated Cycle Length: 103			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 30.1		Intersection LOS: C	
Intersection Capacity Utilization 65.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 8: Plaza Dr & SR 198 EB Ramps





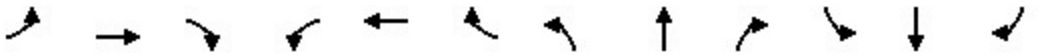
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	403	8	97	0	0	0	0	147	60	682	297	0
Future Volume (veh/h)	403	8	97	0	0	0	0	147	60	682	297	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614				0	1752	1614	1614	1752	0
Adj Flow Rate, veh/h	444	0	105				0	160	65	741	323	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10				0	10	10	10	10	0
Cap, veh/h	544	0	242				0	1359	549	845	3518	0
Arrive On Green	0.18	0.00	0.18				0.00	0.41	0.41	0.28	0.74	0.00
Sat Flow, veh/h	3073	0	1367				0	3416	1345	2981	4940	0
Grp Volume(v), veh/h	444	0	105				0	160	65	741	323	0
Grp Sat Flow(s),veh/h/ln	1537	0	1367				0	1664	1345	1491	1594	0
Q Serve(g_s), s	14.3	0.0	7.0				0.0	3.1	3.1	24.4	2.0	0.0
Cycle Q Clear(g_c), s	14.3	0.0	7.0				0.0	3.1	3.1	24.4	2.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	544	0	242				0	1359	549	845	3518	0
V/C Ratio(X)	0.82	0.00	0.43				0.00	0.12	0.12	0.88	0.09	0.00
Avail Cap(c_a), veh/h	850	0	378				0	1359	549	1114	3518	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.96	0.96	0.00
Uniform Delay (d), s/veh	40.8	0.0	37.8				0.0	18.9	18.9	35.2	3.9	0.0
Incr Delay (d2), s/veh	3.5	0.0	1.2				0.0	0.2	0.4	6.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.0	2.3				0.0	1.1	1.0	9.0	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.3	0.0	39.0				0.0	19.1	19.4	41.4	3.9	0.0
LnGrp LOS	D		D					B	B	D	A	
Approach Vol, veh/h		549						225			1064	
Approach Delay, s/veh		43.3						19.2			30.0	
Approach LOS		D						B			C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	33.7	46.6		22.7		80.3
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	38.5	22.5		28.5		65.5
Max Q Clear Time (g_c+I1), s	26.4	5.1		16.3		4.0
Green Ext Time (p_c), s	2.8	0.8		1.9		1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	32.6
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	239	1	125	0	0	0	0	245	33	382	267	0
Future Volume (vph)	239	1	125	0	0	0	0	245	33	382	267	0
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		280	0		0	0		75	215		0
Storage Lanes	0		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			
Flt Protected		0.953								0.950		
Satd. Flow (prot)	0	1646	1352	0	0	0	0	1727	1352	1511	1727	0
Flt Permitted		0.953								0.950		
Satd. Flow (perm)	0	1646	1352	0	0	0	0	1727	1352	1511	1727	0
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		325			418			564			616	
Travel Time (s)		4.0			5.2			7.0			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	260	1	136	0	0	0	0	266	36	415	290	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	261	136	0	0	0	0	266	36	415	290	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.2%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	22.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	239	1	125	0	0	0	0	245	33	382	267	0
Future Vol, veh/h	239	1	125	0	0	0	0	245	33	382	267	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	260	1	136	0	0	0	0	266	36	415	290	0
Number of Lanes	0	1	1	0	0	0	0	1	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	17.5	17	27.5
HCM LOS	C	C	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	245	33	240	125	382	267
LT Vol	0	0	239	0	382	0
Through Vol	245	0	1	0	0	267
RT Vol	0	33	0	125	0	0
Lane Flow Rate	266	36	261	136	415	290
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.533	0.065	0.569	0.25	0.821	0.533
Departure Headway (Hd)	7.206	6.488	7.854	6.635	7.122	6.613
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	498	548	459	538	507	543
Service Time	4.993	4.275	5.628	4.408	4.895	4.385
HCM Lane V/C Ratio	0.534	0.066	0.569	0.253	0.819	0.534
HCM Control Delay, s/veh	18	9.7	20.6	11.6	35	16.8
HCM Lane LOS	C	A	C	B	D	C
HCM 95th-tile Q	3.1	0.2	3.5	1	8	3.1



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	25	6	8	159	205	28
Future Volume (vph)	25	6	8	159	205	28
Ideal Flow (vphpl)	1750	1750	1750	1900	1900	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.972				0.984	
Flt Protected	0.962			0.998		
Satd. Flow (prot)	1488	0	0	1724	1700	0
Flt Permitted	0.962			0.998		
Satd. Flow (perm)	1488	0	0	1724	1700	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	1886			660	2786	
Travel Time (s)	23.4			8.2	34.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	27	7	9	173	223	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	0	182	253	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.00	1.00	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Yield	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	6	8	159	205	28
Future Vol, veh/h	25	6	8	159	205	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Yield	Yield	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	27	7	9	173	223	30

Major/Minor	Minor2			Major2	
Conflicting Flow All	223	223		-	0
Stage 1	223	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	6.5	6.3		-	-
Critical Hdwy Stg 1	5.5	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.59	3.39		-	-
Pot Cap-1 Maneuver	748	797		-	0
Stage 1	796	-		-	0
Stage 2	-	-		-	0
Platoon blocked, %				-	
Mov Cap-1 Maneuver	748	797		-	-
Mov Cap-2 Maneuver	748	-		-	-
Stage 1	796	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s/v	9.06	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	919	-
HCM Lane V/C Ratio	0.037	-
HCM Control Delay (s/veh)	9.1	-
HCM Lane LOS	A	-
HCM 95th %tile Q(veh)	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	98	0	0	26	26	63
Future Volume (vph)	98	0	0	26	26	63
Ideal Flow (vphpl)	1750	1750	1750	1900	1900	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.904	
Flt Protected	0.950					
Satd. Flow (prot)	1511	0	0	1727	1561	0
Flt Permitted	0.950					
Satd. Flow (perm)	1511	0	0	1727	1561	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	1084			1423	1345	
Travel Time (s)	13.4			17.6	16.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	107	0	0	28	28	68
Shared Lane Traffic (%)						
Lane Group Flow (vph)	107	0	0	28	96	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.00	1.00	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 17.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	98	0	0	26	26	63
Future Vol, veh/h	98	0	0	26	26	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	107	0	0	28	28	68

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	91	63	97	0	-	0
Stage 1	63	-	-	-	-	-
Stage 2	28	-	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	890	980	1448	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	974	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	890	980	1448	-	-	-
Mov Cap-2 Maneuver	890	-	-	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	974	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.59	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1448	-	890	-	-
HCM Lane V/C Ratio	-	-	0.12	-	-
HCM Ctrl Dly (s/v)	0	-	9.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	49	91	89	33	21	156
Future Volume (vph)	49	91	89	33	21	156
Ideal Flow (vphpl)	1750	1750	1750	1900	1900	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.912				0.881	
Flt Protected	0.983			0.965		
Satd. Flow (prot)	1426	0	0	1667	1522	0
Flt Permitted	0.983			0.965		
Satd. Flow (perm)	1426	0	0	1667	1522	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	998			1254	653	
Travel Time (s)	12.4			15.5	8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	53	99	97	36	23	170
Shared Lane Traffic (%)						
Lane Group Flow (vph)	152	0	0	133	193	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.00	1.00	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Yield	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.4%		ICU Level of Service A	
Analysis Period (min) 15			

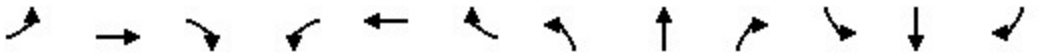
Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	49	91	89	33	21	156
Future Vol, veh/h	49	91	89	33	21	156
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Yield	Yield	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	53	99	97	36	23	170

Major/Minor	Minor2			Major2	
Conflicting Flow All	108	108		-	0
Stage 1	108	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	6.5	6.3		-	-
Critical Hdwy Stg 1	5.5	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.59	3.39		-	-
Pot Cap-1 Maneuver	871	925		-	-
Stage 1	897	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	871	925		-	-
Mov Cap-2 Maneuver	871	-		-	-
Stage 1	897	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s/v	9.78	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	905	-	-
HCM Lane V/C Ratio	0.168	-	-
HCM Control Delay (s/veh)	9.8	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.6	-	-

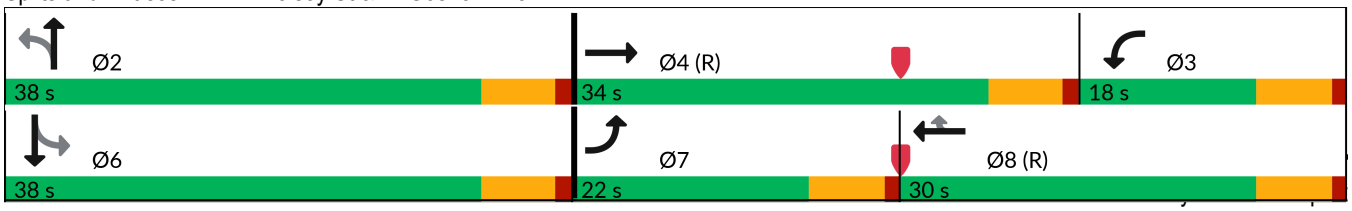


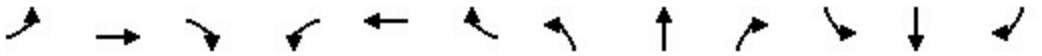
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	312	21	24	199	8	16	49	83	104	125	100
Future Volume (vph)	30	312	21	24	199	8	16	49	83	104	125	100
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	315		0	570		150	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.96		0.99			0.99	
Frt		0.990				0.850		0.924			0.959	
Flt Protected	0.950			0.950				0.995			0.984	
Satd. Flow (prot)	1511	3242	0	1511	3282	1352	0	1572	0	0	1621	0
Flt Permitted	0.950			0.950				0.944			0.840	
Satd. Flow (perm)	1511	3242	0	1511	3282	1300	0	1491	0	0	1384	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				109		80			27	
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		726			1305			2786			1444	
Travel Time (s)		9.0			16.2			34.5			17.9	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	33	339	23	26	216	9	17	53	90	113	136	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	362	0	26	216	9	0	160	0	0	358	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	7	4		3	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	24.1		10.0	24.0	24.0	34.1	34.1		32.7	32.7	
Total Split (s)	22.0	34.0		18.0	30.0	30.0	38.0	38.0		38.0	38.0	
Total Split (%)	24.4%	37.8%		20.0%	33.3%	33.3%	42.2%	42.2%		42.2%	42.2%	
Maximum Green (s)	16.0	28.0		12.0	24.0	24.0	32.0	32.0		32.0	32.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	Max	Max		Max	Max	
Walk Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		11.1			6.9	6.9	21.1	21.1		19.7	19.7	
Pedestrian Calls (#/hr)		5			5	5	5	5		5	5	
Act Effct Green (s)	7.6	38.8		8.5	37.2	37.2		32.0			32.0	
Actuated g/C Ratio	0.08	0.43		0.09	0.41	0.41		0.36			0.36	
v/c Ratio	0.26	0.26		0.18	0.16	0.01		0.28			0.70	
Control Delay (s/veh)	43.0	18.7		38.9	18.9	0.0		12.1			31.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay (s/veh)	43.0	18.7		38.9	18.9	0.0		12.1			31.8	
LOS	D	B		D	B	A		B			C	
Approach Delay (s/veh)		20.7			20.3			12.1			31.8	
Approach LOS		C			C			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 60 (67%), Referenced to phase 4:EBT and 8:WBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay (s/veh): 22.9		Intersection LOS: C	
Intersection Capacity Utilization 73.9%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: N Kelsey St & W Goshen Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	312	21	24	199	8	16	49	83	104	125	100
Future Volume (veh/h)	30	312	21	24	199	8	16	49	83	104	125	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	33	339	23	26	216	9	17	53	90	113	136	109
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	38	982	66	205	1396	558	77	209	311	195	224	161
Arrive On Green	0.02	0.31	0.31	0.13	0.42	0.42	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1537	3157	213	1537	3328	1330	92	588	874	401	631	452
Grp Volume(v), veh/h	33	178	184	26	216	9	160	0	0	358	0	0
Grp Sat Flow(s),veh/h/ln	1537	1664	1706	1537	1664	1330	1553	0	0	1485	0	0
Q Serve(g_s), s	1.9	7.4	7.5	1.3	3.6	0.4	0.0	0.0	0.0	11.2	0.0	0.0
Cycle Q Clear(g_c), s	1.9	7.4	7.5	1.3	3.6	0.4	6.6	0.0	0.0	17.8	0.0	0.0
Prop In Lane	1.00		0.12	1.00		1.00	0.11		0.56	0.32		0.30
Lane Grp Cap(c), veh/h	38	518	531	205	1396	558	596	0	0	580	0	0
V/C Ratio(X)	0.86	0.34	0.35	0.13	0.15	0.02	0.27	0.00	0.00	0.62	0.00	0.00
Avail Cap(c_a), veh/h	273	518	531	205	1396	558	596	0	0	580	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.7	23.9	23.9	34.4	16.2	15.3	20.8	0.0	0.0	24.2	0.0	0.0
Incr Delay (d2), s/veh	38.6	1.8	1.8	0.3	0.2	0.1	1.1	0.0	0.0	4.9	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	1.1	2.9	3.0	0.5	1.3	0.1	2.3	0.0	0.0	6.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	82.3	25.7	25.7	34.7	16.5	15.3	21.9	0.0	0.0	29.0	0.0	0.0
LnGrp LOS	F	C	C	C	B	B	C			C		
Approach Vol, veh/h		395			251			160			358	
Approach Delay, s/veh		30.5			18.3			21.9			29.0	
Approach LOS		C			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		38.0	18.0	34.0		38.0	8.2	43.8				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		32.0	12.0	28.0		32.0	16.0	24.0				
Max Q Clear Time (g_c+I1), s		8.6	3.3	9.5		19.8	3.9	5.6				
Green Ext Time (p_c), s		0.8	0.0	1.6		1.5	0.0	1.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	26.2
HCM 7th LOS	C



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	526	13	10	227	4	17
Future Volume (vph)	526	13	10	227	4	17
Ideal Flow (vphpl)	1900	1750	1750	1900	1750	1750
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.996				0.890	
Flt Protected			0.950		0.991	
Satd. Flow (prot)	3269	0	1511	3282	1403	0
Flt Permitted			0.950		0.991	
Satd. Flow (perm)	3269	0	1511	3282	1403	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	1304			1338	1362	
Travel Time (s)	16.2			16.6	16.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	572	14	11	247	4	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	586	0	11	247	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.11	1.11	1.00	1.11	1.11
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	526	13	10	227	4	17
Future Vol, veh/h	526	13	10	227	4	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	572	14	11	247	4	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	586	0	724	293
Stage 1	-	-	-	-	579	-
Stage 2	-	-	-	-	145	-
Critical Hdwy	-	-	4.3	-	7	7.1
Critical Hdwy Stg 1	-	-	-	-	6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	2.3	-	3.6	3.4
Pot Cap-1 Maneuver	-	-	932	-	344	680
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	844	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	932	-	340	680
Mov Cap-2 Maneuver	-	-	-	-	340	-
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	834	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.38	9.66
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	796	-	-	932	-
HCM Lane V/C Ratio	0.029	-	-	0.012	-
HCM Control Delay (s/veh)	9.7	-	-	8.9	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	18	934	24	9	1086	25	24	5	11	60	1	13
Future Volume (vph)	18	934	24	9	1086	25	24	5	11	60	1	13
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	410		110	200		200	60		60	230		190
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor			0.96			0.96			0.98		0.98	0.98
Frt			0.850			0.850			0.850		0.869	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1511	3282	1352	1511	3282	1352	1511	1727	1352	1511	1403	1285
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1511	3282	1304	1511	3282	1304	1511	1727	1327	1511	1403	1261
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			128			128			128		7	128
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		1211			225			366			73	
Travel Time (s)		16.5			3.1			5.0			1.0	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	20	1015	26	10	1180	27	26	5	12	65	1	14
Shared Lane Traffic (%)												47%
Lane Group Flow (vph)	20	1015	26	10	1180	27	26	5	12	65	8	7
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.7	27.0	27.0	9.7	27.0	27.0	9.7	41.3	41.3	9.7	39.9	39.9
Total Split (s)	12.3	55.1	55.1	11.9	54.7	54.7	11.9	41.3	41.3	11.7	41.1	41.1
Total Split (%)	10.3%	45.9%	45.9%	9.9%	45.6%	45.6%	9.9%	34.4%	34.4%	9.8%	34.3%	34.3%
Maximum Green (s)	6.6	49.4	49.4	6.2	49.0	49.0	6.2	35.6	35.6	6.0	35.4	35.4
Yellow Time (s)	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
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	3.0
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		14.3	14.3		14.3	14.3		28.6	28.6		27.2	27.2
Pedestrian Calls (#/hr)		5	5		5	5		5	5		5	5
Act Effct Green (s)	6.3	60.3	60.3	6.0	57.9	57.9	6.2	10.3	10.3	6.2	10.5	10.5
Actuated g/C Ratio	0.07	0.68	0.68	0.07	0.65	0.65	0.07	0.12	0.12	0.07	0.12	0.12
v/c Ratio	0.19	0.45	0.03	0.10	0.55	0.03	0.25	0.02	0.04	0.62	0.05	0.03
Control Delay (s/veh)	48.6	12.0	0.0	47.8	15.1	0.1	50.5	33.2	0.3	69.1	20.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.6	12.0	0.0	47.8	15.1	0.1	50.5	33.2	0.3	69.1	20.6	0.2
LOS	D	B	A	D	B	A	D	C	A	E	C	A
Approach Delay (s/veh)		12.4			15.0			34.4			58.2	
Approach LOS		B			B			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 88.5			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay (s/veh): 15.6		Intersection LOS: B	
Intersection Capacity Utilization 55.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: Neely Rd/W Hurley Ave & Plaza Dr





Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	18	934	24	9	1086	25	24	5	11	60	1	13
Future Volume (veh/h)	18	934	24	9	1086	25	24	5	11	60	1	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.95
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	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	20	1015	26	10	1180	27	26	5	12	65	0	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	27	1951	781	20	1935	775	33	138	104	79	0	282
Arrive On Green	0.02	0.59	0.59	0.01	0.58	0.58	0.02	0.08	0.08	0.05	0.00	0.11
Sat Flow, veh/h	1537	3328	1333	1537	3328	1333	1537	1752	1318	1537	0	2600
Grp Volume(v), veh/h	20	1015	26	10	1180	27	26	5	12	65	0	15
Grp Sat Flow(s),veh/h/ln	1537	1664	1333	1537	1664	1333	1537	1752	1318	1537	0	1300
Q Serve(g_s), s	1.1	15.3	0.4	0.5	19.4	0.5	1.4	0.2	0.6	3.5	0.0	0.4
Cycle Q Clear(g_c), s	1.1	15.3	0.4	0.5	19.4	0.5	1.4	0.2	0.6	3.5	0.0	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	27	1951	781	20	1935	775	33	138	104	79	0	282
V/C Ratio(X)	0.73	0.52	0.03	0.50	0.61	0.03	0.78	0.04	0.12	0.82	0.00	0.05
Avail Cap(c_a), veh/h	120	1951	781	113	1935	775	113	740	557	109	0	1092
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.2	10.4	2.2	41.3	11.4	2.9	41.0	35.9	25.1	39.6	0.0	23.4
Incr Delay (d2), s/veh	31.1	1.0	0.1	18.1	1.4	0.1	31.7	0.1	0.5	28.5	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.6	0.2	0.3	5.9	0.2	0.8	0.1	0.2	1.9	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.3	11.4	2.3	59.4	12.9	3.0	72.7	36.0	25.6	68.1	0.0	23.5
LnGrp LOS	E	B	A	E	B	A	E	D	C	E		C
Approach Vol, veh/h		1061			1217			43			80	
Approach Delay, s/veh		12.3			13.0			55.3			59.8	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	55.1	10.0	12.3	7.2	54.7	7.5	14.8
Change Period (Y+Rc), s	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Max Green Setting (Gmax), s	6.2	49.4	6.0	35.6	6.6	49.0	6.2	35.4
Max Q Clear Time (g_c+I1), s	2.5	17.3	5.5	2.6	3.1	21.4	3.4	2.4
Green Ext Time (p_c), s	0.0	7.6	0.0	0.0	0.0	9.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	15.0
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

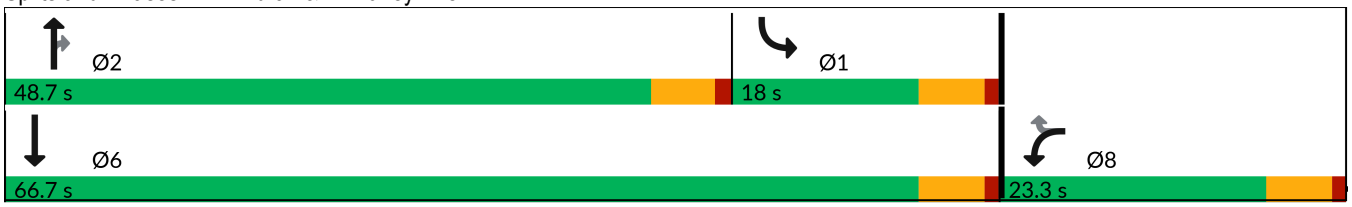


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	50	61	520	103	72	763
Future Volume (vph)	50	61	520	103	72	763
Ideal Flow (vphpl)	1750	1750	1900	1750	1750	1900
Storage Length (ft)	300	300		295	250	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.97	1.00	
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1511	1352	1727	1352	1511	1727
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1511	1352	1727	1309	1504	1727
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		66		112		
Link Speed (mph)	45		45			45
Link Distance (ft)	1104		2371			1360
Travel Time (s)	16.7		35.9			20.6
Confl. Peds. (#/hr)				5	5	
Confl. Bikes (#/hr)				2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	54	66	565	112	78	829
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	66	565	112	78	829
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.00	1.11	1.11	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.3	23.3	27.0	27.0	9.3	23.3
Total Split (s)	23.3	23.3	48.7	48.7	18.0	66.7
Total Split (%)	25.9%	25.9%	54.1%	54.1%	20.0%	74.1%
Maximum Green (s)	18.0	18.0	43.4	43.4	12.7	61.4
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag			Lead	Lead	Lag	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	Max
Walk Time (s)			7.0	7.0		
Flash Don't Walk (s)			14.7	14.7		
Pedestrian Calls (#/hr)			5	5		
Act Effct Green (s)	8.3	8.3	51.0	51.0	11.3	65.5
Actuated g/C Ratio	0.10	0.10	0.63	0.63	0.14	0.81
v/c Ratio	0.35	0.34	0.52	0.13	0.37	0.60
Control Delay (s/veh)	39.7	14.0	14.1	2.6	36.5	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.7	14.0	14.1	2.6	36.5	6.5
LOS	D	B	B	A	D	A
Approach Delay (s/veh)	25.6		12.2			9.1
Approach LOS	C		B			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 81.2			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay (s/veh): 11.5		Intersection LOS: B	
Intersection Capacity Utilization 52.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Rd 92 & W Hurley Ave

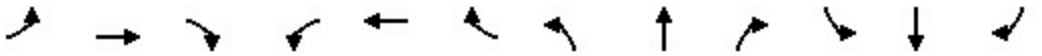




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	50	61	520	103	72	763
Future Volume (veh/h)	50	61	520	103	72	763
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		0.97	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1614	1614	1752	1614	1614	1752
Adj Flow Rate, veh/h	54	66	565	112	78	829
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	108	96	982	747	252	1389
Arrive On Green	0.07	0.07	0.56	0.56	0.16	0.79
Sat Flow, veh/h	1537	1367	1752	1332	1537	1752
Grp Volume(v), veh/h	54	66	565	112	78	829
Grp Sat Flow(s),veh/h/ln	1537	1367	1752	1332	1537	1752
Q Serve(g_s), s	2.6	3.7	16.2	3.1	3.5	14.4
Cycle Q Clear(g_c), s	2.6	3.7	16.2	3.1	3.5	14.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	108	96	982	747	252	1389
V/C Ratio(X)	0.50	0.69	0.58	0.15	0.31	0.60
Avail Cap(c_a), veh/h	357	318	982	747	252	1389
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	34.7	35.2	11.0	8.2	28.5	3.1
Incr Delay (d2), s/veh	3.6	8.5	2.5	0.4	0.7	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.4	5.6	0.8	1.2	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	38.3	43.6	13.5	8.6	29.2	5.0
LnGrp LOS	D	D	B	A	C	A
Approach Vol, veh/h	120		677			907
Approach Delay, s/veh	41.2		12.7			7.1
Approach LOS	D		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	18.0	48.7			66.7	10.7
Change Period (Y+Rc), s	5.3	5.3			5.3	5.3
Max Green Setting (Gmax), s	12.7	43.4			61.4	18.0
Max Q Clear Time (g_c+I1), s	5.5	18.2			16.4	5.7
Green Ext Time (p_c), s	0.1	3.9			6.7	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	11.7
HCM 7th LOS	B

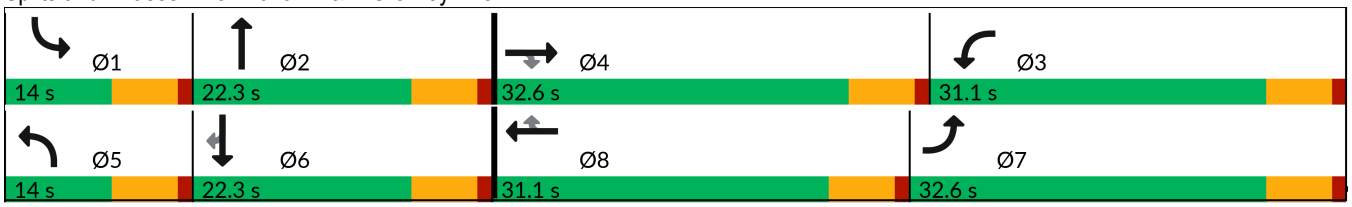


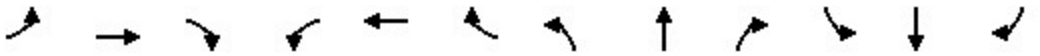
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	19	261	283	35	23	181	921	156	42	1089	68
Future Volume (vph)	57	19	261	283	35	23	181	921	156	42	1089	68
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	265		0	310		0	385		0	320		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor			0.98			0.98		1.00				0.97
Frt			0.850			0.850		0.978				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1511	1727	1352	1511	1727	1352	1511	4589	0	1511	4715	1352
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1511	1727	1330	1511	1727	1330	1511	4589	0	1511	4715	1307
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			284			164		28				164
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1062			630			650			1211	
Travel Time (s)		13.2			7.8			8.1			15.0	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	62	21	284	308	38	25	197	1001	170	46	1184	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	21	284	308	38	25	197	1171	0	46	1184	74
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	2		1	2	1
Detector Template	Left					Right		Thru		Left	Thru	Right
Leading Detector (ft)	20	50	50	50	50	20	50	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	50	50	50	50	20	50	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94			94	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)								0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	55.6	55.6	55.6	54.1	54.1	54.1	34.1	34.1		32.7	32.7	32.7
Total Split (s)	32.6	32.6	32.6	31.1	31.1	31.1	14.0	22.3		14.0	22.3	22.3
Total Split (%)	32.6%	32.6%	32.6%	31.1%	31.1%	31.1%	14.0%	22.3%		14.0%	22.3%	22.3%
Maximum Green (s)	26.6	26.6	26.6	25.1	25.1	25.1	8.0	16.3		8.0	16.3	16.3
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
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
Recall Mode	None	None	None	None	None	None	None	Max		None	Max	Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	7.0
Flash Don't Walk (s)		42.6	42.6		41.1	41.1		21.1			19.7	19.7
Pedestrian Calls (#/hr)		5	5		5	5		5			5	5
Act Effct Green (s)	17.2	13.3	13.3	22.3	24.1	24.1	8.3	35.0		7.4	28.4	28.4
Actuated g/C Ratio	0.18	0.14	0.14	0.23	0.25	0.25	0.09	0.36		0.08	0.29	0.29
v/c Ratio	0.23	0.09	0.67	0.89	0.09	0.06	1.54	0.70		0.40	0.86	0.15
Control Delay (s/veh)	37.4	34.6	12.0	65.3	34.0	0.2	309.3	32.7		59.5	41.6	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	37.4	34.6	12.0	65.3	34.0	0.2	309.3	32.7		59.5	41.6	0.6
LOS	D	C	B	E	C	A	F	C		E	D	A
Approach Delay (s/veh)		17.6			57.7			72.5			39.9	
Approach LOS		B			E			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 97.1			
Natural Cycle: 180			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.54			
Intersection Signal Delay (s/veh): 52.5		Intersection LOS: D	
Intersection Capacity Utilization 75.9%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 5: Plaza Dr & E Crowley Ave





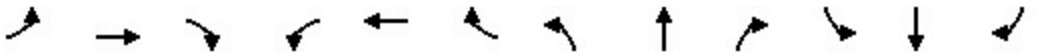
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	19	261	283	35	23	181	921	156	42	1089	68
Future Volume (veh/h)	57	19	261	283	35	23	181	921	156	42	1089	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	62	21	284	308	38	25	197	1001	170	46	1184	74
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	510	320	244	348	135	102	150	1073	182	54	954	263
Arrive On Green	0.33	0.18	0.18	0.23	0.08	0.08	0.10	0.26	0.26	0.04	0.20	0.20
Sat Flow, veh/h	1537	1752	1337	1537	1752	1317	1537	4095	694	1537	4782	1318
Grp Volume(v), veh/h	62	21	284	308	38	25	197	779	392	46	1184	74
Grp Sat Flow(s),veh/h/ln	1537	1752	1337	1537	1752	1317	1537	1594	1600	1537	1594	1318
Q Serve(g_s), s	2.3	0.8	10.5	15.8	1.7	1.2	8.0	19.5	19.6	2.4	16.3	1.6
Cycle Q Clear(g_c), s	2.3	0.8	10.5	15.8	1.7	1.2	8.0	19.5	19.6	2.4	16.3	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.43	1.00		1.00
Lane Grp Cap(c), veh/h	510	320	244	348	135	102	150	836	419	54	954	263
V/C Ratio(X)	0.12	0.07	1.16	0.89	0.28	0.25	1.31	0.93	0.94	0.85	1.24	0.28
Avail Cap(c_a), veh/h	510	570	435	472	538	405	150	836	419	150	954	263
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	19.0	27.6	16.4	30.6	35.6	22.8	36.8	29.4	29.5	39.2	32.7	4.5
Incr Delay (d2), s/veh	0.1	0.1	92.6	14.3	1.1	1.2	178.6	18.4	30.3	28.3	117.4	2.7
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	0.7	0.3	6.3	6.6	0.7	0.5	10.2	8.7	10.2	1.3	16.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.1	27.7	108.9	44.9	36.7	24.1	215.5	47.8	59.8	67.5	150.1	7.1
LnGrp LOS	B	C	F	D	D	C	F	D	E	E	F	A
Approach Vol, veh/h		367			371			1368			1304	
Approach Delay, s/veh		89.1			42.7			75.4			139.1	
Approach LOS		F			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	27.4	24.5	20.9	14.0	22.3	33.1	12.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	16.3	25.1	26.6	8.0	16.3	26.6	25.1
Max Q Clear Time (g_c+I1), s	4.4	21.6	17.8	12.5	10.0	18.3	4.3	3.7
Green Ext Time (p_c), s	0.0	0.0	0.6	1.0	0.0	0.0	0.1	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	97.7
HCM 7th LOS	F

Notes

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

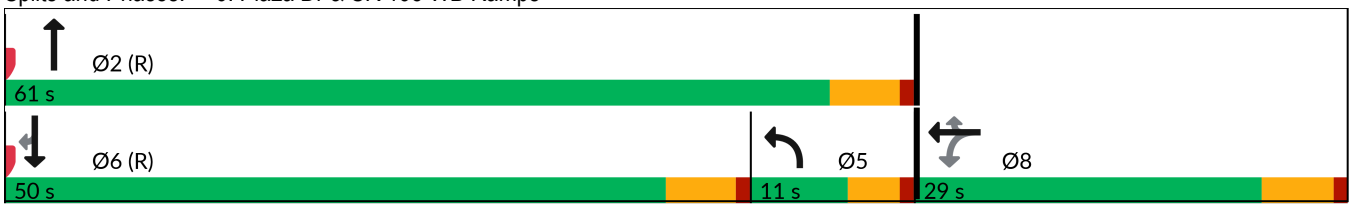


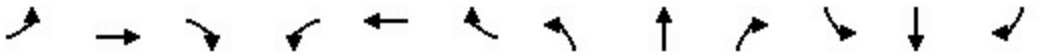
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	111	2	654	49	540	0	0	905	618
Future Volume (vph)	0	0	0	111	2	654	49	540	0	0	905	618
Ideal Flow (vphpl)	1900	1900	1900	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		0	250		250	220		0	0		530
Storage Lanes	0		0	0		2	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor							1.00					0.97
Frt						0.850						0.850
Flt Protected					0.953		0.950					
Satd. Flow (prot)	0	0	0	0	1646	2380	1511	4715	0	0	4715	1352
Flt Permitted					0.953		0.950					
Satd. Flow (perm)	0	0	0	0	1646	2380	1508	4715	0	0	4715	1310
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						556						672
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		238			262			552			426	
Travel Time (s)		3.2			3.6			7.5			5.8	
Confl. Peds. (#/hr)							5					5
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	121	2	711	53	587	0	0	984	672
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	123	711	53	587	0	0	984	672
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	1	1	1			1	1
Detector Template												
Leading Detector (ft)				50	50	50	50	50			50	50
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				50	50	50	50	50			50	50
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Detector Phase				8	8	8	5	2			6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Minimum Split (s)				23.7	23.7	23.7	8.5	28.4			28.4	28.4
Total Split (s)				29.0	29.0	29.0	11.0	61.0			50.0	50.0
Total Split (%)				32.2%	32.2%	32.2%	12.2%	67.8%			55.6%	55.6%
Maximum Green (s)				23.3	23.3	23.3	6.5	55.3			44.3	44.3
Yellow Time (s)				4.7	4.7	4.7	3.5	4.7			4.7	4.7
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					5.7	5.7	4.5	5.7			5.7	5.7
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)								7.0			7.0	7.0
Flash Don't Walk (s)								15.7			15.7	15.7
Pedestrian Calls (#/hr)								5			5	5
Act Effct Green (s)					14.8	14.8	6.3	63.8			55.0	55.0
Actuated g/C Ratio					0.16	0.16	0.07	0.71			0.61	0.61
v/c Ratio					0.45	0.83	0.50	0.18			0.34	0.63
Control Delay (s/veh)					37.5	16.9	57.1	5.2			10.5	4.2
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)					37.5	16.9	57.1	5.2			10.5	4.2
LOS					D	B	E	A			B	A
Approach Delay (s/veh)					19.9			9.5			8.0	
Approach LOS					B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 11.5		Intersection LOS: B	
Intersection Capacity Utilization 64.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 6: Plaza Dr & SR 198 WB Ramps





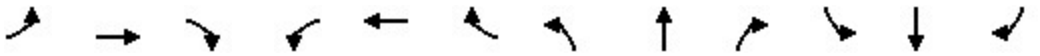
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	111	2	654	49	540	0	0	905	618
Future Volume (veh/h)	0	0	0	111	2	654	49	540	0	0	905	618
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1614	1752	1614	1614	1752	0	0	1752	1614
Adj Flow Rate, veh/h				121	2	711	53	587	0	0	984	672
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				10	10	10	10	10	0	0	10	10
Cap, veh/h				425	7	623	90	2939	0	0	2354	655
Arrive On Green				0.26	0.26	0.26	0.06	0.61	0.00	0.00	0.49	0.49
Sat Flow, veh/h				1643	27	2407	1537	4940	0	0	4940	1331
Grp Volume(v), veh/h				123	0	711	53	587	0	0	984	672
Grp Sat Flow(s),veh/h/ln				1670	0	1203	1537	1594	0	0	1594	1331
Q Serve(g_s), s				5.3	0.0	23.3	3.0	4.9	0.0	0.0	11.8	44.3
Cycle Q Clear(g_c), s				5.3	0.0	23.3	3.0	4.9	0.0	0.0	11.8	44.3
Prop In Lane				0.98		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				432	0	623	90	2939	0	0	2354	655
V/C Ratio(X)				0.28	0.00	1.14	0.59	0.20	0.00	0.00	0.42	1.03
Avail Cap(c_a), veh/h				432	0	623	111	2939	0	0	2354	655
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.92	0.92	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				26.7	0.0	33.3	41.3	7.6	0.0	0.0	14.6	22.9
Incr Delay (d2), s/veh				0.4	0.0	81.7	5.4	0.1	0.0	0.0	0.5	41.8
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.0	0.0	13.3	1.2	1.3	0.0	0.0	3.8	19.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				27.0	0.0	115.0	46.7	7.8	0.0	0.0	15.2	64.7
LnGrp LOS				C		F	D	A			B	F
Approach Vol, veh/h					834			640			1656	
Approach Delay, s/veh					102.1			11.0			35.3	
Approach LOS					F			B			D	

Timer - Assigned Phs	2		5	6		8				
Phs Duration (G+Y+Rc), s	61.0		11.0	50.0		29.0				
Change Period (Y+Rc), s	5.7		5.7	* 5.7		5.7				
Max Green Setting (Gmax), s	55.3		6.5	* 44		23.3				
Max Q Clear Time (g_c+I1), s	6.9		5.0	46.3		25.3				
Green Ext Time (p_c), s	2.7		0.0	0.0		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	48.1
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	55	2	221	101	418	0	0	595	167
Future Volume (vph)	0	0	0	55	2	221	101	418	0	0	595	167
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		0	0		465	245		0	0		145
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850						0.850
Flt Protected					0.954		0.950					
Satd. Flow (prot)	0	0	0	0	1648	1352	1511	1727	0	0	1727	1352
Flt Permitted					0.954		0.950					
Satd. Flow (perm)	0	0	0	0	1648	1352	1511	1727	0	0	1727	1352
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		431			435			616			2371	
Travel Time (s)		5.3			5.4			7.6			29.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	60	2	240	110	454	0	0	647	182
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	62	240	110	454	0	0	647	182
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

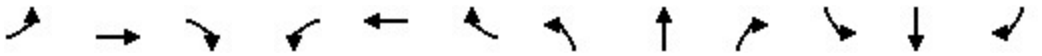
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.5%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	66.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	55	2	221	101	418	0	0	595	167
Future Vol, veh/h	0	0	0	55	2	221	101	418	0	0	595	167
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	0	0	0	60	2	240	110	454	0	0	647	182
Number of Lanes	0	0	0	0	1	1	1	1	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay, s/veh	15.7	34.1	106.4
HCM LOS	C	D	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	96%	0%	0%	0%
Vol Thru, %	0%	100%	4%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	101	418	57	221	595	167
LT Vol	101	0	55	0	0	0
Through Vol	0	418	2	0	595	0
RT Vol	0	0	0	221	0	167
Lane Flow Rate	110	454	62	240	647	182
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.223	0.859	0.142	0.469	1.209	0.303
Departure Headway (Hd)	7.612	7.1	8.654	7.435	6.727	6.012
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	474	513	417	488	543	601
Service Time	5.312	4.8	6.354	5.135	4.442	3.728
HCM Lane V/C Ratio	0.232	0.885	0.149	0.492	1.192	0.303
HCM Control Delay, s/veh	12.5	39.3	12.8	16.5	133.1	11.3
HCM Lane LOS	B	E	B	C	F	B
HCM 95th-tile Q	0.8	9.1	0.5	2.5	24	1.3

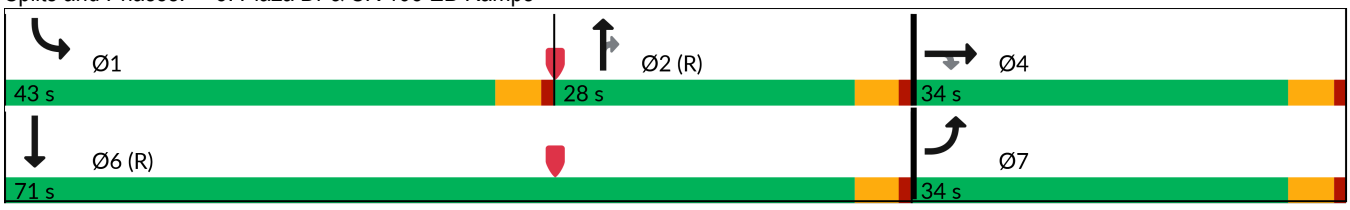


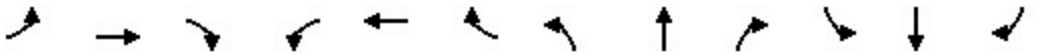
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	409	8	98	0	0	0	0	155	63	690	312	0
Future Volume (vph)	409	8	98	0	0	0	0	155	63	690	312	0
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	245		245	0		0	0		120	295		0
Storage Lanes	1		1	0		0	0		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	1.00
Ped Bike Factor									0.98			
Frt			0.850						0.850			
Flt Protected	0.950	0.954								0.950		
Satd. Flow (prot)	1436	1565	1352	0	0	0	0	3282	1352	2932	4715	0
Flt Permitted	0.950	0.954								0.950		
Satd. Flow (perm)	1436	1565	1352	0	0	0	0	3282	1324	2932	4715	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			107						68			
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		254			252			518			552	
Travel Time (s)		3.5			3.4			7.1			7.5	
Confl. Peds. (#/hr)									5			5
Confl. Bikes (#/hr)									2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	445	9	107	0	0	0	0	168	68	750	339	0
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	227	227	107	0	0	0	0	168	68	750	339	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1					1	1	1	1	
Detector Template												
Leading Detector (ft)	50	50	50					50	50	50	50	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	50	50	50					50	50	50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Turn Type	Prot	NA	Perm					NA	Perm	Prot	NA	
Protected Phases	7	4						2		1	6	
Permitted Phases			4						2			
Detector Phase	7	4	4					2	2	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)	8.5	22.5	22.5					25.8	25.8	8.5	22.9	
Total Split (s)	34.0	34.0	34.0					28.0	28.0	43.0	71.0	
Total Split (%)	32.4%	32.4%	32.4%					26.7%	26.7%	41.0%	67.6%	
Maximum Green (s)	29.5	29.5	29.5					23.5	23.5	38.5	66.5	
Yellow Time (s)	3.5	3.5	3.5					3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0					1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5					4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Recall Mode	None	None	None					C-Max	C-Max	None	C-Max	
Walk Time (s)								7.0	7.0		7.0	
Flash Don't Walk (s)								14.3	14.3		11.4	
Pedestrian Calls (#/hr)								5	5		5	
Act Effct Green (s)	29.5	29.5	29.5					29.6	29.6	32.4	66.5	
Actuated g/C Ratio	0.28	0.28	0.28					0.28	0.28	0.31	0.63	
v/c Ratio	0.56	0.52	0.23					0.18	0.16	0.83	0.11	
Control Delay (s/veh)	38.7	36.8	7.1					30.7	9.1	42.1	7.7	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	38.7	36.8	7.1					30.7	9.1	42.1	7.7	
LOS	D	D	A					C	A	D	A	
Approach Delay (s/veh)		31.9						24.5			31.4	
Approach LOS		C						C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 30.7		Intersection LOS: C	
Intersection Capacity Utilization 64.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 8: Plaza Dr & SR 198 EB Ramps





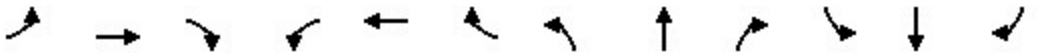
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	409	8	98	0	0	0	0	155	63	690	312	0
Future Volume (veh/h)	409	8	98	0	0	0	0	155	63	690	312	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614				0	1752	1614	1614	1752	0
Adj Flow Rate, veh/h	451	0	107				0	168	68	750	339	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10				0	10	10	10	10	0
Cap, veh/h	551	0	245				0	1354	547	851	3515	0
Arrive On Green	0.18	0.00	0.18				0.00	0.41	0.41	0.29	0.74	0.00
Sat Flow, veh/h	3073	0	1367				0	3416	1345	2981	4940	0
Grp Volume(v), veh/h	451	0	107				0	168	68	750	339	0
Grp Sat Flow(s),veh/h/ln	1537	0	1367				0	1664	1345	1491	1594	0
Q Serve(g_s), s	14.8	0.0	7.3				0.0	3.3	3.3	25.2	2.1	0.0
Cycle Q Clear(g_c), s	14.8	0.0	7.3				0.0	3.3	3.3	25.2	2.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	551	0	245				0	1354	547	851	3515	0
V/C Ratio(X)	0.82	0.00	0.44				0.00	0.12	0.12	0.88	0.10	0.00
Avail Cap(c_a), veh/h	863	0	384				0	1354	547	1093	3515	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.95	0.95	0.00
Uniform Delay (d), s/veh	41.4	0.0	38.4				0.0	19.5	19.5	35.8	4.0	0.0
Incr Delay (d2), s/veh	3.5	0.0	1.2				0.0	0.2	0.5	6.8	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	2.4				0.0	1.2	1.0	9.3	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.0	0.0	39.6				0.0	19.6	19.9	42.6	4.0	0.0
LnGrp LOS	D		D					B	B	D	A	
Approach Vol, veh/h		558						236			1089	
Approach Delay, s/veh		44.0						19.7			30.6	
Approach LOS		D						B			C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	34.5	47.2		23.3		81.7
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	38.5	23.5		29.5		66.5
Max Q Clear Time (g_c+I1), s	27.2	5.3		16.8		4.1
Green Ext Time (p_c), s	2.7	0.8		2.0		1.5

Intersection Summary	
HCM 7th Control Delay, s/veh	33.2
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	243	1	127	0	0	0	0	262	35	385	290	0
Future Volume (vph)	243	1	127	0	0	0	0	262	35	385	290	0
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		280	0		0	0		75	215		0
Storage Lanes	0		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			
Flt Protected		0.953								0.950		
Satd. Flow (prot)	0	1646	1352	0	0	0	0	1727	1352	1511	1727	0
Flt Permitted		0.953								0.950		
Satd. Flow (perm)	0	1646	1352	0	0	0	0	1727	1352	1511	1727	0
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		325			418			564			616	
Travel Time (s)		4.0			5.2			7.0			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	264	1	138	0	0	0	0	285	38	418	315	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	265	138	0	0	0	0	285	38	418	315	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.5%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	23.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	243	1	127	0	0	0	0	262	35	385	290	0
Future Vol, veh/h	243	1	127	0	0	0	0	262	35	385	290	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	264	1	138	0	0	0	0	285	38	418	315	0
Number of Lanes	0	1	1	0	0	0	0	1	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	18.2	18.5	29.3
HCM LOS	C	C	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	262	35	244	127	385	290
LT Vol	0	0	243	0	385	0
Through Vol	262	0	1	0	0	290
RT Vol	0	35	0	127	0	0
Lane Flow Rate	285	38	265	138	418	315
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.577	0.069	0.586	0.258	0.838	0.586
Departure Headway (Hd)	7.293	6.575	7.954	6.733	7.206	6.695
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	493	541	454	531	502	536
Service Time	5.087	4.368	5.731	4.509	4.983	4.473
HCM Lane V/C Ratio	0.578	0.07	0.584	0.26	0.833	0.588
HCM Control Delay, s/veh	19.7	9.9	21.5	11.9	37.4	18.6
HCM Lane LOS	C	A	C	B	E	C
HCM 95th-tile Q	3.6	0.2	3.7	1	8.4	3.7



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	27	6	8	100	170	28
Future Volume (vph)	27	6	8	100	170	28
Ideal Flow (vphpl)	1750	1750	1750	1900	1900	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.974				0.981	
Flt Protected	0.961			0.996		
Satd. Flow (prot)	1489	0	0	1720	1694	0
Flt Permitted	0.961			0.996		
Satd. Flow (perm)	1489	0	0	1720	1694	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	1886			660	2786	
Travel Time (s)	23.4			8.2	34.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	29	7	9	109	185	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	0	0	118	215	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.00	1.00	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Yield	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	6	8	100	170	28
Future Vol, veh/h	27	6	8	100	170	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Yield	Yield	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	29	7	9	109	185	30

Major/Minor	Minor2			Major2	
Conflicting Flow All	185	185		-	0
Stage 1	185	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	6.5	6.3		-	-
Critical Hdwy Stg 1	5.5	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.59	3.39		-	-
Pot Cap-1 Maneuver	787	837		-	0
Stage 1	828	-		-	0
Stage 2	-	-		-	0
Platoon blocked, %				-	
Mov Cap-1 Maneuver	787	837		-	-
Mov Cap-2 Maneuver	787	-		-	-
Stage 1	828	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s/v	8.92	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	954	-
HCM Lane V/C Ratio	0.038	-
HCM Control Delay (s/veh)	8.9	-
HCM Lane LOS	A	-
HCM 95th %tile Q(veh)	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	50	92	90	33	21	158
Future Volume (vph)	50	92	90	33	21	158
Ideal Flow (vphpl)	1750	1750	1750	1900	1900	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.912				0.881	
Flt Protected	0.983			0.965		
Satd. Flow (prot)	1426	0	0	1667	1522	0
Flt Permitted	0.983			0.965		
Satd. Flow (perm)	1426	0	0	1667	1522	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	998			1254	653	
Travel Time (s)	12.4			15.5	8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	54	100	98	36	23	172
Shared Lane Traffic (%)						
Lane Group Flow (vph)	154	0	0	134	195	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.00	1.00	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Yield	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.7%		ICU Level of Service A	
Analysis Period (min) 15			

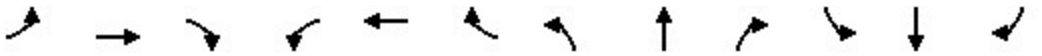
Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	92	90	33	21	158
Future Vol, veh/h	50	92	90	33	21	158
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Yield	Yield	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	54	100	98	36	23	172

Major/Minor	Minor2			Major2	
Conflicting Flow All	109	109		-	0
Stage 1	109	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	6.5	6.3		-	-
Critical Hdwy Stg 1	5.5	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.59	3.39		-	-
Pot Cap-1 Maneuver	870	924		-	-
Stage 1	896	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	870	924		-	-
Mov Cap-2 Maneuver	870	-		-	-
Stage 1	896	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s/v	9.8	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	904	-	-
HCM Lane V/C Ratio	0.171	-	-
HCM Control Delay (s/veh)	9.8	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.6	-	-

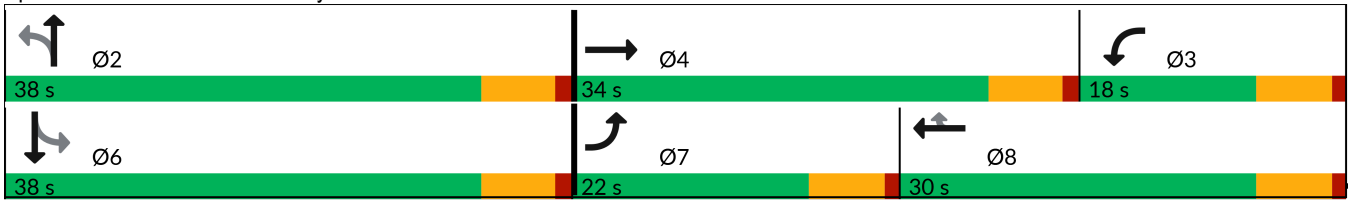


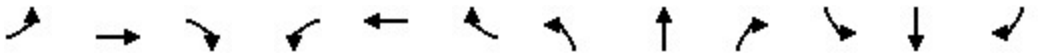
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	341	39	44	244	8	44	49	115	104	125	100
Future Volume (vph)	30	341	39	44	244	8	44	49	115	104	125	100
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	315		0	570		150	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.96		0.99			0.99	
Frt		0.985				0.850		0.925			0.959	
Flt Protected	0.950			0.950				0.989			0.984	
Satd. Flow (prot)	1511	3221	0	1511	3282	1352	0	1564	0	0	1621	0
Flt Permitted	0.950			0.950				0.870			0.821	
Satd. Flow (perm)	1511	3221	0	1511	3282	1300	0	1376	0	0	1352	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14				109		77			27	
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		726			1305			2786			1444	
Travel Time (s)		9.0			16.2			34.5			17.9	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	33	371	42	48	265	9	48	53	125	113	136	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	413	0	48	265	9	0	226	0	0	358	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	7	4		3	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	24.1		10.0	24.0	24.0	34.1	34.1		32.7	32.7	
Total Split (s)	22.0	34.0		18.0	30.0	30.0	38.0	38.0		38.0	38.0	
Total Split (%)	24.4%	37.8%		20.0%	33.3%	33.3%	42.2%	42.2%		42.2%	42.2%	
Maximum Green (s)	16.0	28.0		12.0	24.0	24.0	32.0	32.0		32.0	32.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		11.1			6.9	6.9	21.1	21.1		19.7	19.7	
Pedestrian Calls (#/hr)		5			5	5	5	5		5	5	
Act Effct Green (s)	7.2	13.6		7.7	16.5	16.5		32.9			32.9	
Actuated g/C Ratio	0.11	0.20		0.12	0.25	0.25		0.49			0.49	
v/c Ratio	0.20	0.62		0.28	0.33	0.02		0.32			0.53	
Control Delay (s/veh)	33.9	28.7		34.3	22.6	0.1		10.6			17.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay (s/veh)	33.9	28.7		34.3	22.6	0.1		10.6			17.4	
LOS	C	C		C	C	A		B			B	
Approach Delay (s/veh)		29.1			23.7			10.6			17.4	
Approach LOS		C			C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 66.9			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay (s/veh): 21.6		Intersection LOS: C	
Intersection Capacity Utilization 59.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: N Kelsey St & W Goshen Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	341	39	44	244	8	44	49	115	104	125	100
Future Volume (veh/h)	30	341	39	44	244	8	44	49	115	104	125	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	33	371	42	48	265	9	48	53	125	113	136	109
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	43	557	63	56	646	256	185	209	404	268	311	221
Arrive On Green	0.03	0.19	0.19	0.04	0.19	0.19	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	1537	3003	337	1537	3328	1318	236	420	812	390	625	444
Grp Volume(v), veh/h	33	204	209	48	265	9	226	0	0	358	0	0
Grp Sat Flow(s),veh/h/ln	1537	1664	1676	1537	1664	1318	1467	0	0	1460	0	0
Q Serve(g_s), s	1.4	7.3	7.4	2.0	4.5	0.4	0.0	0.0	0.0	4.2	0.0	0.0
Cycle Q Clear(g_c), s	1.4	7.3	7.4	2.0	4.5	0.4	5.4	0.0	0.0	9.6	0.0	0.0
Prop In Lane	1.00		0.20	1.00		1.00	0.21		0.55	0.32		0.30
Lane Grp Cap(c), veh/h	43	309	311	56	646	256	799	0	0	801	0	0
V/C Ratio(X)	0.77	0.66	0.67	0.86	0.41	0.04	0.28	0.00	0.00	0.45	0.00	0.00
Avail Cap(c_a), veh/h	383	725	730	287	1243	492	799	0	0	801	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	31.0	24.3	24.3	30.8	22.7	21.0	9.4	0.0	0.0	10.4	0.0	0.0
Incr Delay (d2), s/veh	25.2	2.4	2.5	30.0	0.4	0.1	0.9	0.0	0.0	1.8	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.7	2.7	1.1	1.5	0.1	1.5	0.0	0.0	2.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.2	26.7	26.8	60.8	23.1	21.1	10.3	0.0	0.0	12.2	0.0	0.0
LnGrp LOS	E	C	C	E	C	C	B			B		
Approach Vol, veh/h		446			322			226			358	
Approach Delay, s/veh		29.0			28.7			10.3			12.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		38.0	8.3	17.9		38.0	7.8	18.5				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		32.0	12.0	28.0		32.0	16.0	24.0				
Max Q Clear Time (g_c+I1), s		7.4	4.0	9.4		11.6	3.4	6.5				
Green Ext Time (p_c), s		1.2	0.0	1.9		1.9	0.0	1.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	21.3
HCM 7th LOS	C



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	558	42	44	247	49	70
Future Volume (vph)	558	42	44	247	49	70
Ideal Flow (vphpl)	1900	1750	1750	1900	1750	1750
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.989				0.920	
Flt Protected			0.950		0.980	
Satd. Flow (prot)	3246	0	1511	3282	1434	0
Flt Permitted			0.950		0.980	
Satd. Flow (perm)	3246	0	1511	3282	1434	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	1304			1338	1362	
Travel Time (s)	16.2			16.6	16.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	607	46	48	268	53	76
Shared Lane Traffic (%)						
Lane Group Flow (vph)	653	0	48	268	129	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.11	1.11	1.00	1.11	1.11
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	558	42	44	247	49	70
Future Vol, veh/h	558	42	44	247	49	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	607	46	48	268	53	76

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	652	0	859	326
Stage 1	-	-	-	-	629	-
Stage 2	-	-	-	-	230	-
Critical Hdwy	-	-	4.3	-	7	7.1
Critical Hdwy Stg 1	-	-	-	-	6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	2.3	-	3.6	3.4
Pot Cap-1 Maneuver	-	-	878	-	280	647
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	763	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	878	-	265	647
Mov Cap-2 Maneuver	-	-	-	-	265	-
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	722	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.41	12.83
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	589	-	-	878	-
HCM Lane V/C Ratio	0.22	-	-	0.054	-
HCM Control Delay (s/veh)	12.8	-	-	9.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0.2	-

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	18	969	24	9	1109	25	24	5	11	60	1	13
Future Volume (vph)	18	969	24	9	1109	25	24	5	11	60	1	13
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	410		110	200		200	60		60	230		190
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor			0.96			0.96			0.98		0.98	0.98
Frt			0.850			0.850			0.850		0.869	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1511	3282	1352	1511	3282	1352	1511	1727	1352	1511	1403	1285
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1511	3282	1304	1511	3282	1304	1511	1727	1327	1511	1403	1261
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			128			128			128		7	128
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		1211			225			366			73	
Travel Time (s)		16.5			3.1			5.0			1.0	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	20	1053	26	10	1205	27	26	5	12	65	1	14
Shared Lane Traffic (%)												47%
Lane Group Flow (vph)	20	1053	26	10	1205	27	26	5	12	65	8	7
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.7	27.0	27.0	9.7	27.0	27.0	9.7	41.3	41.3	9.7	39.9	39.9
Total Split (s)	12.3	55.1	55.1	11.9	54.7	54.7	11.9	41.3	41.3	11.7	41.1	41.1
Total Split (%)	10.3%	45.9%	45.9%	9.9%	45.6%	45.6%	9.9%	34.4%	34.4%	9.8%	34.3%	34.3%
Maximum Green (s)	6.6	49.4	49.4	6.2	49.0	49.0	6.2	35.6	35.6	6.0	35.4	35.4
Yellow Time (s)	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
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	3.0
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		14.3	14.3		14.3	14.3		28.6	28.6		27.2	27.2
Pedestrian Calls (#/hr)		5	5		5	5		5	5		5	5
Act Effct Green (s)	6.3	60.3	60.3	6.0	57.9	57.9	6.2	10.3	10.3	6.2	10.5	10.5
Actuated g/C Ratio	0.07	0.68	0.68	0.07	0.65	0.65	0.07	0.12	0.12	0.07	0.12	0.12
v/c Ratio	0.19	0.47	0.03	0.10	0.56	0.03	0.25	0.02	0.04	0.62	0.05	0.03
Control Delay (s/veh)	48.6	12.2	0.0	47.8	15.3	0.1	50.5	33.2	0.3	69.1	20.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.6	12.2	0.0	47.8	15.3	0.1	50.5	33.2	0.3	69.1	20.6	0.2
LOS	D	B	A	D	B	A	D	C	A	E	C	A
Approach Delay (s/veh)		12.6			15.2			34.4			58.2	
Approach LOS		B			B			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 88.5			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay (s/veh): 15.8		Intersection LOS: B	
Intersection Capacity Utilization 55.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: Neely Rd/W Hurley Ave & Plaza Dr



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	18	969	24	9	1109	25	24	5	11	60	1	13
Future Volume (veh/h)	18	969	24	9	1109	25	24	5	11	60	1	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.95
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	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	20	1053	26	10	1205	27	26	5	12	65	0	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	27	1951	781	20	1935	775	33	138	104	79	0	282
Arrive On Green	0.02	0.59	0.59	0.01	0.58	0.58	0.02	0.08	0.08	0.05	0.00	0.11
Sat Flow, veh/h	1537	3328	1333	1537	3328	1333	1537	1752	1318	1537	0	2600
Grp Volume(v), veh/h	20	1053	26	10	1205	27	26	5	12	65	0	15
Grp Sat Flow(s),veh/h/ln	1537	1664	1333	1537	1664	1333	1537	1752	1318	1537	0	1300
Q Serve(g_s), s	1.1	16.1	0.4	0.5	20.0	0.5	1.4	0.2	0.6	3.5	0.0	0.4
Cycle Q Clear(g_c), s	1.1	16.1	0.4	0.5	20.0	0.5	1.4	0.2	0.6	3.5	0.0	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	27	1951	781	20	1935	775	33	138	104	79	0	282
V/C Ratio(X)	0.73	0.54	0.03	0.50	0.62	0.03	0.78	0.04	0.12	0.82	0.00	0.05
Avail Cap(c_a), veh/h	120	1951	781	113	1935	775	113	740	557	109	0	1092
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.2	10.6	2.2	41.3	11.6	2.9	41.0	35.9	25.1	39.6	0.0	23.4
Incr Delay (d2), s/veh	31.1	1.1	0.1	18.1	1.5	0.1	31.7	0.1	0.5	28.5	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.8	0.2	0.3	6.1	0.2	0.8	0.1	0.2	1.9	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.3	11.6	2.3	59.4	13.1	3.0	72.7	36.0	25.6	68.1	0.0	23.5
LnGrp LOS	E	B	A	E	B	A	E	D	C	E		C
Approach Vol, veh/h		1099			1242			43			80	
Approach Delay, s/veh		12.5			13.2			55.3			59.8	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	55.1	10.0	12.3	7.2	54.7	7.5	14.8
Change Period (Y+Rc), s	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Max Green Setting (Gmax), s	6.2	49.4	6.0	35.6	6.6	49.0	6.2	35.4
Max Q Clear Time (g_c+I1), s	2.5	18.1	5.5	2.6	3.1	22.0	3.4	2.4
Green Ext Time (p_c), s	0.0	8.0	0.0	0.0	0.0	9.1	0.0	0.0

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

Notes

User approved volume balancing among the lanes for turning movement.



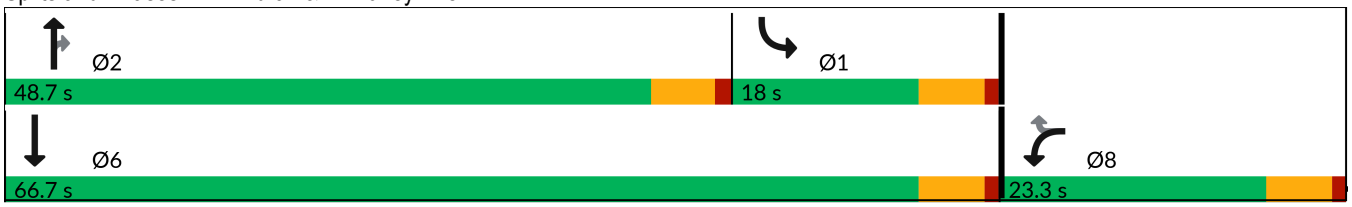
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	50	61	554	103	72	816
Future Volume (vph)	50	61	554	103	72	816
Ideal Flow (vphpl)	1750	1750	1900	1750	1750	1900
Storage Length (ft)	300	300		295	250	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.97	1.00	
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1511	1352	1727	1352	1511	1727
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1511	1352	1727	1309	1505	1727
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		66		112		
Link Speed (mph)	45		45			45
Link Distance (ft)	1104		2371			1360
Travel Time (s)	16.7		35.9			20.6
Confl. Peds. (#/hr)				5	5	
Confl. Bikes (#/hr)				2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	54	66	602	112	78	887
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	66	602	112	78	887
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.00	1.11	1.11	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.3	23.3	27.0	27.0	9.3	23.3
Total Split (s)	23.3	23.3	48.7	48.7	18.0	66.7
Total Split (%)	25.9%	25.9%	54.1%	54.1%	20.0%	74.1%
Maximum Green (s)	18.0	18.0	43.4	43.4	12.7	61.4
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag			Lead	Lead	Lag	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	Max
Walk Time (s)			7.0	7.0		
Flash Don't Walk (s)			14.7	14.7		
Pedestrian Calls (#/hr)			5	5		
Act Effct Green (s)	8.3	8.3	51.0	51.0	11.3	65.5
Actuated g/C Ratio	0.10	0.10	0.63	0.63	0.14	0.81
v/c Ratio	0.35	0.34	0.55	0.13	0.37	0.64
Control Delay (s/veh)	39.7	14.0	14.9	2.6	36.5	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.7	14.0	14.9	2.6	36.5	7.3
LOS	D	B	B	A	D	A
Approach Delay (s/veh)	25.6		12.9			9.6
Approach LOS	C		B			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 81.2			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay (s/veh): 12.0		Intersection LOS: B	
Intersection Capacity Utilization 55.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: Rd 92 & W Hurley Ave

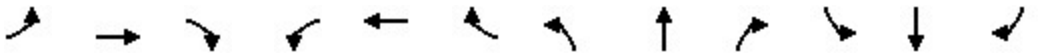




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	50	61	554	103	72	816
Future Volume (veh/h)	50	61	554	103	72	816
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		0.97	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1614	1614	1752	1614	1614	1752
Adj Flow Rate, veh/h	54	66	602	112	78	887
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	108	96	982	747	252	1389
Arrive On Green	0.07	0.07	0.56	0.56	0.16	0.79
Sat Flow, veh/h	1537	1367	1752	1332	1537	1752
Grp Volume(v), veh/h	54	66	602	112	78	887
Grp Sat Flow(s),veh/h/ln	1537	1367	1752	1332	1537	1752
Q Serve(g_s), s	2.6	3.7	17.8	3.1	3.5	16.4
Cycle Q Clear(g_c), s	2.6	3.7	17.8	3.1	3.5	16.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	108	96	982	747	252	1389
V/C Ratio(X)	0.50	0.69	0.61	0.15	0.31	0.64
Avail Cap(c_a), veh/h	357	318	982	747	252	1389
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	34.7	35.2	11.4	8.2	28.5	3.4
Incr Delay (d2), s/veh	3.6	8.5	2.9	0.4	0.7	2.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.4	6.2	0.8	1.2	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	38.3	43.6	14.2	8.6	29.2	5.6
LnGrp LOS	D	D	B	A	C	A
Approach Vol, veh/h	120		714			965
Approach Delay, s/veh	41.2		13.4			7.5
Approach LOS	D		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	18.0	48.7			66.7	10.7
Change Period (Y+Rc), s	5.3	5.3			5.3	5.3
Max Green Setting (Gmax), s	12.7	43.4			61.4	18.0
Max Q Clear Time (g_c+I1), s	5.5	19.8			18.4	5.7
Green Ext Time (p_c), s	0.1	4.1			7.6	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	12.1
HCM 7th LOS	B

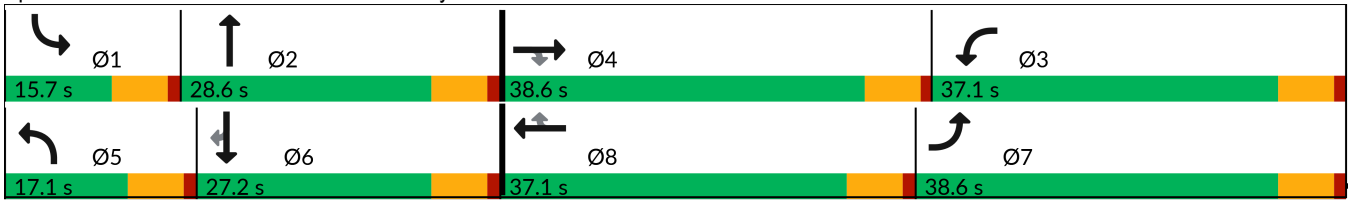


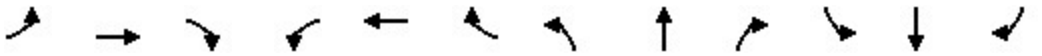
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	19	261	352	35	58	181	921	201	65	1089	68
Future Volume (vph)	57	19	261	352	35	58	181	921	201	65	1089	68
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	265		0	310		0	385		0	320		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor			0.98			0.98		0.99				0.96
Frt			0.850			0.850		0.973				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1511	1727	1352	1511	1727	1352	1511	4560	0	1511	4715	1352
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1511	1727	1329	1511	1727	1329	1511	4560	0	1511	4715	1305
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			249			136		35				136
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1062			630			650			1211	
Travel Time (s)		13.2			7.8			8.1			15.0	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	62	21	284	383	38	63	197	1001	218	71	1184	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	21	284	383	38	63	197	1219	0	71	1184	74
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	2		1	2	1
Detector Template	Left					Right		Thru		Left	Thru	Right
Leading Detector (ft)	20	50	50	50	50	20	50	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	50	50	50	50	20	50	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94			94	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)								0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	55.6	55.6	55.6	54.1	54.1	54.1	34.1	34.1		32.7	32.7	32.7
Total Split (s)	38.6	38.6	38.6	37.1	37.1	37.1	17.1	28.6		15.7	27.2	27.2
Total Split (%)	32.2%	32.2%	32.2%	30.9%	30.9%	30.9%	14.3%	23.8%		13.1%	22.7%	22.7%
Maximum Green (s)	32.6	32.6	32.6	31.1	31.1	31.1	11.1	22.6		9.7	21.2	21.2
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
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
Recall Mode	None	None	None	None	None	None	None	Max		None	Max	Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	7.0
Flash Don't Walk (s)		42.6	42.6		41.1	41.1		21.1			19.7	19.7
Pedestrian Calls (#/hr)		5	5		5	5		5			5	5
Act Effct Green (s)	27.3	14.7	14.7	31.3	21.4	21.4	11.3	32.5		8.9	27.3	27.3
Actuated g/C Ratio	0.25	0.13	0.13	0.29	0.20	0.20	0.10	0.30		0.08	0.25	0.25
v/c Ratio	0.16	0.09	0.72	0.88	0.11	0.17	1.26	0.88		0.58	1.01	0.17
Control Delay (s/veh)	33.6	38.0	18.2	61.7	40.8	1.0	199.1	46.1		70.6	69.0	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	33.6	38.0	18.2	61.7	40.8	1.0	199.1	46.1		70.6	69.0	0.9
LOS	C	D	B	E	D	A	F	D		E	E	A
Approach Delay (s/veh)		22.0			52.2			67.4			65.3	
Approach LOS		C			D			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 109.1			
Natural Cycle: 180			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.26			
Intersection Signal Delay (s/veh): 59.9		Intersection LOS: E	
Intersection Capacity Utilization 80.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 5: Plaza Dr & E Crowley Ave





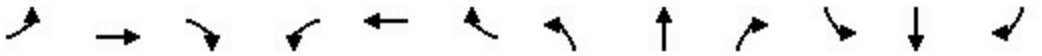
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	19	261	352	35	58	181	921	201	65	1089	68
Future Volume (veh/h)	57	19	261	352	35	58	181	921	201	65	1089	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	62	21	284	383	38	63	197	1001	218	71	1184	74
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	555	324	247	412	161	121	166	1004	218	87	985	272
Arrive On Green	0.36	0.18	0.18	0.27	0.09	0.09	0.11	0.26	0.26	0.06	0.21	0.21
Sat Flow, veh/h	1537	1752	1337	1537	1752	1323	1537	3905	849	1537	4782	1319
Grp Volume(v), veh/h	62	21	284	383	38	63	197	817	402	71	1184	74
Grp Sat Flow(s),veh/h/ln	1537	1752	1337	1537	1752	1323	1537	1594	1566	1537	1594	1319
Q Serve(g_s), s	2.8	1.0	13.8	25.0	2.1	3.8	11.1	26.3	26.4	4.7	21.2	1.9
Cycle Q Clear(g_c), s	2.8	1.0	13.8	25.0	2.1	3.8	11.1	26.3	26.4	4.7	21.2	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.54	1.00		1.00
Lane Grp Cap(c), veh/h	555	324	247	412	161	121	166	820	402	87	985	272
V/C Ratio(X)	0.11	0.06	1.15	0.93	0.24	0.52	1.19	1.00	1.00	0.81	1.20	0.27
Avail Cap(c_a), veh/h	555	555	423	464	529	400	166	820	402	145	985	272
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	21.9	34.6	22.0	36.7	43.4	29.2	45.9	38.2	38.2	48.0	40.9	5.5
Incr Delay (d2), s/veh	0.1	0.1	87.8	23.9	0.7	3.4	129.7	30.6	44.8	16.2	100.6	2.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.4	9.9	11.4	0.9	1.5	10.0	12.9	14.3	2.1	16.9	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.0	34.7	109.8	60.6	44.1	32.6	175.6	68.8	83.0	64.2	141.5	7.9
LnGrp LOS	C	C	F	E	D	C	F	E	F	E	F	A
Approach Vol, veh/h		367			484			1416			1329	
Approach Delay, s/veh		90.7			55.7			87.7			129.9	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	32.5	33.6	25.0	17.1	27.2	43.2	15.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.7	22.6	31.1	32.6	11.1	21.2	32.6	31.1
Max Q Clear Time (g_c+I1), s	6.7	28.4	27.0	15.8	13.1	23.2	4.8	5.8
Green Ext Time (p_c), s	0.0	0.0	0.6	1.1	0.0	0.0	0.1	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	99.3
HCM 7th LOS	F

Notes

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

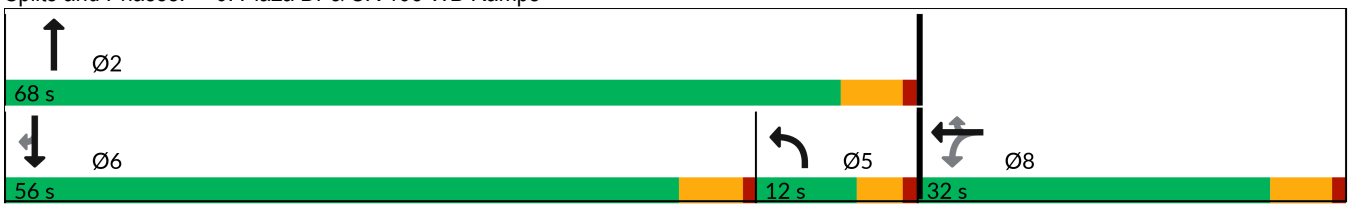


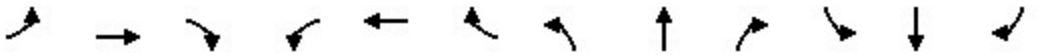
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	111	2	654	49	557	0	0	931	661
Future Volume (vph)	0	0	0	111	2	654	49	557	0	0	931	661
Ideal Flow (vphpl)	1900	1900	1900	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		0	250		250	220		0	0		530
Storage Lanes	0		0	0		2	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor							1.00					0.97
Frt						0.850						0.850
Flt Protected					0.953		0.950					
Satd. Flow (prot)	0	0	0	0	1646	2380	1511	4715	0	0	4715	1352
Flt Permitted					0.953		0.950					
Satd. Flow (perm)	0	0	0	0	1646	2380	1507	4715	0	0	4715	1309
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						545						718
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		238			262			552			426	
Travel Time (s)		3.2			3.6			7.5			5.8	
Confl. Peds. (#/hr)							5					5
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	121	2	711	53	605	0	0	1012	718
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	123	711	53	605	0	0	1012	718
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	1	1	1			1	1
Detector Template												
Leading Detector (ft)				50	50	50	50	50			50	50
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				50	50	50	50	50			50	50
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Detector Phase				8	8	8	5	2			6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Minimum Split (s)				23.7	23.7	23.7	8.5	28.4			28.4	28.4
Total Split (s)				32.0	32.0	32.0	12.0	68.0			56.0	56.0
Total Split (%)				32.0%	32.0%	32.0%	12.0%	68.0%			56.0%	56.0%
Maximum Green (s)				26.3	26.3	26.3	7.5	62.3			50.3	50.3
Yellow Time (s)				4.7	4.7	4.7	3.5	4.7			4.7	4.7
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					5.7	5.7	4.5	5.7			5.7	5.7
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	Max			Max	Max
Walk Time (s)								7.0			7.0	7.0
Flash Don't Walk (s)								15.7			15.7	15.7
Pedestrian Calls (#/hr)								5			5	5
Act Effct Green (s)					15.2	15.2	7.0	62.7			55.8	55.8
Actuated g/C Ratio					0.17	0.17	0.08	0.70			0.62	0.62
v/c Ratio					0.44	0.83	0.45	0.18			0.34	0.66
Control Delay (s/veh)					37.4	17.5	53.9	5.5			10.5	4.5
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)					37.4	17.5	53.9	5.5			10.5	4.5
LOS					D	B	D	A			B	A
Approach Delay (s/veh)					20.4			9.4			8.0	
Approach LOS					C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 89.3			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 11.5		Intersection LOS: B	
Intersection Capacity Utilization 67.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 6: Plaza Dr & SR 198 WB Ramps





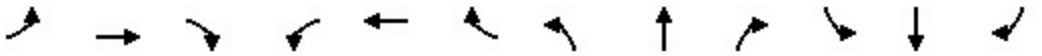
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	111	2	654	49	557	0	0	931	661
Future Volume (veh/h)	0	0	0	111	2	654	49	557	0	0	931	661
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1614	1752	1614	1614	1752	0	0	1752	1614
Adj Flow Rate, veh/h				121	2	711	53	605	0	0	1012	718
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				10	10	10	10	10	0	0	10	10
Cap, veh/h				432	7	633	97	2979	0	0	2406	670
Arrive On Green				0.26	0.26	0.26	0.06	0.62	0.00	0.00	0.50	0.50
Sat Flow, veh/h				1643	27	2407	1537	4940	0	0	4940	1331
Grp Volume(v), veh/h				123	0	711	53	605	0	0	1012	718
Grp Sat Flow(s),veh/h/ln				1670	0	1203	1537	1594	0	0	1594	1331
Q Serve(g_s), s				5.9	0.0	26.3	3.3	5.5	0.0	0.0	13.3	50.3
Cycle Q Clear(g_c), s				5.9	0.0	26.3	3.3	5.5	0.0	0.0	13.3	50.3
Prop In Lane				0.98		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				439	0	633	97	2979	0	0	2406	670
V/C Ratio(X)				0.28	0.00	1.12	0.55	0.20	0.00	0.00	0.42	1.07
Avail Cap(c_a), veh/h				439	0	633	115	2979	0	0	2406	670
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				29.3	0.0	36.8	45.5	8.1	0.0	0.0	15.7	24.8
Incr Delay (d2), s/veh				0.3	0.0	74.7	4.7	0.2	0.0	0.0	0.5	55.7
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.3	0.0	13.7	1.3	1.6	0.0	0.0	4.4	23.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				29.7	0.0	111.6	50.2	8.3	0.0	0.0	16.2	80.6
LnGrp LOS				C		F	D	A			B	F
Approach Vol, veh/h					834			658			1730	
Approach Delay, s/veh					99.5			11.7			42.9	
Approach LOS					F			B			D	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.0			12.0	56.0		32.0				
Change Period (Y+Rc), s		5.7			5.7	* 5.7		5.7				
Max Green Setting (Gmax), s		62.3			7.5	* 50		26.3				
Max Q Clear Time (g_c+I1), s		7.5			5.3	52.3		28.3				
Green Ext Time (p_c), s		2.8			0.0	0.0		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	51.2	
HCM 7th LOS	D	

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	55	2	221	101	432	0	0	622	193
Future Volume (vph)	0	0	0	55	2	221	101	432	0	0	622	193
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		0	0		465	245		0	0		145
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850						0.850
Flt Protected					0.954		0.950					
Satd. Flow (prot)	0	0	0	0	1648	1352	1511	1727	0	0	1727	1352
Flt Permitted					0.954		0.950					
Satd. Flow (perm)	0	0	0	0	1648	1352	1511	1727	0	0	1727	1352
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		431			435			616			2371	
Travel Time (s)		5.3			5.4			7.6			29.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	60	2	240	110	470	0	0	676	210
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	62	240	110	470	0	0	676	210
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

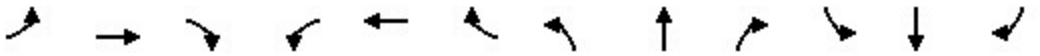
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.1%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	76.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	55	2	221	101	432	0	0	622	193
Future Vol, veh/h	0	0	0	55	2	221	101	432	0	0	622	193
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	0	0	0	60	2	240	110	470	0	0	676	210
Number of Lanes	0	0	0	0	1	1	1	1	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay, s/veh	16.1	38.4	121.3
HCM LOS	C	E	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	96%	0%	0%	0%
Vol Thru, %	0%	100%	4%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	101	432	57	221	622	193
LT Vol	101	0	55	0	0	0
Through Vol	0	432	2	0	622	0
RT Vol	0	0	0	221	0	193
Lane Flow Rate	110	470	62	240	676	210
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.224	0.891	0.143	0.475	1.265	0.351
Departure Headway (Hd)	7.707	7.194	8.752	7.531	6.735	6.02
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	469	507	412	480	541	596
Service Time	5.407	4.894	6.452	5.231	4.486	3.77
HCM Lane V/C Ratio	0.235	0.927	0.15	0.5	1.25	0.352
HCM Control Delay, s/veh	12.6	44.4	12.9	16.9	155.2	12
HCM Lane LOS	B	E	B	C	F	B
HCM 95th-tile Q	0.9	10	0.5	2.5	26.9	1.6

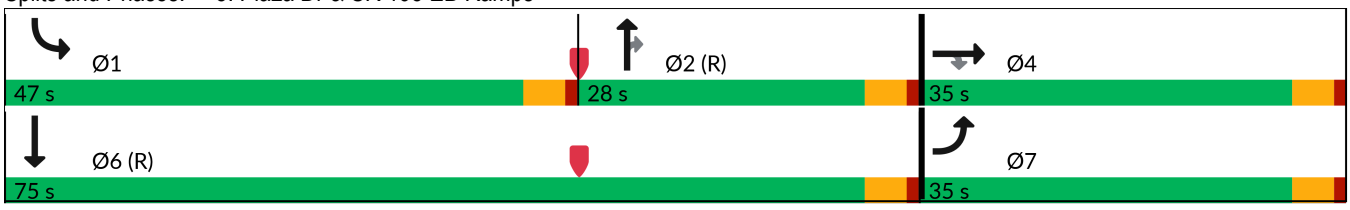


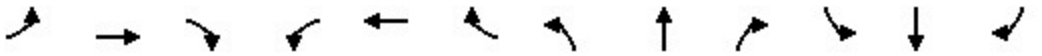
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	409	8	98	0	0	0	0	155	63	716	312	0
Future Volume (vph)	409	8	98	0	0	0	0	155	63	716	312	0
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	245		245	0		0	0		120	295		0
Storage Lanes	1		1	0		0	0		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	1.00
Ped Bike Factor									0.98			
Frt			0.850						0.850			
Flt Protected	0.950	0.954								0.950		
Satd. Flow (prot)	1436	1565	1352	0	0	0	0	3282	1352	2932	4715	0
Flt Permitted	0.950	0.954								0.950		
Satd. Flow (perm)	1436	1565	1352	0	0	0	0	3282	1323	2932	4715	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			107						68			
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		254			252			518			552	
Travel Time (s)		3.5			3.4			7.1			7.5	
Confl. Peds. (#/hr)									5			5
Confl. Bikes (#/hr)									2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	445	9	107	0	0	0	0	168	68	778	339	0
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	227	227	107	0	0	0	0	168	68	778	339	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1					1	1	1	1	
Detector Template												
Leading Detector (ft)	50	50	50					50	50	50	50	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	50	50	50					50	50	50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Turn Type	Prot	NA	Perm					NA	Perm	Prot	NA	
Protected Phases	7	4						2		1	6	
Permitted Phases			4						2			
Detector Phase	7	4	4					2	2	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)	8.5	22.5	22.5					25.8	25.8	8.5	22.9	
Total Split (s)	35.0	35.0	35.0					28.0	28.0	47.0	75.0	
Total Split (%)	31.8%	31.8%	31.8%					25.5%	25.5%	42.7%	68.2%	
Maximum Green (s)	30.5	30.5	30.5					23.5	23.5	42.5	70.5	
Yellow Time (s)	3.5	3.5	3.5					3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0					1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5					4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Recall Mode	None	None	None					C-Max	C-Max	None	C-Max	
Walk Time (s)								7.0	7.0		7.0	
Flash Don't Walk (s)								14.3	14.3		11.4	
Pedestrian Calls (#/hr)								5	5		5	
Act Effct Green (s)	30.5	30.5	30.5					30.7	30.7	35.3	70.5	
Actuated g/C Ratio	0.28	0.28	0.28					0.28	0.28	0.32	0.64	
v/c Ratio	0.57	0.52	0.24					0.18	0.16	0.83	0.11	
Control Delay (s/veh)	40.8	38.8	7.3					32.5	9.5	42.4	7.8	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	40.8	38.8	7.3					32.5	9.5	42.4	7.8	
LOS	D	D	A					C	A	D	A	
Approach Delay (s/veh)		33.6						25.9			31.9	
Approach LOS		C						C			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay (s/veh): 31.6	Intersection LOS: C
Intersection Capacity Utilization 67.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 8: Plaza Dr & SR 198 EB Ramps





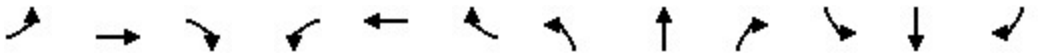
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	409	8	98	0	0	0	0	155	63	716	312	0
Future Volume (veh/h)	409	8	98	0	0	0	0	155	63	716	312	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614				0	1752	1614	1614	1752	0
Adj Flow Rate, veh/h	451	0	107				0	168	68	778	339	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10				0	10	10	10	10	0
Cap, veh/h	547	0	243				0	1346	544	879	3540	0
Arrive On Green	0.18	0.00	0.18				0.00	0.40	0.40	0.29	0.74	0.00
Sat Flow, veh/h	3073	0	1367				0	3416	1345	2981	4940	0
Grp Volume(v), veh/h	451	0	107				0	168	68	778	339	0
Grp Sat Flow(s),veh/h/ln	1537	0	1367				0	1664	1345	1491	1594	0
Q Serve(g_s), s	15.6	0.0	7.7				0.0	3.5	3.5	27.4	2.2	0.0
Cycle Q Clear(g_c), s	15.6	0.0	7.7				0.0	3.5	3.5	27.4	2.2	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	547	0	243				0	1346	544	879	3540	0
V/C Ratio(X)	0.82	0.00	0.44				0.00	0.12	0.13	0.88	0.10	0.00
Avail Cap(c_a), veh/h	852	0	379				0	1346	544	1152	3540	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.95	0.95	0.00
Uniform Delay (d), s/veh	43.6	0.0	40.3				0.0	20.5	20.6	37.0	4.0	0.0
Incr Delay (d2), s/veh	3.9	0.0	1.2				0.0	0.2	0.5	6.5	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	0.0	2.6				0.0	1.3	1.1	10.1	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.4	0.0	41.6				0.0	20.7	21.0	43.5	4.0	0.0
LnGrp LOS	D		D					C	C	D	A	
Approach Vol, veh/h		558						236			1117	
Approach Delay, s/veh		46.3						20.8			31.5	
Approach LOS		D						C			C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	36.9	49.0		24.1		85.9
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	42.5	23.5		30.5		70.5
Max Q Clear Time (g_c+I1), s	29.4	5.5		17.6		4.2
Green Ext Time (p_c), s	3.1	0.8		2.0		1.5

Intersection Summary		
HCM 7th Control Delay, s/veh		34.5
HCM 7th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	243	1	127	0	0	0	0	262	35	412	290	0
Future Volume (vph)	243	1	127	0	0	0	0	262	35	412	290	0
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		280	0		0	0		75	215		0
Storage Lanes	0		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			
Flt Protected		0.953								0.950		
Satd. Flow (prot)	0	1646	1352	0	0	0	0	1727	1352	1511	1727	0
Flt Permitted		0.953								0.950		
Satd. Flow (perm)	0	1646	1352	0	0	0	0	1727	1352	1511	1727	0
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		325			418			564			616	
Travel Time (s)		4.0			5.2			7.0			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	264	1	138	0	0	0	0	285	38	448	315	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	265	138	0	0	0	0	285	38	448	315	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.1%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	26.8
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	243	1	127	0	0	0	0	262	35	412	290	0
Future Vol, veh/h	243	1	127	0	0	0	0	262	35	412	290	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	264	1	138	0	0	0	0	285	38	448	315	0
Number of Lanes	0	1	1	0	0	0	0	1	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	18.4	18.8	34.7
HCM LOS	C	C	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	262	35	244	127	412	290
LT Vol	0	0	243	0	412	0
Through Vol	262	0	1	0	0	290
RT Vol	0	35	0	127	0	0
Lane Flow Rate	285	38	265	138	448	315
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.581	0.07	0.59	0.26	0.898	0.587
Departure Headway (Hd)	7.35	6.632	8.015	6.793	7.22	6.709
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	487	536	448	526	502	536
Service Time	5.145	4.426	5.792	4.569	4.998	4.487
HCM Lane V/C Ratio	0.585	0.071	0.592	0.262	0.892	0.588
HCM Control Delay, s/veh	20	9.9	21.8	12	46	18.7
HCM Lane LOS	C	A	C	B	E	C
HCM 95th-tile Q	3.6	0.2	3.7	1	10.1	3.8



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	27	6	8	160	208	28
Future Volume (vph)	27	6	8	160	208	28
Ideal Flow (vphpl)	1750	1750	1750	1900	1900	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.974				0.984	
Flt Protected	0.961			0.998		
Satd. Flow (prot)	1489	0	0	1724	1700	0
Flt Permitted	0.961			0.998		
Satd. Flow (perm)	1489	0	0	1724	1700	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	1886			660	2786	
Travel Time (s)	23.4			8.2	34.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	29	7	9	174	226	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	0	0	183	256	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.00	1.00	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Yield	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	6	8	160	208	28
Future Vol, veh/h	27	6	8	160	208	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Yield	Yield	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	29	7	9	174	226	30

Major/Minor	Minor2			Major2	
Conflicting Flow All	226	226		-	0
Stage 1	226	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	6.5	6.3		-	-
Critical Hdwy Stg 1	5.5	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.59	3.39		-	-
Pot Cap-1 Maneuver	745	794		-	0
Stage 1	793	-		-	0
Stage 2	-	-		-	0
Platoon blocked, %				-	
Mov Cap-1 Maneuver	745	794		-	-
Mov Cap-2 Maneuver	745	-		-	-
Stage 1	793	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s/v	9.15	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	904	-
HCM Lane V/C Ratio	0.04	-
HCM Control Delay (s/veh)	9.1	-
HCM Lane LOS	A	-
HCM 95th %tile Q(veh)	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	98	0	0	28	28	63
Future Volume (vph)	98	0	0	28	28	63
Ideal Flow (vphpl)	1750	1750	1750	1900	1900	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.906	
Flt Protected	0.950					
Satd. Flow (prot)	1511	0	0	1727	1565	0
Flt Permitted	0.950					
Satd. Flow (perm)	1511	0	0	1727	1565	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	1084			1423	1345	
Travel Time (s)	13.4			17.6	16.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	107	0	0	30	30	68
Shared Lane Traffic (%)						
Lane Group Flow (vph)	107	0	0	30	98	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.00	1.00	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 17.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	98	0	0	28	28	63
Future Vol, veh/h	98	0	0	28	28	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	107	0	0	30	30	68

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	95	65	99	0	-	0
Stage 1	65	-	-	-	-	-
Stage 2	30	-	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	885	977	1445	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	972	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	885	977	1445	-	-	-
Mov Cap-2 Maneuver	885	-	-	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	972	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.62	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1445	-	885	-	-
HCM Lane V/C Ratio	-	-	0.12	-	-
HCM Ctrl Dly (s/v)	0	-	9.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	50	92	90	33	21	158
Future Volume (vph)	50	92	90	33	21	158
Ideal Flow (vphpl)	1750	1750	1750	1900	1900	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.912				0.881	
Flt Protected	0.983			0.965		
Satd. Flow (prot)	1426	0	0	1667	1522	0
Flt Permitted	0.983			0.965		
Satd. Flow (perm)	1426	0	0	1667	1522	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	998			1254	653	
Travel Time (s)	12.4			15.5	8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	54	100	98	36	23	172
Shared Lane Traffic (%)						
Lane Group Flow (vph)	154	0	0	134	195	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.00	1.00	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Yield	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.7%		ICU Level of Service A	
Analysis Period (min) 15			

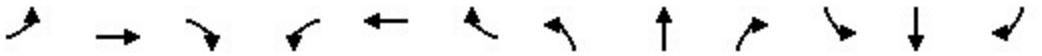
Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	92	90	33	21	158
Future Vol, veh/h	50	92	90	33	21	158
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Yield	Yield	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	54	100	98	36	23	172

Major/Minor	Minor2			Major2	
Conflicting Flow All	109	109		-	0
Stage 1	109	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	6.5	6.3		-	-
Critical Hdwy Stg 1	5.5	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.59	3.39		-	-
Pot Cap-1 Maneuver	870	924		-	-
Stage 1	896	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	870	924		-	-
Mov Cap-2 Maneuver	870	-		-	-
Stage 1	896	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s/v	9.8	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	904	-	-
HCM Lane V/C Ratio	0.171	-	-
HCM Control Delay (s/veh)	9.8	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.6	-	-

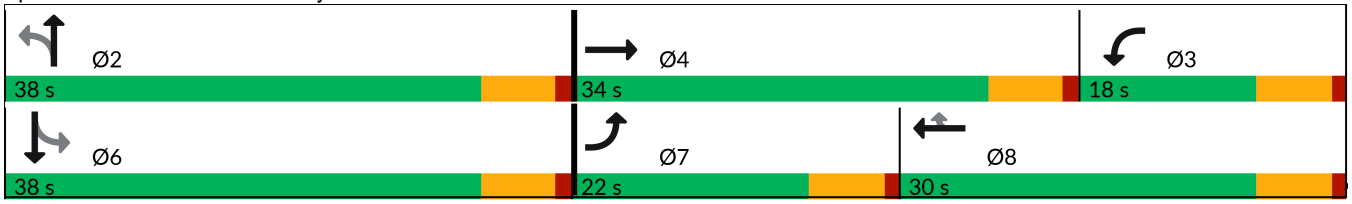


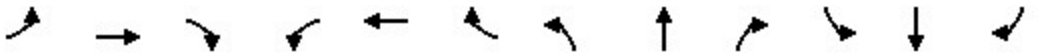
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	315	21	25	203	8	17	50	85	106	128	103
Future Volume (vph)	30	315	21	25	203	8	17	50	85	106	128	103
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	315		0	570		150	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.96		0.99			0.99	
Frt		0.991				0.850		0.924			0.959	
Flt Protected	0.950			0.950				0.995			0.985	
Satd. Flow (prot)	1511	3245	0	1511	3282	1352	0	1572	0	0	1623	0
Flt Permitted	0.950			0.950				0.947			0.845	
Satd. Flow (perm)	1511	3245	0	1511	3282	1300	0	1496	0	0	1392	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				109		79			27	
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		726			1305			2786			1444	
Travel Time (s)		9.0			16.2			34.5			17.9	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	33	342	23	27	221	9	18	54	92	115	139	112
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	365	0	27	221	9	0	164	0	0	366	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	7	4		3	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	24.1		10.0	24.0	24.0	34.1	34.1		32.7	32.7	
Total Split (s)	22.0	34.0		18.0	30.0	30.0	38.0	38.0		38.0	38.0	
Total Split (%)	24.4%	37.8%		20.0%	33.3%	33.3%	42.2%	42.2%		42.2%	42.2%	
Maximum Green (s)	16.0	28.0		12.0	24.0	24.0	32.0	32.0		32.0	32.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		11.1			6.9	6.9	21.1	21.1		19.7	19.7	
Pedestrian Calls (#/hr)		5			5	5	5	5		5	5	
Act Effct Green (s)	7.0	12.3		6.8	12.1	12.1		32.8			32.8	
Actuated g/C Ratio	0.11	0.20		0.11	0.19	0.19		0.53			0.53	
v/c Ratio	0.19	0.56		0.16	0.35	0.03		0.20			0.49	
Control Delay (s/veh)	31.2	26.4		31.2	24.2	0.1		7.1			14.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay (s/veh)	31.2	26.4		31.2	24.2	0.1		7.1			14.2	
LOS	C	C		C	C	A		A			B	
Approach Delay (s/veh)		26.8			24.1			7.1			14.2	
Approach LOS		C			C			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 62.1			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay (s/veh): 19.6		Intersection LOS: B	
Intersection Capacity Utilization 69.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: N Kelsey St & W Goshen Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	315	21	25	203	8	17	50	85	106	128	103
Future Volume (veh/h)	30	315	21	25	203	8	17	50	85	106	128	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	33	342	23	27	221	9	18	54	92	115	139	112
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	43	541	36	37	557	220	112	296	439	277	323	231
Arrive On Green	0.03	0.17	0.17	0.02	0.17	0.17	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	1537	3157	211	1537	3328	1314	93	575	853	389	627	448
Grp Volume(v), veh/h	33	179	186	27	221	9	164	0	0	366	0	0
Grp Sat Flow(s),veh/h/ln	1537	1664	1704	1537	1664	1314	1521	0	0	1464	0	0
Q Serve(g_s), s	1.3	6.2	6.3	1.1	3.7	0.4	0.0	0.0	0.0	5.1	0.0	0.0
Cycle Q Clear(g_c), s	1.3	6.2	6.3	1.1	3.7	0.4	3.5	0.0	0.0	9.4	0.0	0.0
Prop In Lane	1.00		0.12	1.00		1.00	0.11		0.56	0.31		0.31
Lane Grp Cap(c), veh/h	43	285	292	37	557	220	848	0	0	830	0	0
V/C Ratio(X)	0.77	0.63	0.64	0.73	0.40	0.04	0.19	0.00	0.00	0.44	0.00	0.00
Avail Cap(c_a), veh/h	396	750	768	297	1286	508	848	0	0	830	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	30.0	23.9	23.9	30.1	23.1	21.7	8.2	0.0	0.0	9.5	0.0	0.0
Incr Delay (d2), s/veh	24.3	2.3	2.3	24.1	0.5	0.1	0.5	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.2	2.3	0.6	1.3	0.1	0.9	0.0	0.0	2.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.3	26.2	26.2	54.2	23.5	21.8	8.7	0.0	0.0	11.2	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	A			B		
Approach Vol, veh/h		398			257			164			366	
Approach Delay, s/veh		28.6			26.7			8.7			11.2	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		38.0	7.5	16.6		38.0	7.7	16.4				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		32.0	12.0	28.0		32.0	16.0	24.0				
Max Q Clear Time (g_c+I1), s		5.5	3.1	8.3		11.4	3.3	5.7				
Green Ext Time (p_c), s		0.8	0.0	1.7		1.9	0.0	1.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	20.0
HCM 7th LOS	C



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	539	13	11	235	4	18
Future Volume (vph)	539	13	11	235	4	18
Ideal Flow (vphpl)	1900	1750	1750	1900	1750	1750
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.996				0.887	
Flt Protected			0.950		0.992	
Satd. Flow (prot)	3269	0	1511	3282	1400	0
Flt Permitted			0.950		0.992	
Satd. Flow (perm)	3269	0	1511	3282	1400	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	1304			1338	1362	
Travel Time (s)	16.2			16.6	16.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	586	14	12	255	4	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	600	0	12	255	24	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.11	1.11	1.00	1.11	1.11
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	539	13	11	235	4	18
Future Vol, veh/h	539	13	11	235	4	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	586	14	12	255	4	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	600	0	745	300
Stage 1	-	-	-	-	593	-
Stage 2	-	-	-	-	152	-
Critical Hdwy	-	-	4.3	-	7	7.1
Critical Hdwy Stg 1	-	-	-	-	6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	2.3	-	3.6	3.4
Pot Cap-1 Maneuver	-	-	920	-	333	673
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	837	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	920	-	329	673
Mov Cap-2 Maneuver	-	-	-	-	329	-
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	826	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.4	9.74
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	783	-	-	920	-
HCM Lane V/C Ratio	0.031	-	-	0.013	-
HCM Control Delay (s/veh)	9.7	-	-	9	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	21	1096	28	11	1304	29	28	6	13	69	1	15
Future Volume (vph)	21	1096	28	11	1304	29	28	6	13	69	1	15
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	410		110	200		200	60		60	230		190
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor			0.96			0.96			0.98		0.98	0.98
Frt			0.850			0.850			0.850		0.867	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1511	3282	1352	1511	3282	1352	1511	1727	1352	1511	1399	1285
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1511	3282	1304	1511	3282	1304	1511	1727	1327	1511	1399	1261
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			128			128			128		8	128
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		1211			225			366			73	
Travel Time (s)		16.5			3.1			5.0			1.0	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	23	1191	30	12	1417	32	30	7	14	75	1	16
Shared Lane Traffic (%)												47%
Lane Group Flow (vph)	23	1191	30	12	1417	32	30	7	14	75	9	8
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.7	27.0	27.0	9.7	27.0	27.0	9.7	41.3	41.3	9.7	39.9	39.9
Total Split (s)	12.3	55.1	55.1	11.9	54.7	54.7	11.9	41.3	41.3	11.7	41.1	41.1
Total Split (%)	10.3%	45.9%	45.9%	9.9%	45.6%	45.6%	9.9%	34.4%	34.4%	9.8%	34.3%	34.3%
Maximum Green (s)	6.6	49.4	49.4	6.2	49.0	49.0	6.2	35.6	35.6	6.0	35.4	35.4
Yellow Time (s)	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
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	3.0
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		14.3	14.3		14.3	14.3		28.6	28.6		27.2	27.2
Pedestrian Calls (#/hr)		5	5		5	5		5	5		5	5
Act Effct Green (s)	6.5	60.0	60.0	6.1	57.6	57.6	6.3	10.4	10.4	6.2	10.6	10.6
Actuated g/C Ratio	0.07	0.68	0.68	0.07	0.65	0.65	0.07	0.12	0.12	0.07	0.12	0.12
v/c Ratio	0.21	0.53	0.03	0.12	0.66	0.04	0.28	0.03	0.05	0.71	0.05	0.03
Control Delay (s/veh)	48.9	13.2	0.1	47.9	17.1	0.1	51.1	33.2	0.4	78.1	20.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.9	13.2	0.1	47.9	17.1	0.1	51.1	33.2	0.4	78.1	20.0	0.1
LOS	D	B	A	D	B	A	D	C	A	E	B	A
Approach Delay (s/veh)		13.5			17.0			34.7			65.7	
Approach LOS		B			B			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 88.2			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay (s/veh): 17.3		Intersection LOS: B	
Intersection Capacity Utilization 61.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: Neely Rd/W Hurley Ave & Plaza Dr





Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	21	1096	28	11	1304	29	28	6	13	69	1	15
Future Volume (veh/h)	21	1096	28	11	1304	29	28	6	13	69	1	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.95
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	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	23	1191	30	12	1417	32	30	7	14	75	0	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	30	1924	770	23	1908	764	37	141	106	92	0	303
Arrive On Green	0.02	0.58	0.58	0.02	0.57	0.57	0.02	0.08	0.08	0.06	0.00	0.12
Sat Flow, veh/h	1537	3328	1332	1537	3328	1332	1537	1752	1319	1537	0	2605
Grp Volume(v), veh/h	23	1191	30	12	1417	32	30	7	14	75	0	17
Grp Sat Flow(s),veh/h/ln	1537	1664	1332	1537	1664	1332	1537	1752	1319	1537	0	1303
Q Serve(g_s), s	1.3	20.1	0.5	0.7	27.0	0.6	1.7	0.3	0.7	4.1	0.0	0.4
Cycle Q Clear(g_c), s	1.3	20.1	0.5	0.7	27.0	0.6	1.7	0.3	0.7	4.1	0.0	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	30	1924	770	23	1908	764	37	141	106	92	0	303
V/C Ratio(X)	0.76	0.62	0.04	0.52	0.74	0.04	0.82	0.05	0.13	0.82	0.00	0.06
Avail Cap(c_a), veh/h	119	1924	770	111	1908	764	111	730	549	108	0	1079
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.7	11.9	2.3	41.8	13.6	3.2	41.5	36.3	25.4	39.7	0.0	23.2
Incr Delay (d2), s/veh	31.5	1.5	0.1	16.9	2.7	0.1	33.9	0.1	0.6	33.1	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.2	0.2	0.3	8.5	0.2	0.9	0.1	0.3	2.3	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.2	13.4	2.4	58.7	16.2	3.3	75.4	36.4	25.9	72.8	0.0	23.3
LnGrp LOS	E	B	A	E	B	A	E	D	C	E		C
Approach Vol, veh/h		1244			1461			51			92	
Approach Delay, s/veh		14.2			16.3			56.5			63.7	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	55.1	10.8	12.6	7.4	54.7	7.7	15.7
Change Period (Y+Rc), s	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Max Green Setting (Gmax), s	6.2	49.4	6.0	35.6	6.6	49.0	6.2	35.4
Max Q Clear Time (g_c+I1), s	2.7	22.1	6.1	2.7	3.3	29.0	3.7	2.4
Green Ext Time (p_c), s	0.0	9.1	0.0	0.0	0.0	9.8	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	17.6
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

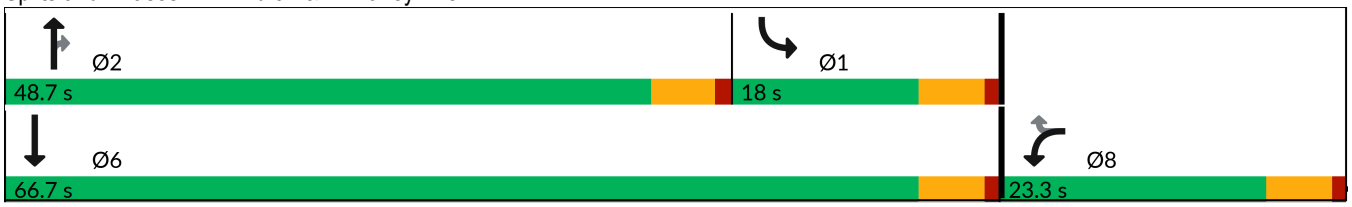


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	61	75	641	127	94	988
Future Volume (vph)	61	75	641	127	94	988
Ideal Flow (vphpl)	1750	1750	1900	1750	1750	1900
Storage Length (ft)	300	300		295	250	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.97	1.00	
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1511	1352	1727	1352	1511	1727
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1511	1352	1727	1309	1505	1727
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		82		138		
Link Speed (mph)	45		45			45
Link Distance (ft)	1104		2371			1360
Travel Time (s)	16.7		35.9			20.6
Confl. Peds. (#/hr)				5	5	
Confl. Bikes (#/hr)				2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	66	82	697	138	102	1074
Shared Lane Traffic (%)						
Lane Group Flow (vph)	66	82	697	138	102	1074
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.00	1.11	1.11	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.3	23.3	27.0	27.0	9.3	23.3
Total Split (s)	23.3	23.3	48.7	48.7	18.0	66.7
Total Split (%)	25.9%	25.9%	54.1%	54.1%	20.0%	74.1%
Maximum Green (s)	18.0	18.0	43.4	43.4	12.7	61.4
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag			Lead	Lead	Lag	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	Max
Walk Time (s)			7.0	7.0		
Flash Don't Walk (s)			14.7	14.7		
Pedestrian Calls (#/hr)			5	5		
Act Effct Green (s)	8.9	8.9	51.1	51.1	11.5	65.5
Actuated g/C Ratio	0.11	0.11	0.62	0.62	0.14	0.80
v/c Ratio	0.40	0.37	0.65	0.16	0.48	0.78
Control Delay (s/veh)	40.7	13.3	17.7	2.5	40.3	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.7	13.3	17.7	2.5	40.3	12.1
LOS	D	B	B	A	D	B
Approach Delay (s/veh)	25.5		15.2			14.5
Approach LOS	C		B			B

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 81.8			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 15.5		Intersection LOS: B	
Intersection Capacity Utilization 64.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: Rd 92 & W Hurley Ave





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	61	75	641	127	94	988
Future Volume (veh/h)	61	75	641	127	94	988
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		0.97	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	1614	1614	1752	1614	1614	1752
Adj Flow Rate, veh/h	66	82	697	138	102	1074
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	129	115	967	736	248	1368
Arrive On Green	0.08	0.08	0.55	0.55	0.16	0.78
Sat Flow, veh/h	1537	1367	1752	1332	1537	1752
Grp Volume(v), veh/h	66	82	697	138	102	1074
Grp Sat Flow(s),veh/h/ln	1537	1367	1752	1332	1537	1752
Q Serve(g_s), s	3.2	4.6	23.3	4.1	4.7	27.3
Cycle Q Clear(g_c), s	3.2	4.6	23.3	4.1	4.7	27.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	129	115	967	736	248	1368
V/C Ratio(X)	0.51	0.71	0.72	0.19	0.41	0.78
Avail Cap(c_a), veh/h	352	313	967	736	248	1368
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	34.5	35.1	13.1	8.8	29.6	4.9
Incr Delay (d2), s/veh	3.1	8.0	4.6	0.6	1.1	4.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.7	8.4	1.1	1.7	5.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	37.6	43.1	17.7	9.4	30.7	9.4
LnGrp LOS	D	D	B	A	C	A
Approach Vol, veh/h	148		835			1176
Approach Delay, s/veh	40.6		16.3			11.3
Approach LOS	D		B			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	18.0	48.7				66.7	11.9
Change Period (Y+Rc), s	5.3	5.3				5.3	5.3
Max Green Setting (Gmax), s	12.7	43.4				61.4	18.0
Max Q Clear Time (g_c+I1), s	6.7	25.3				29.3	6.6
Green Ext Time (p_c), s	0.1	4.7				10.3	0.3

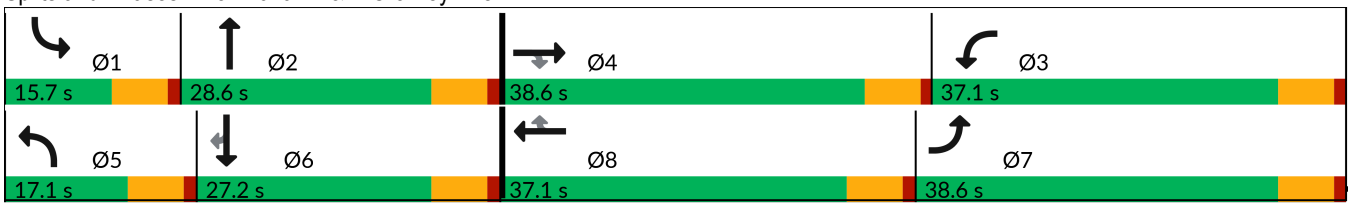
Intersection Summary							
HCM 7th Control Delay, s/veh			15.2				
HCM 7th LOS			B				

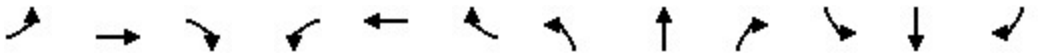
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	28	314	356	44	28	217	1106	188	53	1368	85
Future Volume (vph)	72	28	314	356	44	28	217	1106	188	53	1368	85
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	265		0	310		0	385		0	320		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor			0.98			0.98		1.00				0.96
Frt			0.850			0.850		0.978				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1511	1727	1352	1511	1727	1352	1511	4589	0	1511	4715	1352
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1511	1727	1329	1511	1727	1329	1511	4589	0	1511	4715	1305
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			247			136		24				136
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1062			630			650			1211	
Travel Time (s)		13.2			7.8			8.1			15.0	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	78	30	341	387	48	30	236	1202	204	58	1487	92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	30	341	387	48	30	236	1406	0	58	1487	92
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	2		1	2	1
Detector Template	Left					Right		Thru		Left	Thru	Right
Leading Detector (ft)	20	50	50	50	50	20	50	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	50	50	50	50	20	50	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94			94	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)								0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	55.6	55.6	55.6	54.1	54.1	54.1	34.1	34.1		32.7	32.7	32.7
Total Split (s)	38.6	38.6	38.6	37.1	37.1	37.1	17.1	28.6		15.7	27.2	27.2
Total Split (%)	32.2%	32.2%	32.2%	30.9%	30.9%	30.9%	14.3%	23.8%		13.1%	22.7%	22.7%
Maximum Green (s)	32.6	32.6	32.6	31.1	31.1	31.1	11.1	22.6		9.7	21.2	21.2
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
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
Recall Mode	None	None	None	None	None	None	None	Max		None	Max	Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	7.0
Flash Don't Walk (s)		42.6	42.6		41.1	41.1		21.1			19.7	19.7
Pedestrian Calls (#/hr)		5	5		5	5		5			5	5
Act Effct Green (s)	30.1	18.2	18.2	31.6	22.6	22.6	11.3	32.7		8.5	27.2	27.2
Actuated g/C Ratio	0.27	0.16	0.16	0.28	0.20	0.20	0.10	0.29		0.08	0.24	0.24
v/c Ratio	0.19	0.11	0.81	0.91	0.14	0.08	1.56	1.04		0.51	1.31	0.22
Control Delay (s/veh)	33.7	37.3	27.4	68.4	42.8	0.4	317.4	76.3		70.3	180.6	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	33.7	37.3	27.4	68.4	42.8	0.4	317.4	76.3		70.3	180.6	3.1
LOS	C	D	C	E	D	A	F	E		E	F	A
Approach Delay (s/veh)		29.2			61.4			111.0			166.7	
Approach LOS		C			E			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 112.7			
Natural Cycle: 180			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.56			
Intersection Signal Delay (s/veh): 118.5		Intersection LOS: F	
Intersection Capacity Utilization 87.5%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 5: Plaza Dr & E Crowley Ave





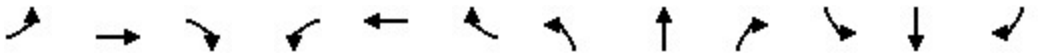
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	28	314	356	44	28	217	1106	188	53	1368	85
Future Volume (veh/h)	72	28	314	356	44	28	217	1106	188	53	1368	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	78	30	341	387	48	30	236	1202	204	58	1487	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	582	333	254	415	143	107	164	1079	183	71	973	268
Arrive On Green	0.38	0.19	0.19	0.27	0.08	0.08	0.11	0.26	0.26	0.05	0.20	0.20
Sat Flow, veh/h	1537	1752	1337	1537	1752	1319	1537	4093	695	1537	4782	1319
Grp Volume(v), veh/h	78	30	341	387	48	30	236	936	470	58	1487	92
Grp Sat Flow(s),veh/h/ln	1537	1752	1337	1537	1752	1319	1537	1594	1600	1537	1594	1319
Q Serve(g_s), s	3.5	1.5	14.4	25.6	2.7	1.8	11.1	27.5	27.5	3.9	21.2	2.4
Cycle Q Clear(g_c), s	3.5	1.5	14.4	25.6	2.7	1.8	11.1	27.5	27.5	3.9	21.2	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.43	1.00		1.00
Lane Grp Cap(c), veh/h	582	333	254	415	143	107	164	840	422	71	973	268
V/C Ratio(X)	0.13	0.09	1.34	0.93	0.34	0.28	1.44	1.11	1.11	0.82	1.53	0.34
Avail Cap(c_a), veh/h	582	548	418	458	523	394	164	840	422	143	973	268
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	21.2	34.8	22.3	37.1	45.2	30.6	46.6	38.4	38.4	49.3	41.5	5.1
Incr Delay (d2), s/veh	0.1	0.1	171.5	25.0	1.4	1.4	230.1	67.3	78.6	19.6	243.3	3.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.6	16.2	11.7	1.2	0.7	14.5	17.7	19.1	1.8	29.7	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.3	34.9	193.8	62.1	46.6	32.0	276.7	105.7	117.0	68.9	284.8	8.6
LnGrp LOS	C	C	F	E	D	C	F	F	F	E	F	A
Approach Vol, veh/h		449			465			1642			1637	
Approach Delay, s/veh		153.2			58.6			133.5			261.6	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	33.5	34.1	25.8	17.1	27.2	45.5	14.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.7	22.6	31.1	32.6	11.1	21.2	32.6	31.1
Max Q Clear Time (g_c+I1), s	5.9	29.5	27.6	16.4	13.1	23.2	5.5	4.7
Green Ext Time (p_c), s	0.0	0.0	0.5	1.4	0.0	0.0	0.2	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	177.3
HCM 7th LOS	F

Notes

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

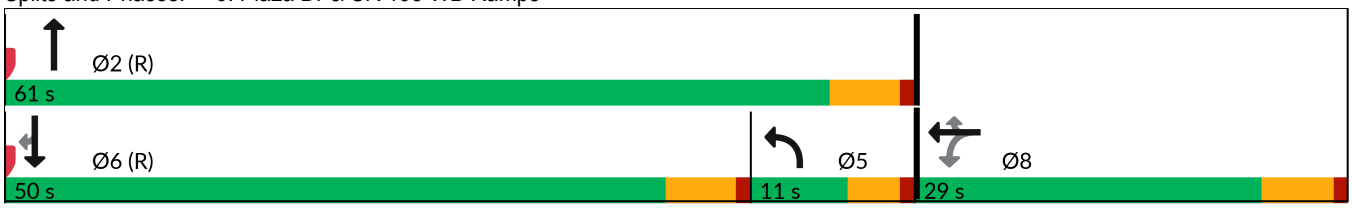


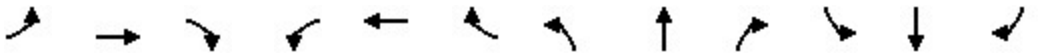
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	113	2	670	55	606	0	0	986	673
Future Volume (vph)	0	0	0	113	2	670	55	606	0	0	986	673
Ideal Flow (vphpl)	1900	1900	1900	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		0	250		250	220		0	0		530
Storage Lanes	0		0	0		2	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor							1.00					0.97
Frt						0.850						0.850
Flt Protected					0.953		0.950					
Satd. Flow (prot)	0	0	0	0	1646	2380	1511	4715	0	0	4715	1352
Flt Permitted					0.953		0.950					
Satd. Flow (perm)	0	0	0	0	1646	2380	1508	4715	0	0	4715	1310
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						475						732
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		238			262			552			426	
Travel Time (s)		3.2			3.6			7.5			5.8	
Confl. Peds. (#/hr)							5					5
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	123	2	728	60	659	0	0	1072	732
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	125	728	60	659	0	0	1072	732
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	1	1	1			1	1
Detector Template												
Leading Detector (ft)				50	50	50	50	50			50	50
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				50	50	50	50	50			50	50
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Detector Phase				8	8	8	5	2			6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Minimum Split (s)				23.7	23.7	23.7	8.5	28.4			28.4	28.4
Total Split (s)				29.0	29.0	29.0	11.0	61.0			50.0	50.0
Total Split (%)				32.2%	32.2%	32.2%	12.2%	67.8%			55.6%	55.6%
Maximum Green (s)				23.3	23.3	23.3	6.5	55.3			44.3	44.3
Yellow Time (s)				4.7	4.7	4.7	3.5	4.7			4.7	4.7
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					5.7	5.7	4.5	5.7			5.7	5.7
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)								7.0			7.0	7.0
Flash Don't Walk (s)								15.7			15.7	15.7
Pedestrian Calls (#/hr)								5			5	5
Act Effct Green (s)					17.1	17.1	6.3	61.5			52.7	52.7
Actuated g/C Ratio					0.19	0.19	0.07	0.68			0.59	0.59
v/c Ratio					0.40	0.87	0.57	0.20			0.39	0.68
Control Delay (s/veh)					34.0	23.4	61.8	6.2			12.1	5.0
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)					34.0	23.4	61.8	6.2			12.1	5.0
LOS					C	C	E	A			B	A
Approach Delay (s/veh)					25.0			10.8			9.2	
Approach LOS					C			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 13.5		Intersection LOS: B	
Intersection Capacity Utilization 68.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 6: Plaza Dr & SR 198 WB Ramps





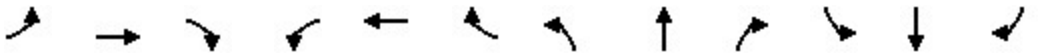
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	113	2	670	55	606	0	0	986	673
Future Volume (veh/h)	0	0	0	113	2	670	55	606	0	0	986	673
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1614	1752	1614	1614	1752	0	0	1752	1614
Adj Flow Rate, veh/h				123	2	728	60	659	0	0	1072	732
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				10	10	10	10	10	0	0	10	10
Cap, veh/h				425	7	623	90	2939	0	0	2354	655
Arrive On Green				0.26	0.26	0.26	0.06	0.61	0.00	0.00	0.49	0.49
Sat Flow, veh/h				1643	27	2407	1537	4940	0	0	4940	1331
Grp Volume(v), veh/h				125	0	728	60	659	0	0	1072	732
Grp Sat Flow(s),veh/h/ln				1670	0	1203	1537	1594	0	0	1594	1331
Q Serve(g_s), s				5.4	0.0	23.3	3.4	5.5	0.0	0.0	13.2	44.3
Cycle Q Clear(g_c), s				5.4	0.0	23.3	3.4	5.5	0.0	0.0	13.2	44.3
Prop In Lane				0.98		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				432	0	623	90	2939	0	0	2354	655
V/C Ratio(X)				0.29	0.00	1.17	0.66	0.22	0.00	0.00	0.46	1.12
Avail Cap(c_a), veh/h				432	0	623	111	2939	0	0	2354	655
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.92	0.92	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				26.7	0.0	33.3	41.5	7.8	0.0	0.0	15.0	22.9
Incr Delay (d2), s/veh				0.4	0.0	92.3	9.5	0.2	0.0	0.0	0.6	71.9
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.0	0.0	14.2	1.5	1.5	0.0	0.0	4.2	24.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				27.1	0.0	125.6	51.0	7.9	0.0	0.0	15.6	94.8
LnGrp LOS				C		F	D	A			B	F
Approach Vol, veh/h					853			719			1804	
Approach Delay, s/veh					111.2			11.5			47.7	
Approach LOS					F			B			D	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	61.0		11.0	50.0		29.0						
Change Period (Y+Rc), s	5.7		5.7	* 5.7		5.7						
Max Green Setting (Gmax), s	55.3		6.5	* 44		23.3						
Max Q Clear Time (g_c+I1), s	7.5		5.4	46.3		25.3						
Green Ext Time (p_c), s	3.1		0.0	0.0		0.0						

Intersection Summary	
HCM 7th Control Delay, s/veh	56.0
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	56	2	227	115	477	0	0	663	186
Future Volume (vph)	0	0	0	56	2	227	115	477	0	0	663	186
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		0	0		465	245		0	0		145
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850						0.850
Flt Protected					0.954		0.950					
Satd. Flow (prot)	0	0	0	0	1648	1352	1511	1727	0	0	1727	1352
Flt Permitted					0.954		0.950					
Satd. Flow (perm)	0	0	0	0	1648	1352	1511	1727	0	0	1727	1352
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		431			435			616			2371	
Travel Time (s)		5.3			5.4			7.6			29.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	61	2	247	125	518	0	0	721	202
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	63	247	125	518	0	0	721	202
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

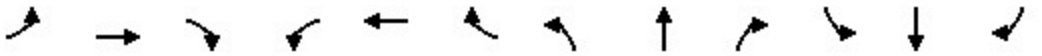
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.7%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	100.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	56	2	227	115	477	0	0	663	186
Future Vol, veh/h	0	0	0	56	2	227	115	477	0	0	663	186
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	0	0	0	61	2	247	125	518	0	0	721	202
Number of Lanes	0	0	0	0	1	1	1	1	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay, s/veh	16.9	54.9	160.8
HCM LOS	C	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	97%	0%	0%	0%
Vol Thru, %	0%	100%	3%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	115	477	58	227	663	186
LT Vol	115	0	56	0	0	0
Through Vol	0	477	2	0	663	0
RT Vol	0	0	0	227	0	186
Lane Flow Rate	125	518	63	247	721	202
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.256	0.99	0.147	0.495	1.379	0.347
Departure Headway (Hd)	7.851	7.338	8.964	7.738	6.889	6.173
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	460	498	403	469	526	580
Service Time	5.551	5.038	6.664	5.438	4.644	3.928
HCM Lane V/C Ratio	0.272	1.04	0.156	0.527	1.371	0.348
HCM Control Delay, s/veh	13.2	65	13.2	17.8	202.5	12.2
HCM Lane LOS	B	F	B	C	F	B
HCM 95th-tile Q	1	13.2	0.5	2.7	32.7	1.5

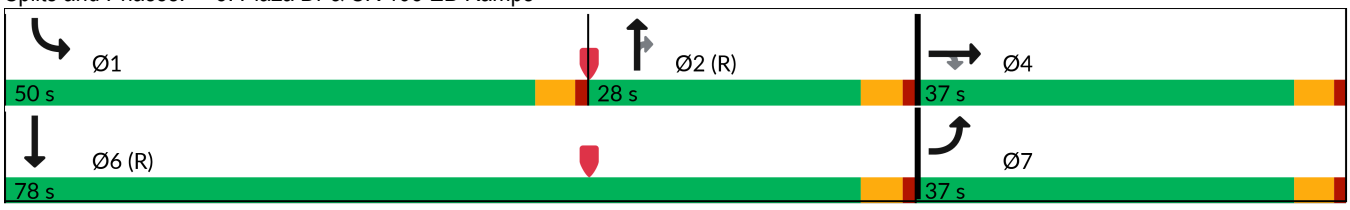


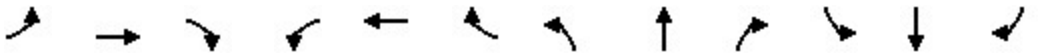
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	419	8	101	0	0	0	0	169	69	750	340	0
Future Volume (vph)	419	8	101	0	0	0	0	169	69	750	340	0
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	245		245	0		0	0		120	295		0
Storage Lanes	1		1	0		0	0		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	1.00
Ped Bike Factor									0.98			
Frt			0.850						0.850			
Flt Protected	0.950	0.954								0.950		
Satd. Flow (prot)	1436	1565	1352	0	0	0	0	3282	1352	2932	4715	0
Flt Permitted	0.950	0.954								0.950		
Satd. Flow (perm)	1436	1565	1352	0	0	0	0	3282	1322	2932	4715	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			110						75			
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		254			252			518			552	
Travel Time (s)		3.5			3.4			7.1			7.5	
Confl. Peds. (#/hr)									5			5
Confl. Bikes (#/hr)									2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	455	9	110	0	0	0	0	184	75	815	370	0
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	232	232	110	0	0	0	0	184	75	815	370	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1					1	1	1	1	
Detector Template												
Leading Detector (ft)	50	50	50					50	50	50	50	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	50	50	50					50	50	50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Turn Type	Prot	NA	Perm					NA	Perm	Prot	NA	
Protected Phases	7	4						2		1	6	
Permitted Phases			4						2			
Detector Phase	7	4	4					2	2	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)	8.5	22.5	22.5					25.8	25.8	8.5	22.9	
Total Split (s)	37.0	37.0	37.0					28.0	28.0	50.0	78.0	
Total Split (%)	32.2%	32.2%	32.2%					24.3%	24.3%	43.5%	67.8%	
Maximum Green (s)	32.5	32.5	32.5					23.5	23.5	45.5	73.5	
Yellow Time (s)	3.5	3.5	3.5					3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0					1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5					4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Recall Mode	None	None	None					C-Max	C-Max	None	C-Max	
Walk Time (s)								7.0	7.0		7.0	
Flash Don't Walk (s)								14.3	14.3		11.4	
Pedestrian Calls (#/hr)								5	5		5	
Act Effct Green (s)	32.5	32.5	32.5					30.8	30.8	38.2	73.5	
Actuated g/C Ratio	0.28	0.28	0.28					0.27	0.27	0.33	0.64	
v/c Ratio	0.57	0.52	0.24					0.21	0.18	0.84	0.12	
Control Delay (s/veh)	41.9	39.9	7.2					35.1	9.6	43.7	8.3	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	41.9	39.9	7.2					35.1	9.6	43.7	8.3	
LOS	D	D	A					D	A	D	A	
Approach Delay (s/veh)		34.4						27.7			32.6	
Approach LOS		C						C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay (s/veh): 32.5		Intersection LOS: C	
Intersection Capacity Utilization 68.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 8: Plaza Dr & SR 198 EB Ramps





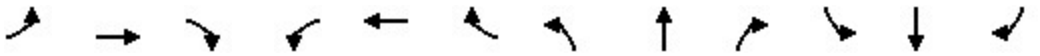
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	419	8	101	0	0	0	0	169	69	750	340	0
Future Volume (veh/h)	419	8	101	0	0	0	0	169	69	750	340	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614				0	1752	1614	1614	1752	0
Adj Flow Rate, veh/h	461	0	110				0	184	75	815	370	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10				0	10	10	10	10	0
Cap, veh/h	555	0	247				0	1316	532	914	3545	0
Arrive On Green	0.18	0.00	0.18				0.00	0.40	0.40	0.31	0.74	0.00
Sat Flow, veh/h	3073	0	1367				0	3416	1344	2981	4940	0
Grp Volume(v), veh/h	461	0	110				0	184	75	815	370	0
Grp Sat Flow(s),veh/h/ln	1537	0	1367				0	1664	1344	1491	1594	0
Q Serve(g_s), s	16.6	0.0	8.2				0.0	4.1	4.1	30.0	2.5	0.0
Cycle Q Clear(g_c), s	16.6	0.0	8.2				0.0	4.1	4.1	30.0	2.5	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	555	0	247				0	1316	532	914	3545	0
V/C Ratio(X)	0.83	0.00	0.45				0.00	0.14	0.14	0.89	0.10	0.00
Avail Cap(c_a), veh/h	869	0	386				0	1316	532	1179	3545	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.93	0.93	0.00
Uniform Delay (d), s/veh	45.4	0.0	42.0				0.0	22.2	22.3	38.0	4.2	0.0
Incr Delay (d2), s/veh	4.0	0.0	1.3				0.0	0.2	0.6	6.8	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	0.0	2.8				0.0	1.6	1.3	11.2	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.4	0.0	43.3				0.0	22.5	22.8	44.8	4.2	0.0
LnGrp LOS	D		D					C	C	D	A	
Approach Vol, veh/h		571						259			1185	
Approach Delay, s/veh		48.2						22.6			32.2	
Approach LOS		D						C			C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	39.8	50.0		25.3		89.7
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	45.5	23.5		32.5		73.5
Max Q Clear Time (g_c+I1), s	32.0	6.1		18.6		4.5
Green Ext Time (p_c), s	3.3	0.9		2.1		1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	35.5
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	249	1	130	0	0	0	0	292	39	441	331	0
Future Volume (vph)	249	1	130	0	0	0	0	292	39	441	331	0
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		280	0		0	0		75	215		0
Storage Lanes	0		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			
Flt Protected		0.953								0.950		
Satd. Flow (prot)	0	1646	1352	0	0	0	0	1727	1352	1511	1727	0
Flt Permitted		0.953								0.950		
Satd. Flow (perm)	0	1646	1352	0	0	0	0	1727	1352	1511	1727	0
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		325			418			564			616	
Travel Time (s)		4.0			5.2			7.0			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	271	1	141	0	0	0	0	317	42	479	360	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	272	141	0	0	0	0	317	42	479	360	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.7%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	35.5
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	249	1	130	0	0	0	0	292	39	441	331	0
Future Vol, veh/h	249	1	130	0	0	0	0	292	39	441	331	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	271	1	141	0	0	0	0	317	42	479	360	0
Number of Lanes	0	1	1	0	0	0	0	1	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	19.9	23.2	48.5
HCM LOS	C	C	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	292	39	250	130	441	331
LT Vol	0	0	249	0	441	0
Through Vol	292	0	1	0	0	331
RT Vol	0	39	0	130	0	0
Lane Flow Rate	317	42	272	141	479	360
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.675	0.082	0.621	0.275	0.995	0.696
Departure Headway (Hd)	7.651	6.931	8.331	7.105	7.476	6.964
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	473	519	437	509	489	522
Service Time	5.367	4.647	6.031	4.805	5.176	4.664
HCM Lane V/C Ratio	0.67	0.081	0.622	0.277	0.98	0.69
HCM Control Delay, s/veh	24.9	10.3	23.7	12.5	66.9	24.1
HCM Lane LOS	C	B	C	B	F	C
HCM 95th-tile Q	4.9	0.3	4.1	1.1	13.3	5.4



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	31	7	8	103	174	29
Future Volume (vph)	31	7	8	103	174	29
Ideal Flow (vphpl)	1750	1750	1750	1900	1900	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.974				0.980	
Flt Protected	0.961			0.996		
Satd. Flow (prot)	1489	0	0	1720	1693	0
Flt Permitted	0.961			0.996		
Satd. Flow (perm)	1489	0	0	1720	1693	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	1886			660	2786	
Travel Time (s)	23.4			8.2	34.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	34	8	9	112	189	32
Shared Lane Traffic (%)						
Lane Group Flow (vph)	42	0	0	121	221	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.00	1.00	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Yield	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	7	8	103	174	29
Future Vol, veh/h	31	7	8	103	174	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Yield	Yield	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	34	8	9	112	189	32

Major/Minor	Minor2			Major2	
Conflicting Flow All	189	189		-	0
Stage 1	189	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	6.5	6.3		-	-
Critical Hdwy Stg 1	5.5	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.59	3.39		-	-
Pot Cap-1 Maneuver	782	833		-	0
Stage 1	824	-		-	0
Stage 2	-	-		-	0
Platoon blocked, %				-	
Mov Cap-1 Maneuver	782	833		-	-
Mov Cap-2 Maneuver	782	-		-	-
Stage 1	824	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s/v	8.96	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	951	-
HCM Lane V/C Ratio	0.043	-
HCM Control Delay (s/veh)	9	-
HCM Lane LOS	A	-
HCM 95th %tile Q(veh)	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	51	95	93	34	22	162
Future Volume (vph)	51	95	93	34	22	162
Ideal Flow (vphpl)	1750	1750	1750	1900	1900	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.912				0.881	
Flt Protected	0.983			0.965		
Satd. Flow (prot)	1426	0	0	1667	1522	0
Flt Permitted	0.983			0.965		
Satd. Flow (perm)	1426	0	0	1667	1522	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	998			1254	653	
Travel Time (s)	12.4			15.5	8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	55	103	101	37	24	176
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	0	0	138	200	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.00	1.00	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Yield	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	95	93	34	22	162
Future Vol, veh/h	51	95	93	34	22	162
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Yield	Yield	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	55	103	101	37	24	176

Major/Minor	Minor2			Major2	
Conflicting Flow All	112	112		-	0
Stage 1	112	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	6.5	6.3		-	-
Critical Hdwy Stg 1	5.5	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.59	3.39		-	-
Pot Cap-1 Maneuver	866	920		-	-
Stage 1	893	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	866	920		-	-
Mov Cap-2 Maneuver	866	-		-	-
Stage 1	893	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s/v	9.85	0
HCM LOS	A	

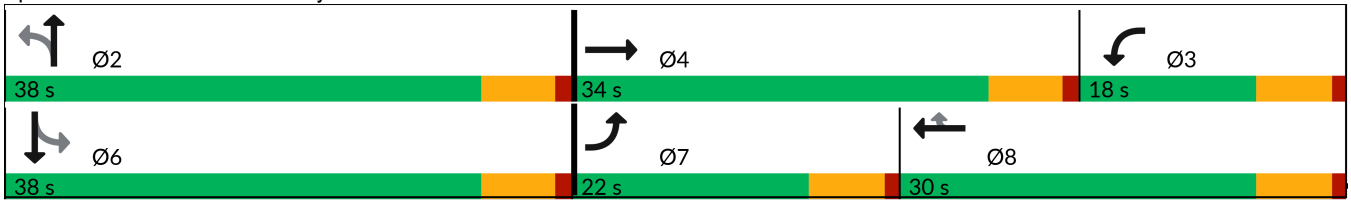
Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	900	-	-
HCM Lane V/C Ratio	0.176	-	-
HCM Control Delay (s/veh)	9.9	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.6	-	-

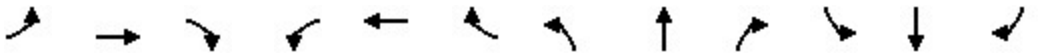
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	344	39	45	248	8	45	50	117	106	128	103
Future Volume (vph)	30	344	39	45	248	8	45	50	117	106	128	103
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	315		0	570		150	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.96		0.99			0.99	
Frt		0.985				0.850		0.925			0.959	
Flt Protected	0.950			0.950				0.989			0.985	
Satd. Flow (prot)	1511	3221	0	1511	3282	1352	0	1564	0	0	1623	0
Flt Permitted	0.950			0.950				0.867			0.822	
Satd. Flow (perm)	1511	3221	0	1511	3282	1300	0	1372	0	0	1354	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14				109		77			27	
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		726			1305			2786			1444	
Travel Time (s)		9.0			16.2			34.5			17.9	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	33	374	42	49	270	9	49	54	127	115	139	112
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	416	0	49	270	9	0	230	0	0	366	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	7	4		3	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	24.1		10.0	24.0	24.0	34.1	34.1		32.7	32.7	
Total Split (s)	22.0	34.0		18.0	30.0	30.0	38.0	38.0		38.0	38.0	
Total Split (%)	24.4%	37.8%		20.0%	33.3%	33.3%	42.2%	42.2%		42.2%	42.2%	
Maximum Green (s)	16.0	28.0		12.0	24.0	24.0	32.0	32.0		32.0	32.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		11.1			6.9	6.9	21.1	21.1		19.7	19.7	
Pedestrian Calls (#/hr)		5			5	5	5	5		5	5	
Act Effct Green (s)	7.2	13.7		7.8	16.6	16.6		32.9			32.9	
Actuated g/C Ratio	0.11	0.20		0.12	0.25	0.25		0.49			0.49	
v/c Ratio	0.20	0.62		0.28	0.33	0.02		0.32			0.54	
Control Delay (s/veh)	34.0	28.8		34.3	22.6	0.1		10.8			17.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay (s/veh)	34.0	28.8		34.3	22.6	0.1		10.8			17.7	
LOS	C	C		C	C	A		B			B	
Approach Delay (s/veh)		29.2			23.8			10.8			17.7	
Approach LOS		C			C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 67			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay (s/veh): 21.8		Intersection LOS: C	
Intersection Capacity Utilization 59.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: N Kelsey St & W Goshen Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	344	39	45	248	8	45	50	117	106	128	103
Future Volume (veh/h)	30	344	39	45	248	8	45	50	117	106	128	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	33	374	42	49	270	9	49	54	127	115	139	112
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	43	560	62	57	651	258	186	209	403	266	311	222
Arrive On Green	0.03	0.19	0.19	0.04	0.20	0.20	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	1537	3006	335	1537	3328	1318	237	421	811	388	625	447
Grp Volume(v), veh/h	33	206	210	49	270	9	230	0	0	366	0	0
Grp Sat Flow(s),veh/h/ln	1537	1664	1676	1537	1664	1318	1469	0	0	1460	0	0
Q Serve(g_s), s	1.4	7.4	7.5	2.0	4.6	0.4	0.0	0.0	0.0	4.4	0.0	0.0
Cycle Q Clear(g_c), s	1.4	7.4	7.5	2.0	4.6	0.4	5.5	0.0	0.0	10.0	0.0	0.0
Prop In Lane	1.00		0.20	1.00		1.00	0.21		0.55	0.31		0.31
Lane Grp Cap(c), veh/h	43	310	312	57	651	258	798	0	0	799	0	0
V/C Ratio(X)	0.78	0.66	0.67	0.86	0.41	0.03	0.29	0.00	0.00	0.46	0.00	0.00
Avail Cap(c_a), veh/h	382	724	729	286	1241	491	798	0	0	799	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	31.1	24.3	24.4	30.8	22.7	21.0	9.5	0.0	0.0	10.5	0.0	0.0
Incr Delay (d2), s/veh	25.2	2.4	2.5	29.1	0.4	0.1	0.9	0.0	0.0	1.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.7	2.7	1.1	1.6	0.1	1.5	0.0	0.0	2.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.3	26.7	26.9	59.9	23.1	21.0	10.4	0.0	0.0	12.4	0.0	0.0
LnGrp LOS	E	C	C	E	C	C	B			B		
Approach Vol, veh/h		449			328			230			366	
Approach Delay, s/veh		29.0			28.5			10.4			12.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		38.0	8.4	18.0		38.0	7.8	18.6				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		32.0	12.0	28.0		32.0	16.0	24.0				
Max Q Clear Time (g_c+I1), s		7.5	4.0	9.5		12.0	3.4	6.6				
Green Ext Time (p_c), s		1.2	0.0	1.9		2.0	0.0	1.3				

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



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	571	42	45	255	49	71
Future Volume (vph)	571	42	45	255	49	71
Ideal Flow (vphpl)	1900	1750	1750	1900	1750	1750
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.990				0.920	
Flt Protected			0.950		0.980	
Satd. Flow (prot)	3249	0	1511	3282	1434	0
Flt Permitted			0.950		0.980	
Satd. Flow (perm)	3249	0	1511	3282	1434	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	1304			1338	1362	
Travel Time (s)	16.2			16.6	16.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	621	46	49	277	53	77
Shared Lane Traffic (%)						
Lane Group Flow (vph)	667	0	49	277	130	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.11	1.11	1.00	1.11	1.11
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	571	42	45	255	49	71
Future Vol, veh/h	571	42	45	255	49	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	621	46	49	277	53	77

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	666	0	880	333
Stage 1	-	-	-	-	643	-
Stage 2	-	-	-	-	236	-
Critical Hdwy	-	-	4.3	-	7	7.1
Critical Hdwy Stg 1	-	-	-	-	6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	2.3	-	3.6	3.4
Pot Cap-1 Maneuver	-	-	867	-	272	640
Stage 1	-	-	-	-	464	-
Stage 2	-	-	-	-	757	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	867	-	256	640
Mov Cap-2 Maneuver	-	-	-	-	256	-
Stage 1	-	-	-	-	464	-
Stage 2	-	-	-	-	714	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.41	13.09
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	575	-	-	867	-
HCM Lane V/C Ratio	0.227	-	-	0.056	-
HCM Control Delay (s/veh)	13.1	-	-	9.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.9	-	-	0.2	-



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	21	1131	28	11	1327	29	28	6	13	69	1	15
Future Volume (vph)	21	1131	28	11	1327	29	28	6	13	69	1	15
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	410		110	200		200	60		60	230		190
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor			0.96			0.96			0.98		0.98	0.98
Frt			0.850			0.850			0.850		0.867	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1511	3282	1352	1511	3282	1352	1511	1727	1352	1511	1399	1285
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1511	3282	1304	1511	3282	1304	1511	1727	1327	1511	1399	1261
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			128			128			128		8	128
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		1211			225			366			73	
Travel Time (s)		16.5			3.1			5.0			1.0	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	23	1229	30	12	1442	32	30	7	14	75	1	16
Shared Lane Traffic (%)												47%
Lane Group Flow (vph)	23	1229	30	12	1442	32	30	7	14	75	9	8
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.7	27.0	27.0	9.7	27.0	27.0	9.7	41.3	41.3	9.7	39.9	39.9
Total Split (s)	12.3	55.1	55.1	11.9	54.7	54.7	11.9	41.3	41.3	11.7	41.1	41.1
Total Split (%)	10.3%	45.9%	45.9%	9.9%	45.6%	45.6%	9.9%	34.4%	34.4%	9.8%	34.3%	34.3%
Maximum Green (s)	6.6	49.4	49.4	6.2	49.0	49.0	6.2	35.6	35.6	6.0	35.4	35.4
Yellow Time (s)	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
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	3.0
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		14.3	14.3		14.3	14.3		28.6	28.6		27.2	27.2
Pedestrian Calls (#/hr)		5	5		5	5		5	5		5	5
Act Effct Green (s)	6.5	60.0	60.0	6.1	57.6	57.6	6.3	10.4	10.4	6.2	10.6	10.6
Actuated g/C Ratio	0.07	0.68	0.68	0.07	0.65	0.65	0.07	0.12	0.12	0.07	0.12	0.12
v/c Ratio	0.21	0.55	0.03	0.12	0.67	0.04	0.28	0.03	0.05	0.71	0.05	0.03
Control Delay (s/veh)	48.9	13.4	0.1	47.9	17.3	0.1	51.1	33.2	0.4	78.1	20.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.9	13.4	0.1	47.9	17.3	0.1	51.1	33.2	0.4	78.1	20.0	0.1
LOS	D	B	A	D	B	A	D	C	A	E	B	A
Approach Delay (s/veh)		13.8			17.2			34.7			65.7	
Approach LOS		B			B			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 88.2			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay (s/veh): 17.5		Intersection LOS: B	
Intersection Capacity Utilization 62.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: Neely Rd/W Hurley Ave & Plaza Dr





Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	21	1131	28	11	1327	29	28	6	13	69	1	15
Future Volume (veh/h)	21	1131	28	11	1327	29	28	6	13	69	1	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.95
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	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	23	1229	30	12	1442	32	30	7	14	75	0	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	30	1924	770	23	1908	764	37	141	106	92	0	303
Arrive On Green	0.02	0.58	0.58	0.02	0.57	0.57	0.02	0.08	0.08	0.06	0.00	0.12
Sat Flow, veh/h	1537	3328	1332	1537	3328	1332	1537	1752	1319	1537	0	2605
Grp Volume(v), veh/h	23	1229	30	12	1442	32	30	7	14	75	0	17
Grp Sat Flow(s),veh/h/ln	1537	1664	1332	1537	1664	1332	1537	1752	1319	1537	0	1303
Q Serve(g_s), s	1.3	21.1	0.5	0.7	27.9	0.6	1.7	0.3	0.7	4.1	0.0	0.4
Cycle Q Clear(g_c), s	1.3	21.1	0.5	0.7	27.9	0.6	1.7	0.3	0.7	4.1	0.0	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	30	1924	770	23	1908	764	37	141	106	92	0	303
V/C Ratio(X)	0.76	0.64	0.04	0.52	0.76	0.04	0.82	0.05	0.13	0.82	0.00	0.06
Avail Cap(c_a), veh/h	119	1924	770	111	1908	764	111	730	549	108	0	1079
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.7	12.1	2.3	41.8	13.7	3.2	41.5	36.3	25.4	39.7	0.0	23.2
Incr Delay (d2), s/veh	31.5	1.6	0.1	16.9	2.8	0.1	33.9	0.1	0.6	33.1	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.5	0.2	0.3	8.8	0.2	0.9	0.1	0.3	2.3	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.2	13.7	2.4	58.7	16.6	3.3	75.4	36.4	25.9	72.8	0.0	23.3
LnGrp LOS	E	B	A	E	B	A	E	D	C	E		C
Approach Vol, veh/h		1282			1486			51			92	
Approach Delay, s/veh		14.5			16.6			56.5			63.7	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	55.1	10.8	12.6	7.4	54.7	7.7	15.7
Change Period (Y+Rc), s	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7
Max Green Setting (Gmax), s	6.2	49.4	6.0	35.6	6.6	49.0	6.2	35.4
Max Q Clear Time (g_c+I1), s	2.7	23.1	6.1	2.7	3.3	29.9	3.7	2.4
Green Ext Time (p_c), s	0.0	9.3	0.0	0.0	0.0	9.8	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	17.9
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



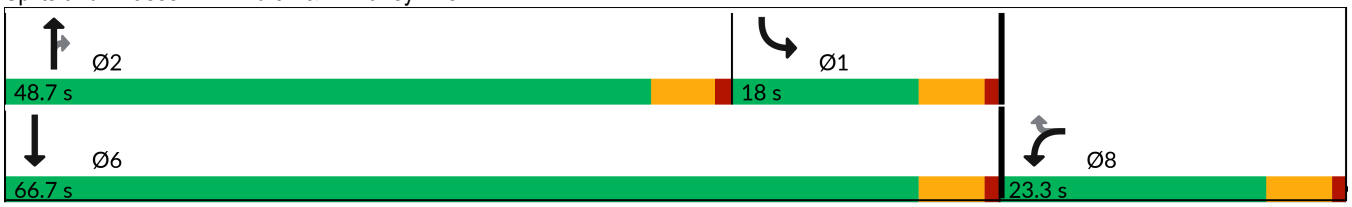
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	61	75	675	127	94	1041
Future Volume (vph)	61	75	675	127	94	1041
Ideal Flow (vphpl)	1750	1750	1900	1750	1750	1900
Storage Length (ft)	300	300		295	250	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.97	1.00	
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1511	1352	1727	1352	1511	1727
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1511	1352	1727	1309	1506	1727
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		82		138		
Link Speed (mph)	45		45			45
Link Distance (ft)	1104		2371			1360
Travel Time (s)	16.7		35.9			20.6
Confl. Peds. (#/hr)				5	5	
Confl. Bikes (#/hr)				2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	66	82	734	138	102	1132
Shared Lane Traffic (%)						
Lane Group Flow (vph)	66	82	734	138	102	1132
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.00	1.11	1.11	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.3	23.3	27.0	27.0	9.3	23.3
Total Split (s)	23.3	23.3	48.7	48.7	18.0	66.7
Total Split (%)	25.9%	25.9%	54.1%	54.1%	20.0%	74.1%
Maximum Green (s)	18.0	18.0	43.4	43.4	12.7	61.4
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag			Lead	Lead	Lag	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	Max
Walk Time (s)			7.0	7.0		
Flash Don't Walk (s)			14.7	14.7		
Pedestrian Calls (#/hr)			5	5		
Act Effct Green (s)	8.9	8.9	51.1	51.1	11.5	65.5
Actuated g/C Ratio	0.11	0.11	0.62	0.62	0.14	0.80
v/c Ratio	0.40	0.37	0.68	0.16	0.48	0.82
Control Delay (s/veh)	40.7	13.3	19.0	2.5	40.3	14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.7	13.3	19.0	2.5	40.3	14.1
LOS	D	B	B	A	D	B
Approach Delay (s/veh)	25.5		16.4			16.3
Approach LOS	C		B			B

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 81.8			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 16.9		Intersection LOS: B	
Intersection Capacity Utilization 67.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: Rd 92 & W Hurley Ave

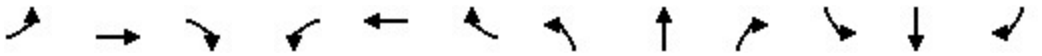




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	61	75	675	127	94	1041
Future Volume (veh/h)	61	75	675	127	94	1041
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		0.97	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1614	1614	1752	1614	1614	1752
Adj Flow Rate, veh/h	66	82	734	138	102	1132
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	129	115	967	736	248	1368
Arrive On Green	0.08	0.08	0.55	0.55	0.16	0.78
Sat Flow, veh/h	1537	1367	1752	1332	1537	1752
Grp Volume(v), veh/h	66	82	734	138	102	1132
Grp Sat Flow(s),veh/h/ln	1537	1367	1752	1332	1537	1752
Q Serve(g_s), s	3.2	4.6	25.4	4.1	4.7	31.4
Cycle Q Clear(g_c), s	3.2	4.6	25.4	4.1	4.7	31.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	129	115	967	736	248	1368
V/C Ratio(X)	0.51	0.71	0.76	0.19	0.41	0.83
Avail Cap(c_a), veh/h	352	313	967	736	248	1368
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	34.5	35.1	13.6	8.8	29.6	5.3
Incr Delay (d2), s/veh	3.1	8.0	5.6	0.6	1.1	5.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.7	9.3	1.1	1.7	6.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	37.6	43.1	19.1	9.4	30.7	11.2
LnGrp LOS	D	D	B	A	C	B
Approach Vol, veh/h	148		872			1234
Approach Delay, s/veh	40.6		17.6			12.8
Approach LOS	D		B			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	18.0	48.7				66.7	11.9
Change Period (Y+Rc), s	5.3	5.3				5.3	5.3
Max Green Setting (Gmax), s	12.7	43.4				61.4	18.0
Max Q Clear Time (g_c+I1), s	6.7	27.4				33.4	6.6
Green Ext Time (p_c), s	0.1	4.7				10.9	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	16.5
HCM 7th LOS	B

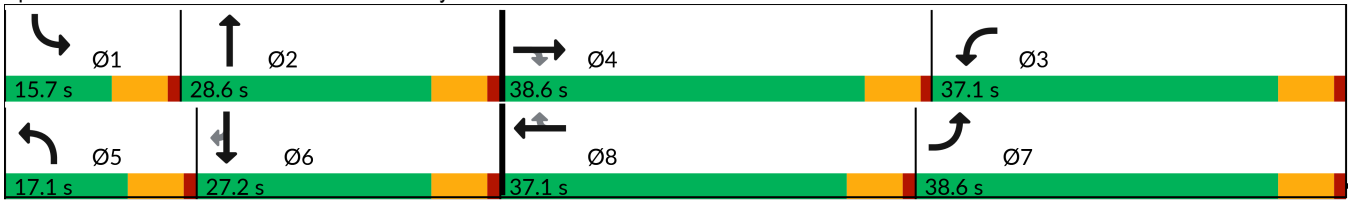


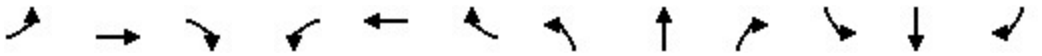
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	28	314	425	44	63	217	1106	233	76	1368	85
Future Volume (vph)	72	28	314	425	44	63	217	1106	233	76	1368	85
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	265		0	310		0	385		0	320		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor			0.98			0.98		0.99				0.96
Frt			0.850			0.850		0.974				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1511	1727	1352	1511	1727	1352	1511	4565	0	1511	4715	1352
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1511	1727	1329	1511	1727	1329	1511	4565	0	1511	4715	1305
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			222			136		33				136
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1062			630			650			1211	
Travel Time (s)		13.2			7.8			8.1			15.0	
Confl. Peds. (#/hr)			5			5			5			5
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	78	30	341	462	48	68	236	1202	253	83	1487	92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	30	341	462	48	68	236	1455	0	83	1487	92
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	2		1	2	1
Detector Template	Left					Right		Thru		Left	Thru	Right
Leading Detector (ft)	20	50	50	50	50	20	50	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	50	50	50	50	20	50	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94			94	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)								0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	55.6	55.6	55.6	54.1	54.1	54.1	34.1	34.1		32.7	32.7	32.7
Total Split (s)	38.6	38.6	38.6	37.1	37.1	37.1	17.1	28.6		15.7	27.2	27.2
Total Split (%)	32.2%	32.2%	32.2%	30.9%	30.9%	30.9%	14.3%	23.8%		13.1%	22.7%	22.7%
Maximum Green (s)	32.6	32.6	32.6	31.1	31.1	31.1	11.1	22.6		9.7	21.2	21.2
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
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
Recall Mode	None	None	None	None	None	None	None	Max		None	Max	Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	7.0
Flash Don't Walk (s)		42.6	42.6		41.1	41.1		21.1			19.7	19.7
Pedestrian Calls (#/hr)		5	5		5	5		5			5	5
Act Effct Green (s)	31.4	19.8	19.8	31.6	22.8	22.8	11.3	32.2		9.3	27.1	27.1
Actuated g/C Ratio	0.27	0.17	0.17	0.28	0.20	0.20	0.10	0.28		0.08	0.24	0.24
v/c Ratio	0.19	0.10	0.83	1.11	0.14	0.18	1.58	1.11		0.68	1.33	0.22
Control Delay (s/veh)	33.3	36.7	31.7	115.8	43.4	1.1	328.4	99.6		81.0	189.3	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	33.3	36.7	31.7	115.8	43.4	1.1	328.4	99.6		81.0	189.3	3.2
LOS	C	D	C	F	D	A	F	F		F	F	A
Approach Delay (s/veh)		32.3			96.3			131.5			173.6	
Approach LOS		C			F			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 114.2			
Natural Cycle: 180			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.58			
Intersection Signal Delay (s/veh): 132.6		Intersection LOS: F	
Intersection Capacity Utilization 91.7%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 5: Plaza Dr & E Crowley Ave





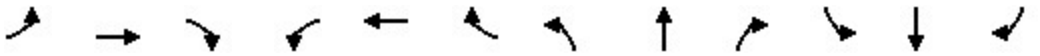
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	28	314	425	44	63	217	1106	233	76	1368	85
Future Volume (veh/h)	72	28	314	425	44	63	217	1106	233	76	1368	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614	1614	1752	1614	1614	1752	1614	1614	1752	1614
Adj Flow Rate, veh/h	78	30	341	462	48	68	236	1202	253	83	1487	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	591	331	253	443	163	123	158	918	193	102	941	259
Arrive On Green	0.38	0.19	0.19	0.29	0.09	0.09	0.10	0.23	0.23	0.07	0.20	0.20
Sat Flow, veh/h	1537	1752	1337	1537	1752	1323	1537	3930	827	1537	4782	1318
Grp Volume(v), veh/h	78	30	341	462	48	68	236	975	480	83	1487	92
Grp Sat Flow(s),veh/h/ln	1537	1752	1337	1537	1752	1323	1537	1594	1569	1537	1594	1318
Q Serve(g_s), s	3.5	1.5	15.0	31.1	2.8	4.3	11.1	25.2	25.2	5.7	21.2	2.5
Cycle Q Clear(g_c), s	3.5	1.5	15.0	31.1	2.8	4.3	11.1	25.2	25.2	5.7	21.2	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.53	1.00		1.00
Lane Grp Cap(c), veh/h	591	331	253	443	163	123	158	745	367	102	941	259
V/C Ratio(X)	0.13	0.09	1.35	1.04	0.29	0.55	1.49	1.31	1.31	0.82	1.58	0.35
Avail Cap(c_a), veh/h	591	530	405	443	506	382	158	745	367	138	941	259
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	21.5	36.1	23.7	38.3	45.6	30.2	48.3	41.3	41.3	49.7	43.3	5.5
Incr Delay (d2), s/veh	0.1	0.1	175.8	54.0	1.0	3.8	251.3	148.7	157.5	23.1	266.3	3.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.6	16.7	17.4	1.2	1.8	15.1	24.6	25.1	2.8	31.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.6	36.2	199.5	92.4	46.5	34.0	299.6	190.0	198.8	72.7	309.6	9.3
LnGrp LOS	C	D	F	F	D	C	F	F	F	E	F	A
Approach Vol, veh/h		449			578			1691			1662	
Approach Delay, s/veh		157.7			81.7			207.8			281.2	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	31.2	37.1	26.4	17.1	27.2	47.4	16.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.7	22.6	31.1	32.6	11.1	21.2	32.6	31.1
Max Q Clear Time (g_c+I1), s	7.7	27.2	33.1	17.0	13.1	23.2	5.5	6.3
Green Ext Time (p_c), s	0.0	0.0	0.0	1.4	0.0	0.0	0.2	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	213.9
HCM 7th LOS	F

Notes

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

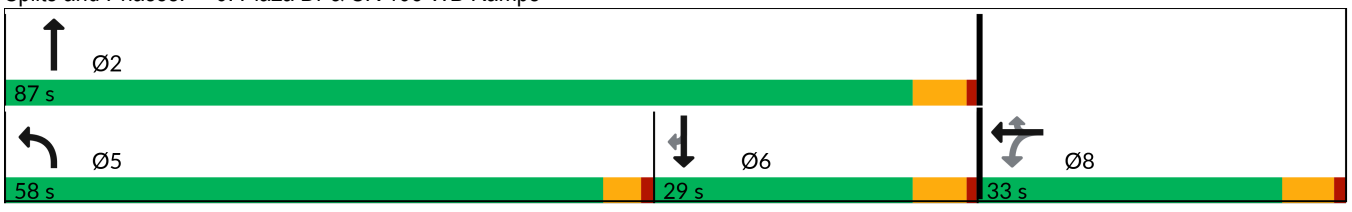


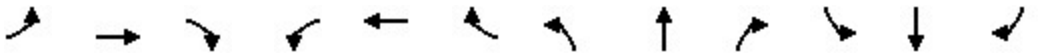
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	113	2	670	55	623	0	0	1012	716
Future Volume (vph)	0	0	0	113	2	670	55	623	0	0	1012	716
Ideal Flow (vphpl)	1900	1900	1900	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		0	250		250	220		0	0		530
Storage Lanes	0		0	0		2	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor							1.00					0.96
Frt						0.850						0.850
Flt Protected					0.953		0.950					
Satd. Flow (prot)	0	0	0	0	1646	2380	1511	4715	0	0	4715	1352
Flt Permitted					0.953		0.950					
Satd. Flow (perm)	0	0	0	0	1646	2380	1507	4715	0	0	4715	1303
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						525						778
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		238			262			552			426	
Travel Time (s)		3.2			3.6			7.5			5.8	
Confl. Peds. (#/hr)							5					5
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	123	2	728	60	677	0	0	1100	778
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	125	728	60	677	0	0	1100	778
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	1	1	1			1	1
Detector Template												
Leading Detector (ft)				50	50	50	50	50			50	50
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				50	50	50	50	50			50	50
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Detector Phase				8	8	8	5	2			6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Minimum Split (s)				23.7	23.7	23.7	8.5	28.4			28.4	28.4
Total Split (s)				33.0	33.0	33.0	58.0	87.0			29.0	29.0
Total Split (%)				27.5%	27.5%	27.5%	48.3%	72.5%			24.2%	24.2%
Maximum Green (s)				27.3	27.3	27.3	53.5	81.3			23.3	23.3
Yellow Time (s)				4.7	4.7	4.7	3.5	4.7			4.7	4.7
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					5.7	5.7	4.5	5.7			5.7	5.7
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	Max			Max	Max
Walk Time (s)								7.0			7.0	7.0
Flash Don't Walk (s)								15.7			15.7	15.7
Pedestrian Calls (#/hr)								5			5	5
Act Effct Green (s)					17.9	17.9	9.9	81.7			69.5	69.5
Actuated g/C Ratio					0.16	0.16	0.09	0.74			0.63	0.63
v/c Ratio					0.47	0.88	0.45	0.20			0.37	0.70
Control Delay (s/veh)					47.4	25.4	59.7	5.3			12.6	5.2
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)					47.4	25.4	59.7	5.3			12.6	5.2
LOS					D	C	E	A			B	A
Approach Delay (s/veh)					28.7			9.8			9.5	
Approach LOS					C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 111			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay (s/veh): 14.3		Intersection LOS: B	
Intersection Capacity Utilization 71.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 6: Plaza Dr & SR 198 WB Ramps



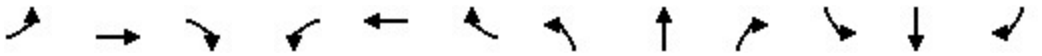


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	113	2	670	55	623	0	0	1012	716
Future Volume (veh/h)	0	0	0	113	2	670	55	623	0	0	1012	716
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1614	1752	1614	1614	1752	0	0	1752	1614
Adj Flow Rate, veh/h				123	2	728	60	677	0	0	1100	778
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				10	10	10	10	10	0	0	10	10
Cap, veh/h				374	6	547	76	3240	0	0	2825	787
Arrive On Green				0.23	0.23	0.23	0.05	0.68	0.00	0.00	0.59	0.59
Sat Flow, veh/h				1643	27	2407	1537	4940	0	0	4940	1333
Grp Volume(v), veh/h				125	0	728	60	677	0	0	1100	778
Grp Sat Flow(s),veh/h/ln				1670	0	1203	1537	1594	0	0	1594	1333
Q Serve(g_s), s				7.5	0.0	27.3	4.6	6.4	0.0	0.0	14.7	68.9
Cycle Q Clear(g_c), s				7.5	0.0	27.3	4.6	6.4	0.0	0.0	14.7	68.9
Prop In Lane				0.98		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				380	0	547	76	3240	0	0	2825	787
V/C Ratio(X)				0.33	0.00	1.33	0.79	0.21	0.00	0.00	0.39	0.99
Avail Cap(c_a), veh/h				380	0	547	685	3240	0	0	2825	787
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				38.7	0.0	46.4	56.4	7.3	0.0	0.0	13.0	24.1
Incr Delay (d2), s/veh				0.5	0.0	160.6	16.8	0.1	0.0	0.0	0.4	29.3
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.0	0.0	20.0	2.1	1.9	0.0	0.0	4.8	24.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				39.2	0.0	207.0	73.2	7.4	0.0	0.0	13.5	53.5
LnGrp LOS				D		F	E	A			B	D
Approach Vol, veh/h					853			737			1878	
Approach Delay, s/veh					182.4			12.8			30.0	
Approach LOS					F			B			C	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	87.0		10.4	76.6		33.0						
Change Period (Y+Rc), s	5.7		4.5	5.7		5.7						
Max Green Setting (Gmax), s	81.3		53.5	23.3		27.3						
Max Q Clear Time (g_c+I1), s	8.4		6.6	70.9		29.3						
Green Ext Time (p_c), s	3.2		0.2	0.0		0.0						

Intersection Summary	
HCM 7th Control Delay, s/veh	63.8
HCM 7th LOS	E

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	56	2	227	115	491	0	0	690	212
Future Volume (vph)	0	0	0	56	2	227	115	491	0	0	690	212
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		0	0		465	245		0	0		145
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850						0.850
Flt Protected					0.954		0.950					
Satd. Flow (prot)	0	0	0	0	1648	1352	1511	1727	0	0	1727	1352
Flt Permitted					0.954		0.950					
Satd. Flow (perm)	0	0	0	0	1648	1352	1511	1727	0	0	1727	1352
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		431			435			616			2371	
Travel Time (s)		5.3			5.4			7.6			29.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	61	2	247	125	534	0	0	750	230
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	63	247	125	534	0	0	750	230
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

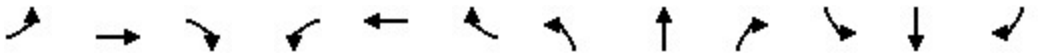
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.4%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	114.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	56	2	227	115	491	0	0	690	212
Future Vol, veh/h	0	0	0	56	2	227	115	491	0	0	690	212
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	0	0	0	61	2	247	125	534	0	0	750	230
Number of Lanes	0	0	0	0	1	1	1	1	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay, s/veh	17.1	63	179.1
HCM LOS	C	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	97%	0%	0%	0%
Vol Thru, %	0%	100%	3%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	115	491	58	227	690	212
LT Vol	115	0	56	0	0	0
Through Vol	0	491	2	0	690	0
RT Vol	0	0	0	227	0	212
Lane Flow Rate	125	534	63	247	750	230
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.257	1.025	0.148	0.499	1.444	0.398
Departure Headway (Hd)	7.947	7.434	9.06	7.833	6.929	6.212
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	455	491	398	464	525	578
Service Time	5.647	5.134	6.76	5.533	4.686	3.969
HCM Lane V/C Ratio	0.275	1.088	0.158	0.532	1.429	0.398
HCM Control Delay, s/veh	13.4	74.6	13.3	18.1	230.1	13.1
HCM Lane LOS	B	F	B	C	F	B
HCM 95th-tile Q	1	14.4	0.5	2.7	36.3	1.9

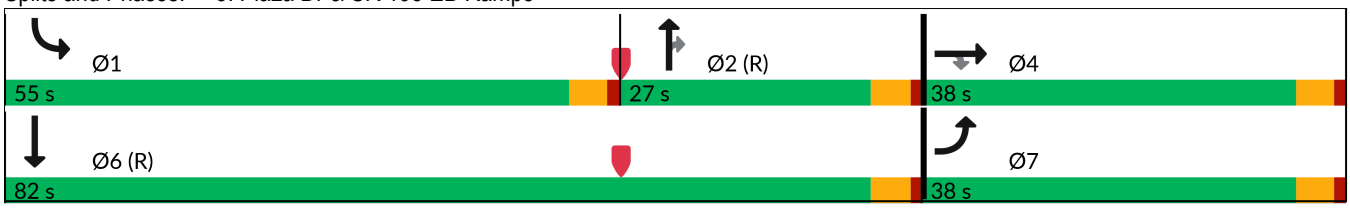


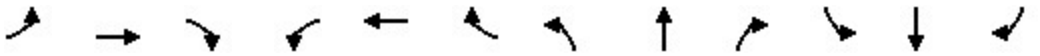
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	419	8	101	0	0	0	0	169	69	776	340	0
Future Volume (vph)	419	8	101	0	0	0	0	169	69	776	340	0
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	245		245	0		0	0		120	295		0
Storage Lanes	1		1	0		0	0		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	1.00
Ped Bike Factor									0.98			
Frt			0.850						0.850			
Flt Protected	0.950	0.954								0.950		
Satd. Flow (prot)	1436	1565	1352	0	0	0	0	3282	1352	2932	4715	0
Flt Permitted	0.950	0.954								0.950		
Satd. Flow (perm)	1436	1565	1352	0	0	0	0	3282	1322	2932	4715	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			110						75			
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		254			252			518			552	
Travel Time (s)		3.5			3.4			7.1			7.5	
Confl. Peds. (#/hr)									5			5
Confl. Bikes (#/hr)									2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	455	9	110	0	0	0	0	184	75	843	370	0
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	232	232	110	0	0	0	0	184	75	843	370	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1					1	1	1	1	
Detector Template												
Leading Detector (ft)	50	50	50					50	50	50	50	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	50	50	50					50	50	50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Turn Type	Prot	NA	Perm					NA	Perm	Prot	NA	
Protected Phases	7	4						2		1	6	
Permitted Phases			4						2			
Detector Phase	7	4	4					2	2	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)	8.5	22.5	22.5					25.8	25.8	8.5	22.9	
Total Split (s)	38.0	38.0	38.0					27.0	27.0	55.0	82.0	
Total Split (%)	31.7%	31.7%	31.7%					22.5%	22.5%	45.8%	68.3%	
Maximum Green (s)	33.5	33.5	33.5					22.5	22.5	50.5	77.5	
Yellow Time (s)	3.5	3.5	3.5					3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0					1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5					4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Recall Mode	None	None	None					C-Max	C-Max	None	C-Max	
Walk Time (s)								7.0	7.0		7.0	
Flash Don't Walk (s)								14.3	14.3		11.4	
Pedestrian Calls (#/hr)								5	5		5	
Act Effct Green (s)	33.5	33.5	33.5					31.7	31.7	41.3	77.5	
Actuated g/C Ratio	0.28	0.28	0.28					0.26	0.26	0.34	0.65	
v/c Ratio	0.58	0.53	0.24					0.21	0.19	0.84	0.12	
Control Delay (s/veh)	44.0	41.9	7.4					37.0	10.0	44.0	8.3	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.1	0.0	
Total Delay (s/veh)	44.0	41.9	7.4					37.0	10.0	44.1	8.3	
LOS	D	D	A					D	A	D	A	
Approach Delay (s/veh)		36.2						29.2			33.2	
Approach LOS		D						C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay (s/veh): 33.5		Intersection LOS: C	
Intersection Capacity Utilization 71.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 8: Plaza Dr & SR 198 EB Ramps





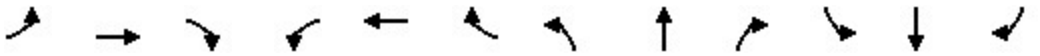
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	419	8	101	0	0	0	0	169	69	776	340	0
Future Volume (veh/h)	419	8	101	0	0	0	0	169	69	776	340	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614				0	1752	1614	1614	1752	0
Adj Flow Rate, veh/h	461	0	110				0	184	75	843	370	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10				0	10	10	10	10	0
Cap, veh/h	551	0	245				0	1303	526	944	3566	0
Arrive On Green	0.18	0.00	0.18				0.00	0.39	0.39	0.32	0.75	0.00
Sat Flow, veh/h	3073	0	1367				0	3416	1344	2981	4940	0
Grp Volume(v), veh/h	461	0	110				0	184	75	843	370	0
Grp Sat Flow(s),veh/h/ln	1537	0	1367				0	1664	1344	1491	1594	0
Q Serve(g_s), s	17.4	0.0	8.6				0.0	4.3	4.3	32.3	2.6	0.0
Cycle Q Clear(g_c), s	17.4	0.0	8.6				0.0	4.3	4.3	32.3	2.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	551	0	245				0	1303	526	944	3566	0
V/C Ratio(X)	0.84	0.00	0.45				0.00	0.14	0.14	0.89	0.10	0.00
Avail Cap(c_a), veh/h	858	0	382				0	1303	526	1255	3566	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.94	0.94	0.00
Uniform Delay (d), s/veh	47.5	0.0	43.9				0.0	23.5	23.5	39.1	4.2	0.0
Incr Delay (d2), s/veh	4.3	0.0	1.3				0.0	0.2	0.6	6.4	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	0.0	2.9				0.0	1.6	1.4	12.0	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.9	0.0	45.2				0.0	23.7	24.1	45.5	4.3	0.0
LnGrp LOS	D		D					C	C	D	A	
Approach Vol, veh/h		571						259			1213	
Approach Delay, s/veh		50.6						23.8			32.9	
Approach LOS		D						C			C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	42.5	51.5		26.0		94.0
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	50.5	22.5		33.5		77.5
Max Q Clear Time (g_c+I1), s	34.3	6.3		19.4		4.6
Green Ext Time (p_c), s	3.7	0.9		2.1		1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	36.7
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	249	1	130	0	0	0	0	292	39	468	331	0
Future Volume (vph)	249	1	130	0	0	0	0	292	39	468	331	0
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		280	0		0	0		75	215		0
Storage Lanes	0		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			
Flt Protected		0.953								0.950		
Satd. Flow (prot)	0	1646	1352	0	0	0	0	1727	1352	1511	1727	0
Flt Permitted		0.953								0.950		
Satd. Flow (perm)	0	1646	1352	0	0	0	0	1727	1352	1511	1727	0
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		325			418			564			616	
Travel Time (s)		4.0			5.2			7.0			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	271	1	141	0	0	0	0	317	42	509	360	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	272	141	0	0	0	0	317	42	509	360	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.4%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	40.2
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	249	1	130	0	0	0	0	292	39	468	331	0
Future Vol, veh/h	249	1	130	0	0	0	0	292	39	468	331	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	271	1	141	0	0	0	0	317	42	509	360	0
Number of Lanes	0	1	1	0	0	0	0	1	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	20.1	23	56.8
HCM LOS	C	C	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	292	39	250	130	468	331
LT Vol	0	0	249	0	468	0
Through Vol	292	0	1	0	0	331
RT Vol	0	39	0	130	0	0
Lane Flow Rate	317	42	272	141	509	360
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.67	0.081	0.625	0.277	1.044	0.687
Departure Headway (Hd)	7.708	6.988	8.275	7.05	7.387	6.875
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	473	516	435	507	488	522
Service Time	5.408	4.688	6.059	4.833	5.18	4.668
HCM Lane V/C Ratio	0.67	0.081	0.625	0.278	1.043	0.69
HCM Control Delay, s/veh	24.7	10.3	24	12.5	80.2	23.6
HCM Lane LOS	C	B	C	B	F	C
HCM 95th-tile Q	4.9	0.3	4.1	1.1	15.1	5.2



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	31	7	8	163	212	29
Future Volume (vph)	31	7	8	163	212	29
Ideal Flow (vphpl)	1750	1750	1750	1900	1900	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.974				0.984	
Flt Protected	0.961			0.998		
Satd. Flow (prot)	1489	0	0	1724	1700	0
Flt Permitted	0.961			0.998		
Satd. Flow (perm)	1489	0	0	1724	1700	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	1886			660	2786	
Travel Time (s)	23.4			8.2	34.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	34	8	9	177	230	32
Shared Lane Traffic (%)						
Lane Group Flow (vph)	42	0	0	186	262	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.00	1.00	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Yield	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	7	8	163	212	29
Future Vol, veh/h	31	7	8	163	212	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Yield	Yield	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	34	8	9	177	230	32

Major/Minor	Minor2			Major2	
Conflicting Flow All	230	230		-	0
Stage 1	230	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	6.5	6.3		-	-
Critical Hdwy Stg 1	5.5	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.59	3.39		-	-
Pot Cap-1 Maneuver	740	789		-	0
Stage 1	789	-		-	0
Stage 2	-	-		-	0
Platoon blocked, %				-	
Mov Cap-1 Maneuver	740	789		-	-
Mov Cap-2 Maneuver	740	-		-	-
Stage 1	789	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s/v	9.19	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	901	-
HCM Lane V/C Ratio	0.046	-
HCM Control Delay (s/veh)	9.2	-
HCM Lane LOS	A	-
HCM 95th %tile Q(veh)	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	98	0	0	33	33	63
Future Volume (vph)	98	0	0	33	33	63
Ideal Flow (vphpl)	1750	1750	1750	1900	1900	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.912	
Flt Protected	0.950					
Satd. Flow (prot)	1511	0	0	1727	1575	0
Flt Permitted	0.950					
Satd. Flow (perm)	1511	0	0	1727	1575	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	1238			1423	1345	
Travel Time (s)	15.3			17.6	16.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	107	0	0	36	36	68
Shared Lane Traffic (%)						
Lane Group Flow (vph)	107	0	0	36	104	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.00	1.00	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	98	0	0	33	33	63
Future Vol, veh/h	98	0	0	33	33	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	107	0	0	36	36	68

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	106	70	104	0	-	0
Stage 1	70	-	-	-	-	-
Stage 2	36	-	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	873	971	1439	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	966	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	873	971	1439	-	-	-
Mov Cap-2 Maneuver	873	-	-	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	966	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1439	-	873	-	-
HCM Lane V/C Ratio	-	-	0.122	-	-
HCM Control Delay (s/veh)	0	-	9.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	51	95	93	34	22	162
Future Volume (vph)	51	95	93	34	22	162
Ideal Flow (vphpl)	1750	1750	1750	1900	1900	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.912				0.881	
Flt Protected	0.983			0.965		
Satd. Flow (prot)	1426	0	0	1667	1522	0
Flt Permitted	0.983			0.965		
Satd. Flow (perm)	1426	0	0	1667	1522	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	998			1254	653	
Travel Time (s)	12.4			15.5	8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	55	103	101	37	24	176
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	0	0	138	200	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.00	1.00	1.11
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Yield	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.5%		ICU Level of Service A	
Analysis Period (min) 15			

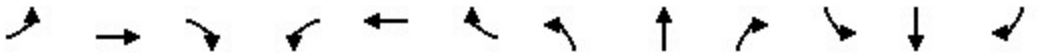
Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	95	93	34	22	162
Future Vol, veh/h	51	95	93	34	22	162
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Yield	Yield	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	55	103	101	37	24	176

Major/Minor	Minor2			Major2	
Conflicting Flow All	112	112		-	0
Stage 1	112	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	6.5	6.3		-	-
Critical Hdwy Stg 1	5.5	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.59	3.39		-	-
Pot Cap-1 Maneuver	866	920		-	-
Stage 1	893	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	866	920		-	-
Mov Cap-2 Maneuver	866	-		-	-
Stage 1	893	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s/v	9.85	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	900	-	-
HCM Lane V/C Ratio	0.176	-	-
HCM Control Delay (s/veh)	9.9	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.6	-	-

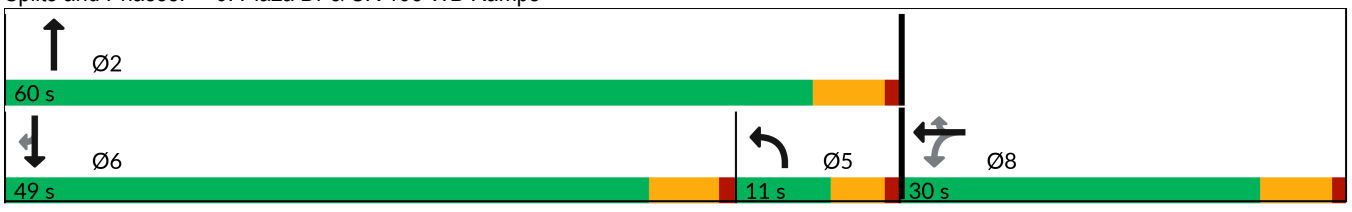


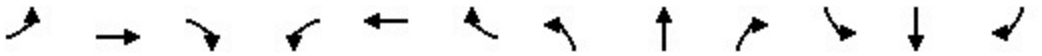
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	120	2	712	73	800	0	0	1212	827
Future Volume (vph)	0	0	0	120	2	712	73	800	0	0	1212	827
Ideal Flow (vphpl)	1900	1900	1900	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		0	250		250	220		0	0		530
Storage Lanes	0		0	0		2	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor							1.00					0.97
Frt						0.850						0.850
Flt Protected					0.953		0.950					
Satd. Flow (prot)	0	0	0	0	1646	2380	1511	4715	0	0	4715	1352
Flt Permitted					0.953		0.950					
Satd. Flow (perm)	0	0	0	0	1646	2380	1509	4715	0	0	4715	1310
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						289						899
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		238			262			552			213	
Travel Time (s)		3.2			3.6			7.5			2.9	
Confl. Peds. (#/hr)							5					5
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	130	2	774	79	870	0	0	1317	899
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	132	774	79	870	0	0	1317	899
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	1	1	1			1	1
Detector Template												
Leading Detector (ft)				50	50	50	50	50			50	50
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				50	50	50	50	50			50	50
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Detector Phase				8	8	8	5	2			6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Minimum Split (s)				23.7	23.7	23.7	8.5	28.4			28.4	28.4
Total Split (s)				30.0	30.0	30.0	11.0	60.0			49.0	49.0
Total Split (%)				33.3%	33.3%	33.3%	12.2%	66.7%			54.4%	54.4%
Maximum Green (s)				24.3	24.3	24.3	6.5	54.3			43.3	43.3
Yellow Time (s)				4.7	4.7	4.7	3.5	4.7			4.7	4.7
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					5.7	5.7	4.5	5.7			5.7	5.7
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	Max			Max	Max
Walk Time (s)								7.0			7.0	7.0
Flash Don't Walk (s)								15.7			15.7	15.7
Pedestrian Calls (#/hr)								5			5	5
Act Effct Green (s)					22.9	22.9	6.5	54.4			45.7	45.7
Actuated g/C Ratio					0.26	0.26	0.07	0.61			0.52	0.52
v/c Ratio					0.31	0.93	0.71	0.30			0.54	0.81
Control Delay (s/veh)					28.6	39.7	75.7	8.7			16.5	8.4
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)					28.6	39.7	75.7	8.7			16.5	8.4
LOS					C	D	E	A			B	A
Approach Delay (s/veh)					38.1			14.3			13.2	
Approach LOS					D			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 88.7			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay (s/veh): 19.0		Intersection LOS: B	
Intersection Capacity Utilization 80.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 6: Plaza Dr & SR 198 WB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	120	2	712	73	800	0	0	1212	827
Future Volume (veh/h)	0	0	0	120	2	712	73	800	0	0	1212	827
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				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
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1614	1752	1614	1614	1752	0	0	1752	1614
Adj Flow Rate, veh/h				130	2	774	79	870	0	0	1317	899
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				10	10	10	10	10	0	0	10	10
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				442	7	647	97	2893	0	0	2291	638
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.27	0.27	0.27	0.06	0.61	0.00	0.00	0.48	0.48
Unsig. Movement Delay												
Ln Grp Delay, s/veh				26.6	0.0	135.9	74.8	8.9	0.0	0.0	18.0	217.3
Ln Grp LOS				C		F	E	A			B	F
Approach Vol, veh/h					906			949			2216	
Approach Delay, s/veh					120.0			14.4			98.8	
Approach LOS					F			B			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		6	5		
Case No		4.0	11.0		7.0	2.0		
Phs Duration (G+Y+Rc), s		60.4	30.0		49.0	11.4		
Change Period (Y+Rc), s		5.7	5.7		* 5.7	5.7		
Max Green (Gmax), s		54.3	24.3		* 43	6.5		
Max Allow Headway (MAH), s		4.1	4.4		4.2	4.2		
Max Q Clear (g_c+I1), s		9.9	26.3		45.3	6.6		
Green Ext Time (g_e), s		4.3	0.0		0.0	0.0		
Prob of Phs Call (p_c)		1.00	1.00		1.00	0.86		
Prob of Max Out (p_x)		0.00	1.00		0.00	1.00		

Left-Turn Movement Data								
Assigned Mvmt			3		1	5		
Mvmt Sat Flow, veh/h			1644		0	1537		

Through Movement Data								
Assigned Mvmt		2	8		6			
Mvmt Sat Flow, veh/h		4940	25		4940			

Right-Turn Movement Data								
Assigned Mvmt		12	18		16			
Mvmt Sat Flow, veh/h		0	2407		1331			

Left Lane Group Data								
Assigned Mvmt	0	0	3	0	1	5	0	0

Lane Assignment			L+T			L (Prot)		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	132	0	0	79	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1670	0	0	1537	0	0
Q Serve Time (g_s), s	0.0	0.0	5.7	0.0	0.0	4.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	5.7	0.0	0.0	4.6	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	43.3	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.98	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	449	0	0	97	0	0
V/C Ratio (X)	0.00	0.00	0.29	0.00	0.00	0.82	0.00	0.00
Avail Cap (c_a), veh/h	0	0	449	0	0	111	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	26.2	0.0	0.0	41.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.4	0.0	0.0	32.9	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
Control Delay (d), s/veh	0.0	0.0	26.6	0.0	0.0	74.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	2.1	0.0	0.0	1.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	2.1	0.0	0.0	2.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.29	0.00	0.00	0.31	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	6	0	0	0
Lane Assignment		T			T			
Lanes in Grp	0	3	0	0	3	0	0	0
Grp Vol (v), veh/h	0	870	0	0	1317	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1594	0	0	1594	0	0	0
Q Serve Time (g_s), s	0.0	7.9	0.0	0.0	17.9	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.9	0.0	0.0	17.9	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2893	0	0	2291	0	0	0
V/C Ratio (X)	0.00	0.30	0.00	0.00	0.57	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	2893	0	0	2291	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.6	0.0	0.0	16.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	1.1	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
Control Delay (d), s/veh	0.0	8.9	0.0	0.0	18.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.2	0.0	0.0	5.6	0.0	0.0	0.0

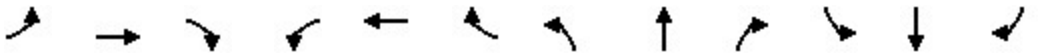
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.2	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.2	0.0	0.0	5.9	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.12	0.00	0.00	0.98	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	16	0	0	0
Lane Assignment			R		R			
Lanes in Grp	0	0	2	0	1	0	0	0
Grp Vol (v), veh/h	0	0	774	0	899	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1203	0	1331	0	0	0
Q Serve Time (g_s), s	0.0	0.0	24.3	0.0	43.3	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	24.3	0.0	43.3	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	647	0	638	0	0	0
V/C Ratio (X)	0.00	0.00	1.20	0.00	1.41	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	647	0	638	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	33.0	0.0	23.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	102.9	0.0	193.7	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
Control Delay (d), s/veh	0.0	0.0	135.9	0.0	217.3	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	6.5	0.0	11.4	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	9.2	0.0	34.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	15.7	0.0	45.7	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	1.70	0.00	2.33	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	31.7	0.0	65.3	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.3	0.0	0.4	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	83.8
HCM 7th LOS	F

Notes

* HCM 7th Edition computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	60	2	241	157	652	0	0	861	241
Future Volume (vph)	0	0	0	60	2	241	157	652	0	0	861	241
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		0	0		465	245		0	0		145
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850						0.850
Flt Protected					0.954		0.950					
Satd. Flow (prot)	0	0	0	0	1648	1352	1511	1727	0	0	1727	1352
Flt Permitted					0.954		0.950					
Satd. Flow (perm)	0	0	0	0	1648	1352	1511	1727	0	0	1727	1352
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		431			435			616			1185	
Travel Time (s)		5.3			5.4			7.6			14.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	65	2	262	171	709	0	0	936	262
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	67	262	171	709	0	0	936	262
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

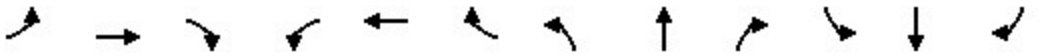
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	81.3%	ICU Level of Service	D
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	221.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	60	2	241	157	652	0	0	861	241
Future Vol, veh/h	0	0	0	60	2	241	157	652	0	0	861	241
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	0	0	0	65	2	262	171	709	0	0	936	262
Number of Lanes	0	0	0	0	1	1	1	1	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay, s/veh	19.1	173.5	312.3
HCM LOS	C	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	97%	0%	0%	0%
Vol Thru, %	0%	100%	3%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	157	652	62	241	861	241
LT Vol	157	0	60	0	0	0
Through Vol	0	652	2	0	861	0
RT Vol	0	0	0	241	0	241
Lane Flow Rate	171	709	67	262	936	262
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.359	1.392	0.159	0.532	1.821	0.459
Departure Headway (Hd)	8.379	7.863	9.707	8.466	7.453	6.734
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	432	468	372	430	496	540
Service Time	6.079	5.563	7.407	6.166	5.153	4.434
HCM Lane V/C Ratio	0.396	1.515	0.18	0.609	1.887	0.485
HCM Control Delay, s/veh	15.7	211.5	14.2	20.4	395.5	15
HCM Lane LOS	C	F	B	C	F	B
HCM 95th-tile Q	1.6	30.3	0.6	3	55.5	2.4

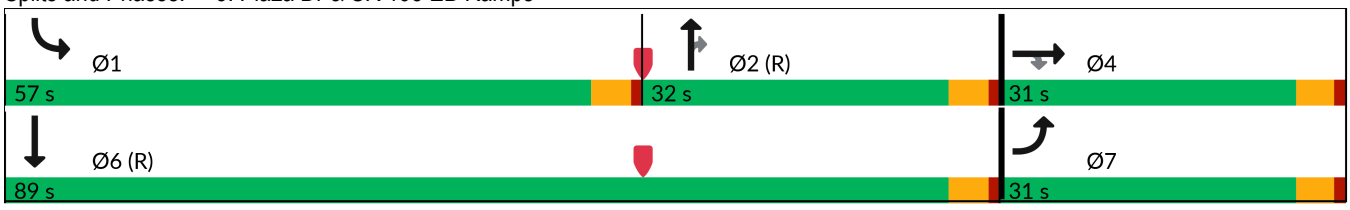


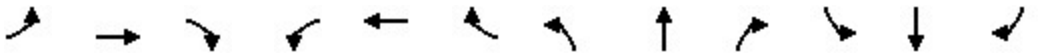
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	445	9	107	0	0	0	0	207	85	917	415	0
Future Volume (vph)	445	9	107	0	0	0	0	207	85	917	415	0
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	245		245	0		0	0		120	295		0
Storage Lanes	1		1	0		0	0		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	1.00
Ped Bike Factor									0.98			
Frt			0.850						0.850			
Flt Protected	0.950	0.954								0.950		
Satd. Flow (prot)	1436	1565	1352	0	0	0	0	3282	1352	2932	4715	0
Flt Permitted	0.950	0.954								0.950		
Satd. Flow (perm)	1436	1565	1352	0	0	0	0	3282	1322	2932	4715	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			116						92			
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		254			252			518			552	
Travel Time (s)		3.5			3.4			7.1			7.5	
Confl. Peds. (#/hr)									5			5
Confl. Bikes (#/hr)									2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	484	10	116	0	0	0	0	225	92	997	451	0
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	247	247	116	0	0	0	0	225	92	997	451	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1					1	1	1	1	
Detector Template												
Leading Detector (ft)	50	50	50					50	50	50	50	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	50	50	50					50	50	50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Turn Type	Prot	NA	Perm					NA	Perm	Prot	NA	
Protected Phases	7	4						2		1	6	
Permitted Phases			4						2			
Detector Phase	7	4	4					2	2	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)	8.5	22.5	22.5					25.8	25.8	8.5	22.9	
Total Split (s)	31.0	31.0	31.0					32.0	32.0	57.0	89.0	
Total Split (%)	25.8%	25.8%	25.8%					26.7%	26.7%	47.5%	74.2%	
Maximum Green (s)	26.5	26.5	26.5					27.5	27.5	52.5	84.5	
Yellow Time (s)	3.5	3.5	3.5					3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0					1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5					4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Recall Mode	None	None	None					C-Max	C-Max	None	C-Max	
Walk Time (s)								7.0	7.0		7.0	
Flash Don't Walk (s)								14.3	14.3		11.4	
Pedestrian Calls (#/hr)								5	5		5	
Act Effct Green (s)	26.5	26.5	26.5					33.0	33.0	47.0	84.5	
Actuated g/C Ratio	0.22	0.22	0.22					0.28	0.28	0.39	0.70	
v/c Ratio	0.78	0.72	0.30					0.25	0.21	0.87	0.14	
Control Delay (s/veh)	62.0	56.1	9.0					36.1	8.8	42.4	5.9	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.7	0.0	
Total Delay (s/veh)	62.0	56.1	9.0					36.1	8.8	43.1	5.9	
LOS	E	E	A					D	A	D	A	
Approach Delay (s/veh)		49.6						28.2			31.5	
Approach LOS		D						C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 35.7		Intersection LOS: D	
Intersection Capacity Utilization 80.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 8: Plaza Dr & SR 198 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	445	9	107	0	0	0	0	207	85	917	415	0
Future Volume (veh/h)	445	9	107	0	0	0	0	207	85	917	415	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	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
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1614	1752	1614				0	1752	1614	1614	1752	0
Adj Flow Rate, veh/h	491	0	116				0	225	92	997	451	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10				0	10	10	10	10	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	565	0	251				0	1119	452	1096	3545	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.18	0.00	0.18				0.00	0.34	0.34	0.37	0.74	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	57.8	0.0	45.0				0.0	28.8	29.4	43.3	4.5	0.0
Ln Grp LOS	E		D					C	C	D	A	
Approach Vol, veh/h		607						317			1448	
Approach Delay, s/veh		55.4						28.9			31.2	
Approach LOS		E						C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	7.0		9.0		4.0		
Phs Duration (G+Y+Rc), s	48.6	44.8		26.5		93.5		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green (Gmax), s	52.5	27.5		26.5		84.5		
Max Allow Headway (MAH), s	4.2	4.2		4.2		4.1		
Max Q Clear (g_c+I1), s	40.1	7.9		20.6		5.2		
Green Ext Time (g_e), s	4.0	1.2		1.4		2.1		
Prob of Phs Call (p_c)	1.00	1.00		1.00		1.00		
Prob of Max Out (p_x)	0.19	0.00		0.56		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	2981	0		3073				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3416		0		4940		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1343		1367		0		

Left Lane Group Data								
Assigned Mvmt	1	5	0	7	0	0	0	0

Lane Assignment	L (Prot)			L				
Lanes in Grp	2	0	0	2	0	0	0	0
Grp Vol (v), veh/h	997	0	0	491	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1491	0	0	1537	0	0	0	0
Q Serve Time (g_s), s	38.1	0.0	0.0	18.6	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	38.1	0.0	0.0	18.6	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1537	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	40.3	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	1096	0	0	565	0	0	0	0
V/C Ratio (X)	0.91	0.00	0.00	0.87	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	1304	0	0	679	0	0	0	0
Upstream Filter (I)	0.82	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	36.1	0.0	0.0	47.6	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	7.3	0.0	0.0	10.2	0.0	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
Control Delay (d), s/veh	43.3	0.0	0.0	57.8	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	13.0	0.0	0.0	6.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	1.1	0.0	0.0	0.8	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	14.1	0.0	0.0	7.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.29	0.00	0.00	0.84	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

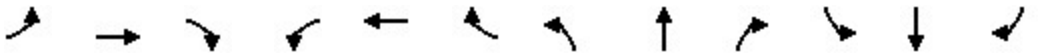
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	3	0	0
Grp Vol (v), veh/h	0	225	0	0	0	451	0	0
Grp Sat Flow (s), veh/h/ln	0	1664	0	0	0	1594	0	0
Q Serve Time (g_s), s	0.0	5.8	0.0	0.0	0.0	3.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.8	0.0	0.0	0.0	3.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	1119	0	0	0	3545	0	0
V/C Ratio (X)	0.00	0.20	0.00	0.00	0.00	0.13	0.00	0.00
Avail Cap (c_a), veh/h	0	1119	0	0	0	3545	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.82	0.00	0.00
Uniform Delay (d1), s/veh	0.0	28.4	0.0	0.0	0.0	4.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	0.1	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
Control Delay (d), s/veh	0.0	28.8	0.0	0.0	0.0	4.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.2	0.0	0.0	0.0	0.8	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.3	0.0	0.0	0.0	0.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.13	0.00	0.00	0.00	0.04	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	92	0	116	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1343	0	1367	0	0	0	0
Q Serve Time (g_s), s	0.0	5.9	0.0	9.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.9	0.0	9.1	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	452	0	251	0	0	0	0
V/C Ratio (X)	0.00	0.20	0.00	0.46	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	452	0	302	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	28.4	0.0	43.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	1.3	0.0	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
Control Delay (d), s/veh	0.0	29.4	0.0	45.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.8	0.0	3.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.9	0.0	3.1	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.44	0.00	0.34	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	37.1
HCM 7th LOS	D

Notes
User approved volume balancing among the lanes for turning movement.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	264	1	138	0	0	0	0	379	51	610	458	0
Future Volume (vph)	264	1	138	0	0	0	0	379	51	610	458	0
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		280	0		0	0		75	215		0
Storage Lanes	0		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			
Flt Protected		0.953								0.950		
Satd. Flow (prot)	0	1646	1352	0	0	0	0	1727	1352	1511	1727	0
Flt Permitted		0.953								0.950		
Satd. Flow (perm)	0	1646	1352	0	0	0	0	1727	1352	1511	1727	0
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		325			418			564			616	
Travel Time (s)		4.0			5.2			7.0			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	287	1	150	0	0	0	0	412	55	663	498	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	288	150	0	0	0	0	412	55	663	498	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

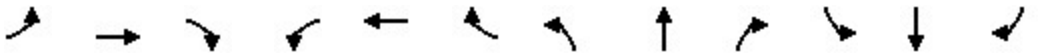
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	81.3%	ICU Level of Service	D
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	104.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	264	1	138	0	0	0	0	379	51	610	458	0
Future Vol, veh/h	264	1	138	0	0	0	0	379	51	610	458	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	287	1	150	0	0	0	0	412	55	663	498	0
Number of Lanes	0	1	1	0	0	0	0	1	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	23.2	44.9	159.7
HCM LOS	C	E	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	379	51	265	138	610	458
LT Vol	0	0	264	0	610	0
Through Vol	379	0	1	0	0	458
RT Vol	0	51	0	138	0	0
Lane Flow Rate	412	55	288	150	663	498
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.893	0.109	0.678	0.303	1.432	1.004
Departure Headway (Hd)	8.271	7.55	8.822	7.59	7.777	7.263
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	441	478	412	477	471	498
Service Time	5.971	5.25	6.522	5.29	5.547	5.033
HCM Lane V/C Ratio	0.934	0.115	0.699	0.314	1.408	1
HCM Control Delay, s/veh	49.4	11.2	28.2	13.6	228.2	68.5
HCM Lane LOS	E	B	D	B	F	F
HCM 95th-tile Q	9.5	0.4	4.9	1.3	32.4	13.7

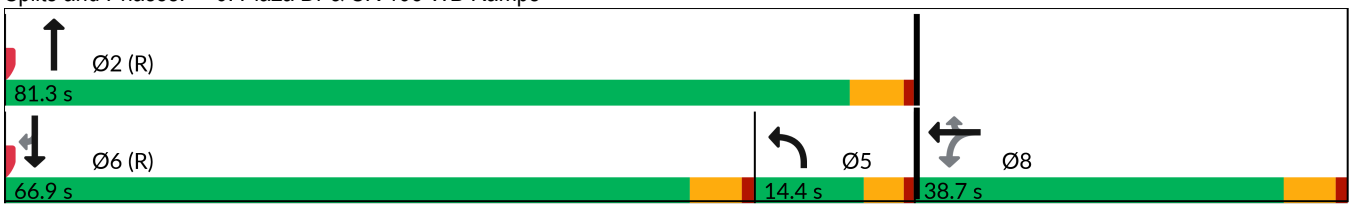


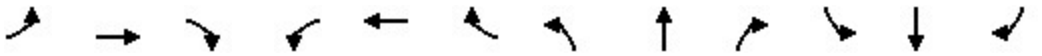
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	120	2	712	73	817	0	0	1238	870
Future Volume (vph)	0	0	0	120	2	712	73	817	0	0	1238	870
Ideal Flow (vphpl)	1900	1900	1900	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		0	250		250	220		0	0		530
Storage Lanes	0		0	0		2	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor							1.00					0.97
Frt						0.850						0.850
Flt Protected					0.953		0.950					
Satd. Flow (prot)	0	0	0	0	1646	2380	1511	4715	0	0	4715	1352
Flt Permitted					0.953		0.950					
Satd. Flow (perm)	0	0	0	0	1646	2380	1508	4715	0	0	4715	1306
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						302						921
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		238			262			552			213	
Travel Time (s)		3.2			3.6			7.5			2.9	
Confl. Peds. (#/hr)							5					5
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	130	2	774	79	888	0	0	1346	946
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	132	774	79	888	0	0	1346	946
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	1	1	1			1	1
Detector Template												
Leading Detector (ft)				50	50	50	50	50			50	50
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				50	50	50	50	50			50	50
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Detector Phase				8	8	8	5	2			6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Minimum Split (s)				23.7	23.7	23.7	8.5	28.4			28.4	28.4
Total Split (s)				38.7	38.7	38.7	14.4	81.3			66.9	66.9
Total Split (%)				32.3%	32.3%	32.3%	12.0%	67.8%			55.8%	55.8%
Maximum Green (s)				33.0	33.0	33.0	9.9	75.6			61.2	61.2
Yellow Time (s)				4.7	4.7	4.7	3.5	4.7			4.7	4.7
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					5.7	5.7	4.5	5.7			5.7	5.7
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)								7.0			7.0	7.0
Flash Don't Walk (s)								15.7			15.7	15.7
Pedestrian Calls (#/hr)								5			5	5
Act Effct Green (s)					30.4	30.4	9.3	78.2			66.7	66.7
Actuated g/C Ratio					0.25	0.25	0.08	0.65			0.56	0.56
v/c Ratio					0.32	0.94	0.68	0.29			0.51	0.83
Control Delay (s/veh)					37.8	45.5	60.6	2.3			18.7	9.6
Queue Delay					0.3	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)					38.2	45.5	60.6	2.3			18.7	9.6
LOS					D	D	E	A			B	A
Approach Delay (s/veh)					44.5			7.1			15.0	
Approach LOS					D			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay (s/veh): 19.5		Intersection LOS: B	
Intersection Capacity Utilization 85.0%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 6: Plaza Dr & SR 198 WB Ramps





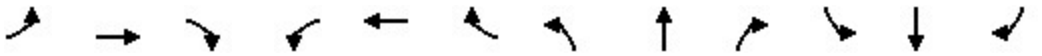
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	120	2	712	73	817	0	0	1238	870
Future Volume (veh/h)	0	0	0	120	2	712	73	817	0	0	1238	870
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1614	1752	1614	1614	1752	0	0	1752	1614
Adj Flow Rate, veh/h				130	2	774	79	888	0	0	1346	946
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				10	10	10	10	10	0	0	10	10
Cap, veh/h				452	7	662	111	3013	0	0	2439	679
Arrive On Green				0.28	0.28	0.28	0.07	0.63	0.00	0.00	0.51	0.51
Sat Flow, veh/h				1644	25	2407	1537	4940	0	0	4940	1331
Grp Volume(v), veh/h				132	0	774	79	888	0	0	1346	946
Grp Sat Flow(s),veh/h/ln				1670	0	1203	1537	1594	0	0	1594	1331
Q Serve(g_s), s				7.5	0.0	33.0	6.0	10.1	0.0	0.0	23.0	61.2
Cycle Q Clear(g_c), s				7.5	0.0	33.0	6.0	10.1	0.0	0.0	23.0	61.2
Prop In Lane				0.98		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				459	0	662	111	3013	0	0	2439	679
V/C Ratio(X)				0.29	0.00	1.17	0.71	0.29	0.00	0.00	0.55	1.39
Avail Cap(c_a), veh/h				459	0	662	127	3013	0	0	2439	679
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.54	0.54	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				34.2	0.0	43.5	54.4	10.1	0.0	0.0	20.0	29.4
Incr Delay (d2), s/veh				0.3	0.0	91.9	8.2	0.1	0.0	0.0	0.9	185.8
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.0	0.0	17.7	2.5	3.1	0.0	0.0	8.0	52.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				34.6	0.0	135.4	62.6	10.2	0.0	0.0	21.0	215.2
LnGrp LOS				C		F	E	B			C	F
Approach Vol, veh/h					906			967			2292	
Approach Delay, s/veh					120.7			14.5			101.1	
Approach LOS					F			B			F	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	81.3		14.4	66.9		38.7						
Change Period (Y+Rc), s	5.7		5.7	* 5.7		5.7						
Max Green Setting (Gmax), s	75.6		9.9	* 61		33.0						
Max Q Clear Time (g_c+I1), s	12.1		8.0	63.2		35.0						
Green Ext Time (p_c), s	4.5		0.0	0.0		0.0						

Intersection Summary	
HCM 7th Control Delay, s/veh	85.3
HCM 7th LOS	F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	60	2	241	157	666	0	0	888	267
Future Volume (vph)	0	0	0	60	2	241	157	666	0	0	888	267
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		0	0		465	245		0	0		145
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850						0.850
Flt Protected					0.954		0.950					
Satd. Flow (prot)	0	0	0	0	1648	1352	1511	1727	0	0	1727	1352
Flt Permitted					0.954		0.950					
Satd. Flow (perm)	0	0	0	0	1648	1352	1511	1727	0	0	1727	1352
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		431			435			616			1185	
Travel Time (s)		5.3			5.4			7.6			14.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	65	2	262	171	724	0	0	965	290
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	67	262	171	724	0	0	965	290
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

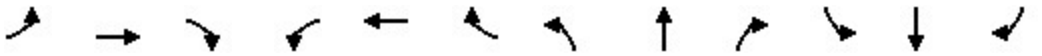
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 82.9%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	235.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	60	2	241	157	666	0	0	888	267
Future Vol, veh/h	0	0	0	60	2	241	157	666	0	0	888	267
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	0	0	0	65	2	262	171	724	0	0	965	290
Number of Lanes	0	0	0	0	1	1	1	1	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay, s/veh	19.3	186.9	327.6
HCM LOS	C	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	97%	0%	0%	0%
Vol Thru, %	0%	100%	3%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	157	666	62	241	888	267
LT Vol	157	0	60	0	0	0
Through Vol	0	666	2	0	888	0
RT Vol	0	0	0	241	0	267
Lane Flow Rate	171	724	67	262	965	290
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.361	1.429	0.159	0.534	1.879	0.509
Departure Headway (Hd)	8.452	7.937	9.789	8.547	7.49	6.77
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	428	463	369	424	492	537
Service Time	6.152	5.637	7.489	6.247	5.19	4.47
HCM Lane V/C Ratio	0.4	1.564	0.182	0.618	1.961	0.54
HCM Control Delay, s/veh	15.9	227.2	14.3	20.6	421.2	16.3
HCM Lane LOS	C	F	B	C	F	C
HCM 95th-tile Q	1.6	31.9	0.6	3.1	58.6	2.9

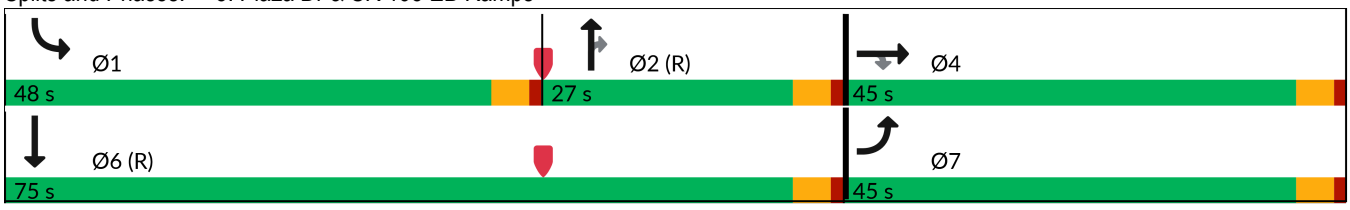


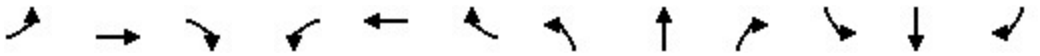
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	445	9	107	0	0	0	0	207	85	943	415	0
Future Volume (vph)	445	9	107	0	0	0	0	207	85	943	415	0
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	245		245	0		0	0		120	295		0
Storage Lanes	1		1	0		0	0		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.97	0.91	1.00
Ped Bike Factor									0.98			
Frt		0.874	0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1511	1434	1285	0	0	0	0	3282	1352	2932	4715	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1511	1434	1285	0	0	0	0	3282	1322	2932	4715	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		53	63						92			
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		254			252			518			552	
Travel Time (s)		3.5			3.4			7.1			7.5	
Confl. Peds. (#/hr)									5			5
Confl. Bikes (#/hr)									2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	484	10	116	0	0	0	0	225	92	1025	451	0
Shared Lane Traffic (%)			46%									
Lane Group Flow (vph)	484	63	63	0	0	0	0	225	92	1025	451	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1					1	1	1	1	
Detector Template												
Leading Detector (ft)	50	50	50					50	50	50	50	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	50	50	50					50	50	50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Turn Type	Prot	NA	Perm					NA	Perm	Prot	NA	
Protected Phases	7	4						2		1	6	
Permitted Phases			4						2			
Detector Phase	7	4	4					2	2	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)	8.5	22.5	22.5					25.8	25.8	8.5	22.9	
Total Split (s)	45.0	45.0	45.0					27.0	27.0	48.0	75.0	
Total Split (%)	37.5%	37.5%	37.5%					22.5%	22.5%	40.0%	62.5%	
Maximum Green (s)	40.5	40.5	40.5					22.5	22.5	43.5	70.5	
Yellow Time (s)	3.5	3.5	3.5					3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0					1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5					4.5	4.5	4.5	4.5	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Recall Mode	None	None	None					C-Max	C-Max	None	C-Max	
Walk Time (s)								7.0	7.0		7.0	
Flash Don't Walk (s)								14.3	14.3		11.4	
Pedestrian Calls (#/hr)								5	5		5	
Act Effct Green (s)	39.8	39.8	39.8					23.4	23.4	43.3	71.2	
Actuated g/C Ratio	0.33	0.33	0.33					0.20	0.20	0.36	0.59	
v/c Ratio	0.97	0.12	0.13					0.35	0.28	0.97	0.16	
Control Delay (s/veh)	73.0	9.9	7.5					44.0	10.6	77.0	17.0	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	73.0	9.9	7.5					44.0	10.6	77.0	17.0	
LOS	E	A	A					D	B	E	B	
Approach Delay (s/veh)		59.7						34.3			58.6	
Approach LOS		E						C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay (s/veh): 55.7		Intersection LOS: E	
Intersection Capacity Utilization 85.0%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 8: Plaza Dr & SR 198 EB Ramps





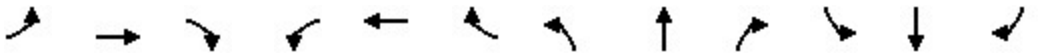
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	445	9	107	0	0	0	0	207	85	943	415	0
Future Volume (veh/h)	445	9	107	0	0	0	0	207	85	943	415	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1614	1752	1614				0	1752	1614	1614	1752	0
Adj Flow Rate, veh/h	484	0	123				0	225	92	1025	451	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10				0	10	10	10	10	0
Cap, veh/h	505	0	900				0	679	273	1057	2851	0
Arrive On Green	0.33	0.00	0.33				0.00	0.20	0.20	0.59	1.00	0.00
Sat Flow, veh/h	1537	0	2735				0	3416	1338	2981	4940	0
Grp Volume(v), veh/h	484	0	123				0	225	92	1025	451	0
Grp Sat Flow(s),veh/h/ln	1537	0	1367				0	1664	1338	1491	1594	0
Q Serve(g_s), s	37.0	0.0	3.8				0.0	6.9	7.1	39.5	0.1	0.0
Cycle Q Clear(g_c), s	37.0	0.0	3.8				0.0	6.9	7.1	39.5	0.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	505	0	900				0	679	273	1057	2851	0
V/C Ratio(X)	0.96	0.00	0.14				0.00	0.33	0.34	0.97	0.16	0.00
Avail Cap(c_a), veh/h	519	0	923				0	679	273	1081	2851	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.67	1.67	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.85	0.85	0.00
Uniform Delay (d), s/veh	39.4	0.0	28.3				0.0	40.8	40.8	23.8	0.1	0.0
Incr Delay (d2), s/veh	28.7	0.0	0.1				0.0	1.3	3.3	18.2	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.2	0.0	1.2				0.0	2.9	2.5	11.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	68.2	0.0	28.4				0.0	42.1	44.1	42.0	0.2	0.0
LnGrp LOS	E		C					D	D	D	A	
Approach Vol, veh/h		607						317			1476	
Approach Delay, s/veh		60.1						42.7			29.3	
Approach LOS		E						D			C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	47.1	29.0		44.0		76.0
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	43.5	22.5		40.5		70.5
Max Q Clear Time (g_c+I1), s	41.5	9.1		39.0		2.1
Green Ext Time (p_c), s	1.0	1.0		0.4		2.1

Intersection Summary	
HCM 7th Control Delay, s/veh	38.8
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	264	1	138	0	0	0	0	379	51	637	458	0
Future Volume (vph)	264	1	138	0	0	0	0	379	51	637	458	0
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	0		280	0		0	0		75	215		0
Storage Lanes	0		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			
Flt Protected		0.953								0.950		
Satd. Flow (prot)	0	1646	1352	0	0	0	0	1727	1352	1511	1727	0
Flt Permitted		0.953								0.950		
Satd. Flow (perm)	0	1646	1352	0	0	0	0	1727	1352	1511	1727	0
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		325			418			564			616	
Travel Time (s)		4.0			5.2			7.0			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	287	1	150	0	0	0	0	412	55	692	498	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	288	150	0	0	0	0	412	55	692	498	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 82.9%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	115.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	264	1	138	0	0	0	0	379	51	637	458	0
Future Vol, veh/h	264	1	138	0	0	0	0	379	51	637	458	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	287	1	150	0	0	0	0	412	55	692	498	0
Number of Lanes	0	1	1	0	0	0	0	1	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	23.2	45	177.3
HCM LOS	C	E	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	379	51	265	138	637	458
LT Vol	0	0	264	0	637	0
Through Vol	379	0	1	0	0	458
RT Vol	0	51	0	138	0	0
Lane Flow Rate	412	55	288	150	692	498
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.893	0.109	0.678	0.303	1.496	1.005
Departure Headway (Hd)	8.311	7.59	8.844	7.612	7.778	7.264
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	441	475	412	476	471	498
Service Time	6.011	5.29	6.544	5.312	5.547	5.033
HCM Lane V/C Ratio	0.934	0.116	0.699	0.315	1.469	1
HCM Control Delay, s/veh	49.5	11.2	28.2	13.6	255.3	68.8
HCM Lane LOS	E	B	D	B	F	F
HCM 95th-tile Q	9.5	0.4	4.9	1.3	35.7	13.8

Warrant 1: Eight-hour Vehicular Volume

7: Road 92 & SR 198 WB Ramps - Existing

Intersection Information:

Major Street Name:	Rd 92
Major Street Direction:	NB/SB
Minor Street Direction:	EB/WB

WARRANT 1 MET? **Yes**

Details:

Condition A Met?	Yes	13 Hours met (8 required) at 70%
Condition B Met?	Yes	10 Hours met (8 required) at 70%

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		70% Standard Met? Cond. A OR Cond. B		56% Standard Met? Cond. A AND Cond. B	
					Condition A 70% Column	Condition B 70% Column	Condition A 56% Column	Condition B 56% Column
06:00 to 07:00	**587**		**274**		Yes*	No	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
06:15 to 07:15	**655**		**311**		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
06:30 to 07:30	**793**		**354**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

7: Road 92 & SR 198 WB Ramps - Existing

06:45 to 07:45	**945**		**387**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
07:00 to 08:00	**1,098**		**401**		Yes*	Yes	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
07:15 to 08:15	**1,223**		**401**		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
07:30 to 08:30	**1,249**		**378**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
07:45 to 08:45	**1,144**		**318**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

7: Road 92 & SR 198 WB Ramps - Existing

08:00 to 09:00	**951**		**252**		Yes*	Yes	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
08:15 to 09:15	**769**		**209**		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
08:30 to 09:30	**624**		**179**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
08:45 to 09:45	**583**		**162**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
09:00 to 10:00	**570**		**144**		Yes*	No	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

7: Road 92 & SR 198 WB Ramps - Existing

09:15 to 10:15	**570**		**148**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
09:30 to 10:30	**555**		**149**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
09:45 to 10:45	**540**		**159**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
10:00 to 11:00	**533**		**161**		Yes*	No	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
10:15 to 11:15	**551**		**163**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

7: Road 92 & SR 198 WB Ramps - Existing

10:30 to 11:30	**565**		**166**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
10:45 to 11:45	**570**		**173**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
11:00 to 12:00	**598**		**200**		Yes*	No	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
11:15 to 12:15	**629**		**216**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
11:30 to 12:30	**675**		**230**		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

7: Road 92 & SR 198 WB Ramps - Existing

11:45 to 12:45	**693**		**233**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
12:00 to 13:00	**684**		**229**		Yes*	Yes	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
12:15 to 13:15	**692**		**235**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
12:30 to 13:30	**664**		**247**		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
12:45 to 13:45	**728**		**251**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

7: Road 92 & SR 198 WB Ramps - Existing

13:00 to 14:00	**744**		**247**		Yes*	Yes	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
13:15 to 14:15	**750**		**231**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
13:30 to 14:30	**793**		**208**		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
13:45 to 14:45	**822**		**215**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
14:00 to 15:00	**857**		**222**		Yes*	Yes	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

7: Road 92 & SR 198 WB Ramps - Existing

14:15 to 15:15	**944**		**216**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
14:30 to 15:30	**1,004**		**236**		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
14:45 to 15:45	**1,052**		**230**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
15:00 to 16:00	**1,153**		**268**		Yes*	Yes	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
15:15 to 16:15	**1,156**		**289**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

7: Road 92 & SR 198 WB Ramps - Existing

15:30 to 16:30	**1,178**		**291**		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
15:45 to 16:45	**1,178**		**289**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
16:00 to 17:00	**1,183**		**264**		Yes*	Yes	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
16:15 to 17:15	**1,193**		**274**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
16:30 to 17:30	**1,196**		**263**		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

7: Road 92 & SR 198 WB Ramps - Existing

16:45 to 17:45	**1,151**		**269**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
17:00 to 18:00	**1,033**		**237**		Yes*	Yes	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
17:15 to 18:15	**915**		**207**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
17:30 to 18:30	**792**		**199**		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
17:45 to 18:45	**704**		**170**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

7: Road 92 & SR 198 WB Ramps - Existing

18:00 to 19:00	**632**		**162**		Yes*	Yes	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

18:15 to 19:15	**451**		**115**		No	No	Yes	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	Yes				

18:30 to 19:30	**289**		**71**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	Yes				

18:45 to 19:45	**121**		**35**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	No				

Warrant 2: Four-hour Vehicular Volume

7: Road 92 & SR 198 WB Ramps - Existing

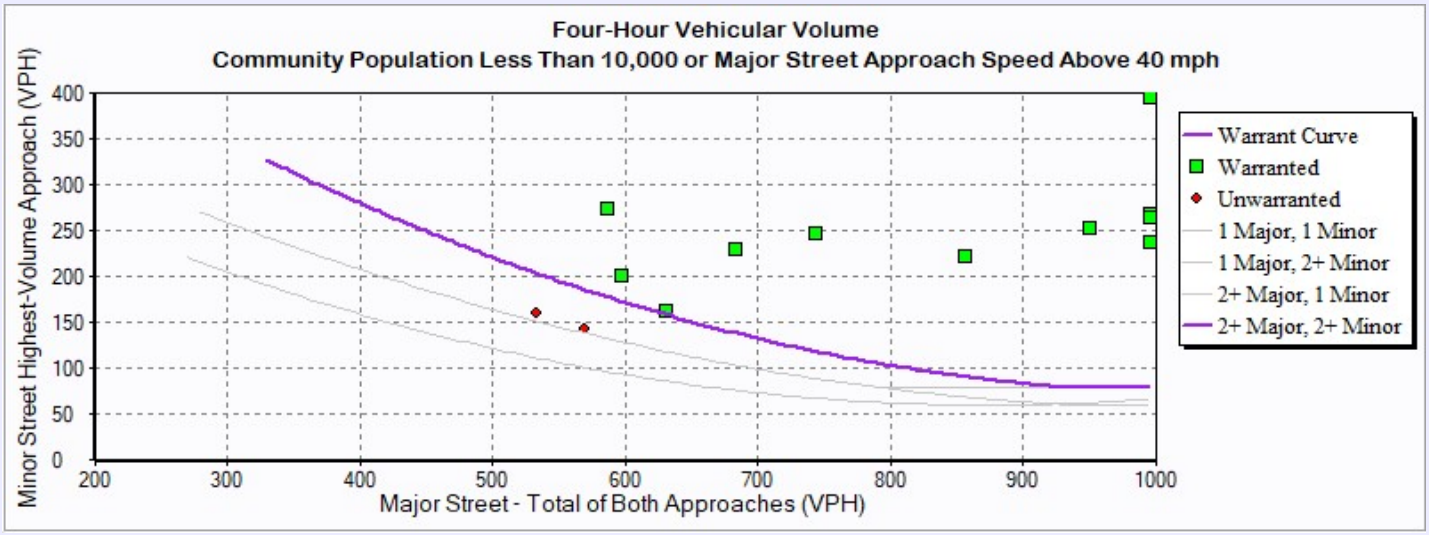
Intersection Information:

	Major Street	Minor Street
Street Name	Rd 92	SR 198 WB Ramps
Direction	NB/SB	EB/WB
Number of Lanes	2	2
Approach Speed	55	55

Warrant 2 Met? **Yes**

Details:

Notes	11 Hours met (4 required)
Low population?	No



Warrant 2: Four-hour Vehicular Volume

7: Road 92 & SR 198 WB Ramps - Existing

Hourly Volumes

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
00:00:00 - 01:00:00	0	0
01:00:00 - 02:00:00	0	0
02:00:00 - 03:00:00	0	0
03:00:00 - 04:00:00	0	0
04:00:00 - 05:00:00	0	0
05:00:00 - 06:00:00	0	0
06:00:00 - 07:00:00	587	274
07:00:00 - 08:00:00	1,098	401
08:00:00 - 09:00:00	951	252
09:00:00 - 10:00:00	570	144
10:00:00 - 11:00:00	533	161
11:00:00 - 12:00:00	598	200
12:00:00 - 13:00:00	684	229
13:00:00 - 14:00:00	744	247
14:00:00 - 15:00:00	857	222
15:00:00 - 16:00:00	1,153	268
16:00:00 - 17:00:00	1,183	264
17:00:00 - 18:00:00	1,033	237
18:00:00 - 19:00:00	632	162
19:00:00 - 20:00:00	0	0
20:00:00 - 21:00:00	0	0
21:00:00 - 22:00:00	0	0
22:00:00 - 23:00:00	0	0

23:00:00 - 00:00:00	0	0

Warranted Hours

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
06:00:00 - 07:00:00	587.00	274.00
07:00:00 - 08:00:00	1,098.00	401.00
08:00:00 - 09:00:00	951.00	252.00
11:00:00 - 12:00:00	598.00	200.00
12:00:00 - 13:00:00	684.00	229.00
13:00:00 - 14:00:00	744.00	247.00
14:00:00 - 15:00:00	857.00	222.00
15:00:00 - 16:00:00	1,153.00	268.00
16:00:00 - 17:00:00	1,183.00	264.00
17:00:00 - 18:00:00	1,033.00	237.00
18:00:00 - 19:00:00	632.00	162.00

Note: Only data of hours warranted is represented in the above table.

Warrant 1: Eight-hour Vehicular Volume

9: Road 92 & SR 198 EB Ramps - Existing

Intersection Information:

Major Street Name:	Rd 92
Major Street Direction:	NB/SB
Minor Street Direction:	EB/WB

WARRANT 1 MET? **Yes**

Details:

Condition A Met?	Yes	12 Hours met (8 required) at 70%
Condition B Met?	No	6 Hours met (8 required) at 70%

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		70% Standard Met? Cond. A OR Cond. B		56% Standard Met? Cond. A AND Cond. B	
					Condition A 70% Column	Condition B 70% Column	Condition A 56% Column	Condition B 56% Column
06:00 to 07:00	**362**		**154**		No	No	Yes	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	Yes				
06:15 to 07:15	**425**		**169**		Yes*	No	Yes	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	Yes				
06:30 to 07:30	**529**		**196**		Yes	No	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

9: Road 92 & SR 198 EB Ramps - Existing

06:45 to 07:45	**669**		**197**		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
07:00 to 08:00	**831**		**231**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
07:15 to 08:15	**933**		**269**		Yes*	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
07:30 to 08:30	**973**		**282**		Yes	Yes	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
07:45 to 08:45	**873**		**283**		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

9: Road 92 & SR 198 EB Ramps - Existing

08:00 to 09:00	**718**		**224**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
08:15 to 09:15	**577**		**174**		Yes*	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
08:30 to 09:30	**450**		**158**		Yes	No	Yes	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	Yes				
08:45 to 09:45	**420**		**150**		Yes	No	Yes	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	Yes				
09:00 to 10:00	**407**		**165**		No	No	Yes	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

9: Road 92 & SR 198 EB Ramps - Existing

09:15 to 10:15	**425**		**168**		Yes*	No	Yes	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	Yes				
09:30 to 10:30	**419**		**164**		No	No	Yes	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	Yes				
09:45 to 10:45	**435**		**160**		Yes	No	Yes	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	Yes				
10:00 to 11:00	**420**		**153**		Yes	No	Yes	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	Yes				
10:15 to 11:15	**428**		**163**		Yes*	No	Yes	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

9: Road 92 & SR 198 EB Ramps - Existing

10:30 to 11:30	445		161		Yes	No	Yes	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	Yes				

10:45 to 11:45	451		168		Yes	No	Yes	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	Yes				

11:00 to 12:00	497		163		Yes	No	Yes	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	Yes				

11:15 to 12:15	531		175		Yes*	No	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

11:30 to 12:30	576		178		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

9: Road 92 & SR 198 EB Ramps - Existing

11:45 to 12:45	**597**		**169**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
12:00 to 13:00	**587**		**194**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
12:15 to 13:15	**592**		**187**		Yes*	No	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
12:30 to 13:30	**569**		**182**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
12:45 to 13:45	**603**		**195**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

9: Road 92 & SR 198 EB Ramps - Existing

13:00 to 14:00	**606**		**190**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
13:15 to 14:15	**606**		**191**		Yes*	No	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
13:30 to 14:30	**631**		**212**		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
13:45 to 14:45	**649**		**226**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
14:00 to 15:00	**675**		**249**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

9: Road 92 & SR 198 EB Ramps - Existing

14:15 to 15:15	**747**		**284**		Yes*	Yes	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
14:30 to 15:30	**770**		**300**		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
14:45 to 15:45	**819**		**300**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
15:00 to 16:00	**902**		**308**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
15:15 to 16:15	**882**		**321**		Yes*	Yes	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

9: Road 92 & SR 198 EB Ramps - Existing

15:30 to 16:30	**908**		**335**		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
15:45 to 16:45	**896**		**362**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
16:00 to 17:00	**881**		**374**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
16:15 to 17:15	**897**		**359**		Yes*	Yes	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
16:30 to 17:30	**900**		**365**		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

9: Road 92 & SR 198 EB Ramps - Existing

16:45 to 17:45	**866**		**346**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
17:00 to 18:00	**773**		**337**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
17:15 to 18:15	**682**		**319**		Yes*	Yes	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
17:30 to 18:30	**598**		**296**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
17:45 to 18:45	**524**		**261**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

9: Road 92 & SR 198 EB Ramps - Existing

18:00 to 19:00	**493**		**220**		Yes	No	Yes	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	Yes				
18:15 to 19:15	**358**		**154**		No	No	Yes	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	Yes				
18:30 to 19:30	**230**		**84**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	Yes				
18:45 to 19:45	**107**		**46**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	No				

Warrant 2: Four-hour Vehicular Volume

9: Road 92 & SR 198 EB Ramps - Existing

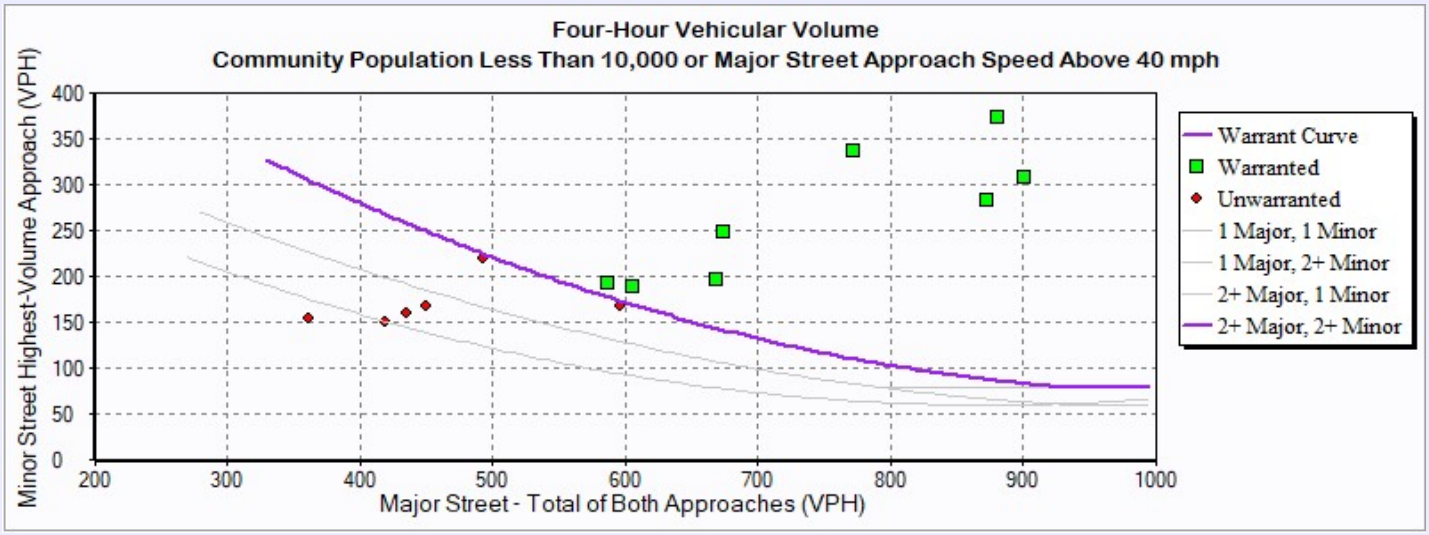
Intersection Information:

	Major Street	Minor Street
Street Name	Rd 92	SR 198
Direction	NB/SB	EB/WB
Number of Lanes	2	2
Approach Speed	55	55

Warrant 2 Met? **Yes**

Details:

Notes	8 Hours met (4 required)
Low population?	No



Warrant 2: Four-hour Vehicular Volume

9: Road 92 & SR 198 EB Ramps - Existing

Hourly Volumes

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
00:00:00 - 01:00:00	0	0
01:00:00 - 02:00:00	0	0
02:00:00 - 03:00:00	0	0
03:00:00 - 04:00:00	0	0
04:00:00 - 05:00:00	0	0
05:00:00 - 06:00:00	0	0
06:00:00 - 07:00:00	362	154
07:00:00 - 08:00:00	831	231
08:00:00 - 09:00:00	718	224
09:00:00 - 10:00:00	407	165
10:00:00 - 11:00:00	420	153
11:00:00 - 12:00:00	497	163
12:00:00 - 13:00:00	587	194
13:00:00 - 14:00:00	606	190
14:00:00 - 15:00:00	675	249
15:00:00 - 16:00:00	902	308
16:00:00 - 17:00:00	881	374
17:00:00 - 18:00:00	773	337
18:00:00 - 19:00:00	493	220
19:00:00 - 20:00:00	0	0
20:00:00 - 21:00:00	0	0
21:00:00 - 22:00:00	0	0
22:00:00 - 23:00:00	0	0

23:00:00 - 00:00:00	0	0

Warranted Hours

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
06:45:00 - 07:45:00	669.00	197.00
07:45:00 - 08:45:00	873.00	283.00
12:00:00 - 13:00:00	587.00	194.00
13:00:00 - 14:00:00	606.00	190.00
14:00:00 - 15:00:00	675.00	249.00
15:00:00 - 16:00:00	902.00	308.00
16:00:00 - 17:00:00	881.00	374.00
17:00:00 - 18:00:00	773.00	337.00

Note: Only data of hours warranted is represented in the above table.

Warrant 1: Eight-hour Vehicular Volume

7: Road 92 & SR 198 WB Ramps - Existing+project

Intersection Information:

Major Street Name:	Rd 92
Major Street Direction:	NB/SB
Minor Street Direction:	EB/WB

WARRANT 1 MET? **Yes**

Details:

Condition A Met?	Yes	13 Hours met (8 required) at 70%
Condition B Met?	Yes	11 Hours met (8 required) at 70%

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		70% Standard Met? Cond. A OR Cond. B		56% Standard Met? Cond. A AND Cond. B	
					Condition A 70% Column	Condition B 70% Column	Condition A 56% Column	Condition B 56% Column
06:00 to 07:00	**625**		**274**		Yes*	No	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
06:15 to 07:15	**698**		**311**		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
06:30 to 07:30	**846**		**354**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

7: Road 92 & SR 198 WB Ramps - Existing+project

06:45 to 07:45	**1,010**		**387**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
07:00 to 08:00	**1,174**		**401**		Yes*	Yes	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
07:15 to 08:15	**1,308**		**401**		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
07:30 to 08:30	**1,336**		**378**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
07:45 to 08:45	**1,223**		**318**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

7: Road 92 & SR 198 WB Ramps - Existing+project

08:00 to 09:00	**1,017**		**252**		Yes*	Yes	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
08:15 to 09:15	**823**		**209**		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
08:30 to 09:30	**668**		**179**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
08:45 to 09:45	**625**		**162**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
09:00 to 10:00	**611**		**144**		Yes*	No	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

7: Road 92 & SR 198 WB Ramps - Existing+project

09:15 to 10:15	**610**		**148**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
09:30 to 10:30	**594**		**149**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
09:45 to 10:45	**578**		**159**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
10:00 to 11:00	**570**		**161**		Yes*	No	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
10:15 to 11:15	**590**		**163**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

7: Road 92 & SR 198 WB Ramps - Existing+project

10:30 to 11:30	**605**		**166**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
10:45 to 11:45	**610**		**173**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
11:00 to 12:00	**641**		**200**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
11:15 to 12:15	**674**		**216**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
11:30 to 12:30	**723**		**230**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

7: Road 92 & SR 198 WB Ramps - Existing+project

11:45 to 12:45	**742**		**233**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
12:00 to 13:00	**732**		**229**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
12:15 to 13:15	**741**		**235**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
12:30 to 13:30	**711**		**247**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
12:45 to 13:45	**780**		**251**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

7: Road 92 & SR 198 WB Ramps - Existing+project

13:00 to 14:00	**797**		**247**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
13:15 to 14:15	**803**		**231**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
13:30 to 14:30	**849**		**208**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
13:45 to 14:45	**880**		**215**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
14:00 to 15:00	**917**		**222**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

7: Road 92 & SR 198 WB Ramps - Existing+project

14:15 to 15:15	**1,010**		**216**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
14:30 to 15:30	**1,075**		**236**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
14:45 to 15:45	**1,127**		**230**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
15:00 to 16:00	**1,235**		**268**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
15:15 to 16:15	**1,239**		**289**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

7: Road 92 & SR 198 WB Ramps - Existing+project

15:30 to 16:30	**1,262**		**291**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
15:45 to 16:45	**1,262**		**289**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
16:00 to 17:00	**1,268**		**264**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
16:15 to 17:15	**1,278**		**274**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
16:30 to 17:30	**1,281**		**263**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

7: Road 92 & SR 198 WB Ramps - Existing+project

16:45 to 17:45	**1,232**		**269**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
17:00 to 18:00	**1,105**		**237**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
17:15 to 18:15	**979**		**207**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
17:30 to 18:30	**847**		**199**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
17:45 to 18:45	**753**		**170**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

7: Road 92 & SR 198 WB Ramps - Existing+project

18:00 to 19:00	**676**		**162**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

18:15 to 19:15	**482**		**115**		No	No	Yes	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	Yes				

18:30 to 19:30	**309**		**71**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	Yes				

18:45 to 19:45	**129**		**35**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	No				

Warrant 2: Four-hour Vehicular Volume

7: Road 92 & SR 198 WB Ramps - Existing+project

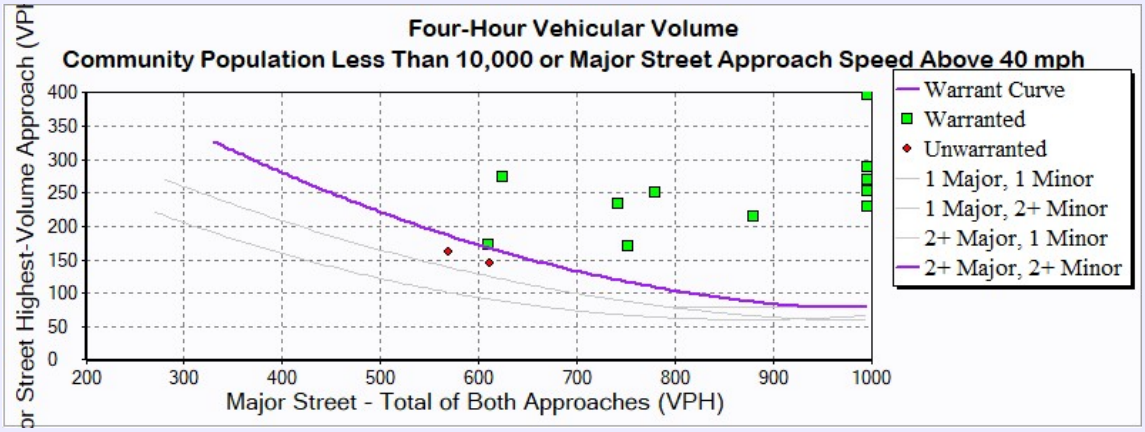
Intersection Information:

	Major Street	Minor Street
Street Name	Rd 92	SR 198 WB Ramps
Direction	NB/SB	EB/WB
Number of Lanes	2	2
Approach Speed	55	55

Warrant 2 Met? **Yes**

Details:

Notes	11 Hours met (4 required)
Low population?	No



Warrant 2: Four-hour Vehicular Volume

7: Road 92 & SR 198 WB Ramps - Existing+project

Hourly Volumes

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
00:00:00 - 01:00:00	0	0
01:00:00 - 02:00:00	0	0
02:00:00 - 03:00:00	0	0
03:00:00 - 04:00:00	0	0
04:00:00 - 05:00:00	0	0
05:00:00 - 06:00:00	0	0
06:00:00 - 07:00:00	625	274
07:00:00 - 08:00:00	1,174	401
08:00:00 - 09:00:00	1,017	252
09:00:00 - 10:00:00	611	144
10:00:00 - 11:00:00	570	161
11:00:00 - 12:00:00	641	200
12:00:00 - 13:00:00	732	229
13:00:00 - 14:00:00	797	247
14:00:00 - 15:00:00	917	222
15:00:00 - 16:00:00	1,235	268
16:00:00 - 17:00:00	1,268	264
17:00:00 - 18:00:00	1,105	237
18:00:00 - 19:00:00	676	162
19:00:00 - 20:00:00	0	0
20:00:00 - 21:00:00	0	0
21:00:00 - 22:00:00	0	0
22:00:00 - 23:00:00	0	0

23:00:00 - 00:00:00	0	0

Warranted Hours

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
06:00:00 - 07:00:00	625.00	274.00
07:00:00 - 08:00:00	1,174.00	401.00
08:00:00 - 09:00:00	1,017.00	252.00
10:45:00 - 11:45:00	610.00	173.00
11:45:00 - 12:45:00	742.00	233.00
12:45:00 - 13:45:00	780.00	251.00
13:45:00 - 14:45:00	880.00	215.00
14:45:00 - 15:45:00	1,127.00	230.00
15:45:00 - 16:45:00	1,262.00	289.00
16:45:00 - 17:45:00	1,232.00	269.00
17:45:00 - 18:45:00	753.00	170.00

Note: Only data of hours warranted is represented in the above table.

Warrant 1: Eight-hour Vehicular Volume

9: Road 92 & SR 198 EB Ramps - Existing+project

Intersection Information:

Major Street Name:	Rd 92
Major Street Direction:	NB/SB
Minor Street Direction:	EB/WB

WARRANT 1 MET? **Yes**

Details:

Condition A Met?	Yes	12 Hours met (8 required) at 70%
Condition B Met?	Yes	8 Hours met (8 required) at 70%

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		70% Standard Met? Cond. A OR Cond. B		56% Standard Met? Cond. A AND Cond. B	
					Condition A 70% Column	Condition B 70% Column	Condition A 56% Column	Condition B 56% Column
06:00 to 07:00	**385**		**154**		No	No	Yes	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	Yes				
06:15 to 07:15	**453**		**169**		Yes*	No	Yes	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	Yes				
06:30 to 07:30	**563**		**196**		Yes	No	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

9: Road 92 & SR 198 EB Ramps - Existing+project

06:45 to 07:45	**713**		**197**		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
07:00 to 08:00	**886**		**231**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
07:15 to 08:15	**994**		**269**		Yes*	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
07:30 to 08:30	**1,037**		**282**		Yes	Yes	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
07:45 to 08:45	**931**		**283**		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

9: Road 92 & SR 198 EB Ramps - Existing+project

08:00 to 09:00	**766**		**224**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
08:15 to 09:15	**617**		**174**		Yes*	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
08:30 to 09:30	**482**		**158**		Yes	No	Yes	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	Yes				
08:45 to 09:45	**450**		**150**		Yes	No	Yes	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	Yes				
09:00 to 10:00	**436**		**165**		Yes	No	Yes	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

9: Road 92 & SR 198 EB Ramps - Existing+project

09:15 to 10:15	454		168		Yes*	No	Yes	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	Yes				

09:30 to 10:30	448		164		Yes	No	Yes	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	Yes				

09:45 to 10:45	464		160		Yes	No	Yes	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	Yes				

10:00 to 11:00	448		153		Yes	No	Yes	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	Yes				

10:15 to 11:15	457		163		Yes*	No	Yes	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

9: Road 92 & SR 198 EB Ramps - Existing+project

10:30 to 11:30	**475**		**161**		Yes	No	Yes	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	Yes				
10:45 to 11:45	**482**		**168**		Yes	No	Yes	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	Yes				
11:00 to 12:00	**531**		**163**		Yes	No	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
11:15 to 12:15	**567**		**175**		Yes*	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
11:30 to 12:30	**615**		**178**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

9: Road 92 & SR 198 EB Ramps - Existing+project

11:45 to 12:45	**637**		**169**		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
12:00 to 13:00	**626**		**194**		Yes	No	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
12:15 to 13:15	**632**		**187**		Yes*	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
12:30 to 13:30	**608**		**182**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
12:45 to 13:45	**645**		**195**		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

9: Road 92 & SR 198 EB Ramps - Existing+project

13:00 to 14:00	**648**		**190**		Yes	Yes	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
13:15 to 14:15	**648**		**191**		Yes*	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
13:30 to 14:30	**674**		**212**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
13:45 to 14:45	**694**		**226**		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
14:00 to 15:00	**722**		**249**		Yes	Yes	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

9: Road 92 & SR 198 EB Ramps - Existing+project

14:15 to 15:15	**799**		**284**		Yes*	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
14:30 to 15:30	**824**		**300**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
14:45 to 15:45	**877**		**300**		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
15:00 to 16:00	**967**		**308**		Yes	Yes	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
15:15 to 16:15	**946**		**321**		Yes*	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

9: Road 92 & SR 198 EB Ramps - Existing+project

15:30 to 16:30	**973**		**335**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
15:45 to 16:45	**960**		**362**		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
16:00 to 17:00	**944**		**374**		Yes	Yes	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
16:15 to 17:15	**961**		**359**		Yes*	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
16:30 to 17:30	**966**		**365**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

9: Road 92 & SR 198 EB Ramps - Existing+project

16:45 to 17:45	**929**		**346**		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
17:00 to 18:00	**828**		**337**		Yes	Yes	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
17:15 to 18:15	**731**		**319**		Yes*	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
17:30 to 18:30	**640**		**296**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
17:45 to 18:45	**560**		**261**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

9: Road 92 & SR 198 EB Ramps - Existing+project

18:00 to 19:00	**527**		**220**		Yes	No	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
18:15 to 19:15	**382**		**154**		No	No	Yes	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	Yes				
18:30 to 19:30	**245**		**84**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	Yes				
18:45 to 19:45	**114**		**46**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	No				

Warrant 2: Four-hour Vehicular Volume

9: Road 92 & SR 198 EB Ramps - Existing+project

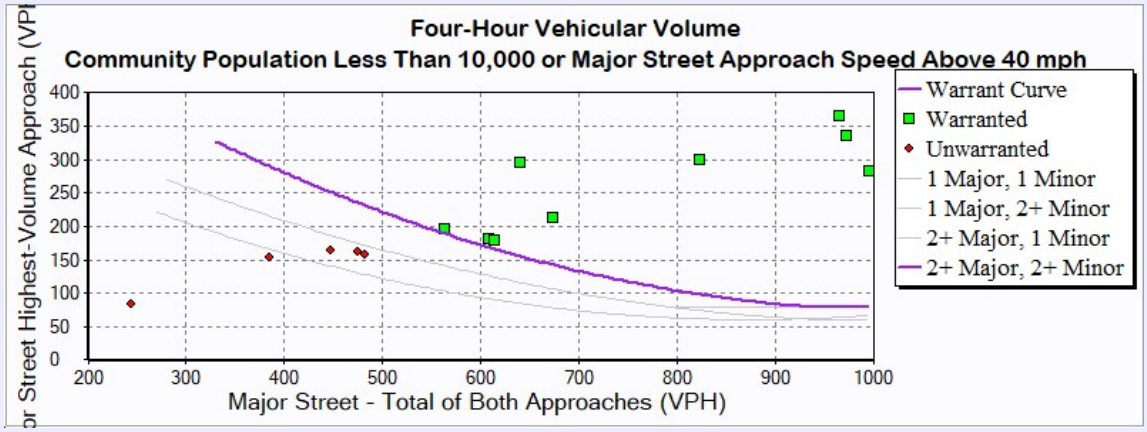
Intersection Information:

	Major Street	Minor Street
Street Name	Rd 92	SR 198
Direction	NB/SB	EB/WB
Number of Lanes	2	2
Approach Speed	55	55

Warrant 2 Met? **Yes**

Details:

Notes	9 Hours met (4 required)
Low population?	No



Warrant 2: Four-hour Vehicular Volume

9: Road 92 & SR 198 EB Ramps - Existing+project

Hourly Volumes

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
00:00:00 - 01:00:00	0	0
01:00:00 - 02:00:00	0	0
02:00:00 - 03:00:00	0	0
03:00:00 - 04:00:00	0	0
04:00:00 - 05:00:00	0	0
05:00:00 - 06:00:00	0	0
06:00:00 - 07:00:00	385	154
07:00:00 - 08:00:00	886	231
08:00:00 - 09:00:00	766	224
09:00:00 - 10:00:00	436	165
10:00:00 - 11:00:00	448	153
11:00:00 - 12:00:00	531	163
12:00:00 - 13:00:00	626	194
13:00:00 - 14:00:00	648	190
14:00:00 - 15:00:00	722	249
15:00:00 - 16:00:00	967	308
16:00:00 - 17:00:00	944	374
17:00:00 - 18:00:00	828	337
18:00:00 - 19:00:00	527	220
19:00:00 - 20:00:00	0	0
20:00:00 - 21:00:00	0	0
21:00:00 - 22:00:00	0	0
22:00:00 - 23:00:00	0	0

23:00:00 - 00:00:00	0	0

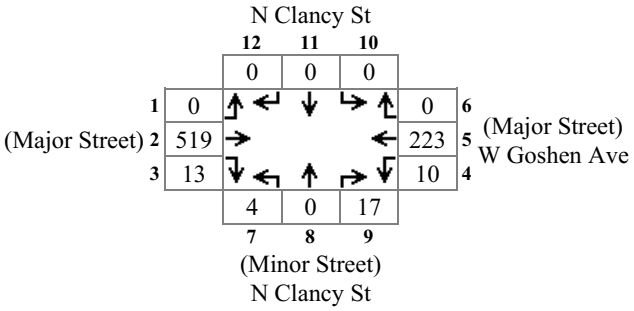
Warranted Hours

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
06:30:00 - 07:30:00	563.00	196.00
07:30:00 - 08:30:00	1,037.00	282.00
11:30:00 - 12:30:00	615.00	178.00
12:30:00 - 13:30:00	608.00	182.00
13:30:00 - 14:30:00	674.00	212.00
14:30:00 - 15:30:00	824.00	300.00
15:30:00 - 16:30:00	973.00	335.00
16:30:00 - 17:30:00	966.00	365.00
17:30:00 - 18:30:00	640.00	296.00

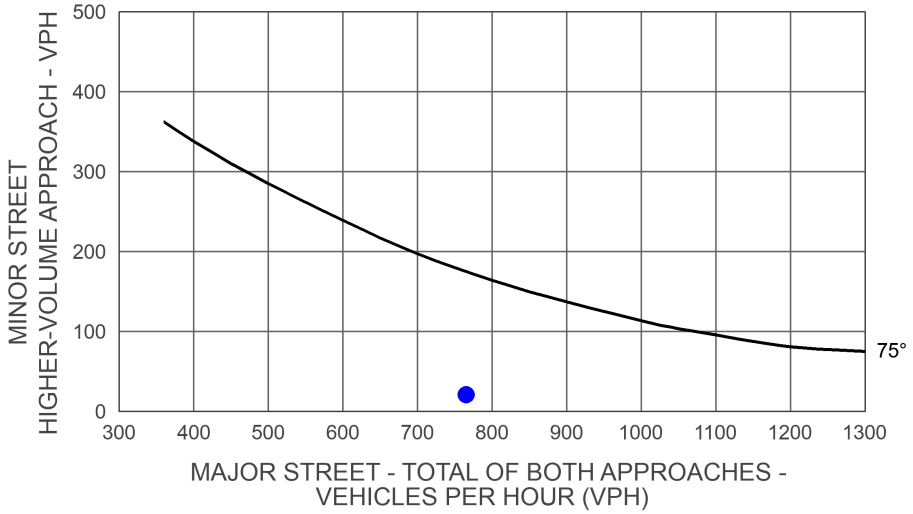
Note: Only data of hours warranted is represented in the above table.

Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Existing
Intersection #: 2

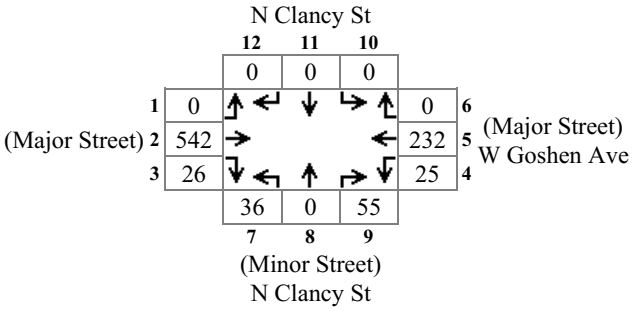


Major Total: 765
Minor High Volume: 21

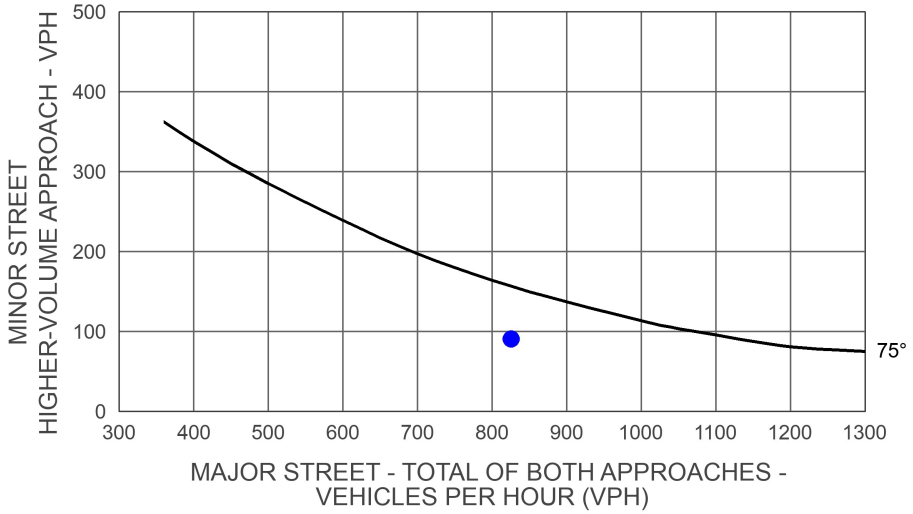


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Existing+Project
Intersection #: 2

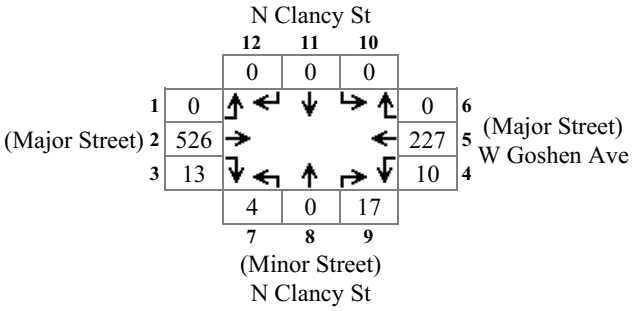


Major Total: 825
Minor High Volume: 91

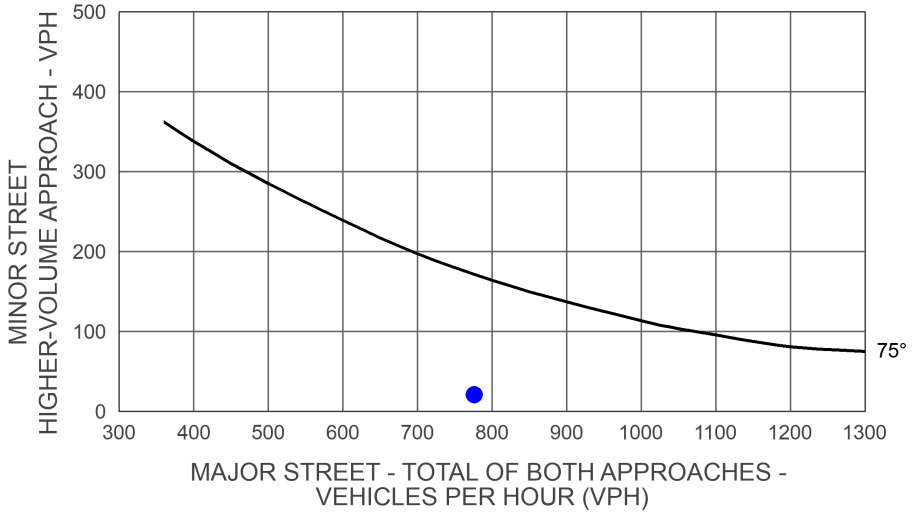


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future
Intersection #: 2

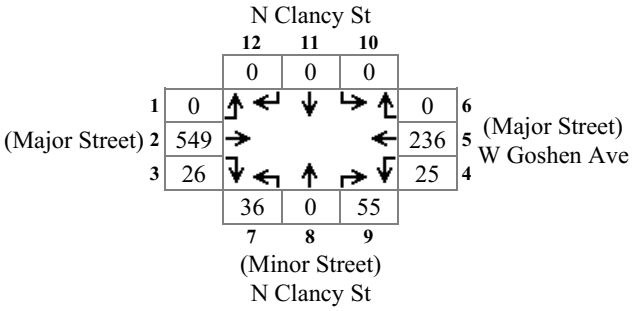


Major Total: 776
Minor High Volume: 21

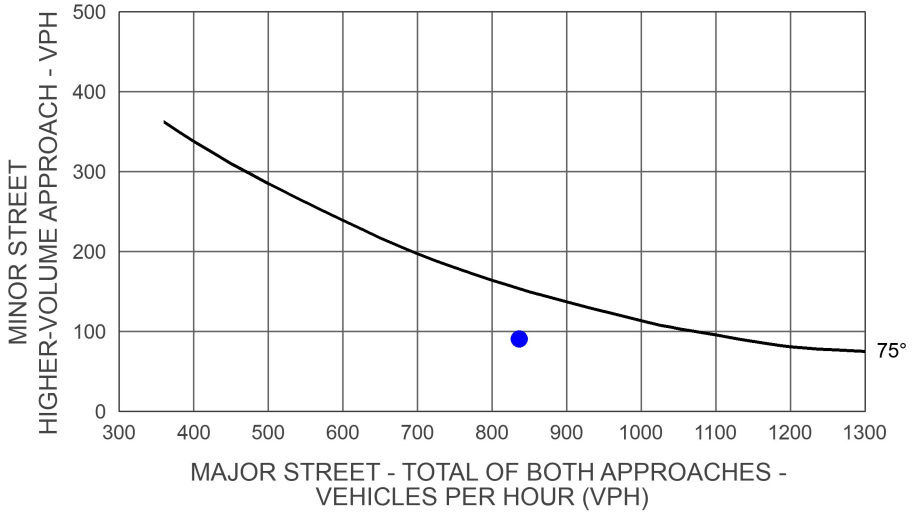


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future+Project
Intersection #: 2

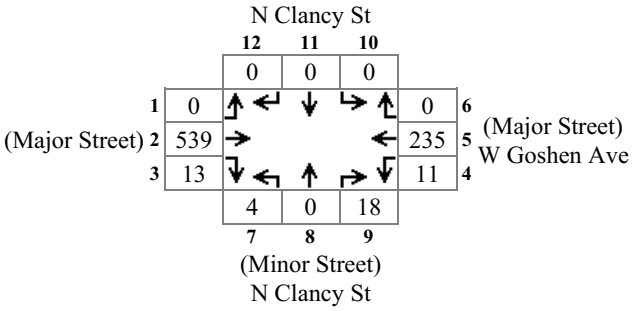


Major Total: 836
Minor High Volume: 91

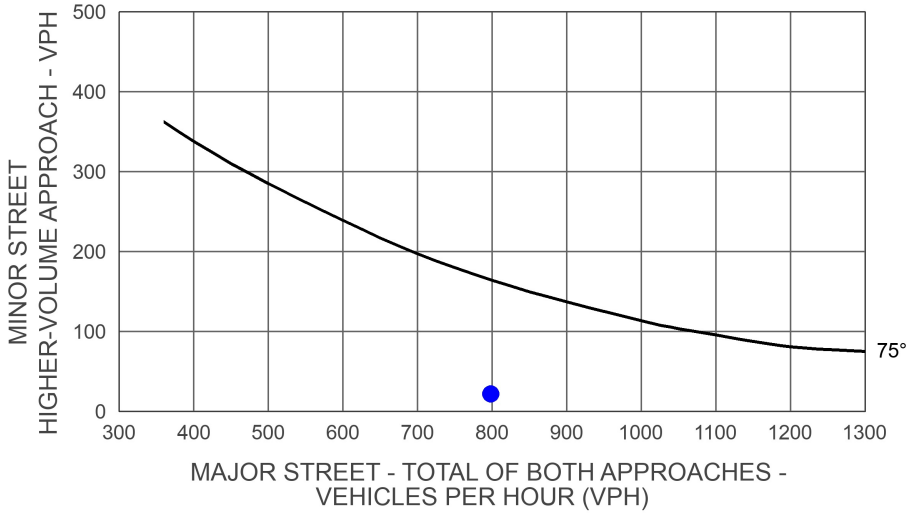


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future
Intersection #: 2

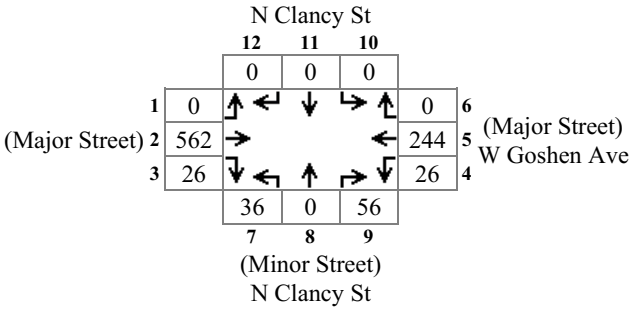


Major Total: 798
Minor High Volume: 22

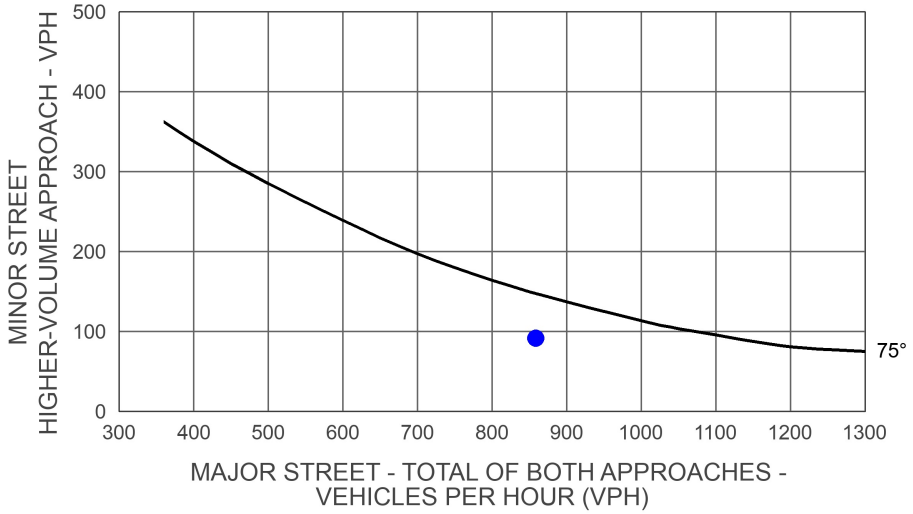


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future+Project
Intersection #: 2

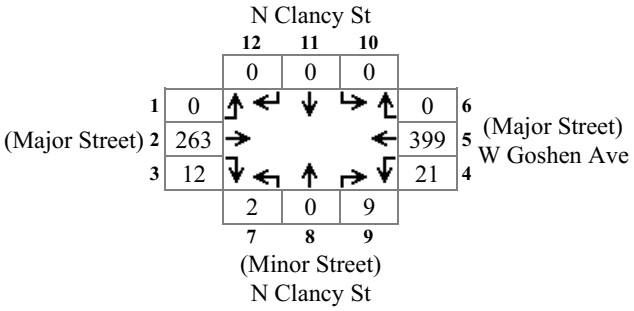


Major Total: 858
Minor High Volume: 92

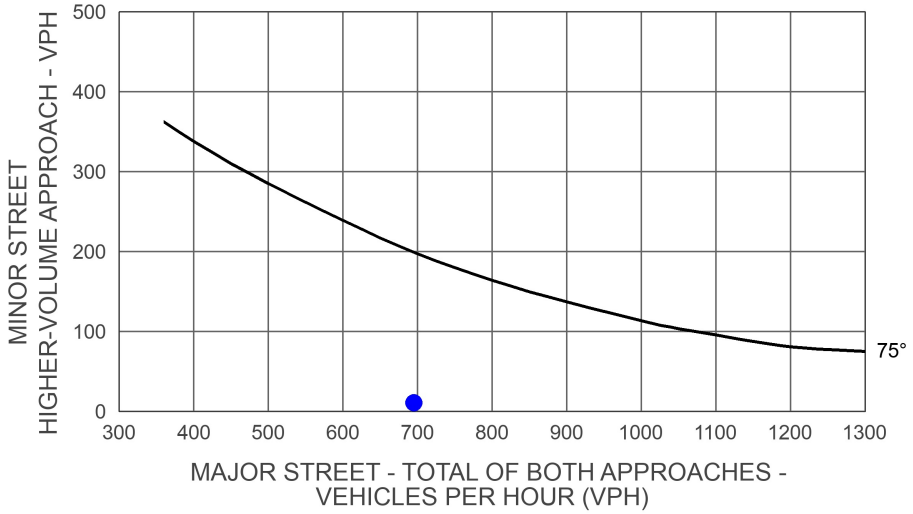


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Existing
Intersection #: 2

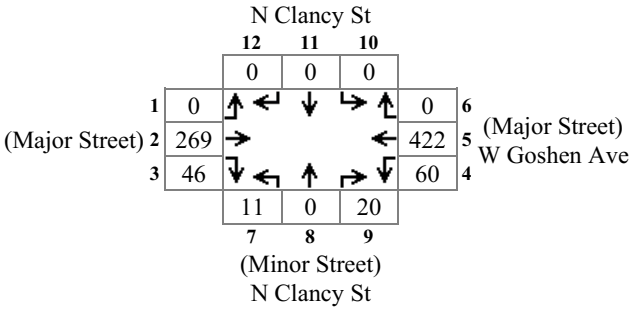


Major Total: 695
Minor High Volume: 11

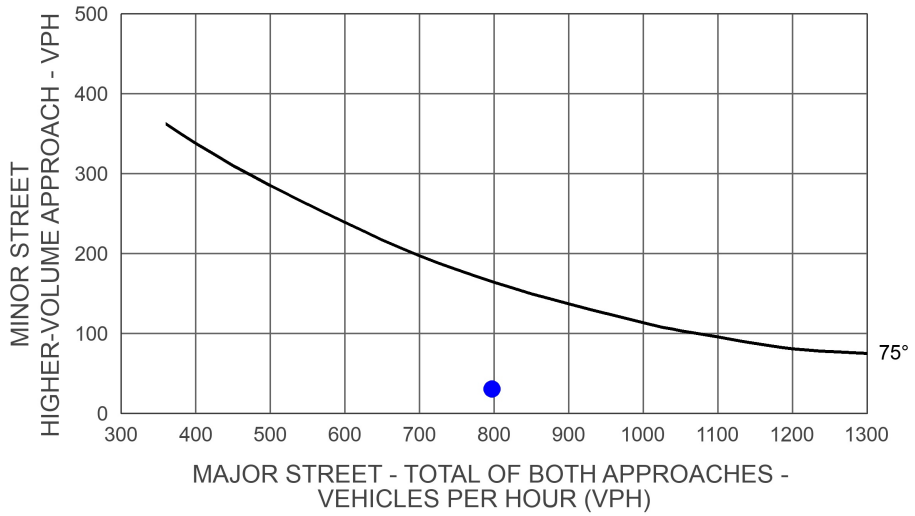


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Existing+Project
Intersection #: 2

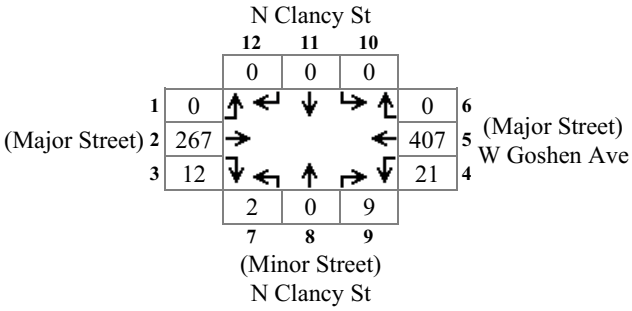


Major Total: 797
Minor High Volume: 31

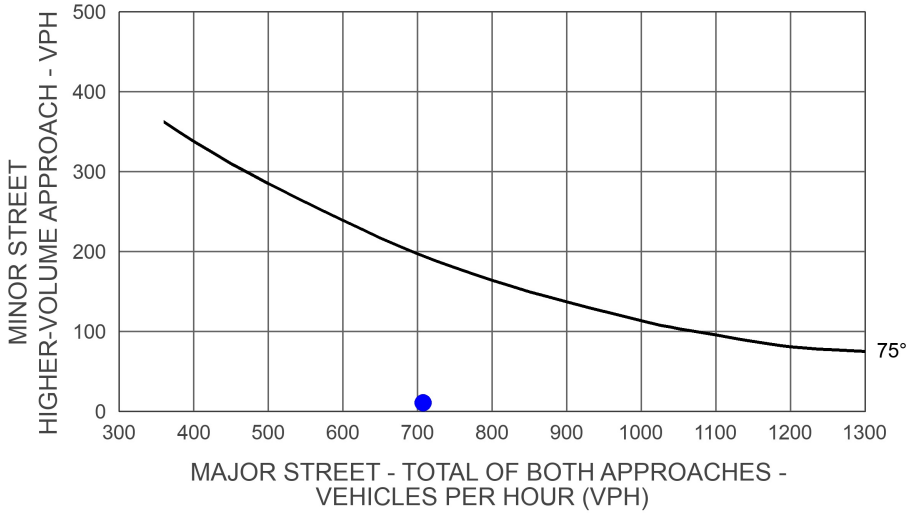


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 2

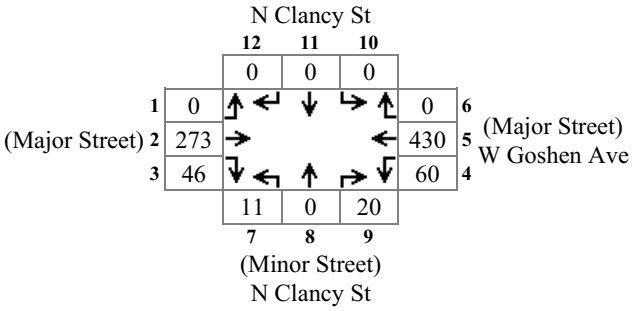


Major Total: 707
Minor High Volume: 11

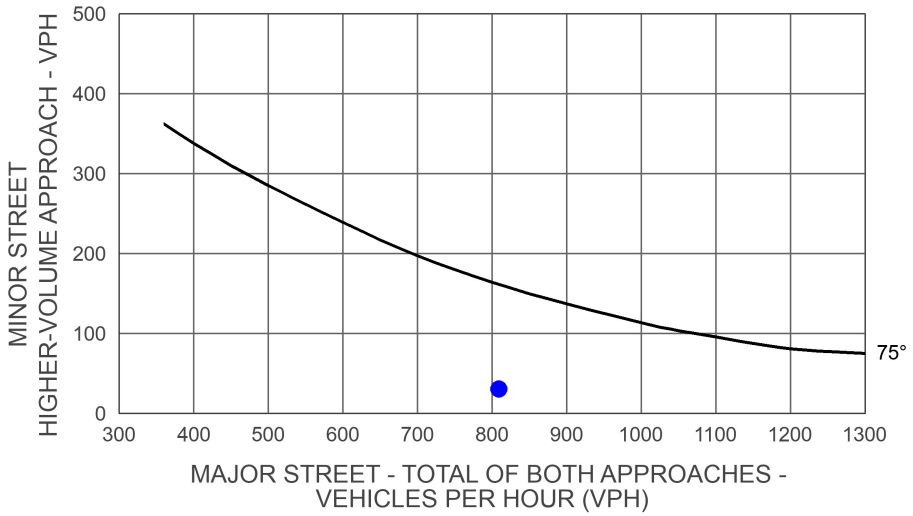


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future+Project
Intersection #: 2

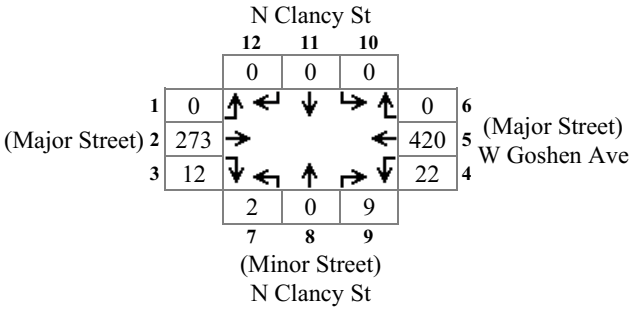


Major Total: 809
Minor High Volume: 31

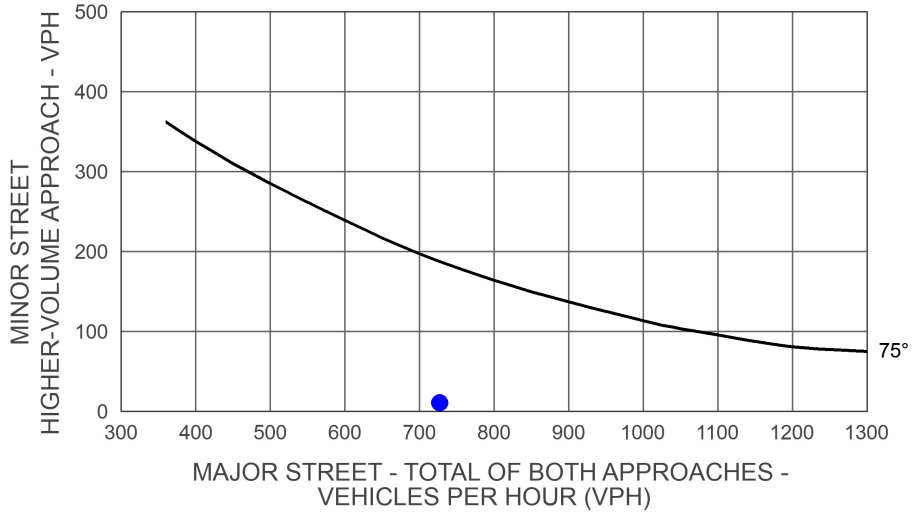


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 2

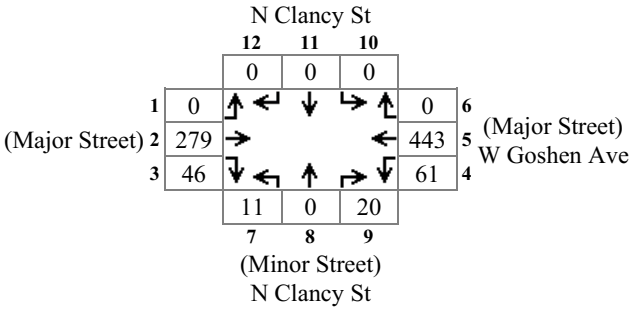


Major Total: 727
Minor High Volume: 11

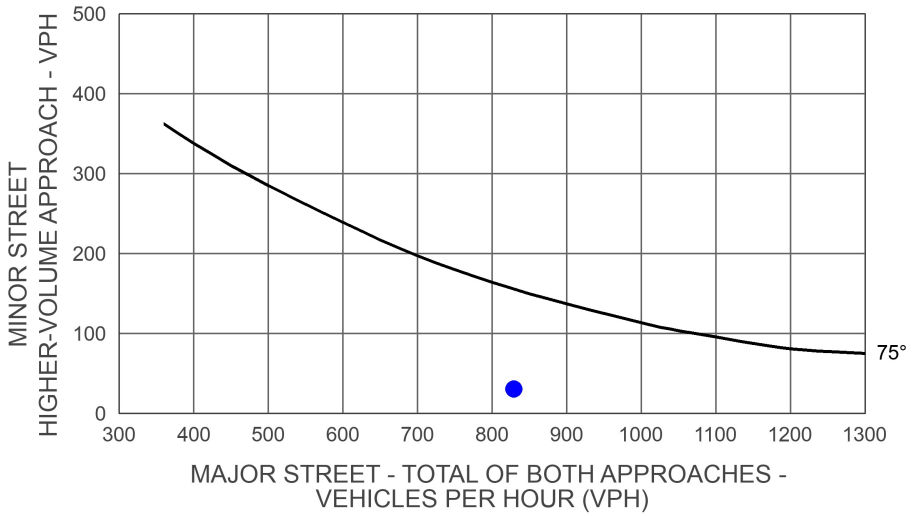


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future+Project
Intersection #: 2

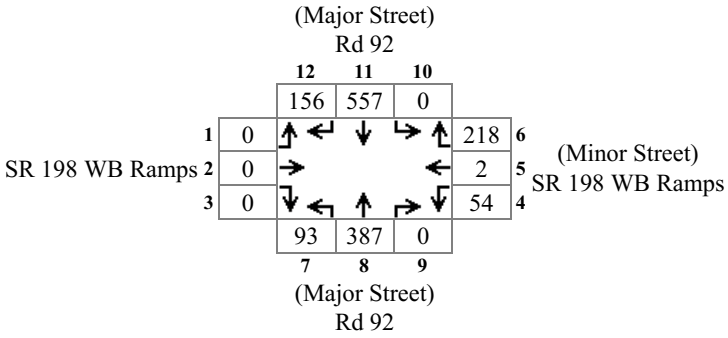


Major Total: 829
Minor High Volume: 31

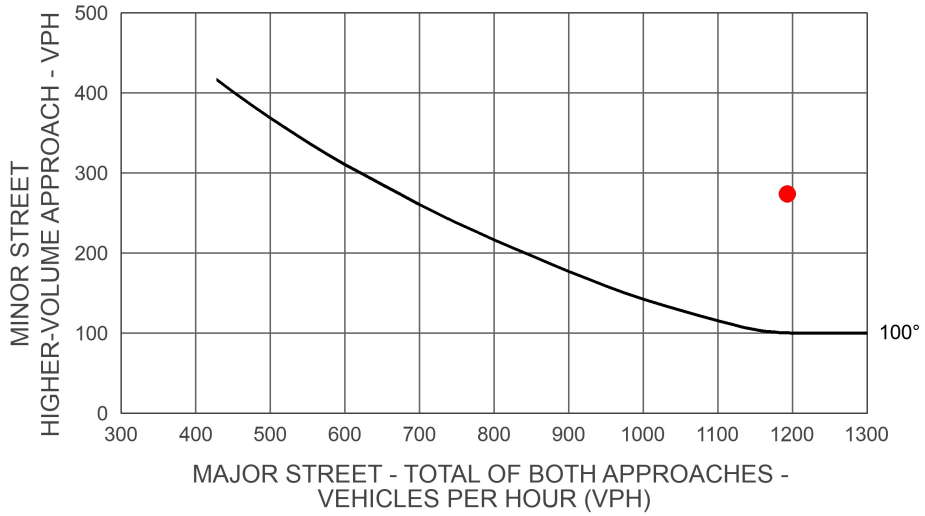


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Existing
Intersection #: 7

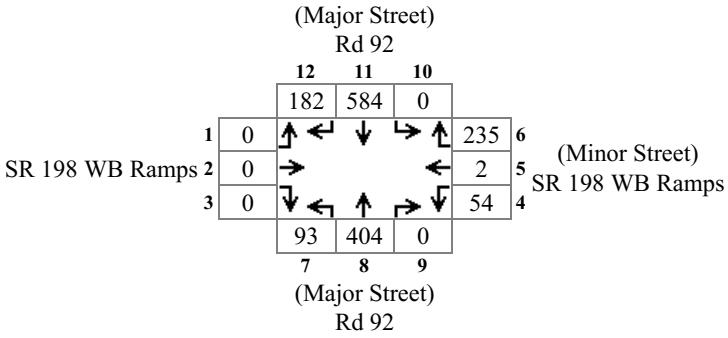


Major Total: 1193
Minor High Volume: 274

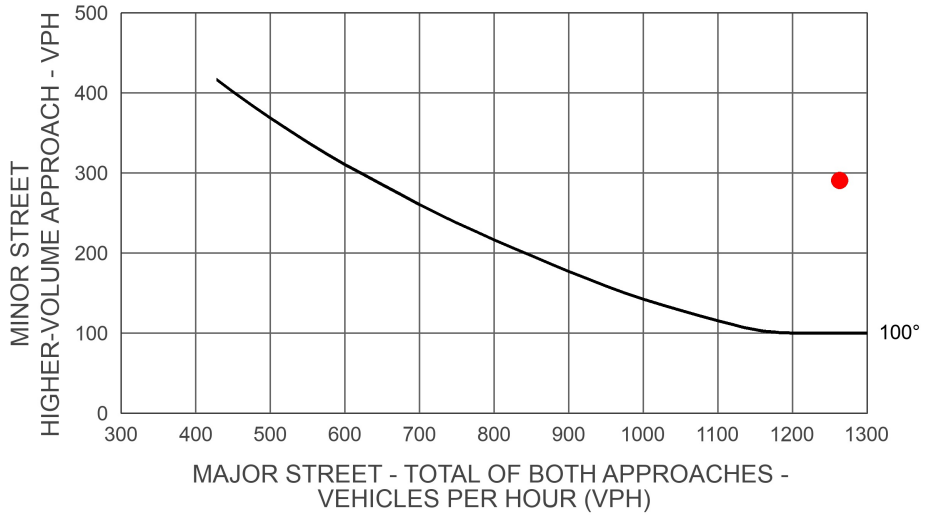


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Existing+Project
Intersection #: 7

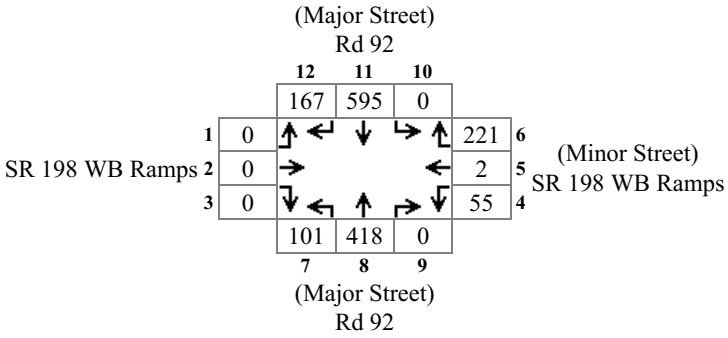


Major Total: 1263
Minor High Volume: 291

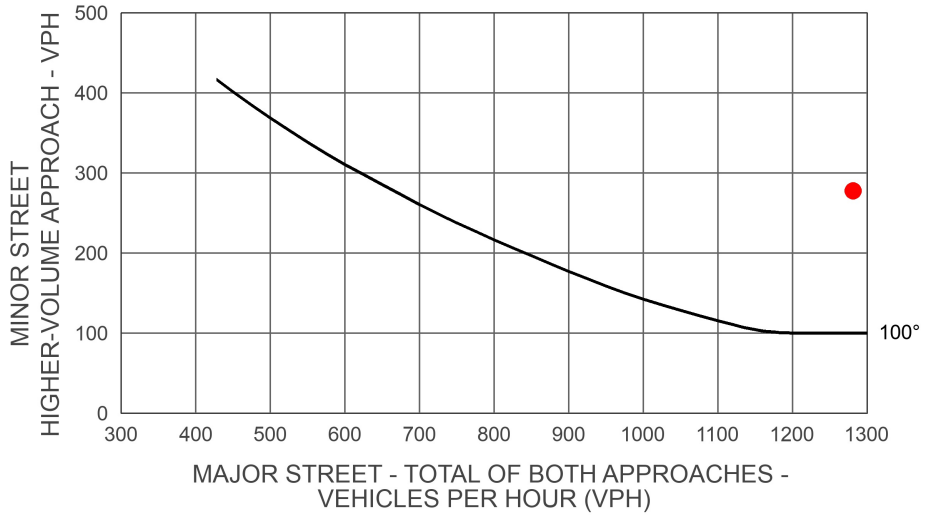


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future
Intersection #: 7

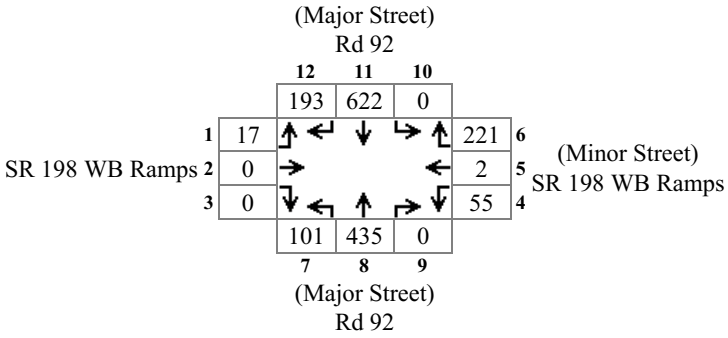


Major Total: 1281
Minor High Volume: 278

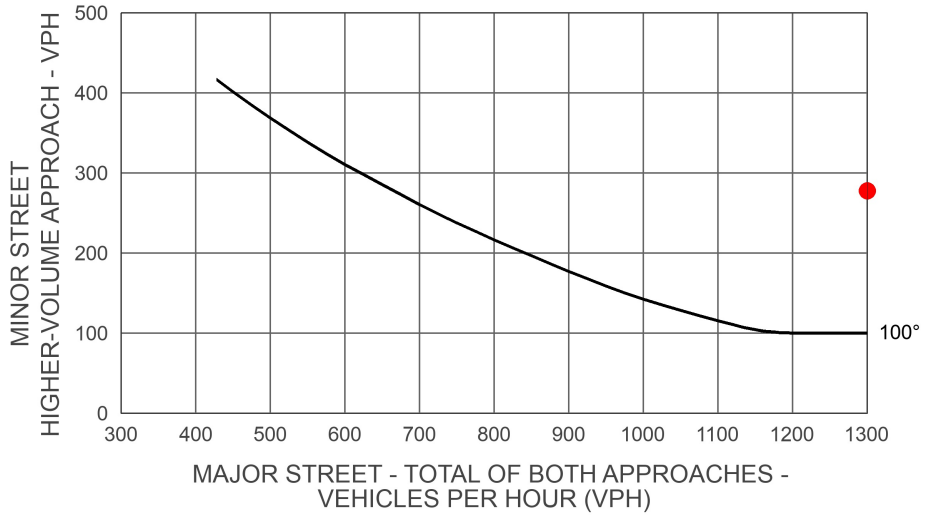


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+Project
Intersection #: 7

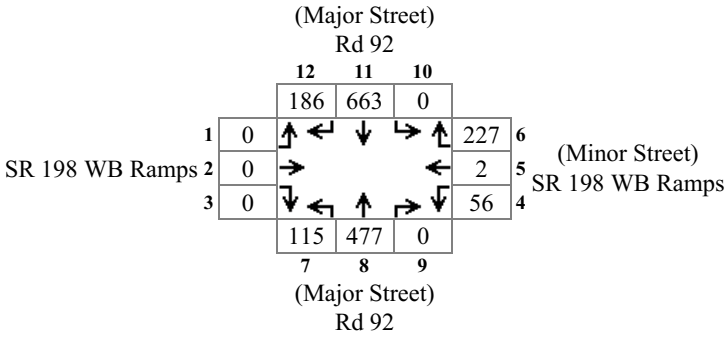


Major Total: 1351
Minor High Volume: 278

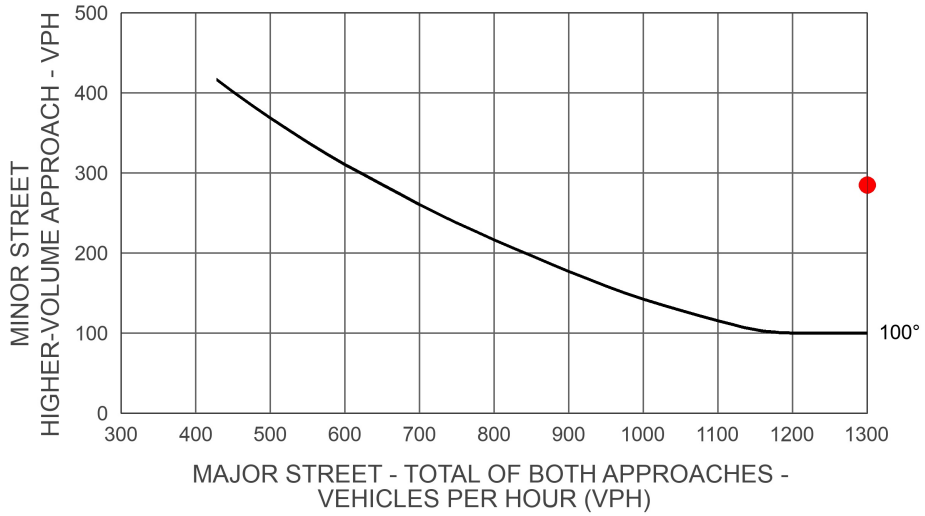


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future
Intersection #: 7

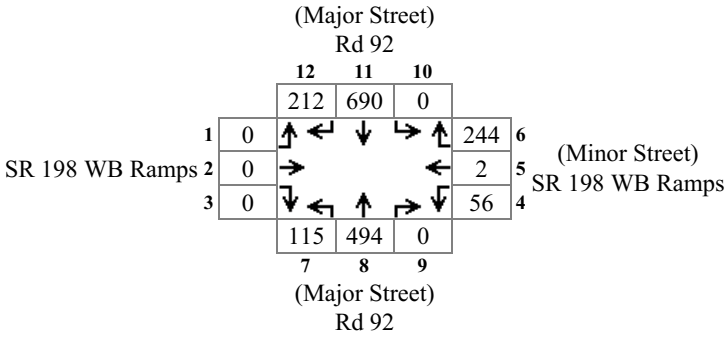


Major Total: 1441
Minor High Volume: 285

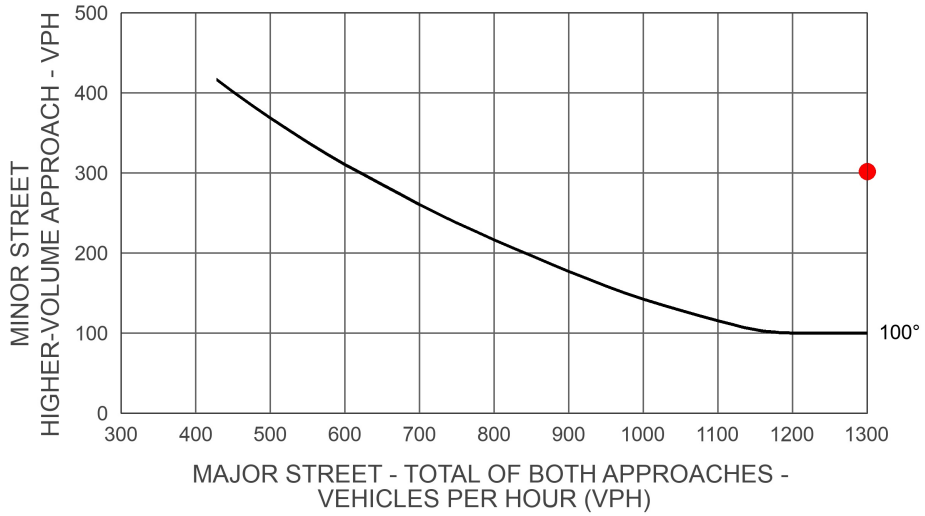


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+Project
Intersection #: 7

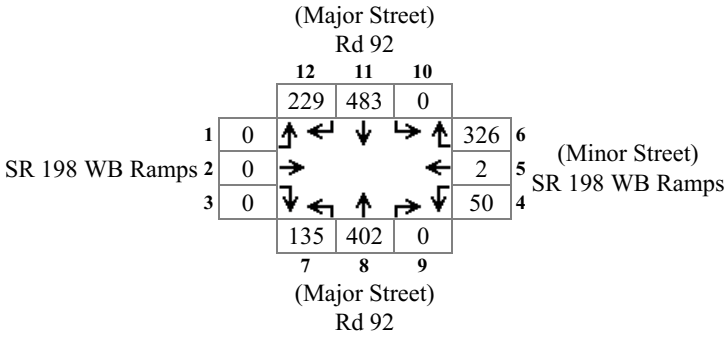


Major Total: 1511
Minor High Volume: 302

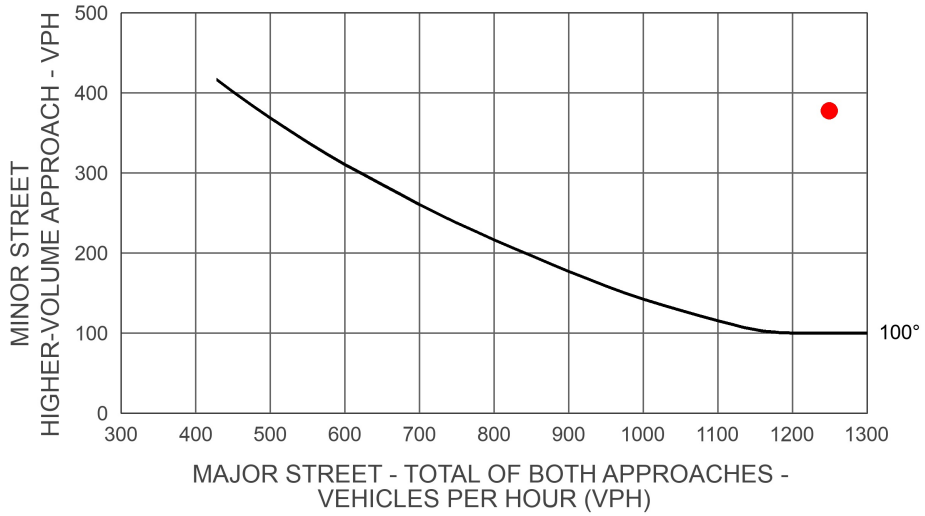


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Existing
Intersection #: 7

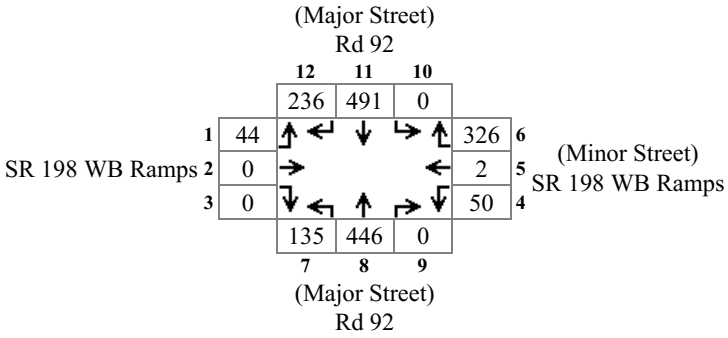


Major Total: 1249
Minor High Volume: 378

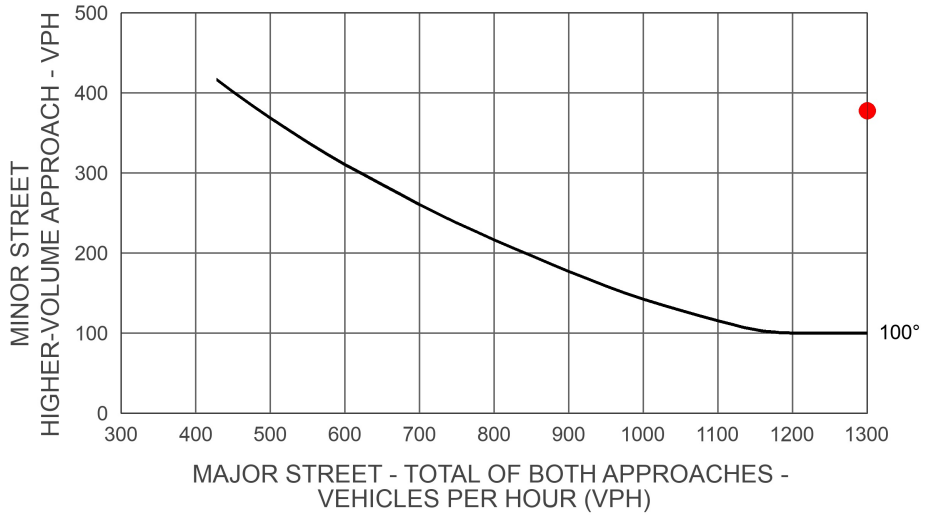


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Existing+Project
Intersection #: 7

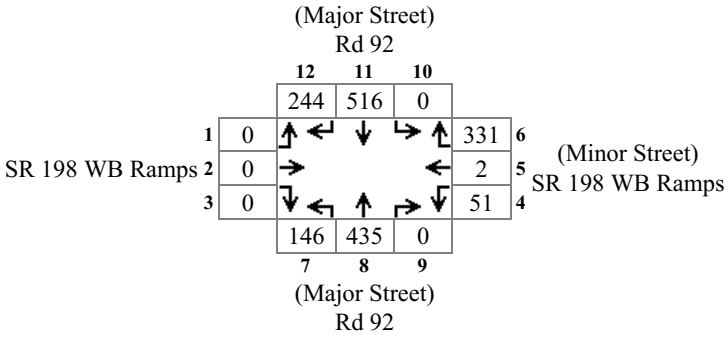


Major Total: 1308
Minor High Volume: 378

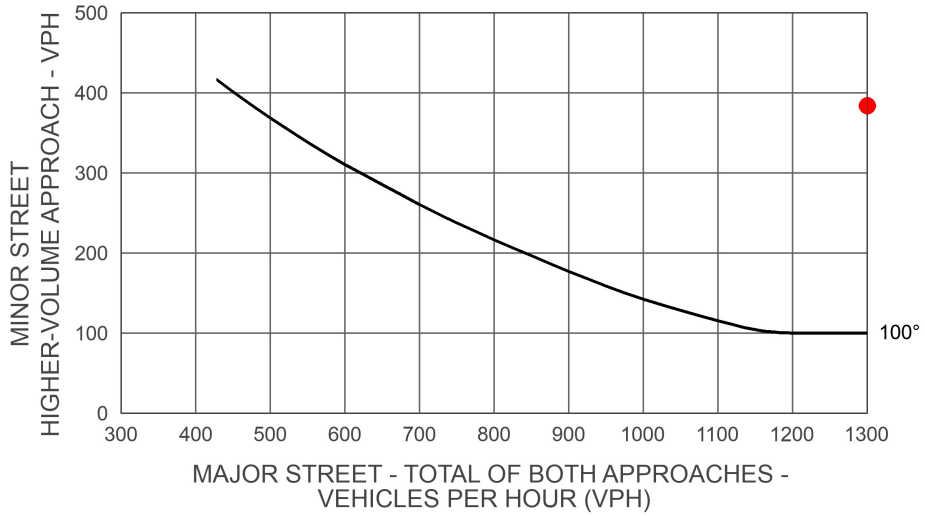


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future
Intersection #: 7

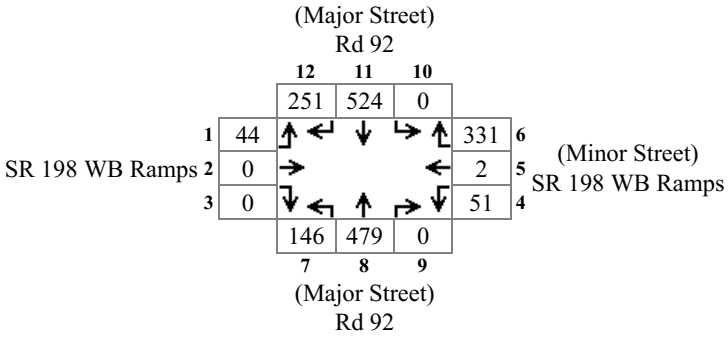


Major Total: 1341
Minor High Volume: 384

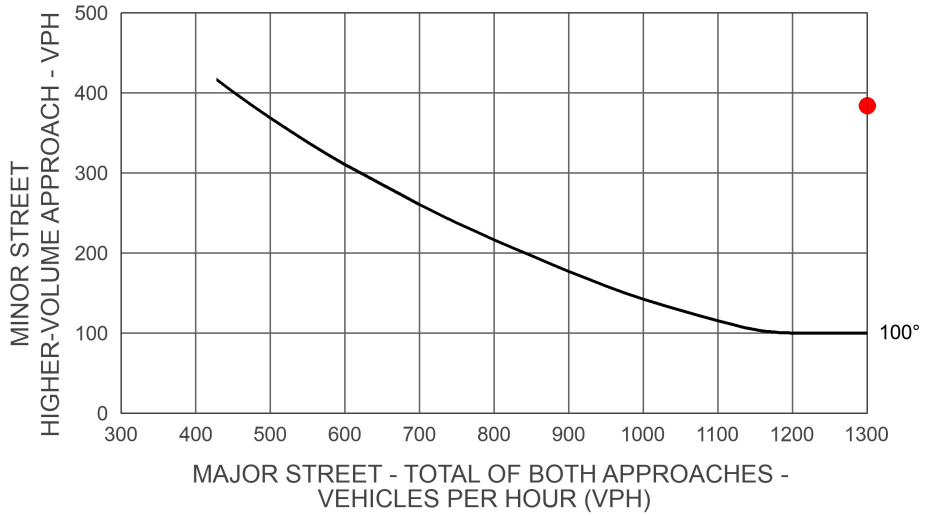


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future+Project
Intersection #: 7

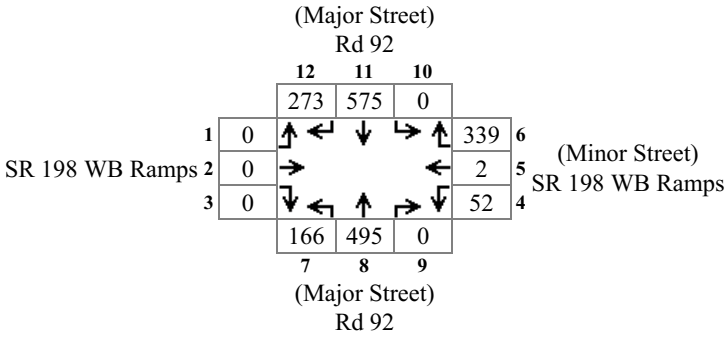


Major Total: 1400
Minor High Volume: 384

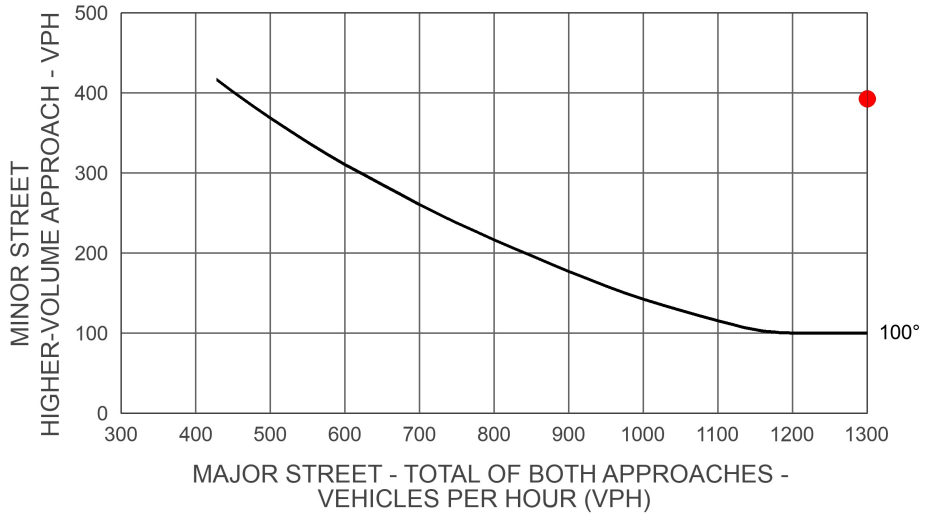


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future
Intersection #: 7

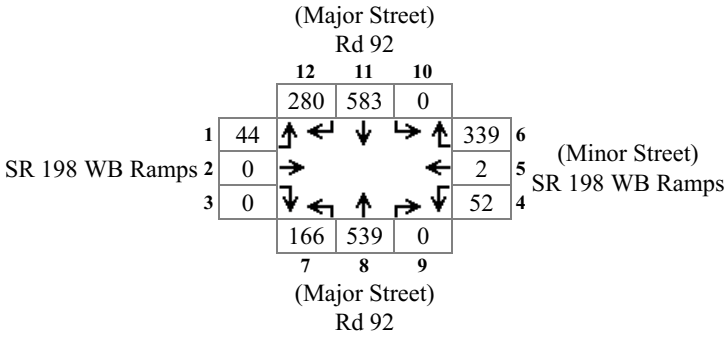


Major Total: 1509
Minor High Volume: 393

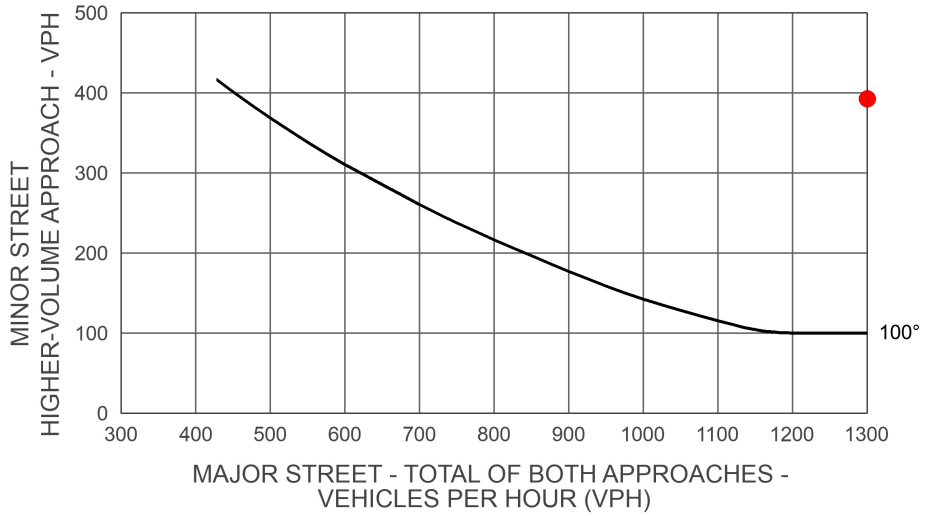


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future+Project
Intersection #: 7

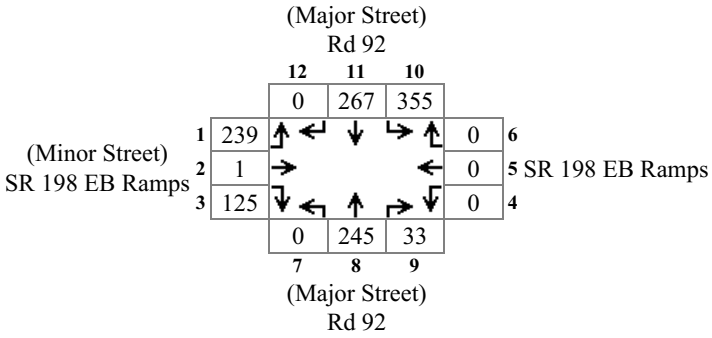


Major Total: 1568
Minor High Volume: 393

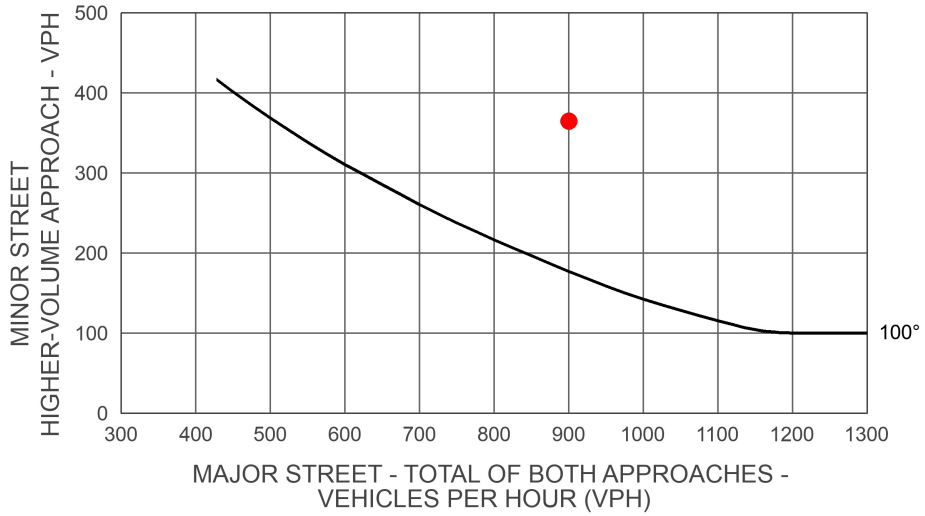


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Existing
Intersection #: 9

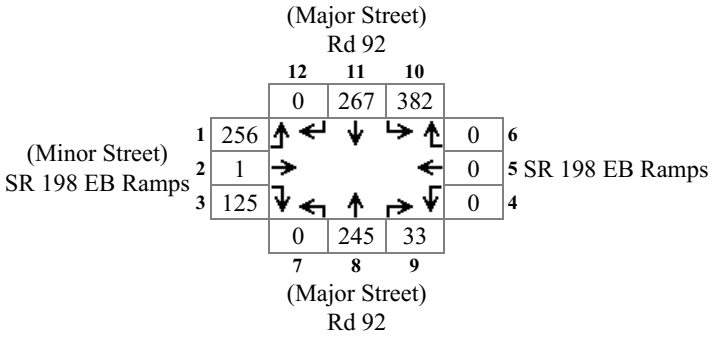


Major Total: 900
Minor High Volume: 365

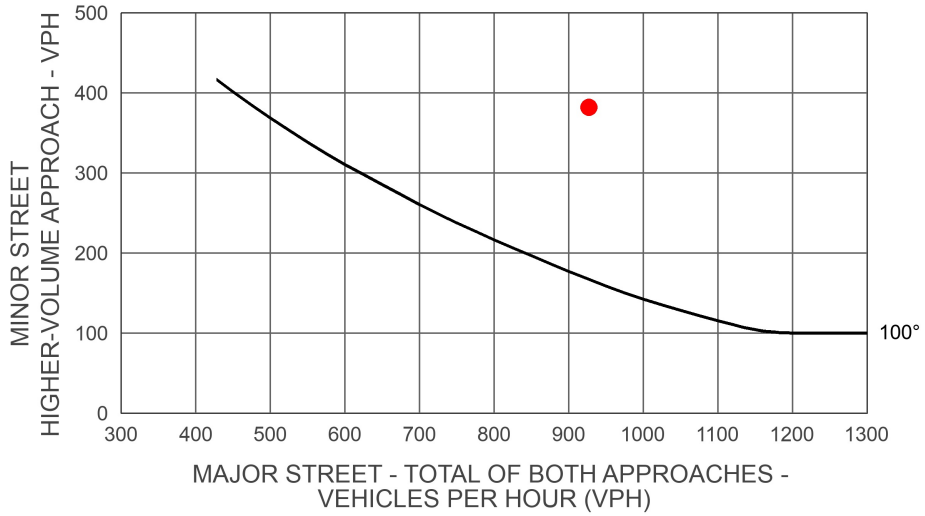


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Existing+Project
Intersection #: 9

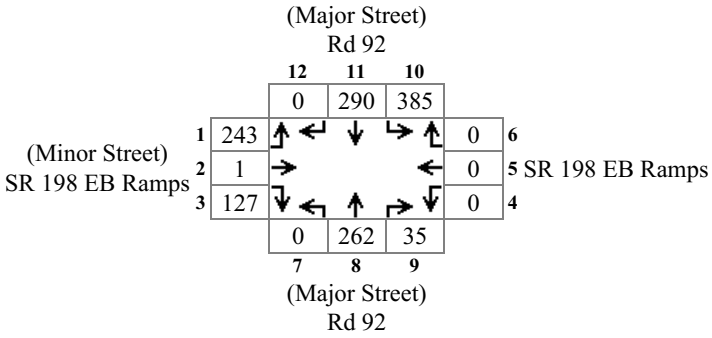


Major Total: 927
Minor High Volume: 382

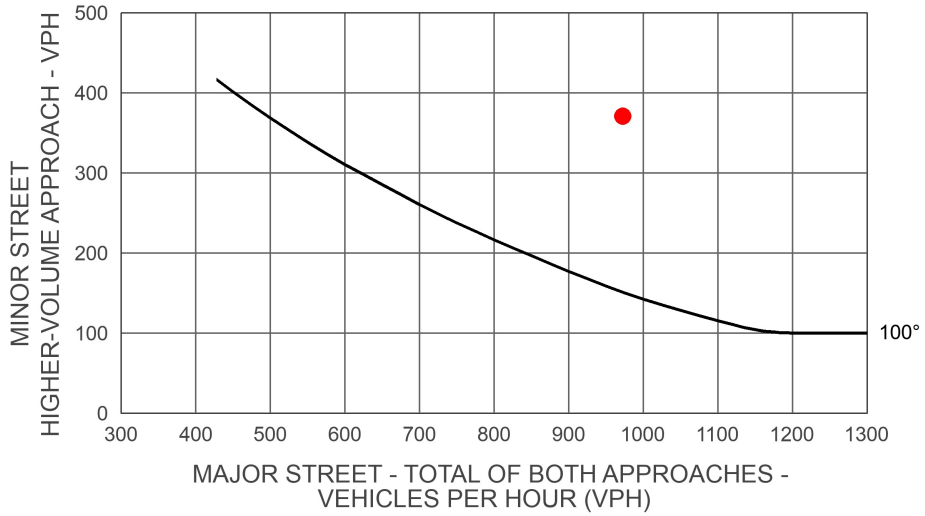


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future
Intersection #: 9

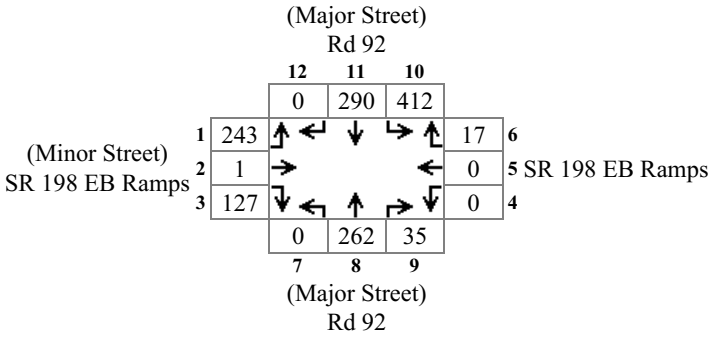


Major Total: 972
Minor High Volume: 371

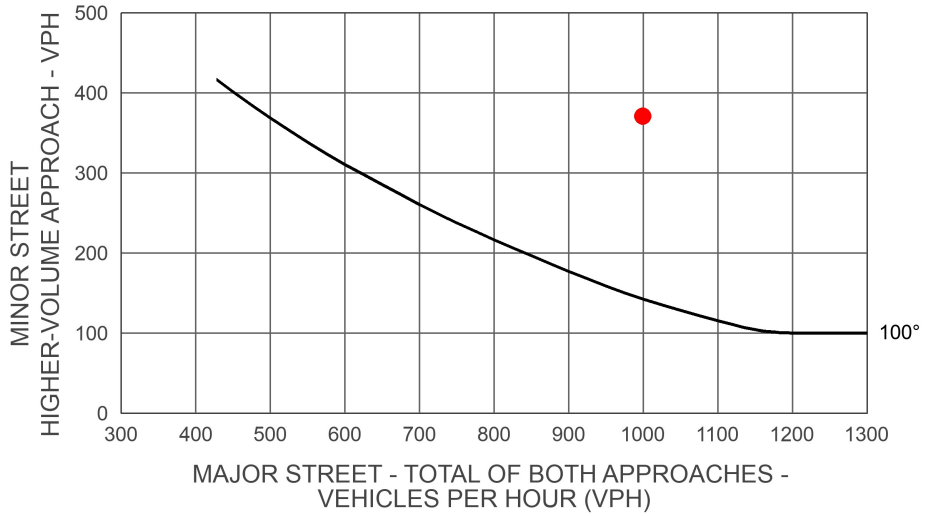


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+Project
Intersection #: 9

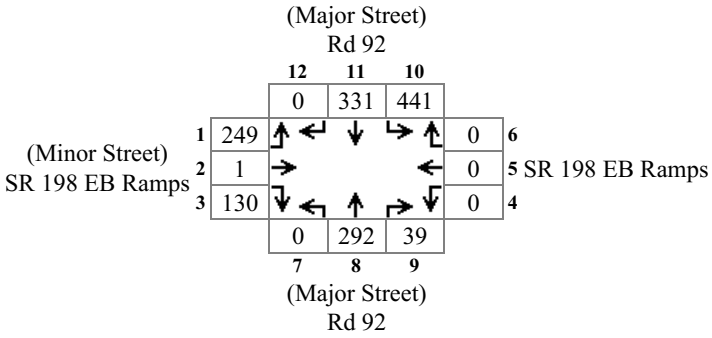


Major Total: 999
Minor High Volume: 371

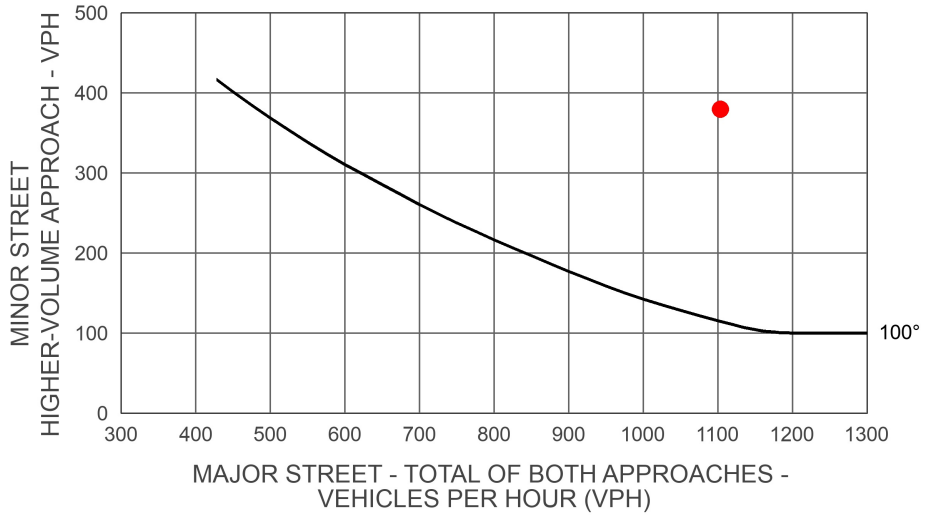


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future
Intersection #: 9

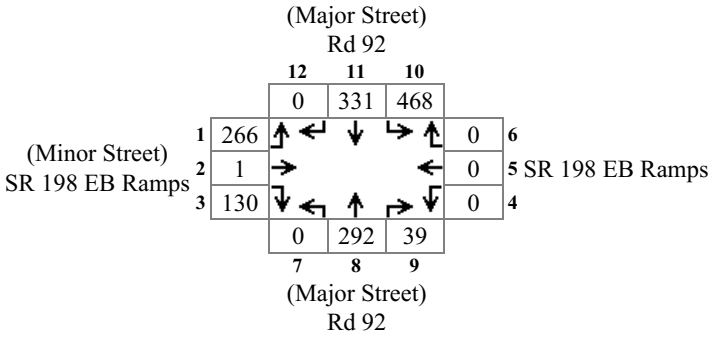


Major Total: 1103
Minor High Volume: 380

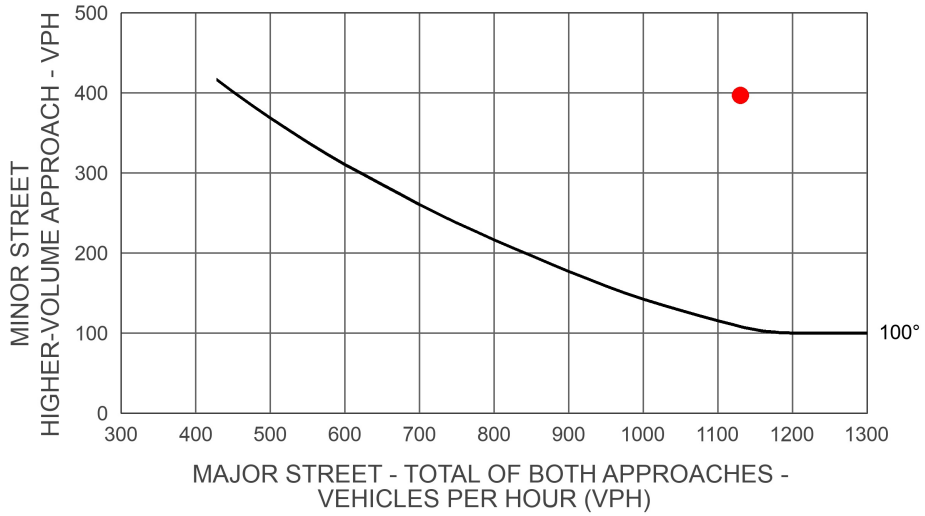


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+Project
Intersection #: 9

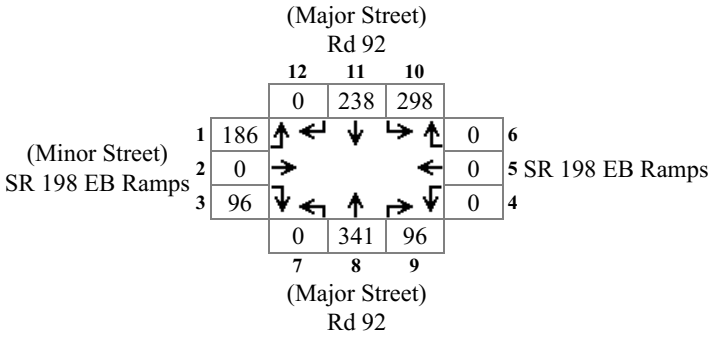


Major Total: 1130
Minor High Volume: 397

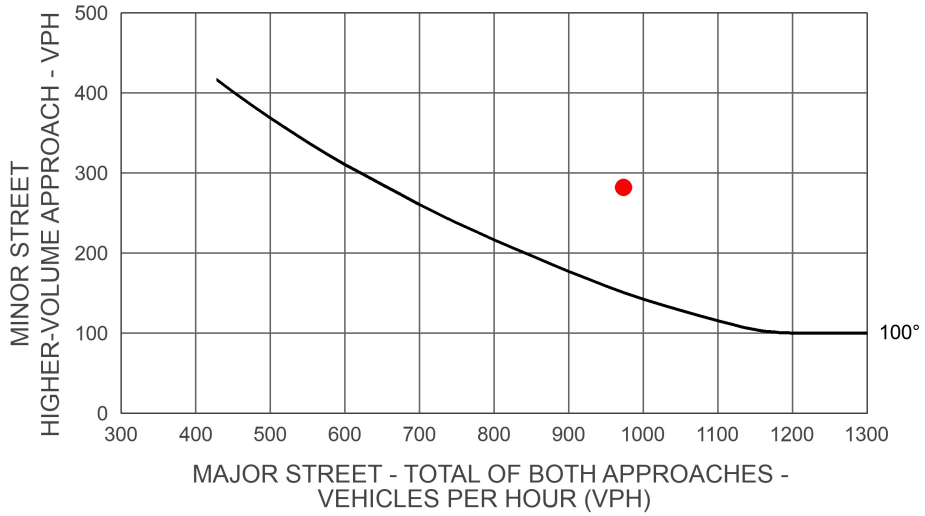


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Existing
Intersection #: 9

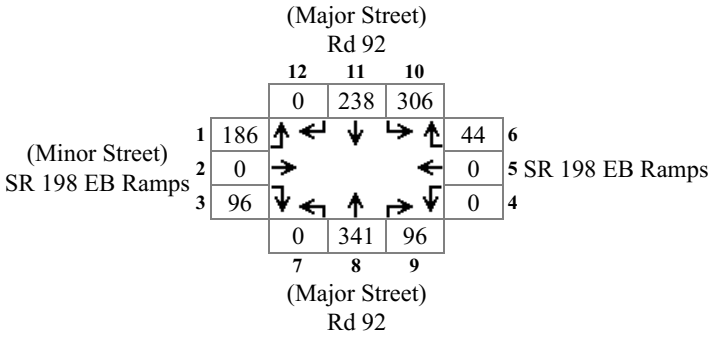


Major Total: 973
Minor High Volume: 282

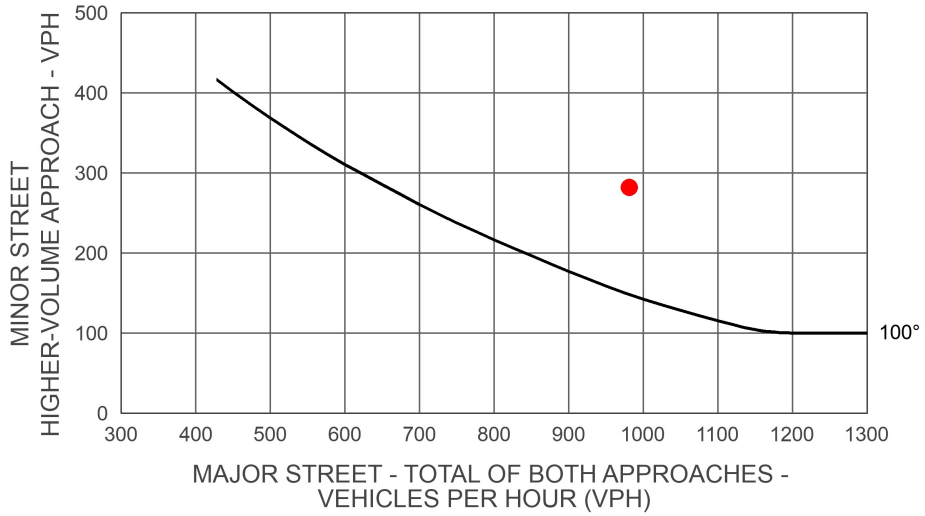


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Existing+Project
Intersection #: 9

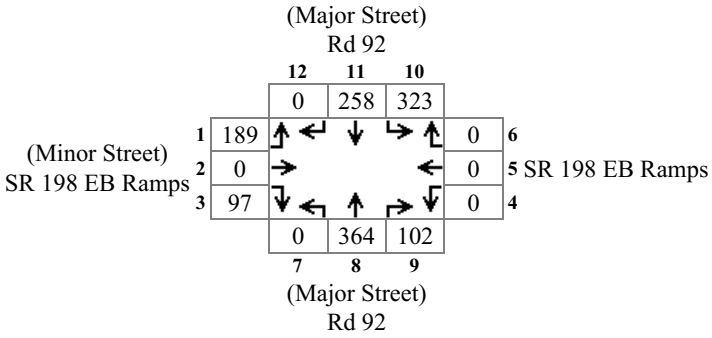


Major Total: 981
Minor High Volume: 282

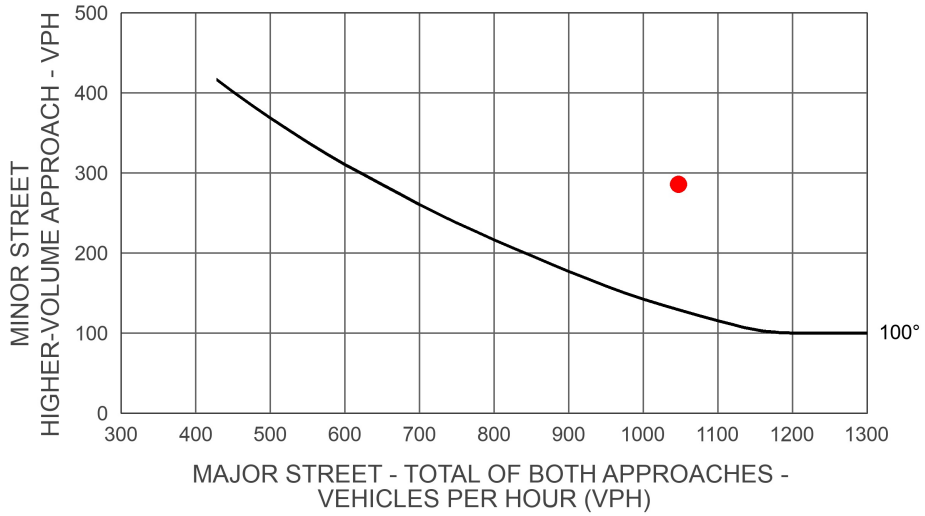


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future
Intersection #: 9

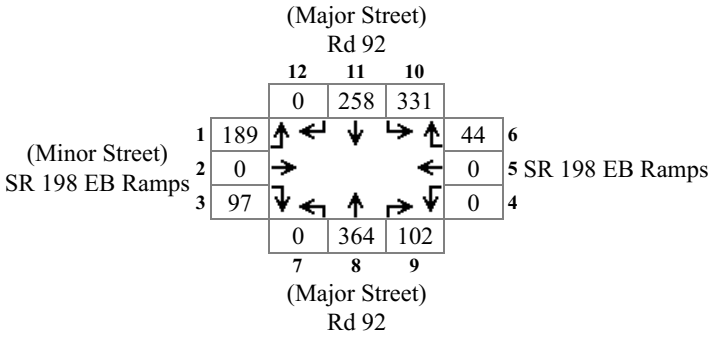


Major Total: 1047
Minor High Volume: 286

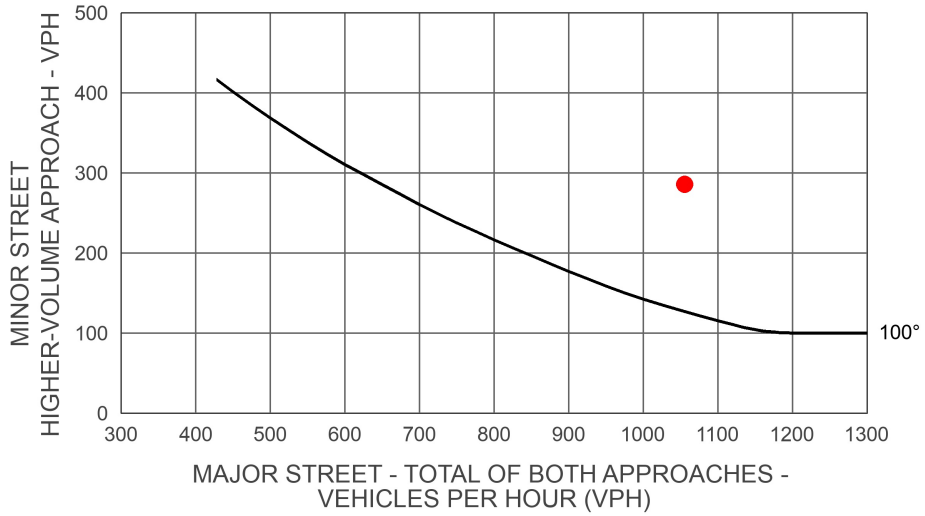


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future+Project
Intersection #: 9

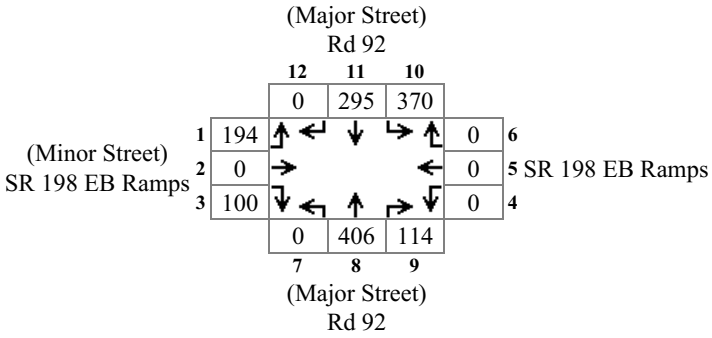


Major Total: 1055
Minor High Volume: 286

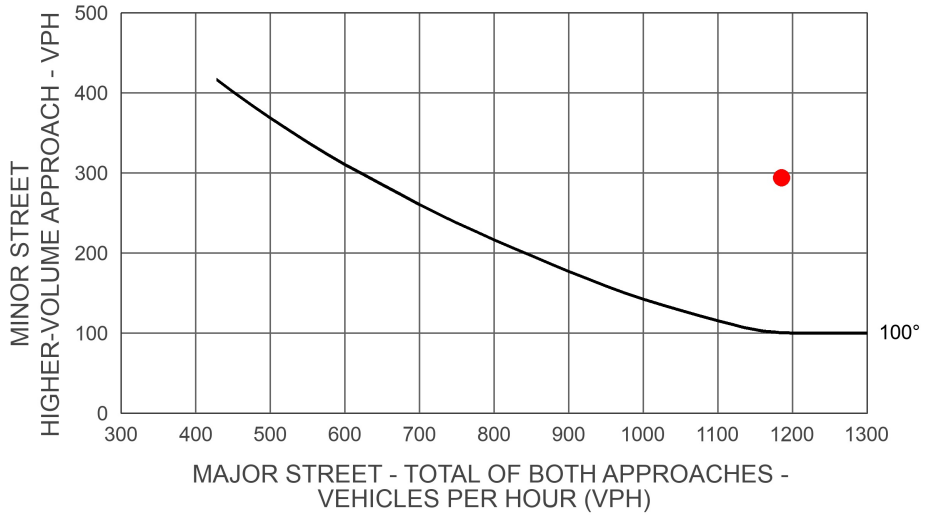


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future
Intersection #: 9

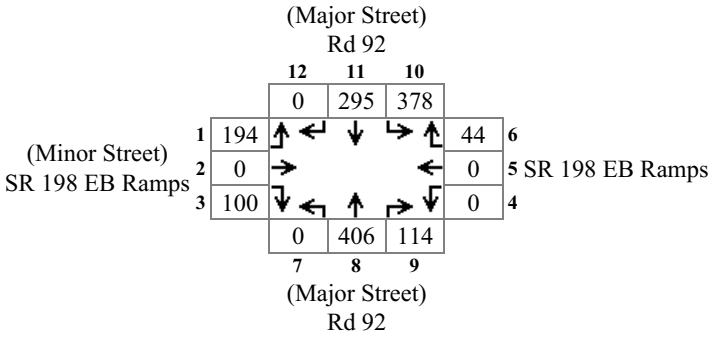


Major Total: 1185
Minor High Volume: 294

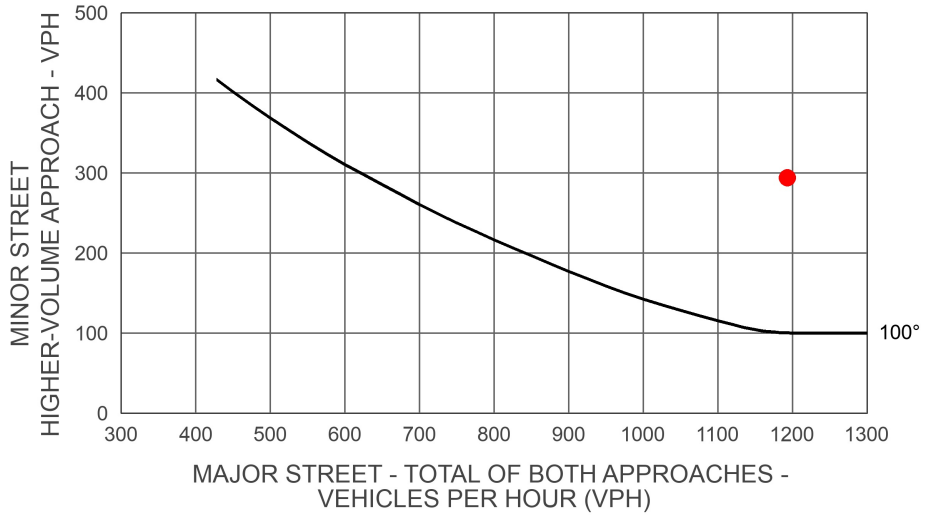


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future+Project
Intersection #: 9

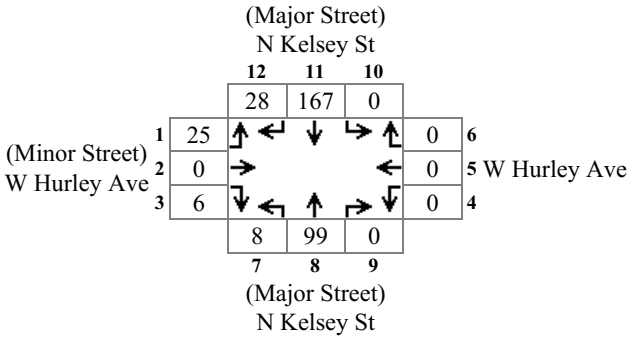


Major Total: 1193
Minor High Volume: 294

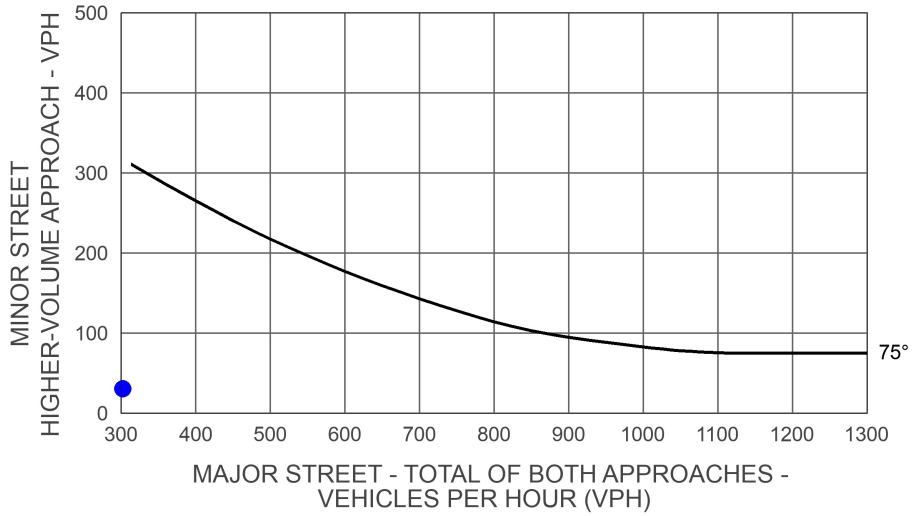


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Existing
Intersection #: 10

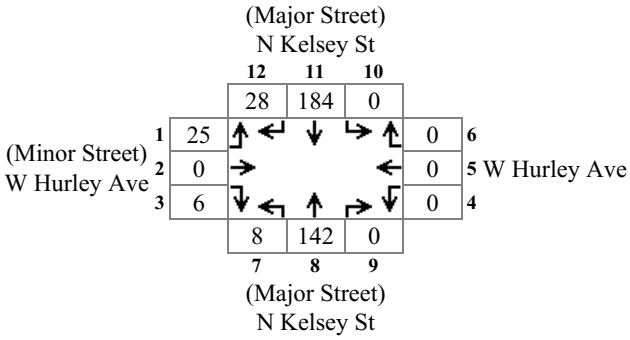


Major Total: 302
Minor High Volume: 31

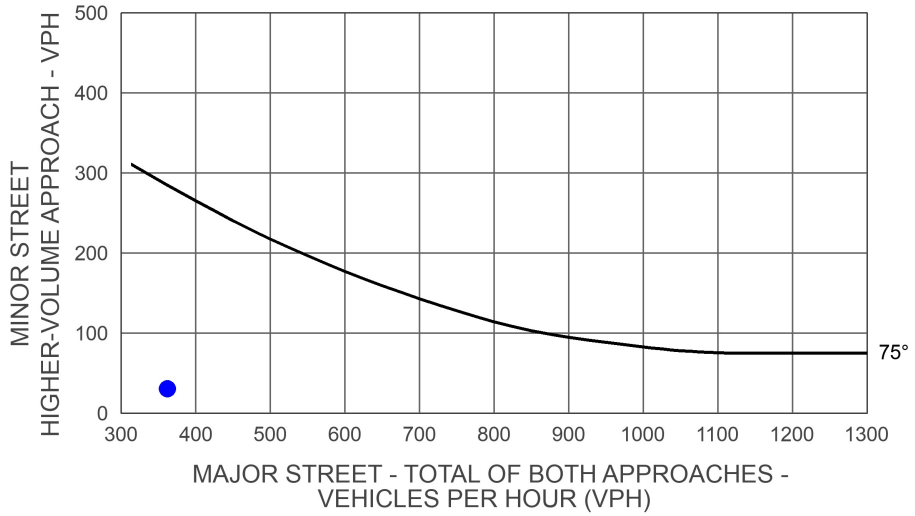


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Existing+Project
Intersection #: 10

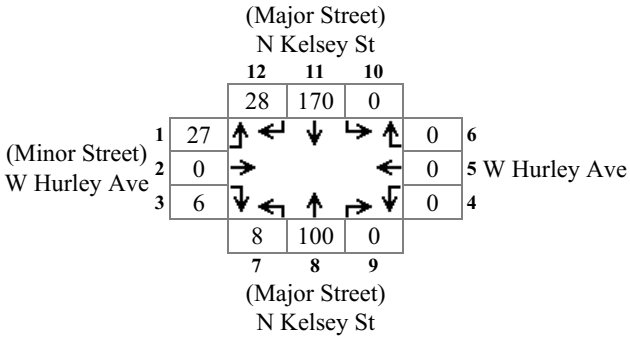


Major Total: 362
Minor High Volume: 31

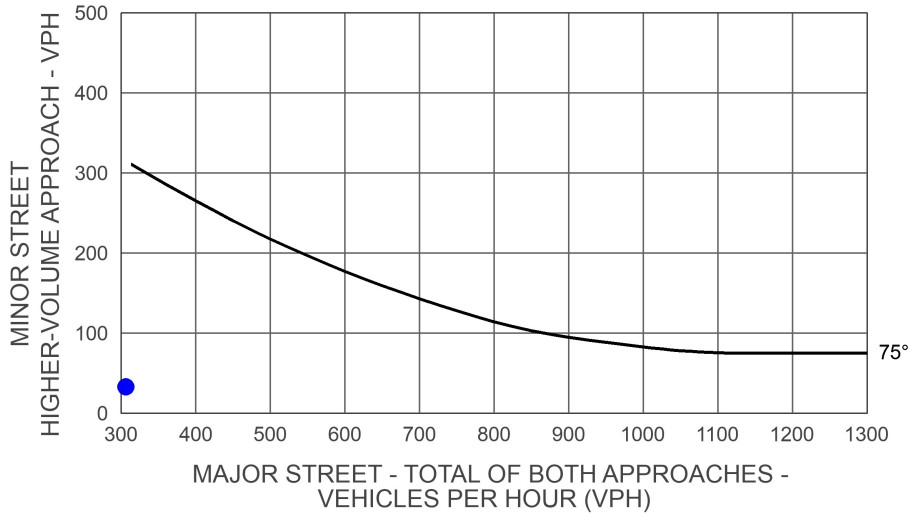


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future
Intersection #: 10

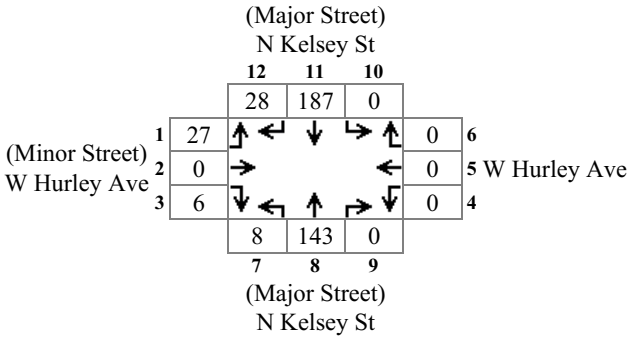


Major Total: 306
Minor High Volume: 33

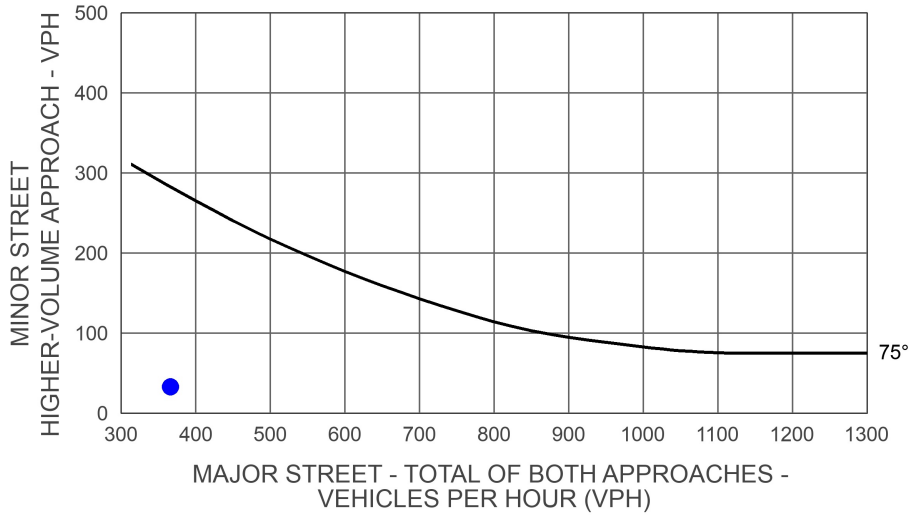


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future+Project
Intersection #: 10

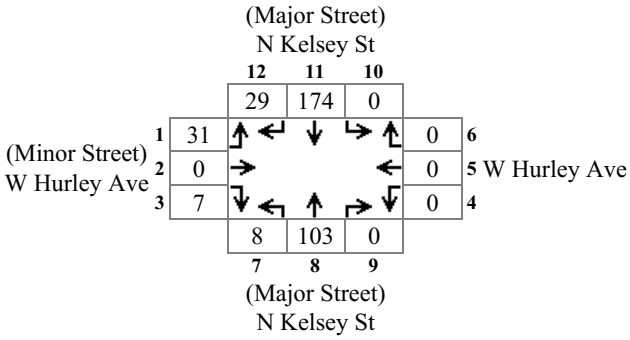


Major Total: 366
Minor High Volume: 33

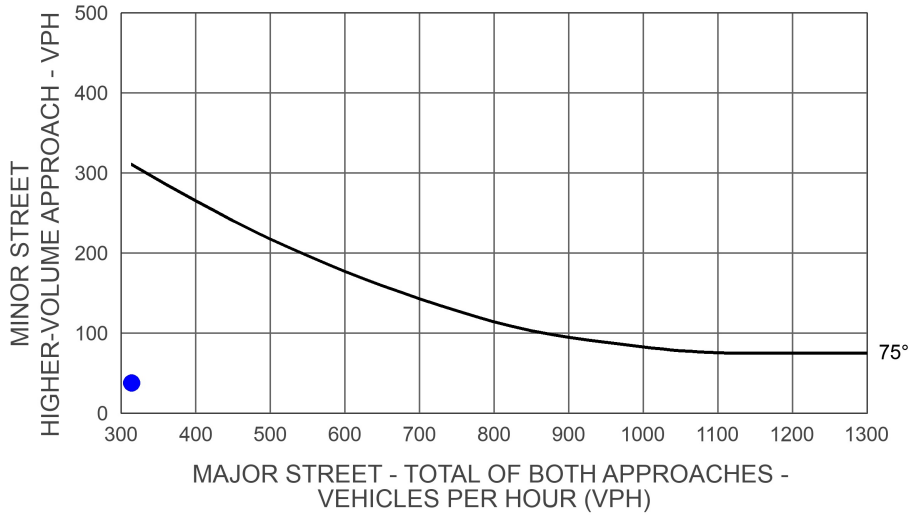


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future
Intersection #: 10

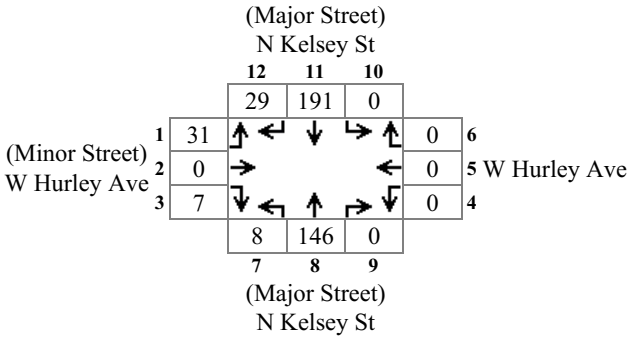


Major Total: 314
Minor High Volume: 38

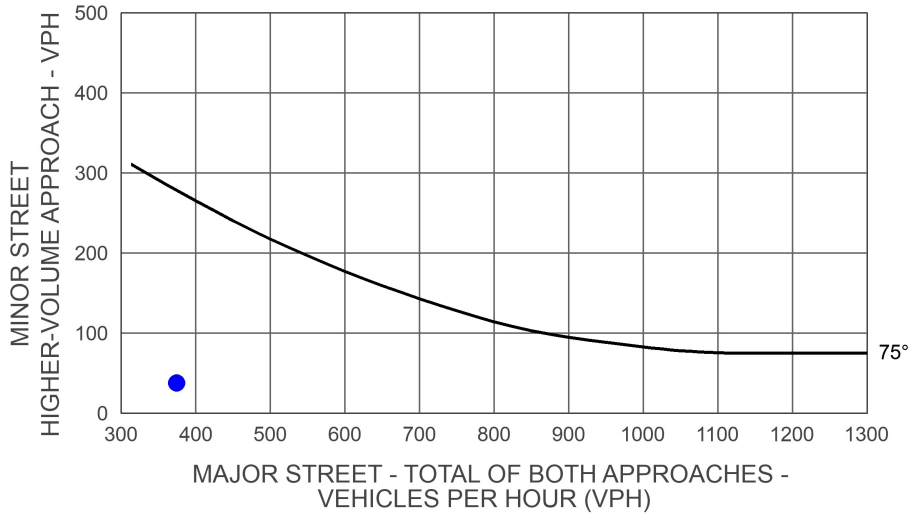


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future+Project
Intersection #: 10

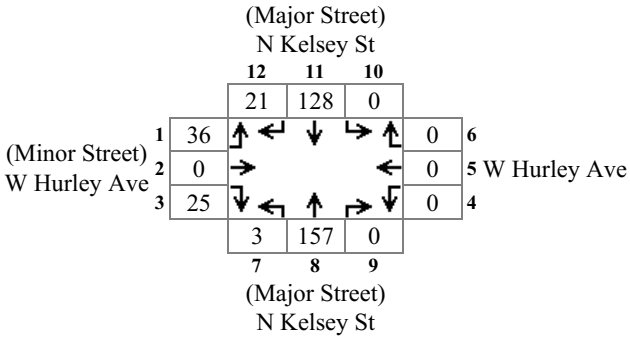


Major Total: 374
Minor High Volume: 38

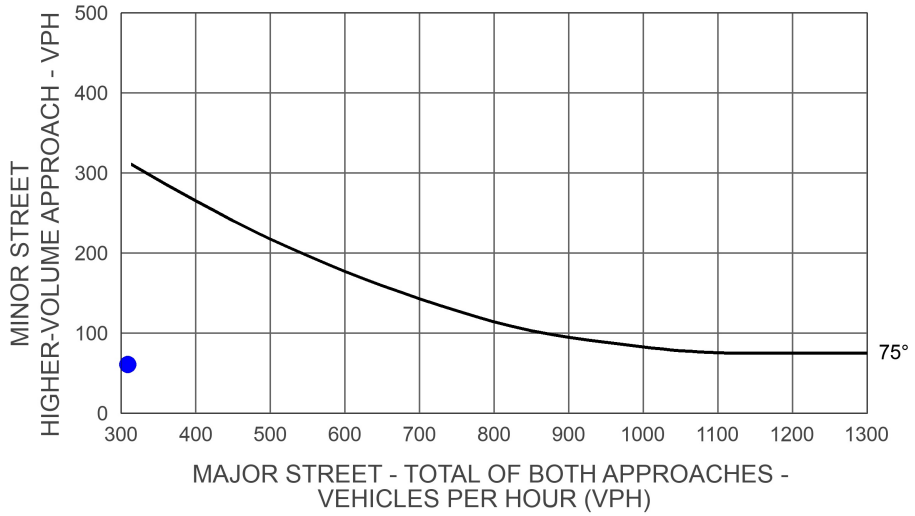


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Existing
Intersection #: 10

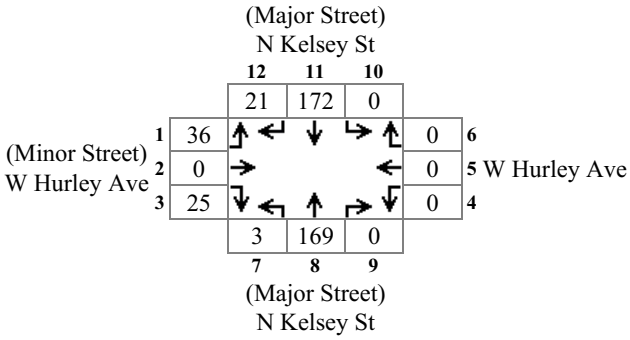


Major Total: 309
Minor High Volume: 61

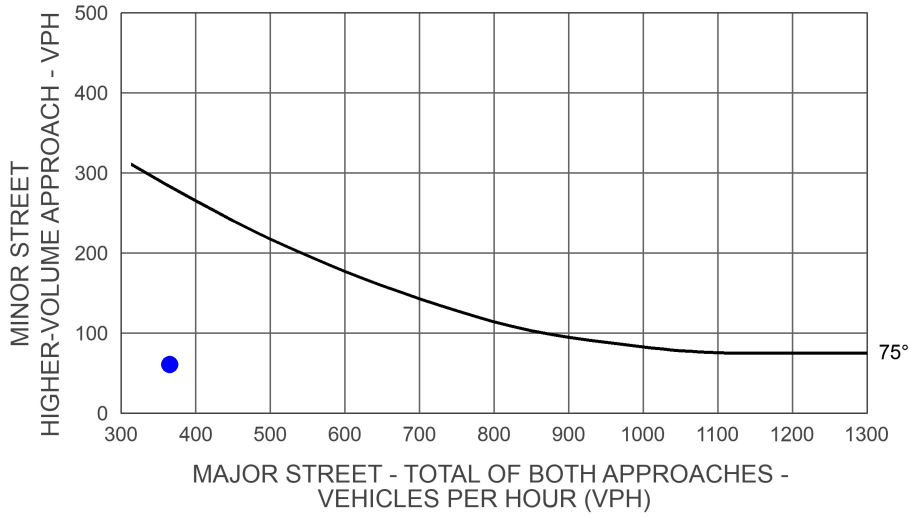


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Existing+Project
Intersection #: 10

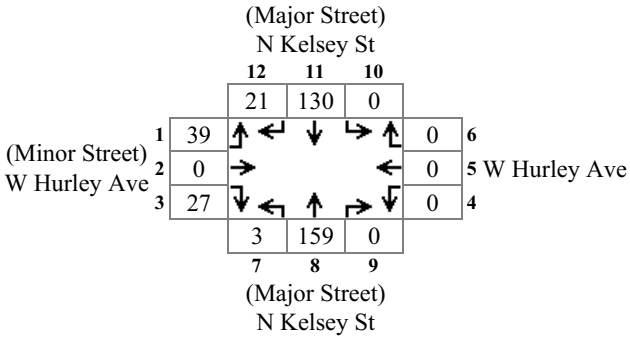


Major Total: 365
Minor High Volume: 61

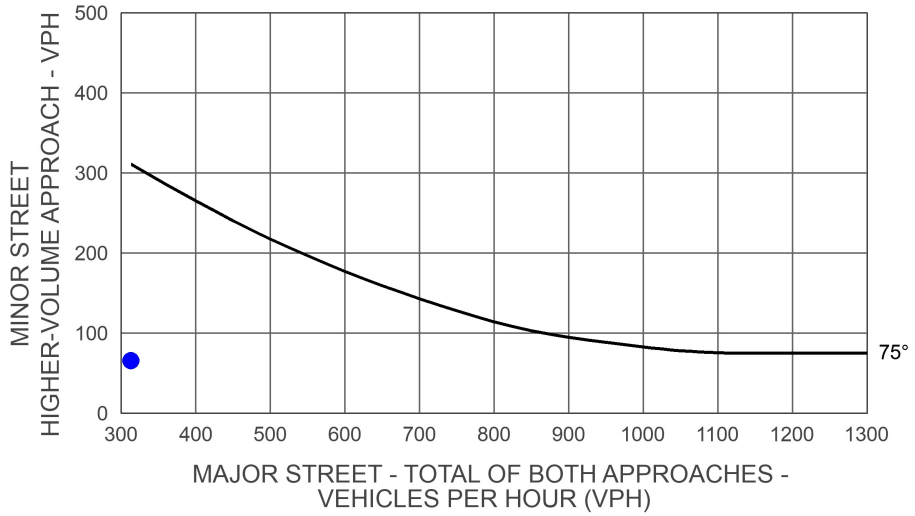


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 10

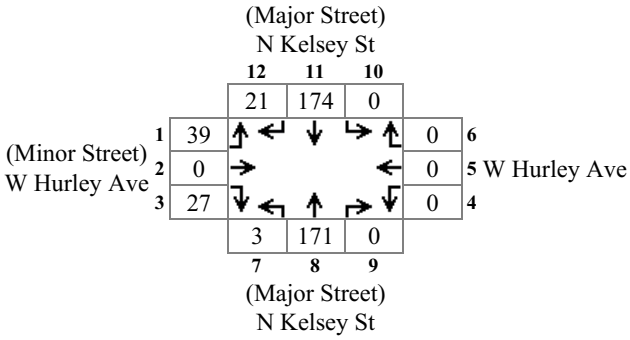


Major Total: 313
Minor High Volume: 66

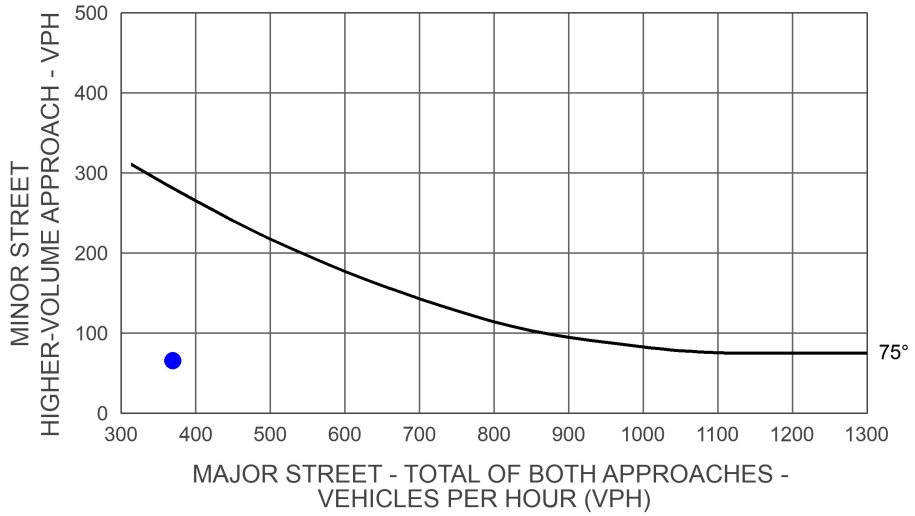


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future+Project
Intersection #: 10

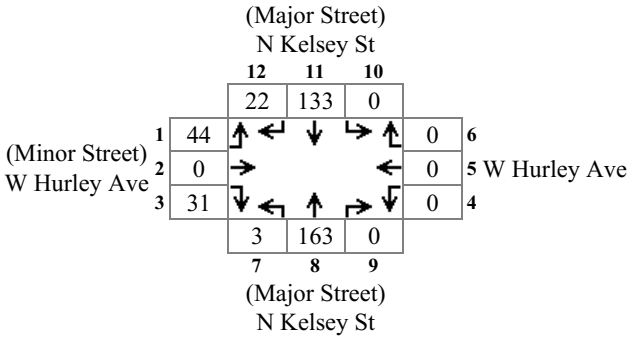


Major Total: 369
Minor High Volume: 66

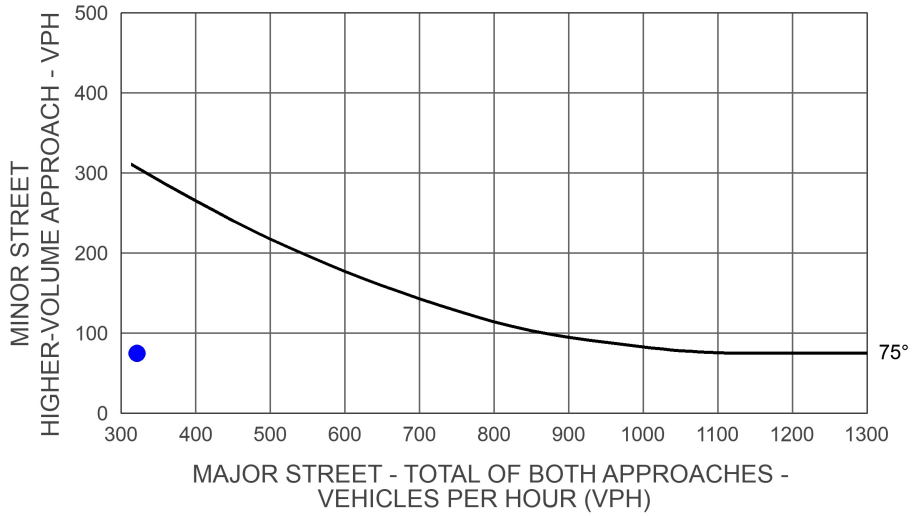


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 10

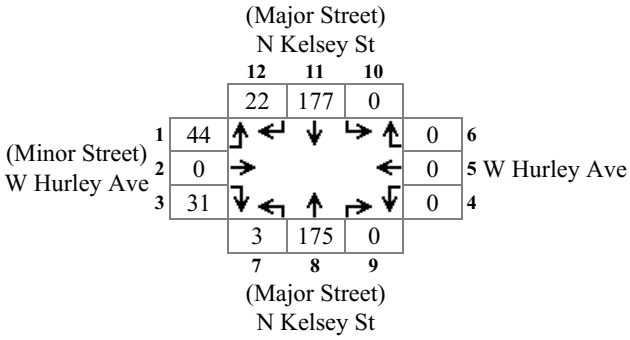


Major Total: 321
Minor High Volume: 75

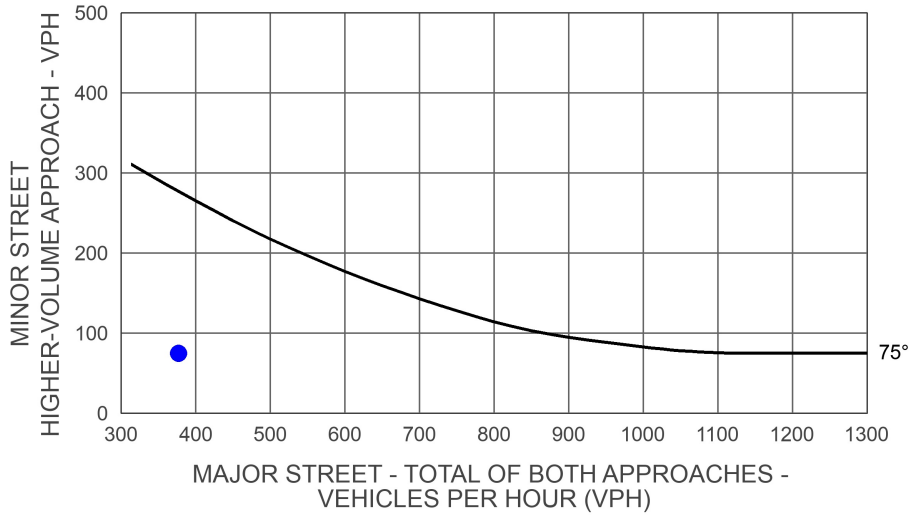


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future+Project
Intersection #: 10

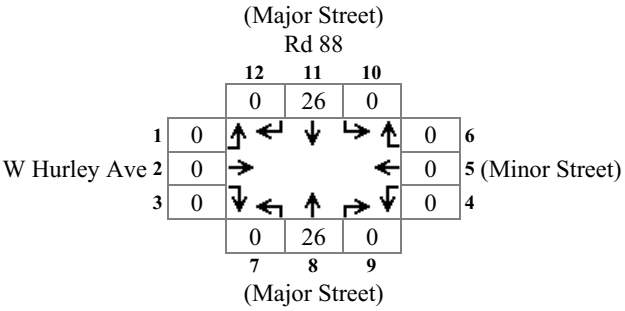


Major Total: 377
Minor High Volume: 75

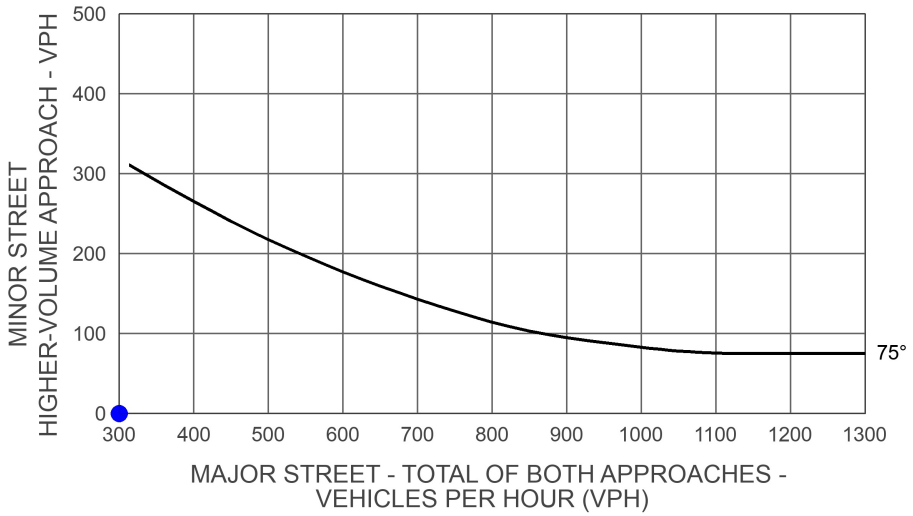


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Existing
Intersection #: 11

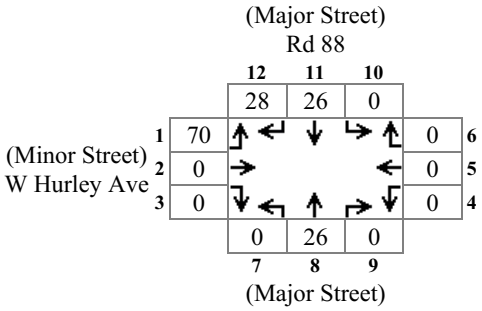


Major Total: 52
Minor High Volume: 0

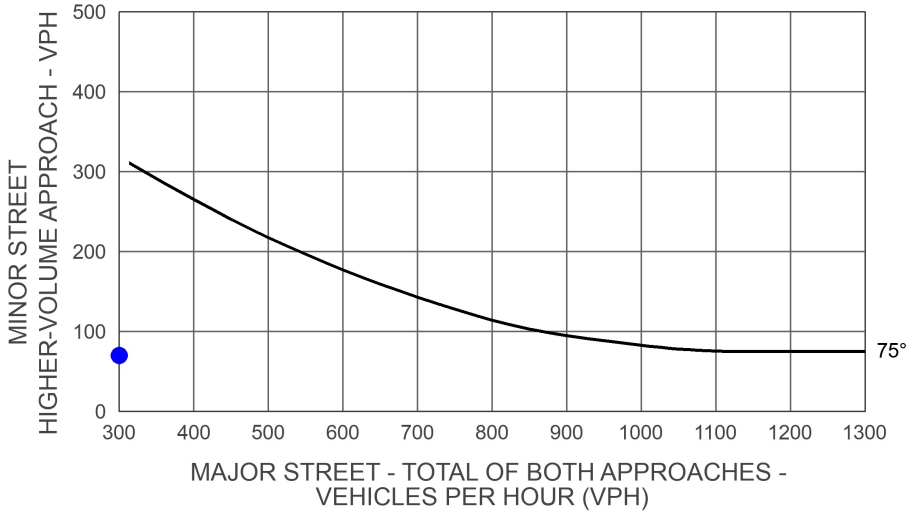


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Existing+Project
Intersection #: 11

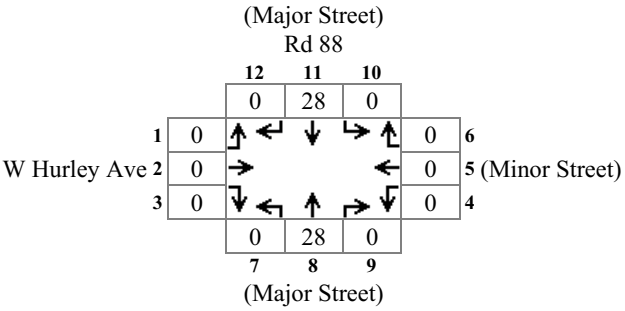


Major Total: 80
Minor High Volume: 70

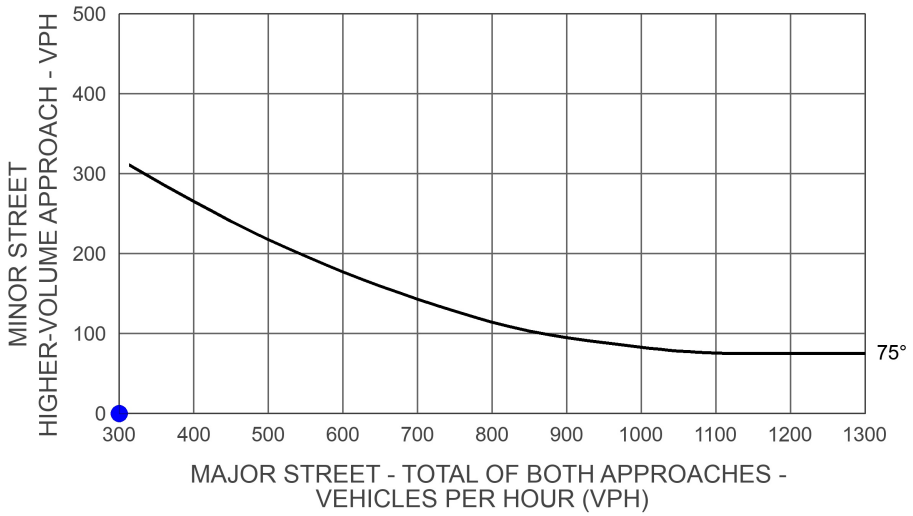


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future
Intersection #: 11

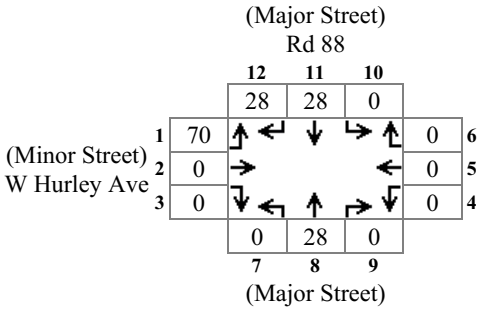


Major Total: 56
Minor High Volume: 0

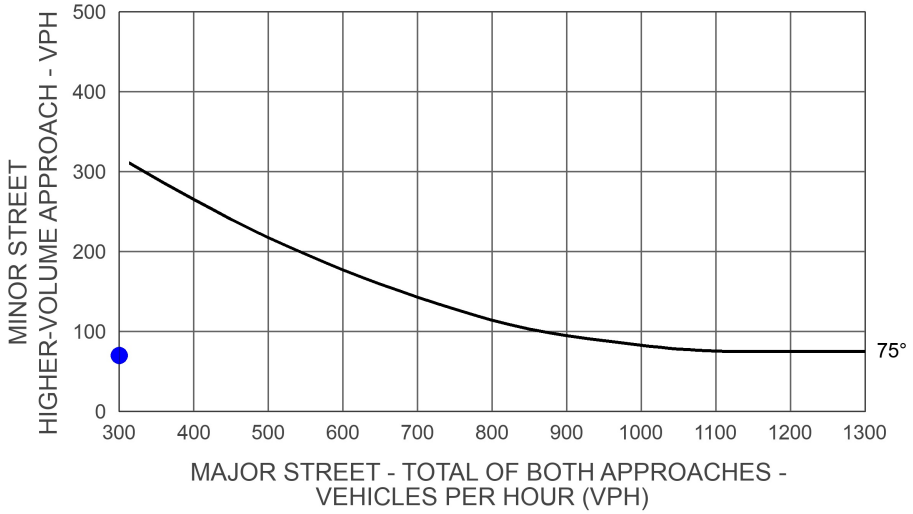


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future+Project
Intersection #: 11

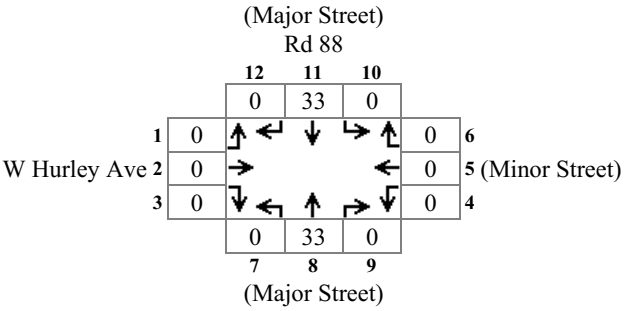


Major Total: 84
Minor High Volume: 70

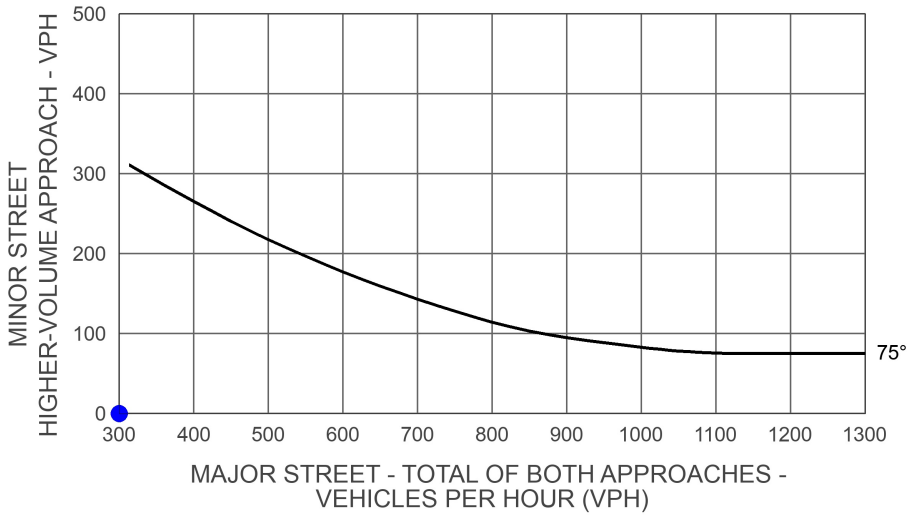


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future
Intersection #: 11

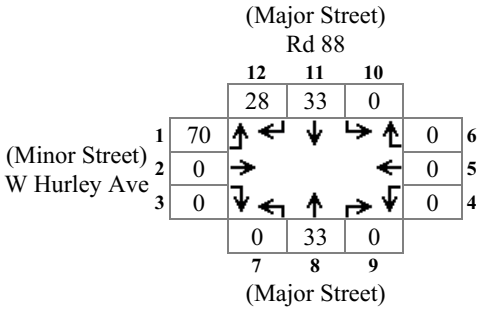


Major Total: 66
Minor High Volume: 0

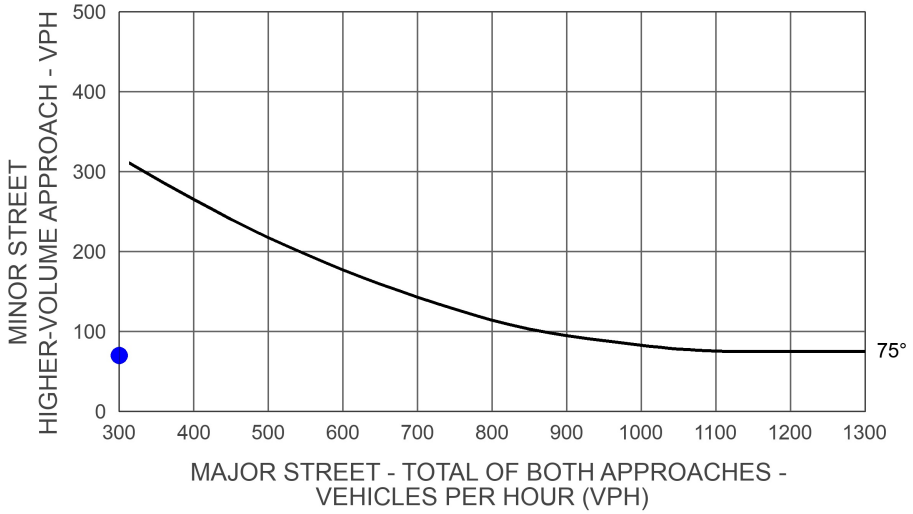


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future+Project
Intersection #: 11

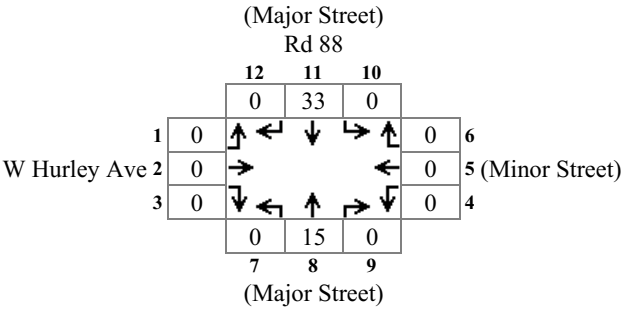


Major Total: 94
Minor High Volume: 70

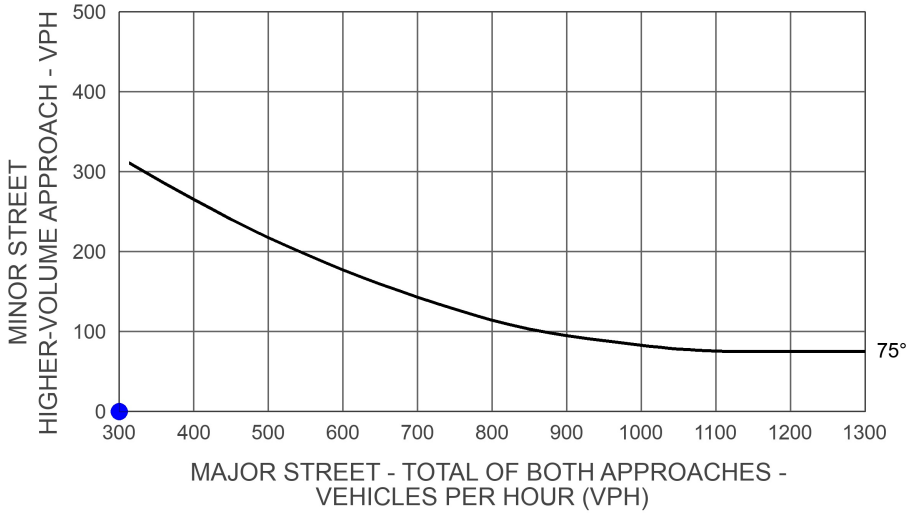


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Existing
Intersection #: 11

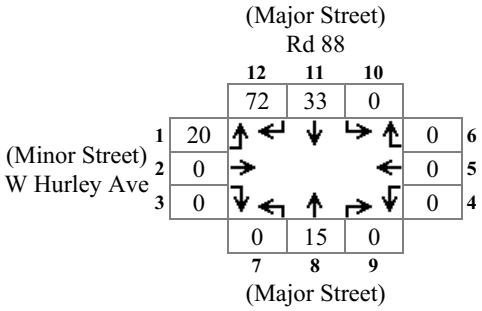


Major Total: 48
Minor High Volume: 0

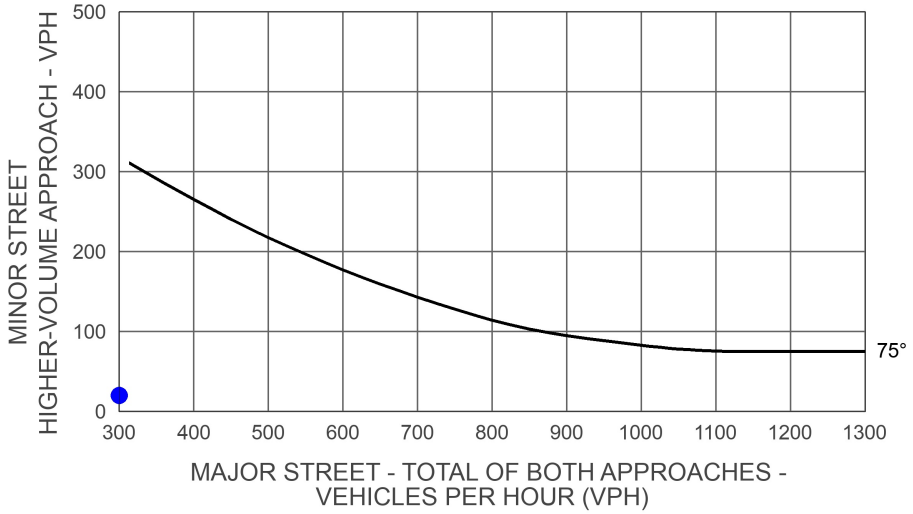


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Existing+Project
Intersection #: 11

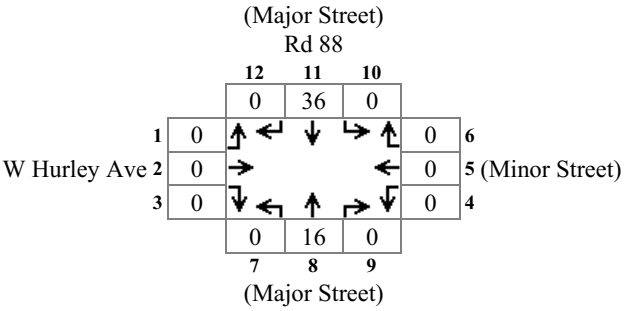


Major Total: 120
Minor High Volume: 20

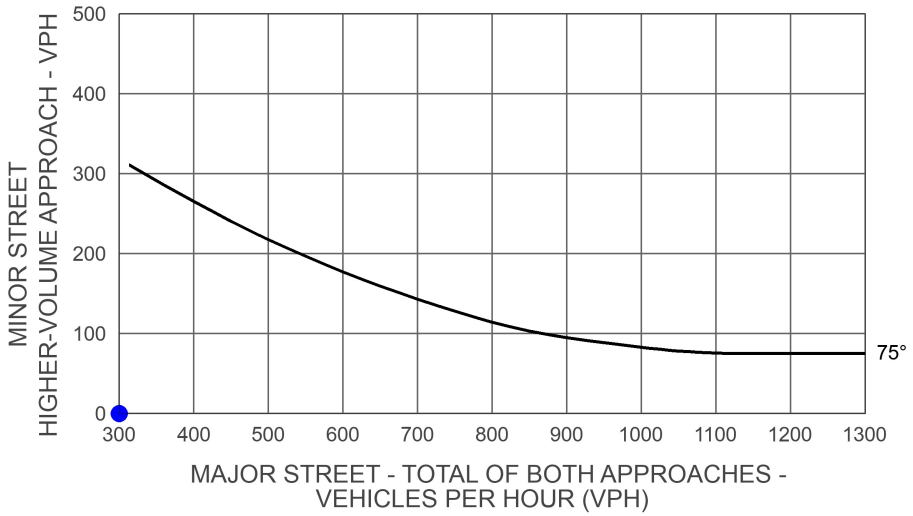


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 11

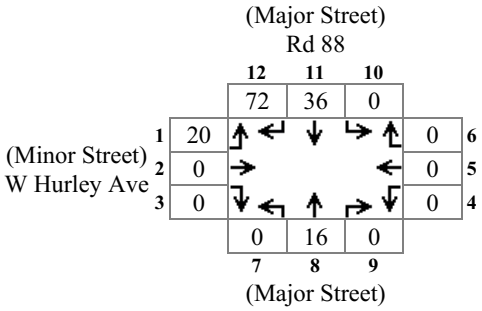


Major Total: 52
Minor High Volume: 0

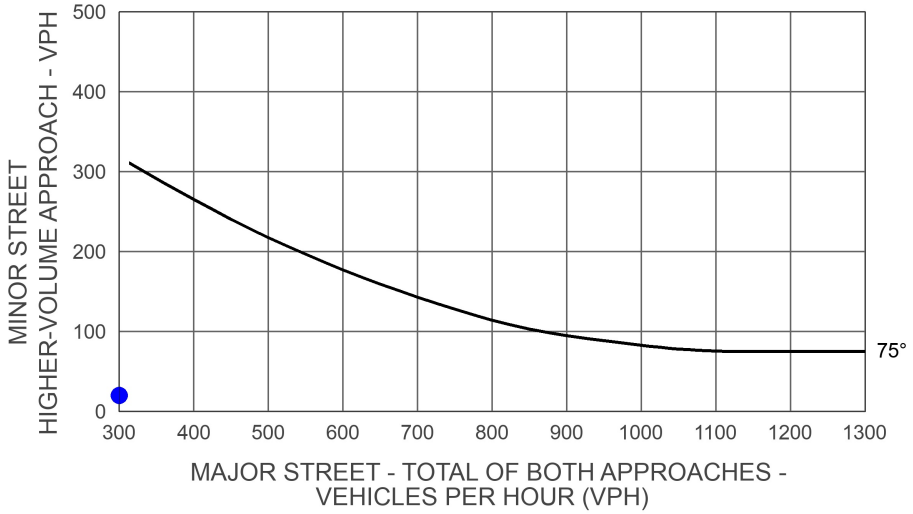


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future+Project
Intersection #: 11

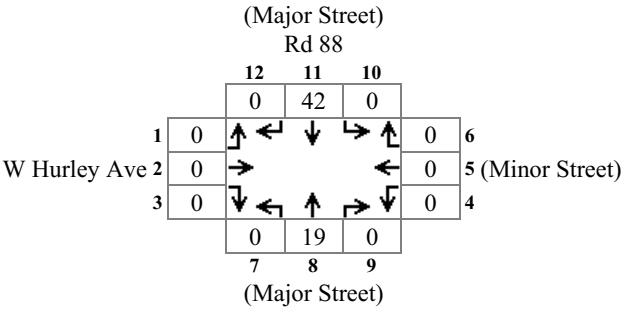


Major Total: 124
Minor High Volume: 20

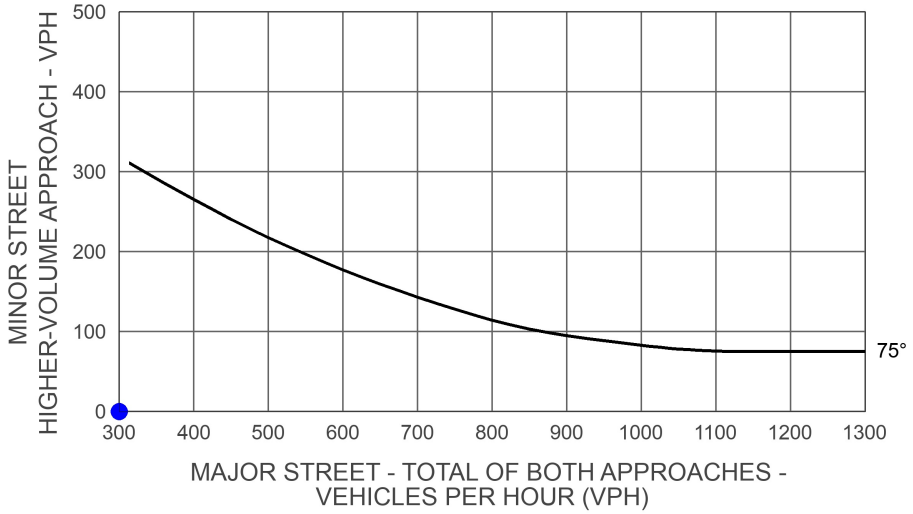


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 11

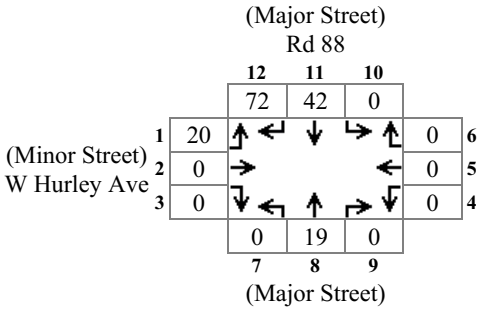


Major Total: 61
Minor High Volume: 0

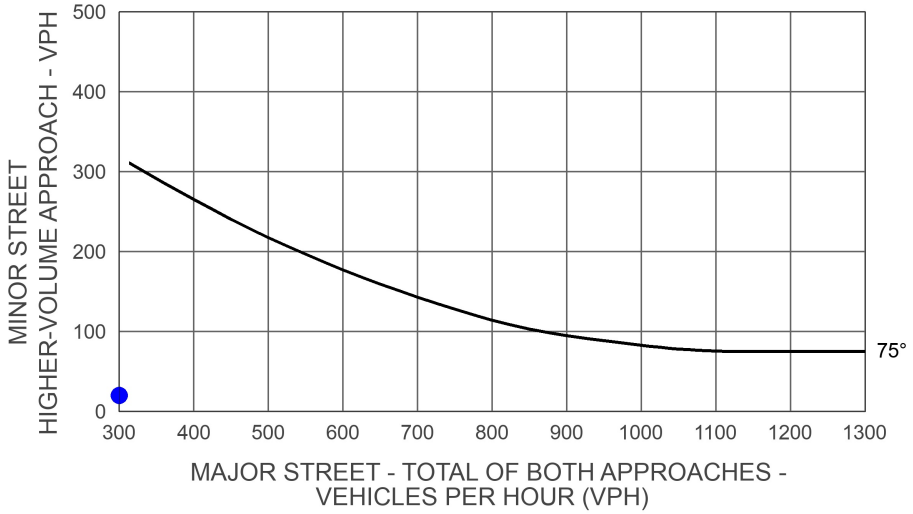


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future+Project
Intersection #: 11

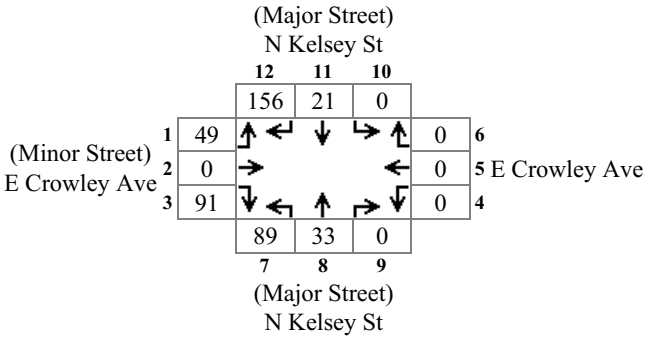


Major Total: 133
Minor High Volume: 20

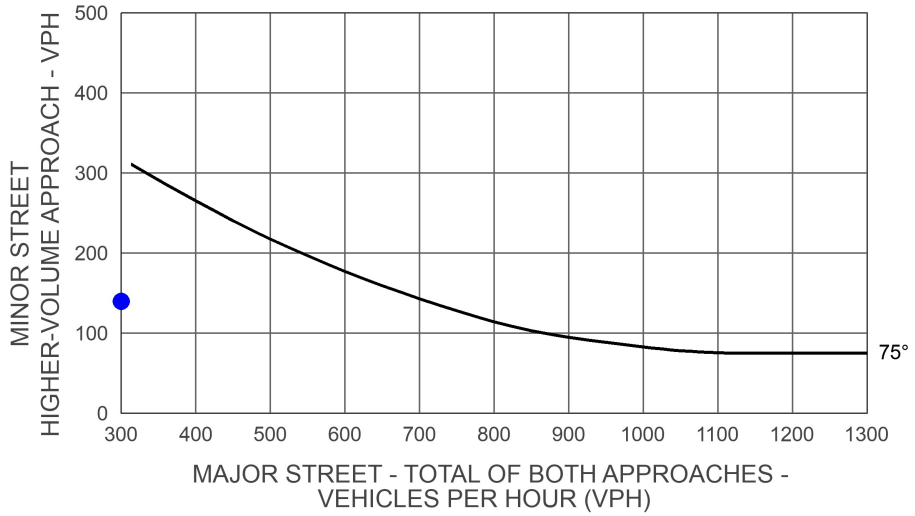


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Existing
Intersection #: 12

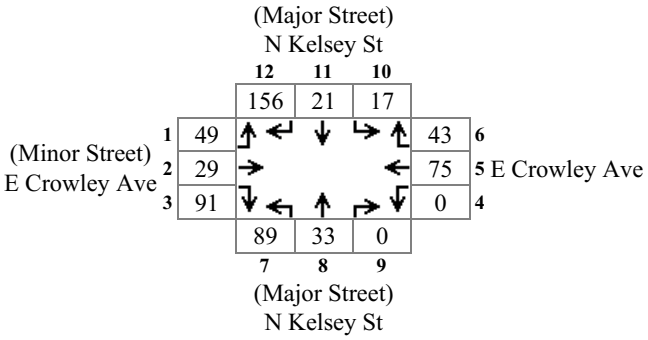


Major Total: 299
Minor High Volume: 140

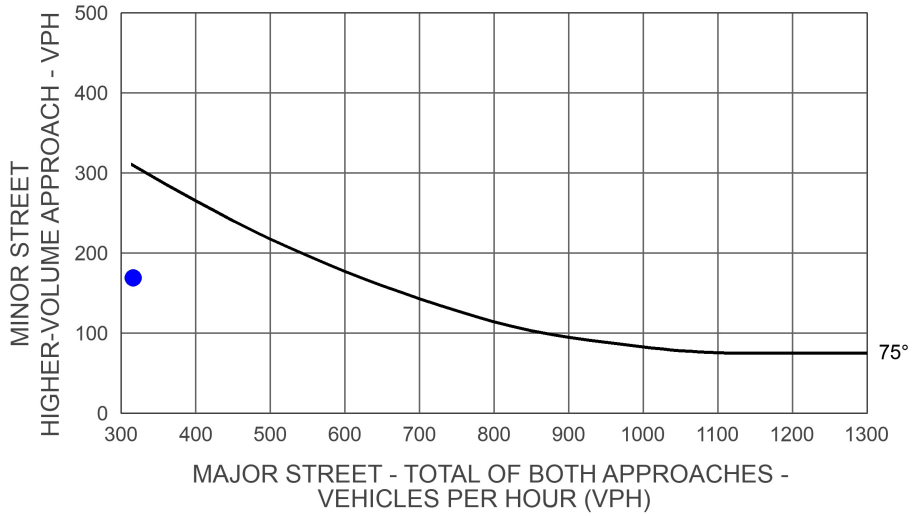


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Existing+Project
Intersection #: 12

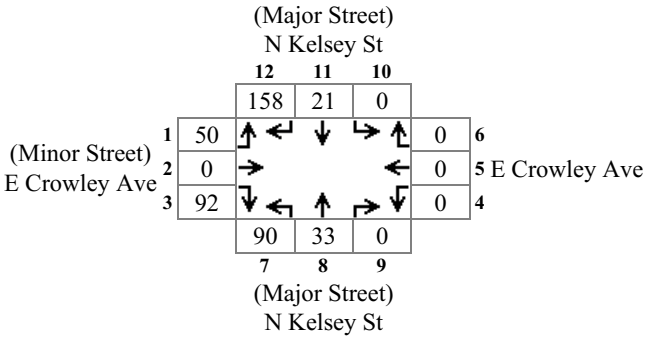


Major Total: 316
Minor High Volume: 169

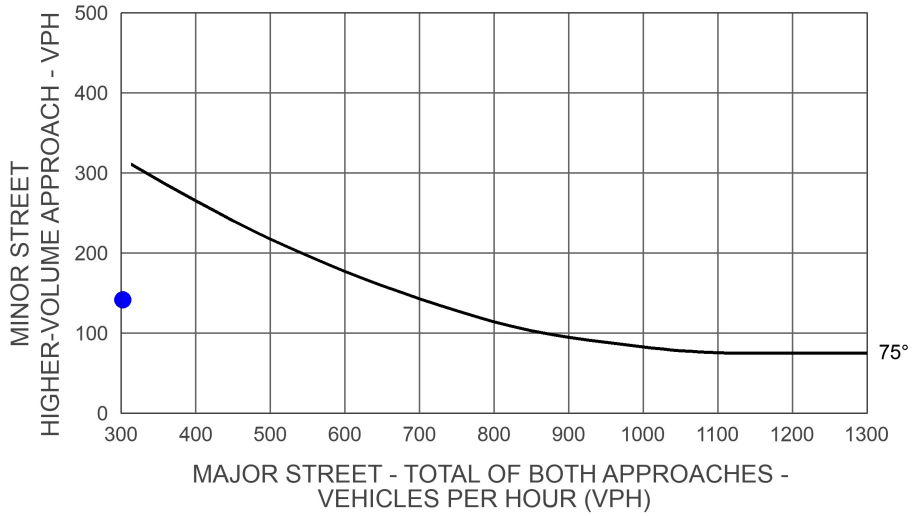


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future
Intersection #: 12

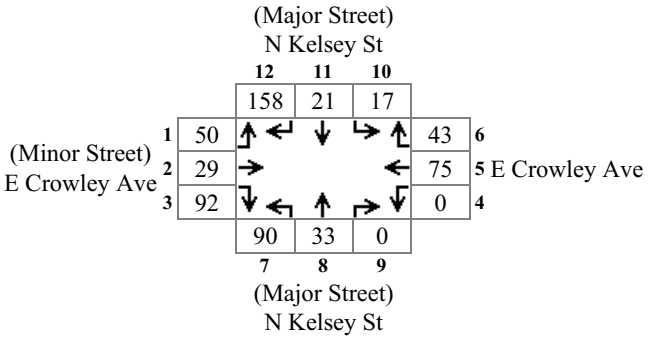


Major Total: 302
Minor High Volume: 142

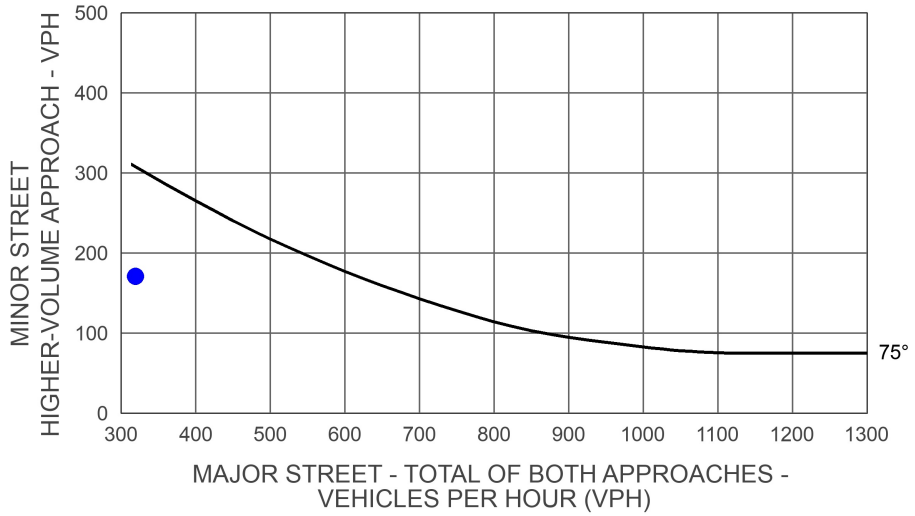


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future+Project
Intersection #: 12

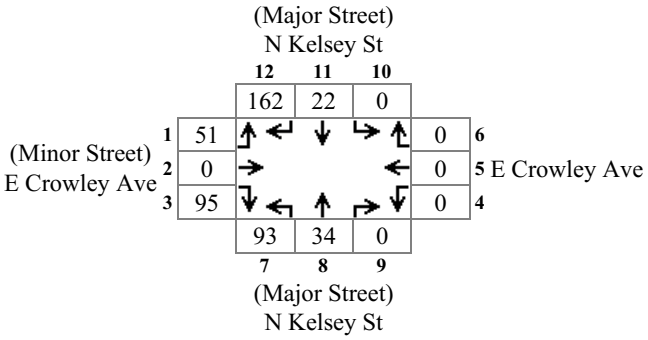


Major Total: 319
Minor High Volume: 171

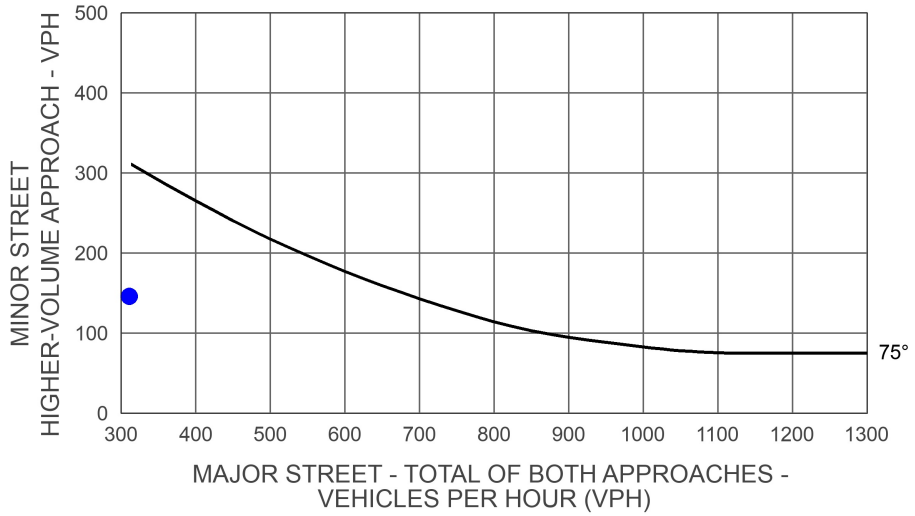


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future
Intersection #: 12

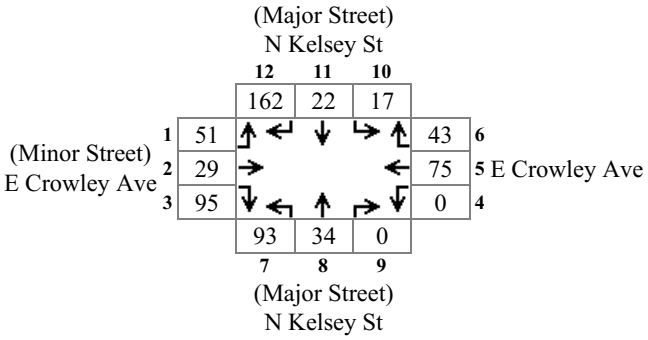


Major Total: 311
Minor High Volume: 146

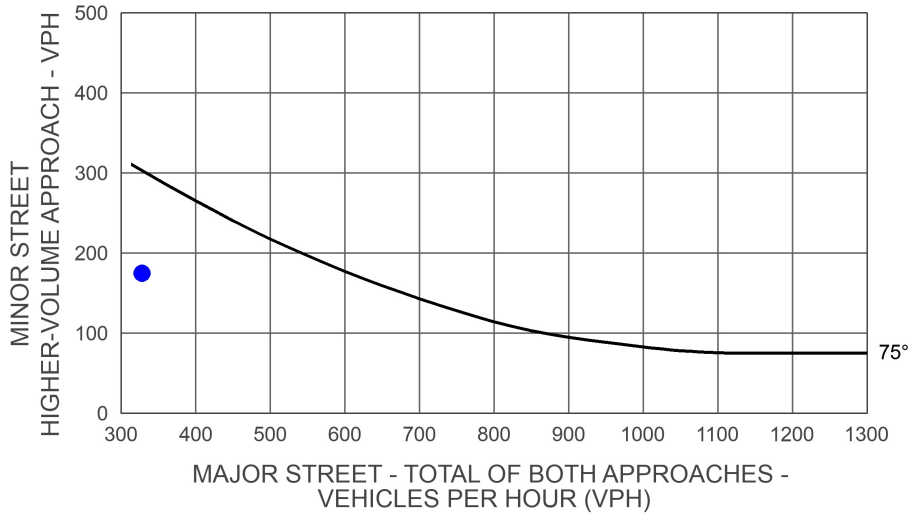


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future+Project
Intersection #: 12

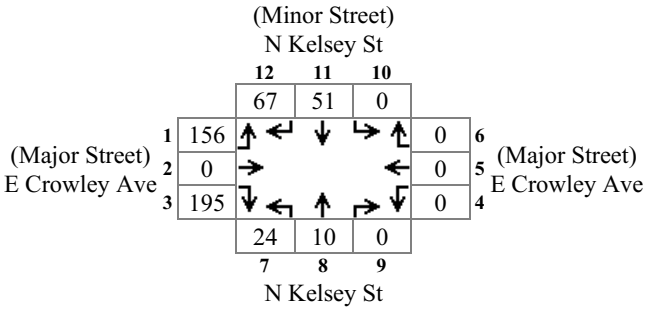


Major Total: 328
Minor High Volume: 175

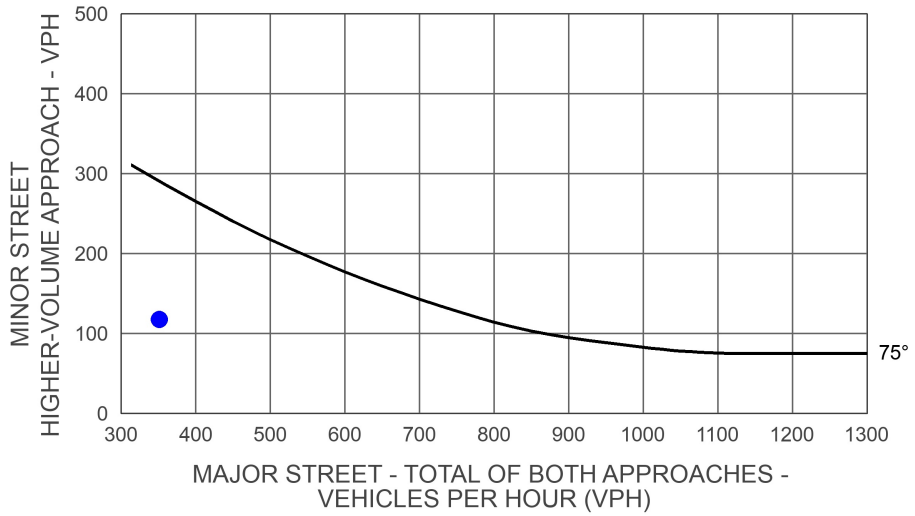


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Existing
Intersection #: 12

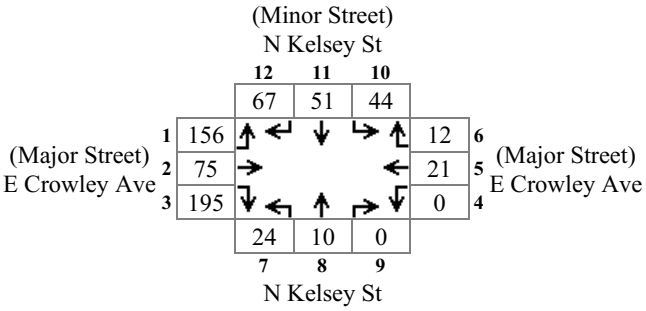


Major Total: 351
Minor High Volume: 118

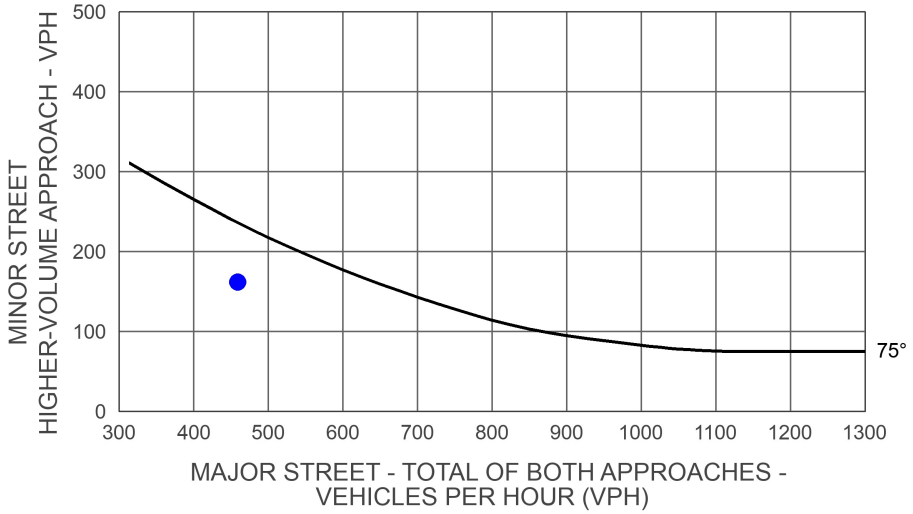


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Existing+Project
Intersection #: 12

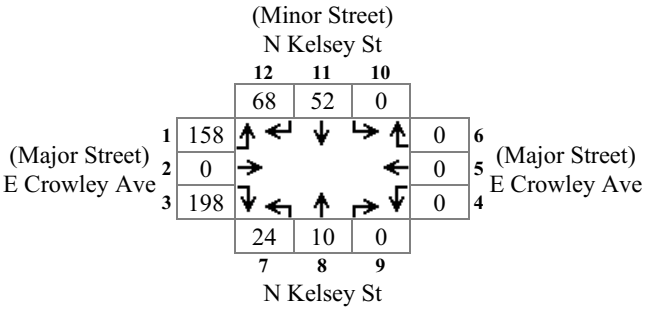


Major Total: 459
Minor High Volume: 162

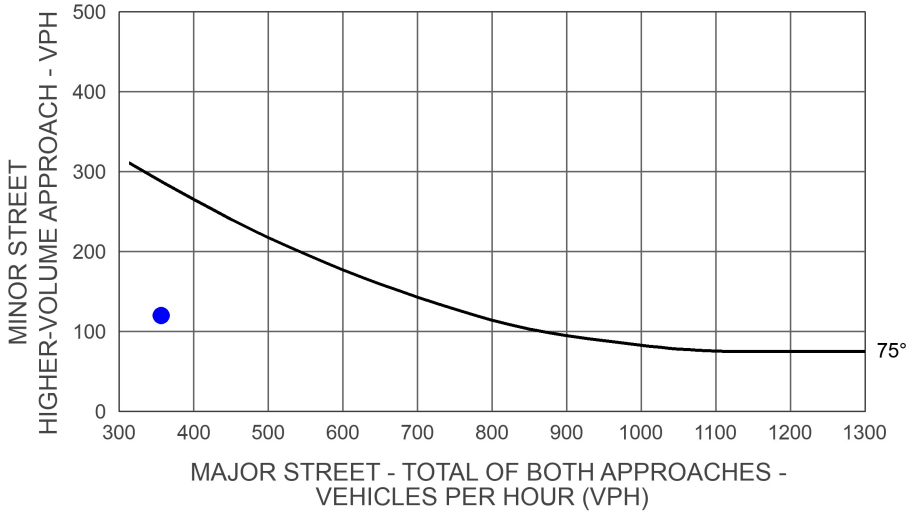


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 12

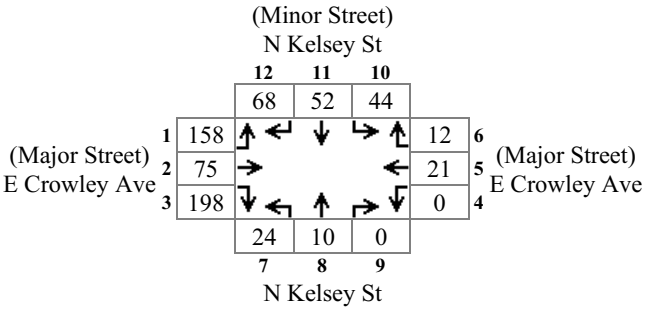


Major Total: 356
Minor High Volume: 120

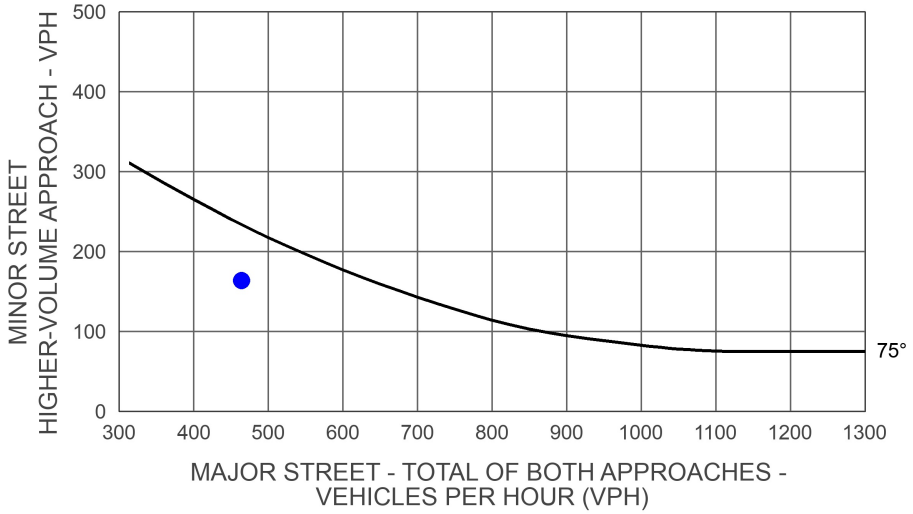


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future+Project
Intersection #: 12

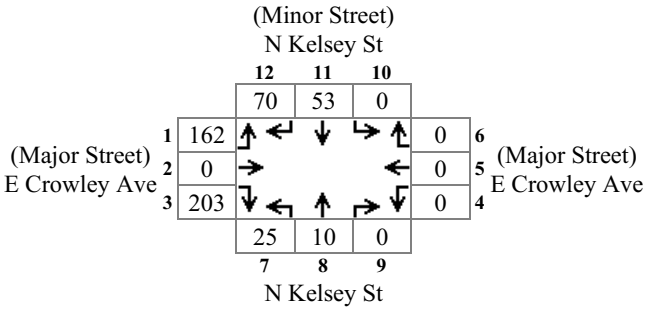


Major Total: 464
Minor High Volume: 164

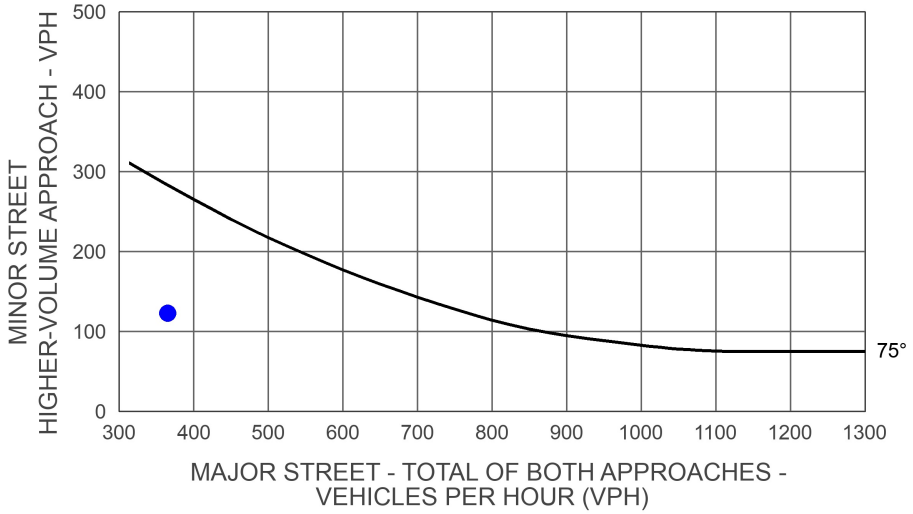


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 12

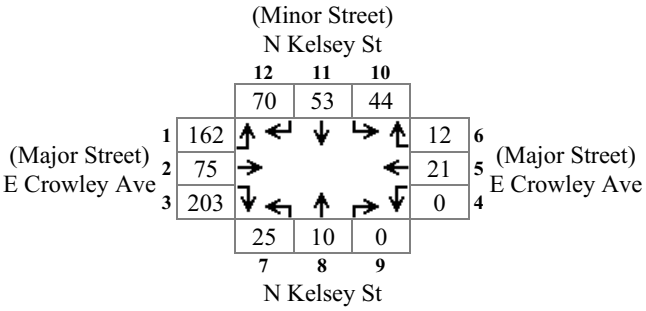


Major Total: 365
Minor High Volume: 123

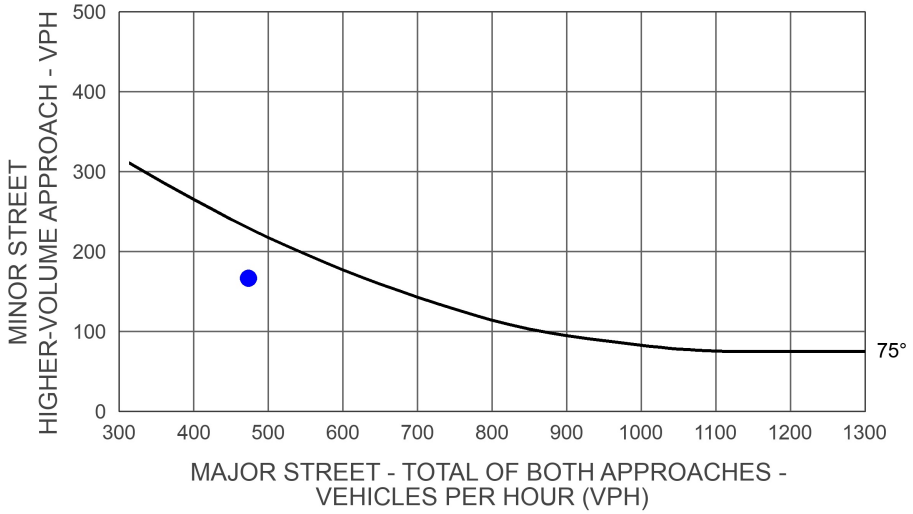


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future+Project
Intersection #: 12



Major Total: 473
Minor High Volume: 167



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City of Visalia
N/S: Kelsey Street
E/W: Goshern Avenue
Weather: Clear

File Name : 01_VSA_Kel_Gosh AM
Site Code : 99925364
Start Date : 4/23/2025
Page No : 1

Groups Printed- Total Volume

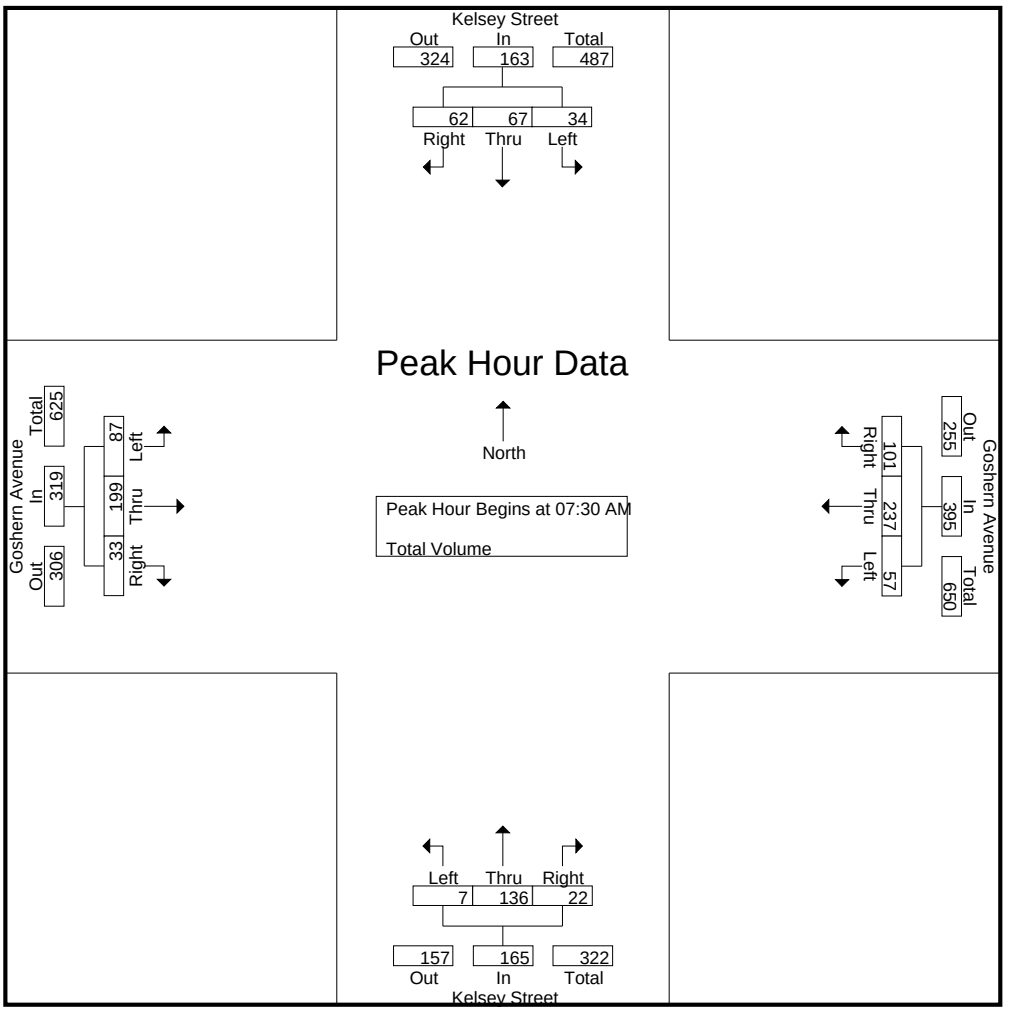
	Kelsey Street Southbound				Goshern Avenue Westbound				Kelsey Street Northbound				Goshern Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	11	11	27	14	32	9	55	4	11	17	32	19	36	4	59	173
07:15 AM	1	11	10	22	9	36	18	63	0	25	4	29	15	46	1	62	176
07:30 AM	2	12	16	30	12	47	25	84	2	27	7	36	12	45	8	65	215
07:45 AM	7	7	11	25	20	57	44	121	3	64	5	72	48	64	9	121	339
Total	15	41	48	104	55	172	96	323	9	127	33	169	94	191	22	307	903
08:00 AM	20	34	23	77	9	62	17	88	1	31	7	39	18	48	6	72	276
08:15 AM	5	14	12	31	16	71	15	102	1	14	3	18	9	42	10	61	212
08:30 AM	2	6	16	24	10	28	8	46	4	13	9	26	11	45	8	64	160
08:45 AM	3	11	16	30	10	53	3	66	4	16	11	31	6	30	8	44	171
Total	30	65	67	162	45	214	43	302	10	74	30	114	44	165	32	241	819
Grand Total	45	106	115	266	100	386	139	625	19	201	63	283	138	356	54	548	1722
Apprch %	16.9	39.8	43.2		16	61.8	22.2		6.7	71	22.3		25.2	65	9.9		
Total %	2.6	6.2	6.7	15.4	5.8	22.4	8.1	36.3	1.1	11.7	3.7	16.4	8	20.7	3.1	31.8	

	Kelsey Street Southbound				Goshern Avenue Westbound				Kelsey Street Northbound				Goshern Avenue 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 07:30 AM																	
07:30 AM	2	12	16	30	12	47	25	84	2	27	**7**	36	12	45	8	65	215
07:45 AM	7	7	11	25	**20**	57	**44**	**121**	**3**	**64**	5	**72**	**48**	**64**	9	**121**	**339**
08:00 AM	**20**	**34**	**23**	**77**	9	62	17	88	1	31	7	39	18	48	6	72	276
08:15 AM	5	14	12	31	16	**71**	15	102	1	14	3	18	9	42	**10**	61	212
Total Volume	34	67	62	163	57	237	101	395	7	136	22	165	87	199	33	319	1042
% App. Total	20.9	41.1	38		14.4	60	25.6		4.2	82.4	13.3		27.3	62.4	10.3		
PHF	.425	.493	.674	.529	.713	.835	.574	.816	.583	.531	.786	.573	.453	.777	.825	.659	.768
	10	11	12		4	5	6		7	8	9		1	2	3		

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City of Visalia
N/S: Kelsey Street
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Weather: Clear

File Name : 01_VSA_Kel_Gosh AM
Site Code : 99925364
Start Date : 4/23/2025
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				07:30 AM				07:15 AM				07:15 AM			
+0 mins.	2	12	16	30	12	47	25	84	0	25	4	29	15	46	1	62
+15 mins.	7	7	11	25	**20**	57	**44**	**121**	2	27	**7**	36	12	45	8	65
+30 mins.	**20**	**34**	**23**	**77**	9	62	17	88	**3**	**64**	5	**72**	**48**	**64**	**9**	**121**
+45 mins.	5	14	12	31	16	**71**	15	102	1	31	7	39	18	48	6	72
Total Volume	34	67	62	163	57	237	101	395	6	147	23	176	93	203	24	320
% App. Total	20.9	41.1	38		14.4	60	25.6		3.4	83.5	13.1		29.1	63.4	7.5	
PHF	.425	.493	.674	.529	.713	.835	.574	.816	.500	.574	.821	.611	.484	.793	.667	.661

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City of Visalia
N/S: Kelsey Street
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Weather: Clear

File Name : 01_VSA_Kel_Gosh PM
Site Code : 99925364
Start Date : 4/23/2025
Page No : 1

Groups Printed- Total Volume

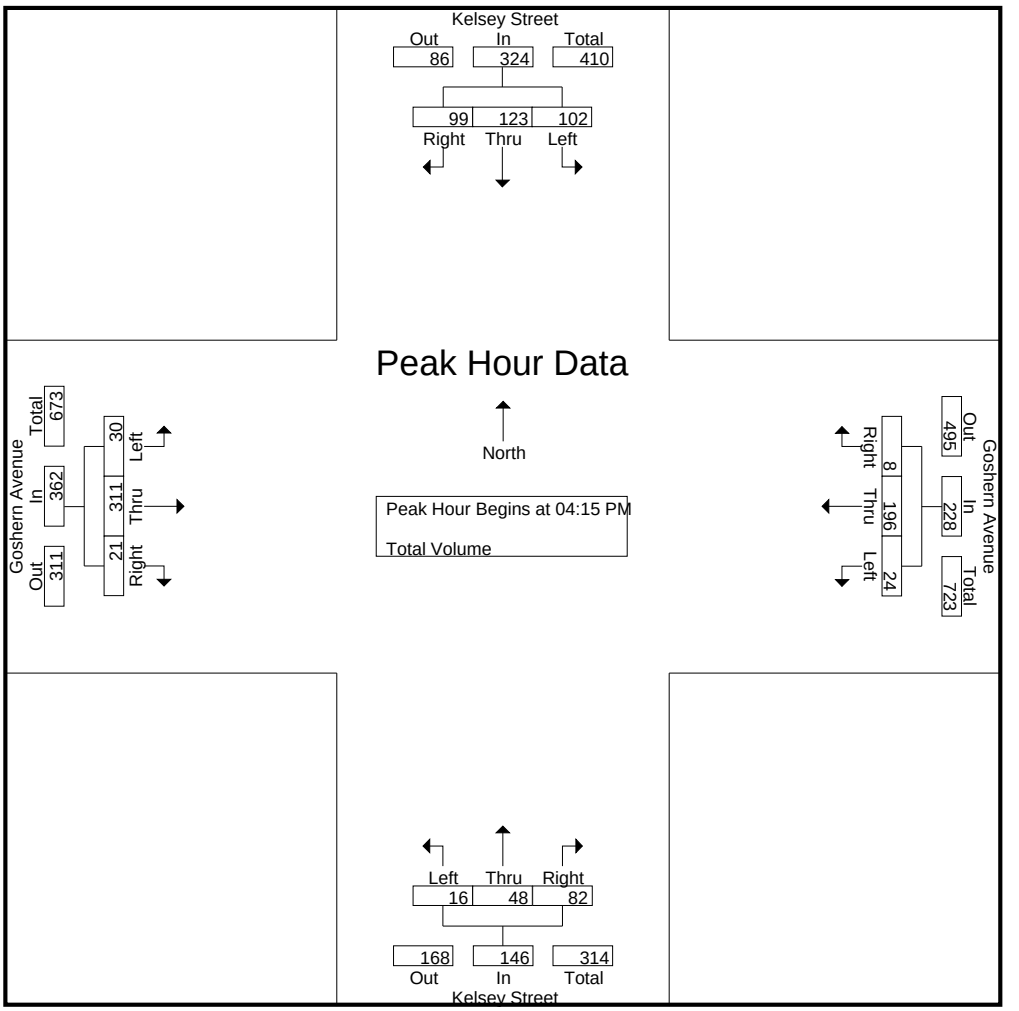
	Kelsey Street Southbound				Goshern Avenue Westbound				Kelsey Street Northbound				Goshern Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	38	29	26	93	6	48	2	56	3	13	16	32	14	77	4	95	276
04:15 PM	18	19	27	64	4	47	2	53	3	22	20	45	11	75	2	88	250
04:30 PM	22	37	20	79	6	42	2	50	6	14	20	40	8	88	5	101	270
04:45 PM	20	24	21	65	9	55	2	66	2	8	20	30	3	53	4	60	221
Total	98	109	94	301	25	192	8	225	14	57	76	147	36	293	15	344	1017
05:00 PM	42	43	31	116	5	52	2	59	5	4	22	31	8	95	10	113	319
05:15 PM	10	19	8	37	7	44	1	52	2	8	8	18	5	56	3	64	171
05:30 PM	7	17	15	39	2	64	0	66	1	5	5	11	5	60	3	68	184
05:45 PM	3	6	8	17	4	42	1	47	3	5	9	17	4	30	1	35	116
Total	62	85	62	209	18	202	4	224	11	22	44	77	22	241	17	280	790
Grand Total	160	194	156	510	43	394	12	449	25	79	120	224	58	534	32	624	1807
Apprch %	31.4	38	30.6		9.6	87.8	2.7		11.2	35.3	53.6		9.3	85.6	5.1		
Total %	8.9	10.7	8.6	28.2	2.4	21.8	0.7	24.8	1.4	4.4	6.6	12.4	3.2	29.6	1.8	34.5	

	Kelsey Street Southbound				Goshern Avenue Westbound				Kelsey Street Northbound				Goshern Avenue 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 04:15 PM																	
04:15 PM	18	19	27	64	4	47	**2**	53	3	**22**	20	**45**	**11**	75	2	88	250
04:30 PM	22	37	20	79	6	42	2	50	**6**	14	20	40	8	88	5	101	270
04:45 PM	20	24	21	65	**9**	**55**	2	**66**	2	8	20	30	3	53	4	60	221
05:00 PM	**42**	**43**	**31**	**116**	5	52	2	59	5	4	**22**	31	8	**95**	**10**	**113**	**319**
Total Volume	102	123	99	324	24	196	8	228	16	48	82	146	30	311	21	362	1060
% App. Total	31.5	38	30.6		10.5	86	3.5		11	32.9	56.2		8.3	85.9	5.8		
PHF	.607	.715	.798	.698	.667	.891	1.00	.864	.667	.545	.932	.811	.682	.818	.525	.801	.831

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Weather: Clear

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Site Code : 99925364
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:45 PM				04:00 PM				04:15 PM			
+0 mins.	18	19	27	64	**9**	55	**2**	**66**	3	13	16	32	**11**	75	2	88
+15 mins.	22	37	20	79	5	52	2	59	3	**22**	**20**	**45**	8	88	5	101
+30 mins.	20	24	21	65	7	44	1	52	**6**	14	20	40	3	53	4	60
+45 mins.	**42**	**43**	**31**	**116**	2	**64**	0	66	2	8	20	30	8	**95**	**10**	**113**
Total Volume	102	123	99	324	23	215	5	243	14	57	76	147	30	311	21	362
% App. Total	31.5	38	30.6		9.5	88.5	2.1		9.5	38.8	51.7		8.3	85.9	5.8	
PHF	.607	.715	.798	.698	.639	.840	.625	.920	.583	.648	.950	.817	.682	.818	.525	.801

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City of Visalia
N/S: Clancy Street
E/W: Goshern Avenue
Weather: Clear

File Name : 02_VSA_Cla_Gosh AM
Site Code : 99925364
Start Date : 4/23/2025
Page No : 1

Groups Printed- Total Volume

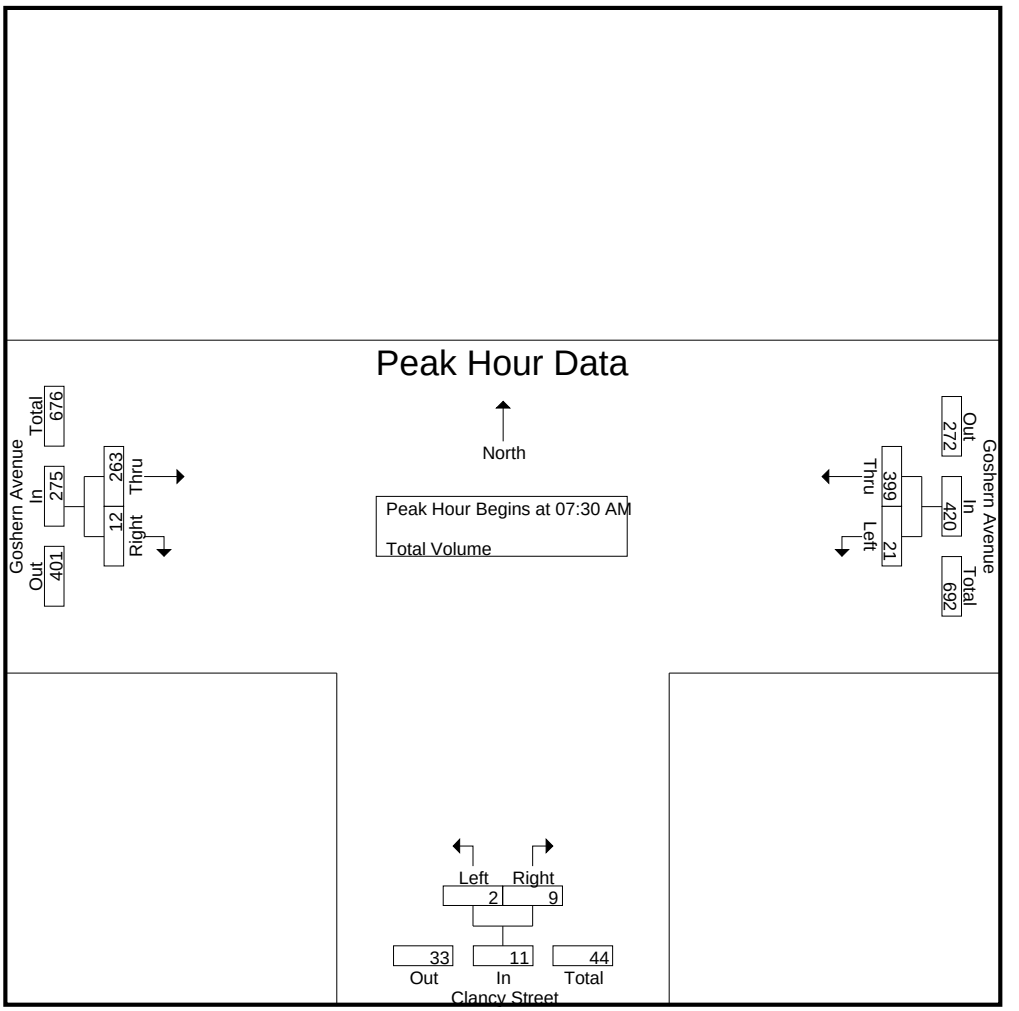
	Goshern Avenue Westbound			Clancy Street Northbound			Goshern Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	4	55	59	0	1	1	48	1	49	109
07:15 AM	7	62	69	2	1	3	55	4	59	131
07:30 AM	3	85	88	1	2	3	58	5	63	154
07:45 AM	8	127	135	0	3	3	78	3	81	219
Total	22	329	351	3	7	10	239	13	252	613
08:00 AM	6	95	101	1	2	3	76	2	78	182
08:15 AM	4	92	96	0	2	2	51	2	53	151
08:30 AM	3	50	53	0	3	3	49	2	51	107
08:45 AM	6	69	75	0	5	5	42	6	48	128
Total	19	306	325	1	12	13	218	12	230	568
Grand Total	41	635	676	4	19	23	457	25	482	1181
Apprch %	6.1	93.9		17.4	82.6		94.8	5.2		
Total %	3.5	53.8	57.2	0.3	1.6	1.9	38.7	2.1	40.8	

	Goshern Avenue Westbound			Clancy Street Northbound			Goshern Avenue 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 07:30 AM										
07:30 AM	3	85	88	**1**	2	**3**	58	**5**	63	154
07:45 AM	**8**	**127**	**135**	0	**3**	3	**78**	3	**81**	**219**
08:00 AM	6	95	101	1	2	3	76	2	78	182
08:15 AM	4	92	96	0	2	2	51	2	53	151
Total Volume	21	399	420	2	9	11	263	12	275	706
% App. Total	5	95		18.2	81.8		95.6	4.4		
PHF	.656	.785	.778	.500	.750	.917	.843	.600	.849	.806

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City of Visalia
N/S: Clancy Street
E/W: Goshern Avenue
Weather: Clear

File Name : 02_VSA_Cla_Gosh AM
Site Code : 99925364
Start Date : 4/23/2025
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			07:15 AM		
+0 mins.	3	85	88	**1**	2	3	55	4	59
+15 mins.	**8**	**127**	**135**	0	2	2	58	**5**	63
+30 mins.	6	95	101	0	3	3	**78**	3	**81**
+45 mins.	4	92	96	0	**5**	**5**	76	2	78
Total Volume	21	399	420	1	12	13	267	14	281
% App. Total	5	95		7.7	92.3		95	5	
PHF	.656	.785	.778	.250	.600	.650	.856	.700	.867

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City of Visalia
N/S: Clancy Street
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File Name : 02_VSA_Cla_Gosh PM
Site Code : 99925364
Start Date : 4/23/2025
Page No : 1

Groups Printed- Total Volume

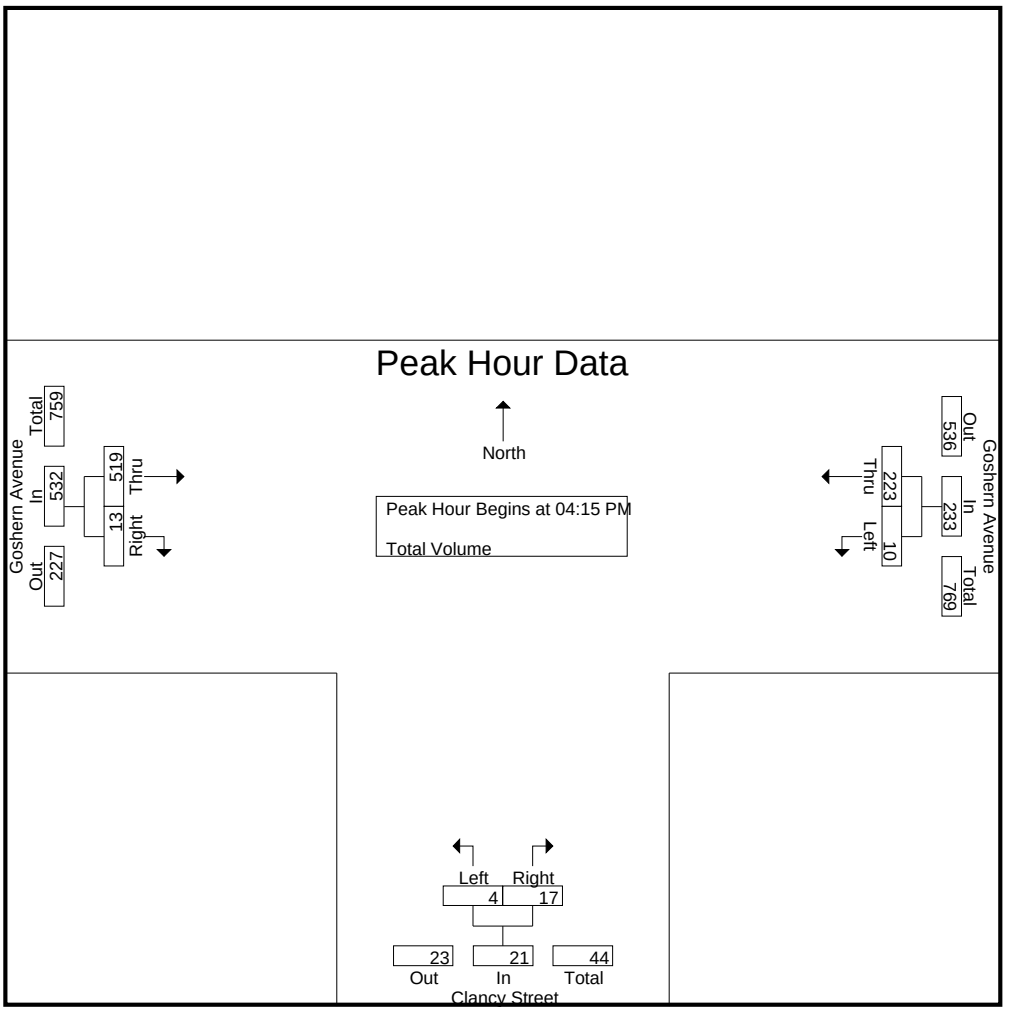
	Goshern Avenue Westbound			Clancy Street Northbound			Goshern Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	6	47	53	0	2	2	140	3	143	198
04:15 PM	3	51	54	1	4	5	121	5	126	185
04:30 PM	3	44	47	3	5	8	126	2	128	183
04:45 PM	3	70	73	0	3	3	102	5	107	183
Total	15	212	227	4	14	18	489	15	504	749
05:00 PM	1	58	59	0	5	5	170	1	171	235
05:15 PM	0	50	50	0	2	2	76	1	77	129
05:30 PM	1	64	65	0	3	3	68	1	69	137
05:45 PM	1	46	47	3	3	6	40	3	43	96
Total	3	218	221	3	13	16	354	6	360	597
Grand Total	18	430	448	7	27	34	843	21	864	1346
Apprch %	4	96		20.6	79.4		97.6	2.4		
Total %	1.3	31.9	33.3	0.5	2	2.5	62.6	1.6	64.2	

	Goshern Avenue Westbound			Clancy Street Northbound			Goshern Avenue 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 04:15 PM										
04:15 PM	**3**	51	54	1	4	5	121	**5**	126	185
04:30 PM	3	44	47	**3**	**5**	**8**	126	2	128	183
04:45 PM	3	**70**	**73**	0	3	3	102	5	107	183
05:00 PM	1	58	59	0	5	5	**170**	1	**171**	**235**
Total Volume	10	223	233	4	17	21	519	13	532	786
% App. Total	4.3	95.7		19	81		97.6	2.4		
PHF	.833	.796	.798	.333	.850	.656	.763	.650	.778	.836

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City of Visalia
N/S: Clancy Street
E/W: Goshern Avenue
Weather: Clear

File Name : 02_VSA_Cla_Gosh PM
Site Code : 99925364
Start Date : 4/23/2025
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:15 PM			04:15 PM		
+0 mins.	**3**	**70**	**73**	1	4	5	121	**5**	126
+15 mins.	1	58	59	**3**	**5**	**8**	126	2	128
+30 mins.	0	50	50	0	3	3	102	5	107
+45 mins.	1	64	65	0	5	5	**170**	1	**171**
Total Volume	5	242	247	4	17	21	519	13	532
% App. Total	2	98		19	81		97.6	2.4	
PHF	.417	.864	.846	.333	.850	.656	.763	.650	.778

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City of Visalia
N/S: Kelsey Street
E/W: Hurley Avenue
Weather: Clear

File Name : 03_VSA_Kel_Hur AM
Site Code : 99925364
Start Date : 4/23/2025
Page No : 1

Groups Printed- Total Volume

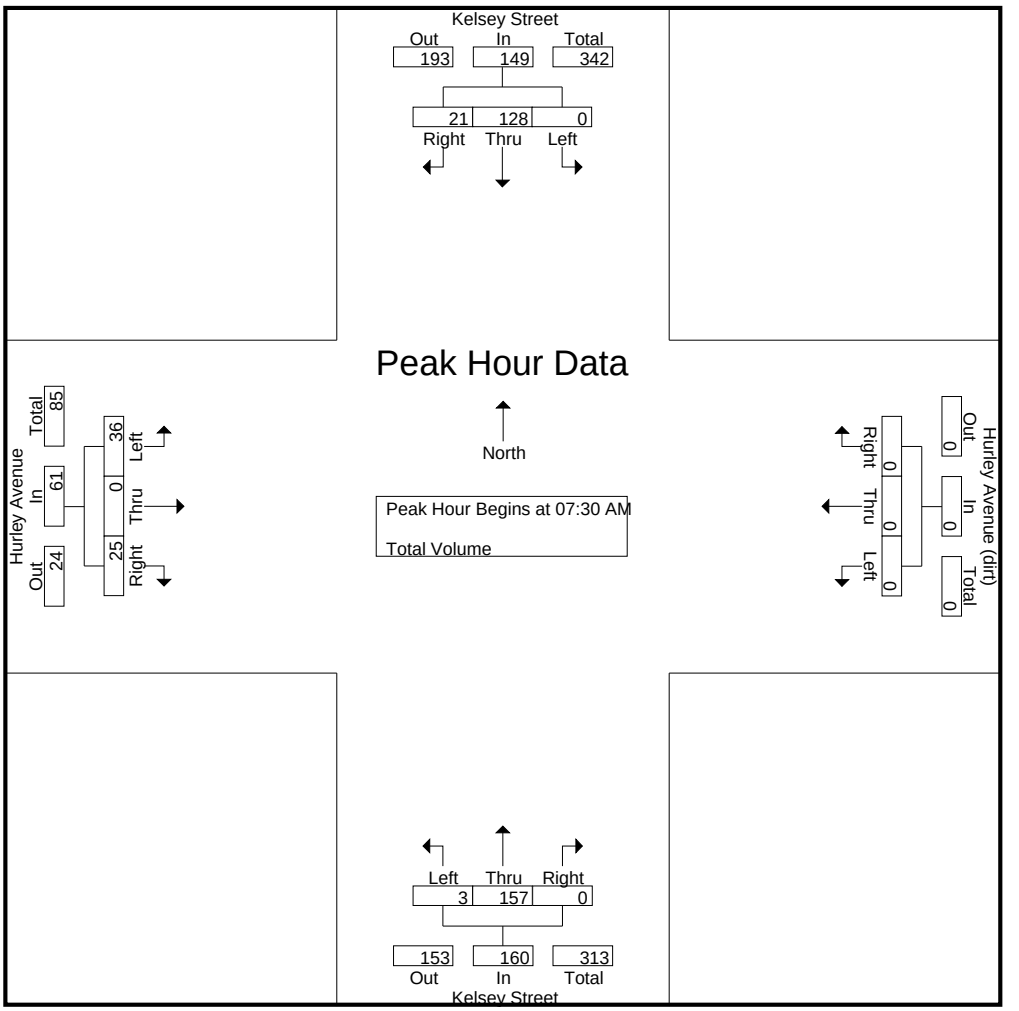
	Kelsey Street Southbound				Hurley Avenue (dirt) Westbound				Kelsey Street Northbound				Hurley Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	25	1	26	0	0	0	0	2	29	0	31	11	0	7	18	75
07:15 AM	0	20	2	22	0	0	0	0	0	27	0	27	7	0	3	10	59
07:30 AM	0	27	3	30	0	0	0	0	1	35	0	36	10	0	6	16	82
07:45 AM	0	20	5	25	0	0	0	0	1	71	0	72	12	0	8	20	117
Total	0	92	11	103	0	0	0	0	4	162	0	166	40	0	24	64	333
08:00 AM	0	48	8	56	0	0	0	0	0	30	0	30	8	0	5	13	99
08:15 AM	0	33	5	38	0	0	0	0	1	21	0	22	6	0	6	12	72
08:30 AM	0	17	6	23	0	0	0	0	1	20	0	21	16	0	4	20	64
08:45 AM	0	20	5	25	0	0	0	0	0	17	0	17	11	0	3	14	56
Total	0	118	24	142	0	0	0	0	2	88	0	90	41	0	18	59	291
Grand Total	0	210	35	245	0	0	0	0	6	250	0	256	81	0	42	123	624
Apprch %	0	85.7	14.3		0	0	0		2.3	97.7	0		65.9	0	34.1		
Total %	0	33.7	5.6	39.3	0	0	0	0	1	40.1	0	41	13	0	6.7	19.7	

	Kelsey Street Southbound				Hurley Avenue (dirt) Westbound				Kelsey Street Northbound				Hurley Avenue 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 07:30 AM																	
07:30 AM	0	27	3	30	0	0	0	0	**1**	35	0	36	10	0	6	16	82
07:45 AM	0	20	5	25	0	0	0	0	1	**71**	0	**72**	**12**	0	**8**	**20**	**117**
08:00 AM	0	**48**	**8**	**56**	0	0	0	0	0	30	0	30	8	0	5	13	99
08:15 AM	0	33	5	38	0	0	0	0	1	21	0	22	6	0	6	12	72
Total Volume	0	128	21	149	0	0	0	0	3	157	0	160	36	0	25	61	370
% App. Total	0	85.9	14.1		0	0	0		1.9	98.1	0		59	0	41		
PHF	.000	.667	.656	.665	.000	.000	.000	.000	.750	.553	.000	.556	.750	.000	.781	.763	.791

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City of Visalia
N/S: Kelsey Street
E/W: Hurley Avenue
Weather: Clear

File Name : 03_VSA_Kel_Hur AM
Site Code : 99925364
Start Date : 4/23/2025
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				07:00 AM				07:00 AM				07:45 AM			
+0 mins.	0	27	3	30	0	0	0	0	**2**	29	0	31	12	0	**8**	**20**
+15 mins.	0	20	5	25	0	0	0	0	0	27	0	27	8	0	5	13
+30 mins.	0	**48**	**8**	**56**	0	0	0	0	1	35	0	36	6	0	6	12
+45 mins.	0	33	5	38	0	0	0	0	1	**71**	0	**72**	**16**	0	4	20
Total Volume	0	128	21	149	0	0	0	0	4	162	0	166	42	0	23	65
% App. Total	0	85.9	14.1		0	0	0		2.4	97.6	0		64.6	0	35.4	
PHF	.000	.667	.656	.665	.000	.000	.000	.000	.500	.570	.000	.576	.656	.000	.719	.813

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City of Visalia
N/S: Kelsey Street
E/W: Hurley Avenue
Weather: Clear

File Name : 03_VSA_Kel_Hur PM
Site Code : 99925364
Start Date : 4/23/2025
Page No : 1

Groups Printed- Total Volume

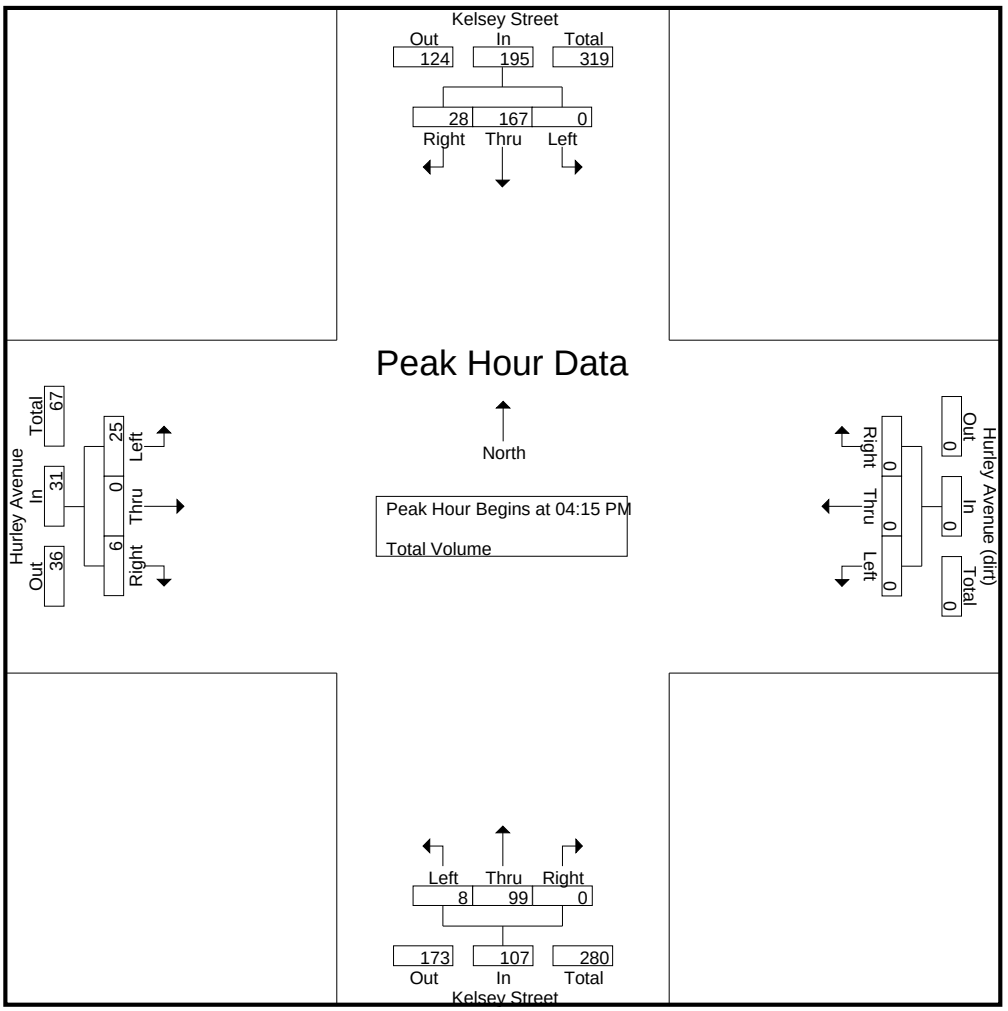
	Kelsey Street Southbound				Hurley Avenue (dirt) Westbound				Kelsey Street Northbound				Hurley Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	38	11	49	0	0	0	0	1	26	0	27	5	0	1	6	82
04:15 PM	0	27	4	31	0	0	0	0	0	38	0	38	7	0	2	9	78
04:30 PM	0	47	6	53	0	0	0	0	0	23	0	23	7	0	0	7	83
04:45 PM	0	46	4	50	0	0	0	0	3	21	0	24	2	0	1	3	77
Total	0	158	25	183	0	0	0	0	4	108	0	112	21	0	4	25	320
05:00 PM	0	47	14	61	0	0	0	0	5	17	0	22	9	0	3	12	95
05:15 PM	0	28	6	34	0	0	0	0	2	11	0	13	5	0	5	10	57
05:30 PM	0	25	1	26	0	0	0	0	1	10	0	11	3	0	0	3	40
05:45 PM	0	15	5	20	0	0	0	0	0	9	0	9	4	0	0	4	33
Total	0	115	26	141	0	0	0	0	8	47	0	55	21	0	8	29	225
Grand Total	0	273	51	324	0	0	0	0	12	155	0	167	42	0	12	54	545
Apprch %	0	84.3	15.7		0	0	0		7.2	92.8	0		77.8	0	22.2		
Total %	0	50.1	9.4	59.4	0	0	0	0	2.2	28.4	0	30.6	7.7	0	2.2	9.9	

	Kelsey Street Southbound				Hurley Avenue (dirt) Westbound				Kelsey Street Northbound				Hurley Avenue 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 04:15 PM																	
04:15 PM	0	27	4	31	0	0	0	0	0	**38**	0	**38**	7	0	2	9	78
04:30 PM	0	**47**	6	53	0	0	0	0	0	23	0	23	7	0	0	7	83
04:45 PM	0	46	4	50	0	0	0	0	3	21	0	24	2	0	1	3	77
05:00 PM	0	47	**14**	**61**	0	0	0	0	**5**	17	0	22	**9**	0	**3**	**12**	**95**
Total Volume	0	167	28	195	0	0	0	0	8	99	0	107	25	0	6	31	333
% App. Total	0	85.6	14.4		0	0	0		7.5	92.5	0		80.6	0	19.4		
PHF	.000	.888	.500	.799	.000	.000	.000	.000	.400	.651	.000	.704	.694	.000	.500	.646	.876

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City of Visalia
N/S: Kelsey Street
E/W: Hurley Avenue
Weather: Clear

File Name : 03_VSA_Kel_Hur PM
Site Code : 99925364
Start Date : 4/23/2025
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:00 PM				04:30 PM			
+0 mins.	0	**47**	6	53	0	0	0	0	1	26	0	27	7	0	0	7
+15 mins.	0	46	4	50	0	0	0	0	0	**38**	0	**38**	2	0	1	3
+30 mins.	0	47	**14**	**61**	0	0	0	0	0	23	0	23	**9**	0	3	**12**
+45 mins.	0	28	6	34	0	0	0	0	**3**	21	0	24	5	0	**5**	10
Total Volume	0	168	30	198	0	0	0	0	4	108	0	112	23	0	9	32
% App. Total	0	84.8	15.2		0	0	0		3.6	96.4	0		71.9	0	28.1	
PHF	.000	.894	.536	.811	.000	.000	.000	.000	.333	.711	.000	.737	.639	.000	.450	.667

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City of Visalia
N/S: Road 88
E/W: Hurley Avenue
Weather: Clear

File Name : 04_VSA_Rd88_Hur AM
Site Code : 99925364
Start Date : 4/23/2025
Page No : 1

Groups Printed- Total Volume

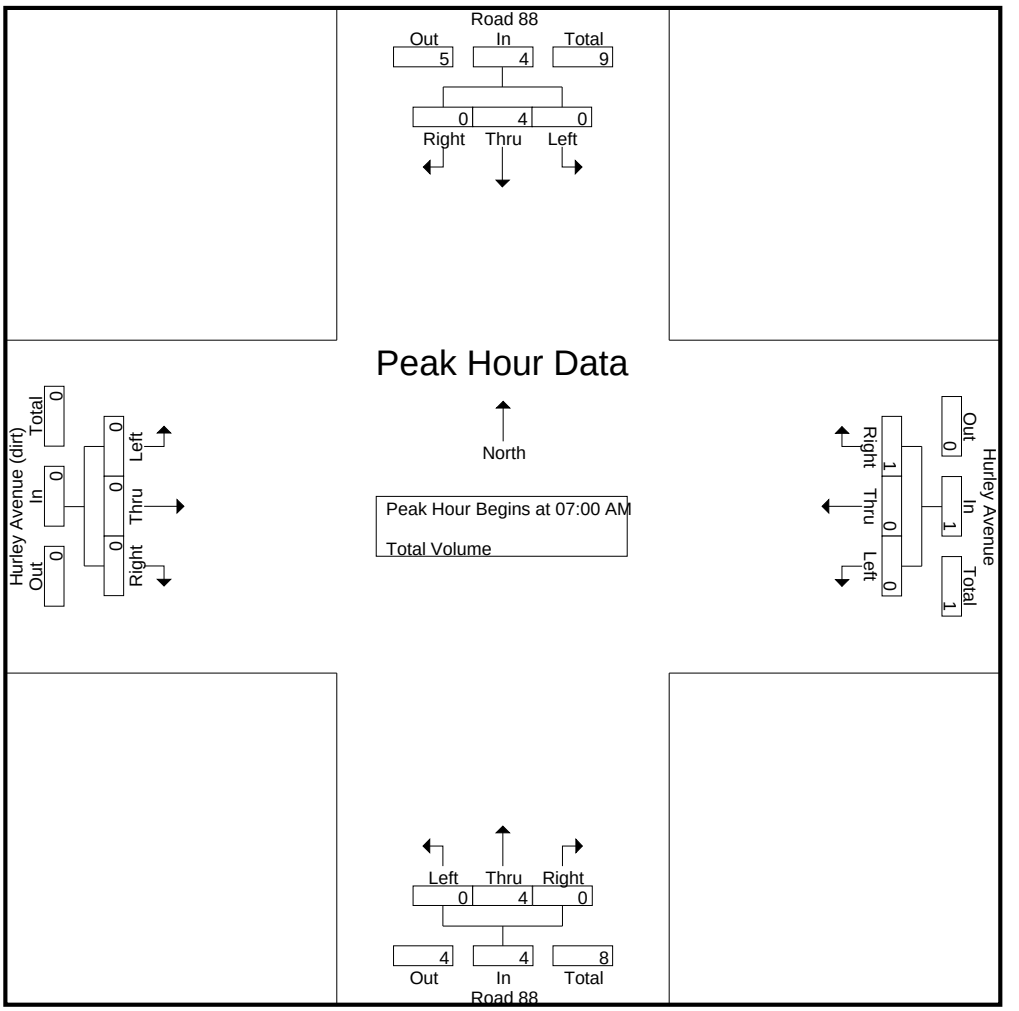
	Road 88 Southbound				Hurley Avenue Westbound				Road 88 Northbound				Hurley Avenue (dirt) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	2	0	2	0	0	1	1	0	1	0	1	0	0	0	0	4
07:45 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Total	0	4	0	4	0	0	1	1	0	4	0	4	0	0	0	0	9
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	5	0	5	0	0	1	1	0	4	0	4	0	0	0	0	10
Apprch %	0	100	0		0	0	100		0	100	0		0	0	0		
Total %	0	50	0	50	0	0	10	10	0	40	0	40	0	0	0	0	

	Road 88 Southbound				Hurley Avenue Westbound				Road 88 Northbound				Hurley Avenue (dirt) 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 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	**2**	0	**2**	0	0	**1**	**1**	0	1	0	1	0	0	0	0	**4**
07:45 AM	0	1	0	1	0	0	0	0	0	**3**	0	**3**	0	0	0	0	4
Total Volume	0	4	0	4	0	0	1	1	0	4	0	4	0	0	0	0	9
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.250	.250	.000	.333	.000	.333	.000	.000	.000	.000	.563

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City of Visalia
N/S: Road 88
E/W: Hurley Avenue
Weather: Clear

File Name : 04_VSA_Rd88_Hur AM
Site Code : 99925364
Start Date : 4/23/2025
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**2**	0	**2**	0	0	**1**	**1**	0	1	0	1	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	**3**	0	**3**	0	0	0	0
Total Volume	0	4	0	4	0	0	1	1	0	4	0	4	0	0	0	0
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.250	.250	.000	.333	.000	.333	.000	.000	.000	.000

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City of Visalia
N/S: Road 88
E/W: Hurley Avenue
Weather: Clear

File Name : 04_VSA_Rd88_Hur PM
Site Code : 99925364
Start Date : 4/23/2025
Page No : 1

Groups Printed- Total Volume

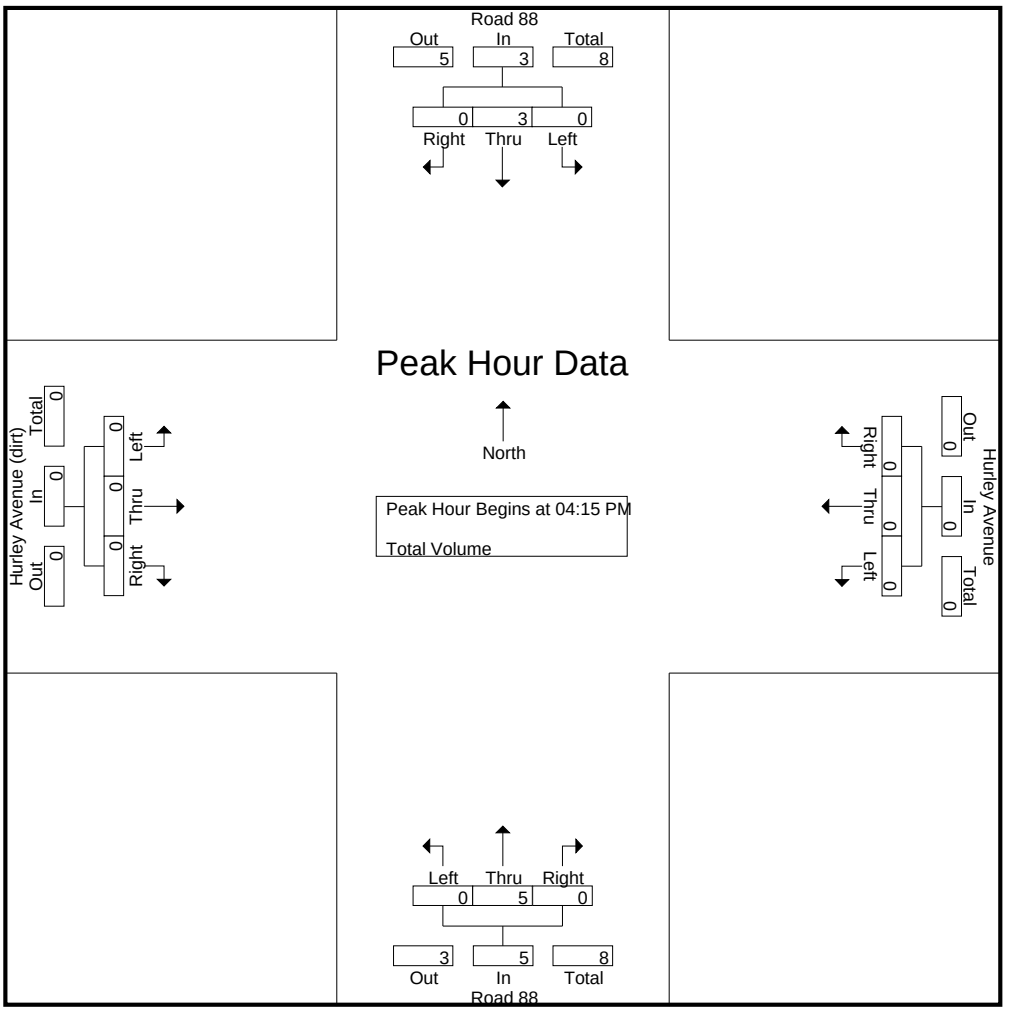
	Road 88 Southbound				Hurley Avenue Westbound				Road 88 Northbound				Hurley Avenue (dirt) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:30 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
05:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	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	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	2	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Grand Total	1	4	0	5	0	0	0	0	0	5	0	5	0	0	0	0	10
Apprch %	20	80	0		0	0	0		0	100	0		0	0	0		
Total %	10	40	0	50	0	0	0	0	0	50	0	50	0	0	0	0	

	Road 88 Southbound				Hurley Avenue Westbound				Road 88 Northbound				Hurley Avenue (dirt) 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 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	2
04:30 PM	0	**2**	0	**2**	0	0	0	0	0	2	0	2	0	0	0	0	**4**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	3	0	3	0	0	0	0	0	5	0	5	0	0	0	0	8
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.500

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City of Visalia
N/S: Road 88
E/W: Hurley Avenue
Weather: Clear

File Name : 04_VSA_Rd88_Hur PM
Site Code : 99925364
Start Date : 4/23/2025
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:

	04:15 PM				04:00 PM				04:15 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+15 mins.	0	**2**	0	**2**	0	0	0	0	0	2	0	2	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	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	0	5	0	5	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000

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City of Visalia
N/S: Road 92
E/W: Hurley Avenue
Weather: Clear

File Name : 05_VSA_Rd92_Hur AM
Site Code : 99925364
Start Date : 4/23/2025
Page No : 1

Groups Printed- Total Volume

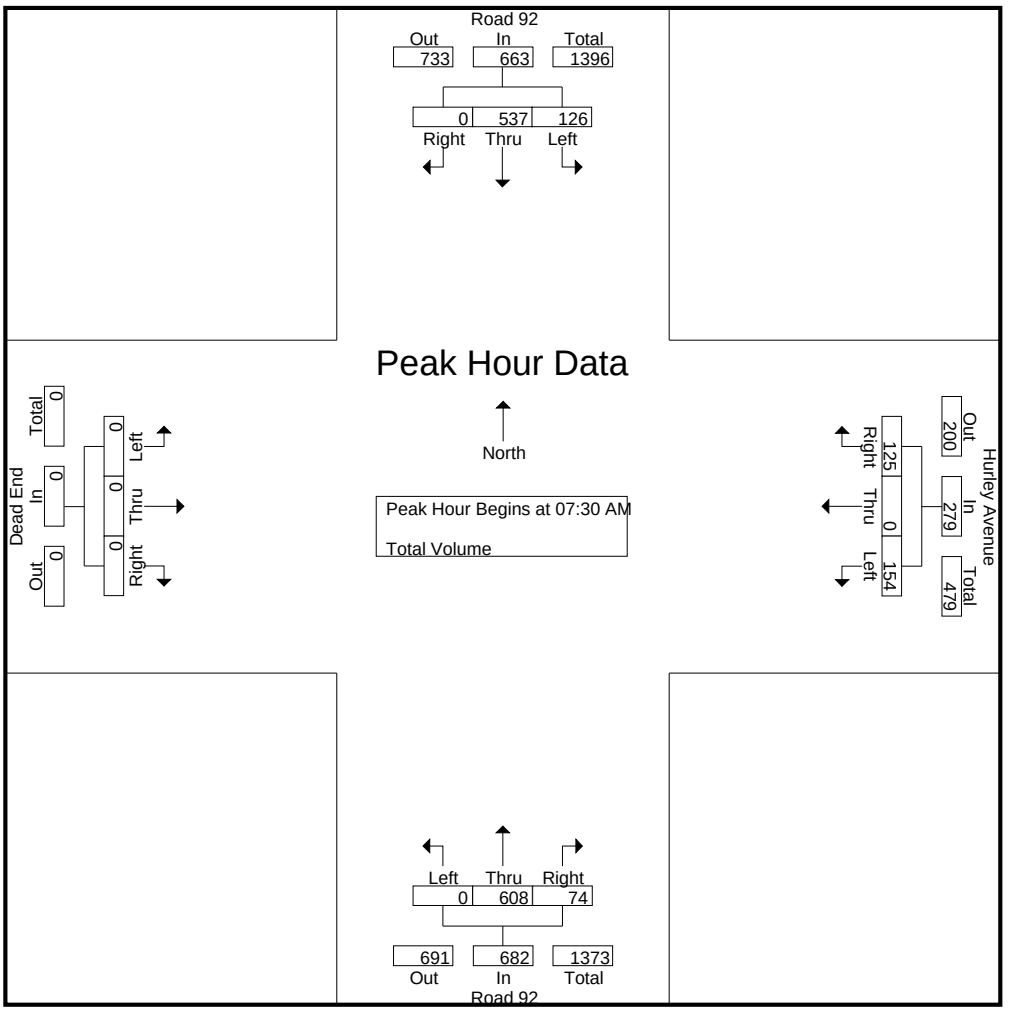
	Road 92 Southbound				Hurley Avenue Westbound				Road 92 Northbound				Dead End Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	79	0	83	18	0	6	24	0	134	3	137	0	0	0	0	244
07:15 AM	10	110	0	120	18	0	7	25	0	140	14	154	0	0	0	0	299
07:30 AM	21	141	0	162	40	0	18	58	0	135	21	156	0	0	0	0	376
07:45 AM	54	144	0	198	39	0	46	85	0	197	25	222	0	0	0	0	505
Total	89	474	0	563	115	0	77	192	0	606	63	669	0	0	0	0	1424
08:00 AM	41	140	0	181	52	0	44	96	0	141	22	163	0	0	0	0	440
08:15 AM	10	112	0	122	23	0	17	40	0	135	6	141	0	0	0	0	303
08:30 AM	3	89	0	92	7	0	10	17	0	96	6	102	0	0	0	0	211
08:45 AM	4	69	0	73	10	0	6	16	0	84	6	90	0	0	0	0	179
Total	58	410	0	468	92	0	77	169	0	456	40	496	0	0	0	0	1133
Grand Total	147	884	0	1031	207	0	154	361	0	1062	103	1165	0	0	0	0	2557
Apprch %	14.3	85.7	0		57.3	0	42.7		0	91.2	8.8		0	0	0		
Total %	5.7	34.6	0	40.3	8.1	0	6	14.1	0	41.5	4	45.6	0	0	0	0	

	Road 92 Southbound				Hurley Avenue Westbound				Road 92 Northbound				Dead End 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 07:30 AM																	
07:30 AM	21	141	0	162	40	0	18	58	0	135	21	156	0	0	0	0	376
07:45 AM	**54**	**144**	0	**198**	39	0	**46**	85	0	**197**	**25**	**222**	0	0	0	0	**505**
08:00 AM	41	140	0	181	**52**	0	44	**96**	0	141	22	163	0	0	0	0	440
08:15 AM	10	112	0	122	23	0	17	40	0	135	6	141	0	0	0	0	303
Total Volume	126	537	0	663	154	0	125	279	0	608	74	682	0	0	0	0	1624
% App. Total	19	81	0		55.2	0	44.8		0	89.1	10.9		0	0	0		
PHF	.583	.932	.000	.837	.740	.000	.679	.727	.000	.772	.740	.768	.000	.000	.000	.000	.804

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City of Visalia
N/S: Road 92
E/W: Hurley Avenue
Weather: Clear

File Name : 05_VSA_Rd92_Hur AM
Site Code : 99925364
Start Date : 4/23/2025
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				07:30 AM				07:15 AM				07:00 AM			
+0 mins.	21	141	0	162	40	0	18	58	0	140	14	154	0	0	0	0
+15 mins.	**54**	**144**	0	**198**	39	0	**46**	85	0	135	21	156	0	0	0	0
+30 mins.	41	140	0	181	**52**	0	44	**96**	0	**197**	**25**	**222**	0	0	0	0
+45 mins.	10	112	0	122	23	0	17	40	0	141	22	163	0	0	0	0
Total Volume	126	537	0	663	154	0	125	279	0	613	82	695	0	0	0	0
% App. Total	19	81	0		55.2	0	44.8		0	88.2	11.8		0	0	0	
PHF	.583	.932	.000	.837	.740	.000	.679	.727	.000	.778	.820	.783	.000	.000	.000	.000

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City of Visalia
N/S: Road 92
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Weather: Clear

File Name : 05_VSA_Rd92_Hur PM
Site Code : 99925364
Start Date : 4/23/2025
Page No : 1

Groups Printed- Total Volume

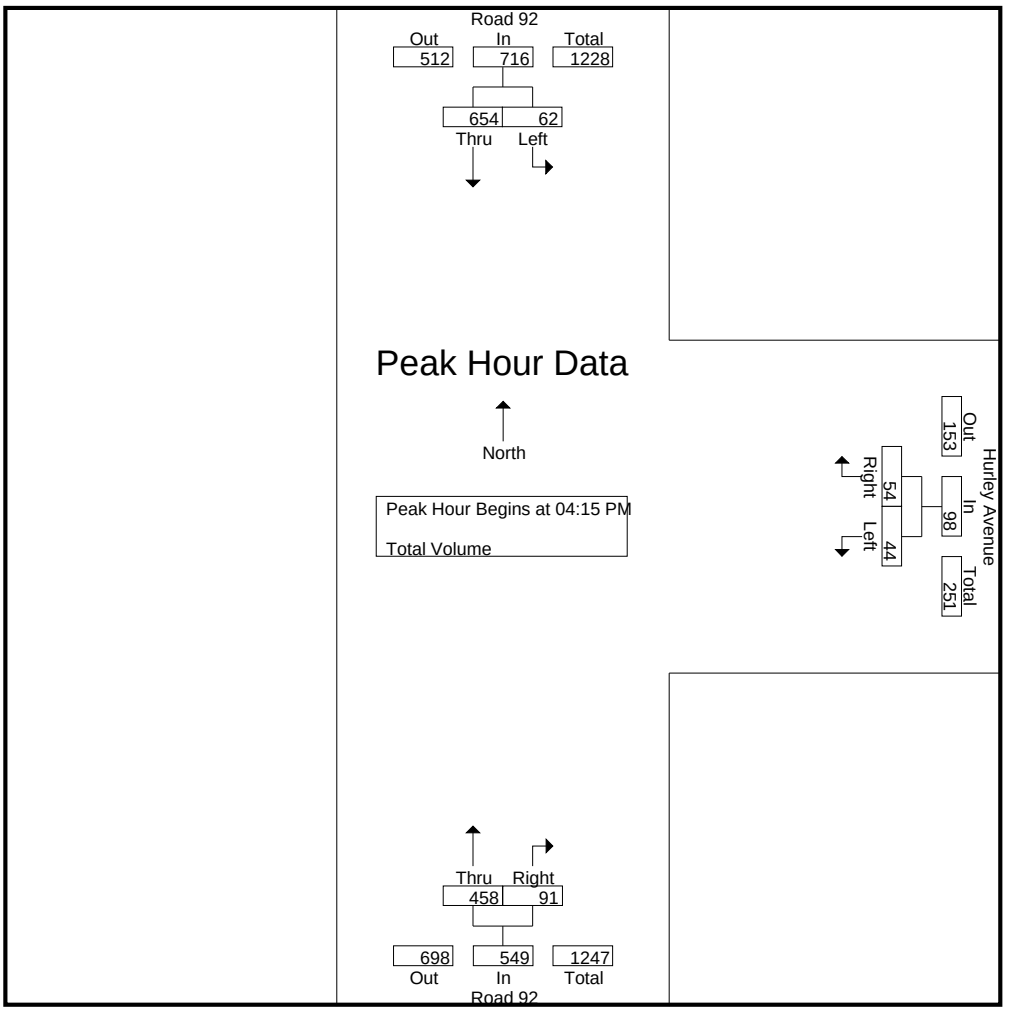
	Road 92 Southbound			Hurley Avenue Westbound			Road 92 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	15	171	186	17	14	31	107	21	128	345
04:15 PM	11	135	146	16	17	33	106	30	136	315
04:30 PM	14	181	195	13	10	23	110	15	125	343
04:45 PM	15	161	176	6	19	25	119	25	144	345
Total	55	648	703	52	60	112	442	91	533	1348
05:00 PM	22	177	199	9	8	17	123	21	144	360
05:15 PM	14	131	145	18	15	33	99	18	117	295
05:30 PM	11	108	119	19	11	30	92	17	109	258
05:45 PM	4	81	85	6	10	16	93	12	105	206
Total	51	497	548	52	44	96	407	68	475	1119
Grand Total	106	1145	1251	104	104	208	849	159	1008	2467
Apprch %	8.5	91.5		50	50		84.2	15.8		
Total %	4.3	46.4	50.7	4.2	4.2	8.4	34.4	6.4	40.9	

	Road 92 Southbound			Hurley Avenue Westbound			Road 92 Northbound			
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 04:15 PM										
04:15 PM	11	135	146	**16**	17	**33**	106	**30**	136	315
04:30 PM	14	**181**	195	13	10	23	110	15	125	343
04:45 PM	15	161	176	6	**19**	25	119	25	**144**	345
05:00 PM	**22**	177	**199**	9	8	17	**123**	21	144	**360**
Total Volume	62	654	716	44	54	98	458	91	549	1363
% App. Total	8.7	91.3		44.9	55.1		83.4	16.6		
PHF	.705	.903	.899	.688	.711	.742	.931	.758	.953	.947

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City of Visalia
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File Name : 05_VSA_Rd92_Hur PM
Site Code : 99925364
Start Date : 4/23/2025
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:

	04:15 PM			04:00 PM			04:15 PM		
+0 mins.	11	135	146	**17**	14	31	106	**30**	136
+15 mins.	14	**181**	195	16	17	**33**	110	15	125
+30 mins.	15	161	176	13	10	23	119	25	**144**
+45 mins.	**22**	177	**199**	6	**19**	25	**123**	21	144
Total Volume	62	654	716	52	60	112	458	91	549
% App. Total	8.7	91.3		46.4	53.6		83.4	16.6	
PHF	.705	.903	.899	.765	.789	.848	.931	.758	.953

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City of Visalia
N/S: N Plaza Drive
E/W: Hurley Avenue
Weather: Clear

File Name : 06_VSA_Plaza_Hur AM
Site Code : 99925364
Start Date : 4/23/2025
Page No : 1

Groups Printed- Total Volume

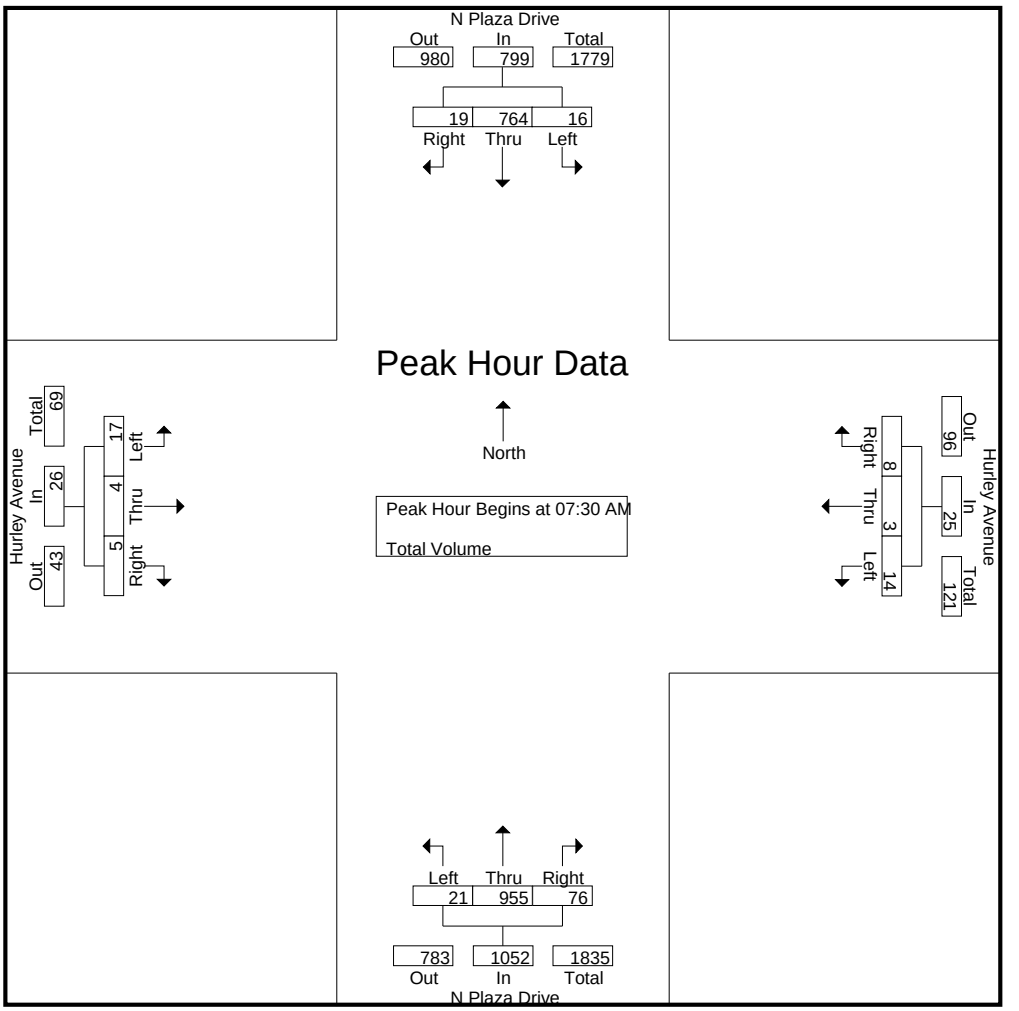
	N Plaza Drive Southbound				Hurley Avenue Westbound				N Plaza Drive Northbound				Hurley Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	165	7	177	5	0	2	7	3	213	19	235	0	0	1	1	420
07:15 AM	4	142	6	152	2	1	0	3	3	235	12	250	3	0	1	4	409
07:30 AM	0	206	3	209	4	0	0	4	5	248	24	277	2	0	0	2	492
07:45 AM	6	198	9	213	2	1	4	7	2	278	22	302	8	1	2	11	533
Total	15	711	25	751	13	2	6	21	13	974	77	1064	13	1	4	18	1854
08:00 AM	4	191	4	199	4	1	2	7	5	192	16	213	4	1	1	6	425
08:15 AM	6	169	3	178	4	1	2	7	9	237	14	260	3	2	2	7	452
08:30 AM	8	183	5	196	5	0	1	6	6	217	17	240	2	1	3	6	448
08:45 AM	5	162	0	167	5	0	3	8	2	214	14	230	5	2	2	9	414
Total	23	705	12	740	18	2	8	28	22	860	61	943	14	6	8	28	1739
Grand Total	38	1416	37	1491	31	4	14	49	35	1834	138	2007	27	7	12	46	3593
Apprch %	2.5	95	2.5		63.3	8.2	28.6		1.7	91.4	6.9		58.7	15.2	26.1		
Total %	1.1	39.4	1	41.5	0.9	0.1	0.4	1.4	1	51	3.8	55.9	0.8	0.2	0.3	1.3	

	N Plaza Drive Southbound				Hurley Avenue Westbound				N Plaza Drive Northbound				Hurley Avenue 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 07:30 AM																	
07:30 AM	0	**206**	3	209	**4**	0	0	4	5	248	**24**	277	2	0	0	2	492
07:45 AM	**6**	198	**9**	**213**	2	**1**	**4**	**7**	2	**278**	22	**302**	**8**	1	**2**	**11**	**533**
08:00 AM	4	191	4	199	4	1	2	7	5	192	16	213	4	1	1	6	425
08:15 AM	6	169	3	178	4	1	2	7	**9**	237	14	260	3	**2**	2	7	452
Total Volume	16	764	19	799	14	3	8	25	21	955	76	1052	17	4	5	26	1902
% App. Total	2	95.6	2.4		56	12	32		2	90.8	7.2		65.4	15.4	19.2		
PHF	.667	.927	.528	.938	.875	.750	.500	.893	.583	.859	.792	.871	.531	.500	.625	.591	.892

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City of Visalia
N/S: N Plaza Drive
E/W: Hurley Avenue
Weather: Clear

File Name : 06_VSA_Plaza_Hur AM
Site Code : 99925364
Start Date : 4/23/2025
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				07:45 AM			
+0 mins.	0	**206**	3	209	4	**1**	2	7	3	213	19	235	**8**	1	2	**11**
+15 mins.	**6**	198	**9**	**213**	4	1	2	7	3	235	12	250	4	1	1	6
+30 mins.	4	191	4	199	**5**	0	1	6	**5**	248	**24**	277	3	**2**	2	7
+45 mins.	6	169	3	178	5	0	**3**	**8**	2	**278**	22	**302**	2	1	**3**	6
Total Volume	16	764	19	799	18	2	8	28	13	974	77	1064	17	5	8	30
% App. Total	2	95.6	2.4		64.3	7.1	28.6		1.2	91.5	7.2		56.7	16.7	26.7	
PHF	.667	.927	.528	.938	.900	.500	.667	.875	.650	.876	.802	.881	.531	.625	.667	.682

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City of Visalia
N/S: N Plaza Drive
E/W: Hurley Avenue
Weather: Clear

File Name : 06_VSA_Plaza_Hur PM
Site Code : 99925364
Start Date : 4/23/2025
Page No : 1

Groups Printed- Total Volume

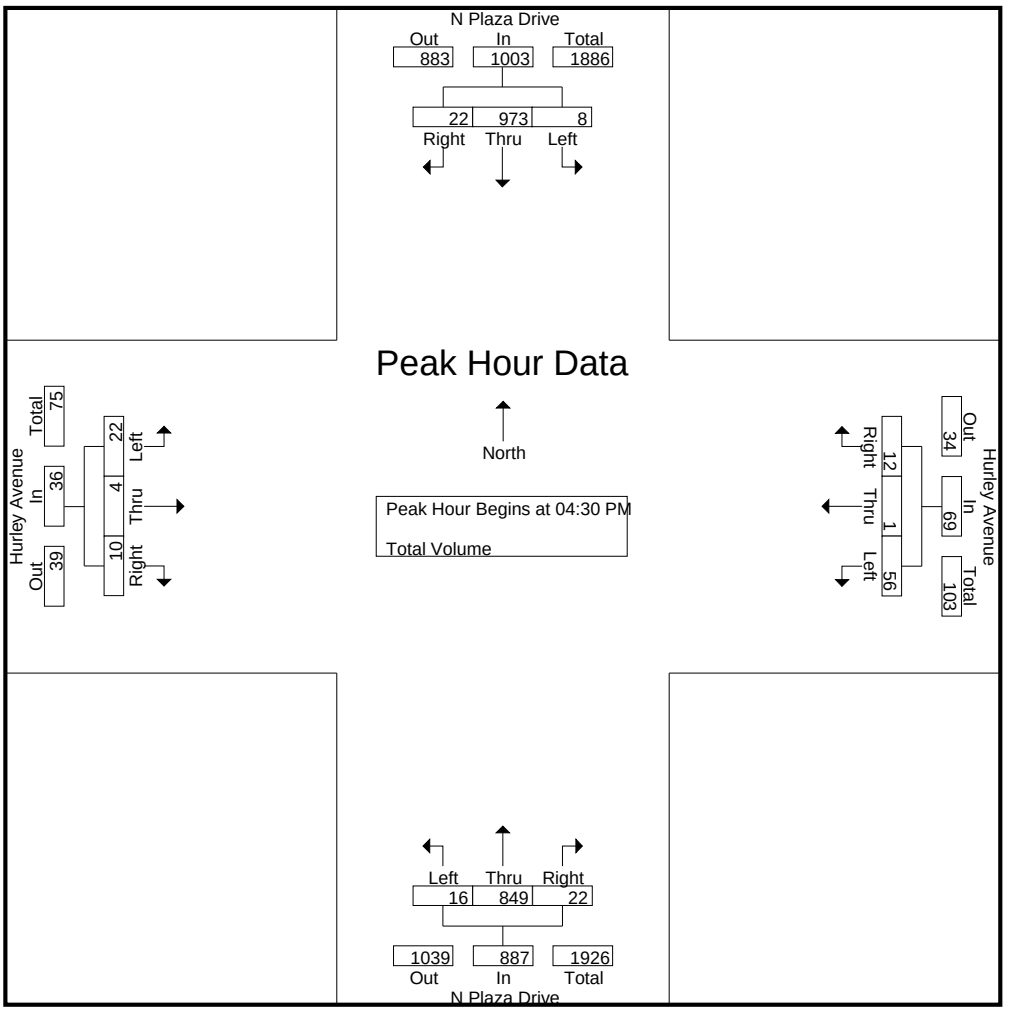
	N Plaza Drive Southbound				Hurley Avenue Westbound				N Plaza Drive Northbound				Hurley Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	6	285	4	295	20	2	2	24	0	176	1	177	6	0	1	7	503
04:15 PM	2	217	5	224	11	0	0	11	2	201	12	215	2	0	1	3	453
04:30 PM	5	302	6	313	6	0	3	9	3	204	3	210	4	1	2	7	539
04:45 PM	1	187	5	193	8	0	2	10	4	227	4	235	3	1	1	5	443
Total	14	991	20	1025	45	2	7	54	9	808	20	837	15	2	5	22	1938
05:00 PM	0	280	7	287	29	1	4	34	4	207	9	220	7	0	5	12	553
05:15 PM	2	204	4	210	13	0	3	16	5	211	6	222	8	2	2	12	460
05:30 PM	1	243	7	251	18	0	1	19	2	195	3	200	3	0	5	8	478
05:45 PM	0	181	5	186	4	3	0	7	3	199	2	204	4	2	1	7	404
Total	3	908	23	934	64	4	8	76	14	812	20	846	22	4	13	39	1895
Grand Total	17	1899	43	1959	109	6	15	130	23	1620	40	1683	37	6	18	61	3833
Apprch %	0.9	96.9	2.2		83.8	4.6	11.5		1.4	96.3	2.4		60.7	9.8	29.5		
Total %	0.4	49.5	1.1	51.1	2.8	0.2	0.4	3.4	0.6	42.3	1	43.9	1	0.2	0.5	1.6	

	N Plaza Drive Southbound				Hurley Avenue Westbound				N Plaza Drive Northbound				Hurley Avenue 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	**5**	**302**	6	**313**	6	0	3	9	3	204	3	210	4	1	2	7	539
04:45 PM	1	187	5	193	8	0	2	10	4	**227**	4	**235**	3	1	1	5	443
05:00 PM	0	280	**7**	287	**29**	**1**	**4**	**34**	4	207	**9**	220	7	0	**5**	**12**	**553**
05:15 PM	2	204	4	210	13	0	3	16	**5**	211	6	222	**8**	**2**	2	12	460
Total Volume	8	973	22	1003	56	1	12	69	16	849	22	887	22	4	10	36	1995
% App. Total	0.8	97	2.2		81.2	1.4	17.4		1.8	95.7	2.5		61.1	11.1	27.8		
PHF	.400	.805	.786	.801	.483	.250	.750	.507	.800	.935	.611	.944	.688	.500	.500	.750	.902

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City of Visalia
N/S: N Plaza Drive
E/W: Hurley Avenue
Weather: Clear

File Name : 06_VSA_Plaza_Hur PM
Site Code : 99925364
Start Date : 4/23/2025
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				04:45 PM				04:30 PM				05:00 PM			
+0 mins.	**6**	285	4	295	8	0	2	10	3	204	3	210	7	0	**5**	**12**
+15 mins.	2	217	5	224	**29**	**1**	**4**	**34**	4	**227**	4	**235**	**8**	**2**	2	12
+30 mins.	5	**302**	**6**	**313**	13	0	3	16	4	207	**9**	220	3	0	5	8
+45 mins.	1	187	5	193	18	0	1	19	**5**	211	6	222	4	2	1	7
Total Volume	14	991	20	1025	68	1	10	79	16	849	22	887	22	4	13	39
% App. Total	1.4	96.7	2		86.1	1.3	12.7		1.8	95.7	2.5		56.4	10.3	33.3	
PHF	.583	.820	.833	.819	.586	.250	.625	.581	.800	.935	.611	.944	.688	.500	.650	.813

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City of Visalia
N/S: N Plaza Drive
E/W: Crowley Avenue
Weather: Clear

File Name : 07_VSA_Plaza_Crow AM
Site Code : 99925364
Start Date : 4/23/2025
Page No : 1

Groups Printed- Total Volume

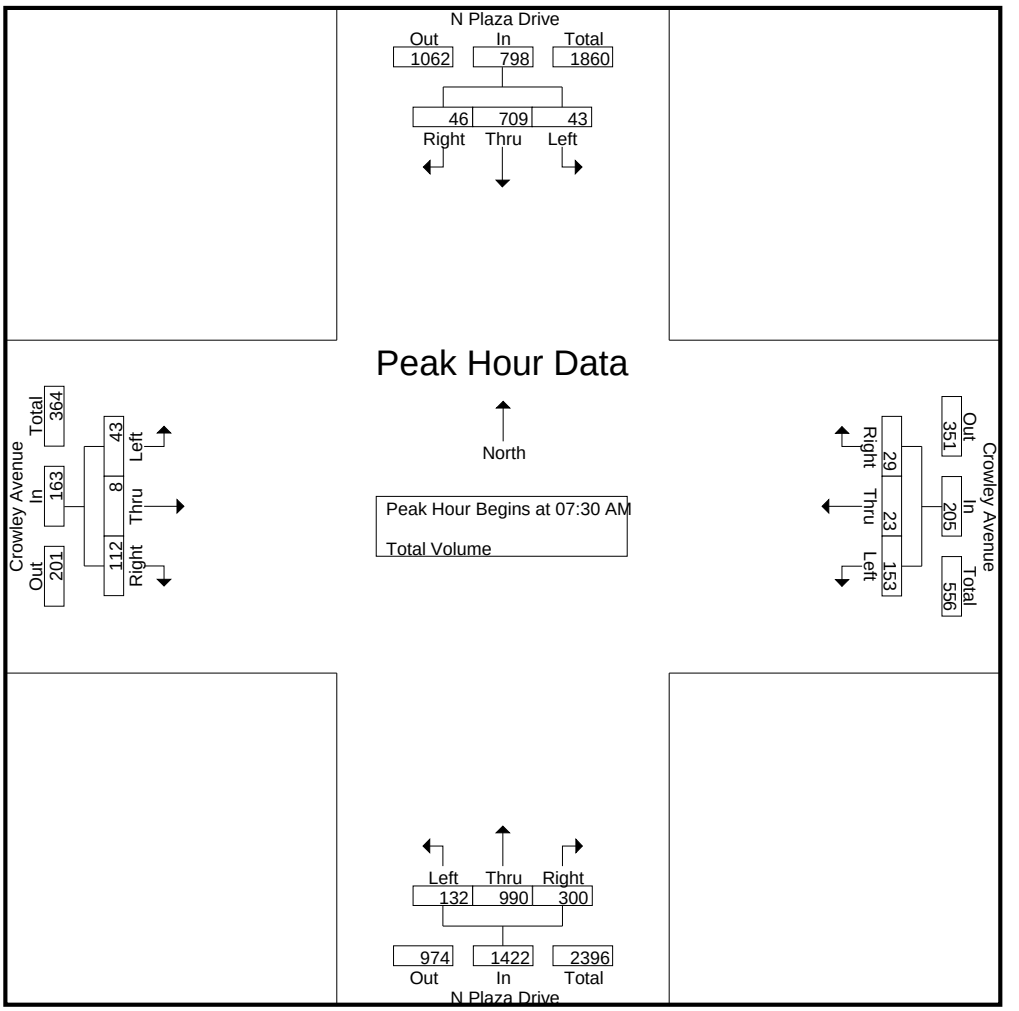
	N Plaza Drive Southbound				Crowley Avenue Westbound				N Plaza Drive Northbound				Crowley Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	19	148	11	178	21	4	7	32	29	209	95	333	6	2	26	34	577
07:15 AM	8	127	11	146	35	6	8	49	31	239	51	321	7	1	33	41	557
07:30 AM	10	188	16	214	36	4	4	44	27	253	65	345	11	4	34	49	652
07:45 AM	12	180	10	202	26	7	13	46	36	286	121	443	9	2	20	31	722
Total	49	643	48	740	118	21	32	171	123	987	332	1442	33	9	113	155	2508
08:00 AM	10	187	9	206	52	8	6	66	33	204	59	296	11	2	29	42	610
08:15 AM	11	154	11	176	39	4	6	49	36	247	55	338	12	0	29	41	604
08:30 AM	10	174	15	199	27	6	5	38	17	225	62	304	9	3	36	48	589
08:45 AM	21	144	8	173	26	3	6	35	29	188	41	258	5	1	23	29	495
Total	52	659	43	754	144	21	23	188	115	864	217	1196	37	6	117	160	2298
Grand Total	101	1302	91	1494	262	42	55	359	238	1851	549	2638	70	15	230	315	4806
Apprch %	6.8	87.1	6.1		73	11.7	15.3		9	70.2	20.8		22.2	4.8	73		
Total %	2.1	27.1	1.9	31.1	5.5	0.9	1.1	7.5	5	38.5	11.4	54.9	1.5	0.3	4.8	6.6	

	N Plaza Drive Southbound				Crowley Avenue Westbound				N Plaza Drive Northbound				Crowley Avenue 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 07:30 AM																	
07:30 AM	10	**188**	**16**	**214**	36	4	4	44	27	253	65	345	11	**4**	**34**	**49**	652
07:45 AM	**12**	180	10	202	26	7	**13**	46	**36**	**286**	**121**	**443**	9	2	20	31	**722**
08:00 AM	10	187	9	206	**52**	**8**	6	**66**	33	204	59	296	11	2	29	42	610
08:15 AM	11	154	11	176	39	4	6	49	36	247	55	338	**12**	0	29	41	604
Total Volume	43	709	46	798	153	23	29	205	132	990	300	1422	43	8	112	163	2588
% App. Total	5.4	88.8	5.8		74.6	11.2	14.1		9.3	69.6	21.1		26.4	4.9	68.7		
PHF	.896	.943	.719	.932	.736	.719	.558	.777	.917	.865	.620	.802	.896	.500	.824	.832	.896

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City of Visalia
N/S: N Plaza Drive
E/W: Crowley Avenue
Weather: Clear

File Name : 07_VSA_Plaza_Crow AM
Site Code : 99925364
Start Date : 4/23/2025
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				07:15 AM				07:00 AM				07:15 AM			
+0 mins.	10	**188**	**16**	**214**	35	6	8	49	29	209	95	333	7	1	33	41
+15 mins.	**12**	180	10	202	36	4	4	44	31	239	51	321	**11**	**4**	**34**	**49**
+30 mins.	10	187	9	206	26	7	**13**	46	27	253	65	345	9	2	20	31
+45 mins.	11	154	11	176	**52**	**8**	6	**66**	**36**	**286**	**121**	**443**	11	2	29	42
Total Volume	43	709	46	798	149	25	31	205	123	987	332	1442	38	9	116	163
% App. Total	5.4	88.8	5.8		72.7	12.2	15.1		8.5	68.4	23		23.3	5.5	71.2	
PHF	.896	.943	.719	.932	.716	.781	.596	.777	.854	.863	.686	.814	.864	.563	.853	.832

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City of Visalia
N/S: N Plaza Drive
E/W: Crowley Avenue
Weather: Clear

File Name : 07_VSA_Plaza_Crow PM
Site Code : 99925364
Start Date : 4/23/2025
Page No : 1

Groups Printed- Total Volume

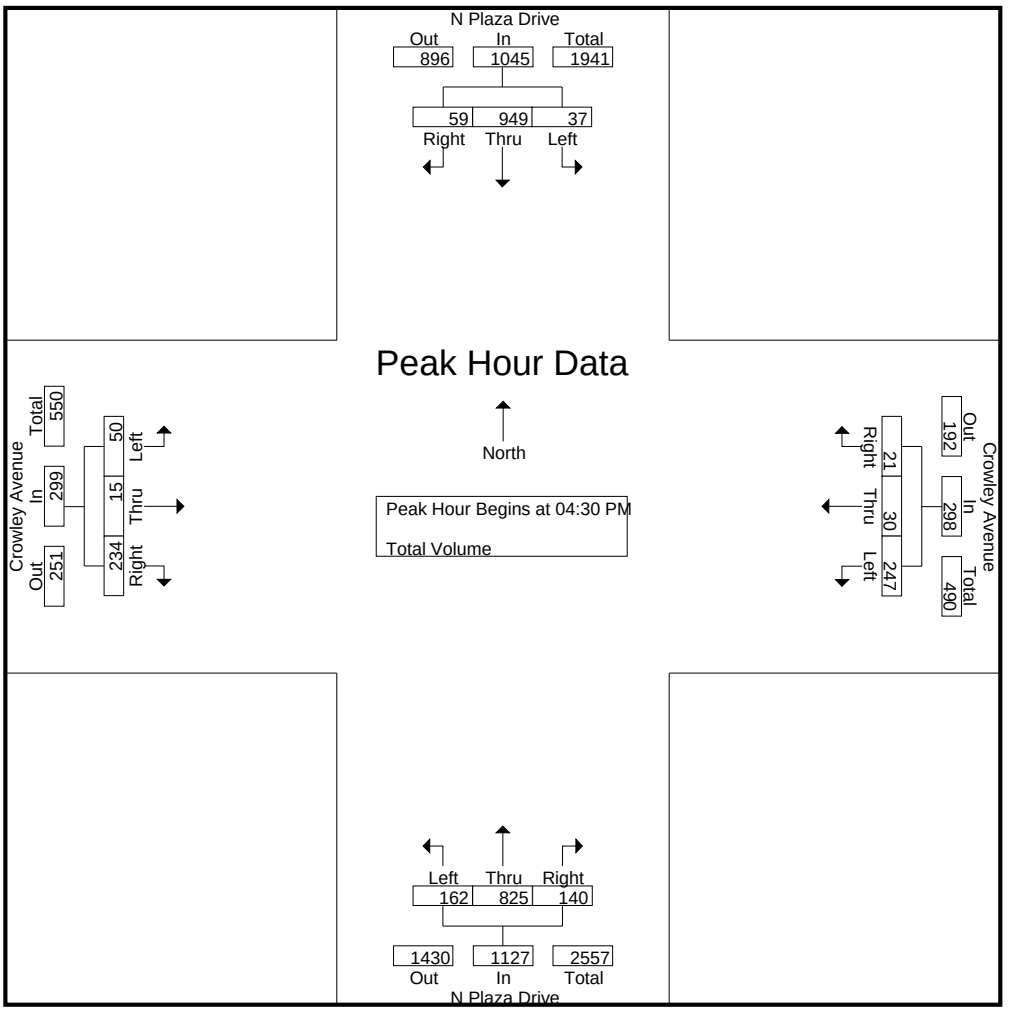
	N Plaza Drive Southbound				Crowley Avenue Westbound				N Plaza Drive Northbound				Crowley Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	7	286	14	307	50	6	4	60	31	180	34	245	3	2	40	45	657
04:15 PM	6	212	14	232	54	6	4	64	34	198	30	262	10	0	51	61	619
04:30 PM	7	269	14	290	52	8	4	64	41	207	28	276	8	2	71	81	711
04:45 PM	6	185	21	212	63	5	5	73	35	214	29	278	11	9	37	57	620
Total	26	952	63	1041	219	25	17	261	141	799	121	1061	32	13	199	244	2607
05:00 PM	14	285	10	309	71	14	7	92	40	201	32	273	13	3	75	91	765
05:15 PM	10	210	14	234	61	3	5	69	46	203	51	300	18	1	51	70	673
05:30 PM	14	239	13	266	40	4	3	47	24	185	21	230	12	1	58	71	614
05:45 PM	8	173	15	196	23	1	4	28	24	208	14	246	9	0	31	40	510
Total	46	907	52	1005	195	22	19	236	134	797	118	1049	52	5	215	272	2562
Grand Total	72	1859	115	2046	414	47	36	497	275	1596	239	2110	84	18	414	516	5169
Apprch %	3.5	90.9	5.6		83.3	9.5	7.2		13	75.6	11.3		16.3	3.5	80.2		
Total %	1.4	36	2.2	39.6	8	0.9	0.7	9.6	5.3	30.9	4.6	40.8	1.6	0.3	8	10	

	N Plaza Drive Southbound				Crowley Avenue Westbound				N Plaza Drive Northbound				Crowley Avenue 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	7	269	14	290	52	8	4	64	41	207	28	276	8	2	71	81	711
04:45 PM	6	185	**21**	212	63	5	5	73	35	**214**	29	278	11	**9**	37	57	620
05:00 PM	**14**	**285**	10	**309**	**71**	**14**	**7**	**92**	40	201	32	273	13	3	**75**	**91**	**765**
05:15 PM	10	210	14	234	61	3	5	69	**46**	203	**51**	**300**	**18**	1	51	70	673
Total Volume	37	949	59	1045	247	30	21	298	162	825	140	1127	50	15	234	299	2769
% App. Total	3.5	90.8	5.6		82.9	10.1	7		14.4	73.2	12.4		16.7	5	78.3		
PHF	.661	.832	.702	.845	.870	.536	.750	.810	.880	.964	.686	.939	.694	.417	.780	.821	.905

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City of Visalia
N/S: N Plaza Drive
E/W: Crowley Avenue
Weather: Clear

File Name : 07_VSA_Plaza_Crow PM
Site Code : 99925364
Start Date : 4/23/2025
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				04:30 PM				04:30 PM			
+0 mins.	7	269	14	290	52	8	4	64	41	207	28	276	8	2	71	81
+15 mins.	6	185	**21**	212	63	5	5	73	35	**214**	29	278	11	**9**	37	57
+30 mins.	**14**	**285**	10	**309**	**71**	**14**	**7**	**92**	40	201	32	273	13	3	**75**	**91**
+45 mins.	10	210	14	234	61	3	5	69	**46**	203	**51**	**300**	**18**	1	51	70
Total Volume	37	949	59	1045	247	30	21	298	162	825	140	1127	50	15	234	299
% App. Total	3.5	90.8	5.6		82.9	10.1	7		14.4	73.2	12.4		16.7	5	78.3	
PHF	.661	.832	.702	.845	.870	.536	.750	.810	.880	.964	.686	.939	.694	.417	.780	.821

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City of Visalia
N/S: N Plaza Drive
E/W: SR-198 Westbound Ramps
Weather: Clear

File Name : 08_VSA_Plaza_198W AM
Site Code : 99925364
Start Date : 4/23/2025
Page No : 1

Groups Printed- Total Volume

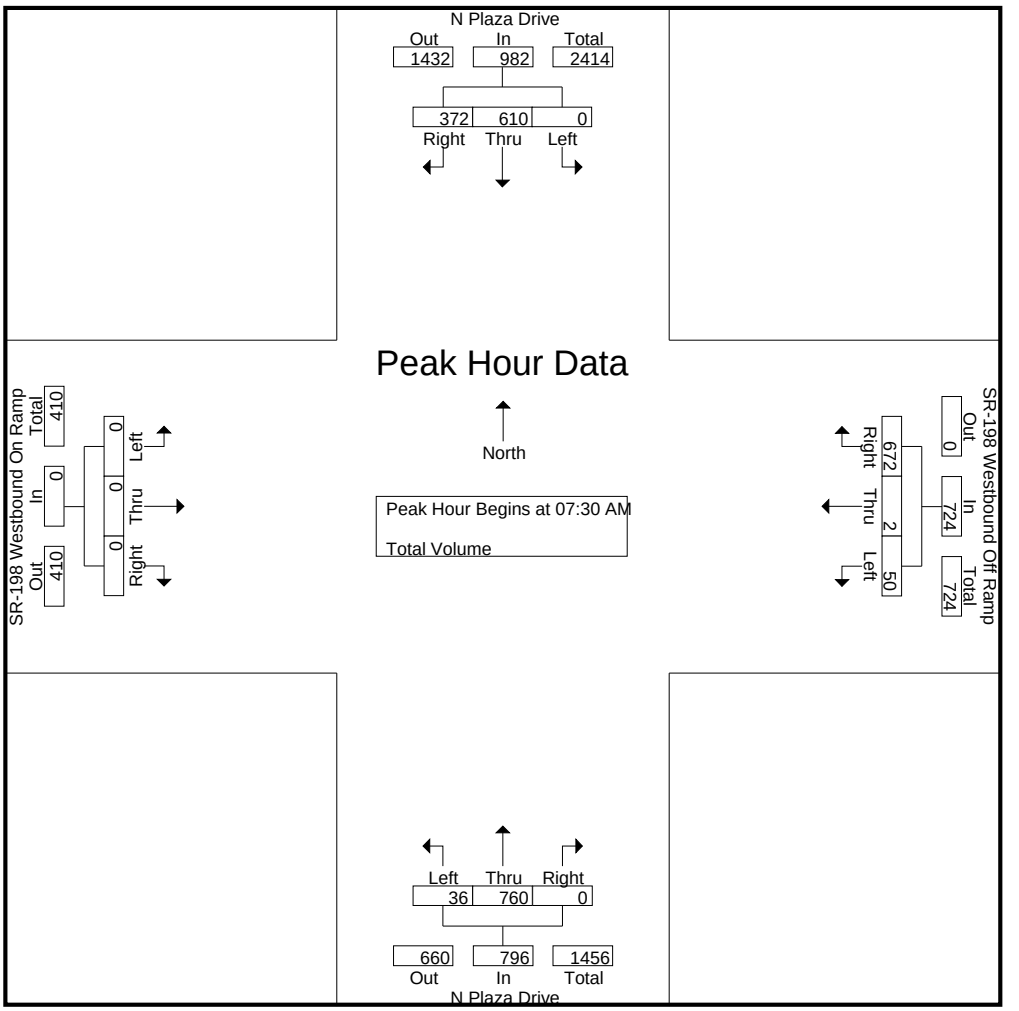
	N Plaza Drive Southbound				SR-198 Westbound Off Ramp Westbound				N Plaza Drive Northbound				SR-198 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	115	70	185	7	1	144	152	5	177	0	182	0	0	0	0	519
07:15 AM	0	119	84	203	18	1	163	182	6	176	0	182	0	0	0	0	567
07:30 AM	0	159	94	253	7	2	161	170	10	179	0	189	0	0	0	0	612
07:45 AM	0	153	75	228	11	0	184	195	6	263	0	269	0	0	0	0	692
Total	0	546	323	869	43	4	652	699	27	795	0	822	0	0	0	0	2390
08:00 AM	0	170	108	278	11	0	141	152	7	155	0	162	0	0	0	0	592
08:15 AM	0	128	95	223	21	0	186	207	13	163	0	176	0	0	0	0	606
08:30 AM	0	159	72	231	17	0	165	182	7	139	0	146	0	0	0	0	559
08:45 AM	0	124	74	198	4	0	140	144	5	135	0	140	0	0	0	0	482
Total	0	581	349	930	53	0	632	685	32	592	0	624	0	0	0	0	2239
Grand Total	0	1127	672	1799	96	4	1284	1384	59	1387	0	1446	0	0	0	0	4629
Apprch %	0	62.6	37.4		6.9	0.3	92.8		4.1	95.9	0		0	0	0		
Total %	0	24.3	14.5	38.9	2.1	0.1	27.7	29.9	1.3	30	0	31.2	0	0	0	0	

	N Plaza Drive Southbound				SR-198 Westbound Off Ramp Westbound				N Plaza Drive Northbound				SR-198 Westbound On Ramp 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 07:30 AM																	
07:30 AM	0	159	94	253	7	**2**	161	170	10	179	0	189	0	0	0	0	612
07:45 AM	0	153	75	228	11	0	184	195	6	**263**	0	**269**	0	0	0	0	**692**
08:00 AM	0	**170**	**108**	**278**	11	0	141	152	7	155	0	162	0	0	0	0	592
08:15 AM	0	128	95	223	**21**	0	**186**	**207**	**13**	163	0	176	0	0	0	0	606
Total Volume	0	610	372	982	50	2	672	724	36	760	0	796	0	0	0	0	2502
% App. Total	0	62.1	37.9		6.9	0.3	92.8		4.5	95.5	0		0	0	0		
PHF	.000	.897	.861	.883	.595	.250	.903	.874	.692	.722	.000	.740	.000	.000	.000	.000	.904

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City of Visalia
N/S: N Plaza Drive
E/W: SR-198 Westbound Ramps
Weather: Clear

File Name : 08_VSA_Plaza_198W AM
Site Code : 99925364
Start Date : 4/23/2025
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				07:45 AM				07:00 AM				07:00 AM			
+0 mins.	0	159	94	253	11	0	184	195	5	177	0	182	0	0	0	0
+15 mins.	0	153	75	228	11	0	141	152	6	176	0	182	0	0	0	0
+30 mins.	0	**170**	**108**	**278**	**21**	0	**186**	**207**	**10**	179	0	189	0	0	0	0
+45 mins.	0	128	95	223	17	0	165	182	6	**263**	0	**269**	0	0	0	0
Total Volume	0	610	372	982	60	0	676	736	27	795	0	822	0	0	0	0
% App. Total	0	62.1	37.9		8.2	0	91.8		3.3	96.7	0		0	0	0	
PHF	.000	.897	.861	.883	.714	.000	.909	.889	.675	.756	.000	.764	.000	.000	.000	.000

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City of Visalia
N/S: N Plaza Drive
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File Name : 08_VSA_Plaza_198W PM
Site Code : 99925364
Start Date : 4/23/2025
Page No : 1

Groups Printed- Total Volume

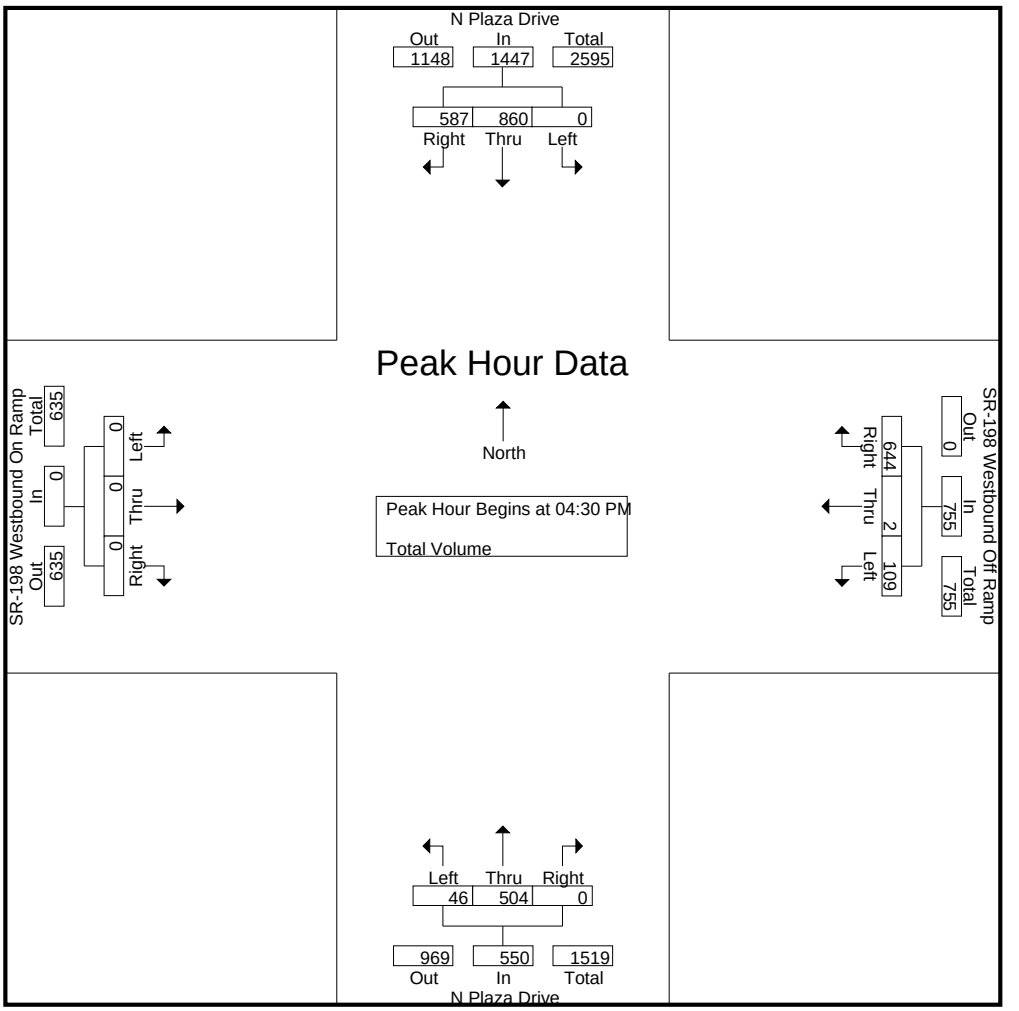
	N Plaza Drive Southbound				SR-198 Westbound Off Ramp Westbound				N Plaza Drive Northbound				SR-198 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	247	145	392	21	0	128	149	7	114	0	121	0	0	0	0	662
04:15 PM	0	189	124	313	16	0	134	150	20	138	0	158	0	0	0	0	621
04:30 PM	0	244	151	395	19	1	164	184	12	121	0	133	0	0	0	0	712
04:45 PM	0	186	120	306	29	0	155	184	8	128	0	136	0	0	0	0	626
Total	0	866	540	1406	85	1	581	667	47	501	0	548	0	0	0	0	2621
05:00 PM	0	229	190	419	26	0	159	185	17	115	0	132	0	0	0	0	736
05:15 PM	0	201	126	327	35	1	166	202	9	140	0	149	0	0	0	0	678
05:30 PM	0	241	110	351	21	0	127	148	8	101	0	109	0	0	0	0	608
05:45 PM	0	154	72	226	22	1	132	155	9	109	0	118	0	0	0	0	499
Total	0	825	498	1323	104	2	584	690	43	465	0	508	0	0	0	0	2521
Grand Total	0	1691	1038	2729	189	3	1165	1357	90	966	0	1056	0	0	0	0	5142
Apprch %	0	62	38		13.9	0.2	85.9		8.5	91.5	0		0	0	0		
Total %	0	32.9	20.2	53.1	3.7	0.1	22.7	26.4	1.8	18.8	0	20.5	0	0	0	0	

	N Plaza Drive Southbound				SR-198 Westbound Off Ramp Westbound				N Plaza Drive Northbound				SR-198 Westbound On Ramp 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	0	**244**	151	395	19	**1**	164	184	12	121	0	133	0	0	0	0	712
04:45 PM	0	186	120	306	29	0	155	184	8	128	0	136	0	0	0	0	626
05:00 PM	0	229	**190**	**419**	26	0	159	185	**17**	115	0	132	0	0	0	0	**736**
05:15 PM	0	201	126	327	**35**	1	**166**	**202**	9	**140**	0	**149**	0	0	0	0	678
Total Volume	0	860	587	1447	109	2	644	755	46	504	0	550	0	0	0	0	2752
% App. Total	0	59.4	40.6		14.4	0.3	85.3		8.4	91.6	0		0	0	0		
PHF	.000	.881	.772	.863	.779	.500	.970	.934	.676	.900	.000	.923	.000	.000	.000	.000	.935

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City of Visalia
N/S: N Plaza Drive
E/W: SR-198 Westbound Ramps
Weather: Clear

File Name : 08_VSA_Plaza_198W PM
Site Code : 99925364
Start Date : 4/23/2025
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				04:15 PM				04:00 PM			
+0 mins.	0	**244**	151	395	19	**1**	164	184	**20**	**138**	0	**158**	0	0	0	0
+15 mins.	0	186	120	306	29	0	155	184	12	121	0	133	0	0	0	0
+30 mins.	0	229	**190**	**419**	26	0	159	185	8	128	0	136	0	0	0	0
+45 mins.	0	201	126	327	**35**	1	**166**	**202**	17	115	0	132	0	0	0	0
Total Volume	0	860	587	1447	109	2	644	755	57	502	0	559	0	0	0	0
% App. Total	0	59.4	40.6		14.4	0.3	85.3		10.2	89.8	0		0	0	0	
PHF	.000	.881	.772	.863	.779	.500	.970	.934	.713	.909	.000	.884	.000	.000	.000	.000

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City of Visalia
N/S: N Plaza Drive
E/W: SR-198 Eastbound Ramps
Weather: Clear

File Name : 09_VSA_Plaza_198E AM
Site Code : 99925364
Start Date : 4/23/2025
Page No : 1

Groups Printed- Total Volume

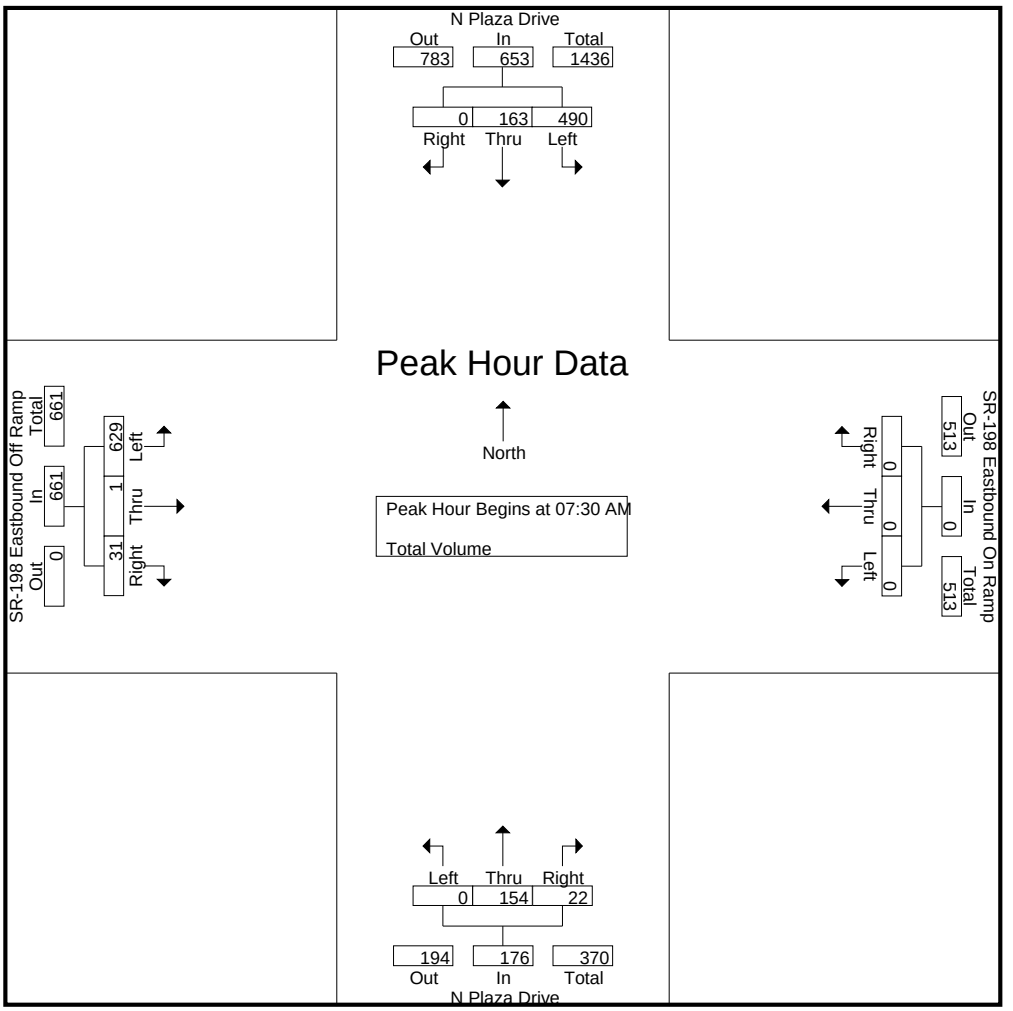
	N Plaza Drive Southbound				SR-198 Eastbound On Ramp Westbound				N Plaza Drive Northbound				SR-198 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	100	24	0	124	0	0	0	0	0	27	4	31	146	0	6	152	307
07:15 AM	93	41	0	134	0	0	0	0	0	27	7	34	145	0	11	156	324
07:30 AM	132	34	0	166	0	0	0	0	0	42	4	46	144	0	5	149	361
07:45 AM	120	36	0	156	0	0	0	0	0	46	8	54	211	1	8	220	430
Total	445	135	0	580	0	0	0	0	0	142	23	165	646	1	30	677	1422
08:00 AM	139	49	0	188	0	0	0	0	0	31	6	37	129	0	11	140	365
08:15 AM	99	44	0	143	0	0	0	0	0	35	4	39	145	0	7	152	334
08:30 AM	126	44	0	170	0	0	0	0	0	30	9	39	106	0	6	112	321
08:45 AM	112	25	0	137	0	0	0	0	0	19	8	27	117	0	10	127	291
Total	476	162	0	638	0	0	0	0	0	115	27	142	497	0	34	531	1311
Grand Total	921	297	0	1218	0	0	0	0	0	257	50	307	1143	1	64	1208	2733
Apprch %	75.6	24.4	0		0	0	0		0	83.7	16.3		94.6	0.1	5.3		
Total %	33.7	10.9	0	44.6	0	0	0	0	0	9.4	1.8	11.2	41.8	0	2.3	44.2	

	N Plaza Drive Southbound				SR-198 Eastbound On Ramp Westbound				N Plaza Drive Northbound				SR-198 Eastbound Off Ramp 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 07:30 AM																	
07:30 AM	132	34	0	166	0	0	0	0	0	42	4	46	144	0	5	149	361
07:45 AM	120	36	0	156	0	0	0	0	0	**46**	**8**	**54**	**211**	**1**	8	**220**	**430**
08:00 AM	**139**	**49**	0	**188**	0	0	0	0	0	31	6	37	129	0	**11**	140	365
08:15 AM	99	44	0	143	0	0	0	0	0	35	4	39	145	0	7	152	334
Total Volume	490	163	0	653	0	0	0	0	0	154	22	176	629	1	31	661	1490
% App. Total	75	25	0		0	0	0		0	87.5	12.5		95.2	0.2	4.7		
PHF	.881	.832	.000	.868	.000	.000	.000	.000	.000	.837	.688	.815	.745	.250	.705	.751	.866

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City of Visalia
N/S: N Plaza Drive
E/W: SR-198 Eastbound Ramps
Weather: Clear

File Name : 09_VSA_Plaza_198E AM
Site Code : 99925364
Start Date : 4/23/2025
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:

	07:45 AM				07:00 AM				07:30 AM				07:00 AM			
+0 mins.	120	36	0	156	0	0	0	0	0	42	4	46	146	0	6	152
+15 mins.	**139**	**49**	0	**188**	0	0	0	0	0	**46**	**8**	**54**	145	0	**11**	156
+30 mins.	99	44	0	143	0	0	0	0	0	31	6	37	144	0	5	149
+45 mins.	126	44	0	170	0	0	0	0	0	35	4	39	**211**	**1**	8	**220**
Total Volume	484	173	0	657	0	0	0	0	0	154	22	176	646	1	30	677
% App. Total	73.7	26.3	0		0	0	0		0	87.5	12.5		95.4	0.1	4.4	
PHF	.871	.883	.000	.874	.000	.000	.000	.000	.000	.837	.688	.815	.765	.250	.682	.769

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City of Visalia
N/S: N Plaza Drive
E/W: SR-198 Eastbound Ramps
Weather: Clear

File Name : 09_VSA_Plaza_198E PM
Site Code : 99925364
Start Date : 4/23/2025
Page No : 1

Groups Printed- Total Volume

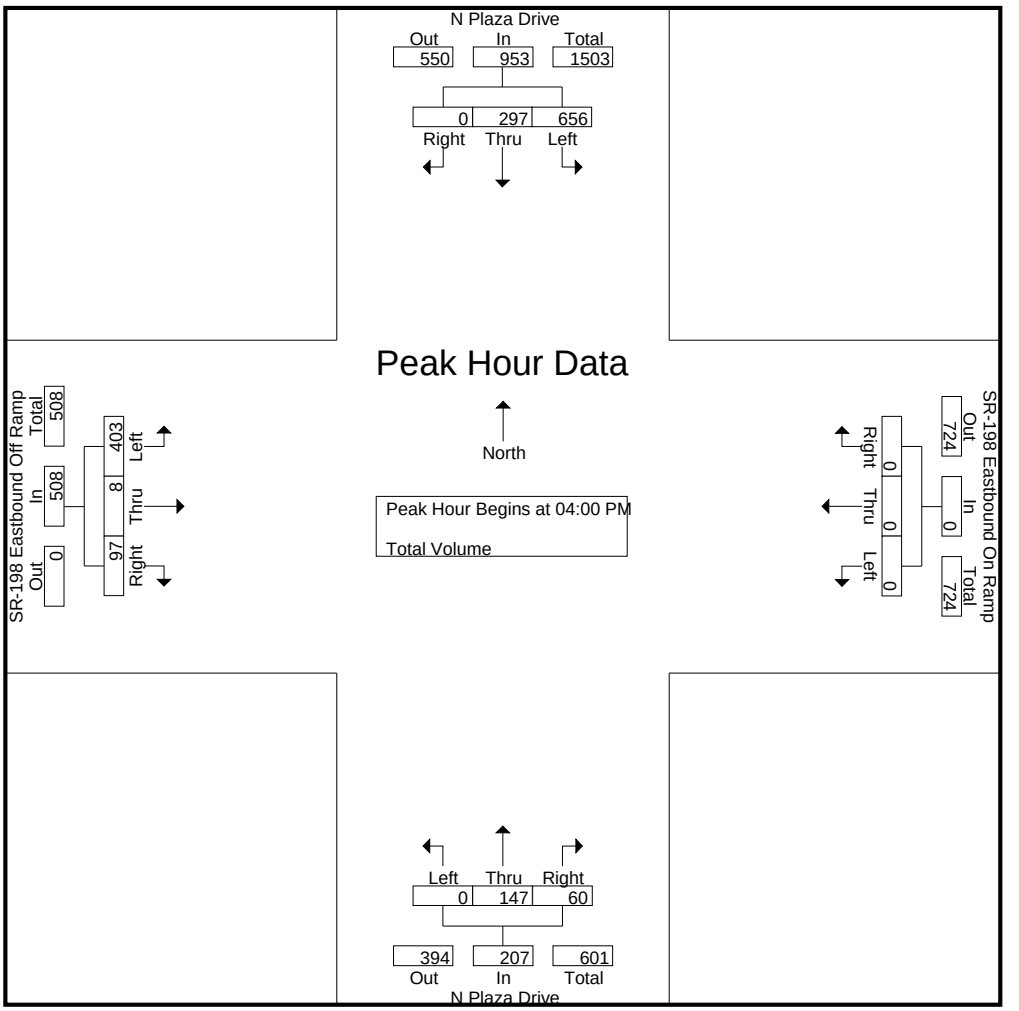
	N Plaza Drive Southbound				SR-198 Eastbound On Ramp Westbound				N Plaza Drive Northbound				SR-198 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	192	81	0	273	0	0	0	0	0	35	16	51	92	6	39	137	461
04:15 PM	143	64	0	207	0	0	0	0	0	45	13	58	106	1	19	126	391
04:30 PM	161	85	0	246	0	0	0	0	0	35	16	51	107	0	22	129	426
04:45 PM	160	67	0	227	0	0	0	0	0	32	15	47	98	1	17	116	390
Total	656	297	0	953	0	0	0	0	0	147	60	207	403	8	97	508	1668
05:00 PM	162	76	0	238	0	0	0	0	0	41	31	72	95	0	17	112	422
05:15 PM	161	89	0	250	0	0	0	0	0	33	21	54	108	0	18	126	430
05:30 PM	178	79	0	257	0	0	0	0	0	26	25	51	81	0	12	93	401
05:45 PM	140	50	0	190	0	0	0	0	0	33	13	46	79	0	16	95	331
Total	641	294	0	935	0	0	0	0	0	133	90	223	363	0	63	426	1584
Grand Total	1297	591	0	1888	0	0	0	0	0	280	150	430	766	8	160	934	3252
Apprch %	68.7	31.3	0		0	0	0		0	65.1	34.9		82	0.9	17.1		
Total %	39.9	18.2	0	58.1	0	0	0	0	0	8.6	4.6	13.2	23.6	0.2	4.9	28.7	

	N Plaza Drive Southbound				SR-198 Eastbound On Ramp Westbound				N Plaza Drive Northbound				SR-198 Eastbound Off Ramp 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	**192**	81	0	**273**	0	0	0	0	0	35	**16**	51	92	**6**	**39**	**137**	**461**
04:15 PM	143	64	0	207	0	0	0	0	0	**45**	13	**58**	106	1	19	126	391
04:30 PM	161	**85**	0	246	0	0	0	0	0	35	16	51	**107**	0	22	129	426
04:45 PM	160	67	0	227	0	0	0	0	0	32	15	47	98	1	17	116	390
Total Volume	656	297	0	953	0	0	0	0	0	147	60	207	403	8	97	508	1668
% App. Total	68.8	31.2	0		0	0	0		0	71	29		79.3	1.6	19.1		
PHF	.854	.874	.000	.873	.000	.000	.000	.000	.000	.817	.938	.892	.942	.333	.622	.927	.905

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

City of Visalia
N/S: N Plaza Drive
E/W: SR-198 Eastbound Ramps
Weather: Clear

File Name : 09_VSA_Plaza_198E PM
Site Code : 99925364
Start Date : 4/23/2025
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				04:00 PM				04:15 PM				04:00 PM			
+0 mins.	160	67	0	227	0	0	0	0	0	**45**	13	58	92	**6**	**39**	**137**
+15 mins.	162	76	0	238	0	0	0	0	0	35	16	51	106	1	19	126
+30 mins.	161	**89**	0	250	0	0	0	0	0	32	15	47	**107**	0	22	129
+45 mins.	**178**	79	0	**257**	0	0	0	0	0	41	**31**	**72**	98	1	17	116
Total Volume	661	311	0	972	0	0	0	0	0	153	75	228	403	8	97	508
% App. Total	68	32	0		0	0	0		0	67.1	32.9		79.3	1.6	19.1	
PHF	.928	.874	.000	.946	.000	.000	.000	.000	.000	.850	.605	.792	.942	.333	.622	.927

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

City of Visalia
N/S: Road 92
E/W: SR-198 Westbound Ramps
Weather: Clear

File Name : 10_VSA_Rd92_198W AM
Site Code : 99925364
Start Date : 4/23/2025
Page No : 1

Groups Printed- Total Volume

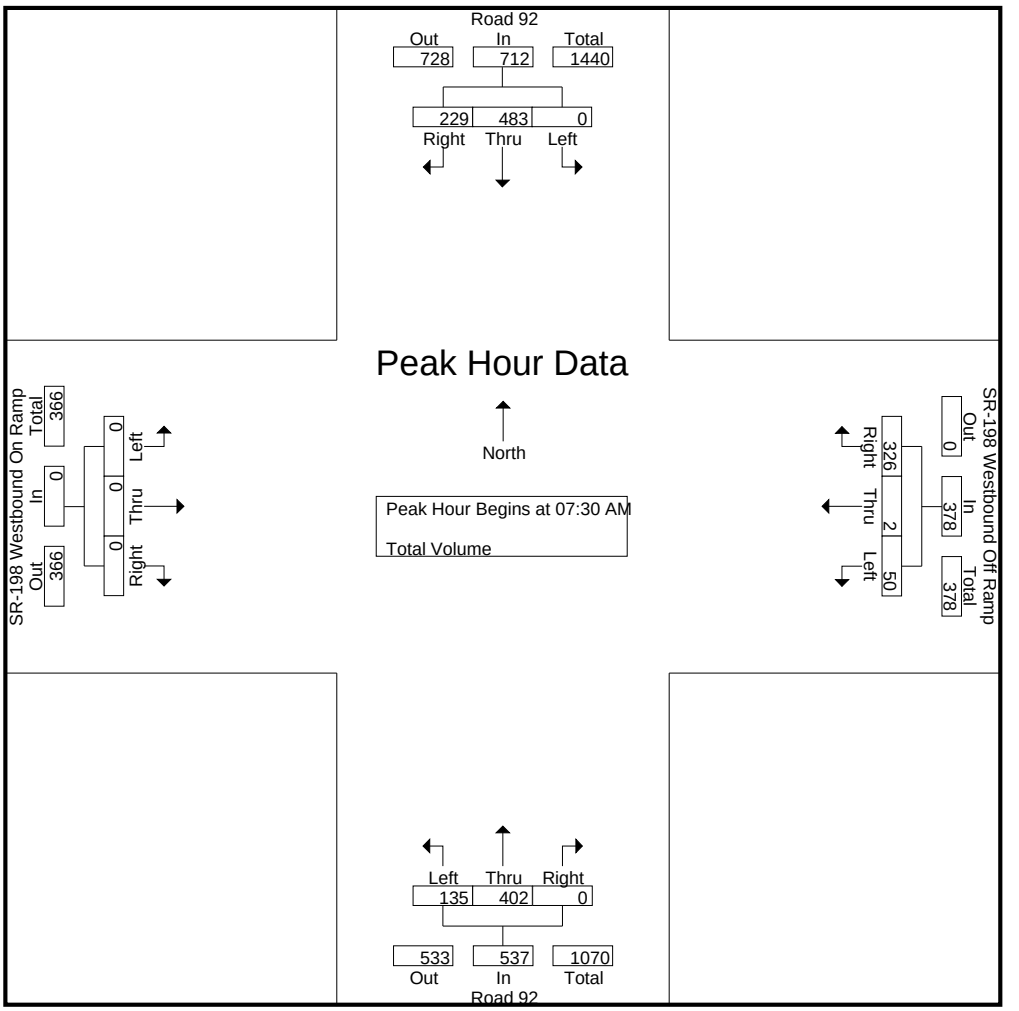
	Road 92 Southbound				SR-198 Westbound Off Ramp Westbound				Road 92 Northbound				SR-198 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	60	45	105	7	0	76	83	22	66	0	88	0	0	0	0	276
07:15 AM	0	74	59	133	12	0	75	87	40	86	0	126	0	0	0	0	346
07:30 AM	0	109	72	181	16	1	96	113	33	84	0	117	0	0	0	0	411
07:45 AM	0	139	52	191	15	0	103	118	38	119	0	157	0	0	0	0	466
Total	0	382	228	610	50	1	350	401	133	355	0	488	0	0	0	0	1499
08:00 AM	0	117	56	173	14	0	69	83	37	108	0	145	0	0	0	0	401
08:15 AM	0	118	49	167	5	1	58	64	27	91	0	118	0	0	0	0	349
08:30 AM	0	67	38	105	3	0	50	53	23	65	0	88	0	0	0	0	246
08:45 AM	0	57	29	86	6	1	45	52	20	49	0	69	0	0	0	0	207
Total	0	359	172	531	28	2	222	252	107	313	0	420	0	0	0	0	1203
Grand Total	0	741	400	1141	78	3	572	653	240	668	0	908	0	0	0	0	2702
Apprch %	0	64.9	35.1		11.9	0.5	87.6		26.4	73.6	0		0	0	0		
Total %	0	27.4	14.8	42.2	2.9	0.1	21.2	24.2	8.9	24.7	0	33.6	0	0	0	0	

	Road 92 Southbound				SR-198 Westbound Off Ramp Westbound				Road 92 Northbound				SR-198 Westbound On Ramp 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 07:30 AM																	
07:30 AM	0	109	**72**	181	**16**	**1**	96	113	33	84	0	117	0	0	0	0	411
07:45 AM	0	**139**	52	**191**	15	0	**103**	**118**	**38**	**119**	0	**157**	0	0	0	0	**466**
08:00 AM	0	117	56	173	14	0	69	83	37	108	0	145	0	0	0	0	401
08:15 AM	0	118	49	167	5	1	58	64	27	91	0	118	0	0	0	0	349
Total Volume	0	483	229	712	50	2	326	378	135	402	0	537	0	0	0	0	1627
% App. Total	0	67.8	32.2		13.2	0.5	86.2		25.1	74.9	0		0	0	0		
PHF	.000	.869	.795	.932	.781	.500	.791	.801	.888	.845	.000	.855	.000	.000	.000	.000	.873

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City of Visalia
N/S: Road 92
E/W: SR-198 Westbound Ramps
Weather: Clear

File Name : 10_VSA_Rd92_198W AM
Site Code : 99925364
Start Date : 4/23/2025
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				07:00 AM				07:15 AM				07:00 AM			
+0 mins.	0	109	**72**	181	7	0	76	83	**40**	86	0	126	0	0	0	0
+15 mins.	0	**139**	52	**191**	12	0	75	87	33	84	0	117	0	0	0	0
+30 mins.	0	117	56	173	**16**	**1**	96	113	38	**119**	0	**157**	0	0	0	0
+45 mins.	0	118	49	167	15	0	**103**	**118**	37	108	0	145	0	0	0	0
Total Volume	0	483	229	712	50	1	350	401	148	397	0	545	0	0	0	0
% App. Total	0	67.8	32.2		12.5	0.2	87.3		27.2	72.8	0		0	0	0	
PHF	.000	.869	.795	.932	.781	.250	.850	.850	.925	.834	.000	.868	.000	.000	.000	.000

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City of Visalia
N/S: Road 92
E/W: SR-198 Westbound Ramps
Weather: Clear

File Name : 10_VSA_Rd92_198W PM
Site Code : 99925364
Start Date : 4/23/2025
Page No : 1

Groups Printed- Total Volume

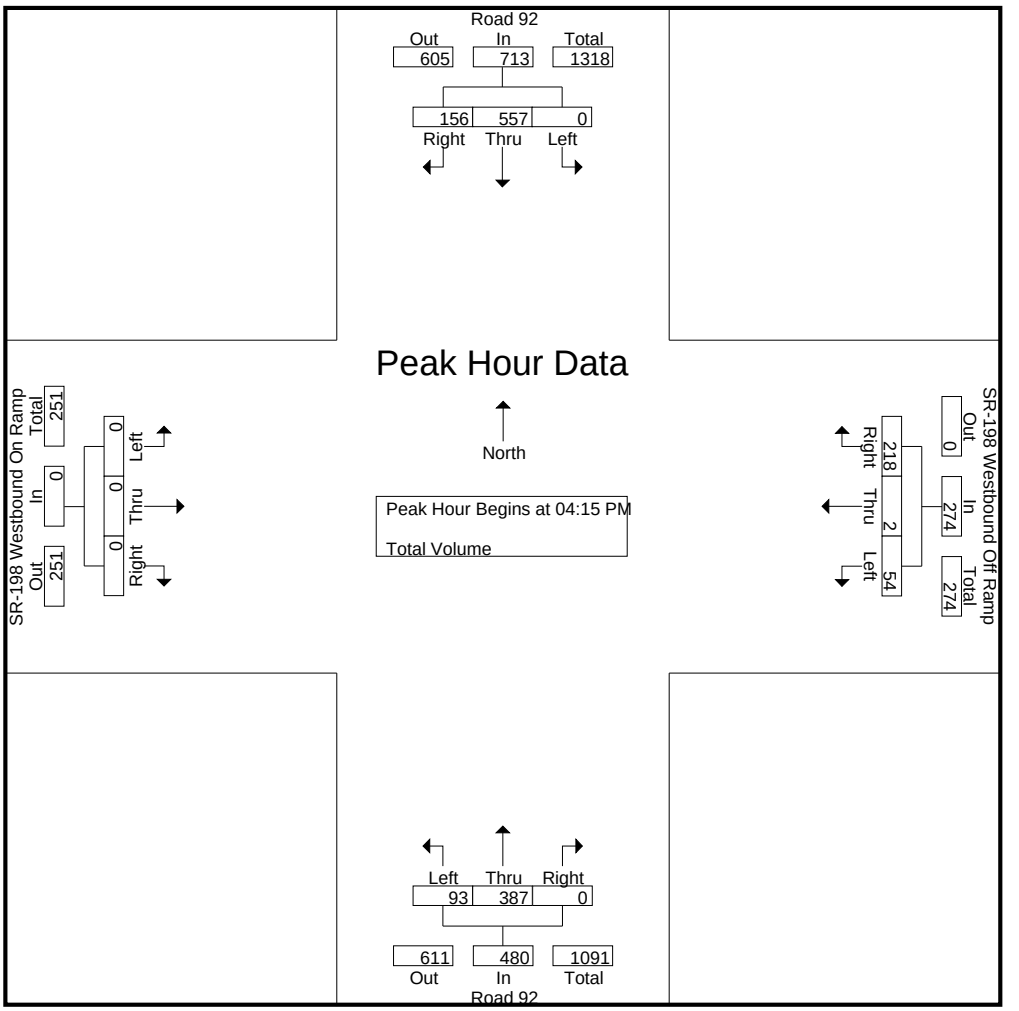
	Road 92 Southbound				SR-198 Westbound Off Ramp Westbound				Road 92 Northbound				SR-198 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	141	38	179	13	0	54	67	21	89	0	110	0	0	0	0	356
04:15 PM	0	128	30	158	8	1	54	63	25	99	0	124	0	0	0	0	345
04:30 PM	0	150	40	190	14	0	45	59	18	93	0	111	0	0	0	0	360
04:45 PM	0	142	45	187	19	1	55	75	23	101	0	124	0	0	0	0	386
Total	0	561	153	714	54	2	208	264	87	382	0	469	0	0	0	0	1447
05:00 PM	0	137	41	178	13	0	64	77	27	94	0	121	0	0	0	0	376
05:15 PM	0	120	39	159	20	0	32	52	20	106	0	126	0	0	0	0	337
05:30 PM	0	110	37	147	19	0	46	65	27	82	0	109	0	0	0	0	321
05:45 PM	0	68	21	89	12	0	31	43	19	85	0	104	0	0	0	0	236
Total	0	435	138	573	64	0	173	237	93	367	0	460	0	0	0	0	1270
Grand Total	0	996	291	1287	118	2	381	501	180	749	0	929	0	0	0	0	2717
Apprch %	0	77.4	22.6		23.6	0.4	76		19.4	80.6	0		0	0	0		
Total %	0	36.7	10.7	47.4	4.3	0.1	14	18.4	6.6	27.6	0	34.2	0	0	0	0	

	Road 92 Southbound				SR-198 Westbound Off Ramp Westbound				Road 92 Northbound				SR-198 Westbound On Ramp 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 04:15 PM																	
04:15 PM	0	128	30	158	8	**1**	54	63	25	99	0	**124**	0	0	0	0	345
04:30 PM	0	**150**	40	**190**	14	0	45	59	18	93	0	111	0	0	0	0	360
04:45 PM	0	142	**45**	187	**19**	1	55	75	23	**101**	0	124	0	0	0	0	**386**
05:00 PM	0	137	41	178	13	0	**64**	**77**	**27**	94	0	121	0	0	0	0	376
Total Volume	0	557	156	713	54	2	218	274	93	387	0	480	0	0	0	0	1467
% App. Total	0	78.1	21.9		19.7	0.7	79.6		19.4	80.6	0		0	0	0		
PHF	.000	.928	.867	.938	.711	.500	.852	.890	.861	.958	.000	.968	.000	.000	.000	.000	.950

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City of Visalia
N/S: Road 92
E/W: SR-198 Westbound Ramps
Weather: Clear

File Name : 10_VSA_Rd92_198W PM
Site Code : 99925364
Start Date : 4/23/2025
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				04:15 PM				04:30 PM				04:00 PM			
+0 mins.	0	141	38	179	8	**1**	54	63	18	93	0	111	0	0	0	0
+15 mins.	0	128	30	158	14	0	45	59	23	101	0	124	0	0	0	0
+30 mins.	0	**150**	40	**190**	**19**	1	55	75	**27**	94	0	121	0	0	0	0
+45 mins.	0	142	**45**	187	13	0	**64**	**77**	20	**106**	0	**126**	0	0	0	0
Total Volume	0	561	153	714	54	2	218	274	88	394	0	482	0	0	0	0
% App. Total	0	78.6	21.4		19.7	0.7	79.6		18.3	81.7	0		0	0	0	
PHF	.000	.935	.850	.939	.711	.500	.852	.890	.815	.929	.000	.956	.000	.000	.000	.000

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City of Visalia
N/S: Road 92
E/W: SR-198 Eastbound Ramps
Weather: Clear

File Name : 11_VSA_Rd92_198E AM
Site Code : 99925364
Start Date : 4/23/2025
Page No : 1

Groups Printed- Total Volume

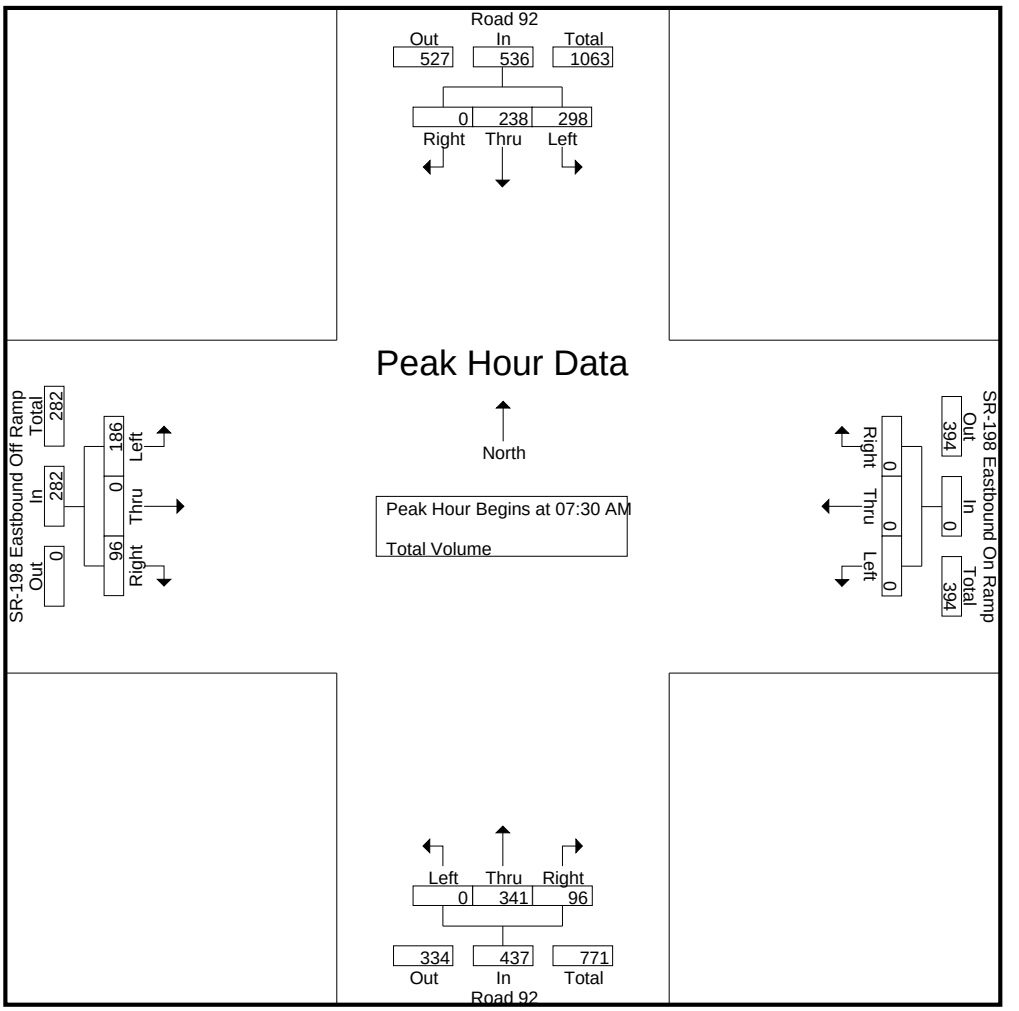
	Road 92 Southbound				SR-198 Eastbound On Ramp Westbound				Road 92 Northbound				SR-198 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	41	25	0	66	0	0	0	0	0	58	8	66	32	0	12	44	176
07:15 AM	47	39	0	86	0	0	0	0	0	89	14	103	38	0	9	47	236
07:30 AM	61	67	0	128	0	0	0	0	0	84	17	101	31	0	20	51	280
07:45 AM	81	67	0	148	0	0	0	0	0	100	33	133	62	0	27	89	370
Total	230	198	0	428	0	0	0	0	0	331	72	403	163	0	68	231	1062
08:00 AM	78	52	0	130	0	0	0	0	0	88	16	104	52	0	30	82	316
08:15 AM	78	52	0	130	0	0	0	0	0	69	30	99	41	0	19	60	289
08:30 AM	49	20	0	69	0	0	0	0	0	50	10	60	37	0	15	52	181
08:45 AM	35	30	0	65	0	0	0	0	0	49	12	61	20	1	9	30	156
Total	240	154	0	394	0	0	0	0	0	256	68	324	150	1	73	224	942
Grand Total	470	352	0	822	0	0	0	0	0	587	140	727	313	1	141	455	2004
Apprch %	57.2	42.8	0		0	0	0		0	80.7	19.3		68.8	0.2	31		
Total %	23.5	17.6	0	41	0	0	0	0	0	29.3	7	36.3	15.6	0	7	22.7	

	Road 92 Southbound				SR-198 Eastbound On Ramp Westbound				Road 92 Northbound				SR-198 Eastbound Off Ramp 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 07:30 AM																	
07:30 AM	61	**67**	0	128	0	0	0	0	0	84	17	101	31	0	20	51	280
07:45 AM	**81**	67	0	**148**	0	0	0	0	0	**100**	**33**	**133**	**62**	0	27	**89**	**370**
08:00 AM	78	52	0	130	0	0	0	0	0	88	16	104	52	0	**30**	82	316
08:15 AM	78	52	0	130	0	0	0	0	0	69	30	99	41	0	19	60	289
Total Volume	298	238	0	536	0	0	0	0	0	341	96	437	186	0	96	282	1255
% App. Total	55.6	44.4	0		0	0	0		0	78	22		66	0	34		
PHF	.920	.888	.000	.905	.000	.000	.000	.000	.000	.853	.727	.821	.750	.000	.800	.792	.848

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City of Visalia
N/S: Road 92
E/W: SR-198 Eastbound Ramps
Weather: Clear

File Name : 11_VSA_Rd92_198E AM
Site Code : 99925364
Start Date : 4/23/2025
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				07:00 AM				07:15 AM				07:45 AM			
+0 mins.	61	**67**	0	128	0	0	0	0	0	89	14	103	**62**	0	27	**89**
+15 mins.	**81**	67	0	**148**	0	0	0	0	0	84	17	101	52	0	**30**	82
+30 mins.	78	52	0	130	0	0	0	0	0	**100**	**33**	**133**	41	0	19	60
+45 mins.	78	52	0	130	0	0	0	0	0	88	16	104	37	0	15	52
Total Volume	298	238	0	536	0	0	0	0	0	361	80	441	192	0	91	283
% App. Total	55.6	44.4	0		0	0	0		0	81.9	18.1		67.8	0	32.2	
PHF	.920	.888	.000	.905	.000	.000	.000	.000	.000	.903	.606	.829	.774	.000	.758	.795

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City of Visalia
N/S: Road 92
E/W: SR-198 Eastbound Ramps
Weather: Clear

File Name : 11_VSA_Rd92_198E PM
Site Code : 99925364
Start Date : 4/23/2025
Page No : 1

Groups Printed- Total Volume

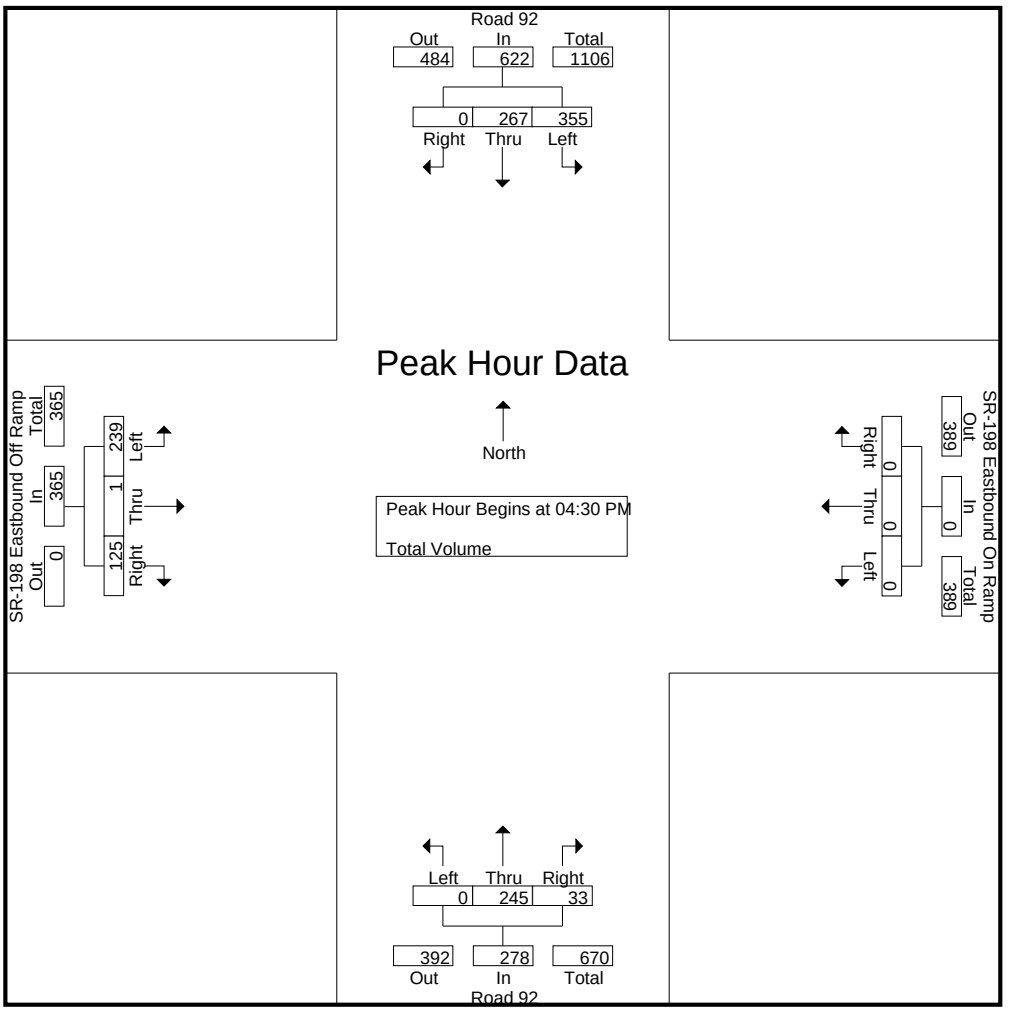
	Road 92 Southbound				SR-198 Eastbound On Ramp Westbound				Road 92 Northbound				SR-198 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	83	69	0	152	0	0	0	0	0	49	9	58	61	0	38	99	309
04:15 PM	75	56	0	131	0	0	0	0	0	64	14	78	57	0	30	87	296
04:30 PM	96	69	0	165	0	0	0	0	0	57	9	66	57	0	35	92	323
04:45 PM	96	69	0	165	0	0	0	0	0	62	4	66	61	1	34	96	327
Total	350	263	0	613	0	0	0	0	0	232	36	268	236	1	137	374	1255
05:00 PM	89	57	0	146	0	0	0	0	0	69	11	80	52	0	32	84	310
05:15 PM	74	72	0	146	0	0	0	0	0	57	9	66	69	0	24	93	305
05:30 PM	67	60	0	127	0	0	0	0	0	59	11	70	51	1	21	73	270
05:45 PM	43	39	0	82	0	0	0	0	0	48	8	56	51	0	36	87	225
Total	273	228	0	501	0	0	0	0	0	233	39	272	223	1	113	337	1110
Grand Total	623	491	0	1114	0	0	0	0	0	465	75	540	459	2	250	711	2365
Apprch %	55.9	44.1	0		0	0	0		0	86.1	13.9		64.6	0.3	35.2		
Total %	26.3	20.8	0	47.1	0	0	0	0	0	19.7	3.2	22.8	19.4	0.1	10.6	30.1	

	Road 92 Southbound				SR-198 Eastbound On Ramp Westbound				Road 92 Northbound				SR-198 Eastbound Off Ramp 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	**96**	69	0	**165**	0	0	0	0	0	57	9	66	57	0	**35**	92	323
04:45 PM	96	69	0	165	0	0	0	0	0	62	4	66	61	**1**	34	**96**	**327**
05:00 PM	89	57	0	146	0	0	0	0	0	**69**	**11**	**80**	52	0	32	84	310
05:15 PM	74	**72**	0	146	0	0	0	0	0	57	9	66	**69**	0	24	93	305
Total Volume	355	267	0	622	0	0	0	0	0	245	33	278	239	1	125	365	1265
% App. Total	57.1	42.9	0		0	0	0		0	88.1	11.9		65.5	0.3	34.2		
PHF	.924	.927	.000	.942	.000	.000	.000	.000	.000	.888	.750	.869	.866	.250	.893	.951	.967

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

City of Visalia
N/S: Road 92
E/W: SR-198 Eastbound Ramps
Weather: Clear

File Name : 11_VSA_Rd92_198E PM
Site Code : 99925364
Start Date : 4/23/2025
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				04:00 PM			
+0 mins.	**96**	69	0	**165**	0	0	0	0	0	64	**14**	78	**61**	0	**38**	**99**
+15 mins.	96	69	0	165	0	0	0	0	0	57	9	66	57	0	30	87
+30 mins.	89	57	0	146	0	0	0	0	0	62	4	66	57	0	35	92
+45 mins.	74	**72**	0	146	0	0	0	0	0	**69**	11	**80**	61	**1**	34	96
Total Volume	355	267	0	622	0	0	0	0	0	252	38	290	236	1	137	374
% App. Total	57.1	42.9	0		0	0	0		0	86.9	13.1		63.1	0.3	36.6	
PHF	.924	.927	.000	.942	.000	.000	.000	.000	.000	.913	.679	.906	.967	.250	.901	.944

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

City of Visalia
N/S: Kelsey Street
E/W: Crowley Avenue
Weather: Clear

File Name : 12_VSA_Kel_Cro AM
Site Code : 99925364
Start Date : 4/23/2025
Page No : 1

Groups Printed- Total Volume

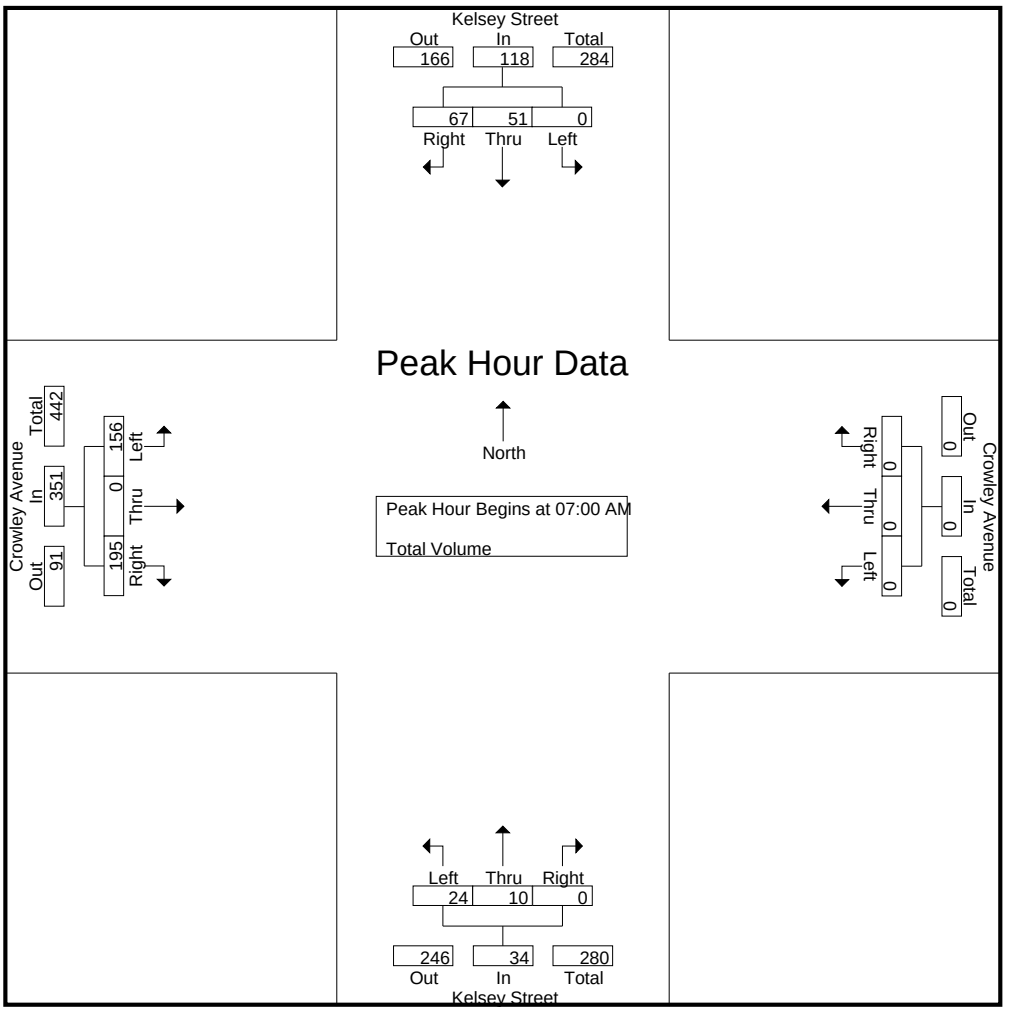
	Kelsey Street Southbound				Crowley Avenue Westbound				Kelsey Street Northbound				Crowley Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	20	13	33	0	0	0	0	9	5	0	14	28	0	83	111	158
07:15 AM	0	6	19	25	0	0	0	0	6	1	0	7	26	0	26	52	84
07:30 AM	0	8	23	31	0	0	0	0	5	3	0	8	33	0	33	66	105
07:45 AM	0	17	12	29	0	0	0	0	4	1	0	5	69	0	53	122	156
Total	0	51	67	118	0	0	0	0	24	10	0	34	156	0	195	351	503
08:00 AM	0	6	46	52	0	0	0	0	4	3	0	7	29	0	28	57	116
08:15 AM	0	15	24	39	0	0	0	0	3	2	0	5	19	0	37	56	100
08:30 AM	0	9	14	23	0	0	0	0	5	2	0	7	19	0	43	62	92
08:45 AM	0	7	14	21	0	0	0	0	10	1	0	11	16	0	25	41	73
Total	0	37	98	135	0	0	0	0	22	8	0	30	83	0	133	216	381
Grand Total	0	88	165	253	0	0	0	0	46	18	0	64	239	0	328	567	884
Apprch %	0	34.8	65.2		0	0	0		71.9	28.1	0		42.2	0	57.8		
Total %	0	10	18.7	28.6	0	0	0	0	5.2	2	0	7.2	27	0	37.1	64.1	

	Kelsey Street Southbound				Crowley Avenue Westbound				Kelsey Street Northbound				Crowley Avenue 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 07:00 AM																	
07:00 AM	0	**20**	13	**33**	0	0	0	0	**9**	**5**	0	**14**	28	0	**83**	111	**158**
07:15 AM	0	6	19	25	0	0	0	0	6	1	0	7	26	0	26	52	84
07:30 AM	0	8	**23**	31	0	0	0	0	5	3	0	8	33	0	33	66	105
07:45 AM	0	17	12	29	0	0	0	0	4	1	0	5	**69**	0	53	**122**	156
Total Volume	0	51	67	118	0	0	0	0	24	10	0	34	156	0	195	351	503
% App. Total	0	43.2	56.8		0	0	0		70.6	29.4	0		44.4	0	55.6		
PHF	.000	.638	.728	.894	.000	.000	.000	.000	.667	.500	.000	.607	.565	.000	.587	.719	.796

Counts Unlimited, Inc.
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(951) 268-6268

City of Visalia
N/S: Kelsey Street
E/W: Crowley Avenue
Weather: Clear

File Name : 12_VSA_Kel_Cro AM
Site Code : 99925364
Start Date : 4/23/2025
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				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	8	23	31	0	0	0	0	**9**	**5**	0	**14**	28	0	**83**	111
+15 mins.	0	**17**	12	29	0	0	0	0	6	1	0	7	26	0	26	52
+30 mins.	0	6	**46**	**52**	0	0	0	0	5	3	0	8	33	0	33	66
+45 mins.	0	15	24	39	0	0	0	0	4	1	0	5	**69**	0	53	**122**
Total Volume	0	46	105	151	0	0	0	0	24	10	0	34	156	0	195	351
% App. Total	0	30.5	69.5		0	0	0		70.6	29.4	0		44.4	0	55.6	
PHF	.000	.676	.571	.726	.000	.000	.000	.000	.667	.500	.000	.607	.565	.000	.587	.719

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(951) 268-6268

City of Visalia
N/S: Kelsey Street
E/W: Crowley Avenue
Weather: Clear

File Name : 12_VSA_Kel_Cro PM
Site Code : 99925364
Start Date : 4/23/2025
Page No : 1

Groups Printed- Total Volume

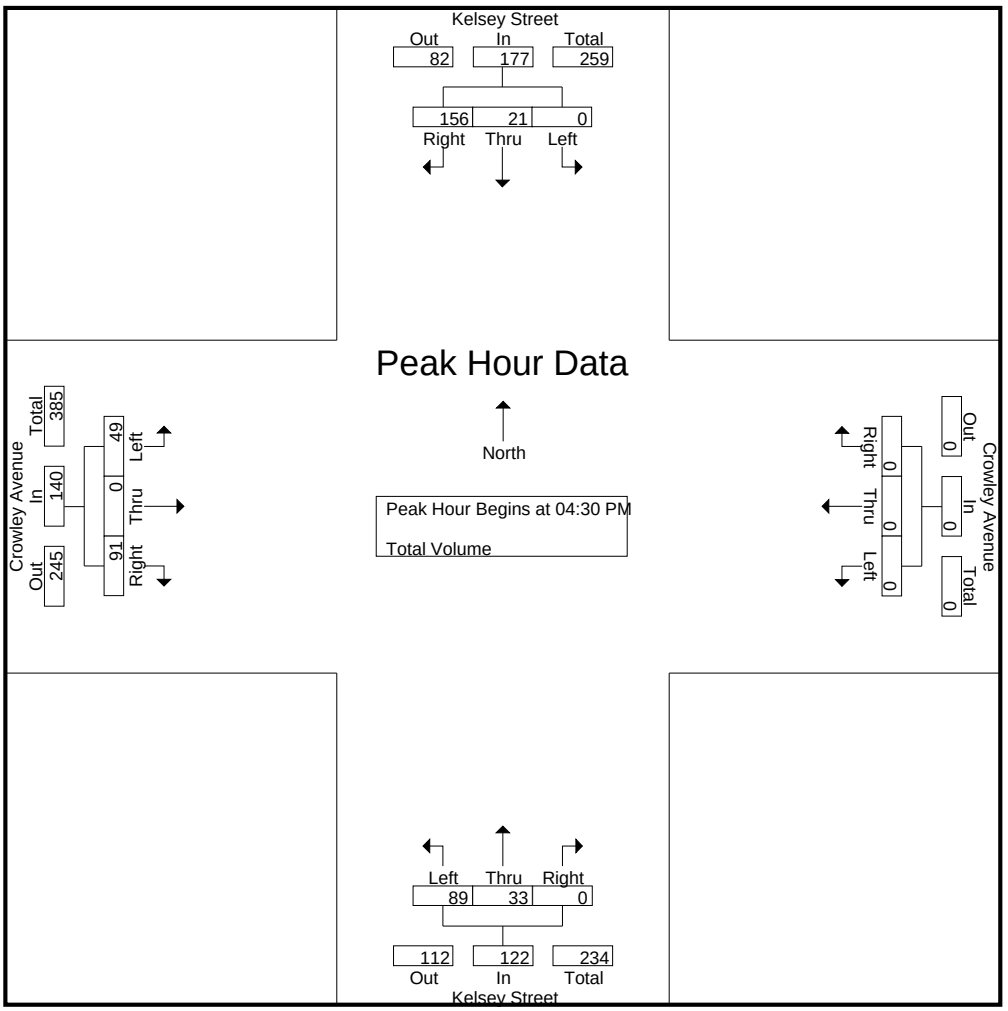
	Kelsey Street Southbound				Crowley Avenue Westbound				Kelsey Street Northbound				Crowley Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	35	38	0	0	0	0	19	4	0	23	25	0	5	30	91
04:15 PM	0	1	29	30	0	0	0	0	27	11	0	38	26	0	4	30	98
04:30 PM	0	1	46	47	0	0	0	0	13	5	0	18	18	0	7	25	90
04:45 PM	0	4	43	47	0	0	0	0	12	9	0	21	15	0	14	29	97
Total	0	9	153	162	0	0	0	0	71	29	0	100	84	0	30	114	376
05:00 PM	0	5	45	50	0	0	0	0	44	14	0	58	8	0	27	35	143
05:15 PM	0	11	22	33	0	0	0	0	20	5	0	25	8	0	43	51	109
05:30 PM	0	4	20	24	0	0	0	0	8	1	0	9	12	0	16	28	61
05:45 PM	0	0	13	13	0	0	0	0	3	3	0	6	6	0	4	10	29
Total	0	20	100	120	0	0	0	0	75	23	0	98	34	0	90	124	342
Grand Total	0	29	253	282	0	0	0	0	146	52	0	198	118	0	120	238	718
Apprch %	0	10.3	89.7		0	0	0		73.7	26.3	0		49.6	0	50.4		
Total %	0	4	35.2	39.3	0	0	0	0	20.3	7.2	0	27.6	16.4	0	16.7	33.1	

	Kelsey Street Southbound				Crowley Avenue Westbound				Kelsey Street Northbound				Crowley Avenue 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	0	1	**46**	47	0	0	0	0	13	5	0	18	**18**	0	7	25	90
04:45 PM	0	4	43	47	0	0	0	0	12	9	0	21	15	0	14	29	97
05:00 PM	0	5	45	**50**	0	0	0	0	**44**	**14**	0	**58**	8	0	27	35	**143**
05:15 PM	0	**11**	22	33	0	0	0	0	20	5	0	25	8	0	**43**	**51**	109
Total Volume	0	21	156	177	0	0	0	0	89	33	0	122	49	0	91	140	439
% App. Total	0	11.9	88.1		0	0	0		73	27	0		35	0	65		
PHF	.000	.477	.848	.885	.000	.000	.000	.000	.506	.589	.000	.526	.681	.000	.529	.686	.767

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

City of Visalia
N/S: Kelsey Street
E/W: Crowley Avenue
Weather: Clear

File Name : 12_VSA_Kel_Cro PM
Site Code : 99925364
Start Date : 4/23/2025
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				04:45 PM			
+0 mins.	0	1	**46**	47	0	0	0	0	27	11	0	38	**15**	0	14	29
+15 mins.	0	4	43	47	0	0	0	0	13	5	0	18	8	0	27	35
+30 mins.	0	5	45	**50**	0	0	0	0	12	9	0	21	8	0	**43**	**51**
+45 mins.	0	**11**	22	33	0	0	0	0	**44**	**14**	0	**58**	12	0	16	28
Total Volume	0	21	156	177	0	0	0	0	96	39	0	135	43	0	100	143
% App. Total	0	11.9	88.1		0	0	0		71.1	28.9	0		30.1	0	69.9	
PHF	.000	.477	.848	.885	.000	.000	.000	.000	.545	.696	.000	.582	.717	.000	.581	.701

Counts Unimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

City of Visalia
N/S: Road 92
E/W: State Route 198 Eastbound Ramps
24 Hour Entering Volume Count

VSA001EW
Site Code: 999-25665

Start	4/23/25	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	57			0	0				
12:15		0	41			0	0				
12:30		0	38			0	0				
12:45		0	58	0	194	0	0	0	0	0	194
01:00		0	50			0	0				
01:15		0	36			0	0				
01:30		0	51			0	0				
01:45		0	53	0	190	0	0	0	0	0	190
02:00		0	51			0	0				
02:15		0	57			0	0				
02:30		0	65			0	0				
02:45		0	76	0	249	0	0	0	0	0	249
03:00		0	86			0	0				
03:15		0	73			0	0				
03:30		0	65			0	0				
03:45		0	84	0	308	0	0	0	0	0	308
04:00		0	**99**			0	0				
04:15		0	**87**			0	0				
04:30		0	**92**			0	0				
04:45		0	**96**	0	374	0	0	0	0	0	374
05:00		0	84			0	0				
05:15		0	93			0	0				
05:30		0	73			0	0				
05:45		0	87	0	337	0	0	0	0	0	337
06:00		29	66			0	0				
06:15		20	70			0	0				
06:30		50	38			0	0				
06:45		55	46	154	220	0	0	0	0	154	220
07:00		44	0			0	0				
07:15		47	0			0	0				
07:30		51	0			0	0				
07:45		**89**	0	231	0	0	0	0	0	231	0
08:00		**82**	0			0	0				
08:15		**60**	0			0	0				
08:30		**52**	0			0	0				
08:45		30	0	224	0	0	0	0	0	224	0
09:00		32	0			0	0				
09:15		44	0			0	0				
09:30		44	0			0	0				
09:45		45	0	165	0	0	0	0	0	165	0
10:00		35	0			0	0				
10:15		40	0			0	0				
10:30		40	0			0	0				
10:45		38	0	153	0	0	0	0	0	153	0
11:00		45	0			0	0				
11:15		38	0			0	0				
11:30		47	0			0	0				
11:45		33	0	163	0	0	0	0	0	163	0
Total		1090	1872	1090	1872	0	0	0	0	1090	1872
Combined Total		2962		2962		0		0		2962	
AM Peak	-	07:45	-	-	-	-	-	-	-	-	-
Vol.	-	283	-	-	-	-	-	-	-	-	-
P.H.F.		0.795									
PM Peak	-	-	04:00	-	-	-	-	-	-	-	-
Vol.	-	-	374	-	-	-	-	-	-	-	-
P.H.F.			0.944								
Percentage		36.8%	63.2%			0.0%	0.0%				
ADT/AADT		ADT 2,962		AADT 2,962							

Counts Unimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

City of Visalia
N/S: Road 92
E/W: State Route 198 Eastbound Ramps
24 Hour Entering Volume Count

VSA001NS
Site Code: 999-25665

Start	4/23/25	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	57			0	96				
12:15		0	61			0	97				
12:30		0	57			0	85				
12:45		0	61	0	236	0	73	0	351	0	587
01:00		0	71			0	87				
01:15		0	60			0	75				
01:30		0	73			0	103				
01:45		0	53	0	257	0	84	0	349	0	606
02:00		0	54			0	104				
02:15		0	66			0	94				
02:30		0	63			0	131				
02:45		0	67	0	250	0	96	0	425	0	675
03:00		0	**93**			0	137				
03:15		0	**65**			0	118				
03:30		0	**67**			0	176				
03:45		0	**89**	0	314	0	157	0	588	0	902
04:00		0	58			0	152				
04:15		0	78			0	131				
04:30		0	66			0	**165**				
04:45		0	66	0	268	0	**165**	0	613	0	881
05:00		0	80			0	**146**				
05:15		0	66			0	**146**				
05:30		0	70			0	127				
05:45		0	56	0	272	0	82	0	501	0	773
06:00		30	47			39	88				
06:15		44	60			41	68				
06:30		56	49			33	74				
06:45		67	49	197	205	52	58	165	288	362	493
07:00		66	0			66	0				
07:15		**103**	0			86	0				
07:30		**101**	0			**128**	0				
07:45		**133**	0	403	0	**148**	0	428	0	831	0
08:00		**104**	0			**130**	0				
08:15		99	0			**130**	0				
08:30		60	0			69	0				
08:45		61	0	324	0	65	0	394	0	718	0
09:00		37	0			56	0				
09:15		31	0			71	0				
09:30		40	0			59	0				
09:45		43	0	151	0	70	0	256	0	407	0
10:00		53	0			58	0				
10:15		37	0			59	0				
10:30		53	0			62	0				
10:45		44	0	187	0	54	0	233	0	420	0
11:00		46	0			73	0				
11:15		49	0			64	0				
11:30		53	0			68	0				
11:45		51	0	199	0	93	0	298	0	497	0
Total		1461	1802	1461	1802	1774	3115	1774	3115	3235	4917
Combined Total		3263		3263		4889		4889		8152	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	441	-	-	-	536	-	-	-	-	-
P.H.F.		0.829				0.905					
PM Peak	-	-	03:00	-	-	-	04:30	-	-	-	-
Vol.	-	-	314	-	-	-	622	-	-	-	-
P.H.F.			0.844				0.942				
Percentage		44.8%	55.2%			36.3%	63.7%				
ADT/AADT		ADT 8,152		AADT 8,152							

Counts Unimited, Inc.

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Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

City of Visalia
N/S: Road 92
E/W: State Route 198 Westbound Ramps
24 Hour Entering Volume Count

VSA002EW
Site Code: 999-25665

Start	4/23/25	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	0			0	62				
12:15		0	0			0	52				
12:30		0	0			0	56				
12:45		0	0	0	0	0	59	0	229	0	229
01:00		0	0			0	68				
01:15		0	0			0	64				
01:30		0	0			0	60				
01:45		0	0	0	0	0	55	0	247	0	247
02:00		0	0			0	52				
02:15		0	0			0	41				
02:30		0	0			0	67				
02:45		0	0	0	0	0	62	0	222	0	222
03:00		0	0			0	46				
03:15		0	0			0	61				
03:30		0	0			0	**61**				
03:45		0	0	0	0	0	**100**	0	268	0	268
04:00		0	0			0	**67**				
04:15		0	0			0	**63**				
04:30		0	0			0	59				
04:45		0	0	0	0	0	75	0	264	0	264
05:00		0	0			0	77				
05:15		0	0			0	52				
05:30		0	0			0	65				
05:45		0	0	0	0	0	43	0	237	0	237
06:00		0	0			46	47				
06:15		0	0			44	44				
06:30		0	0			80	36				
06:45		0	0	0	0	104	35	274	162	274	162
07:00		0	0			**83**	0				
07:15		0	0			**87**	0				
07:30		0	0			**113**	0				
07:45		0	0	0	0	**118**	0	401	0	401	0
08:00		0	0			83	0				
08:15		0	0			64	0				
08:30		0	0			53	0				
08:45		0	0	0	0	52	0	252	0	252	0
09:00		0	0			40	0				
09:15		0	0			34	0				
09:30		0	0			36	0				
09:45		0	0	0	0	34	0	144	0	144	0
10:00		0	0			44	0				
10:15		0	0			35	0				
10:30		0	0			46	0				
10:45		0	0	0	0	36	0	161	0	161	0
11:00		0	0			46	0				
11:15		0	0			38	0				
11:30		0	0			53	0				
11:45		0	0	0	0	63	0	200	0	200	0
Total		0	0	0	0	1432	1629	1432	1629	1432	1629
Combined Total		0		0		3061		3061		3061	
AM Peak	-	-	-	-	-	07:00	-	-	-	-	-
Vol.	-	-	-	-	-	401	-	-	-	-	-
P.H.F.						0.850					
PM Peak	-	-	-	-	-	-	03:30	-	-	-	-
Vol.	-	-	-	-	-	-	291	-	-	-	-
P.H.F.							0.728				
Percentage		0.0%	0.0%			46.8%	53.2%				
ADT/AADT		ADT 3,061		AADT 3,061							

Counts Unimited, Inc.

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(951) 268-6268
email: counts@countsunlimited.com

City of Visalia
N/S: Road 92
E/W: State Route 198 Westbound Ramps
24 Hour Entering Volume Count

VSA002NS
Site Code: 999-25665

Start	4/23/25	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	74			0	111				
12:15		0	71			0	114				
12:30		0	65			0	95				
12:45		0	79	0	289	0	75	0	395	0	684
01:00		0	83			0	110				
01:15		0	71			0	86				
01:30		0	92			0	132				
01:45		0	78	0	324	0	92	0	420	0	744
02:00		0	71			0	128				
02:15		0	88			0	112				
02:30		0	95			0	158				
02:45		0	101	0	355	0	104	0	502	0	857
03:00		0	122			0	164				
03:15		0	101			0	**159**				
03:30		0	102			0	**199**				
03:45		0	129	0	454	0	**177**	0	699	0	1153
04:00		0	110			0	**179**				
04:15		0	124			0	158				
04:30		0	**111**			0	190				
04:45		0	**124**	0	469	0	187	0	714	0	1183
05:00		0	**121**			0	178				
05:15		0	**126**			0	159				
05:30		0	109			0	147				
05:45		0	104	0	460	0	89	0	573	0	1033
06:00		51	81			74	100				
06:15		52	87			69	75				
06:30		91	68			55	100				
06:45		109	63	303	299	86	58	284	333	587	632
07:00		88	0			105	0				
07:15		**126**	0			133	0				
07:30		**117**	0			**181**	0				
07:45		**157**	0	488	0	**191**	0	610	0	1098	0
08:00		**145**	0			**173**	0				
08:15		118	0			**167**	0				
08:30		88	0			105	0				
08:45		69	0	420	0	86	0	531	0	951	0
09:00		49	0			87	0				
09:15		50	0			90	0				
09:30		56	0			96	0				
09:45		60	0	215	0	82	0	355	0	570	0
10:00		66	0			70	0				
10:15		48	0			77	0				
10:30		58	0			79	0				
10:45		63	0	235	0	72	0	298	0	533	0
11:00		63	0			91	0				
11:15		63	0			76	0				
11:30		65	0			77	0				
11:45		64	0	255	0	99	0	343	0	598	0
Total		1916	2650	1916	2650	2421	3636	2421	3636	4337	6286
Combined Total		4566		4566		6057		6057		10623	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	545	-	-	-	712	-	-	-	-	-
P.H.F.		0.868				0.932					
PM Peak	-	-	04:30	-	-	-	03:15	-	-	-	-
Vol.	-	-	482	-	-	-	714	-	-	-	-
P.H.F.			0.956				0.897				
Percentage		42.0%	58.0%			40.0%	60.0%				
ADT/AADT		ADT 10,623		AADT 10,623							

August 14, 2025
06-Tul-198
PM 004.000 to 006.500

Traffic Accident Surveillance and Analysis System (TASAS)
Collision Data Summary

The data provided is protected by 23 U.S.C. § 407, and shall not be subject to discovery, nor admitted as evidence in any applicable legal proceeding against the State of California. By allowing the release of this information, the State of California, Department of Transportation does not waive any rights it has under 23 U.S.C. § 407.

Table 1 summarizes collision rates for the requested State Route (SR) 198 mainline segment in westbound (WB) and eastbound (EB) directions from Postmile (PM) 004.000 to PM 006.500 in the County of Tulare. The Table B reports were generated on August 13, 2025, and they depict existing collision rates per million vehicle miles (mainline) and per million vehicles (ramps) for the most recent 60-month period from October 1, 2019, to September 30, 2024, from the Traffic Accident Surveillance and Analysis System (TASAS).

Table 1. 5-Year Collision Rates: Highway Segments (excluding ramps on freeways)

TUL SR 198 Segment	TOTAL No. of Collisions	ACTUAL (per million vehicle miles)			AVERAGE (per million vehicle miles)		
		Fatal Collisions	Fatal + Injury Collisions	Total (1)	Fatal Collisions	Fatal + Injury Collisions	Total (1)
Westbound							
PM R004.000L to PM R004.248L	13	0.089	0.80	1.16	0.008	0.35	1.04
PM R004.249 to PM 006.500	91	0.020	0.21	0.62	0.007	0.37	1.09
Eastbound							
PM R004.000R to PM R004.230R	2	0.000	0.18	0.18	0.008	0.37	1.08
PM R004.249 to PM 006.500	105	0.000	0.26	0.71	0.007	0.37	1.09

(1) All reported collisions (includes Property Damage Only (PDO) Collisions)

TUL SR 198 WB PM R004.000L to PM R004.248L

Analysis of the TASAS Table B records shows a total of 13 collisions (1-Fatal, 8-Injury, 4-PDO) within the segment of westbound SR 198 from PM R004.000L to PM R004.248L and study periods summarized above. Table 1 reflects that the Actual Fatal, Actual Fatal + Injury, and Actual Total collision rates are **above** the average for similar facilities statewide.

Table 2. Highway Primary Collision Factors and Type of Collision

Primary Collision Factor	Type of Collision	
	Hit Object	Overturn
Influence of Alcohol		5
Improper Turn	1	5
Speeding		2
Total	**1**	**12**

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Table 2 shown above indicates that the predominant collision type was Overturn (12), and the corresponding collision factors were Influence of Alcohol (5), Improper Turn (5), and Speeding (2). Another type of collision that occurred on this segment was Hit Object (1).

TASAS Table B shows that there was 1 Hit Object type of collision. The Hit Object was "Raised Bars."

One fatal collision occurred within the segment of westbound SR 198 from PM R004.000L to PM R004.248L. A fatal Hit Object collision occurred due to "Improper Turn."

TUL SR 198 WB PM R004.249 to PM 006.500

Analysis of the TASAS Table B records shows a total of 91 collisions (3-Fatal, 28-Injury, 60-PDO) within the segment of westbound SR 198 from PM R004.249 to PM 006.500 and study periods summarized above. Table 1 reflects that the Actual Fatal collision rate is **above** the average for similar facilities statewide. It also reflects that the Actual Fatal + Injury and Actual Total collision rates are **below** the average for similar facilities statewide.

Table 3. Highway Primary Collision Factors and Type of Collision

Primary Collision Factor	Type of Collision						
	Side Swipe	Rear End	Broadside	Hit Object	Overturn	Auto-Pedestrian	Other
Influence of Alcohol		4		5	4		
Following too Close		1					
Failure to Yield						1	
Improper Turn	2		1	11	4		
Speeding	1	32	1	3	2		
Other Violation	11	2	1	2			1
Other than Driver				2			
Total	**14**	**39**	**3**	**23**	**10**	**1**	**1**

Table 3 shown above indicates that the predominant collision type was Rear End (39), and the corresponding collision factors were Influence of Alcohol (4), Following too Close (1), Speeding (32), and Other Violation (2). Other types of collisions that occurred on this segment were Side Swipe (14), Broadside (3), Hit Object (23), Overturn (10), Auto-Pedestrian (1), and Other (1). Other pertinent primary collision factors were "Failure to Yield", "Improper Turn", and "Other than Driver".

TASAS Table B shows that there were 23 Hit Object type of collisions. The Hit Objects were "Light or Signal Pole" (1), "Traffic Sign/Signpost" (3), "Barrier" (10), "Dike or Curb" (1), "Raised Bars" (1), "Plants" (2), "Other Object on the Road" (3), and "Does Not Apply" (2).

Three fatal collisions occurred within the segment of westbound SR 198 from PM R004.249 to PM 006.500. The fatal collisions include: (2) Overturn collisions due to "Influence of Alcohol" and (1) Autopedestrian collision due to "Failure to Yield."

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TUL SR 198 EB PM R004.000R to PM R004.230R

Analysis of the TASAS Table B records shows a total of 2 collisions (0-Fatal, 2-Injury, 0-PDO) within the segment of eastbound SR 198 from PM R004.000R to PM R004.230R and study periods summarized above. Table 1 reflects that the Actual Fatal, Actual Fatal + Injury, and Actual Total collision rates are **below** the average for similar facilities statewide.

Table 4. Highway Primary Collision Factors and Type of Collision

Primary Collision Factor	Type of Collision	
	Side Swipe	Overturn
Improper Turn		1
Unknown	1	
Total	**1**	**1**

Table 4 shown above indicates that the predominant collision types were Side Swipe (1) and Overturn (1), and the corresponding collision factors were Improper Turn (1) and Unknown (1).

TASAS Table B shows that there was 0 Hit Object type of collisions.

TUL SR 198 EB PM R004.249 to PM 006.500

Analysis of the TASAS Table B records shows a total of 105 collisions (0-Fatal, 38-Injury, 67-PDO) within the segment of eastbound SR 198 from PM R004.249 to PM 006.500 and study periods summarized above. Table 1 reflects that the Actual Fatal, Actual Fatal + Injury, and Actual Total collision rates are **below** the average for similar facilities statewide.

Table 5. Highway Primary Collision Factors and Type of Collision

Primary Collision Factor	Type of Collision					
	Side Swipe	Rear End	Broadside	Hit Object	Overturn	Auto-Pedestrian
Influence of Alcohol	1	2		4		
Following too Close		5				
Improper Turn	6	1	1	6		
Speeding	2	48		5	2	
Other Violation	14	2	1			
Other than Driver				2		
Unknown	1	1				1
Total	**24**	**59**	**2**	**17**	**2**	**1**

Table 5 shown above indicates that the predominant collision type was Rear End (59), and the corresponding collision factors were Influence of Alcohol (2), Following too Close (5), Improper Turn (1), Speeding (48), Other Violation (2), and Unknown (1). Other types of collisions that occurred on this segment were Side Swipe (24), Broadside (2), Hit Object (17), Overturn (2), and Auto-Pedestrian (1). Another pertinent primary collision factor was "Other than Driver".

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TASAS Table B shows that there were 17 Hit Object type of collisions. The Hit Objects were "End of Guardrail" (1), "Guardrail" (3), "Barrier" (8), "Trees" (3), and "Other Object on the Road" (2).

RAMPS: TUL SR 198 PM 004.000 to PM 006.500

Table 6. 5-Year Collision Rates: Ramps

LOCATION	TOTAL No. of Collisions	ACTUAL (per million vehicles)			AVERAGE (per million vehicles)		
		Fatal Collisions	Fatal + Injury Collisions	Total [1]	Fatal Collisions	Fatal + Injury Collisions	Total [1]
RAMPS AT PLAZA DR							
PM R004.587 198/EB OFF TO PLAZA DR	3	0.000	0.10	0.30	0.003	0.38	1.04
PM R004.626 198/WB ON FROM PLAZA DR	1	0.000	0.00	0.10	0.002	0.23	0.63
PM R004.961 198/EB ON FROM PLAZA DR	7	0.000	0.00	0.52	0.002	0.23	0.63
PM R005.023 198/WB OFF TO PLAZA DR	8	0.000	0.22	0.58	0.003	0.38	1.04
RAMPS AT SHIRK ROAD							
PM 005.590 198/WB ON FROM SHIRK ROAD	1	0.000	0.20	0.20	0.002	0.23	0.63
PM 005.601 198/EB OFF TO SHIRK ROAD	3	0.000	0.20	0.60	0.003	0.38	1.04
PM 005.901 198/EB ON FROM SHIRK ROAD	0	0.000	0.00	0.00	0.002	0.23	0.63
PM 005.965 198/WB OFF TO SHIRK ROAD	3	0.000	0.38	0.57	0.003	0.38	1.04

Note: Collision data may overlap between facility types, i.e. highway segments, intersections, and ramps. For details, refer to the Traffic Safety Investigation Handbook.

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PM R004.587 198/EB OFF TO PLAZA DR

Analysis of the TASAS Table B records shows a total of 3 collisions (0-Fatal, 1-Injury, 2-PDO) at PM R004.587 at the ramp of 198/EB off to Plaza Dr and study periods summarized above. Table 6 reflects that the Actual Fatal, Actual Fatal + Injury, and Actual Total collision rates are **below** the average for similar facilities statewide.

Table 7. Highway Primary Collision Factors and Type of Collision

Primary Collision Factor	Type of Collision		
	Side Swipe	Rear End	Overturn
Improper Turn			1
Speeding	1	1	
Total	**1**	**1**	**1**

Table 7 shown above indicates that the predominant collision types were Side Swipe (1), Rear End (1), and Overturn (1), and the corresponding collision factors were Improper Turn (1) and Speeding (2).

TASAS Table B shows that there was 0 Hit Object type of collisions.

PM R004.626 198/WB ON FROM PLAZA DR

Analysis of the TASAS Table B records shows a total of 1 collision (0-Fatal, 0-Injury, 1-PDO) at PM R004.626 at the ramp of 198/WB on from Plaza Dr and study periods summarized above. Table 6 reflects that the Actual Fatal, Actual Fatal + Injury, and Actual Total collision rates are **below** the average for similar facilities statewide.

Table 8. Highway Primary Collision Factors and Type of Collision

Primary Collision Factor	Type of Collision
	Hit Object
Improper Turn	1
Total	**1**

Table 8 shown above indicates that the predominant collision type was Hit Object (1), and the corresponding collision factor was Improper Turn (1).

TASAS Table B shows that there was 1 Hit Object type of collisions. The Hit Object was "Guardrail".

PM R004.961 198/EB ON FROM PLAZA DR

Analysis of the TASAS Table B records shows a total of 7 collisions (0-Fatal, 0-Injury, 7-PDO) at PM R004.961 at the ramp of 198/EB on from Plaza Dr and study periods summarized above. Table 6 reflects that the Actual Fatal, Actual Fatal + Injury, and Actual Total collision rates are **below** the average for similar facilities statewide.

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Table 9. Highway Primary Collision Factors and Type of Collision

Primary Collision Factor	Type of Collision		
	Head On	Side Swipe	Hit Object
Improper Turn		1	2
Other Violation	1	2	
Unknown		1	
Total	**1**	**4**	**2**

Table 9 shown above indicates that the predominant collision type was Side Swipe (4) and the corresponding collision factors were Improper Turn (1), Other Violation (2), and Unknown (1).

TASAS Table B shows that there were 2 Hit Object type of collisions. The Hit Objects were "Guardrail" (2).

PM R005.023 198/WB OFF TO PLAZA DR

Analysis of the TASAS Table B records shows a total of 8 collisions (0-Fatal, 3-Injury, 5-PDO) at PM R005.023 at the ramp of 198/WB off to Plaza Dr and study periods summarized above. Table 6 reflects that the Actual Fatal, Actual Fatal + Injury, and Actual Total collision rates are **below** the average for similar facilities statewide.

Table 10. Highway Primary Collision Factors and Type of Collision

Primary Collision Factor	Type of Collision		
	Rear End	Hit Object	Other
Influence of Alcohol	1	1	
Improper Turn		1	
Speeding	3		
Other Violation	1		
Other than Driver			1
Total	**5**	**2**	**1**

Table 10 shown above indicates that the predominant collision type was Rear End (5), and the corresponding collision factors were Influence of Alcohol (1), Speeding (3), and Other Violation (1). Other types of collisions that occurred on this segment were Hit Object (2) and Other (1). Other pertinent primary collision factors were "Improper Turn" and "Other than Driver".

TASAS Table B shows that there were 2 Hit Object type of collisions. The Hit Objects were "Guardrail" (1) and "Light or Signal Pole" (1).

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PM 005.590 198/WB ON FROM SHIRK ROAD

Analysis of the TASAS Table B records shows a total of 1 collision (0-Fatal, 1-Injury, 0-PDO) at PM 005.590 at the ramp of 198/WB on from Shirk Road and study periods summarized above. Table 6 reflects that the Actual Fatal, Actual Fatal + Injury, and Actual Total collision rates are **below** the average for similar facilities statewide.

Table 11. Highway Primary Collision Factors and Type of Collision

Primary Collision Factor	Type of Collision
	Rear End
Other Violation	1
Total	**1**

Table 11 shown above indicates that the predominant collision type was Rear End (1), and the corresponding collision factor was Other Violation (1).

TASAS Table B shows that there was 0 Hit Object type of collisions.

PM 005.601 198/EB OFF TO SHIRK ROAD

Analysis of the TASAS Table B records shows a total of 3 collisions (0-Fatal, 1-Injury, 2-PDO) at PM 005.601 at the ramp of 198/EB off to Shirk Road and study periods summarized above. Table 6 reflects that the Actual Fatal and Actual Total collision rates are **below** the average for similar facilities statewide. Table 6 also reflects that the Actual Fatal + Injury collision rate is **equal** to the average for similar facilities statewide.

Table 12. Highway Primary Collision Factors and Type of Collision

Primary Collision Factor	Type of Collision	
	Rear End	Hit Object
Influence of Alcohol		1
Speeding	1	1
Total	**1**	**2**

Table 12 shown above indicates that the predominant collision type was Hit Object (2), and the corresponding collision factors were Influence of Alcohol (1) and Speeding (1). Another type of collision that occurred on this segment was Rear End (1).

TASAS Table B shows that there were 2 Hit Object type of collisions. The Hit Object were "Dike or Curb" (2).

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PM 005.965 198/WB OFF TO SHIRK ROAD

Analysis of the TASAS Table B records shows a total of 3 collisions (0-Fatal, 2-Injury, 1-PDO) at PM 005.965 at the ramp of 198/WB off to Shirk Road and study periods summarized above. Table 6 reflects that the Actual Fatal, Actual Fatal + Injury, and Actual Total collision rates are **below** the average for similar facilities statewide.

Table 13. Highway Primary Collision Factors and Type of Collision

Primary Collision Factor	Type of Collision		
	Rear End	Hit Object	Overturn
Improper Turn			1
Speeding		1	
Other Violation	1		
Total	**1**	**1**	**1**

Table 13 shown above indicates that the predominant collision types were Rear End (1), Hit Object (1), and Overturn (1), and the corresponding collision factors were Improper Turn (1), Speeding (1), and Other Violation (1).

TASAS Table B shows that there was 1 Hit Object type of collision. The Hit Object was "Trees" (1).

End of summary.

KW/CW

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Non-Residential Development - Approved

Entitlement	Approval	Name	Description	Location	Total Approved	Total Built	Uses Constructed
CUP 2007-39	11/27/2007	Plaza Business Park	a master- planned development to allow the phased development of a mix of office, educational, and highway service businesses totaling 327,828 on 29.4 acres	Plaza Drive, west and east sides between Hurley Avenue and Crowley Avenue	301,750 sq ft office/ retail/ restaurant; 95-room Hotel; Gas station	54,112 + hotel	Private college (35,000 sq ft); gas station with convenience store (4,500 sq ft); hotel (95 rooms); office (7,071 SF, built 2019); Wendy's (3,023 SF, built 2020); Starbucks (2,200 SF, built 2022); Chipotle (2,318 SF, built 2023)
CUP 2011-26	10/24/2011	Gateway Plaza	a Master Planned Development for a multi-use business park on 10.97 acres	Plaza Drive and Crowley Avenue, Southeast corner	96,200 sq ft office/retail; 100-room Hotel	2,765 + hotel	Jack in the Box (2,765 SF, built 2019); Hilton Garden Inn (113 rooms; built 2020)
CUP 2014-19; CUP 2024-10	11/10/2014 ; 07/22/2024	The Square at Plaza Drive	a master-planned multi-use business park development on 25 acres, including 97,200 sq ft office; 38,200 sq ft retail; 11,250 square foot restaurant space; residential dwelling units; hotel, gas station	Plaza Drive and Crowley Avenue, Southwest corner	97,200 sq ft office; 49,450 sq ft retail / restaurant space; 90-room hotel; 23 dwelling units; gas station	6,200	Arco gas station (6,200 SF, built 2017)
SPR 2024-218-1	11/27/2024	G3 Development Company	Construction and operation of an approximately 402,000 square foot office/warehouse style, concrete tilt-up shell building.	804 N Kelsey St (081-030-033)	423,000 sq ft indusrial building	-	No building permit applied for as of June 1, 2025

CUP 2025-06	5/27/2025	California Dairies Expansion	a request to amend CUP2005-20 to allow the expansion of the existing milk processing facility. The expansion will include a 7,125 sq ft increase on-site with a new wastewater digester, a new ultrafiltration (UF) process building, and the expansion of the existing butter room. The expansion will not require any additional increase of the number of employees and the hours of operation will remain the same, which is a 24-hour operation.	2000 N. Plaza Drive			No building permit applied for as of June 1, 2025
CUP 2024-03	2/12/2024	San Joaquin Valley College Expansion	A request to amend CUP 2021-13, to add a parking lot on an existing vacant lot based on modification of the use of the existing facility to have additional classroom space. the additional classrooms at SJVC will allow for the accommodation of an increased class size, from 58 students to a maximum size of 95.	8233 W. Hillsdale Ct.			Status unknown.

Non-Residential Development - Unapproved

CUP 2020-28, TPM 2020-07	Unadopted ; Submitted 2020	Crowley Business Park	A request for a 35 acre Master Planned Office Park, 'Crowley Park,' in the BRP (Business Research Park) Zone. The Master Plan will include 361,000 Square Feet of Offices surrounding a 2.7 acre park with amenities, a sit-down Restaurant, a Hotel and a Drive-Thru Fast Food establishment.	Northwest corner of Crowley Ave & Kelsey St (081-160-010)	0	-	Note: Project submitted in 2020, has stalled due to requirement of EIR for not being able to meet the VMT threshold. Applicant has not initiated work on an EIR and does not appear to be approved until 2027 or later.
SPR25143	Unadopted ; Submitted June 2025	Bello Self Storage	A new self-storage facility totalling 73,667 square feet on 4.01 gross acres.	8046 W Mineral King Ave (APN 081-070-019)	0	-	Note: Project submitted in 2025. Approval expected in 2025. Construction possible in 2026 if building permit is applied for and issued.

Single-family Subdivisions

SBDN. NO.	NAME	APN	GENERAL LOCATION	Unit Type	Quadrant	Zoning Designations	Acres	Total # Lots	# Single-family Dethatched D.U.'s	# Multi-family Attached D.U.'s	REQUEST	APPLICANT	Application Received	Planning Commission Hearing
5589	Shepherds Ranch II Tentative Subdivision Map No. 5589	081-030-036	East side of Road 88, ¼ mile south of Goshen Avenue	Traditional subdivision	NW	R-1-5, QP	40.02	200	200	0	A request to subdivide 40.02 acres into a 200-lot single-family residential subdivision with three out lots for landscaping, park and trail purposes.	DR Horton	4/7/2022	6/26/2023
5581	Shepherds Ranch I Tentative Subdivision Map No. 5581	081-030-046	945 N. Shirk St. on the west side of N. Shirk St., 300-ft. south of W. Pershing Ct.	Traditional subdivision	NW	R-1-5, R-1-20	10.31	41	41	0	A request to subdivide 10.31 acres into a 41 lot single-family residential subdivision with two out lots for landscaping, lighting and park purposes.	DR Horton/QK Inc.	7/9/2021	8/8/2022

NOTE: The list does not represent numbers of final lots recorded, phases of maps recorded, and/or building permits issued in relation to each Tentative Subdivision map application. This list is not guaranteed to be comprehensive or error-free.