Appendix H

Transportation Analysis and Vehicle Miles Traveled (VMT) Analysis

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Appendix H-1

Transportation Analysis

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Riverview Market
Transportation Analysis

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EXECUTIVE SUMMARY

Purpose of the Report

The purpose of this Transportation Analysis (TA) is to update the previously approved SWC Rosedale & Coffee Traffic Study dated January 2023. This TA reflects revisions to the proposed site land uses, utilizes the latest Kern Council of Governments (Kern COG) regional transportation model, utilizes the updated ITE Trip Generation Manual (12th Edition), and includes updated traffic count data. The objective of this analysis is to identify and document potential traffic deficiencies associated with the proposed Riverview Market project in the City of Bakersfield. Where applicable, this report also recommends transportation improvements to mitigate project related impacts to local and regional transportation facilities.

Project Overview

The proposed project involves the construction and operation of the Riverview Market (the "Project"), which will include the land uses and associated square footages described below. The Project is proposed to be developed in two phases, as follows:

Phase I

- 244,417 square feet (sf) of shopping center (retail & restaurant with no drive-thru)
- 9,129 sf of medical office
- 16,884 sf of fast-food restaurant with drive through window
- Gasoline service station with 40 vehicle fueling positions and no convenience store
- 4,100 sf of automated carwash with 1 service tunnel
- 40,000 sf self-storage space

Phase II

- 89,818 sf of shopping center (retail & restaurant with no drive-thru)

The traffic analysis presented in this study is based on land use intensities that reflect only those components of the project expected to generate vehicular trips. Ancillary building areas such as electrical rooms, fire riser rooms, and similar utility or service spaces totaling approximately 1,949 square feet have been excluded from the intensity calculations, as they do not function as trip-generating uses. Accordingly, the trip generation estimates, and subsequent traffic impact findings are not influenced by these non-occupiable, support-oriented areas, and instead focus solely on the portions of the development that contribute to travel demand.

The project trip generation was calculated using the ITE Trip Generation Manual (12th Edition). It is estimated that the project will generate 13,185 total daily trips, 676 AM peak hour trips and 1,183 PM peak hour trips. Project trip distribution and assignment were developed, in coordination with City staff, based on the land use characteristics of the proposed project and surrounding area, existing travel patterns within the study area, anticipated travel patterns to and from the project site, and approved projects located in the vicinity of the project site. Project scenarios and study area were then established in coordination with City staff to determine the potential project deficiencies on the transportation network.

Project Scenarios:

- Existing Conditions (Year 2025)
- Year 2027 Cumulative Conditions
- Year 2027 Cumulative + Project Phase I Conditions
- Year 2028 Cumulative Conditions
- Year 2028 Cumulative + Project Phases I & II Conditions
- Buildout Year (based on current KCOG model) Conditions (Year 2046)
- Buildout Year (based on current KCOG model) + Project Phases I & II Conditions (Year 2046)

Study Area Intersections:

1. Patton Way and Rosedale Highway (CA-58)
2. Coffee Road and Rosedale Highway (CA-58)
3. Northwest Promenade/Project Driveway and Rosedale Highway (CA-58)
4. El Toro Viejo Road/Clay Patrick Farr Way and Rosedale Highway (CA-58)
5. Calloway Drive and Rosedale Highway (CA-58)
6. Verdugo Lane and Rosedale Highway (CA-58)
7. Old Farm Road and Rosedale Highway (CA-58)
8. Coffee Road and Brimhall Road
9. Harvest Creek Road and Brimhall Road – not collector
10. Calloway Drive and Brimhall Road
11. Verdugo Lane and Brimhall Road
12. Jewetta Avenue and Brimhall Road
13. Old Farm Road and Brimhall Road
14. Allen Road and Brimhall Road
15. Coffee Road and Olive Drive
16. Coffee Road and Hageman Road
17. Coffee Road and Riverlakes Drive/Meany Avenue
18. Coffee Road and Downing Avenue
19. Coffee Road and Granite Falls Drive
20. Coffee Road and Jet Way/Project Driveway
21. Coffee Road and Westside Parkway EB Ramps
22. Coffee Road and Truxtun Avenue
23. Coffee Road/Gosford Road and Stockdale Highway
24. Calloway Drive and Noriega Road
25. Calloway Drive and Hageman Road
26. Callaway Drive and Meacham Road

Study Area Roadway Segments:

1. Rosedale Highway (CA-58) between Old Farm Road and Verdugo Lane
2. Rosedale Highway (CA-58) between Verdugo Lane and Calloway Drive
3. Rosedale Highway (CA-58) between Calloway Drive and El Toro Viejo Road/Clay Patrick Farr Way
4. Rosedale Highway (CA-58) between El Toro Viejo Road/Clay Patrick Farr Way and Project Driveway/Northwest Promenade

5. Rosedale Highway (CA-58) between Project Driveway/Northwest Promenade and Coffee Road
6. Rosedale Highway (CA-58) between Coffee Road and Patton Way
7. Coffee Road between Olive Drive and Hageman Road
8. Coffee Road between Hageman Road and Meany Avenue/Riverlakes Drive
9. Coffee Road between Meany Avenue/Riverlakes Drive and Downing Avenue
10. Coffee Road between Downing Avenue and Granite Falls Drive
11. Coffee Road between Granite Falls Drive and Rosedale Highway (CA-58)
12. Coffee Road between Rosedale Highway (CA-58) and Project Driveway/Jet Way
13. Coffee Road between Project Driveway/Jet Way and Brimhall Road
14. Coffee Road between Brimhall Road and Westside Parkway EB Ramps
15. Coffee Road between Westside Parkway EB Ramps and Truxtun Road
16. Coffee Road between Truxtun Road and Stockdale Highway
17. Calloway Drive between Noriega Road and Hageman Road
18. Calloway Drive between Hageman Road and Meacham Road
19. Calloway Drive between Meacham Road and Rosedale Highway (CA-58)
20. Calloway Drive between Rosedale Highway (CA-58) and Brimhall Road
21. Brimhall Road between Allen Road and Old Farm Road
22. Brimhall Road between Old Farm Road and Jewetta Avenue
23. Brimhall Road between Jewetta Avenue and Verdugo Lane
24. Brimhall Road between Verdugo Lane and Calloway Drive
25. Brimhall Road between Calloway Drive and Harvest Creek Road
26. Brimhall Road between Harvest Creek Road and Coffee Road
27. Hageman Road between Calloway Drive and Coffee Road

Analysis Results and Recommended Improvements
Existing Conditions (Year 2025) Scenario

Intersections
All analyzed intersections are operating at an acceptable LOS under Existing Year 2025 scenario except for the following intersections:

2. Coffee Road and Rosedale Highway (CA-58)
5. Calloway Drive and Rosedale Highway (CA-58)
8. Coffee Road and Brimhall Road
9. Coffee Road/Gosford Road and Stockdale Highway
23. Coffee Road/Gosford Road and Stockdale Highway

Roadway Segments
All analyzed roadway segments are operating at an acceptable LOS under Existing year 2025 scenario except for the following roadway segments:

23. Coffee Road between Truxtun Road and Stockdale Highway
24. Calloway Drive between Rosedale Highway (CA-58) to Brimhall Road

Year 2027 Cumulative Scenario

Intersections

All analyzed intersections are operating at an acceptable LOS under Year 2027 Cumulative scenario except for the following intersections:

2. Coffee Road and Rosedale Highway (CA-58)
5. Calloway Drive and Rosedale Highway (CA-58)
8. Coffee Road and Brimhall Road
23. Coffee Road/Gosford Road and Stockdale Highway

The deficient intersection locations with the addition of the proposed project will not add more than 5 seconds of delay. Therefore, no transportation improvements are recommended at these locations.

Roadway Segments

All roadway segments analyzed are operating at an acceptable LOS under Year 2027 Cumulative Conditions except at the following locations:

- Coffee Road between Jet Way to Brimhall Road
- Coffee Road between Truxtun Road and Stockdale Highway
- Calloway Drive between Rosedale Highway (CA-58) to Brimhall Road

The identified deficient roadway segments along Coffee Road are operating at their ultimate buildout classification as designated in the Metropolitan Bakersfield General Plan, and no additional improvements are identified for these segments in the Bakersfield Regional Transportation Impact Fee (RTIF) Program. The project will construct dedicated southbound right-turn lanes along the Coffee Road frontage, thereby preserving the intended capacity of the southbound through lanes. Therefore, no additional improvements are recommended.

The identified deficient roadway segment along Calloway Drive currently operates as a four-lane arterial. Under buildout conditions, this segment is designated as a six-lane arterial in the Metropolitan Bakersfield General Plan and is also identified in the Bakersfield RTIF Program as Project B62, which proposes widening the roadway from four to six lanes. Accordingly, no additional improvements are recommended.

Year 2028 Cumulative Scenario

Intersections

All analyzed intersections are operating at an acceptable LOS under Year 2028 Cumulative scenario except for the following:

2. Coffee Road and Rosedale Highway (CA-58)
5. Calloway Drive and Rosedale Highway (CA-58)
8. Coffee Road and Brimhall Road
23. Coffee Road/Gosford Road and Stockdale Highway

The deficient intersection locations with the addition of the proposed project will not add more than 5 seconds of delay. Therefore, no transportation improvements are recommended at these locations.

Roadway Segments

The identified deficient roadway segments along Coffee Road are operating at their ultimate buildout classification as designated in the Metropolitan Bakersfield General Plan, and no additional improvements are identified for these segments in the Bakersfield Regional Transportation Impact Fee (RTIF) Program. The project will construct dedicated southbound right-turn lanes along the Coffee Road frontage, thereby preserving the intended capacity of the southbound through lanes. Therefore, no additional improvements are recommended.

The identified deficient roadway segment along Calloway Drive currently operates as a four-lane arterial. Under buildout conditions, this segment is designated as a six-lane arterial in the Metropolitan Bakersfield General Plan and is also identified in the Bakersfield RTIF Program as Project B62, which proposes widening the roadway from four to six lanes. Accordingly, no additional improvements are recommended.

Buildout Year 2046 Scenario

Intersections

All analyzed intersections are operating at an acceptable LOS under Buildout Year 2046 scenario except for the following:

2. Coffee Road and Rosedale Highway (CA-58)
5. Calloway Drive and Rosedale Highway (CA-58)
8. Coffee Road and Brimhall Road
23. Coffee Road/Gosford Road and Stockdale Highway
31. Coffee Road & Project Dwy F
32. Coffee Road & Project Dwy H

Deficient roadway intersections 2, 5, 8, and 23 with the addition of the proposed project will not add more than 5 seconds of delay. Therefore, no transportation improvements are recommended at these locations.

Project driveways intersections 31 and 32 would improve with installation of traffic signals; however, a traffic signal is not warranted at either location. Therefore, no improvements are recommended.

Roadway Segments

All analyzed roadway segments are operating at an acceptable LOS under Buildout Year 2046 Conditions except at the following locations:

- Coffee Road between Jet Way to Brimhall Road
- Coffee Road between Brimhall Road to Westside Parkway EB Ramps
- Coffee Road between Westside Parkway EB Ramps to Truxtun Road

- Coffee Road between Truxtun Road and Stockdale Highway
- Calloway Drive between Rosedale Highway (CA-58) to Brimhall Road

The identified deficient roadway segments along Coffee Road are operating at their ultimate buildout classification as designated in the Metropolitan Bakersfield General Plan, and no additional improvements are identified for these segments in the Bakersfield Regional Transportation Impact Fee (RTIF) Program. The project will construct dedicated southbound right-turn lanes along the Coffee Road frontage, thereby preserving the intended capacity of the southbound through lanes. Therefore, no additional improvements are recommended.

The identified deficient roadway segment along Calloway Drive currently operates as a four-lane arterial. Under buildout conditions, this segment is designated as a six-lane arterial in the Metropolitan Bakersfield General Plan and is also identified in the Bakersfield RTIF Program as Project B62, which proposes widening the roadway from four to six lanes. Accordingly, no additional improvements are recommended.

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1.0 PROJECT INTRODUCTION

The purpose of this Transportation Analysis (TA) is to update the previously approved *SWC Rosedale & Coffee Traffic Study* dated January 2023. This TA reflects revisions to the proposed site land uses, utilizes the latest Kern Council of Governments (Kern COG) regional transportation model, utilizes the updated *ITE Trip Generation Manual* (12th Edition), and includes updated traffic count data. The objective of this analysis is to identify and document potential traffic deficiencies associated with the proposed Riverview Market project in the City of Bakersfield. Where applicable, this report also recommends transportation improvements to mitigate project related impacts to local and regional transportation facilities.

The Project is proposed to be developed in two phases on an approximately 46-acre site (46.16 net acres). The Project Site consists of a single legal parcel (APN 368-010-05) and is currently undeveloped. The L-shaped property is generally located along the south side of Rosedale Highway (CA-58), north of the railroad tracks, west of Coffee Road, and east of El Toro Viejo Road (the "Project Site").

PROJECT DESCRIPTION

The proposed project involves the construction and operation of the Riverview Market (the "Project"), which will include the land uses and associated square footages described below. The Project is proposed to be developed in two phases, as follows:

Phase I

- 244,417 square feet (sf) of shopping center (retail & restaurant with no drive-thru)
- 9,129 sf of medical office
- 16,884 sf of fast-food restaurant with drive through window
- Gasoline service station with 40 vehicle fueling positions and no convenience store
- 4,100 sf of automated carwash with 1 service tunnel
- 40,000 sf self-storage space

Phase II

- 89,818 sf of shopping center (retail & restaurant with no drive-thru)

The traffic analysis presented in this study is based on land use intensities that reflect only those components of the project expected to generate vehicular trips. Ancillary building areas such as electrical rooms, fire riser rooms, and similar utility or service spaces totaling approximately 1,949 square feet have been excluded from the intensity calculations, as they do not function as trip-generating uses. Accordingly, the trip generation estimates and subsequent traffic impact findings are not influenced by these non-occupiable, support-oriented areas, and instead focus solely on the portions of the development that contribute to travel demand.

Figure 1-1 shows the project site plan.

STUDY AREA

The study area for this project was developed consistent with the City of Bakersfield Subdivision & Engineering Design Manual (BDM, October 2019). IEG prepared a project Transportation Analysis scoping agreement defining the study area, which was reviewed and approved by City staff prior to the preparation of this technical report.

Figure 1-2 presents the study area that includes the following key locations:

Study Area Intersections:

1. Patton Way and Rosedale Highway (CA-58)
2. Coffee Road and Rosedale Highway (CA-58)
3. Northwest Promenade/Project Driveway and Rosedale Highway (CA-58)
4. El Toro Viejo Road/Clay Patrick Farr Way and Rosedale Highway (CA-58)
5. Calloway Drive and Rosedale Highway (CA-58)
6. Verdugo Lane and Rosedale Highway (CA-58)
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21. Coffee Road and Westside Parkway EB Ramps
22. Coffee Road and Truxtun Avenue
23. Coffee Road/Gosford Road and Stockdale Highway
24. Calloway Drive and Noriega Road
25. Calloway Drive and Hageman Road
26. Callaway Drive and Meacham Road

Study Area Roadway Segments:

1. Rosedale Highway (CA-58) between Old Farm Road and Verdugo Lane
2. Rosedale Highway (CA-58) between Verdugo Lane and Calloway Drive
3. Rosedale Highway (CA-58) between Calloway Drive and El Toro Viejo Road/Clay Patrick Farr Way
4. Rosedale Highway (CA-58) between El Toro Viejo Road/Clay Patrick Farr Way and Project Driveway/Northwest Promenade
5. Rosedale Highway (CA-58) between Project Driveway/Northwest Promenade and Coffee Road
6. Rosedale Highway (CA-58) between Coffee Road and Patton Way

7. Coffee Road between Olive Drive and Hageman Road
8. Coffee Road between Hageman Road and Meany Avenue/Riverlakes Drive
9. Coffee Road between Meany Avenue/Riverlakes Drive and Downing Avenue
10. Coffee Road between Downing Avenue and Granite Falls Drive
11. Coffee Road between Granite Falls Drive and Rosedale Highway (CA-58)
12. Coffee Road between Rosedale Highway (CA-58) and Project Driveway/Jet Way
13. Coffee Road between Project Driveway/Jet Way and Brimhall Road
14. Coffee Road between Brimhall Road and Westside Parkway EB Ramps
15. Coffee Road between Westside Parkway EB Ramps and Truxtun Road
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24. Brimhall Road between Verdugo Lane and Calloway Drive
25. Brimhall Road between Calloway Drive and Harvest Creek Road
26. Brimhall Road between Harvest Creek Road and Coffee Road
27. Hageman Road between Calloway Drive and Coffee Road

PROJECT TRIP GENERATION

Trip generation is a measure or forecast of the number of trips that begin or end at the project site. The traffic generated is a function of the extent and type of development proposed for the site. These trips will result in some traffic increases on the streets where they occur. Per the BDM, project vehicular traffic generation characteristics should be estimated based on established rates contained in the *Trip Generation Manual (TGM), 12th Edition*, published by the Institute of Transportation Engineers (ITE). Project ITE average trip generation rates are presented in **Table 1-1**.

Table 1-1
Project Trip Generation Rates

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Shopping Center (>150 TSF)	TSF	820	0.62	0.39	1.01	1.72	1.78	3.50	36.39
Medical Office[3]	TSF	720	2.36	0.67	3.03	0.92	2.15	3.07	32.37
Fast Food Restaurant w/ Drive-through Window	TSF	934	16.95	16.29	33.24	16.43	15.17	31.60	448.12
Automated Carwash	Tunnel	N/A[4]	34	34	68	57	57	114	1,447
Self-Storage	TSF	151	0.05	0.03	0.08	0.07	0.07	0.14	1.29
Gasoline Service Station	VFP	N/A[4]	7.12	7.12	14.24	10.25	10.24	20.49	254.91

[1]Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 12th Edition (2025).
[2]TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions
[3]Peak hour and daily trip rates for Medical Office use are based on fitted curve equations for total 9,129 sf of medical office proposed for entire project.
[4]ADT and Peak Hour rates are based on Costco survey data

Per ITE TGM, LU 820 Shopping Center typically contains retail merchandising facilities, office space, restaurants, banks and health clubs in both one building or outparcels. However, LU 820 trip

generation rates were only applied to the proposed retail merchandising, bank, and health club uses, and the respective individual use trip generation rates were applied to the proposed restaurant, medical office, gas station with convenience store and carwash uses. These individual rates have higher AM peak hour splits, consistent with the hours of operation of these uses that typically begin prior to the shopping center retail uses and resulting in more conservative approach.

Since individual rates were applied to multiple proposed uses, internal capture rates were calculated based on the procedure presented in NCHRP Report 684, as recommend in the ITE Trip Generation Handbook, 3rd Edition. This procedure provides AM in, AM out, PM in and PM out internal capture rates for office, retail and restaurant uses. Internal capture rates for daily trips were calculated based on the total PM reduction. ITE land use information and internal capture rate calculations are included in **Appendix A**.

Tables 1-2 through **1-5** summarize the calculated trip generation based on the land use units associated with the five proposed Project phases. As shown on **Table 1-3**, the proposed development is anticipated to generate approximately 13,185 total daily trips, 676 AM peak hour trips and 1,183 PM peak hour trips.

Table 1-2
Project Trip Generation – Phase I

Land Use[1]	Intensity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Shopping Center (>150)	244.417	TSF	152	95	247	420	436	856	8,894
Pass-by Reduction (29% - PM Peak Hour & Daily)[5]			0	0	0	122	126	248	2,579
Subtotal			*152*	*95*	*247*	*298*	*310*	*608*	*6,315*
Medical Office	9.129	TSF	22	6	28	8	20	28	295
Internal Capture (18% - AM In, 83% - AM Out, 50% - PM In, 25% - PM Out, 32% - Daily)[4]			4	5	9	4	5	9	94
Subtotal			*18*	*1*	*19*	*4*	*15*	*19*	*201*
Fast Food Restaurant w/ Drive-through Window	16.884	TSF	286	275	561	277	256	533	7,566
Internal Capture (22% - AM In, 15% - AM Out, 29% - PM In, 42% - PM Out, 35% - Daily)[4]			63	41	104	80	108	188	2,648
Pass-by Reduction (50% - AM Peak Hour, 55% - PM Peak Hour & Daily)[5]			112	117	229	108	81	189	2,705
Subtotal			*111*	*117*	*228*	*89*	*67*	*156*	*2,213*
Automated Carwash	1	Tunnel (Costco)	34	34	68	57	57	114	1,447
Internal Trip Capture Shared with Costco Fuel (Per Costco Data Specific)[6]			22	22	44	40	40	80	1,025
Pass-by Reduction (Per Costco Data)[6]			8	8	16	12	12	24	295
Subtotal			*4*	*4*	*8*	*5*	*5*	*10*	*127*
Self-Storage	40	TSF	2	1	3	3	3	6	52
Internal Capture (8% - AM In, 13% - AM Out, 10% - PM In, 8% - PM Out, 9% - Daily)[4]			0	0	0	0	0	0	5
Subtotal			*2*	*1*	*3*	*3*	*3*	*6*	*47*
Gasoline Service Station	40	VFP (Costco)	285	285	570	410	410	820	10,196
Internal Capture (8% - AM In, 13% - AM Out, 10% - PM In, 8% - PM Out, 9% - Daily)[4]			23	37	60	41	29	70	816
Pass-by Reduction (Per Costco Data Specific)[6]			216	214	430	293	292	585	7,316
Subtotal			*46*	*34*	*80*	*76*	*89*	*165*	*2,064*
Total			***333***	***252***	***585***	***475***	***485***	***960***	***10,865***

[1]Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 12th Edition (2025).
[2]TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions
[3]Peak hour and daily trip rates for Medical Office use are based on fitted curve equations for total 9,129 sf of medical office proposed for entire project.
[4]Internal capture calculations are included in **Appendix A**
[5]Pass-by reduction percentage is based on the ITE methodology per 2025 Pass-By Tables for ITE Trip Generation Appendices. Refer to **Appendix A**
[6]ADT and Peak Hour rates are based on Costco survey data **Included in Attachment A**

Table 1-3
Project Trip Generation – Phases I & II

Land Use[1]	Intensity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Shopping Center (>150)	89.818	TSF	56	35	91	154	160	314	3,268
Pass-by Reduction (29% - PM Peak Hour & Daily)[3]			0	0	0	45	46	91	948
Total Phase II			***56***	***35***	***91***	***109***	***114***	***223***	***2,320***
Total Phases I & II			***389***	***287***	***676***	***584***	***599***	***1,183***	***13,185***

[1]Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 12th Edition (2025).
[2]TSF = Thousand Square Feet
[3]Pass-by reduction percentage is based on the ITE methodology per 2025 Pass-By Tables for ITE Trip Generation Appendices.

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution and assignment is the process of identifying the probable destinations, directions, and traffic routes that project related traffic will likely affect. For this project, the trip distribution was developed based on the land use characteristics, surrounding land uses in the vicinity of the project site, anticipated travel patterns to and from the project site and existing travel patterns within the study area. **Table 1-4** below shows the project's trip distribution.

Table 1-4
Project Trip Distribution

Direction	Distribution	Primary Corridors
North	21%	Coffee Road and Callaway Drive
East	22%	Rosedale Highway (CA-58), Westside Parkway and Truxton Road
South	24%	Coffee Road and Callaway Drive
West	33%	Rosedale Highway (CA-58), Brimhall Avenue and Westside Parkway

Figures 1-1 through **1-4** show project site plan, study area, and trip assignment at study intersections for each project phase. **Table 1-5** below shows trip assignment at study roadway segments.

Table 1-5
Project Trip Assignment – Roadway Segments

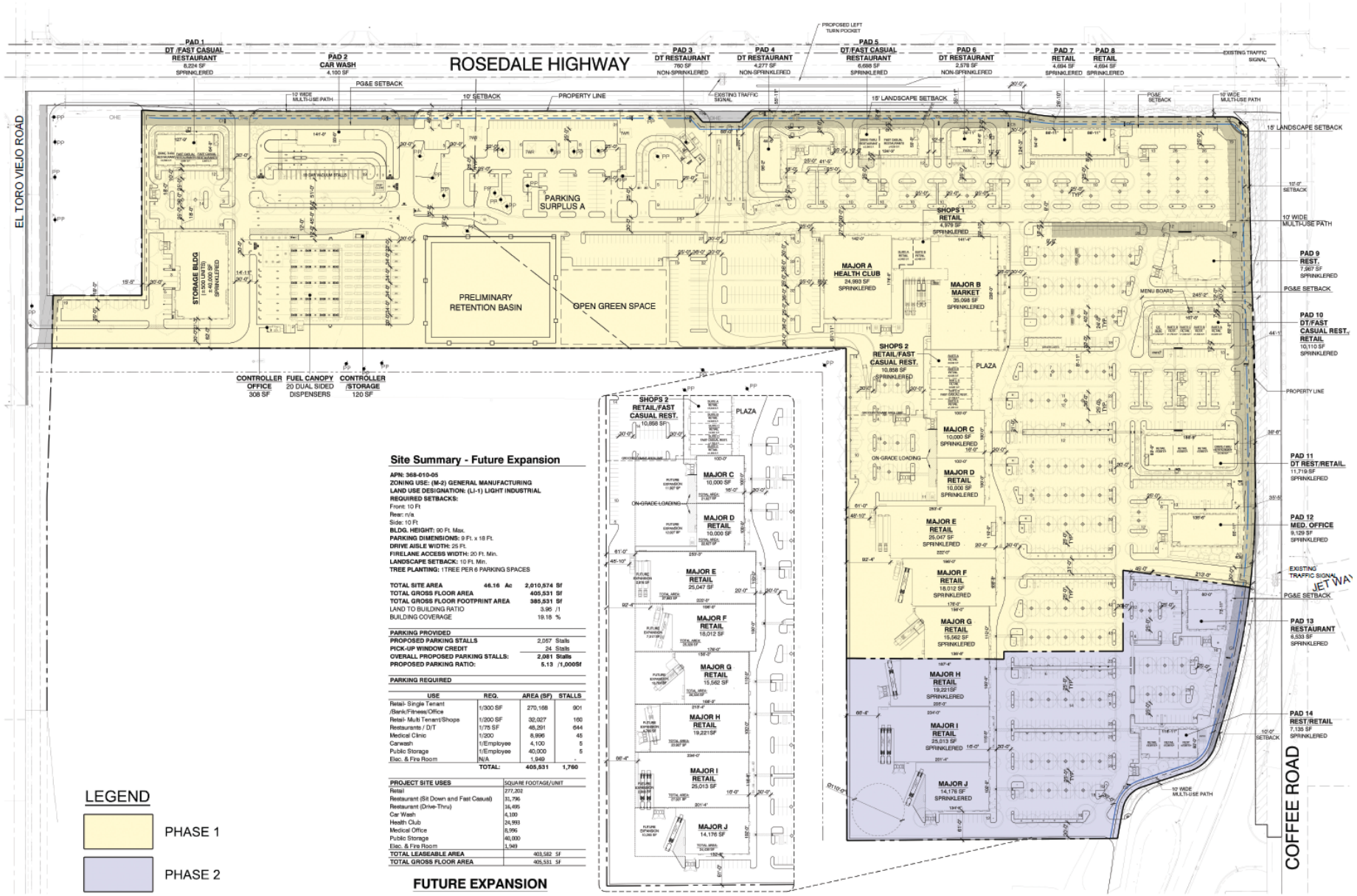
Roadway Segment	Phase I ADT	Phase I & II ADT
Total ADT	**10,865**	**13,185**
Rosedale Highway (CA-58)		
Old Farm Road to Verdugo Lane	869	1,055
Verdugo Lane to Calloway Drive	1,358	1,648
Calloway Drive to El Toro Viejo Road/Clay Patrick Farr Way	2,553	3,099
El Toro Viejo Road/Clay Patrick Farr Way to Northwest Promenade	3,151	3,824
Northwest Promenade to Coffee Road	1,684	2,044
Coffee Road to Patton Way	598	725
Coffee Road		
Olive Drive to Hageman Road	978	1,187
Hageman Road to Meany Avenue/Riverlakes Drive	1,304	1,582
Riverlakes Drive/Meany Avenue to Downing Avenue	1,738	2,110
Downing Avenue to Granite Falls Drive	1,956	2,373
Granite Falls Drive to Rosedale Highway (CA-58)	2,064	2,505
Rosedale Highway (CA-58) to Jet Way	2,173	2,637
Jet Way to Brimhall Road	4,889	5,934
Brimhall Road to Westside Parkway EB Ramps	2,227	2,703
Westside Parkway EB Ramps to Truxtun Road	2,064	2,505
Truxtun Road to Stockdale Highway	1,630	1,978
Calloway Drive		
Noriega Road to Hageman Road	435	527
Hageman Road to Meacham Road	543	659
Meacham Road to Rosedale Highway (CA-58)	652	791
Rosedale Highway (CA-58) to Brimhall Road	815	989
Brimhall Road		
Allen Road to Old Farm Road	435	527
Old Farm Road to Jewetta Avenue	652	791
Jewetta Avenue to Verdugo Lane	1,087	1,319
Verdugo Lane to Calloway Drive	1,195	1,450
Calloway Drive to Harvest Creek Road	1,630	1,978
Harvest Creek Road to Coffee Road	1,738	2,110
Hageman Road		
Calloway Drive to Coffee Road	109	132

PROJECT ACCESS

Access to the project site will be provided via one (1) proposed full access driveway along El Toro Viejo Road, three (3) proposed right in/right out only driveways along Rosedale Highway (CA-58), one (1) proposed right in/right out only driveway along Coffee Frontage Road, and the addition of a fourth approach at existing signalized intersections at Rosedale Highway (CA-58) and Northwest Promenade, and Coffee Road and Jet Way.

PARKING

The proposed development will be required to provide on-site parking spaces consistent with City of Bakersfield parking requirements.



Site Summary - Future Expansion

APN: 368-010-05
ZONING USE: (M-2) GENERAL MANUFACTURING
LAND USE DESIGNATION: (LI-1) LIGHT INDUSTRIAL
REQUIRED SETBACKS:
Front: 10 Ft
Rear: n/a
Side: 10 Ft
BLDG. HEIGHT: 90 Ft. Max.
PARKING DIMENSIONS: 9 Ft. x 18 Ft.
DRIVE AISLE WIDTH: 25 Ft.
FIRELANE ACCESS WIDTH: 20 Ft. Min.
LANDSCAPE SETBACK: 10 Ft. Min.
TREE PLANTING: 1TREE PER 6 PARKING SPACES

TOTAL SITE AREA	**46.16 Ac**	**2,010,574 Sf**
TOTAL GROSS FLOOR AREA		**405,531 Sf**
TOTAL GROSS FLOOR FOOTPRINT AREA		**385,531 Sf**
LAND TO BUILDING RATIO		3.96 /1
BUILDING COVERAGE		19.18 %

PARKING PROVIDED	
PROPOSED PARKING STALLS	2,057 Stalls
PICK-UP WINDOW CREDIT	24 Stalls
OVERALL PROPOSED PARKING STALLS:	**2,081 Stalls**
PROPOSED PARKING RATIO:	**5.13 /1,000Sf**

PARKING REQUIRED

USE	REQ.	AREA (SF)	STALLS
Retail- Single Tenant /Bank/Fitness/Office	1/300 SF	270,168	901
Retail- Multi Tenant/Shops	1/200 SF	32,027	160
Restaurants / D/T	1/75 SF	48,291	644
Medical Clinic	1/200	8,996	45
Carwash	1/Employee	4,100	5
Public Storage	1/Employee	40,000	5
Elec. & Fire Room	N/A	1,949	-
	TOTAL:	**405,531**	**1,760**

PROJECT SITE USES	SQUARE FOOTAGE/UNIT
Retail	277,202
Restaurant (Sit Down and Fast Casual)	31,796
Restaurant (Drive-Thru)	16,495
Car Wash	4,100
Health Club	24,993
Medical Office	8,996
Public Storage	40,000
Elec. & Fire Room	1,949
TOTAL LEASEABLE AREA	403,582 SF
TOTAL GROSS FLOOR AREA	405,531 SF

INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

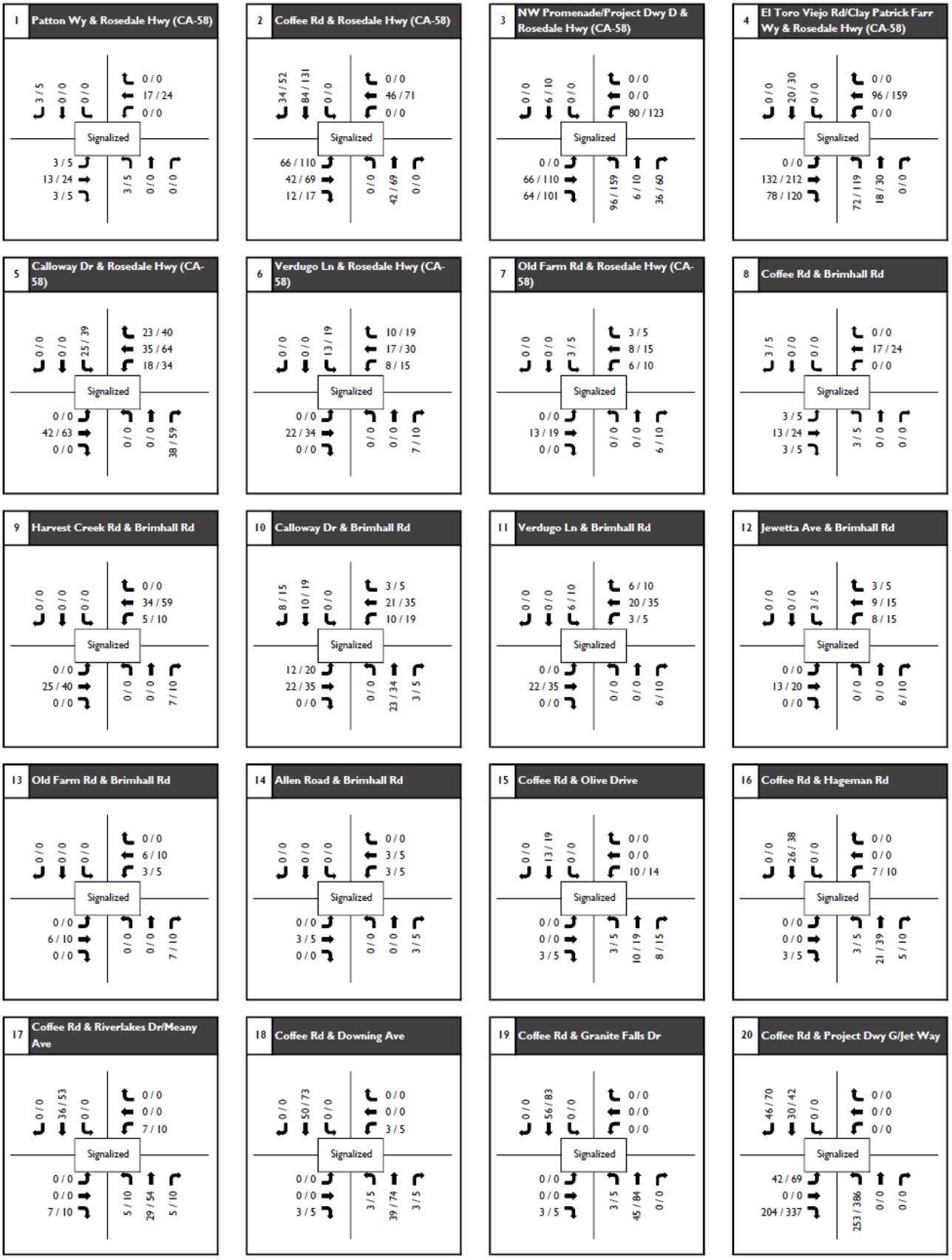
SWC Rosedale & Coffee, Bakersfield
Project Site Plan
Figure 1-1



LEGEND # Intersection

INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

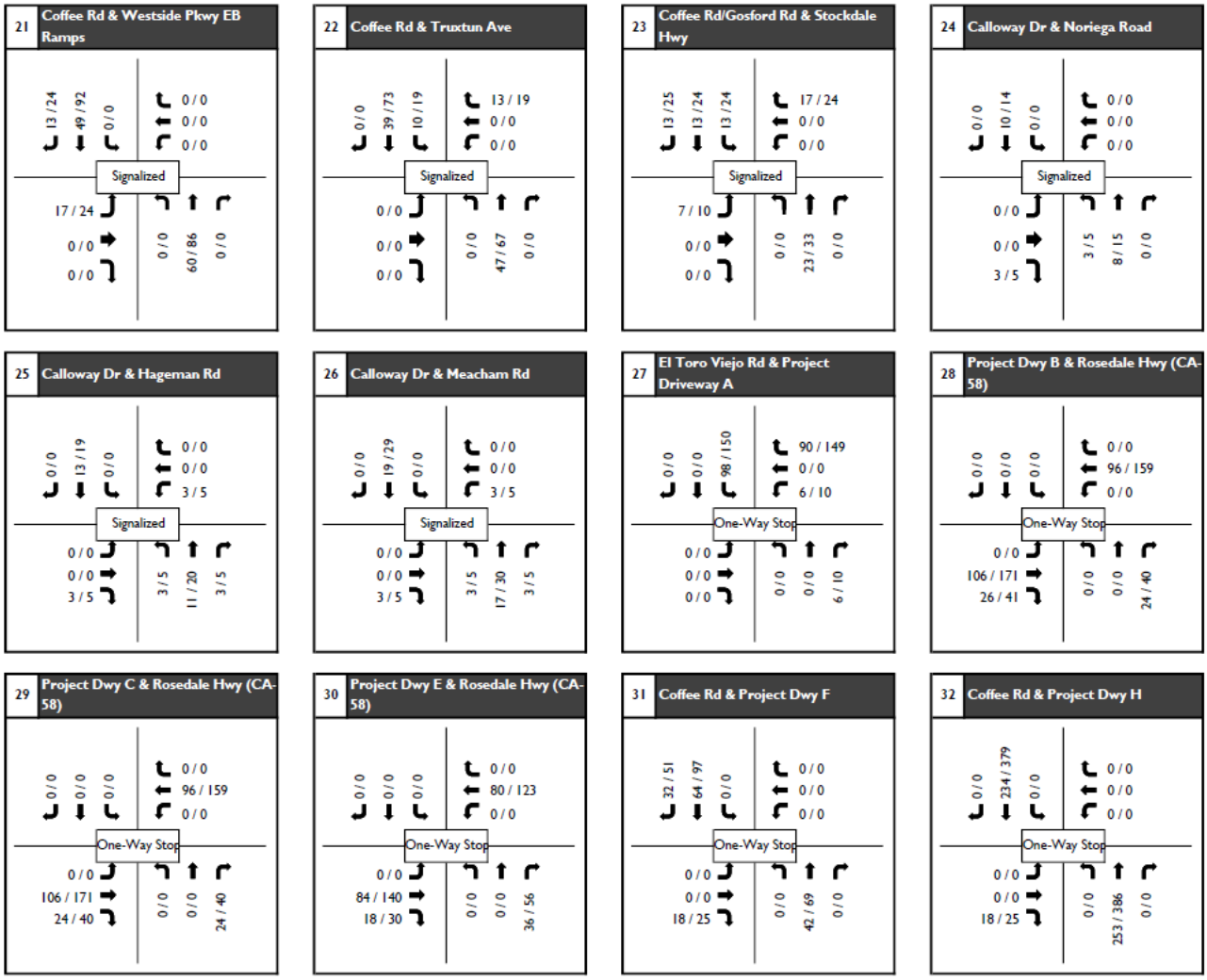
SWC Rosedale and Coffee, Bakersfield
Project Study Area
Figure 1-2



XX / XX AM / PM Peak Hour Volumes

INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

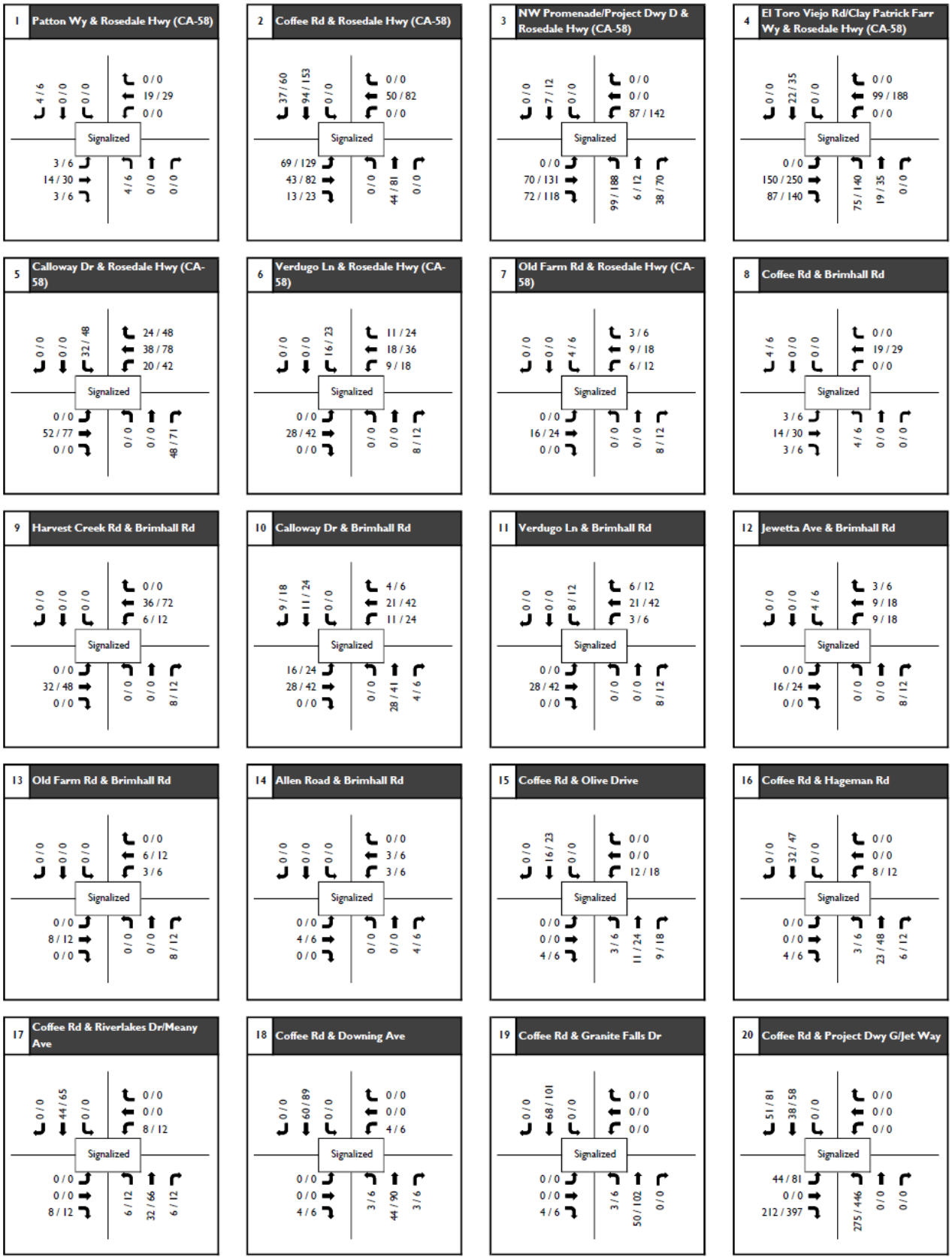
SWC Rosedale and Coffee, Bakersfield
Project Phase I Peak Hour Volumes
Figure 1-3a



XX / XX AM / PM Peak Hour Volumes

INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

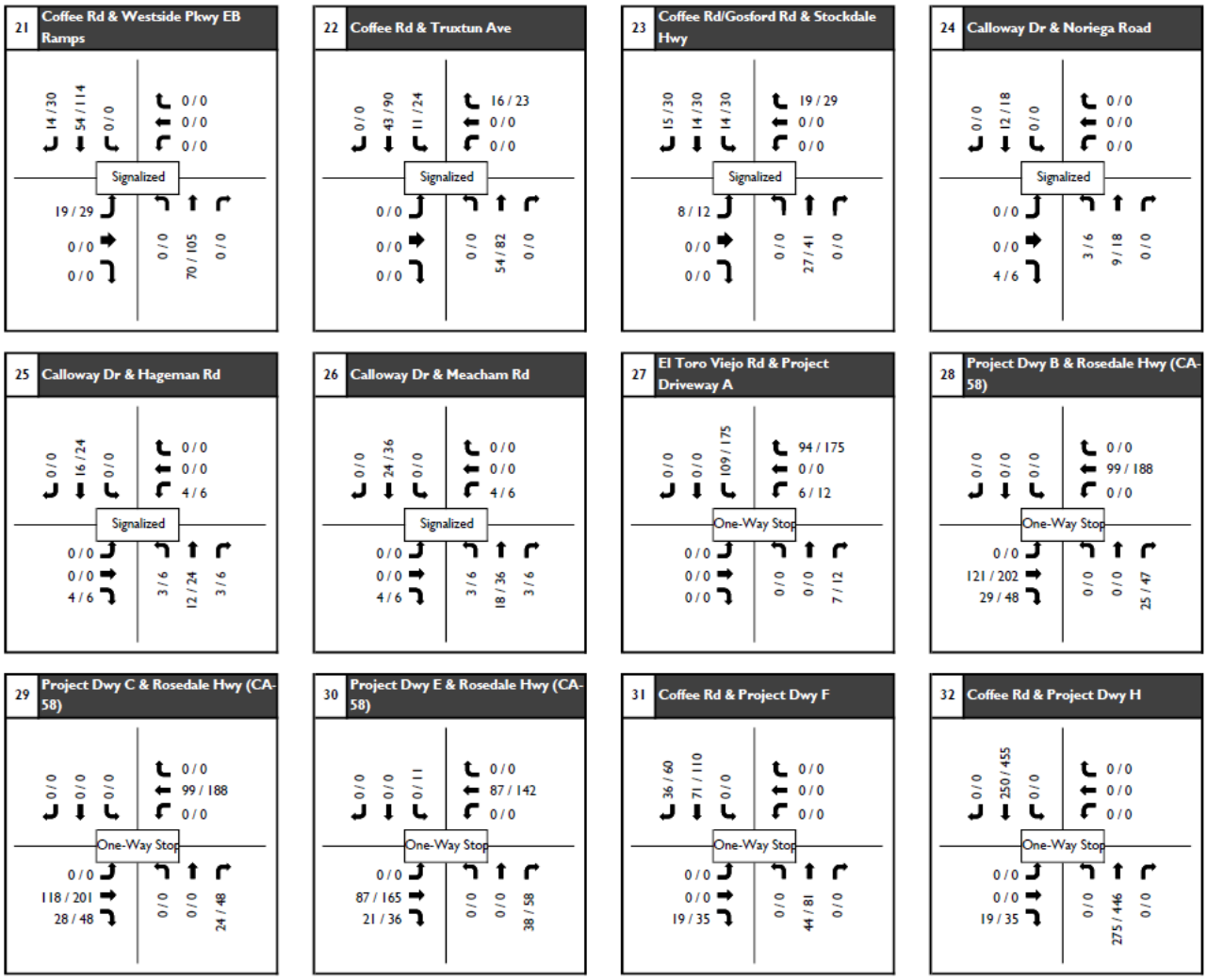
SWC Rosedale and Coffee, Bakersfield
Project Phase I Peak Hour Volumes
Figure 1-3b



XX / XX AM / PM Peak Hour Volumes

INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

SWC Rosedale and Coffee, Bakersfield
Project Phases I-II Peak Hour Volumes
Figure 1-4a



XX / XX AM / PM Peak Hour Volumes

INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

SWC Rosedale and Coffee, Bakersfield
Project Phases I-II Peak Hour Volumes
Figure 1-4b

2.0 METHODOLOGIES

This section documents the methodologies and assumptions used to conduct the circulation impact analysis for the proposed project. This section contains the following background information:

- Study scenarios
- Study time periods
- Analysis methodologies

STUDY SCENARIOS

This report presents an analysis of the intersections and roadway segments operating conditions which were selected for the following anticipated timeframe scenarios:

- Existing Conditions (Year 2025)
- Year 2027 Cumulative Conditions
- Year 2027 Cumulative + Project Phase I Conditions
- Year 2028 Cumulative Conditions
- Year 2028 Cumulative + Project Phases I & II Conditions
- Buildout Year (based on current KCOG model) Conditions (Year 2046)
- Buildout Year (based on currently KCOG model) + Project Phases I & II Conditions

TRAFFIC VOLUME DEVELOPMENT

Daily segment and intersection peak hour volumes were conducted on Thursday, February 20, 2025. Daily segment volumes for all future study scenarios in this report were developed by applying a compounded annual growth rate calculated from a comparison of the Kern Council of Governments (COG) Model Improvement Program (MIP) travel demand model Base Year 2020 and Future Year 2046 plots. Intersection peak hour volumes for all study scenarios were developed based on the Directional Volume Method described in NCHRP Report 255[1] Chapter 8. This method is an iterative process that balances inflows and outflows for each intersection approach based on fixed baseline and future segment volumes (all study scenarios). The calculated annual growth rates for roadway segments included in the MIP model network and study intersection volume forecast worksheets are included in **Appendix A**.

In consultation with the City of Bakersfield Department of Transportation, the future project traffic volumes forecasted by the model account for projected growth over existing conditions from three primary sources: (1) ambient growth resulting from overall regional development occurring outside the study area; (2) traffic generated by planned and approved development projects within or near the study area that are incorporated into the model; and (3) roadway capacity enhancements and, in some cases, traffic redistribution associated with planned regional transportation improvements.

ANALYSIS METHODOLOGIES

Street system operating conditions are typically described in terms of "level of service." Level of service is a report-card scale used to indicate the quality of traffic flow on roadway segments and at

[1] http://ajhassoc.com/wp-content/uploads/2017/01/Report255.pdf

intersections. Level of service (LOS) ranges from LOS A (free flow, little congestion) to LOS F (forced flow, extreme congestion). **Table 2-1** describes generalized definitions of auto LOS A through F.

Table 2-1
Vehicular Level of Service Definitions

LOS	Characteristics
A	Primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Controlled delay at the boundary intersections is minimal. The travel speed exceeds 80% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
B	Reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant. The travel speed is between 67% and 80% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
C	Stable operation. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersections may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
D	Less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40% and 50% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
E	Unstable operation and significant delay. Such operations may be due to some combination of adverse signal progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
F	Flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed, or the volume-to-capacity ratio is greater than 1.0.

Source: Highway Capacity Manual 7th Edition

Intersection Capacity Analysis

The analysis of peak hour intersection performance was conducted using the Synchro 12 software program, which uses methodologies defined in the Highway Capacity Manual 7th Edition (HCM) to calculate LOS. Level of service (LOS) for intersections is determined by control delay. Control delay is defined as the total elapsed time from when a vehicle stops at the end of a queue to the time the vehicle departs from the stop line. The total elapsed time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in the queue.

Signalized Intersections

The HCM analysis methodology for evaluating signalized intersections is based on the "operational analysis" procedure. This technique uses 1,900 passenger cars per hour of green per lane (pcphpl) as the maximum saturation flow of a single lane at an intersection. Average control delay is calculated by taking a volume-weighted average of all the delays for all vehicles entering the intersection. **Table 2-2** summarizes the level of service criteria for signalized intersections.

Table 2-2
Signalized Intersection Level of Service HCM Operational Analysis Method

Average Control Delay Per Vehicle (seconds)	Level of Service (LOS) Characteristics
≤10.0	*LOS A* occurs when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
10.1 – 20.0	*LOS B* occurs when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
>20.0 – 35.0	*LOS C* occurs when progression is favorable or the cycle length is moderate. Individual *cycle failures* (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
>35.0 – 55.0	*LOS D* occurs when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
>55.0 – 80.0	*LOS E* occurs when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
>80.0	*LOS F* occurs when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Source: Highway Capacity Manual 7th Edition

Roadway Segments

Roadway segment operations were evaluated by comparing the existing and forecasted traffic volumes to the two-way daily traffic volume capacities from the Circulation Element of the Metropolitan Bakersfield General Plan. **Table 2-3** shows roadway classifications with volume capacities used for this study area.

Table 2-3
Roadway Segment Capacity Thresholds

Roadway Classification	Maximum Two-Way Volume Capacity
6-lane arterial	60,000
4-lane arterial	40,000
4-lane collector	30,000
2-lane collector	15,000

Source: Metropolitan Bakersfield General Plan Circulation Element Page III-4 (2002)

A volume-to-capacity ratio (v/c) of greater than 0.80 corresponds to a LOS of less than C, as defined in the HCM.

City of Bakersfield General Plan Compliance

In coordination with City staff, the Transportation Analysis will identify LOS deficiencies for compliance with the Metropolitan Bakersfield General Plan goals. The BDM has established LOS "C" as the minimum allowable level of service at intersections and roadway segments. Therefore, if the addition of project traffic causes the following at any intersection or roadway segment, it will be considered deficient for the purposes of this analysis:

- Drops to LOS D or worse

- Operates at LOS D or worse under pre-project conditions and project traffic lowers the LOS below pre-project conditions
- For intersections only, an increase in delay per vehicle greater than 5 seconds when operating at LOS D or worse in pre-project conditions

Improvements

New development projects within the City of Bakersfield are required to provide needed infrastructure improvements to meet the demand created by the development and provide off-site improvements designed to ensure construction of the local and regional transportation networks to their ultimate classifications. These improvements could be funded through development fee payment towards adopted funding mechanisms such as Metropolitan Bakersfield Regional Transportation Impact Fee (RTIF) program. If the improvements are not identified in the RTIF, they are considered local improvements and the project will pay its fair share contribution towards the coast of these improvements.

3.0 EXISTING CONDITION (YEAR 2025) SCENARIO

This section documents the circulation system conditions within the study area of the project and operational deficiencies on the existing local and regional circulation networks under Existing Conditions scenario. No network improvements are assumed under Existing Conditions.

ROADWAY NETWORK

Locally significant roadways located within the study area of the proposed project are discussed below.

Brimhall Road functions as a 4-lane collector from Jewetta Avenue to Coffee Road. The posted speed limit on Brimhall Road is 50 miles per hour (mph). Per the Metropolitan Bakersfield General Plan, the buildout classification for Brimhall Road is an arterial from Jewetta Avenue to Calloway Drive and a collector between Calloway Drive and Coffee Road.

Calloway Drive functions as a 6-lane arterial from Meacham Road to Rosedale Highway (CA-58) and Brimhall Road to Westside Parkway EB Ramps, and a 4-lane arterial from Rosedale Highway (CA-58) to Brimhall Road. The posted speed limit on Calloway Drive is 55 mph. Per the Metropolitan Bakersfield General Plan, the buildout classification for these segments of Calloway Drive is an arterial.

Coffee Road functions as a six-lane arterial from Olive Drive to Stockdale Highway. The posted speed limit on Coffee Road is 55 mph. Per the Metropolitan Bakersfield General Plan, the buildout classification for this segment of Coffee Road is an arterial.

Rosedale Highway (CA-58) functions as a 4-lane arterial from Old Farm Road to Verdugo Lane and a 6-lane arterial from Verdugo Lane to Fruitvale Road. The posted speed limit on Rosedale Highway (CA-58) is 50 mph. Per the Metropolitan Bakersfield General Plan, the buildout classification for these segments of Rosedale Highway is an arterial.

Figure 3-1 shows the Metropolitan Bakersfield General Plan Circulation Network.

TRANSIT SYSTEM

The Golden Empire Transit (GET) District is the main transit agency servicing the City of Bakersfield. Currently, GET operates buses on the following three (3) routes within the vicinity of the project:

- Route 61 operates seven days a week and connects the project site to Bakersfield College to the east and California State University at Bakersfield to the south. Daily service frequency is 60 minutes. Bus stops for Route 61 are currently located across the project site, east of the intersection of Northwest Promenade and Rosedale Highway (CA-58) for eastbound travel and along the west side of Coffee Road, south of Granite Falls Drive for southbound travel. Pedestrian accessibility and connectivity from the project site to these bus stops within a half-mile walking distance is provided along both sides of Rosedale Highway and the west side of Coffee Road.

- Route 82 operates seven days a week and connects the project site to Liberty High School, Bakersfield Christian High School and California State University at Bakersfield to the west and south, and to the Downtown Transit Center to the east. Daily service frequency is 60 minutes. Bus stops for Route 82 are currently located along Rosedale Highway (CA-58) at Northwest

Promenade II for both eastbound and westbound travel. Pedestrian accessibility and connectivity from the project site to these bus stops within a half-mile walking distance is provided along both sides of Rosedale Highway.

- Route 84 operates seven days a week and connects the project site to Frontier High School to the west and the Downtown Transit Center to the east. Daily service frequency is 90 minutes. Bus stops for Route 84 are currently located along Rosedale Highway (CA-58) at Northwest Promenade II for both eastbound and westbound travel. Pedestrian accessibility and connectivity from the project site to these bus stops within a half-mile walking distance is provided along both sides of Rosedale Highway.

Bus route information is included in **Appendix K**.

ACTIVE TRANSPORTATION SYSTEM

Pedestrian facilities within the study area of the project include sidewalk along both sides of Rosedale Highway (CA-58), both sides of Coffee Road north of Jet Way and the westside of Coffee Road south of Jet Way. Pedestrian crosswalks are provided at signalized intersections along Rosedale Highway (CA-58) and Coffee Road. Existing Class II Bike Lanes are provided in both directions along Rosedale Highway (CA-58) and Coffee Road.

TRAFFIC VOLUMES

Daily segment and intersection peak hour volumes were conducted on Thursday, February 20, 2025.

ANALYSIS RESULTS

Tables 3-1 and **3-2** show Existing Conditions intersection operation and roadway segment capacity analysis results, respectively.

Figure 3-2 shows intersection turning movement volumes under Existing Conditions.

Table 3-1
Existing Year 2025 Intersection Operation Analysis

Intersection	Existing Year 2025	
	Delay (a)	LOS (b)
AM Peak/PM Peak		
1. Patton Way and Rosedale Highway (CA-58)	8.3/ 8.7	A / A
2. Coffee Road and Rosedale Highway (CA-58)	34.1 / 36.2	C / **D**
3. Northwest Promenade/Project Driveway and Rosedale Highway (CA-58)	6.0 / 8.0	A / A
4. El Toro Viejo Road/Clay Patrick Farr Way and Rosedale Highway (CA-58)	14.3 / 15.1	B / B
5. Calloway Drive and Rosedale Highway (CA-58)	27.2 / 35.5	C / **D**
6. Verdugo Lane and Rosedale Highway (CA-58)	19.3 / 18.7	B / B
7. Old Farm Road and Rosedale Highway (CA-58)	17.0 / 16.5	B / B
8. Coffee Road and Brimhall Road	69.4 / 63.0	**E** / **E**
9. Harvest Creek Road and Brimhall Road – not collector	7.3 / 5.9	A / A
10. Calloway Drive and Brimhall Road	23.7 / 23.9	C / C
11. Verdugo Lane and Brimhall Road	18.3 / 15.2	B / B
12. Jewetta Avenue and Brimhall Road	29.0 / 24.0	C / C
13. Old Farm Road and Brimhall Road	16.5 / 13.8	B / B
14. Allen Road and Brimhall Road	23.8 / 19.2	C / B
15. Coffee Road and Olive Drive	21.5 / 20.4	C / C
16. Coffee Road and Hageman Road	19.7 / 21.0	B / C
17. Coffee Road and Riverlakes Drive/Meany Avenue	22.2 / 24.4	C / C
18. Coffee Road and Downing Avenue	13.0 / 16.0	B / B
19. Coffee Road and Granite Falls Drive	9.9 / 11.0	A / B
20. Coffee Road and Jet Way/Project Driveway	4.8 / 5.8	A / A
21. Coffee Road and Westside Parkway EB Ramps	6.2 / 5.6	A / A
22. Coffee Road and Truxtun Avenue	12.0 / 15.3	B / B
23. Coffee Road/Gosford Road and Stockdale Highway	37.7 / 40.0	**D** / **D**
24. Calloway Drive and Noriega Road	7.7 / 7.1	A / A
25. Calloway Drive and Hageman Road	21.9 / 24.5	C / C
26. Callaway Drive and Meacham Road	17.8 / 18.7	B / B

Notes:
***Bold** values indicate intersections operating at LOS D, E or F.*
(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual 7th Edition and performed using Synchro 12.

Per the analysis results shown in **Table 3-1**, all analyzed intersections are operating at an acceptable LOS under Existing Conditions scenario except for the following intersections:

2. Coffee Road and Rosedale Highway (CA-58)
5. Calloway Drive and Rosedale Highway (CA-58)
8. Coffee Road and Brimhall Road
23. Coffee Road/Gosford Road and Stockdale Highway

Existing Conditions peak hour analysis worksheets are provided in **Appendix B**.

Table 3-2
Existing Year 2025 Scenario Roadway Segment Capacity Analysis

Roadway Segment	Description [a]	Classification	LOS E Capacity	Existing Year 2025		
				ADT	V/C	LOS
Rosedale Highway (CA-58)						
Old Farm Road to Verdugo Lane	4A	4-lane Arterial	40,000	22,291	0.557	C or Better
Verdugo Lane to Calloway Drive	6A	6-lane Arterial	60,000	25,807	0.430	C or Better
Calloway Drive to El Toro Viejo Road/Clay Patrick Farr Way	6A	6-lane Arterial	60,000	31,761	0.529	C or Better
El Toro Viejo Road/Clay Patrick Farr Way to Northwest Promenade	6A	6-lane Arterial	60,000	33,172	0.553	C or Better
Northwest Promenade to Coffee Road	6A	6-lane Arterial	60,000	34,182	0.570	C or Better
Coffee Road to Patton Way	6A	6-lane Arterial	60,000	30,790	0.513	C or Better
Coffee Road						
Olive Drive to Hageman Road	6A	6-lane Arterial	60,000	24,459	0.408	C or Better
Hageman Road to Meany Avenue/Riverlakes Drive	6A	6-lane Arterial	60,000	29,066	0.484	C or Better
Riverlakes Drive/Meany Avenue to Downing Avenue	6A	6-lane Arterial	60,000	35,841	0.597	C or Better
Downing Avenue to Granite Falls Drive	6A	6-lane Arterial	60,000	37,867	0.631	C or Better
Granite Falls Drive to Rosedale Highway (CA-58)	6A	6-lane Arterial	60,000	35,814	0.597	C or Better
Rosedale Highway (CA-58) to Jet Way	6A	6-lane Arterial	60,000	42,426	0.707	C or Better
Jet Way to Brimhall Road	6A	6-lane Arterial	60,000	42,941	0.716	C or Better
Brimhall Road to Westside Parkway EB Ramps	6A	6-lane Arterial	68,500 [b]	51,734	0.755	C or Better

Roadway Segment	Description [(a)]	Classification	LOS E Capacity	Existing Year 2025		
				ADT	V/C	LOS
Westside Parkway EB Ramps to Truxtun Road	6A	6-lane Arterial	60,000	43,166	0.719	C or Better
Truxtun Road and Stockdale Highway	6A	6-lane Arterial	60,000	52,165	0.869	**D**
Calloway Drive						
Noriega Road to Hageman Road	6A	6-lane Arterial	60,000	26,639	0.444	C or Better
Hageman Road to Meacham Road	6A	6-lane Arterial	60,000	28,037	0.467	C or Better
Meacham Road to Rosedale Highway (CA-58)	6A	6-lane Arterial	60,000	31,286	0.521	C or Better
Rosedale Highway (CA-58) to Brimhall Road	4A	4-lane Arterial	40,000	38,237	0.956	**E**
Brimhall Road						
Allen Road to Old Farm Road	4A	4-lane Arterial	40,000	8,709	0.218	C or Better
Old Farm Road to Jewetta Avenue	4A	4-lane Arterial	40,000	10,604	0.265	C or Better
Jewetta Avenue to Verdugo Lane	4A	4-lane Arterial	40,000	12,485	0.312	C or Better
Verdugo Lane to Calloway Drive	4A	4-lane Arterial	40,000	14,892	0.372	C or Better
Calloway Drive to Harvest Creek Road	4A	4-lane Arterial	40,000	16,029	0.401	C or Better
Harvest Creek Road to Coffee Road	4A	4-lane Arterial	40,000	16,644	0.416	C or Better
Hageman Road						
Calloway Drive to Coffee Road	6A	6-lane Arterial	60,000	24,360	0.406	C or Better

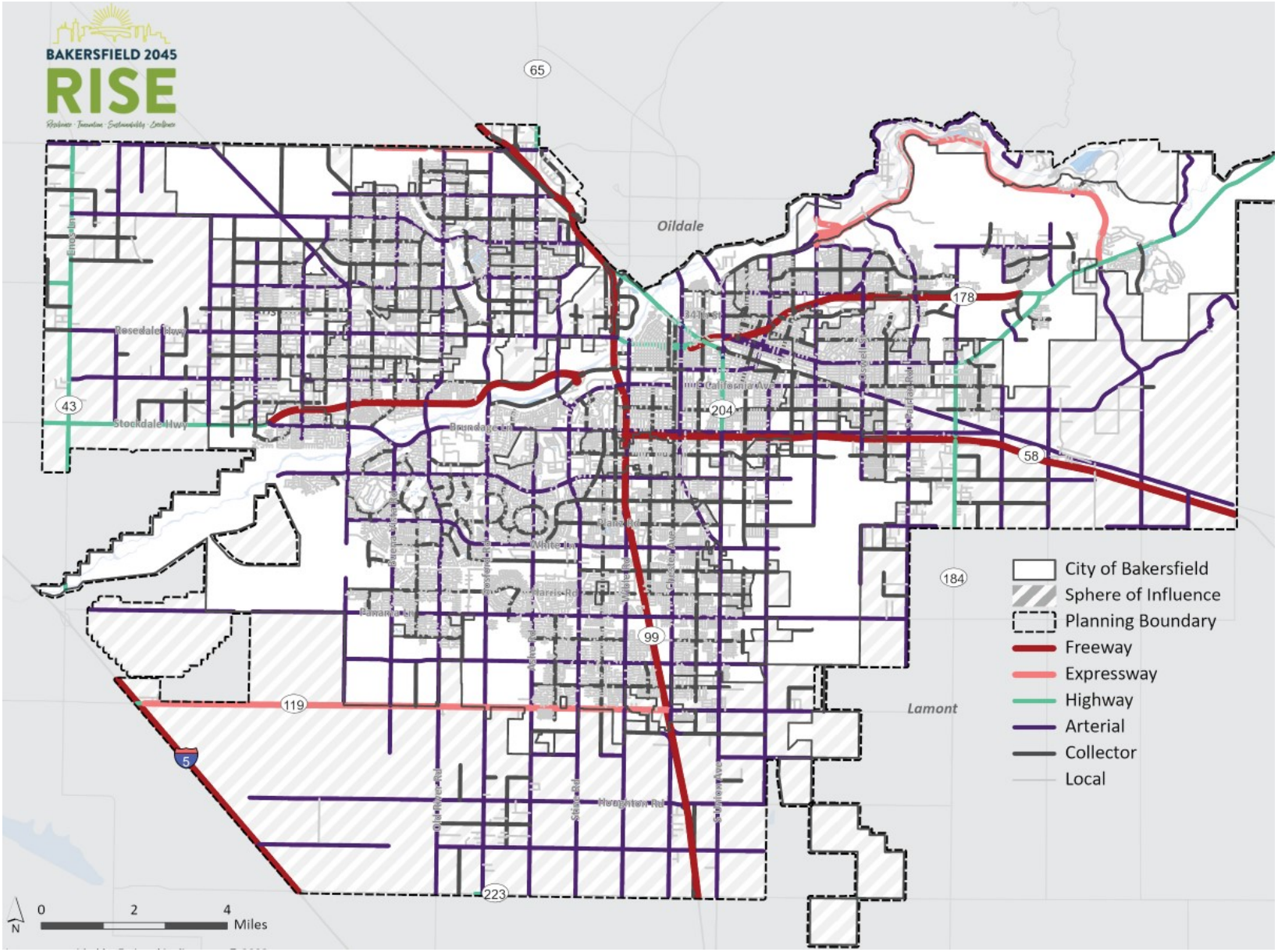
Notes:
Bold values indicate roadway segment capacity resulting in LOS D, E or F

(a) Thresholds based on Metropolitan Bakersfield General Plan Circulation Element Page III-4 (2002)

(b) *Accounts for auxiliary lane (4th southbound lane) capacity, calculated based on HCM6 Equation 19-13 Adjustment for Right Turns at a rate of 1/1.18 = 0.85 applied to the capacity for one lane (60,000 ADT/6 lanes = 10,000 ADT/Lane*.85 = 8500 ADT*

Per the analysis results shown in **Table 3-2**, all analyzed roadway segments are operating at an acceptable LOS under Existing Conditions except for the following roadway segments:

- Coffee Road between Truxtun Road and Stockdale Highway
- Calloway Drive between Rosedale Highway (CA-58) to Brimhall Road



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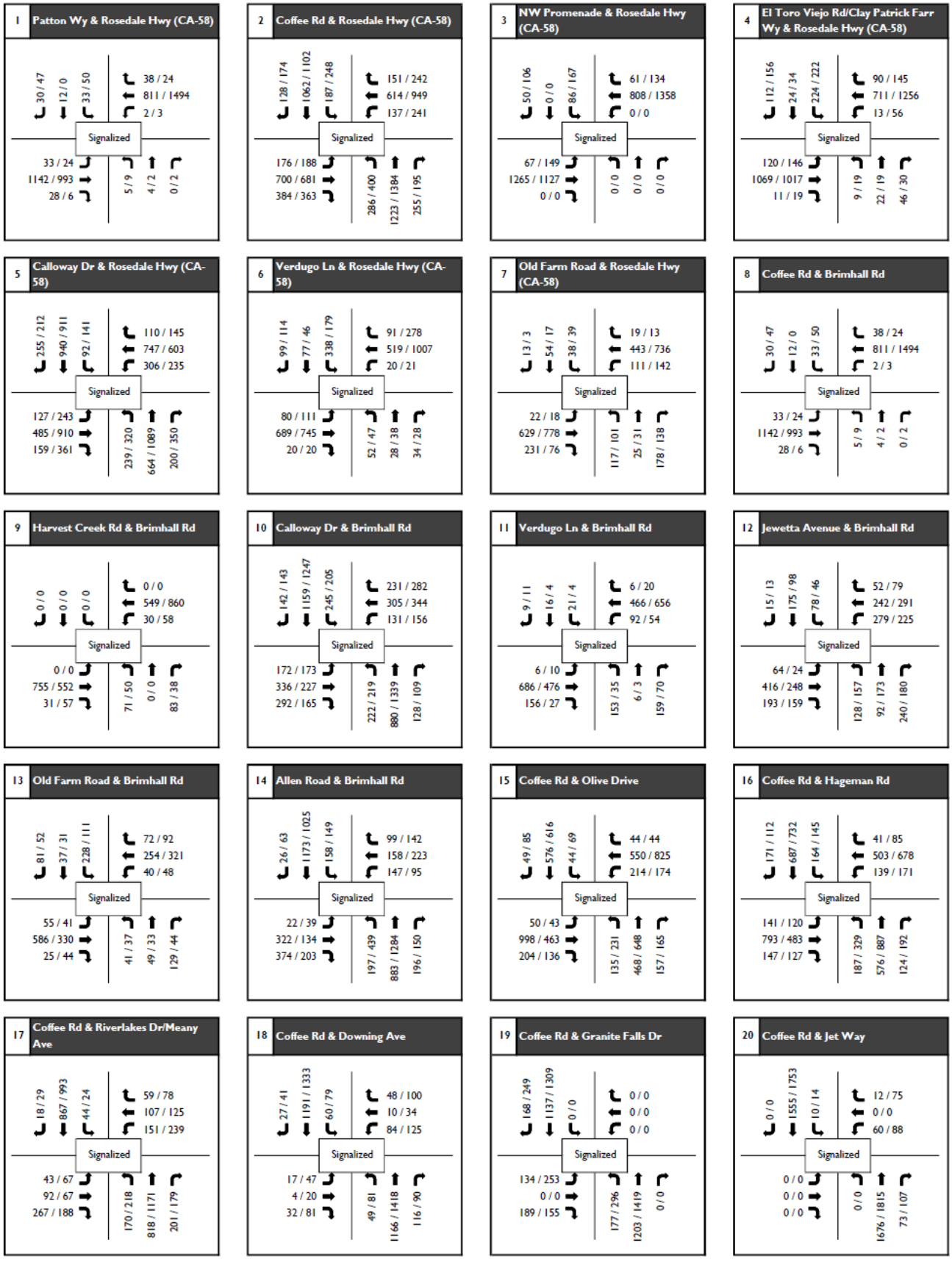
SWC Rosedale & Coffee, Bakersfield

City of Bakersfield General Plan Circulation Network

Figure 3-1



XX / XX AM / PM Peak Hour Volumes

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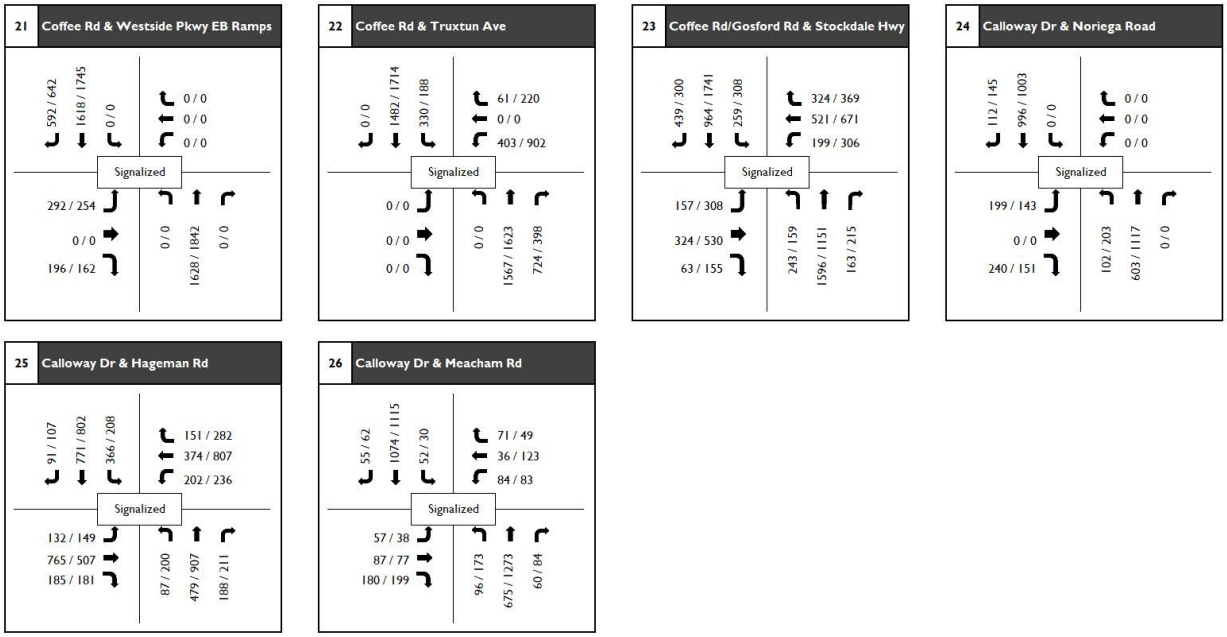
SWC Rosedale and Coffee, Bakersfield
Existing Year 2025 Peak Hour Volumes
Figure 3-2a



XX / XX AM / PM Peak Hour Volumes

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SWC Rosedale and Coffee, Bakersfield
Existing Year 2025 Peak Hour Volumes
Figure 3-2b

4.0 YEAR 2027 CUMULATIVE CONDITIONS

This section documents the circulation system conditions within the study area of the project under Year 2027 scenarios. As stated in Chapter 2, compounded annual growth rates were applied to 2025 daily roadway segment counts for 2 years to develop Year 2027 Cumulative segment volumes. These developed volumes and NCHRP Report 255 Directional Volume Method were then applied to 2025 peak hour intersection turning counts to develop Year 2027 Cumulative intersection peak hour volumes (shown in **Appendix A**). Project Phase I traffic volumes are then added to the Year 2027 Cumulative traffic volumes to develop Year 2027 with Project Phase I Conditions traffic volumes.

This section also documents potential operational deficiencies on the existing circulation network. The following network improvements are assumed under Year 2027 with Project Phase I scenario:

- Addition of a fourth (south) approach at existing signalized intersection of Rosedale Highway (CA-58) and Northwest Promenade.
- Addition of a fourth (west) approach at existing signalized intersection of Coffee Road and Jet Way.

INTERSECTION ANALYSIS RESULTS

Table 4-1 shows Year 2027 Cumulative Conditions intersection operation analysis results.

Figures 4-1 and **4-2** show intersection turning movement volumes under Year 2027 Cumulative scenarios.

Table 4-1
Year 2027 Cumulative Scenario Intersection Operation Analysis

Intersection	Year 2027 Cumulative		Year 2027 With Project Phase I		Year 2027 With Project and Improvement		Δ Delay (d)
	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	
AM Peak/PM Peak							
1. Patton Way and Rosedale Highway (CA-58)	8.3 / 8.7	A / A	8.4 / 8.9	A / A			
2. Coffee Road and Rosedale Highway (CA-58)	35.2 / 37.2	**D** / **D**	38.5 / 40.2	**D**[C] / **D**[C]			
3. Northwest Promenade/Project Driveway D and Rosedale Highway (CA-58)	6.0 / 8.0	A / A	17.4 / 7.8	B / A			
4. El Toro Viejo Road/Clay Patrick Farr Way and Rosedale Highway (CA-58)	14.3 / 15.1	B / B	14.7 / 16.6	B / B			
5. Calloway Drive and Rosedale Highway (CA-58)	27.5 / 36.0	C / **D**	29.0 / 38.5	C / **D**[C]			
6. Verdugo Lane and Rosedale Highway (CA-58)	19.3 / 18.7	B / B	20.0 / 20.0	B / B			
7. Old Farm Road and Rosedale Highway (CA-58)	17.2 / 16.8	B / B	17.5 / 17.4	B / B			
8. Coffee Road and Brimhall Road	71.0 / 61.4	**E** / **E**	73.4 / 65.5	**E**[C] / **E**[C]			
9. Harvest Creek Road and Brimhall Road – not collector	7.4 / 6.0	A / A	7.6 / 6.3	A / A			
10. Calloway Drive and Brimhall Road	24.0 / 24.1	C / C	24.6 / 25.2	C / C			
11. Verdugo Lane and Brimhall Road	18.3 / 15.2	B / B	18.7 / 15.3	B / B			
12. Jewetta Avenue and Brimhall Road	29.2 / 24.1	C / C	29.5 / 24.7	C / C			
13. Old Farm Road and Brimhall Road	16.6 / 13.9	B / B	16.9 / 13.9	B / B			
14. Allen Road and Brimhall Road	24.0 / 19.3	C / B	24.1 / 19.4	C / B			
15. Coffee Road and Olive Drive	21.8 / 20.5	C / C	22.2 / 20.8	C / C			
16. Coffee Road and Hageman Road	20.0 / 21.4	B / C	20.3 / 21.8	C / C			

Intersection	Year 2027 Cumulative		Year 2027 With Project Phase I		Year 2027 With Project and Improvement		Δ Delay (d)
	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	
AM Peak/PM Peak							
17. Coffee Road and Riverlakes Drive/Meany Avenue	22.8 / 25.1	C / C	24.2 / 27.3	C / C			
18. Coffee Road and Downing Avenue	13.2 / 16.3	B / B	13.5 / 17.1	B / B			
19. Coffee Road and Granite Falls Drive	9.9 / 11.2	A / B	10.2 / 11.6	B / B			
20. Coffee Road and Jet Way/Project Dwy G	4.9 / 5.8	A / A	12.1 / 21.1	B / C			
21. Coffee Road and Westside Parkway EB Ramps	6.3 / 5.6	A / A	6.5 / 5.7	A / A			
22. Coffee Road and Truxtun Avenue	12.5 / 15.6	B / B	12.9 / 16.5	B / B			
23. Coffee Road/Gosford Road and Stockdale Highway	37.9 / 40.2	**D / D**	40.3 / 43.9	**D[C] / D[C]**			
24. Calloway Drive and Noriega Road	7.7 / 7.1	A / A	7.7 / 7.1	A / A			
25. Calloway Drive and Hageman Road	22.4 / 25.0	C / C	22.6 / 25.4	C / C			
26. Callaway Drive and Meacham Road	17.8 / 18.7	B / B	18.3 / 19.4	B / B			
27. El Toro Viejo Rd & Project Dwy A	Doesn't Exist		9.1 / 9.5	A / A			
28. Project Dwy B & Rosedale Highway			18.1 / 18.3	C / C			
29. Project Dwy C & Rosedale Highway			18.1 / 18.4	C / C			
30. Project Dwy E & Rosedale Highway			17.6 / 18.5	C / C			
31. Coffee Road & Project Dwy F			20.4 / 23.2	C / C			
32. Coffee Road & Project Dwy H			23.7 / 24.2	C / C			

Notes:
***Bold** values indicate intersections operating at LOS D, E or F.*
(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual 7th Edition and performed using Synchro 12.
(c) Project traffic does not add more than 5 seconds of delay.
(d) Change in delay between Year 2027 With Project and Improvement and Year 2027 Cumulative baseline.

Per the analysis results shown in **Table 4-1**, all analyzed intersections are operating at an acceptable LOS under Year 2027 Cumulative scenario except for the following intersections:

2. Coffee Road and Rosedale Highway (CA-58)
5. Calloway Drive and Rosedale Highway (CA-58)
8. Coffee Road and Brimhall Road
23. Coffee Road/Gosford Road and Stockdale Highway

INTERSECTION DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

As shown in Table 4-1**, the deficient locations with the addition of the proposed project will not add more than 5 seconds of delay. Therefore, no transportation improvements are recommended at these locations.**

Year 2027 Cumulative Baseline and Year 2027 with Project Phase I peak hour analysis worksheets are provided in **Appendices C** and **D**, respectively.

ROADWAY SEGMENT CAPACITY ANALYSIS RESULTS

Table 4-2 shows Year 2027 Cumulative Conditions roadway segment capacity analysis results. As shown, all analyzed roadway segments are operating at an acceptable LOS under Year 2027 Cumulative Conditions except at the following locations:

- Coffee Road between Jet Way to Brimhall Road
- Coffee Road between Truxtun Road and Stockdale Highway
- Calloway Drive between Rosedale Highway (CA-58) to Brimhall Road

ROADWAY SEGMENT DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

The identified deficient roadway segments along Coffee Road are operating at their ultimate buildout classification as designated in the Metropolitan Bakersfield General Plan, and no additional improvements are identified for these segments in the Bakersfield Regional Transportation Impact Fee (RTIF) Program. The project will construct dedicated southbound right-turn lanes along the Coffee Road frontage, thereby preserving the intended capacity of the southbound through lanes. Therefore, no additional improvements are recommended.

The identified deficient roadway segment along Calloway Drive currently operates as a four-lane arterial. Under buildout conditions, this segment is designated as a six-lane arterial in the Metropolitan Bakersfield General Plan and is also identified in the Bakersfield RTIF Program as Project B62, which proposes widening the roadway from four to six lanes. Accordingly, no additional improvements are recommended.

Table 4-2
Year 2027 Cumulative Scenario Roadway Segment Capacity Analysis

Roadway Segment	Description[(a)]	Classification	LOS E Capacity(a)	Opening Year 2027			Opening Year 2027 + Project Phase I		
				ADT	V/C	LOS	ADT	V/C	LOS
Rosedale Highway (CA-58)									
Old Farm Road to Verdugo Lane	4A	4-lane Arterial	40,000	22,291	0.557	C or Better	23,160	0.579	C or Better
Verdugo Lane to Calloway Drive	6A	6-lane Arterial	60,000	25,807	0.430	C or Better	27,165	0.453	C or Better
Calloway Drive to El Toro Viejo Road/Clay Patrick Farr Way	6A	6-lane Arterial	60,000	31,762	0.529	C or Better	34,315	0.572	C or Better
El Toro Viejo Road/Clay Patrick Farr Way to Northwest Promenade	6A	6-lane Arterial	60,000	33,173	0.553	C or Better	36,324	0.605	C or Better
Northwest Promenade to Coffee Road	6A	6-lane Arterial	60,000	34,183	0.570	C or Better	35,867	0.598	C or Better
Coffee Road to Patton Way	6A	6-lane Arterial	60,000	30,791	0.513	C or Better	31,389	0.523	C or Better
Coffee Road									
Olive Drive to Hageman Road	6A	6-lane Arterial	60,000	24,930	0.416	C or Better	25,908	0.432	C or Better
Hageman Road to Meany Avenue/Riverlakes Drive	6A	6-lane Arterial	60,000	29,626	0.494	C or Better	30,930	0.516	C or Better
Riverlakes Drive/Meany Avenue to Downing Avenue	6A	6-lane Arterial	60,000	36,531	0.609	C or Better	38,269	0.638	C or Better
Downing Avenue to Granite Falls Drive	6A	6-lane Arterial	60,000	38,596	0.643	C or Better	40,552	0.676	C or Better
Granite Falls Drive to Rosedale Highway (CA-58)	6A	6-lane Arterial	60,000	36,414	0.607	C or Better	38,478	0.641	C or Better
Rosedale Highway (CA-58) to Jet Way	6A	6-lane Arterial	60,000	43,136	0.719	C or Better	45,309	0.755	C or Better
Jet Way to Brimhall Road	6A	6-lane Arterial	60,000	43,705	0.728	C or Better	48,594	0.810	**D**
Brimhall Road to Westside Parkway EB Ramps	6A	6-lane Arterial	68,500[b]	52,545	0.767	C or Better	54,772	0.800	C or Better
Westside Parkway EB Ramps to Truxtun Road	6A	6-lane Arterial	60,000	43,842	0.731	C or Better	45,906	0.765	C or Better
Truxtun Road and Stockdale Highway	6A	6-lane Arterial	60,000	52,238	0.871	**D**	53,868	0.898	**D**
Calloway Drive									
Noriega Road to Hageman Road	6A	6-lane Arterial	60,000	26,987	0.450	C or Better	27,422	0.457	C or Better
Hageman Road to Meacham Road	6A	6-lane Arterial	60,000	28,102	0.468	C or Better	28,645	0.477	C or Better
Meacham Road to Rosedale Highway (CA-58)	6A	6-lane Arterial	60,000	31,358	0.523	C or Better	32,010	0.534	C or Better
Rosedale Highway (CA-58) to Brimhall Road	4A	4-lane Arterial	40,000	38,538	0.963	**E**	39,353	0.984	**E**
Brimhall Road									
Allen Road to Old Farm Road	4A	4-lane Arterial	40,000	8,810	0.220	C or Better	9,245	0.231	C or Better
Old Farm Road to Jewetta Avenue	4A	4-lane Arterial	40,000	10,727	0.268	C or Better	11,379	0.284	C or Better
Jewetta Avenue to Verdugo Lane	4A	4-lane Arterial	40,000	12,629	0.316	C or Better	13,716	0.343	C or Better
Verdugo Lane to Calloway Drive	4A	4-lane Arterial	40,000	15,064	0.377	C or Better	16,259	0.406	C or Better
Calloway Drive to Harvest Creek Road	4A	4-lane Arterial	40,000	16,214	0.405	C or Better	17,844	0.446	C or Better
Harvest Creek Road to Coffee Road	4A	4-lane Arterial	40,000	16,929	0.423	C or Better	18,667	0.467	C or Better
Hageman Road									
Calloway Drive to Coffee Road	6A	6-lane Arterial	60,000	25,019	0.417	C or Better	25,128	0.419	C or Better

Notes:
Bold values indicate roadway segment capacity resulting in LOS D, E or F
(a) Thresholds based on Metropolitan Bakersfield General Plan Circulation Element Page III-4 (2002)
(b) *Accounts for auxiliary lane (4th southbound lane) capacity, calculated based on HCM6 Equation 19-13 Adjustment for Right Turns at a rate of 1/1.18 = 0.85 applied to the capacity for one lane (60,000 ADT/6 lanes = 10,000 ADT/Lane*.85 = 8500 ADT*

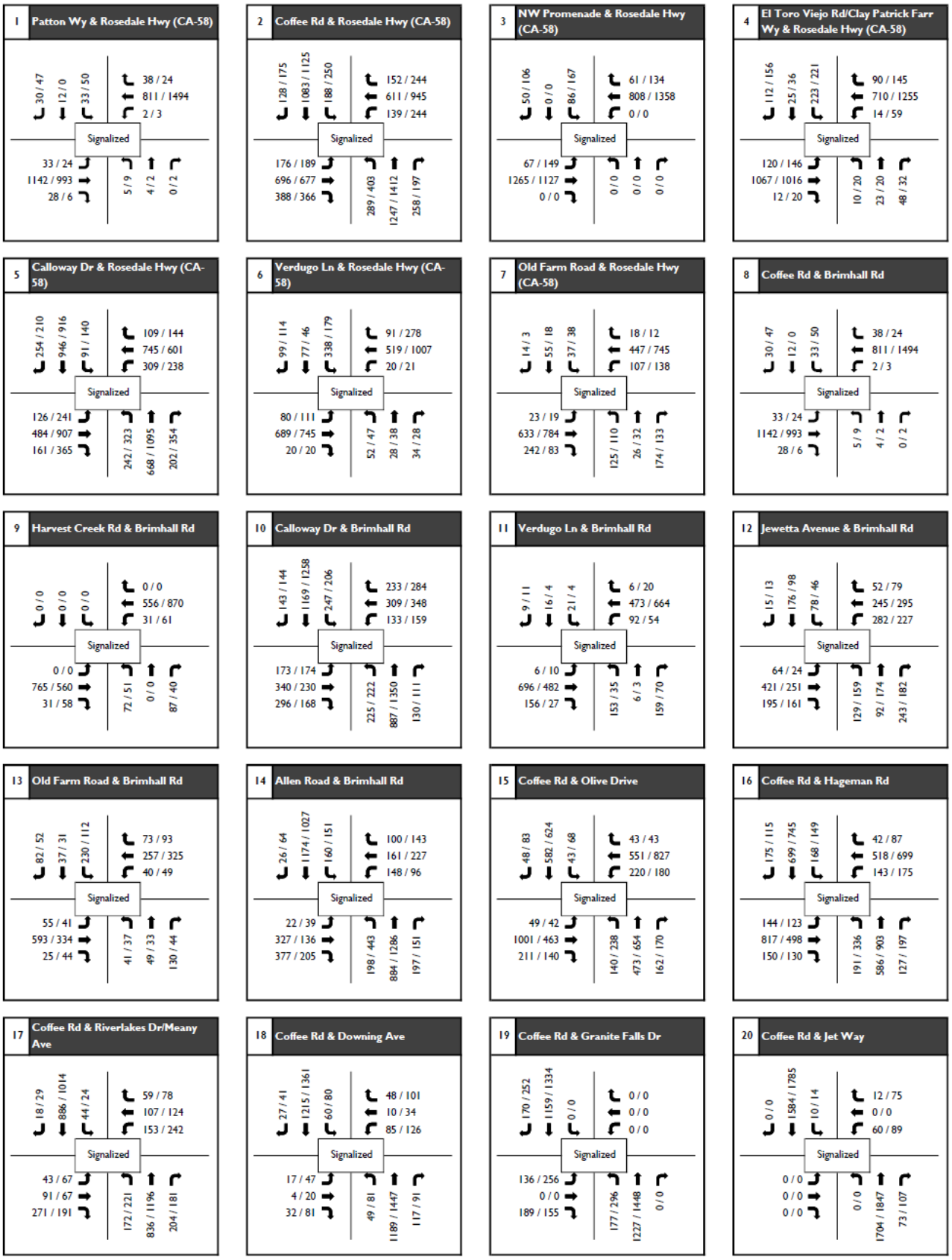
Per the project access vehicular queuing analysis results shown in **Table 4-3**, the project access points will not experience vehicular excess demand except at Coffee Rd & Project Dwy G/Jet Way intersection. A dual left turn lane with 250 foot lanes is recommended at this location.

Vehicular queue analysis worksheets are provided in **Appendix J**.

Table 4-3
Opening Year 2027 Project Access Vehicular Queueing Analysis

Intersection	Movement	Lane Length (ft)	Queue (ft)		Excess Demand		Recommended Turn Lane Length (ft)
			AM	PM	AM	PM	
3. Project Dwy D/NW Promenade & Rosedale Hwy	EBL	225	59	99	--	--	225
	EBR	400	32	54	--	--	400
	WBL	200	105	149	--	--	200
	NBLTR	200	115	182	--	--	200
20. Coffee Rd & Project Dwy G/Jet Wy	EB LTR	400	140	383	--	--	400
	NBL	280	223	485	--	205	500[1]
	SBR	400	41	58	--	--	400
27. El Toro Viejo Rd & Project Dwy A	WBLR	200	55	61	--	--	200
	SBL	200	34	43	--	--	200
28. Project Dwy B & Rosedale Hwy	EBR	90	0	0	--	--	90
	NBR	100	45	52	--	--	100
29. Project Dwy C & Rosedale Hwy	EBR	250	0	0	--	--	250
	NBR	150	49	57	--	--	150
30. Project Dwy E & Rosedale Hwy	EBR	400	0	0	--	--	400
	NBR	150	53	58	--	--	150
31. Coffee Rd & Project Dwy F	EBR	200	40	48	--	--	200
	SBR	50	6	7	--	--	50
32. Coffee Rd & Project Dwy H	EBR	100	38	50	--	--	100

[1] Dual left turn pocket with 250' lanes



XX / XX AM / PM Peak Hour Volumes

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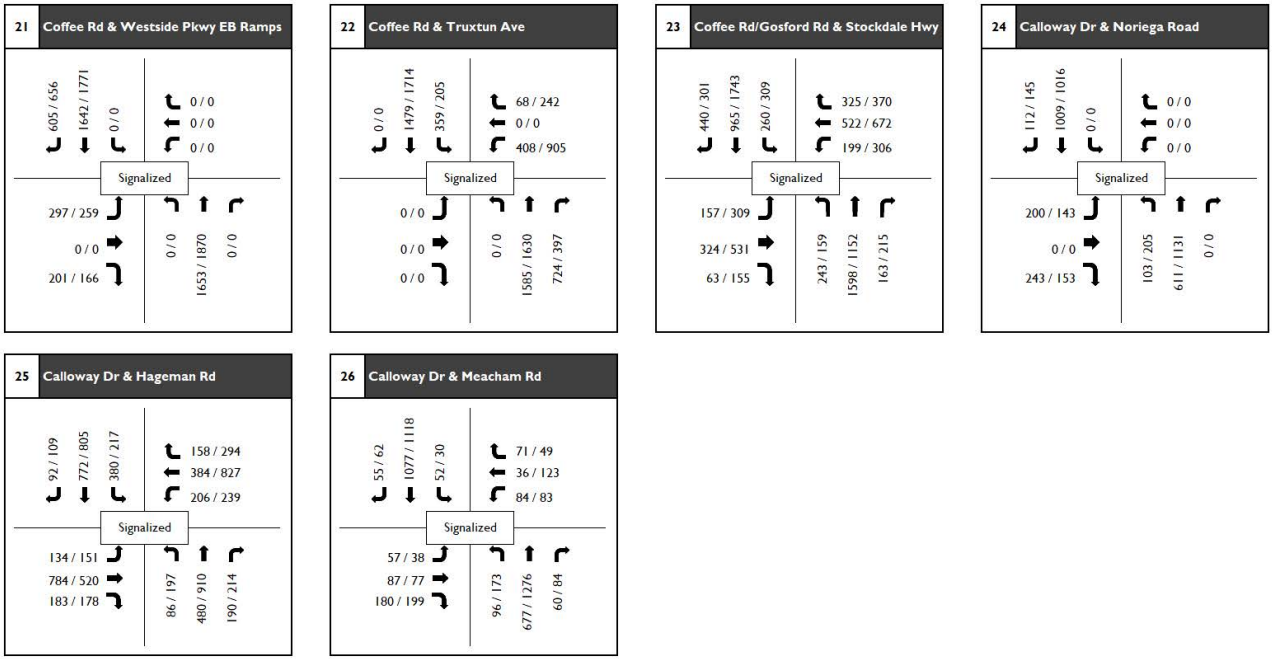
SWC Rosedale and Coffee, Bakersfield
Year 2027 Cumulative Peak Hour Volumes
Figure 4-1a



XX / XX AM / PM Peak Hour Volumes

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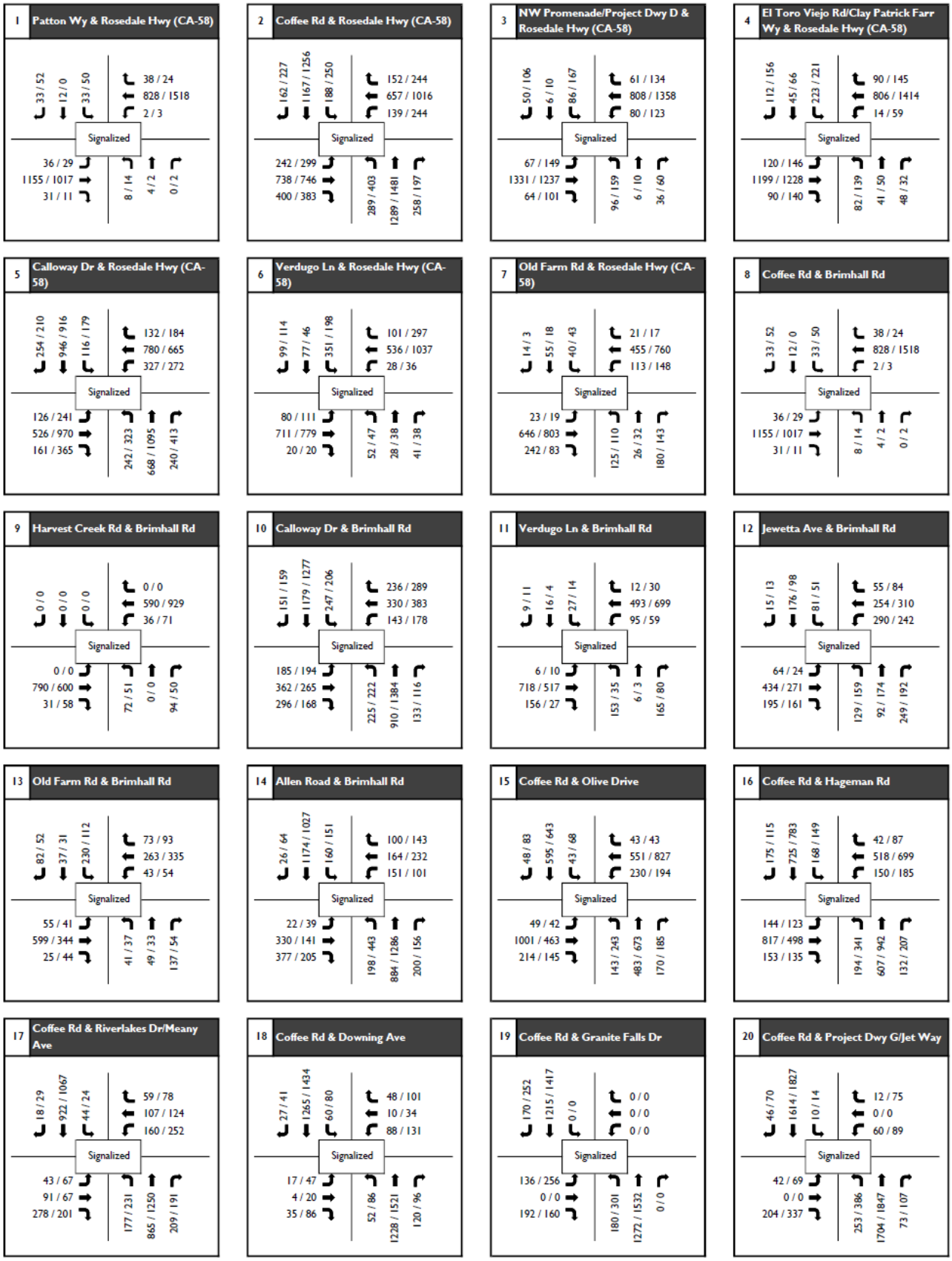
SWC Rosedale and Coffee, Bakersfield
Year 2027 Cumulative Peak Hour
Volumes Figure 4-1b



XX / XX AM / PM Peak Hour Volumes

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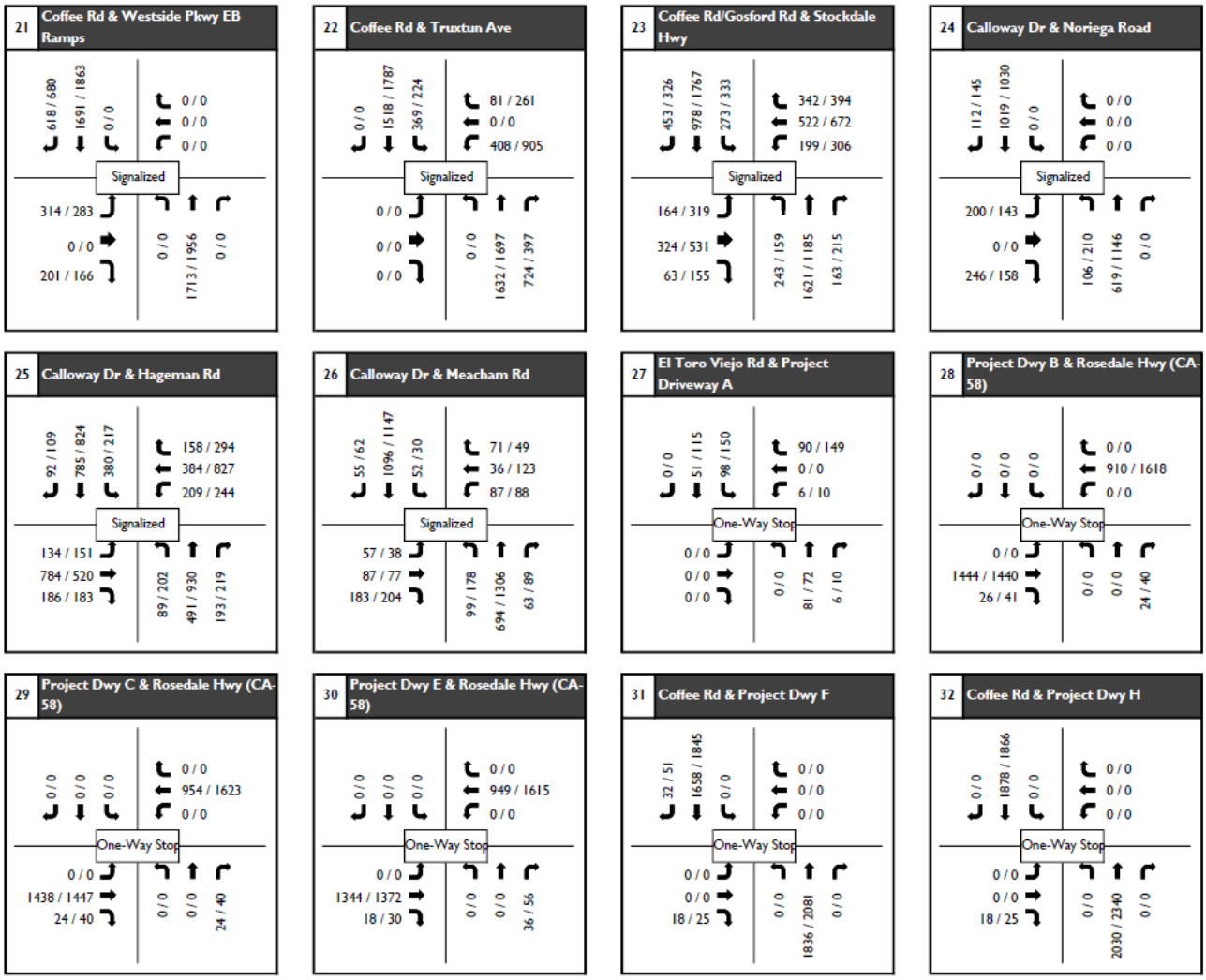
SWC Rosedale and Coffee, Bakersfield
Year 2027 With Project Phase I Peak Hour Volumes
Figure 4-2a



XX / XX AM / PM Peak Hour Volumes

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SWC Rosedale and Coffee, Bakersfield
Year 2027 With Project Phase I Peak Hour Volumes
Figure 4-2b

5.0 YEAR 2028 CUMULATIVE CONDITIONS

This section documents the circulation system conditions within the study area of the project under Year 2028 scenarios. As stated in Chapter 2, compounded annual growth rates were applied to 2025 daily roadway segment counts for 3 years to develop Year 2028 Cumulative segment volumes. These developed volumes and NCHRP Report 255 Directional Volume Method were then applied to 2025 peak hour intersection turning counts to develop Year 2028 Cumulative intersection peak hour volumes. Project Phases I and II traffic volumes are then added to the Year 2028 Cumulative traffic volumes to develop Year 2028 with Project Phases I-II Conditions traffic volumes.

This section also documents potential operational deficiencies on the existing local and regional circulation networks. The following network improvements are assumed under Year 2028 with Project Phases I-II scenario:

- Addition of a fourth (south) approach at existing signalized intersection of Rosedale Highway (CA-58) and Northwest Promenade.
- Addition of a fourth (west) approach at existing signalized intersection of Coffee Road and Jet Way.

INTERSECTION ANALYSIS RESULTS

Table 5-1 shows Year 2028 Cumulative Conditions intersection operation analysis results.

Figures 5-1 and **5-2** show intersection turning movement volumes under Year 2028 Cumulative scenarios.

Table 5-1
Year 2028 Cumulative Scenario Intersection Operation Analysis

Intersection	Year 2028 Cumulative		Year 2028 With Project Phases I-II		Year 2028 With Project and Improvement		Δ Delay (d)
	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	
AM Peak/PM Peak							
1. Patton Way and Rosedale Highway (CA-58)	8.3 / 8.7	A / A	8.4 / 9.0	A / A			
2. Coffee Road and Rosedale Highway (CA-58)	35.1 / 38.1	**D** / **D**	39.1 / 41.7	**D**[C] / **D**[C]			
3. Northwest Promenade/Project Dwy D and Rosedale Highway (CA-58)	6.0 / 8.0	A / A	16.4 / 22.8	B / C			
4. El Toro Viejo Road/Clay Patrick Farr Way and Rosedale Highway (CA-58)	14.3 / 15.1	B / B	14.7 / 16.9	B / B			
5. Calloway Drive and Rosedale Highway (CA-58)	27.7 / 36.2	C / **D**	29.5 / 39.5	C / **D**[C]			
6. Verdugo Lane and Rosedale Highway (CA-58)	19.3 / 18.7	B / B	20.1 / 20.3	C / C			
7. Old Farm Road and Rosedale Highway (CA-58)	17.3 / 17.0	B / B	17.6 / 17.7	B / B			
8. Coffee Road and Brimhall Road	71.8 / 64.5	**E** / **E**	74.6 / 68.5	**E**[C] / **E**[C]			
9. Harvest Creek Road and Brimhall Road – not collector	7.5 / 6.0	A / A	7.7 / 6.4	A / A			
10. Calloway Drive and Brimhall Road	24.0 / 24.4	C / C	24.9 / 25.6	C / C			
11. Verdugo Lane and Brimhall Road	18.3 / 15.2	B / B	18.8 / 15.4	B / B			
12. Jewetta Avenue and Brimhall Road	29.4 / 24.2	C / C	29.8 / 24.8	C / C			
13. Old Farm Road and Brimhall Road	16.7 / 13.9	B / B	17.1 / 14.0	B / B			
14. Allen Road and Brimhall Road	24.1 / 19.4	C / B	24.2 / 19.5	C / B			
15. Coffee Road and Olive Drive	22.0 / 20.6	C / C	22.4 / 21.0	C / C			
16. Coffee Road and Hageman Road	20.1 / 21.6	C / C	20.5 / 22.2	C / C			
17. Coffee Road and Riverlakes Drive/Meany Avenue	23.2 / 25.5	C / C	24.8 / 27.2	C / C			
18. Coffee Road and Downing Avenue	13.2 / 16.4	B / B	13.7 / 17.5	B / B			
19. Coffee Road and Granite Falls Drive	10.0 / 11.2	A / B	10.3 / 11.7	B / B			
20. Coffee Road and Jet Way/Project Dwy G	4.9 / 5.8	A / A	13.0 / 32.3	B / C			

Intersection	Year 2028 Cumulative		Year 2028 With Project Phases I-II		Year 2028 With Project and Improvement		Δ Delay (d)
	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	
AM Peak/PM Peak							
21. Coffee Road and Westside Parkway EB Ramps	6.3 / 5.6	A / A	6.6 / 5.8	A / A			
22. Coffee Road and Truxtun Avenue	12.9 / 15.8	B / B	13.3 / 16.8	B / B			
23. Coffee Road/Gosford Road and Stockdale Highway	37.9 / 40.2	**D / D**	40.8 / 45.0	**D^C / D^C**			
24. Calloway Drive and Noriega Road	7.7 / 7.1	A / A	7.7 / 7.2	A / A			
25. Calloway Drive and Hageman Road	22.6 / 25.2	C / C	22.9 / 25.7	C / C			
26. Callaway Drive and Meacham Road	17.8 / 18.8	B / B	18.4 / 19.7	B / B			
27. El Toro Viejo Rd & Project Dwy A	Doesn't Exist		9.2 / 9.8	A / A			
28. Project Dwy B & Rosedale Highway			18.4 / 19.1	C / C			
29. Project Dwy C & Rosedale Highway			18.2 / 19.2	C / C			
30. Project Dwy E & Rosedale Highway			17.7 / 19.0	C / C			
31. Coffee Road & Project Dwy F			20.8 / 24.5	C / C			
32. Coffee Road & Project Dwy H			21.5 / 24.7	C / C			

Notes:
***Bold** values indicate intersections operating at LOS D, E or F.*
(e) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
(f) LOS calculations are based on the methodology outlined in the Highway Capacity Manual 7th Edition and performed using Synchro 12.
(g) Project traffic does not add more than 5 seconds of delay.
(h) Change in delay between Year 2027 With Project and Improvement and Year 2027 Cumulative baseline.

Per the analysis results shown in **Table 5-1**, all analyzed intersections are operating at an acceptable LOS under Year 2028 Cumulative scenario except for the following:

2. Coffee Road and Rosedale Highway (CA-58)
5. Calloway Drive and Rosedale Highway (CA-58)
8. Coffee Road and Brimhall Road
23. Coffee Road/Gosford Road and Stockdale Highway

INTERSECTION DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

As shown in **Table 5-1**, the deficient locations with the addition of the proposed project will not add more than 5 seconds of delay. Therefore, no transportation improvements are recommended at these locations.

Year 2028 Cumulative Baseline and Year 2028 with Project Phases I-II peak hour analysis worksheets are provided in **Appendices E** and **F**, respectively.

ROADWAY SEGMENT ANALYSIS RESULTS

Table 5-2 shows Year 2028 Cumulative Conditions roadway segment capacity analyses results. As shown, all analyzed roadway segments are operating at an acceptable LOS under Year 2028 Cumulative Conditions except at the following locations:

- Coffee Road between Jet Way to Brimhall Road
- Coffee Road between Brimhall Road to Westside Parkway EB Ramps
- Coffee Road between Truxtun Road and Stockdale Highway
- Calloway Drive between Rosedale Highway (CA-58) to Brimhall Road

ROADWAY SEGMENT DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

The identified deficient roadway segments along Coffee Road are operating at their ultimate buildout classification per the Metropolitan Bakersfield General Plan with no additional improvements are identified for these segments in the Bakersfield Regional Transportation Impact Fee (RTIF) Program. The project will provide dedicated southbound right-turn lanes along the Coffee Road frontage, thereby preserving the intended capacity of the southbound through lanes. Accordingly, no additional improvements are recommended.

The identified deficient roadway segment along Calloway Drive currently operates as a four-lane arterial. Under buildout conditions, this segment is designated as a six-lane arterial in the Metropolitan Bakersfield General Plan and is also identified in the Bakersfield RTIF Program as Project B62, which proposes widening the roadway from four to six lanes. Accordingly, no additional improvements are recommended.

Table 5-2
Year 2028 Cumulative Scenario Roadway Segment Capacity Analysis

Roadway Segment	Description[(a)]	Classification	LOS E Capacity	Opening Year 2028			Opening Year 2028 + Project Phases I & II		
				ADT	V/C	LOS	ADT	V/C	LOS
Rosedale Highway (CA-58)									
Old Farm Road to Verdugo Lane	4A	4-lane Arterial	40,000	22,292	0.557	C or Better	23,347	0.584	C or Better
Verdugo Lane to Calloway Drive	6A	6-lane Arterial	60,000	25,808	0.430	C or Better	27,456	0.458	C or Better
Calloway Drive to El Toro Viejo Road/Clay Patrick Farr Way	6A	6-lane Arterial	60,000	31,762	0.529	C or Better	34,861	0.581	C or Better
El Toro Viejo Road/Clay Patrick Farr Way to Northwest Promenade	6A	6-lane Arterial	60,000	33,173	0.553	C or Better	36,997	0.617	C or Better
Northwest Promenade to Coffee Road	6A	6-lane Arterial	60,000	34,183	0.570	C or Better	36,227	0.604	C or Better
Coffee Road to Patton Way	6A	6-lane Arterial	60,000	30,791	0.513	C or Better	31,516	0.525	C or Better
Coffee Road									
Olive Drive to Hageman Road	6A	6-lane Arterial	60,000	25,165	0.419	C or Better	26,352	0.439	C or Better
Hageman Road to Meany Avenue/Riverlakes Drive	6A	6-lane Arterial	60,000	29,905	0.498	C or Better	31,487	0.525	C or Better
Riverlakes Drive/Meany Avenue to Downing Avenue	6A	6-lane Arterial	60,000	36,876	0.615	C or Better	38,986	0.650	C or Better
Downing Avenue to Granite Falls Drive	6A	6-lane Arterial	60,000	38,960	0.649	C or Better	41,333	0.689	C or Better
Granite Falls Drive to Rosedale Highway (CA-58)	6A	6-lane Arterial	60,000	36,714	0.612	C or Better	39,219	0.654	C or Better
Rosedale Highway (CA-58) to Jet Way	6A	6-lane Arterial	60,000	43,492	0.725	C or Better	46,129	0.769	C or Better
Jet Way to Brimhall Road	6A	6-lane Arterial	60,000	44,087	0.735	C or Better	50,021	0.834	**D**
Brimhall Road to Westside Parkway EB Ramps	6A	6-lane Arterial	68,500[b]	52,950	0.773	C or Better	55,653	0.812	**D**
Westside Parkway EB Ramps to Truxtun Road	6A	6-lane Arterial	60,000	44,180	0.736	C or Better	46,685	0.778	C or Better
Truxtun Road and Stockdale Highway	6A	6-lane Arterial	60,000	52,275	0.871	**D**	54,253	0.904	**E**
Calloway Drive									
Noriega Road to Hageman Road	6A	6-lane Arterial	60,000	27,161	0.453	C or Better	27,688	0.461	C or Better
Hageman Road to Meacham Road	6A	6-lane Arterial	60,000	28,134	0.469	C or Better	28,793	0.480	C or Better
Meacham Road to Rosedale Highway (CA-58)	6A	6-lane Arterial	60,000	31,394	0.523	C or Better	32,185	0.536	C or Better
Rosedale Highway (CA-58) to Brimhall Road	4A	4-lane Arterial	40,000	38,689	0.967	**E**	39,678	0.992	**E**
Brimhall Road									
Allen Road to Old Farm Road	4A	4-lane Arterial	40,000	8,860	0.222	C or Better	9,387	0.235	C or Better
Old Farm Road to Jewetta Avenue	4A	4-lane Arterial	40,000	10,788	0.270	C or Better	11,579	0.289	C or Better
Jewetta Avenue to Verdugo Lane	4A	4-lane Arterial	40,000	12,701	0.318	C or Better	14,020	0.351	C or Better
Verdugo Lane to Calloway Drive	4A	4-lane Arterial	40,000	15,150	0.379	C or Better	16,600	0.415	C or Better
Calloway Drive to Harvest Creek Road	4A	4-lane Arterial	40,000	16,307	0.408	C or Better	18,285	0.457	C or Better
Harvest Creek Road to Coffee Road	4A	4-lane Arterial	40,000	17,072	0.427	C or Better	19,182	0.480	C or Better
Hageman Road									
Calloway Drive to Coffee Road	6A	6-lane Arterial	60,000	25,348	0.422	C or Better	25,480	0.425	C or Better

Notes:
Bold values indicate roadway segment capacity resulting in LOS D, E or F
(a) Thresholds based on Metropolitan Bakersfield General Plan Circulation Element Page III-4 (2002)
(b) *Accounts for auxiliary lane (4th southbound lane) capacity, calculated based on HCM6 Equation 19-13 Adjustment for Right Turns at a rate of 1/1.18 = 0.85 applied to the capacity for one lane (60,000 ADT/6 lanes = 10,000 ADT/Lane*.85 = 8500 ADT*

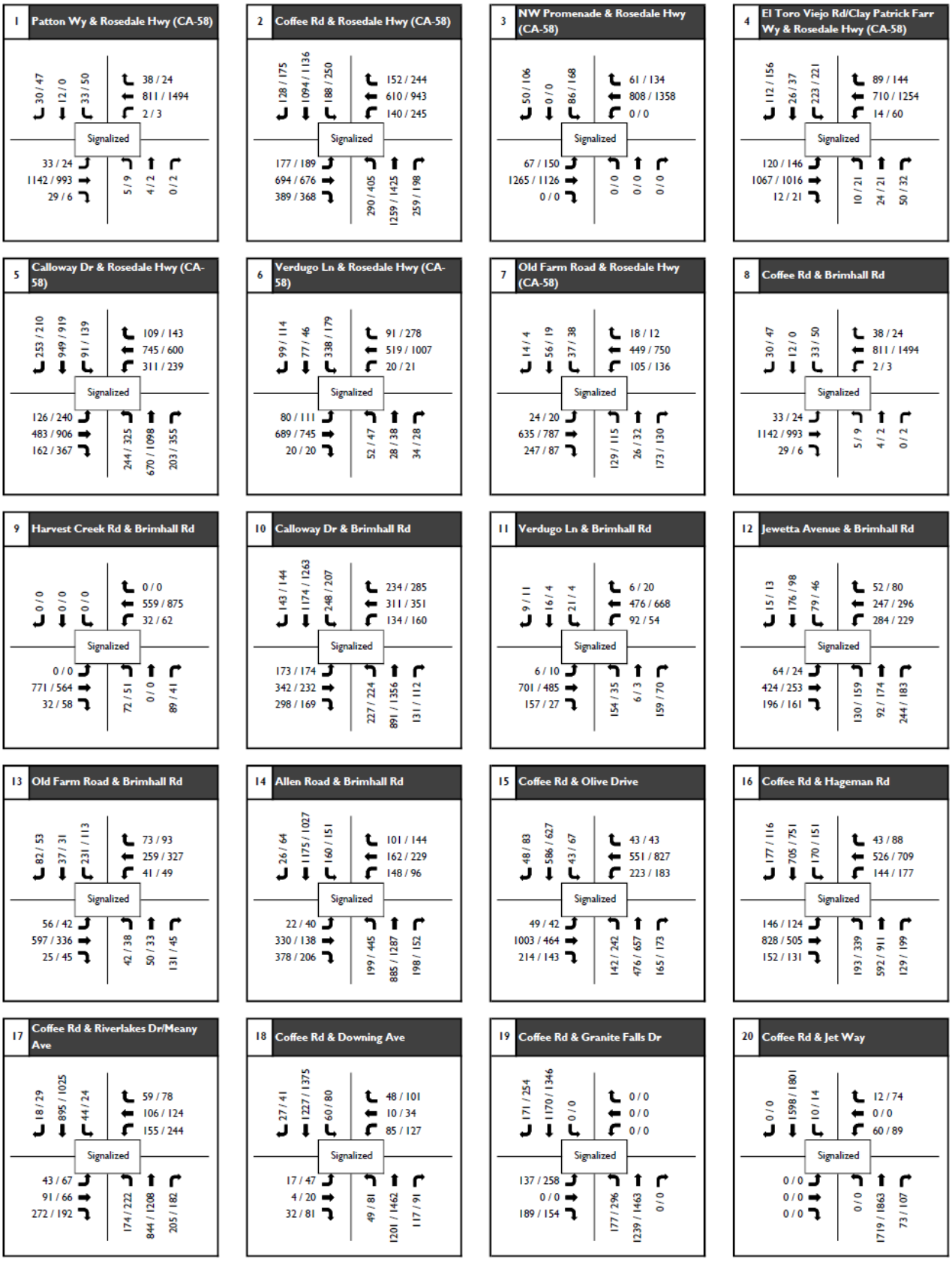
Per the project access vehicular queuing analysis results shown in **Table 5-3**, the project access points will not experience vehicular excess demand except at Coffee Rd & Project Dwy G/Jet Way intersection. A dual left turn lane with 250 foot lanes is recommended at this location.

Vehicular queue analysis worksheets are provided in **Appendix J**.

Table 5-3
Opening Year 2028 Project Access Vehicular Queueing Analysis

Intersection	Movement	Lane Length (ft)	Queue (ft)		Excess Demand		Recommended Turn Lane Length (ft)
			AM	PM	AM	PM	
3. Project Dwy D/NW Promenade & Rosedale Hwy	EBL	225	61	93	--	--	225
	EBR	400	33	48	--	--	400
	WBL	200	101	196	--	--	200
	NBLTR	200	129	236	--	--	200
20. Coffee Rd & Project Dwy G/Jet Wy	EB LTR	400	142	342	--	--	400
	NBL	280	278	463[1]	--	183	500[2]
	SBR	400	44	95	--	--	400
27. El Toro Viejo Rd & Project Dwy A	WBLR	200	57	71	--	--	200
	SBL	200	38	48	--	--	200
28. Project Dwy B & Rosedale Hwy	EBR	90	0	0	--	--	90
	NBR	100	47	54	--	--	100
29. Project Dwy C & Rosedale Hwy	EBR	250	0	0	--	--	250
	NBR	150	46	57	--	--	150
30. Project Dwy E & Rosedale Hwy	EBR	400	0	0	--	--	400
	NBR	150	54	58	--	--	150
31. Coffee Rd & Project Dwy F	EBR	200	39	56	--	--	200
	SBR	50	10	7	--	--	50
32. Coffee Rd & Project Dwy H	EBR	100	40	55	--	--	100

Notes:
[1]Queue length decreases, but queuing penalty increases
[2] Dual left turn pocket with 250' lanes



XX / XX AM / PM Peak Hour Volumes

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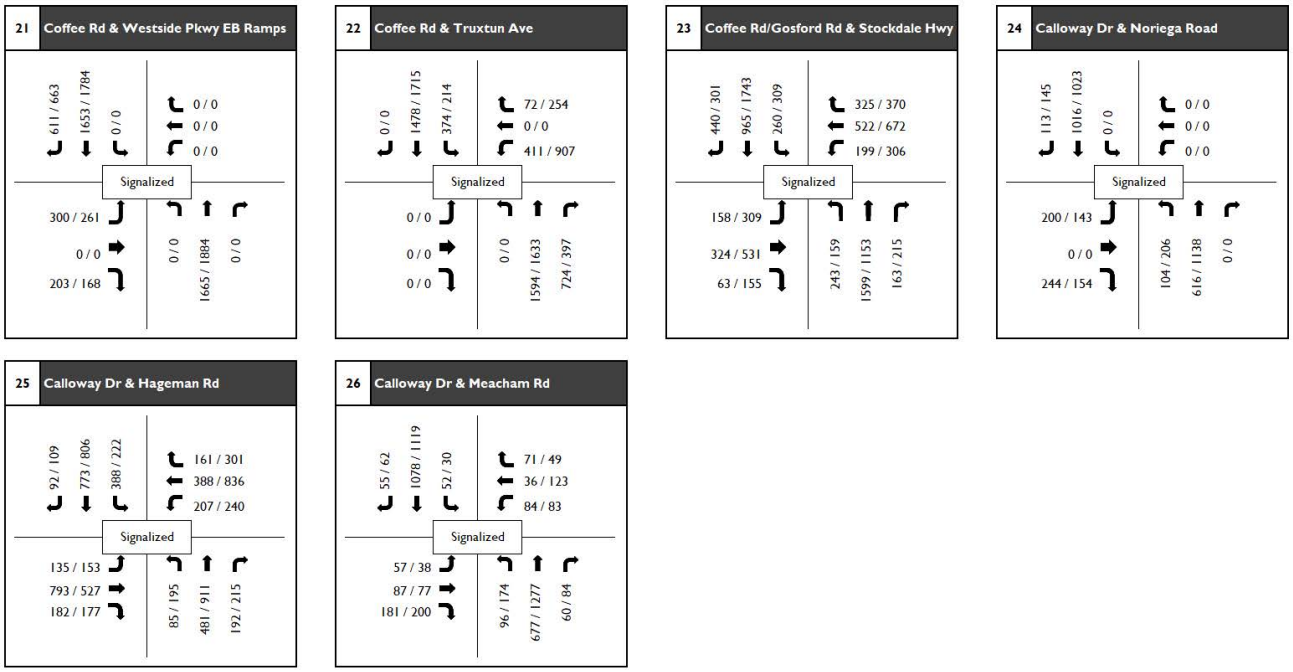
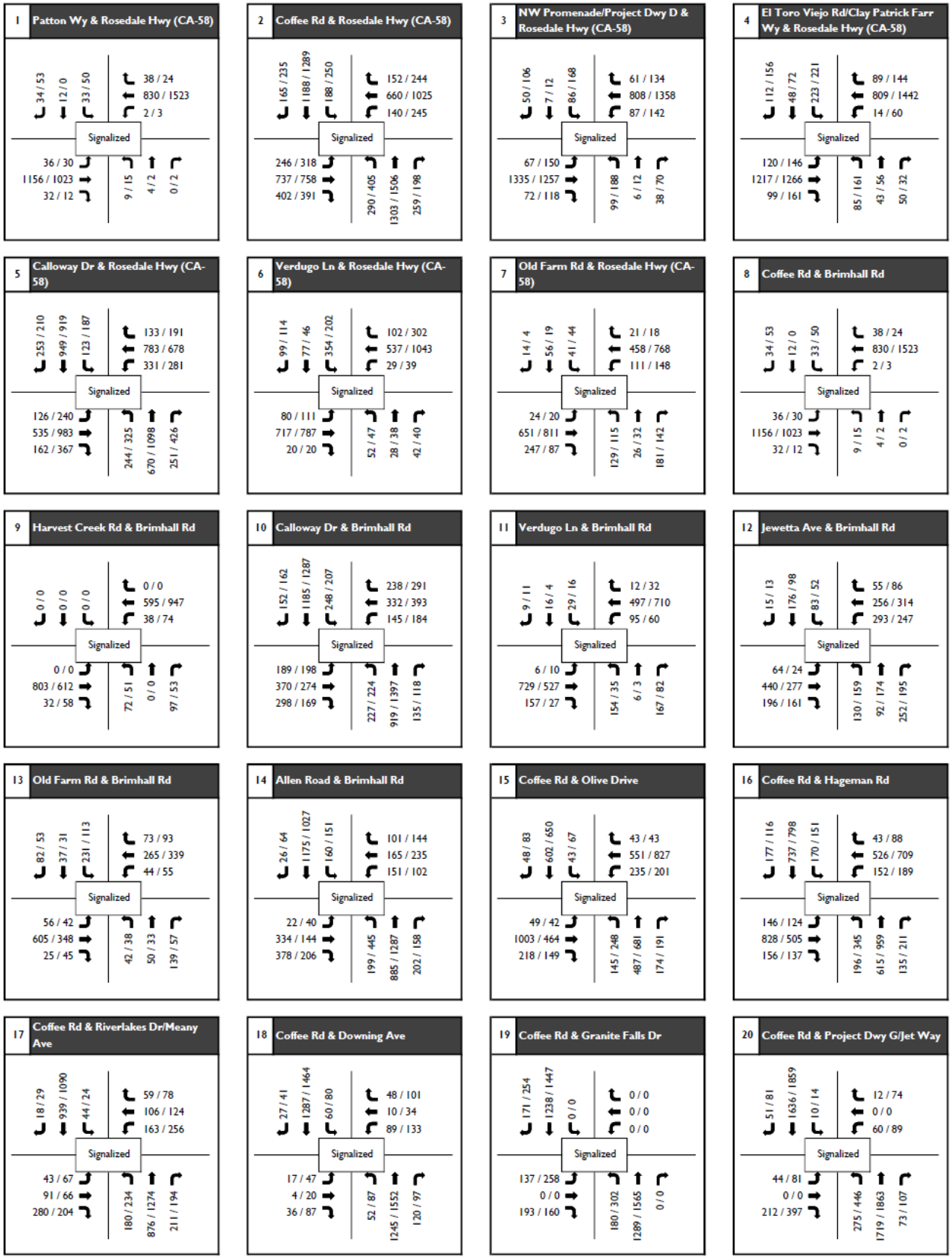
SWC Rosedale and Coffee, Bakersfield
Year 2028 Cumulative Peak Hour Volumes
Figure 5-1a



XX / XX AM / PM Peak Hour Volumes

INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

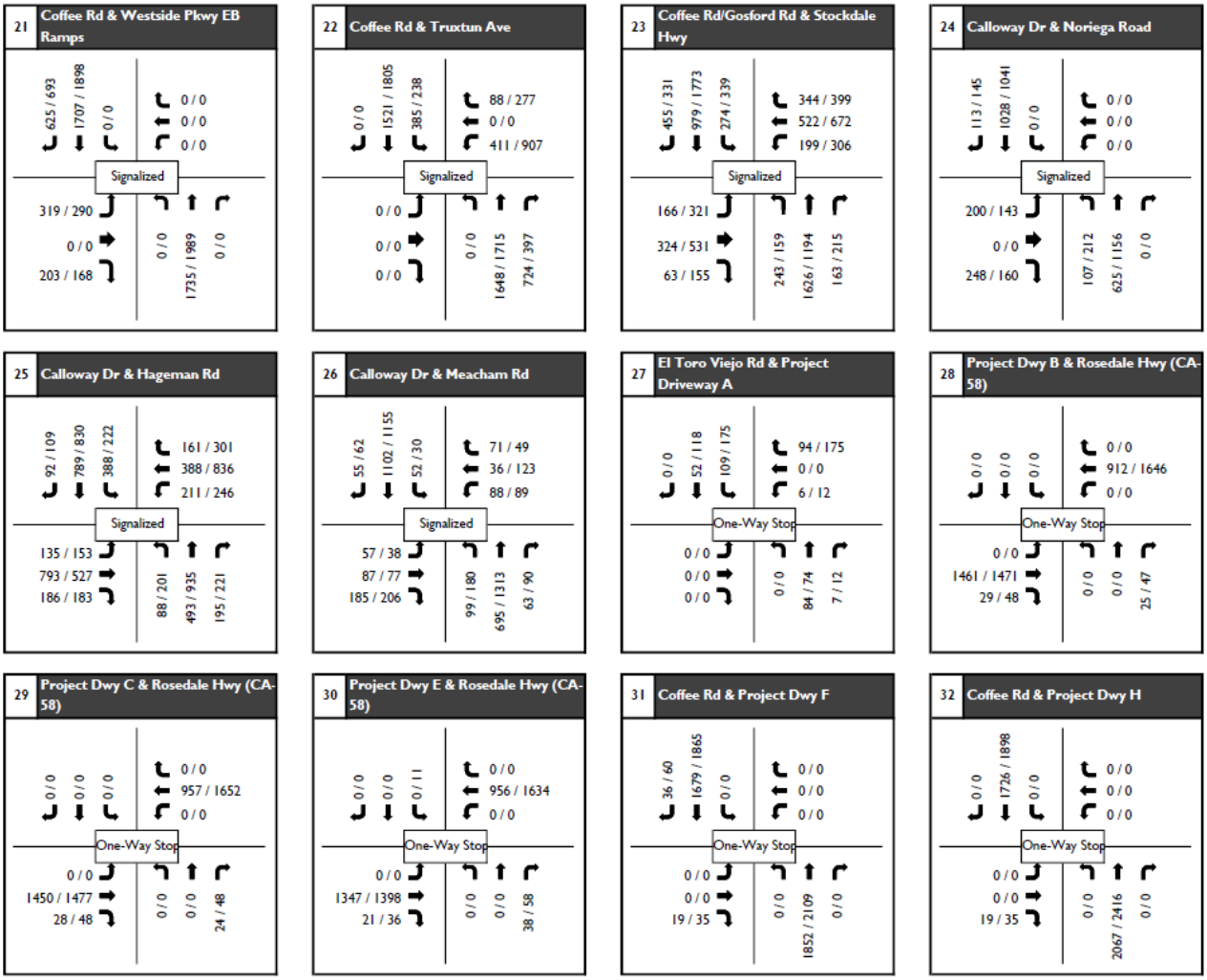
SWC Rosedale and Coffee, Bakersfield
Year 2028 Cumulative Peak Hour Volumes
Figure 5-1b



XX / XX AM / PM Peak Hour Volumes

INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

SWC Rosedale and Coffee, Bakersfield
Year 2028 With Project Phases I-II Peak Hour Volumes
Figure 5-2a



XX / XX AM / PM Peak Hour Volumes

INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

SWC Rosedale and Coffee, Bakersfield
Year 2028 With Project Phases I-II Peak Hour Volumes
Figure 5-2b

6.0 BUILDOUT YEAR 2046 CONDITIONS

This section documents the circulation system conditions within the study area of the project under Buildout Year 2046 scenarios. As stated in Chapter 2, compounded annual growth rates were applied to 2025 daily roadway segment counts for 21 years to develop Buildout Year 2046 segment volumes. These developed volumes and NCHRP Report 255 Directional Volume Method were then applied to 2025 peak hour intersection turning counts to develop Buildout Year 2046 intersection peak hour volumes (shown in **Appendix A**). Project Phases I and II traffic volumes are then added to the Buildout Year 2046 traffic volumes to develop Buildout Year 2046 with Project Phases I-II Conditions traffic volumes.

This section also documents potential operational deficiencies on the existing local and regional circulation networks. The following network improvements are assumed under Buildout Year 2046 with Project Phases I-II scenario:

- Addition of a fourth (south) approach at existing signalized intersection of Rosedale Highway (CA-58) and Northwest Promenade.
- Addition of a fourth (west) approach at existing signalized intersection of Coffee Road and Jet Way.

INTERSECTION ANALYSIS RESULTS

Table 6-1 shows Buildout Year 2046 Conditions intersection operation analysis results.

Figures 6-1 and **6-2** show intersection turning movement volumes under Buildout Year 2046 scenarios.

Table 6-1
Buildout Year 2046 Scenario Intersection Operation Analysis

Intersection	Buildout Year 2046		Buildout Year 2046 With Project Phases I-II		Buildout Year 2046 With Project and Improvement		Δ Delay (d)
	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	
AM Peak/PM Peak							
1. Patton Way and Rosedale Highway (CA-58)	8.3 / 8.6	A / A	8.4 / 8.8	A / A			
2. Coffee Road and Rosedale Highway (CA-58)	37.1 / 47.0	**D** / **D**	37.9 / 51.3	**D**[c] / **D**[c]			
3. Northwest Promenade/Project Driveway and Rosedale Highway (CA-58)	6.0 / 8.2	A / A	15.9 / 22.3	C / C			
4. El Toro Viejo Road/Clay Patrick Farr Way and Rosedale Highway (CA-58)	14.3 / 15.7	B / B	14.6 / 17.9	B / B			
5. Calloway Drive and Rosedale Highway (CA-58)	32.9 / 40.7	C / **D**	36.1 / 43.4	**D**[c] / **D**[c]			
6. Verdugo Lane and Rosedale Highway (CA-58)	19.7 / 19.0	B / B	20.6 / 20.7	C / C			
7. Old Farm Road and Rosedale Highway (CA-58)	18.5 / 18.5	B / B	18.6 / 19.1	B / B			
8. Coffee Road and Brimhall Road	74.0 / 92.2	**E** / **F**	77.1 / 96.5	**E**[c] / **F**[c]			
9. Harvest Creek Road and Brimhall Road – not collector	8.2 / 6.7	A / A	8.5 / 7.1	A / A			
10. Calloway Drive and Brimhall Road	24.4 / 28.1	C / C	25.2 / 29.4	C / C			
11. Verdugo Lane and Brimhall Road	18.9 / 15.2	B / B	19.3 / 15.4	B / B			
12. Jewetta Avenue and Brimhall Road	29.6 / 24.8	C / C	30.0 / 25.4	C / C			
13. Old Farm Road and Brimhall Road	17.1 / 14.2	B / B	17.4 / 14.2	B / B			
14. Allen Road and Brimhall Road	27.5 / 22.1	C / C	27.9 / 22.2	C / C			
15. Coffee Road and Olive Drive	25.8 / 22.3	C / C	26.3 / 22.9	C / C			
16. Coffee Road and Hageman Road	24.5 / 25.6	C / C	25.1 / 26.4	C / C			
17. Coffee Road and Riverlakes Drive/Meany Avenue	27.8 / 31.4	C / C	30.1 / 34.6	C / C			
18. Coffee Road and Downing Avenue	14.7 / 16.4	B / B	15.5 / 17.1	B / B			

Intersection	Buildout Year 2046		Buildout Year 2046 With Project Phases I-II		Buildout Year 2046 With Project and Improvement		Δ Delay (d)
	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	
AM Peak/PM Peak							
19. Coffee Road and Granite Falls Drive	10.3 / 12.7	B / B	10.8 / 13.8	A / C			
20. Coffee Road and Jet Way/Project Driveway	4.9 / 6.2	A / A	13.2 / 33.1	B / C			
21. Coffee Road and Westside Parkway EB Ramps	7.2 / 6.5	A / A	7.5 / 7.0	A / A			
22. Coffee Road and Truxtun Avenue	17.8 / 20.7	B / C	18.3 / 22.1	B / C			
23. Coffee Road/Gosford Road and Stockdale Highway	37.9 / 40.2	**D / D**	42.4 / 43.9	**D[c] / D[c]**			
24. Calloway Drive and Noriega Road	7.8 / 7.3	A / A	7.9 / 7.3	A / A			
25. Calloway Drive and Hageman Road	28.7 / 29.0	C / C	29.2 / 29.3	C / C			
26. Callaway Drive and Meacham Road	18.4 / 19.5	B / B	18.8 / 20.5	B / C			
27. El Toro Viejo Rd & Project Dwy A	Doesn't Exist		9.3 / 10	A / B			
28. Project Dwy B & Rosedale Highway			17.8 / 19.1	C / C			
29. Project Dwy C & Rosedale Highway			17.7 / 19.2	C / C			
30. Project Dwy E & Rosedale Highway			17.2 / 18.7	C / C			
31. Coffee Road & Project Dwy F			23.7 / 31.7	C / D			
32. Coffee Road & Project Dwy H			24.1 / 33.4	C / D			

Notes:
***Bold** values indicate intersections operating at LOS D, E or F.*
(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual 7th Edition and performed using Synchro 12.
(c) Project traffic does not add more than 5 seconds of delay.
(d) Change in delay between Buildout Year 2046 With Project and Improvement and Buildout Year 2046 baseline.

Per the analysis results shown in **Table 6-1**, all analyzed intersections are operating at an acceptable LOS under Year 2046 Cumulative scenario except for the following:

2. Coffee Road and Rosedale Highway (CA-58)
5. Calloway Drive and Rosedale Highway (CA-58)
8. Coffee Road and Brimhall Road
23. Coffee Road/Gosford Road and Stockdale Highway
31. Coffee Road & Project Dwy F
32. Coffee Road & Project Dwy H

Project driveways operating at LOS D are considered acceptable.

INTERSECTION DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

As shown in **Table 6-1** for street intersections 2, 5, 8, and 23, the deficient locations with the addition of the proposed project will not add more than 5 seconds of delay. Therefore, no transportation improvements are recommended at these locations.

As shown in **Table 6-1** for project driveways intersections 31 and 32, the installation of traffic signals at these intersections will improve the operations.

Table 6-2 shows the effectiveness of implementing this improvement; however, a traffic signal is not warranted at either location. Therefore, no improvements are recommended.

Table 6-2
Buildout Year 2046 With Improvements Intersection Operation Analysis

Intersection	Buildout Year 2046 With Project Phases I-II		Buildout Year 2046 With Project Phases I-II With Improvements	
	Delay (a)	LOS (b)	Delay (a)	LOS (b)
AM/PM Peak				
31. Coffee Road & Project Dwy F	23.7 / 31.7	C / **D**	2.1/2.3	A/A
32. Coffee Road & Project Dwy H	24.1 / 33.4	C / **D**	1.8/1.9	A/A

Buildout Year 2046 Baseline and Buildout Year 2046 with Project Phases I-V peak hour analysis worksheets are provided in **Appendices G** and **H**, respectively. Improvement peak hour analysis worksheet and signal warrants are provided **Appendix I**.

ROADWAY SEGMENT ANALYSIS RESULTS

Table 6-3 shows Buildout Year 2046 Conditions roadway segment capacity analysis results. As shown, all analyzed roadway segments are operating at an acceptable LOS under Year 2046 Cumulative Conditions except at the following locations:

- Coffee Road between Jet Way to Brimhall Road
- Coffee Road between Brimhall Road to Westside Parkway EB Ramps

- Coffee Road between Westside Parkway EB Ramps to Truxtun Road
- Coffee Road between Truxtun Road and Stockdale Highway
- Calloway Drive between Rosedale Highway (CA-58) to Brimhall Road

ROADWAY SEGMENT DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

The identified deficient roadway segments along Coffee Road are operating at their ultimate buildout classification per the Metropolitan Bakersfield General Plan with no additional improvements are identified for these segments in the Bakersfield Regional Transportation Impact Fee (RTIF) Program. The project will provide dedicated southbound right-turn lanes along the Coffee Road frontage, thereby preserving the intended capacity of the southbound through lanes. Accordingly, no additional improvements are recommended.

The identified deficient roadway segment along Calloway Drive currently operates as a four-lane arterial. Under buildout conditions, this segment is designated as a six-lane arterial in the Metropolitan Bakersfield General Plan and is also identified in the Bakersfield RTIF Program as Project B62, which proposes widening the roadway from four to six lanes. Accordingly, no additional improvements are recommended.

Table 6-3
Buildout Year 2046 Scenario Roadway Segment Capacity Analysis

Roadway Segment	Description[a]	Classification	LOS E Capacity	Buildout Year 2046			Buildout Year 2046 + Project Phases I & II		
				ADT	V/C	LOS	ADT	V/C	LOS
Rosedale Highway (CA-58)									
Old Farm Road to Verdugo Lane	4A	4-lane Arterial	40,000	22,295	0.557	C or Better	23,350	0.584	C or Better
Verdugo Lane to Calloway Drive	6A	6-lane Arterial	60,000	25,812	0.430	C or Better	27,460	0.458	C or Better
Calloway Drive to El Toro Viejo Road/Clay Patrick Farr Way	6A	6-lane Arterial	60,000	31,767	0.529	C or Better	34,866	0.581	C or Better
El Toro Viejo Road/Clay Patrick Farr Way to Northwest Promenade	6A	6-lane Arterial	60,000	33,179	0.553	C or Better	37,003	0.617	C or Better
Northwest Promenade to Coffee Road	6A	6-lane Arterial	60,000	34,189	0.570	C or Better	36,233	0.604	C or Better
Coffee Road to Patton Way	6A	6-lane Arterial	60,000	30,796	0.513	C or Better	31,521	0.525	C or Better
Coffee Road									
Olive Drive to Hageman Road	6A	6-lane Arterial	60,000	29,403	0.490	C or Better	30,590	0.510	C or Better
Hageman Road to Meany Avenue/Riverlakes Drive	6A	6-lane Arterial	60,000	34,941	0.582	C or Better	36,523	0.609	C or Better
Riverlakes Drive/Meany Avenue to Downing Avenue	6A	6-lane Arterial	60,000	43,085	0.718	C or Better	45,195	0.753	C or Better
Downing Avenue to Granite Falls Drive	6A	6-lane Arterial	60,000	45,521	0.759	C or Better	47,894	0.798	C or Better
Granite Falls Drive to Rosedale Highway (CA-58)	6A	6-lane Arterial	60,000	42,111	0.702	C or Better	44,616	0.744	C or Better
Rosedale Highway (CA-58) to Jet Way	6A	6-lane Arterial	70,000	49,886	0.713	C or Better	52,523	0.750	C or Better
Jet Way to Brimhall Road	6A	6-lane Arterial	70,000	50,966	0.728	C or Better	56,900	0.813	**D**
Brimhall Road to Westside Parkway EB Ramps	6A	6-lane Arterial	68,500[b]	60,245	0.879	**D**	62,948	0.919	**E**
Westside Parkway EB Ramps to Truxtun Road	6A	6-lane Arterial	60,000	50,267	0.838	**D**	52,772	0.880	**D**
Truxtun Road and Stockdale Highway	6A	6-lane Arterial	60,000	52,935	0.882	**D**	54,913	0.915	**E**
Calloway Drive									
Noriega Road to Hageman Road	6A	6-lane Arterial	60,000	30,294	0.505	C or Better	30,821	0.514	C or Better
Hageman Road to Meacham Road	6A	6-lane Arterial	60,000	28,716	0.479	C or Better	29,375	0.490	C or Better
Meacham Road to Rosedale Highway (CA-58)	6A	6-lane Arterial	60,000	32,044	0.534	C or Better	32,835	0.547	C or Better
Rosedale Highway (CA-58) to Brimhall Road	4A	4-lane Arterial	40,000	41,402	1.035	**F**	42,391	1.060	**F**
Brimhall Road									
Allen Road to Old Farm Road	4A	4-lane Arterial	40,000	9,766	0.244	C or Better	10,293	0.257	C or Better
Old Farm Road to Jewetta Avenue	4A	4-lane Arterial	40,000	11,891	0.297	C or Better	12,682	0.317	C or Better
Jewetta Avenue to Verdugo Lane	4A	4-lane Arterial	40,000	14,000	0.350	C or Better	15,319	0.383	C or Better
Verdugo Lane to Calloway Drive	4A	4-lane Arterial	40,000	16,699	0.417	C or Better	18,149	0.454	C or Better
Calloway Drive to Harvest Creek Road	4A	4-lane Arterial	40,000	17,974	0.449	C or Better	19,952	0.499	C or Better
Harvest Creek Road to Coffee Road	4A	4-lane Arterial	40,000	19,640	0.491	C or Better	21,750	0.544	C or Better
Hageman Road									
Calloway Drive to Coffee Road	6A	6-lane Arterial	60,000	31,279	0.521	C or Better	31,411	0.524	C or Better

Notes:
Bold values indicate roadway segment capacity resulting in LOS D, E or F
(a) Thresholds based on Metropolitan Bakersfield General Plan Circulation Element Page III-4 (2002)
(b) *Accounts for auxiliary lane (4th southbound lane) capacity, calculated based on HCM6 Equation 19-13 Adjustment for Right Turns at a rate of 1/1.18 = 0.85 applied to the capacity for one lane (60,000 ADT/6 lanes = 10,000 ADT/Lane*.85 = 8500 ADT*

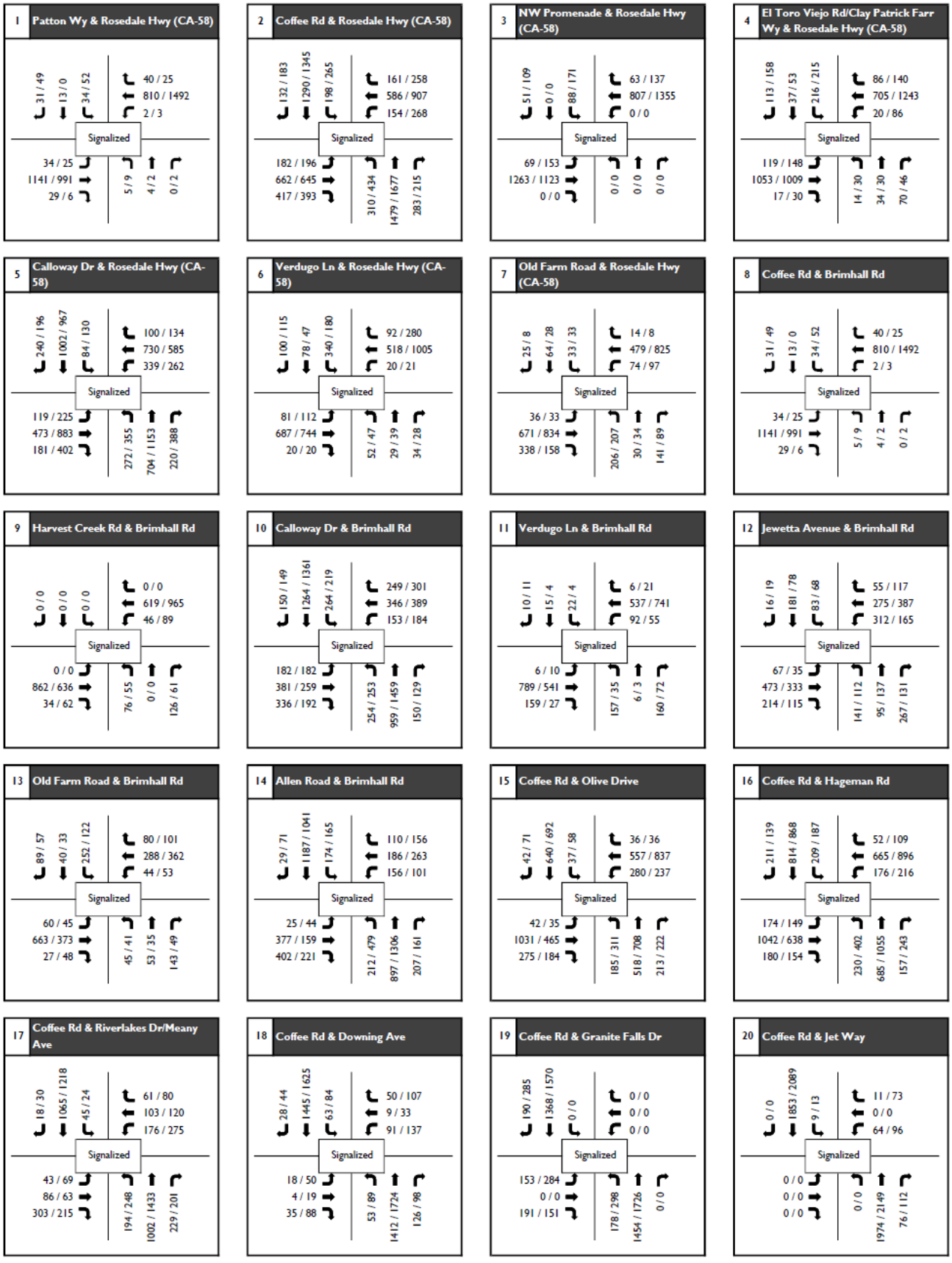
Per the project access vehicular queuing analysis results shown in **Table 6-4**, the project access points will not experience vehicular excess demand except at Coffee Rd & Project Dwy G/Jet Way intersection. A dual left turn lane with 250 foot lanes is recommended at this location.

Vehicular queue analysis worksheets are provided in **Appendix J**.

Table 6-4
Buildout Year 2046 Project Access Vehicular Queueing Analysis

Intersection	Movement	Lane Length (ft)	Queue (ft)		Excess Demand		Recommended Turn Lane Length (ft)
			AM	PM	AM	PM	
3. Project Dwy D/NW Promenade & Rosedale Hwy	EBL	225	63	97	--	--	225
	EBR	400	30	53	--	--	400
	WBL	200	99	147	--	--	200
	NBLTR	200	119	214	--	--	200
20. Coffee Rd & Project Dwy G/Jet Wy	EB LTR	400	151	311	--	--	400
	NBL	280	306	443[1]	26	163	500[2]
	SBR	400	43	136	--	--	400
27. El Toro Viejo Rd & Project Dwy A	WBLR	200	51	68	--	--	200
	SBL	200	42	61	--	--	200
28. Project Dwy B & Rosedale Hwy	EBR	90	0	0	--	--	90
	NBR	100	45	57	--	--	100
29. Project Dwy C & Rosedale Hwy	EBR	250	0	0	--	--	250
	NBR	150	46	57	--	--	150
30. Project Dwy E & Rosedale Hwy	EBR	400	0	0	--	--	400
	NBR	150	52	59	--	--	150
31. Coffee Rd & Project Dwy F	EBR	200	40	75	--	--	200
	SBR	50	0	27	--	--	50
32. Coffee Rd & Project Dwy H	EBR	100	43	54	--	--	100

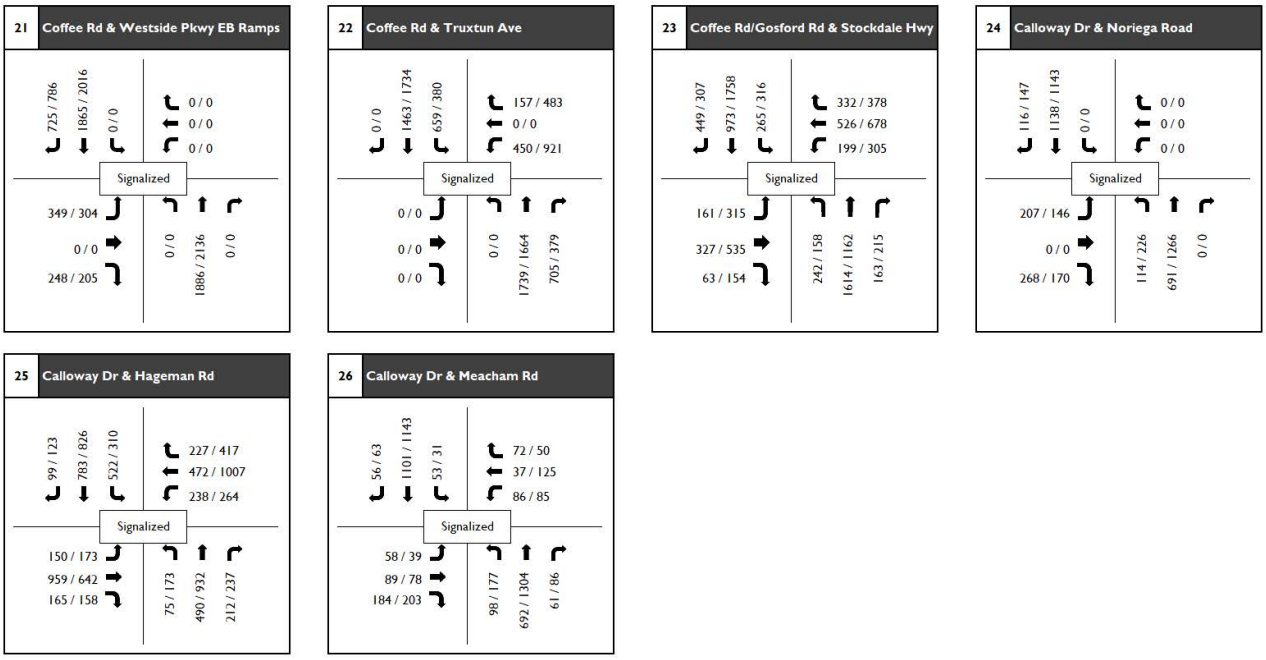
Notes:
[1]Queue length decreases, but queuing penalty increases
[2] Dual left turn pocket with 250' lanes



XX / XX AM / PM Peak Hour Volumes

INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

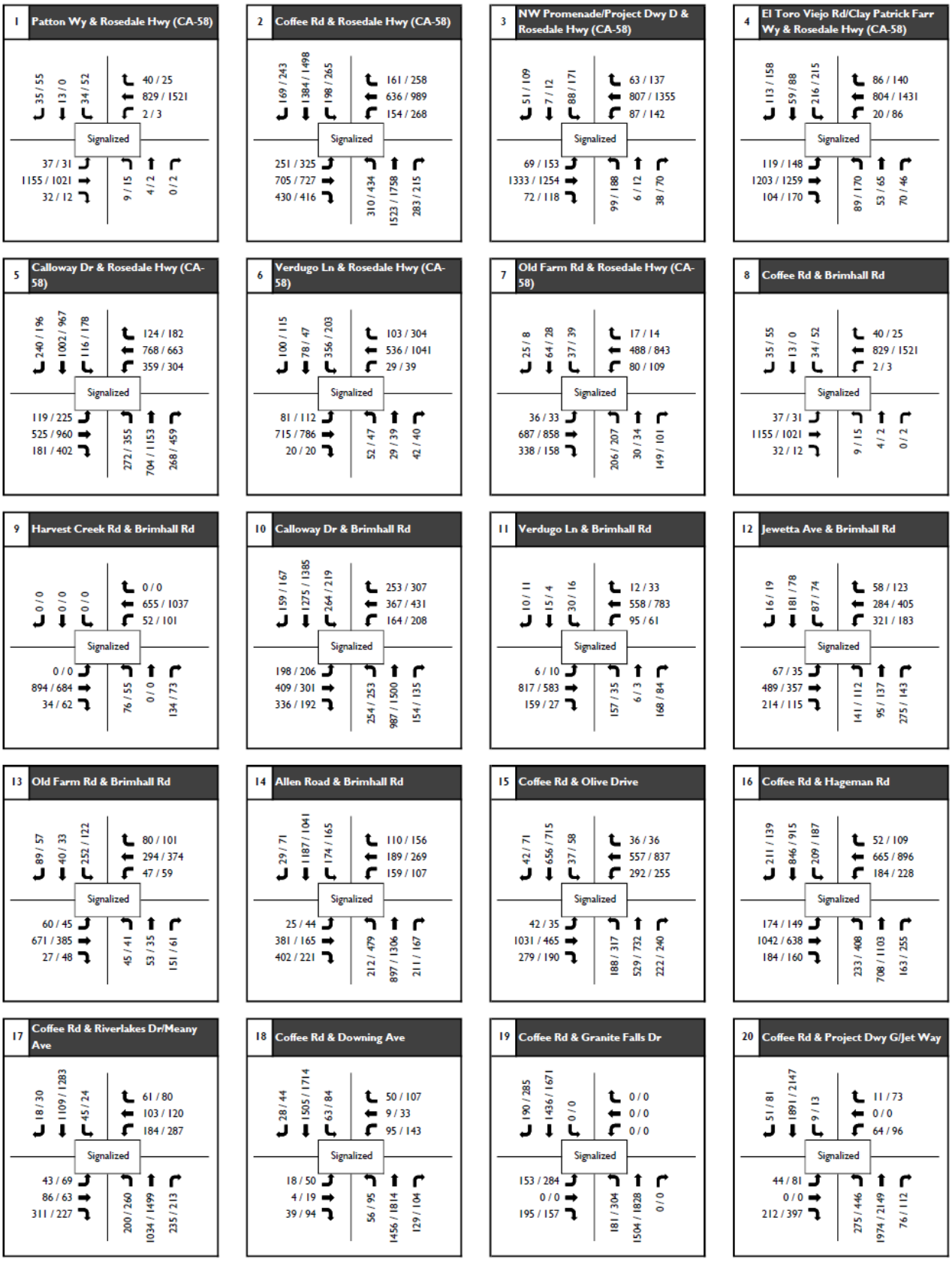
SWC Rosedale and Coffee, Bakersfield
Buildout Year 2046 Peak Hour Volumes
Figure 6-1a



XX / XX AM / PM Peak Hour Volumes

INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

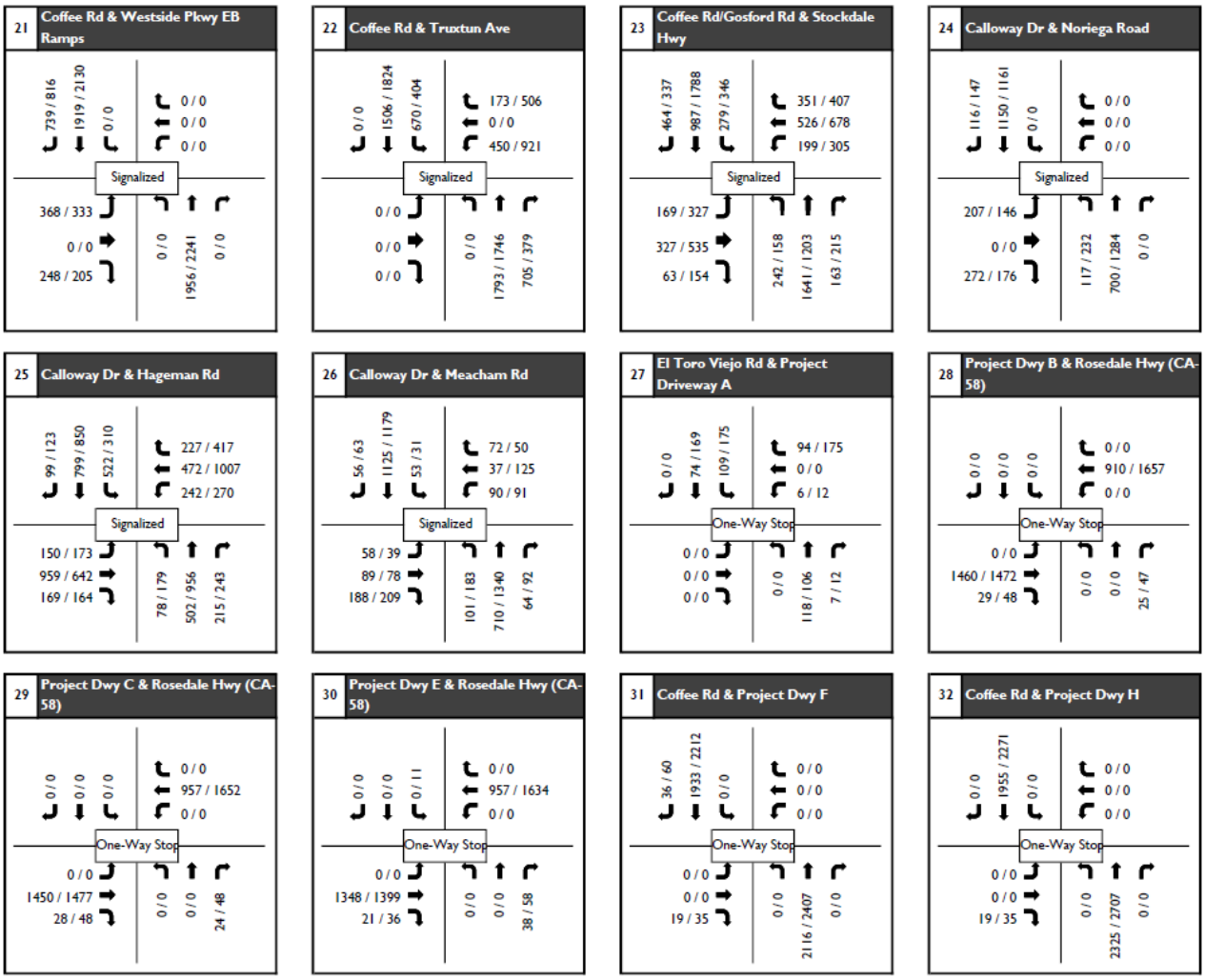
SWC Rosedale and Coffee, Bakersfield
Buildout Year 2046 Peak Hour Volumes
Figure 6-1b



XX / XX AM / PM Peak Hour Volumes

INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

SWC Rosedale and Coffee, Bakersfield
Buildout Year 2046 With Project Phases I-II Peak Hour Volumes Figure 6-2a



XX / XX AM / PM Peak Hour Volumes

INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

SWC Rosedale and Coffee, Bakersfield

Buildout Year 2046 With Project Phases I-II Peak Hour Volumes

Figure 6-2b

7.0 RECOMMENDED IMPROVEMENTS

This section summarizes the recommended improvements at deficient locations under all analyzed scenarios discussed in this report.

New development projects within the City of Bakersfield are required to provide needed infrastructure improvements to meet the demand created by the development and provide off-site improvements designed to ensure construction of the local and regional transportation networks to their ultimate classifications. These improvements could be funded through development fee payment towards adopted funding mechanisms such as Metropolitan Bakersfield Regional Transportation Impact Fee (RTIF) program. If the improvements are not identified in the RTIF, they are considered local improvements, and the project will pay its fair share contribution towards the cost of these improvements.

Table 7-1 show recommended transportation improvements needed to address future growth and cumulative traffic intersection and roadway segment deficiencies within the City of Bakersfield. This table also highlights which improvements are included in the RTIF and which improvements would be local improvements.

Additionally, the Project will be conditioned to fully construct the following project features at the main access points to the development:

- Addition of a fourth (south) approach at existing signalized intersection of Rosedale Highway (CA-58) and Northwest Promenade including the construction of a westbound dual left turn pocket with 250-foot lanes to match the existing eastbound dual left turn pocket.
- Addition of a fourth (west) approach at existing signalized intersection of Coffee Road and Jet Way including the construction of a northbound dual left turn pocket with 250-foot lanes.

Table 7-1
Recommended Improvements

Improvement	Recommended Improvements			Improvement Funding
	Year 2027 with Project	Year 2028 with Project	Buildout Year 2046 With Project	
Coffee Road and Project Driveway F			Installation of traffic signals at these intersections will improve the operations. However, a traffic signal is not warranted at either location. Therefore, no improvements are recommended.	N/A
Coffee Road and Project Driveway H				N/A
Coffee Road between Rosedale Highway (CA-58) and Jet Way		These roadway segments are at their buildout classification per the Metropolitan Bakersfield General Plan and no improvements are identified in the Bakersfield RTIF. Therefore, no improvements are recommended. However, the project will construct exclusive southbound right turn lanes along the Coffee Road frontage that will maintain capacity for southbound through movements.	These roadway segments are at their buildout classification per the Metropolitan Bakersfield General Plan and no improvements are identified in the Bakersfield RTIF. Therefore, no improvements are recommended. However, the project will construct exclusive southbound right turn lanes along the Coffee Road frontage that will maintain capacity for southbound through movements.	Project
Coffee Road between Jet Way and Brimhall Road				
Coffee Road between Westside Parkway EB Ramps and Truxton Road				N/A
Coffee Road between Truxton Road and Stockdale Highway		These roadway segments are at their buildout classification per the Metropolitan Bakersfield General Plan and no improvements are identified in the Bakersfield RTIF. Therefore, no improvements are recommended.		N/A
Calloway Drive between Rosedale Highway (CA-58) and Brimhall Road	Roadway widening to 6 lanes	Roadway widening to 6 lanes	Roadway widening to 6 lanes	RTIF Project B62

8.0 VEHICLE MILES TRAVELED

The purpose of this section is to evaluate the project's vehicle miles traveled (VMT) analysis requirements and compliance with Senate Bill 743 (SB 743) and the California Environmental Quality Act (CEQA).

SB 743

On September 27, 2013, Senate Bill (SB) 743 was signed into State law and started a process intended to fundamentally change transportation impact analysis as part of the California Environmental Quality Act (CEQA) compliance. The California Natural Resource Agency updated the CEQA transportation analysis guidelines in 2018. In this update automobile delay and level of service (LOS) metrics are no longer to be used in determining transportation impacts. After July 1, 2020, transportation analysis under CEQA must use VMT to determine impacts for land use projects.

VMT ANALYSIS GUIDELINES

The project is within the jurisdiction of the City of Bakersfield (City). The City currently does not have guidance on evaluating VMT for transportation impacts under CEQA. In absence of direct guidance from the lead agency, this VMT analysis was prepared consistent with requirements of Senate Bill 743 (SB 743), the Office of Planning and Research's (OPR's) Technical Advisory and with the Fresno County SB 743 Implementation Regional Guidelines.

VMT ANALYSIS

A VMT analysis was prepared for this project and provided by separate document included in **Appendix L**.

Appendix A. Volume Development

Traffic Counts

INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE: Thu, Feb 20, 25

LOCATION: Bakersfield
NORTH & SOUTH: Patton Way
EAST & WEST: Rosedale Hwy

PROJECT #: SC5147
LOCATION #: 1
CONTROL: SIGNAL

NOTES:

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

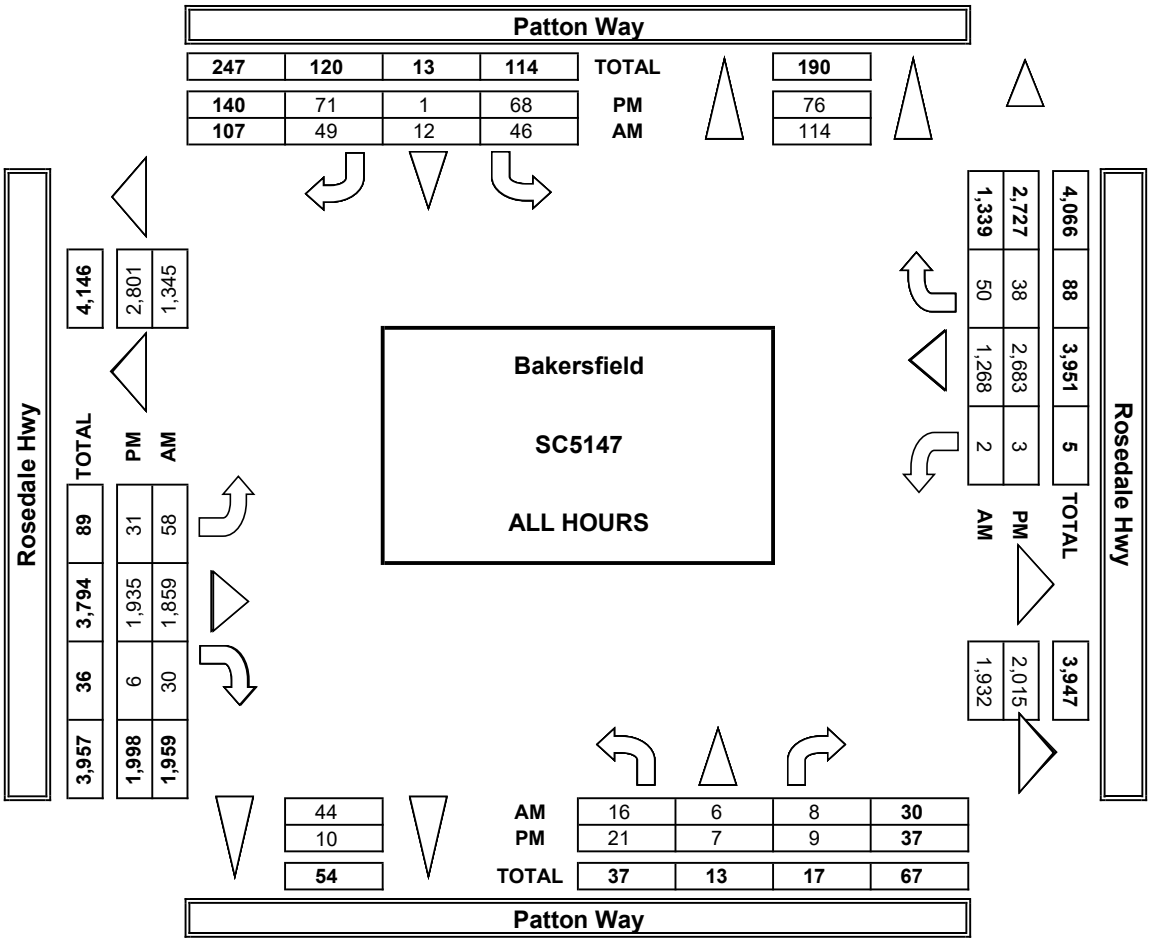
		NORTHBOUND Patton Way			SOUTHBOUND Patton Way			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	1	0	3	6	0	5	10	181	2	0	118	7	333	0	0	1	3	4
	7:15 AM	4	1	2	5	2	5	7	206	4	0	102	5	343	0	0	0	1	1
	7:30 AM	0	0	0	9	3	6	6	272	2	0	159	6	463	0	0	0	6	6
	7:45 AM	2	1	0	4	1	3	10	253	3	1	201	14	493	0	0	1	2	3
	8:00 AM	1	1	0	5	0	9	8	280	7	1	171	9	492	0	0	2	1	3
	8:15 AM	2	1	0	5	4	5	7	236	8	0	173	3	444	0	0	2	3	5
	8:30 AM	1	0	3	4	0	7	2	215	3	0	167	4	406	0	0	3	1	4
	8:45 AM	5	2	0	8	2	9	8	216	1	0	177	2	430	0	0	3	2	5
	VOLUMES	16	6	8	46	12	49	58	1,859	30	2	1,268	50	3,435	0	0	12	19	31
	APPROACH %	53%	20%	27%	43%	11%	46%	3%	95%	2%	0%	95%	4%						
	APP/DEPART	30	/	114	107	/	44	1,959	/	1,932	1,339	/	1,345	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	5	3	0	23	8	23	31	1,041	20	2	704	32	1,909	0	0	5	12	
	APPROACH %	63%	38%	0%	43%	15%	43%	3%	95%	2%	0%	94%	4%						
	PEAK HR FACTOR		0.667			0.750			0.923			0.860		0.962					
	APP/DEPART	8	/	66	54	/	30	1,097	/	1,076	750	/	737	0					
PM	4:00 PM	6	0	5	15	1	7	4	287	2	1	334	7	669	0	0	6	0	6
	4:15 PM	3	1	0	5	0	7	3	236	0	0	329	3	587	0	0	2	0	2
	4:30 PM	2	0	1	10	0	7	5	231	1	1	332	2	592	0	0	2	1	3
	4:45 PM	4	2	1	9	0	8	3	228	2	0	379	9	645	0	0	4	0	4
	5:00 PM	3	0	0	18	0	18	4	235	1	1	307	5	592	0	0	5	1	6
	5:15 PM	0	0	0	5	0	10	7	244	0	0	426	4	696	0	0	3	0	3
	5:30 PM	0	0	1	5	0	5	2	244	0	0	308	3	568	0	0	2	1	3
	5:45 PM	3	4	1	1	0	9	3	230	0	0	268	5	524	0	0	2	0	2
	VOLUMES	21	7	9	68	1	71	31	1,935	6	3	2,683	38	4,902	0	0	26	3	29
	APPROACH %	57%	19%	24%	49%	1%	51%	2%	97%	0%	0%	98%	1%						
	APP/DEPART	37	/	76	140	/	10	1,998	/	2,015	2,727	/	2,801	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	9	2	2	42	0	43	19	938	4	2	1,444	20	2,541	0	0	14	2	
	APPROACH %	69%	15%	15%	49%	0%	51%	2%	96%	0%	0%	98%	1%						
	PEAK HR FACTOR		0.464			0.590			0.960			0.853		0.909					
	APP/DEPART	13	/	41	85	/	6	975	/	984	1,468	/	1,510	0					

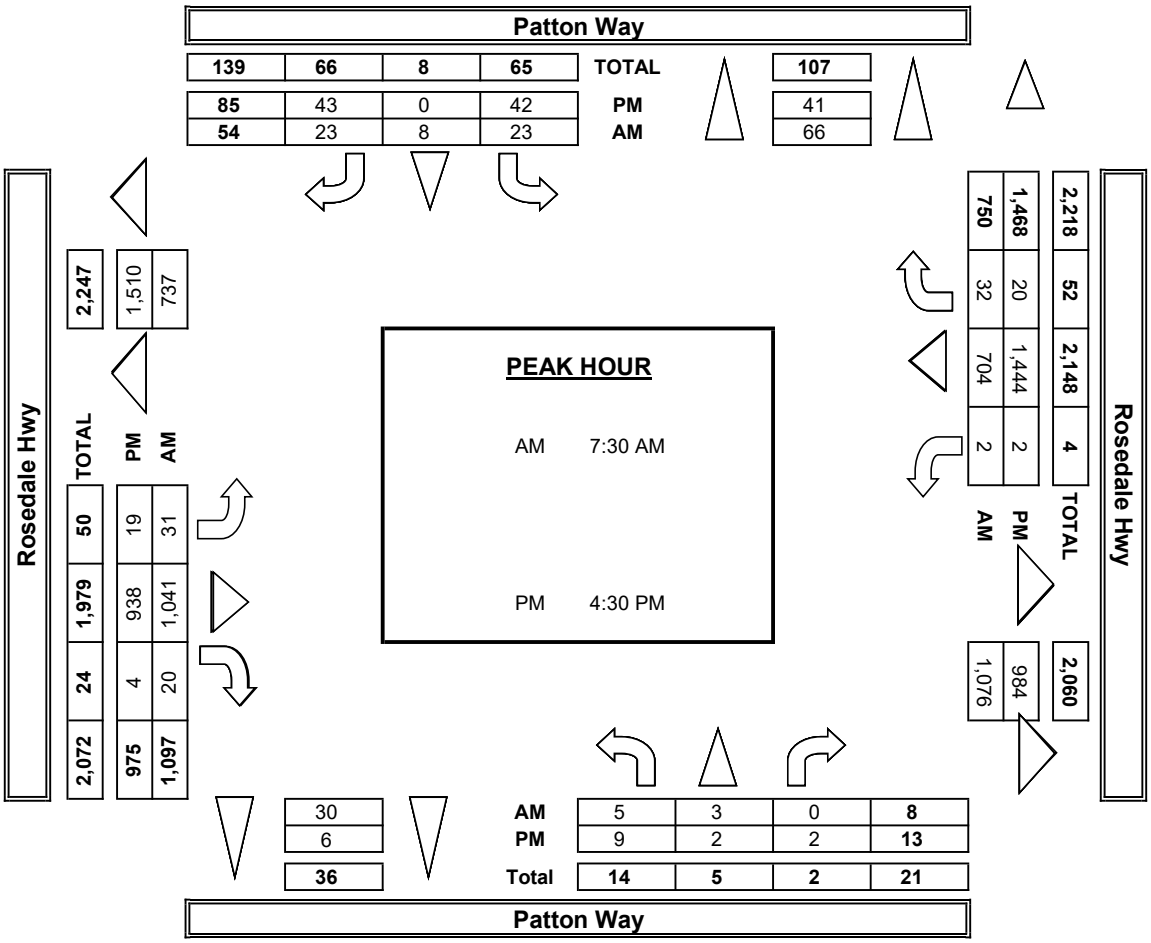


		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	1	2	0	0	3	1	2	0	0	3	0	0	0	0	0
	8:15 AM	1	2	0	0	3	1	0	0	0	1	0	2	0	0	2
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	2	4	0	0	6	2	2	0	0	4	0	2	0	0	2
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	2	0	1	3	0	1	0	1	2	0	1	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	5:00 PM	1	1	0	1	3	0	0	0	0	0	1	1	0	1	3
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
	5:30 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	5:45 PM	0	1	0	1	2	0	1	0	1	2	0	0	0	0	0
	TOTAL	2	6	0	3	11	1	3	0	2	6	1	3	0	1	5

AimTD LLC

TURNING MOVEMENT COUNTS





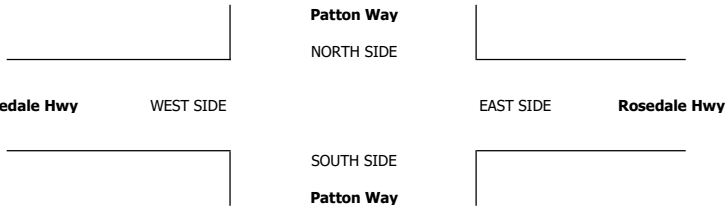
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Patton Way	LOCATION #:	1
THURSDAY	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

	NOTES:											
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N
	Factor	1	1.5	2	3	2	2			PM		
										MD	◄ W	E ►
										OTHER		S ▼
										OTHER		

	NORTHBOUND Patton Way			SOUTHBOUND Patton Way			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	2	0	6	8	0	9	11	203	2	0	142	12	392					0
7:15 AM	8	2	3	6	2	8	9	221	4	0	120	7	389					0
7:30 AM	0	0	0	16	3	10	6	300	4	0	186	7	531					0
7:45 AM	2	2	0	4	1	4	11	273	3	1	223	18	540					0
8:00 AM	1	2	0	6	0	11	9	305	9	1	208	11	561					0
8:15 AM	2	1	0	7	8	5	8	265	12	0	196	4	506					0
8:30 AM	2	0	3	7	0	10	2	244	3	0	193	5	467					0
8:45 AM	6	3	0	8	3	15	11	239	1	0	197	4	485					0
VOLUMES	22	9	12	61	17	71	65	2,048	38	2	1,462	65	3,869	0	0	0	0	0
APPROACH %	52%	20%	28%	41%	11%	48%	3%	95%	2%	0%	96%	4%						
APP/DEPART	42	/	139	148	/	57	2,151	/	2,120	1,529	/	1,554	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	5	4	0	33	12	30	33	1,142	28	2	811	38	2,137					
APPROACH %	56%	44%	0%	44%	16%	40%	3%	95%	2%	0%	95%	4%						
PEAK HR FACTOR		0.643			0.654			0.932			0.883		0.952					
APP/DEPART	9	/	75	75	/	42	1,203	/	1,175	851	/	846	0					
PM 4:00 PM	6	0	5	18	1	9	5	303	2	1	349	9	707					0
4:15 PM	3	1	0	6	0	7	3	249	0	0	340	3	612					0
4:30 PM	2	0	1	13	0	7	8	248	2	2	348	2	632					0
4:45 PM	4	2	1	10	0	9	4	245	3	0	395	12	685					0
5:00 PM	3	0	0	20	0	20	5	246	1	1	319	5	620					0
5:15 PM	0	0	0	8	0	11	7	256	0	0	432	5	718					0
5:30 PM	0	0	1	5	0	6	2	258	0	0	315	5	591					0
5:45 PM	3	4	1	1	0	9	3	240	0	0	280	6	546					0
VOLUMES	21	7	9	79	1	78	36	2,042	8	4	2,778	47	5,109	0	0	0	0	0
APPROACH %	57%	19%	24%	50%	1%	49%	2%	98%	0%	0%	98%	2%						
APP/DEPART	37	/	90	158	/	13	2,086	/	2,130	2,828	/	2,876	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	9	2	2	50	0	47	24	993	6	3	1,494	24	2,653					
APPROACH %	69%	15%	15%	52%	0%	48%	2%	97%	1%	0%	98%	2%						
PEAK HR FACTOR		0.464			0.606			0.974			0.871		0.924					
APP/DEPART	13	/	49	97	/	9	1,023	/	1,045	1,521	/	1,550	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

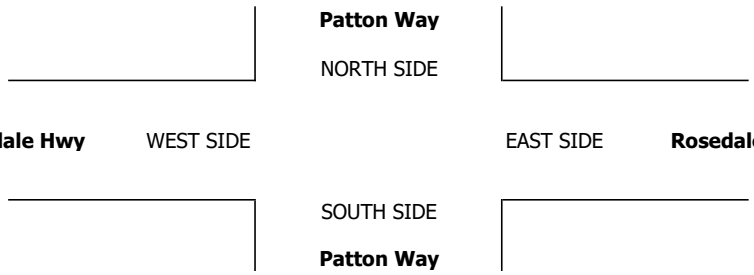
DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Patton Way	LOCATION #:	1
THURSDAY	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

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

	NORTHBOUND Patton Way			SOUTHBOUND Patton Way			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	0	0	3	0	2	9	161	2	0	91	3	271	0	0	1	2	3
7:15 AM	0	0	1	4	2	2	3	186	4	0	86	2	290	0	0	0	1	1
7:30 AM	0	0	0	2	3	3	6	239	1	0	128	5	387	0	0	0	6	6
7:45 AM	2	0	0	4	1	2	9	227	3	1	176	10	435	0	0	1	1	2
8:00 AM	1	0	0	4	0	6	6	254	4	1	130	6	412	0	0	2	0	2
8:15 AM	2	1	0	1	0	5	6	204	4	0	147	2	372	0	0	2	2	4
8:30 AM	0	0	3	2	0	2	2	183	3	0	138	3	336	0	0	2	1	3
8:45 AM	4	1	0	8	1	4	6	190	1	0	145	1	361	0	0	2	2	4
VOLUMES	9	2	4	28	7	26	47	1,644	22	2	1,041	32	2,889	0	0	10	15	25
APPROACH %	60%	13%	27%	46%	11%	43%	3%	95%	1%	0%	96%	3%						
APP/DEPART	15	/	81	61	/	31	1,723	/	1,691	1,090	/	1,086	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	5	1	0	11	4	16	27	924	12	2	581	23	1,620	0	0	5	9	
APPROACH %	83%	17%	0%	35%	13%	52%	3%	95%	1%	0%	94%	4%						
PEAK HR FACTOR		0.500			0.775			0.910			0.818		0.927					
APP/DEPART	6	/	51	31	/	18	968	/	944	615	/	607	0					
PM 4:00 PM	6	0	5	13	1	6	3	267	2	1	314	6	624	0	0	6	0	6
4:15 PM	3	1	0	4	0	7	3	221	0	0	311	3	553	0	0	2	0	2
4:30 PM	2	0	1	6	0	7	3	211	0	0	308	2	540	0	0	1	1	2
4:45 PM	4	2	1	7	0	6	2	212	0	0	358	6	598	0	0	2	0	2
5:00 PM	3	0	0	17	0	17	2	221	1	1	292	5	559	0	0	5	1	6
5:15 PM	0	0	0	3	0	8	7	233	0	0	417	3	671	0	0	3	0	3
5:30 PM	0	0	1	5	0	4	2	232	0	0	297	2	543	0	0	2	1	3
5:45 PM	3	4	1	1	0	9	3	219	0	0	256	4	500	0	0	2	0	2
VOLUMES	21	7	9	56	1	64	25	1,816	3	2	2,553	31	4,614	0	0	23	3	26
APPROACH %	57%	19%	24%	46%	1%	53%	1%	97%	0%	0%	99%	1%						
APP/DEPART	37	/	63	121	/	6	1,867	/	1,884	2,589	/	2,661	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	9	2	2	33	0	38	14	877	1	1	1,375	16	2,381	0	0	11	2	
APPROACH %	69%	15%	15%	46%	0%	54%	2%	97%	0%	0%	99%	1%						
PEAK HR FACTOR		0.464			0.522			0.929			0.830		0.883					
APP/DEPART	13	/	32	71	/	2	903	/	914	1,394	/	1,433	0					



INTERSECTION TURNING MOVEMENT COUNTS

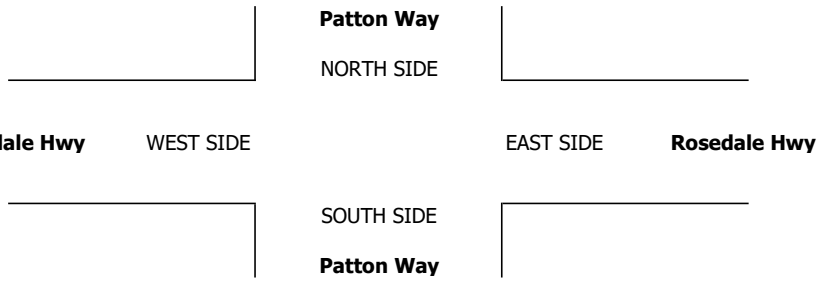
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
2/20/25	LOCATION:	Bakersfield	PROJECT #:	SC5147
THURSDAY	NORTH & SOUTH:	Patton Way	LOCATION #:	1
	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

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

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

		NORTHBOUND Patton Way			SOUTHBOUND Patton Way			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	0	0	3	0	1	1	11	0	0	17	1	35	0	0	0	1	1
	7:15 AM	0	0	1	1	0	2	4	16	0	0	8	3	35	0	0	0	0	0
	7:30 AM	0	0	0	4	0	1	0	24	0	0	19	1	49	0	0	0	0	0
	7:45 AM	0	1	0	0	0	0	1	16	0	0	15	3	36	0	0	0	1	1
	8:00 AM	0	1	0	0	0	2	2	17	2	0	27	3	54	0	0	0	1	1
	8:15 AM	0	0	0	4	0	0	1	19	1	0	15	1	41	0	0	0	1	1
	8:30 AM	1	0	0	1	0	4	0	21	0	0	19	0	46	0	0	1	0	1
	8:45 AM	1	1	0	0	0	3	1	16	0	0	27	0	49	0	0	1	0	1
	VOLUMES	3	3	1	13	0	13	10	140	3	0	147	12	351	0	0	2	4	6
	APPROACH %	43%	43%	14%	50%	0%	50%	6%	90%	2%	0%	90%	7%						
	APP/DEPART	7	/	25	26	/	3	155	/	158	163	/	165	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	2	0	8	0	3	4	76	3	0	76	8	183	0	0	0	3	
	APPROACH %	0%	100%	0%	73%	0%	27%	5%	92%	4%	0%	87%	9%						
	PEAK HR FACTOR		0.500			0.550			0.865			0.702		0.832					
	APP/DEPART	2	/	14	11	/	3	83	/	87	87	/	79	0					
PM	4:00 PM	0	0	0	1	0	0	1	14	0	0	16	0	32	0	0	0	0	0
	4:15 PM	0	0	0	1	0	0	0	10	0	0	14	0	25	0	0	0	0	0
	4:30 PM	0	0	0	3	0	0	1	15	0	0	18	0	37	0	0	0	0	0
	4:45 PM	0	0	0	2	0	2	0	9	2	0	16	2	33	0	0	2	0	2
	5:00 PM	0	0	0	0	0	0	2	9	0	0	12	0	23	0	0	0	0	0
	5:15 PM	0	0	0	1	0	2	0	5	0	0	6	1	15	0	0	0	0	0
	5:30 PM	0	0	0	0	0	1	0	5	0	0	10	0	16	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	7	0	0	7	0	14	0	0	0	0	0
	VOLUMES	0	0	0	8	0	5	4	74	2	0	99	3	197	0	0	2	0	2
	APPROACH %	0%	0%	0%	62%	0%	38%	5%	90%	2%	0%	97%	3%						
	APP/DEPART	0	/	7	13	/	2	82	/	82	102	/	106	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	6	0	4	3	38	2	0	52	3	110	0	0	2	0	
	APPROACH %	0%	0%	0%	60%	0%	40%	7%	84%	4%	0%	95%	5%						
	PEAK HR FACTOR		0.000			0.625			0.703			0.764		0.743					
	APP/DEPART	0	/	6	10	/	2	45	/	44	55	/	58	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

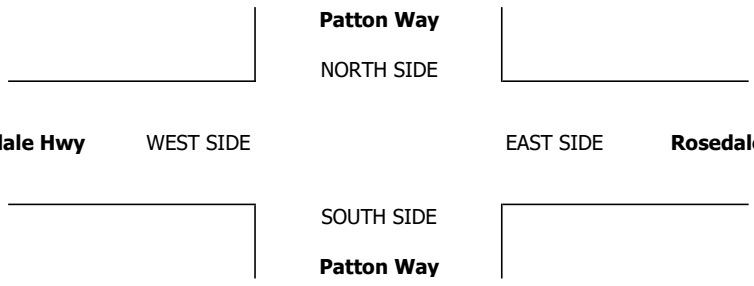
DATE:				
2/20/25	LOCATION:	Bakersfield	PROJECT #:	SC5147
THURSDAY	NORTH & SOUTH:	Patton Way	LOCATION #:	1
	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

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

		NORTHBOUND Patton Way			SOUTHBOUND Patton Way			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	1	0	0	1	0	2	0	0	4	2	10	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	7:30 AM	0	0	0	1	0	1	0	1	0	0	3	0	6	0	0	0	0	0
	7:45 AM	0	0	0	0	0	1	0	4	0	0	3	0	8	0	0	0	0	0
	8:00 AM	0	0	0	1	0	1	0	1	0	0	4	0	7	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	1	0	0	4	0	5	0	0	0	0	0
	8:30 AM	0	0	0	0	0	1	0	2	0	0	3	0	6	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	2	0	0	3	0	5	0	0	0	0	0
	VOLUMES	0	0	1	2	0	5	0	13	0	0	25	2	48	0	0	0	0	0
	APPROACH %	0%	0%	100%	29%	0%	71%	0%	100%	0%	0%	93%	7%						
	APP/DEPART	1	/	2	7	/	0	13	/	16	27	/	30	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	2	0	3	0	7	0	0	14	0	26	0	0	0	0	
	APPROACH %	0%	0%	0%	40%	0%	60%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.625			0.438			0.875		0.813					
	APP/DEPART	0	/	0	5	/	0	7	/	9	14	/	17	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	2	0	0	3	0	5	0	0	0	0	0
	4:30 PM	0	0	0	1	0	0	0	0	0	0	4	0	5	0	0	1	0	1
	4:45 PM	0	0	0	0	0	0	1	1	0	0	2	0	4	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	2	1	4	0	0	0	0	0
	VOLUMES	0	0	0	1	0	0	1	11	0	0	13	1	28	0	0	1	0	1
	APPROACH %	0%	0%	0%	100%	0%	0%	8%	85%	0%	0%	93%	7%						
	APP/DEPART	0	/	2	1	/	0	13	/	12	14	/	14	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	1	0	0	1	6	0	0	7	0	16	0	0	1	0	
	APPROACH %	0%	0%	0%	100%	0%	0%	13%	75%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.250			0.667			0.438		0.667					
	APP/DEPART	0	/	1	1	/	0	8	/	7	7	/	8	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
2/20/25	LOCATION:	Bakersfield	PROJECT #:	SC5147
THURSDAY	NORTH & SOUTH:	Patton Way	LOCATION #:	1
	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

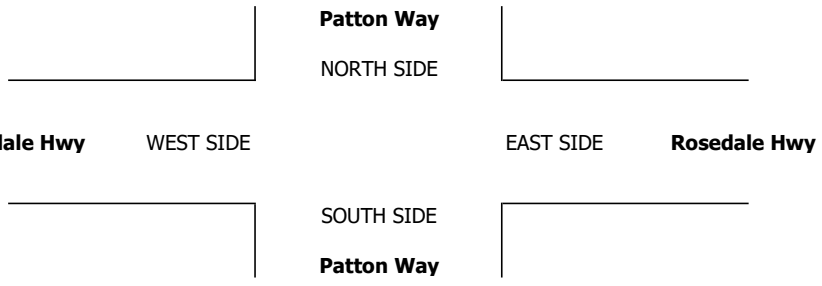
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Patton Way			SOUTHBOUND Patton Way			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	1	0	7	0	0	5	1	14	0	0	0	0	0
	7:15 AM	0	0	0	0	0	1	0	3	0	0	6	0	10	0	0	0	0	0
	7:30 AM	0	0	0	2	0	1	0	7	1	0	5	0	16	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	2	0	0	4	1	7	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	7	0	0	9	0	16	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	6	0	0	4	0	10	0	0	0	0	0
	8:30 AM	0	0	0	1	0	0	0	7	0	0	6	0	14	0	0	0	0	0
	8:45 AM	0	0	0	0	0	2	1	5	0	0	1	1	10	0	0	0	0	0
	VOLUMES	0	0	0	3	0	5	1	44	1	0	40	3	97	0	0	0	0	0
	APPROACH %	0%	0%	0%	38%	0%	63%	2%	96%	2%	0%	93%	7%						
	APP/DEPART	0	/	4	8	/	1	46	/	47	43	/	45	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	2	0	1	0	22	1	0	22	1	49	0	0	0	0	
	APPROACH %	0%	0%	0%	67%	0%	33%	0%	96%	4%	0%	96%	4%						
	PEAK HR FACTOR		0.000			0.250			0.719			0.639		0.766					
	APP/DEPART	0	/	1	3	/	1	23	/	24	23	/	23	0					
PM	4:00 PM	0	0	0	1	0	1	0	3	0	0	3	1	9	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	1	4	0	0	1	0	6	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	5	0	0	3	1	9	0	0	0	0	0
	5:00 PM	0	0	0	1	0	1	0	1	0	0	3	0	6	0	0	0	0	0
	5:15 PM	0	0	0	1	0	0	0	3	0	0	0	0	4	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	4	0	0	1	1	6	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	2	0	0	3	0	5	0	0	0	0	0
	VOLUMES	0	0	0	3	0	2	1	25	0	0	14	3	48	0	0	0	0	0
	APPROACH %	0%	0%	0%	60%	0%	40%	4%	96%	0%	0%	82%	18%						
	APP/DEPART	0	/	4	5	/	0	26	/	28	17	/	16	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	2	0	1	1	13	0	0	7	1	25	0	0	0	0	
	APPROACH %	0%	0%	0%	67%	0%	33%	7%	93%	0%	0%	88%	13%						
	PEAK HR FACTOR		0.000			0.375			0.700			0.500		0.694					
	APP/DEPART	0	/	2	3	/	0	14	/	15	8	/	8	0					



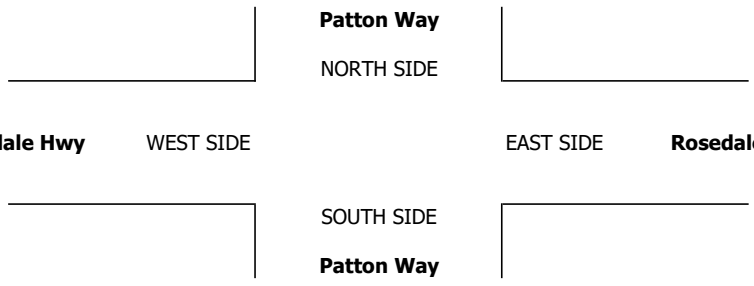
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
2/20/25	LOCATION:	Bakersfield	PROJECT #:	SC5147	
THURSDAY	NORTH & SOUTH:	Patton Way	LOCATION #:	1	
	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL	

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

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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Patton Way	LOCATION #:	1
THURSDAY	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

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

		NORTHBOUND Patton Way			SOUTHBOUND Patton Way			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	2	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0
	7:15 AM	4	1	0	0	0	0	0	1	0	0	1	0	7	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	1	0	0	4	0	5	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	4	0	0	3	0	7	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	1	1	0	1	0	3	0	0	0	0	0
	8:15 AM	0	0	0	0	4	0	0	6	3	0	3	0	16	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	2	0	0	0	1	3	0	0	0	0	0
	8:45 AM	0	0	0	0	1	0	0	3	0	0	1	0	5	0	0	0	0	0
	VOLUMES	4	1	2	0	5	0	0	18	4	0	14	1	49	0	0	0	0	0
	APPROACH %	57%	14%	29%	0%	100%	0%	0%	82%	18%	0%	93%	7%						
	APP/DEPART	7	/	2	5	/	9	22	/	20	15	/	18	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	4	0	0	12	4	0	11	0	31	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	75%	25%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.250			0.444			0.688		0.484					
	APP/DEPART	0	/	0	4	/	8	16	/	12	11	/	11	0					
PM	4:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	1	1	1	1	0	4	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	8	1	1	4	0	14	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	89%	11%	20%	80%	0%						
	APP/DEPART	0	/	0	0	/	2	9	/	8	5	/	4	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	3	1	1	3	0	8	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	75%	25%	25%	75%	0%						
	PEAK HR FACTOR		0.000			0.000			0.500			0.500		0.500					
	APP/DEPART	0	/	0	0	/	2	4	/	3	4	/	3	0					

Patton Way

NORTH SIDE

Rosedale Hwy WEST SIDE EAST SIDE **Rosedale Hwy**

SOUTH SIDE

Patton Way

INTERSECTION TURNING MOVEMENT COUNTS

T020624

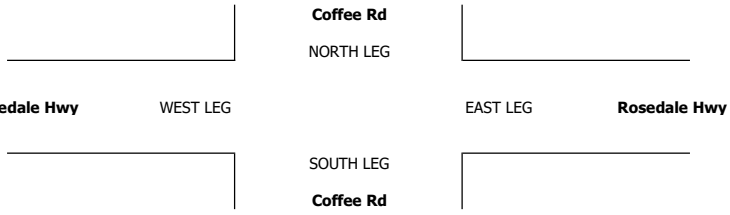
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Oct 24, 24	LOCATION:	Bakersfield	PROJECT #: SC4983
	NORTH & SOUTH:	Coffee Rd	LOCATION #: 2
	EAST & WEST:	Rosedale Hwy	CONTROL: SIGNAL

NOTES:

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

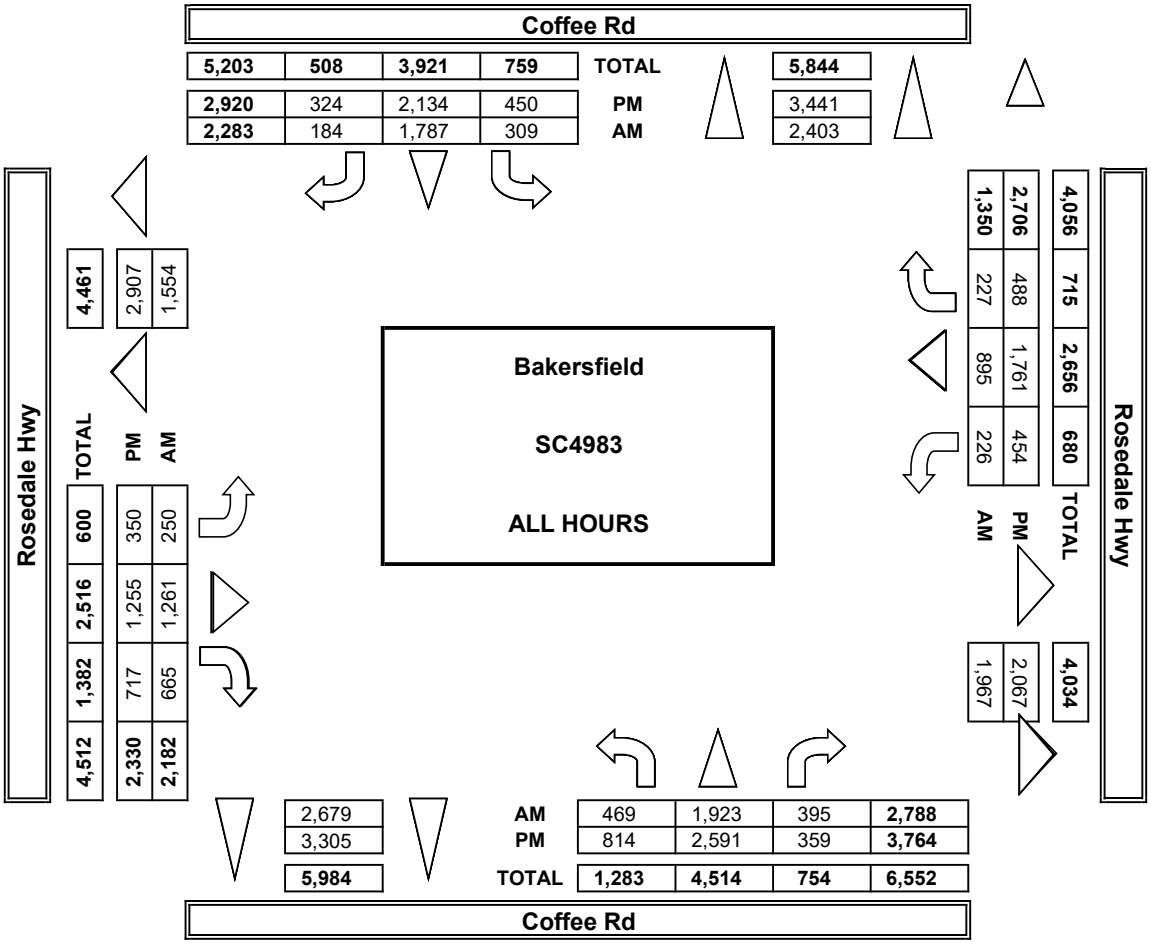
		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	41	133	31	27	169	10	20	131	59	28	73	10	732	0	0	0	0	0
	7:15 AM	45	210	37	39	200	13	18	151	86	33	96	16	944	0	0	0	1	1
	7:30 AM	51	208	53	42	234	20	21	173	79	19	97	26	1,023	0	0	0	0	0
	7:45 AM	67	344	72	44	312	26	56	196	117	29	138	25	1,426	1	1	1	0	3
	8:00 AM	70	335	56	30	237	26	35	167	98	28	117	44	1,243	0	1	1	0	2
	8:15 AM	68	261	54	45	245	37	38	162	69	32	124	29	1,164	0	0	0	0	0
	8:30 AM	60	224	45	53	228	24	29	125	72	29	135	38	1,062	0	0	2	0	2
	8:45 AM	67	208	47	29	162	28	33	156	85	28	115	39	997	0	1	2	1	4
	VOLUMES	469	1,923	395	309	1,787	184	250	1,261	665	226	895	227	8,603	1	3	6	2	12
	APPROACH %	17%	69%	14%	14%	78%	8%	11%	58%	30%	17%	66%	17%						
	APP/DEPART	2,788	/	2,403	2,283	/	2,679	2,182	/	1,967	1,350	/	1,554	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	265	1,164	227	172	1,022	113	158	650	356	118	514	136	4,902	1	2	4	0	
	APPROACH %	16%	70%	14%	13%	78%	9%	14%	56%	30%	15%	67%	18%						
	PEAK HR FACTOR		0.856			0.854			0.789			0.950		0.858					
	APP/DEPART	1,657	/	1,460	1,309	/	1,497	1,168	/	1,049	768	/	896	0					
PM	4:00 PM	119	318	52	58	262	37	41	179	103	66	236	77	1,548	0	0	1	0	1
	4:15 PM	107	359	49	44	284	46	34	132	85	65	186	52	1,443	0	4	1	1	6
	4:30 PM	109	266	40	63	259	32	42	160	103	56	244	69	1,443	0	2	0	0	2
	4:45 PM	97	365	47	57	294	38	52	143	83	63	228	70	1,537	0	3	0	0	3
	5:00 PM	89	302	42	68	251	41	42	174	105	59	247	51	1,471	0	1	1	0	2
	5:15 PM	95	365	51	60	274	55	49	135	65	53	222	67	1,491	0	1	2	0	3
	5:30 PM	108	326	43	56	267	34	41	189	100	51	221	49	1,485	0	0	1	0	1
	5:45 PM	90	290	35	44	243	41	49	143	73	41	177	53	1,279	0	1	2	2	5
	VOLUMES	814	2,591	359	450	2,134	324	350	1,255	717	454	1,761	488	11,720	0	12	8	3	23
	APPROACH %	22%	69%	10%	15%	73%	11%	15%	54%	31%	17%	65%	18%						
	APP/DEPART	3,764	/	3,441	2,920	/	3,305	2,330	/	2,067	2,706	/	2,907	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	389	1,358	183	241	1,086	168	184	641	353	226	918	237	5,993	0	5	4	0	
	APPROACH %	20%	70%	9%	16%	72%	11%	16%	54%	30%	16%	66%	17%						
	PEAK HR FACTOR		0.944			0.957			0.893			0.956		0.973					
	APP/DEPART	1,930	/	1,784	1,500	/	1,665	1,182	/	1,065	1,381	/	1,479	0					

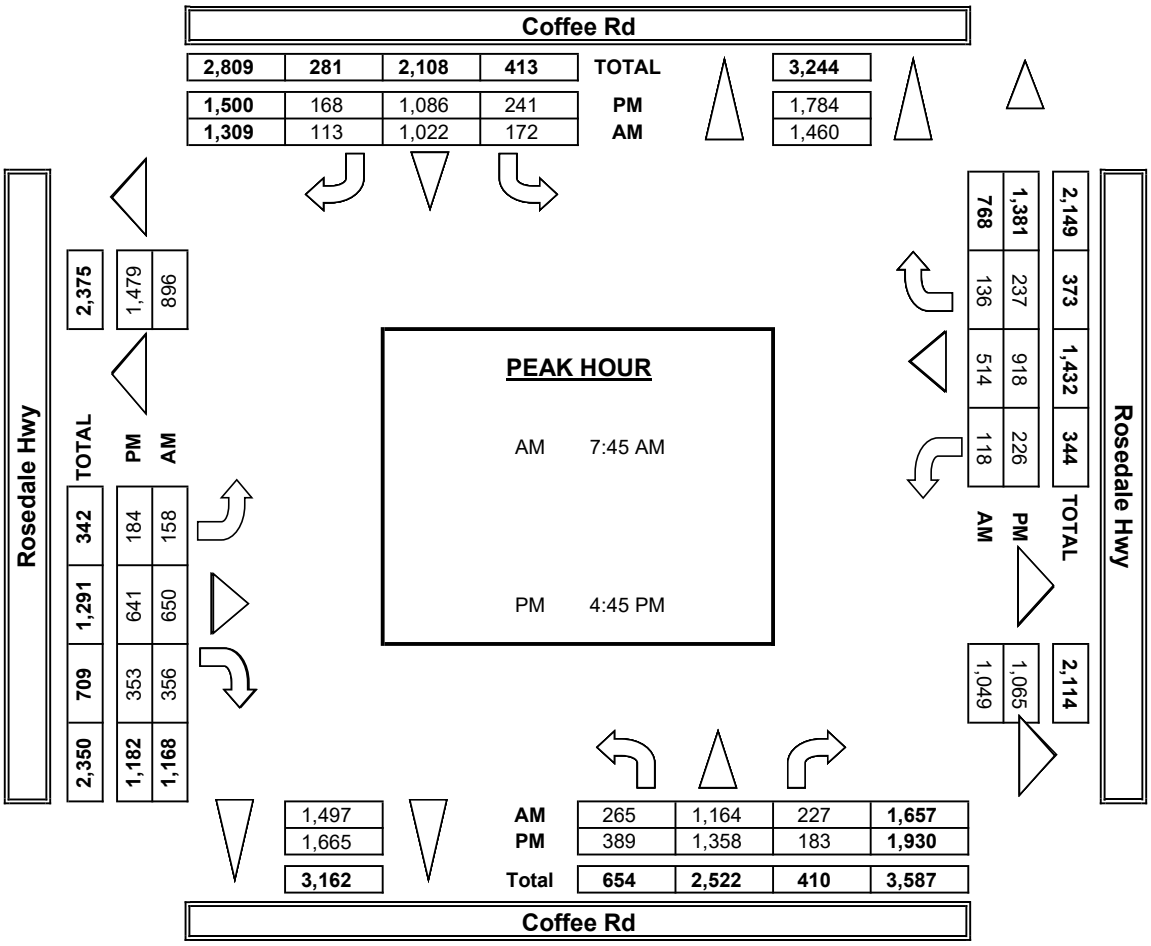


		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	3	0	0	0	3	1	0	0	0	1	2	0	0	0	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
	8:15 AM	0	1	1	0	2	0	0	1	0	1	0	1	0	0	1
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	TOTAL	4	2	2	0	8	1	1	2	0	4	3	1	0	0	4
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	1	0	1	2	0	0	0	0	0	0	1	0	1	2
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	2	1	0	0	3	0	0	0	0	0	2	1	0	0	3
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	1	0	1	1	3	0	0	0	0	0	1	0	1	1	3
	5:45 PM	1	0	1	1	3	0	0	0	0	0	1	0	1	1	3
	TOTAL	4	2	2	3	11	0	0	0	0	0	4	2	2	3	11

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC4983
10/24/24	NORTH & SOUTH:	Coffee Rd	LOCATION #:	2
THURSDAY	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

	NOTES:											
PCE Adjusted	Class	1	2	3	4	5	6			AM	▲ N	
	Factor	1	1.5	2	3	2	2			PM		
										MD	◄ W	E ►
										OTHER	S	
										OTHER	▼	

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	43	142	33	30	191	14	21	144	63	40	97	12	827					0
	7:15 AM	50	219	41	42	212	15	21	165	95	46	118	24	1,045					0
	7:30 AM	54	217	56	43	246	26	22	193	86	23	121	29	1,114					0
	7:45 AM	72	354	78	48	322	33	62	207	124	33	161	31	1,523					0
	8:00 AM	74	347	64	35	246	31	40	180	106	31	140	49	1,340					0
	8:15 AM	76	286	64	49	255	40	41	173	76	42	158	31	1,288					0
	8:30 AM	65	237	50	56	239	25	33	140	79	31	157	41	1,150					0
	8:45 AM	71	219	53	31	173	32	37	170	91	32	132	42	1,080					0
	VOLUMES	503	2,018	437	332	1,882	214	277	1,372	719	277	1,081	257	9,365	0	0	0	0	0
	APPROACH %	17%	68%	15%	14%	78%	9%	12%	58%	30%	17%	67%	16%						
	APP/DEPART	2,957	/	2,551	2,428	/	2,877	2,367	/	2,140	1,614	/	1,797	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	286	1,223	255	187	1,062	128	176	700	384	137	614	151	5,300					
	APPROACH %	16%	69%	14%	14%	77%	9%	14%	56%	30%	15%	68%	17%						
	PEAK HR FACTOR		0.876			0.854			0.801			0.980		0.870					
	APP/DEPART	1,763	/	1,549	1,376	/	1,583	1,260	/	1,141	902	/	1,028	0					
PM	4:00 PM	122	335	57	61	270	39	42	188	108	72	249	81	1,622					0
	4:15 PM	110	377	54	44	289	48	34	139	88	68	196	53	1,497					0
	4:30 PM	114	275	42	65	270	33	44	172	108	60	253	70	1,502					0
	4:45 PM	98	372	48	58	303	41	54	155	84	68	244	73	1,596					0
	5:00 PM	94	311	47	71	253	42	43	188	107	66	251	52	1,522					0
	5:15 PM	98	369	52	61	276	57	50	142	69	54	227	68	1,521					0
	5:30 PM	111	333	49	58	271	34	42	197	104	54	228	49	1,527					0
	5:45 PM	91	298	38	44	248	42	49	149	75	41	183	54	1,311					0
	VOLUMES	836	2,668	386	461	2,178	335	356	1,328	741	481	1,830	498	12,096	0	0	0	0	0
	APPROACH %	21%	69%	10%	16%	73%	11%	15%	55%	31%	17%	65%	18%						
	APP/DEPART	3,890	/	3,522	2,974	/	3,399	2,425	/	2,175	2,808	/	3,001	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	400	1,384	195	248	1,102	174	188	681	363	241	949	242	6,165					
	APPROACH %	20%	70%	10%	16%	72%	11%	15%	55%	29%	17%	66%	17%						
	PEAK HR FACTOR		0.953			0.948			0.901			0.932		0.966					
	APP/DEPART	1,979	/	1,814	1,523	/	1,706	1,232	/	1,123	1,432	/	1,523	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

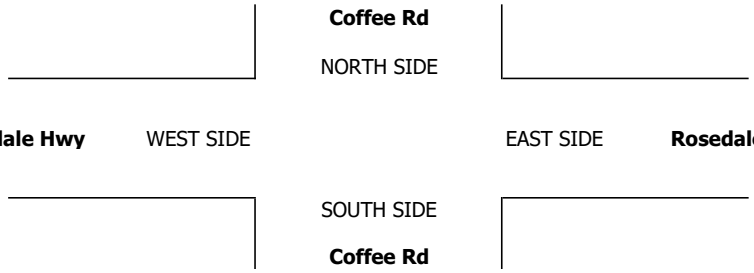
DATE:	LOCATION:	Bakersfield	PROJECT #:	SC4983
10/24/24	NORTH & SOUTH:	Coffee Rd	LOCATION #:	2
THURSDAY	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

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

	NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	38	124	28	24	154	7	19	116	53	14	46	6	629	0	0	0	0	0
7:15 AM	40	200	29	34	189	10	15	136	76	17	69	9	824	0	0	0	1	1
7:30 AM	46	195	49	41	218	13	19	154	71	13	73	22	914	0	0	0	0	0
7:45 AM	62	332	67	40	299	19	50	180	110	23	111	19	1,312	1	1	1	0	3
8:00 AM	63	320	46	27	226	20	31	153	89	26	92	39	1,132	0	1	1	0	2
8:15 AM	58	232	45	39	232	33	33	146	62	22	93	26	1,021	0	0	0	0	0
8:30 AM	54	210	40	49	213	23	25	111	65	26	109	35	960	0	0	2	0	2
8:45 AM	63	196	42	26	149	24	28	138	77	24	92	36	895	0	1	2	1	4
VOLUMES	424	1,809	346	280	1,680	149	220	1,134	603	165	685	192	7,699	1	3	6	2	12
APPROACH %	16%	70%	13%	13%	80%	7%	11%	58%	31%	16%	66%	18%						
APP/DEPART	2,580	/	2,224	2,112	/	2,449	1,963	/	1,762	1,044	/	1,264	0					
BEGIN PEAK HR		7:45 AM																
VOLUMES	237	1,094	198	155	970	95	139	590	326	97	405	119	4,432	1	2	4	0	
APPROACH %	15%	72%	13%	13%	79%	8%	13%	56%	31%	16%	65%	19%						
PEAK HR FACTOR		0.828			0.851			0.776			0.913		0.843					
APP/DEPART	1,530	/	1,354	1,222	/	1,394	1,059	/	943	621	/	741	0					
PM 4:00 PM	115	298	47	55	253	36	40	168	99	61	218	72	1,462	0	0	1	0	1
4:15 PM	103	340	43	44	278	44	34	121	83	61	172	51	1,374	0	4	1	1	6
4:30 PM	104	257	37	61	250	31	40	149	98	53	233	68	1,381	0	2	0	0	2
4:45 PM	95	351	46	56	285	35	51	130	82	59	213	68	1,471	0	3	0	0	3
5:00 PM	82	290	39	65	249	39	41	159	101	51	240	49	1,405	0	1	1	0	2
5:15 PM	93	360	49	59	271	54	48	127	61	52	217	65	1,456	0	1	2	0	3
5:30 PM	103	321	35	53	263	34	39	177	95	47	214	49	1,430	0	0	1	0	1
5:45 PM	88	281	32	44	240	40	49	136	71	41	169	52	1,243	0	1	2	2	5
VOLUMES	783	2,498	328	437	2,089	313	342	1,167	690	425	1,676	474	11,245	0	12	8	3	23
APPROACH %	22%	69%	9%	15%	73%	11%	15%	53%	31%	16%	65%	18%						
APP/DEPART	3,609	/	3,326	2,851	/	3,204	2,207	/	1,935	2,578	/	2,780	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	373	1,322	169	233	1,068	162	179	593	339	209	884	231	5,771	0	5	4	0	
APPROACH %	20%	71%	9%	16%	73%	11%	16%	53%	30%	16%	67%	17%						
PEAK HR FACTOR		0.928			0.953			0.893			0.974		0.979					
APP/DEPART	1,864	/	1,737	1,468	/	1,616	1,115	/	995	1,324	/	1,423	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
10/24/24	LOCATION:	Bakersfield	PROJECT #:	SC4983
THURSDAY	NORTH & SOUTH:	Coffee Rd	LOCATION #:	2
	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

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

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	3	6	3	2	3	1	1	10	4	10	15	4	62	0	0	0	0	0
	7:15 AM	3	5	8	4	5	3	2	10	6	11	18	3	78	0	0	0	0	0
	7:30 AM	4	11	2	0	12	4	2	12	5	5	12	3	72	0	0	0	0	0
	7:45 AM	3	9	2	3	10	4	2	12	4	4	19	3	75	0	0	0	0	0
	8:00 AM	6	11	5	1	8	5	2	7	6	0	15	3	69	0	0	0	0	0
	8:15 AM	7	18	3	4	8	3	4	10	5	4	15	3	84	0	0	0	0	0
	8:30 AM	4	7	1	3	13	1	2	8	3	2	17	2	63	0	0	0	0	0
	8:45 AM	3	9	3	3	9	2	4	12	6	3	17	2	73	0	0	0	0	0
	VOLUMES	33	76	27	20	68	23	19	81	39	39	128	23	576	0	0	0	0	0
	APPROACH %	24%	56%	20%	18%	61%	21%	14%	58%	28%	21%	67%	12%						
	APP/DEPART	136	/	118	111	/	146	139	/	128	190	/	184	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	20	45	11	11	39	13	10	37	18	10	66	11	291	0	0	0	0	
	APPROACH %	26%	59%	14%	17%	62%	21%	15%	57%	28%	11%	76%	13%						
	PEAK HR FACTOR		0.679			0.926			0.855			0.837		0.866					
	APP/DEPART	76	/	66	63	/	67	65	/	59	87	/	99	0					
PM	4:00 PM	2	13	2	2	5	0	1	6	1	3	14	4	53	0	0	0	0	0
	4:15 PM	3	12	4	0	5	0	0	8	1	3	11	1	48	0	0	0	0	0
	4:30 PM	3	5	2	1	2	1	1	5	2	1	6	1	30	0	0	0	0	0
	4:45 PM	2	14	1	0	4	1	0	8	0	2	7	1	40	0	0	0	0	0
	5:00 PM	5	9	1	1	1	2	1	8	4	6	7	2	47	0	0	0	0	0
	5:15 PM	0	4	2	0	3	0	1	5	3	1	2	2	23	0	0	0	0	0
	5:30 PM	5	1	7	2	2	0	2	9	3	3	4	0	38	0	0	0	0	0
	5:45 PM	2	6	2	0	0	0	0	5	1	0	6	1	23	0	0	0	0	0
	VOLUMES	22	64	21	6	22	4	6	54	15	19	57	12	302	0	0	0	0	0
	APPROACH %	21%	60%	20%	19%	69%	13%	8%	72%	20%	22%	65%	14%						
	APP/DEPART	107	/	82	32	/	56	75	/	81	88	/	83	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	12	28	11	3	10	3	4	30	10	12	20	5	148	0	0	0	0	
	APPROACH %	24%	55%	22%	19%	63%	19%	9%	68%	23%	32%	54%	14%						
	PEAK HR FACTOR		0.750			0.800			0.786			0.617		0.787					
	APP/DEPART	51	/	37	16	/	32	44	/	44	37	/	35	0					

Coffee Rd

NORTH SIDE

Rosedale Hwy WEST SIDE EAST SIDE **Rosedale Hwy**

SOUTH SIDE

Coffee Rd

INTERSECTION TURNING MOVEMENT COUNTS

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

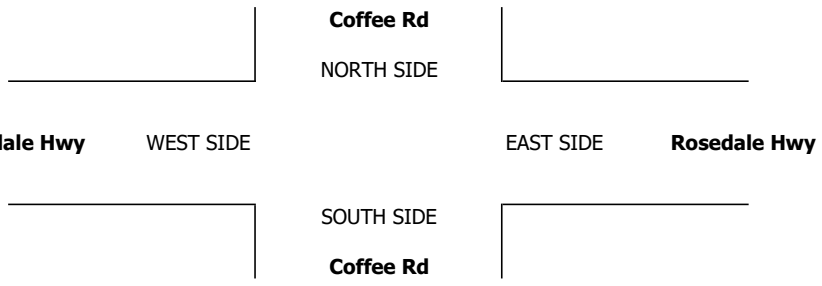
DATE:				
10/24/24	LOCATION:	Bakersfield	PROJECT #:	SC4983
THURSDAY	NORTH & SOUTH:	Coffee Rd	LOCATION #:	2
	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

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

	NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	0	2	1	0	1	2	0	6	0	12	0	0	0	0	0
7:15 AM	1	3	0	0	3	0	0	1	2	0	3	1	14	0	0	0	0	0
7:30 AM	1	1	2	0	2	0	0	0	2	1	3	1	13	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	1	1	1	2	1	0	7	0	0	0	0	0
8:00 AM	1	1	0	0	0	0	0	3	0	1	5	1	12	0	0	0	0	0
8:15 AM	0	4	2	0	3	0	1	3	0	3	4	0	20	0	0	0	0	0
8:30 AM	1	3	0	0	0	0	1	1	1	0	5	0	12	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	3	1	0	4	0	9	0	0	0	0	0
VOLUMES	4	13	4	0	11	1	3	13	9	7	31	3	99	0	0	0	0	0
APPROACH %	19%	62%	19%	0%	92%	8%	12%	52%	36%	17%	76%	7%						
APP/DEPART	21	/	19	12	/	27	25	/	17	41	/	36	0					
BEGIN PEAK HR		7:45 AM																
VOLUMES	2	9	2	0	3	0	3	8	2	6	15	1	51	0	0	0	0	
APPROACH %	15%	69%	15%	0%	100%	0%	23%	62%	15%	27%	68%	5%						
PEAK HR FACTOR		0.542			0.250			0.813			0.786		0.638					
APP/DEPART	13	/	13	3	/	11	13	/	10	22	/	17	0					
PM																		
4:00 PM	0	1	0	0	3	0	0	4	1	0	2	0	11	0	0	0	0	0
4:15 PM	1	1	1	0	0	1	0	2	0	0	0	0	6	0	0	0	0	0
4:30 PM	1	1	1	0	3	0	1	2	2	0	2	0	13	0	0	0	0	0
4:45 PM	0	0	0	1	0	0	0	1	0	0	3	0	5	0	0	0	0	0
5:00 PM	1	2	0	2	1	0	0	3	0	0	0	0	9	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
5:30 PM	0	1	0	0	1	0	0	2	2	1	1	0	8	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	1	0	1	0	3	0	0	0	0	0
VOLUMES	3	7	2	3	8	1	1	15	6	1	10	0	57	0	0	0	0	0
APPROACH %	25%	58%	17%	25%	67%	8%	5%	68%	27%	9%	91%	0%						
APP/DEPART	12	/	8	12	/	15	22	/	20	11	/	14	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	1	3	0	3	2	0	0	7	2	1	5	0	24	0	0	0	0	
APPROACH %	25%	75%	0%	60%	40%	0%	0%	78%	22%	17%	83%	0%						
PEAK HR FACTOR		0.333			0.417			0.563			0.500		0.667					
APP/DEPART	4	/	3	5	/	5	9	/	10	6	/	6	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
10/24/24	LOCATION:	Bakersfield	PROJECT #:	SC4983
THURSDAY	NORTH & SOUTH:	Coffee Rd	LOCATION #:	2
	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	3	0	1	8	1	0	3	0	3	4	0	23	0	0	0	0	0
7:15 AM	1	1	0	0	3	0	1	4	2	2	4	2	20	0	0	0	0	0
7:30 AM	0	1	0	0	2	1	0	7	1	0	6	0	18	0	0	0	0	0
7:45 AM	1	2	2	1	2	2	1	1	2	0	5	1	20	0	0	0	0	0
8:00 AM	0	2	0	2	2	1	2	2	2	1	5	1	20	0	0	0	0	0
8:15 AM	1	5	2	0	1	0	0	0	2	2	10	0	23	0	0	0	0	0
8:30 AM	1	2	0	0	2	0	1	5	1	0	4	1	17	0	0	0	0	0
8:45 AM	1	3	2	0	2	1	1	2	1	1	2	1	17	0	0	0	0	0
VOLUMES	5	19	6	4	22	6	6	24	11	9	40	6	158	0	0	0	0	0
APPROACH %	17%	63%	20%	13%	69%	19%	15%	59%	27%	16%	73%	11%						
APP/DEPART	30	/	31	32	/	42	41	/	34	55	/	51	0					
BEGIN PEAK HR		7:45 AM																
VOLUMES	3	11	4	3	7	3	4	8	7	3	24	3	80	0	0	0	0	
APPROACH %	17%	61%	22%	23%	54%	23%	21%	42%	37%	10%	80%	10%						
PEAK HR FACTOR		0.563			0.650			0.679			0.625		0.870					
APP/DEPART	18	/	18	13	/	17	19	/	15	30	/	30	0					
PM 4:00 PM	0	3	1	1	1	1	0	1	1	2	2	1	14	0	0	0	0	0
4:15 PM	0	5	1	0	1	0	0	0	1	0	1	0	9	0	0	0	0	0
4:30 PM	1	2	0	0	3	0	0	3	1	1	1	0	12	0	0	0	0	0
4:45 PM	0	0	0	0	2	0	1	3	0	2	4	1	13	0	0	0	0	0
5:00 PM	0	1	2	0	0	0	0	3	0	2	0	0	8	0	0	0	0	0
5:15 PM	1	1	0	0	0	1	0	1	1	0	1	0	6	0	0	0	0	0
5:30 PM	0	2	1	0	1	0	0	0	0	0	2	0	6	0	0	0	0	0
5:45 PM	0	2	1	0	2	0	0	1	0	0	1	0	7	0	0	0	0	0
VOLUMES	2	16	6	1	10	2	1	12	4	7	12	2	75	0	0	0	0	0
APPROACH %	8%	67%	25%	8%	77%	15%	6%	71%	24%	33%	57%	10%						
APP/DEPART	24	/	19	13	/	21	17	/	19	21	/	16	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	1	4	3	0	3	1	1	7	1	4	7	1	33	0	0	0	0	
APPROACH %	13%	50%	38%	0%	75%	25%	11%	78%	11%	33%	58%	8%						
PEAK HR FACTOR		0.667			0.500			0.563			0.429		0.635					
APP/DEPART	8	/	6	4	/	8	9	/	10	12	/	9	0					

Coffee Rd NORTH SIDE

Rosedale Hwy WEST SIDE EAST SIDE **Rosedale Hwy**

SOUTH SIDE **Coffee Rd**

INTERSECTION TURNING MOVEMENT COUNTS

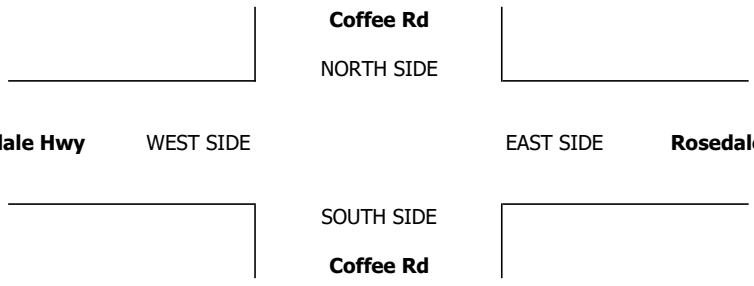
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
10/24/24	LOCATION:	Bakersfield	PROJECT #:	SC4983
THURSDAY	NORTH & SOUTH:	Coffee Rd	LOCATION #:	2
	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

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

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	1	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%						
	APP/DEPART	1	/	1	0	/	1	1	/	0	0	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	1	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.250			0.000		0.250					
	APP/DEPART	1	/	1	0	/	1	1	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	0	0	0	0	0	0	2	0	0	2	0	5	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	1	/	0	0	/	0	2	/	2	2	/	3	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	1	0	0	0	0	0	0	2	0	0	1	0	4	0	0	0	0	
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.000			0.500			0.250		1.000					
	APP/DEPART	1	/	0	0	/	0	2	/	2	1	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

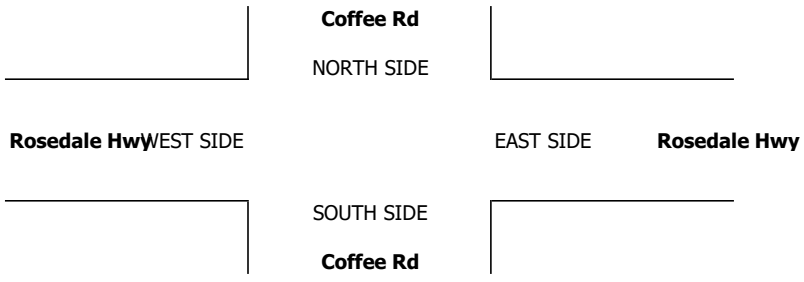
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC4983
10/24/24	NORTH & SOUTH:	Coffee Rd	LOCATION #:	2
THURSDAY	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

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

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	2	0	0	1	0	1	2	0	6	0	0	0	0	0
	7:15 AM	0	1	0	1	0	0	0	0	0	3	2	1	8	0	0	0	0	0
	7:30 AM	0	0	0	1	0	2	0	0	0	0	3	0	6	0	0	0	0	0
	7:45 AM	1	0	1	0	1	1	2	2	0	0	2	2	12	0	0	0	0	0
	8:00 AM	0	1	5	0	1	0	0	2	1	0	0	0	10	0	0	0	0	0
	8:15 AM	2	2	2	2	1	1	0	3	0	1	2	0	16	0	0	0	0	0
	8:30 AM	0	1	4	1	0	0	0	0	1	1	0	0	8	0	0	0	0	0
	8:45 AM	0	0	0	0	1	1	0	1	0	0	0	0	3	0	0	0	0	0
	VOLUMES	3	5	12	5	6	5	2	9	2	6	11	3	69	0	0	0	0	0
	APPROACH %	15%	25%	60%	31%	38%	31%	15%	69%	15%	30%	55%	15%						
	APP/DEPART	20	/	10	16	/	14	13	/	26	20	/	19	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	3	4	12	3	3	2	2	7	2	2	4	2	46	0	0	0	0	
	APPROACH %	16%	21%	63%	38%	38%	25%	18%	64%	18%	25%	50%	25%						
	PEAK HR FACTOR		0.792			0.500			0.688			0.500		0.719					
	APP/DEPART	19	/	8	8	/	7	11	/	22	8	/	9	0					
PM	4:00 PM	2	3	2	0	0	0	0	0	1	0	0	0	8	0	0	0	0	0
	4:15 PM	0	1	0	0	0	1	0	1	0	1	1	0	5	0	0	0	0	0
	4:30 PM	0	1	0	1	1	0	0	1	0	1	2	0	7	0	0	0	0	0
	4:45 PM	0	0	0	0	3	2	0	1	1	0	0	0	7	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:15 PM	1	0	0	1	0	0	0	0	0	0	1	0	3	0	0	0	0	0
	5:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:45 PM	0	0	0	0	1	1	0	1	0	0	0	0	3	0	0	0	0	0
	VOLUMES	3	6	2	3	5	4	0	5	2	2	4	0	36	0	0	0	0	0
	APPROACH %	27%	55%	18%	25%	42%	33%	0%	71%	29%	33%	67%	0%						
	APP/DEPART	11	/	6	12	/	9	7	/	10	6	/	11	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	1	1	0	2	3	2	0	2	1	0	1	0	13	0	0	0	0	
	APPROACH %	50%	50%	0%	29%	43%	29%	0%	67%	33%	0%	100%	0%						
	PEAK HR FACTOR		0.500			0.350			0.375			0.250		0.464					
	APP/DEPART	2	/	1	7	/	4	3	/	4	1	/	4	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

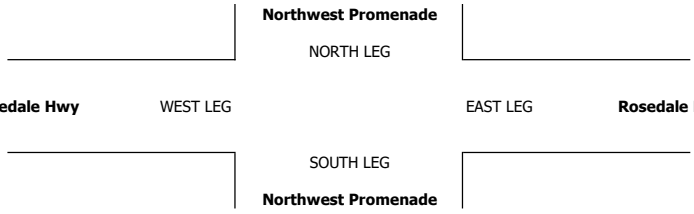
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Feb 20, 25	LOCATION:	Bakersfield	PROJECT #: SC5147
	NORTH & SOUTH:	Northwest Promenade	LOCATION #: 3
	EAST & WEST:	Rosedale Hwy	CONTROL: SIGNAL

NOTES:

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

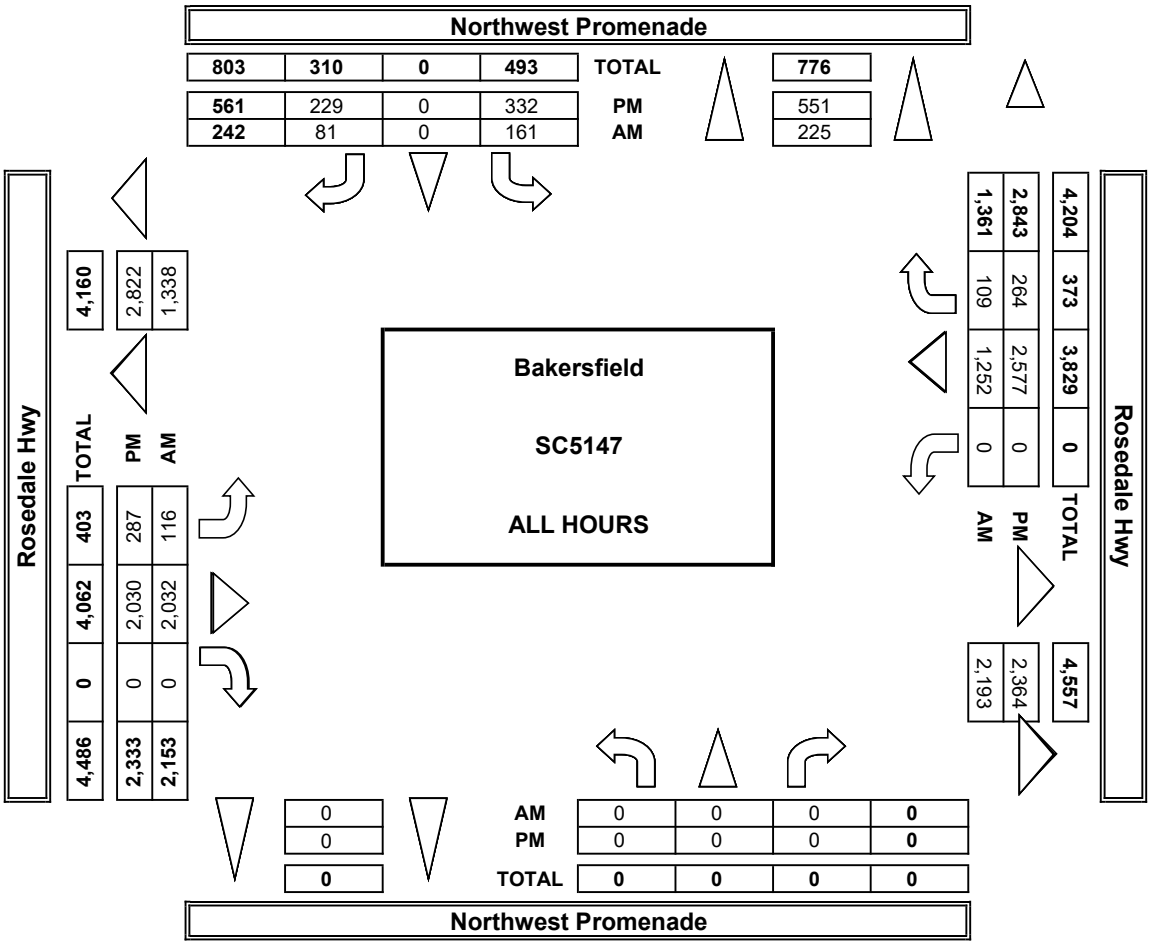
		NORTHBOUND Northwest Promenade			SOUTHBOUND Northwest Promenade			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 2	ST X	SR 1	EL 2	ET 3	ER X	WL X	WT 3	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	19	0	4	12	228	0	0	103	9	375	0	0	0	0	0
	7:15 AM	0	0	0	21	0	4	10	221	0	0	95	8	359	0	0	0	0	0
	7:30 AM	0	0	0	20	0	6	10	319	0	0	171	9	535	0	0	1	0	1
	7:45 AM	0	0	0	16	0	18	9	332	0	0	199	15	589	0	0	1	0	1
	8:00 AM	0	0	0	19	0	9	20	266	0	0	165	11	490	0	0	0	0	0
	8:15 AM	0	0	0	21	0	15	23	250	0	0	169	19	497	0	0	1	0	1
	8:30 AM	0	0	0	29	0	12	8	219	0	0	152	17	437	0	0	1	0	1
	8:45 AM	0	0	0	16	0	13	24	197	0	0	198	21	469	0	0	1	0	1
	VOLUMES	0	0	0	161	0	81	116	2,032	0	0	1,252	109	3,756	0	0	5	0	5
	APPROACH %	0%	0%	0%	67%	0%	33%	5%	94%	0%	0%	92%	8%						
	APP/DEPART	0	/	225	242	/	0	2,153	/	2,193	1,361	/	1,338	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	76	0	48	62	1,167	0	0	704	54	2,114	0	0	3	0	
	APPROACH %	0%	0%	0%	61%	0%	39%	5%	95%	0%	0%	93%	7%						
	PEAK HR FACTOR		0.000			0.861			0.901			0.886		0.896					
	APP/DEPART	0	/	116	124	/	0	1,232	/	1,243	758	/	755	0					
PM	4:00 PM	0	0	0	55	0	33	30	243	0	0	317	27	705	0	0	1	0	1
	4:15 PM	0	0	0	39	0	30	41	225	0	0	322	25	682	0	0	3	0	3
	4:30 PM	0	0	0	33	0	30	38	240	0	0	328	39	708	0	0	4	0	4
	4:45 PM	0	0	0	54	0	25	41	259	0	0	307	35	721	0	0	2	1	3
	5:00 PM	0	0	0	40	0	25	38	276	0	0	329	26	734	0	0	1	1	2
	5:15 PM	0	0	0	41	0	26	31	254	0	0	368	38	758	0	0	3	0	3
	5:30 PM	0	0	0	30	0	30	36	273	0	0	318	28	715	0	0	2	0	2
	5:45 PM	0	0	0	40	0	30	32	260	0	0	288	46	696	0	0	0	0	0
	VOLUMES	0	0	0	332	0	229	287	2,030	0	0	2,577	264	5,737	0	0	16	2	18
	APPROACH %	0%	0%	0%	59%	0%	41%	12%	87%	0%	0%	91%	9%						
	APP/DEPART	0	/	551	561	/	0	2,333	/	2,364	2,843	/	2,822	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	165	0	106	146	1,062	0	0	1,322	127	2,938	0	0	8	2	
	APPROACH %	0%	0%	0%	61%	0%	39%	12%	87%	0%	0%	91%	9%						
	PEAK HR FACTOR		0.000			0.858			0.965			0.893		0.965					
	APP/DEPART	0	/	273	271	/	0	1,216	/	1,229	1,451	/	1,436	0					

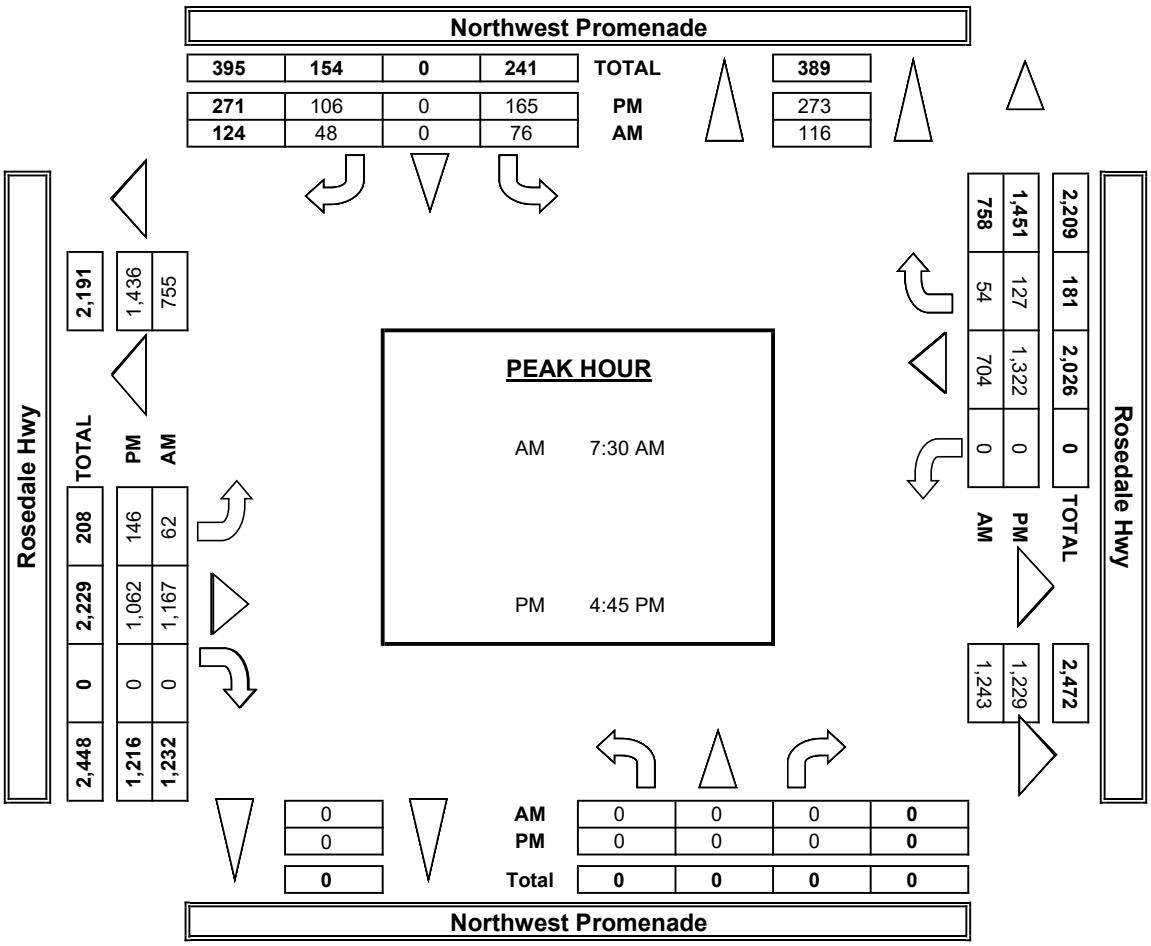


		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	1	0	1	2	0	0	0	0	0	0	1	0	1	2
	4:30 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
	5:30 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	5:45 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	TOTAL	3	2	0	1	6	3	0	0	0	3	0	2	0	1	3

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Northwest Promenade	LOCATION #:	3
THURSDAY	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

	NOTES:											
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N
	Factor	1	1.5	2	3	2	2			PM		
										MD	◄ W	E ►
										OTHER		S ▼
										OTHER		

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
		Northwest Promenade			Northwest Promenade			Rosedale Hwy			Rosedale Hwy								
	LANES:	NL X	NT X	NR X	SL 2	ST X	SR 1	EL 2	ET 3	ER X	WL X	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	26	0	4	13	253	0	0	127	9	431					0
	7:15 AM	0	0	0	26	0	4	12	249	0	0	115	10	415					0
	7:30 AM	0	0	0	23	0	6	12	349	0	0	195	10	595					0
	7:45 AM	0	0	0	17	0	20	9	357	0	0	225	17	644					0
	8:00 AM	0	0	0	23	0	9	20	287	0	0	196	14	548					0
	8:15 AM	0	0	0	24	0	15	26	272	0	0	193	21	550					0
	8:30 AM	0	0	0	31	0	12	8	237	0	0	170	19	477					0
	8:45 AM	0	0	0	17	0	13	25	219	0	0	230	23	526					0
	VOLUMES	0	0	0	185	0	83	124	2,223	0	0	1,450	121	4,184	0	0	0	0	0
	APPROACH %	0%	0%	0%	69%	0%	31%	5%	95%	0%	0%	92%	8%						
	APP/DEPART	0	/	245	267	/	0	2,346	/	2,407	1,571	/	1,532	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	86	0	50	67	1,265	0	0	808	61	2,336					
	APPROACH %	0%	0%	0%	63%	0%	37%	5%	95%	0%	0%	93%	7%						
	PEAK HR FACTOR		0.000			0.869			0.909			0.899		0.907					
	APP/DEPART	0	/	128	136	/	0	1,332	/	1,351	869	/	857	0					
PM	4:00 PM	0	0	0	57	0	33	30	254	0	0	336	29	739					0
	4:15 PM	0	0	0	41	0	31	42	236	0	0	334	26	709					0
	4:30 PM	0	0	0	35	0	32	40	255	0	0	343	41	744					0
	4:45 PM	0	0	0	55	0	25	42	284	0	0	319	39	763					0
	5:00 PM	0	0	0	41	0	25	39	290	0	0	340	27	761					0
	5:15 PM	0	0	0	41	0	26	33	268	0	0	374	40	782					0
	5:30 PM	0	0	0	30	0	30	36	285	0	0	325	28	734					0
	5:45 PM	0	0	0	40	0	30	33	268	0	0	301	47	718					0
	VOLUMES	0	0	0	339	0	232	293	2,139	0	0	2,671	277	5,949	0	0	0	0	0
	APPROACH %	0%	0%	0%	59%	0%	41%	12%	88%	0%	0%	91%	9%						
	APP/DEPART	0	/	569	571	/	0	2,431	/	2,478	2,947	/	2,902	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	167	0	106	149	1,127	0	0	1,358	134	3,040					
	APPROACH %	0%	0%	0%	61%	0%	39%	12%	88%	0%	0%	91%	9%						
	PEAK HR FACTOR		0.000			0.857			0.971			0.900		0.972					
	APP/DEPART	0	/	283	273	/	0	1,276	/	1,294	1,491	/	1,464	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

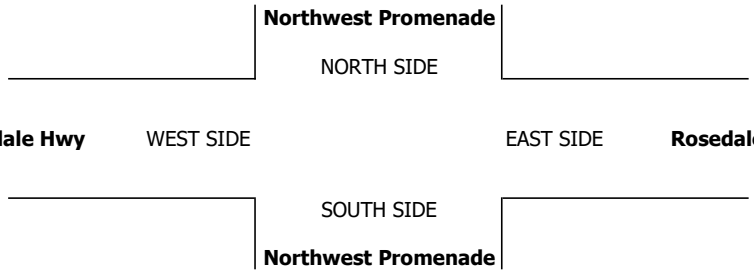
DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Northwest Promenade	LOCATION #:	3
THURSDAY	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

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

		NORTHBOUND Northwest Promenade			SOUTHBOUND Northwest Promenade			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 2	ST X	SR 1	EL 2	ET 3	ER X	WL X	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	15	0	4	11	205	0	0	76	9	320	0	0	0	0	0
	7:15 AM	0	0	0	15	0	4	9	195	0	0	75	6	304	0	0	0	0	0
	7:30 AM	0	0	0	14	0	6	7	280	0	0	141	8	456	0	0	1	0	1
	7:45 AM	0	0	0	15	0	16	9	305	0	0	171	13	529	0	0	1	0	1
	8:00 AM	0	0	0	15	0	9	20	242	0	0	133	9	428	0	0	0	0	0
	8:15 AM	0	0	0	19	0	15	20	225	0	0	143	17	439	0	0	1	0	1
	8:30 AM	0	0	0	25	0	12	8	192	0	0	130	16	383	0	0	1	0	1
	8:45 AM	0	0	0	15	0	13	23	173	0	0	160	19	403	0	0	1	0	1
	VOLUMES	0	0	0	133	0	79	107	1,817	0	0	1,029	97	3,267	0	0	5	0	5
	APPROACH %	0%	0%	0%	63%	0%	37%	6%	94%	0%	0%	91%	9%						
	APP/DEPART	0	/	204	212	/	0	1,929	/	1,950	1,126	/	1,113	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	63	0	46	56	1,052	0	0	588	47	1,855	0	0	3	0	
	APPROACH %	0%	0%	0%	58%	0%	42%	5%	95%	0%	0%	93%	7%						
	PEAK HR FACTOR		0.000			0.801			0.882			0.863		0.875					
	APP/DEPART	0	/	103	109	/	0	1,111	/	1,115	635	/	637	0					
PM	4:00 PM	0	0	0	51	0	33	30	229	0	0	297	26	666	0	0	1	0	1
	4:15 PM	0	0	0	38	0	29	40	214	0	0	303	24	648	0	0	3	0	3
	4:30 PM	0	0	0	30	0	29	36	224	0	0	310	36	665	0	0	4	0	4
	4:45 PM	0	0	0	53	0	25	40	235	0	0	294	32	679	0	0	2	1	3
	5:00 PM	0	0	0	38	0	25	37	258	0	0	317	25	700	0	0	1	1	2
	5:15 PM	0	0	0	41	0	26	29	238	0	0	361	36	731	0	0	3	0	3
	5:30 PM	0	0	0	30	0	30	36	260	0	0	309	28	693	0	0	2	0	2
	5:45 PM	0	0	0	40	0	30	31	252	0	0	273	45	671	0	0	0	0	0
	VOLUMES	0	0	0	321	0	227	279	1,910	0	0	2,464	252	5,471	0	0	16	2	18
	APPROACH %	0%	0%	0%	59%	0%	41%	13%	87%	0%	0%	91%	9%						
	APP/DEPART	0	/	531	548	/	0	2,205	/	2,233	2,718	/	2,707	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	162	0	106	142	991	0	0	1,281	121	2,813	0	0	8	2	
	APPROACH %	0%	0%	0%	60%	0%	40%	12%	87%	0%	0%	91%	9%						
	PEAK HR FACTOR		0.000			0.859			0.957			0.884		0.958					
	APP/DEPART	0	/	263	268	/	0	1,141	/	1,155	1,404	/	1,395	0					



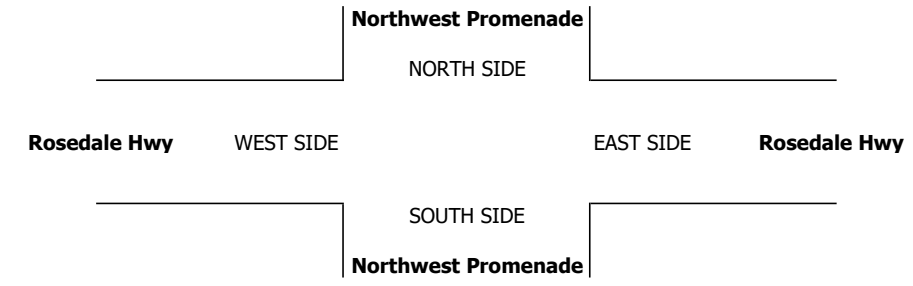
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
2/20/25	LOCATION:	Bakersfield	PROJECT #:	SC5147	
THURSDAY	NORTH & SOUTH:	Northwest Promenade	LOCATION #:	3	
	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL	

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

		NORTHBOUND Northwest Promenade			SOUTHBOUND Northwest Promenade			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 2	ST X	SR 1	EL 2	ET 3	ER X	WL X	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	1	0	0	1	10	0	0	16	0	28	0	0	0	0	0
	7:15 AM	0	0	0	5	0	0	0	13	0	0	10	1	29	0	0	0	0	0
	7:30 AM	0	0	0	6	0	0	2	28	0	0	19	0	55	0	0	0	0	0
	7:45 AM	0	0	0	1	0	1	0	16	0	0	15	0	33	0	0	0	0	0
	8:00 AM	0	0	0	3	0	0	0	16	0	0	18	1	38	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	1	16	0	0	17	1	35	0	0	0	0	0
	8:30 AM	0	0	0	4	0	0	0	22	0	0	16	0	42	0	0	0	0	0
	8:45 AM	0	0	0	1	0	0	1	14	0	0	26	1	43	0	0	0	0	0
	VOLUMES	0	0	0	21	0	1	5	135	0	0	137	4	303	0	0	0	0	0
	APPROACH %	0%	0%	0%	95%	0%	5%	4%	96%	0%	0%	97%	3%						
	APP/DEPART	0	/	9	22	/	0	140	/	156	141	/	138	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	10	0	1	3	76	0	0	69	2	161	0	0	0	0	
	APPROACH %	0%	0%	0%	91%	0%	9%	4%	96%	0%	0%	97%	3%						
	PEAK HR FACTOR		0.000			0.458			0.658			0.934		0.732					
	APP/DEPART	0	/	5	11	/	0	79	/	86	71	/	70	0					
PM	4:00 PM	0	0	0	4	0	0	0	10	0	0	13	0	27	0	0	0	0	0
	4:15 PM	0	0	0	0	0	1	1	7	0	0	16	0	25	0	0	0	0	0
	4:30 PM	0	0	0	3	0	0	1	11	0	0	11	2	28	0	0	0	0	0
	4:45 PM	0	0	0	1	0	0	1	10	0	0	8	1	21	0	0	0	0	0
	5:00 PM	0	0	0	2	0	0	1	12	0	0	7	0	22	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	10	0	0	4	0	14	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	8	0	0	6	0	14	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	1	5	0	0	10	0	16	0	0	0	0	0
	VOLUMES	0	0	0	10	0	1	5	73	0	0	75	3	167	0	0	0	0	0
	APPROACH %	0%	0%	0%	91%	0%	9%	6%	94%	0%	0%	96%	4%						
	APP/DEPART	0	/	8	11	/	0	78	/	83	78	/	76	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	3	0	0	2	40	0	0	25	1	71	0	0	0	0	
	APPROACH %	0%	0%	0%	100%	0%	0%	5%	95%	0%	0%	96%	4%						
	PEAK HR FACTOR		0.000			0.375			0.808			0.722		0.807					
	APP/DEPART	0	/	3	3	/	0	42	/	43	26	/	25	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
2/20/25	LOCATION:	Bakersfield	PROJECT #:	SC5147
THURSDAY	NORTH & SOUTH:	Northwest Promenade	LOCATION #:	3
	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Northwest Promenade			SOUTHBOUND Northwest Promenade			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
LANES:	NL X	NT X	NR X	SL 2	ST X	SR 1	EL 2	ET 3	ER X	WL X	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	0	0	0	0	0	0	5	0	0	4	0	9	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	4	0	0	3	0	7	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	4	0	0	3	0	7	0	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	2	0	0	6	0	9	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0
8:15 AM	0	0	0	1	0	0	0	4	0	0	3	0	8	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	3	0	0	2	0	5	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	4	0	0	5	0	9	0	0	0	0	0
VOLUMES	0	0	0	1	0	1	0	26	0	0	31	0	59	0	0	0	0	0
APPROACH %	0%	0%	0%	50%	0%	50%	0%	100%	0%	0%	100%	0%						
APP/DEPART	0	/	0	2	/	0	26	/	27	31	/	32	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	1	0	1	0	10	0	0	17	0	29	0	0	0	0	
APPROACH %	0%	0%	0%	50%	0%	50%	0%	100%	0%	0%	100%	0%						
PEAK HR FACTOR		0.000			0.500			0.625			0.708		0.806					
APP/DEPART	0	/	0	2	/	0	10	/	11	17	/	18	0					
PM 4:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	5	0	6	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	7	0	0	2	0	9	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	4	0	0	2	0	6	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	3	0	0	2	1	6	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	21	0	0	17	1	39	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	94%	6%						
APP/DEPART	0	/	1	0	/	0	21	/	21	18	/	17	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	0	0	0	0	0	0	0	16	0	0	8	1	25	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	89%	11%						
PEAK HR FACTOR		0.000			0.000			0.571			0.750		0.694					
APP/DEPART	0	/	1	0	/	0	16	/	16	9	/	8	0					

Northwest Promenade

NORTH SIDE

Rosedale Hwy WEST SIDE EAST SIDE **Rosedale Hwy**

SOUTH SIDE

Northwest Promenade

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Northwest Promenade	LOCATION #:	3
THURSDAY	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Northwest Promenade			SOUTHBOUND Northwest Promenade			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 2	ST X	SR 1	EL 2	ET 3	ER X	WL X	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	3	0	0	0	7	0	0	5	0	15	0	0	0	0	0
	7:15 AM	0	0	0	1	0	0	1	8	0	0	5	0	15	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	5	0	0	3	0	8	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	6	0	0	5	0	11	0	0	0	0	0
	8:00 AM	0	0	0	1	0	0	0	5	0	0	8	1	15	0	0	0	0	0
	8:15 AM	0	0	0	1	0	0	0	5	0	0	6	0	12	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	2	0	0	4	1	7	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	5	0	0	7	0	12	0	0	0	0	0
	VOLUMES	0	0	0	6	0	0	1	43	0	0	43	2	95	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	2%	98%	0%	0%	96%	4%						
	APP/DEPART	0	/	3	6	/	0	44	/	49	45	/	43	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	2	0	0	0	21	0	0	22	1	46	0	0	0	0	
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	96%	4%						
	PEAK HR FACTOR		0.000			0.500			0.875			0.639		0.767					
	APP/DEPART	0	/	1	2	/	0	21	/	23	23	/	22	0					
PM	4:00 PM	0	0	0	0	0	0	0	2	0	0	5	1	8	0	0	0	0	0
	4:15 PM	0	0	0	1	0	0	0	3	0	0	1	0	5	0	0	0	0	0
	4:30 PM	0	0	0	0	0	1	0	4	0	0	2	0	7	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	6	0	0	3	1	10	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	3	0	0	1	0	4	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	3	0	0	1	0	4	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	2	0	0	3	0	5	0	0	0	0	0
	VOLUMES	0	0	0	1	0	1	0	25	0	0	18	2	47	0	0	0	0	0
	APPROACH %	0%	0%	0%	50%	0%	50%	0%	100%	0%	0%	90%	10%						
	APP/DEPART	0	/	2	2	/	0	25	/	26	20	/	19	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	0	0	0	0	14	0	0	7	1	22	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	88%	13%						
	PEAK HR FACTOR		0.000			0.000			0.583			0.500		0.550					
	APP/DEPART	0	/	1	0	/	0	14	/	14	8	/	7	0					

Northwest Promenade

NORTH SIDE

Rosedale Hwy WEST SIDE EAST SIDE **Rosedale Hwy**

SOUTH SIDE

Northwest Promenade

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
2/20/25	LOCATION:	Bakersfield	PROJECT #:	SC5147	
THURSDAY	NORTH & SOUTH:	Northwest Promenade	LOCATION #:	3	
	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL	

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

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

Northwest Promenade

NORTH SIDE

Rosedale Hwy WEST SIDE EAST SIDE **Rosedale Hwy**

SOUTH SIDE

Northwest Promenade

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Northwest Promenade	LOCATION #:	3
THURSDAY	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

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

		NORTHBOUND Northwest Promenade			SOUTHBOUND Northwest Promenade			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 2	ST X	SR 1	EL 2	ET 3	ER X	WL X	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	1	0	0	2	1	4	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	1	2	0	0	5	1	9	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	3	0	0	2	2	7	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	3	0	0	1	0	4	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	2	0	0	0	0	1	3	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	3	11	0	0	12	6	32	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	21%	79%	0%	0%	67%	33%						
	APP/DEPART	0	/	9	0	/	0	14	/	11	18	/	12	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	3	8	0	0	8	4	23	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	27%	73%	0%	0%	67%	33%						
	PEAK HR FACTOR		0.000			0.000			0.917			0.500		0.639					
	APP/DEPART	0	/	7	0	/	0	11	/	8	12	/	8	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	2	0	0	0	0	1	3	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	3	1	0	0	3	6	13	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	75%	25%	0%	0%	33%	67%						
	APP/DEPART	0	/	9	0	/	0	4	/	1	9	/	3	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	0	0	0	2	1	0	0	1	3	7	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	67%	33%	0%	0%	25%	75%						
	PEAK HR FACTOR		0.000			0.000			0.375			0.500		0.583					
	APP/DEPART	0	/	5	0	/	0	3	/	1	4	/	1	0					

Northwest Promenade

NORTH SIDE

Rosedale Hwy WEST SIDE EAST SIDE **Rosedale Hwy**

SOUTH SIDE

Northwest Promenade

INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
Thu, Feb 20, 25	NORTH & SOUTH:	El Toro Viejo Rd	LOCATION #:	4
	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

NOTES:

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

		NORTHBOUND El Toro Viejo Rd			SOUTHBOUND Clay Patrick Farr Way			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL 2	NT 2	NR 1	SL 2	ST 2	SR 1	EL 2	ET 3	ER 1	WL 1	WT 3	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	1	4	19	35	1	21	13	184	0	3	92	6	379	0	0	0	2	2
	7:15 AM	2	3	13	29	3	17	16	197	3	2	82	9	376	0	0	1	0	1
	7:30 AM	3	7	16	67	3	20	21	245	1	5	146	18	552	0	0	0	0	0
	7:45 AM	3	7	10	42	6	36	45	291	5	3	165	22	635	0	0	1	0	1
	8:00 AM	3	6	6	50	4	25	30	229	0	3	167	20	543	0	0	5	0	5
	8:15 AM	0	2	10	47	10	19	18	220	3	1	146	20	496	0	1	4	0	5
	8:30 AM	1	3	6	29	4	18	30	198	3	8	147	20	467	0	1	4	1	6
	8:45 AM	1	3	10	33	3	22	21	178	2	5	183	14	475	0	1	0	0	1
	VOLUMES	14	35	90	332	34	178	194	1,742	17	30	1,128	129	3,944	0	3	15	3	21
	APPROACH %	10%	25%	65%	61%	6%	33%	10%	89%	1%	2%	87%	10%						
	APP/DEPART	139	/	361	547	/	81	1,968	/	2,167	1,290	/	1,335	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	9	22	42	206	23	100	114	985	9	12	624	80	2,237	0	1	10	0	
	APPROACH %	12%	30%	58%	62%	7%	30%	10%	88%	1%	2%	87%	11%						
	PEAK HR FACTOR		0.702			0.917			0.817			0.942		0.879					
	APP/DEPART	73	/	217	330	/	44	1,118	/	1,233	716	/	743	0					
PM	4:00 PM	3	8	11	50	9	40	38	215	4	6	302	33	719	0	2	3	2	7
	4:15 PM	6	4	5	46	7	28	40	216	1	12	297	38	700	0	1	6	1	8
	4:30 PM	2	8	9	59	12	34	38	208	5	7	308	24	714	0	2	6	3	11
	4:45 PM	6	7	7	56	6	31	38	231	2	17	296	29	726	0	7	6	4	17
	5:00 PM	4	4	11	56	9	45	32	237	5	13	312	40	768	0	2	11	3	16
	5:15 PM	2	3	7	42	8	35	39	245	7	7	330	40	765	0	5	11	2	18
	5:30 PM	5	5	5	65	10	31	34	240	4	11	290	36	736	0	3	5	3	11
	5:45 PM	5	3	6	66	5	25	39	214	9	12	272	32	688	0	4	6	4	14
	VOLUMES	33	42	61	440	66	269	298	1,806	37	85	2,407	272	5,918	0	26	54	22	102
	APPROACH %	24%	31%	45%	55%	8%	34%	14%	82%	2%	3%	86%	10%						
	APP/DEPART	136	/	638	801	/	188	2,195	/	2,329	2,786	/	2,763	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	17	19	30	219	33	142	143	953	18	48	1,228	145	3,057	0	17	33	12	
	APPROACH %	26%	29%	45%	53%	8%	35%	12%	83%	2%	3%	86%	10%						
	PEAK HR FACTOR		0.825			0.917			0.950			0.945		0.975					
	APP/DEPART	66	/	324	411	/	99	1,147	/	1,214	1,433	/	1,420	0					

Clay Patrick Farr Way

NORTH LEG

Rosedale Hwy WEST LEG EAST LEG **Rosedale Hwy**

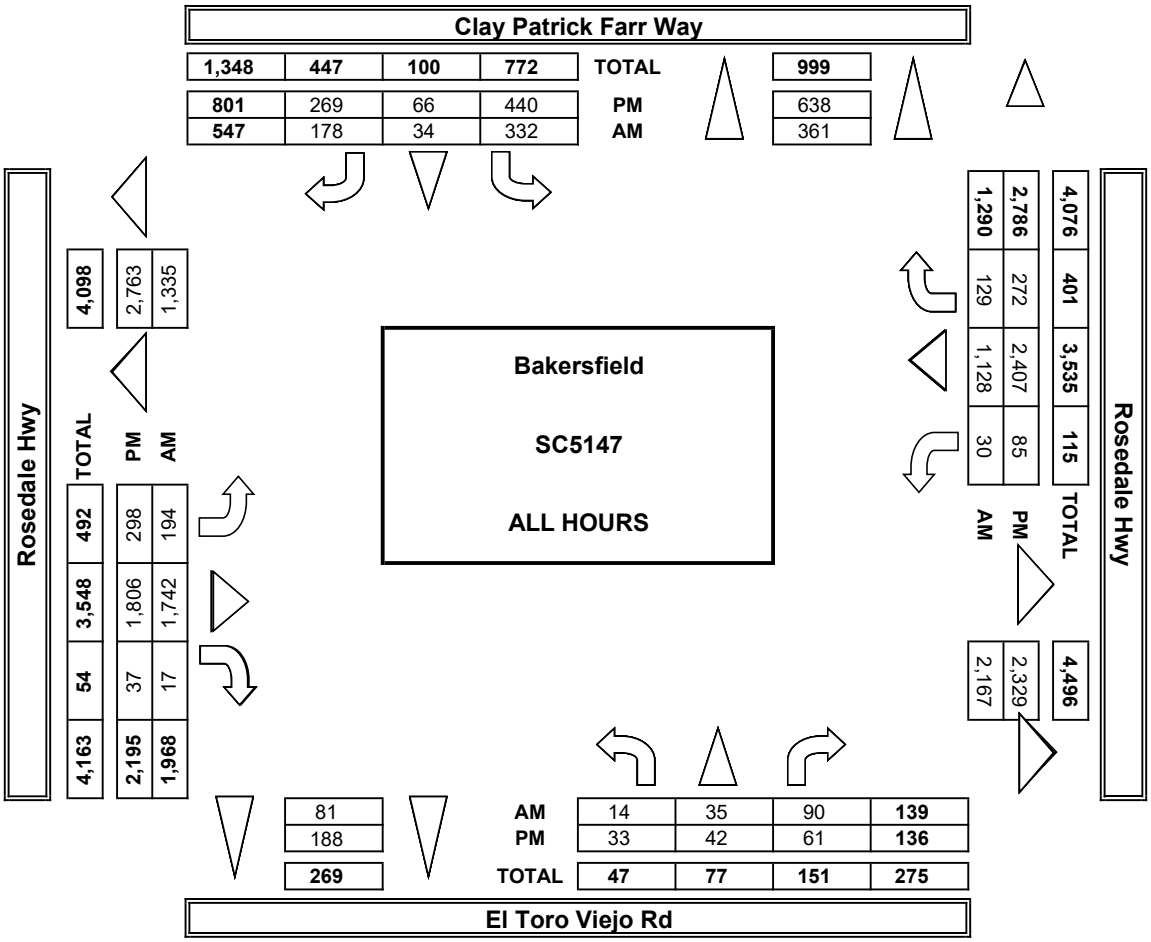
SOUTH LEG

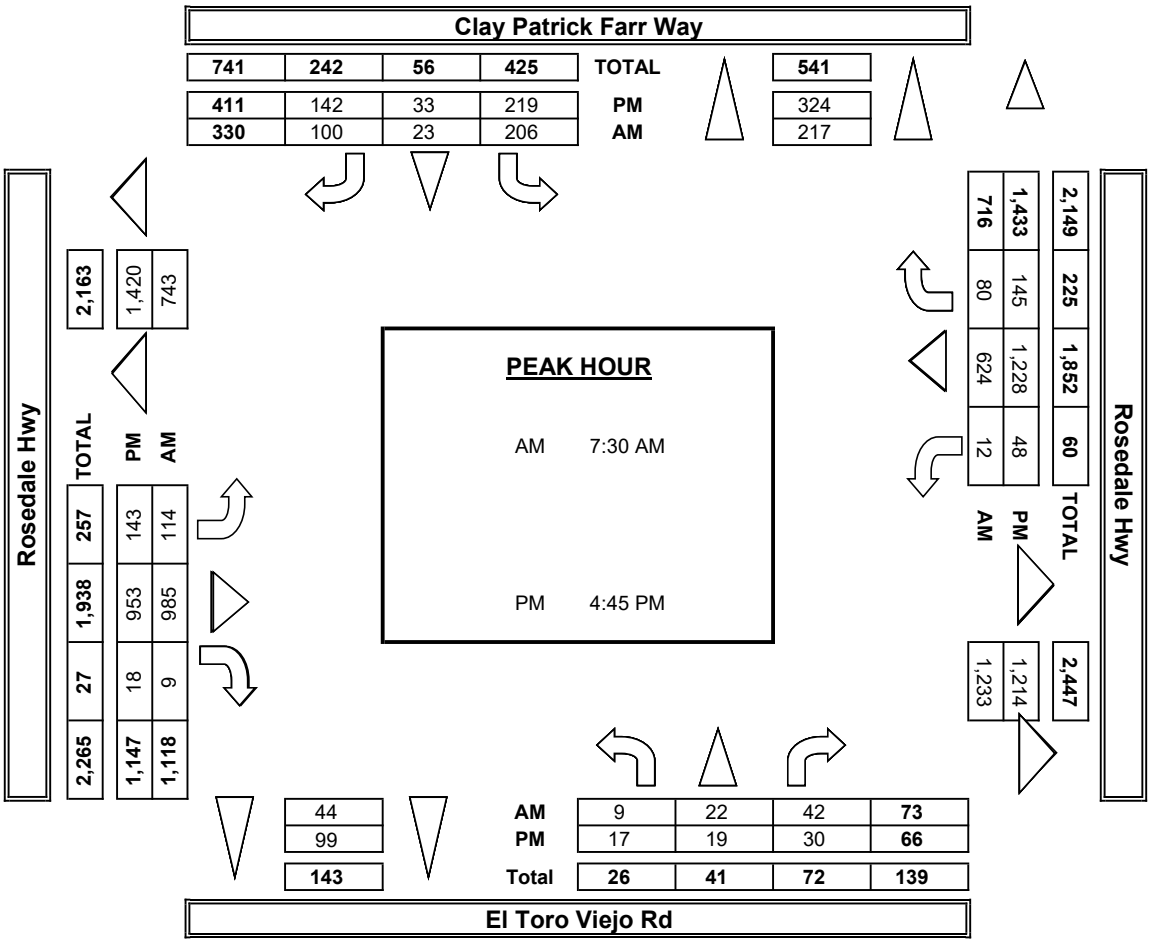
El Toro Viejo Rd

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0
	8:00 AM	0	0	0	2	2	0	0	0	1	1	0	0	0	1	1
	8:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1
	TOTAL	0	2	0	6	8	0	1	0	4	5	0	1	0	2	3
PM	4:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	1	1	0	1	3	1	0	0	0	1	0	1	0	1	2
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0
	TOTAL	4	1	0	2	7	4	0	0	0	4	0	1	0	2	3

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	El Toro Viejo Rd	LOCATION #:	4
THURSDAY	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

	NOTES:											
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N
	Factor	1	1.5	2	3	2	2			PM		
										MD	◄ W	E ►
										OTHER		S ▼
										OTHER		

		NORTHBOUND El Toro Viejo Rd			SOUTHBOUND Clay Patrick Farr Way			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL 2	NT 2	NR 1	SL 2	ST 2	SR 1	EL 2	ET 3	ER 1	WL 1	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	4	24	36	1	22	18	202	0	4	112	10	432					0
	7:15 AM	2	4	13	33	3	19	19	224	4	3	100	11	434					0
	7:30 AM	3	7	20	72	3	20	24	272	1	5	170	19	614					0
	7:45 AM	3	7	10	47	7	39	47	312	7	3	184	25	690					0
	8:00 AM	3	6	6	54	4	30	31	247	0	4	195	23	602					0
	8:15 AM	0	2	10	52	10	24	18	238	3	1	162	24	543					0
	8:30 AM	2	6	6	32	4	22	34	214	3	8	166	20	515					0
	8:45 AM	1	3	12	35	3	26	24	199	2	6	215	16	540					0
	VOLUMES	15	39	101	359	35	200	214	1,906	20	33	1,302	146	4,368	0	0	0	0	0
	APPROACH %	9%	25%	65%	60%	6%	34%	10%	89%	1%	2%	88%	10%						
	APP/DEPART	155	/	399	593	/	88	2,140	/	2,366	1,481	/	1,516	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	9	22	46	224	24	112	120	1,069	11	13	711	90	2,448					
	APPROACH %	12%	29%	60%	62%	7%	31%	10%	89%	1%	2%	87%	11%						
	PEAK HR FACTOR		0.642			0.951			0.820			0.919		0.887					
	APP/DEPART	77	/	231	360	/	47	1,199	/	1,339	813	/	832	0					
PM	4:00 PM	3	8	11	50	9	41	40	226	4	8	316	34	749					0
	4:15 PM	6	4	5	48	7	30	41	227	1	12	306	39	725					0
	4:30 PM	2	8	11	61	12	35	38	220	5	9	323	24	747					0
	4:45 PM	6	7	7	56	6	31	40	259	2	20	304	29	766					0
	5:00 PM	5	4	11	57	9	48	33	248	6	16	321	40	796					0
	5:15 PM	3	3	7	44	8	40	40	259	8	7	336	40	793					0
	5:30 PM	5	5	5	65	11	37	34	251	4	13	296	36	762					0
	5:45 PM	5	3	6	67	5	26	40	222	12	13	285	33	716					0
	VOLUMES	35	42	63	447	67	287	305	1,910	41	98	2,485	275	6,052	0	0	0	0	0
	APPROACH %	25%	30%	45%	56%	8%	36%	14%	85%	2%	3%	87%	10%						
	APP/DEPART	140	/	621	800	/	205	2,256	/	2,420	2,857	/	2,806	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	19	19	30	222	34	156	146	1,017	19	56	1,256	145	3,116					
	APPROACH %	27%	28%	44%	54%	8%	38%	12%	86%	2%	4%	86%	10%						
	PEAK HR FACTOR		0.844			0.904			0.965			0.952		0.978					
	APP/DEPART	68	/	310	411	/	108	1,182	/	1,268	1,456	/	1,430	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	El Toro Viejo Rd	LOCATION #:	4
THURSDAY	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND (El Toro Viejo Rd)			SOUTHBOUND (Clay Patrick Farr Way)			EASTBOUND (Rosedale Hwy)			WESTBOUND (Rosedale Hwy)			
LANES:	NL 2	NT 2	NR 1	SL 2	ST 2	SR 1	EL 2	ET 3	ER 1	WL 1	WT 3	WR 1	TOTAL
AM													
7:00 AM	1	4	16	33	1	19	9	167	0	1	71	3	325
7:15 AM	2	2	13	25	3	14	14	174	2	1	68	7	325
7:30 AM	3	7	11	64	3	20	19	211	1	5	117	17	478
7:45 AM	3	7	10	38	5	33	42	267	3	3	140	20	571
8:00 AM	3	6	6	45	4	20	29	206	0	2	136	18	475
8:15 AM	0	2	10	40	10	13	18	201	3	1	129	17	444
8:30 AM	0	1	6	24	4	13	24	173	3	8	124	20	400
8:45 AM	1	3	9	30	3	18	16	157	2	4	145	11	399
VOLUMES	13	32	81	299	33	150	171	1,556	14	25	930	113	3,437
APPROACH %	10%	25%	64%	62%	7%	31%	10%	89%	1%	2%	87%	11%	
APP/DEPART	126	/	319	485	/	72	1,756	/	1,938	1,070	/	1,108	0
BEGIN PEAK HR		7:30 AM											
VOLUMES	9	22	37	187	22	86	108	885	7	11	522	72	1,979
APPROACH %	13%	32%	54%	63%	7%	29%	11%	88%	1%	2%	86%	12%	
PEAK HR FACTOR		0.810			0.851			0.807			0.928		0.865
APP/DEPART	68	/	203	296	/	40	1,010	/	1,109	605	/	627	0
PM													
4:00 PM	3	8	11	50	9	39	36	198	4	5	285	32	680
4:15 PM	6	4	5	45	7	26	38	205	1	12	284	37	670
4:30 PM	2	8	8	56	12	32	38	196	5	6	287	24	674
4:45 PM	6	7	7	56	6	31	37	206	2	15	286	29	688
5:00 PM	2	4	11	55	9	42	31	222	4	11	302	40	733
5:15 PM	1	3	7	39	8	30	38	230	6	7	324	40	733
5:30 PM	5	5	5	65	9	28	34	226	4	9	282	36	708
5:45 PM	5	3	6	64	5	24	37	207	7	11	259	31	659
VOLUMES	30	42	60	430	65	252	289	1,690	33	76	2,309	269	5,647
APPROACH %	23%	32%	45%	56%	8%	33%	14%	82%	2%	3%	86%	10%	
APP/DEPART	132	/	626	773	/	174	2,066	/	2,202	2,676	/	2,645	0
BEGIN PEAK HR		4:45 PM											
VOLUMES	14	19	30	215	32	131	140	884	16	42	1,194	145	2,924
APPROACH %	22%	30%	48%	54%	8%	33%	13%	82%	1%	3%	86%	10%	
PEAK HR FACTOR		0.788			0.914			0.941			0.934		0.973
APP/DEPART	63	/	321	395	/	90	1,073	/	1,141	1,393	/	1,372	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	1	1
0	0	1	0	1
0	0	0	0	0
0	0	1	0	1
0	0	5	0	5
0	1	4	0	5
0	1	4	1	6
0	1	0	0	1
0	3	15	2	20
0	1	10	0	
0	2	3	2	7
0	1	6	1	8
0	2	6	3	11
0	7	6	4	17
0	2	11	3	16
0	5	11	2	18
0	3	5	3	11
0	4	6	4	14
0	26	54	22	102
0	17	33	12	

Clay Patrick Farr Way

NORTH SIDE

Rosedale Hwy WEST SIDE EAST SIDE **Rosedale Hwy**

SOUTH SIDE

El Toro Viejo Rd

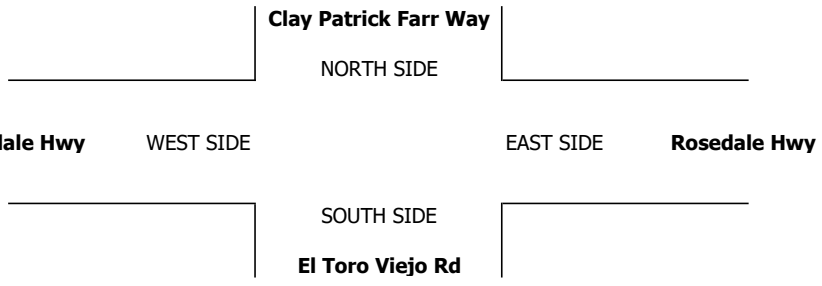
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
2/20/25	LOCATION:	Bakersfield	PROJECT #:	SC5147	
THURSDAY	NORTH & SOUTH:	El Toro Viejo Rd	LOCATION #:	4	
	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL	

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

		NORTHBOUND El Toro Viejo Rd			SOUTHBOUND Clay Patrick Farr Way			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL 2	NT 2	NR 1	SL 2	ST 2	SR 1	EL 2	ET 3	ER 1	WL 1	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	2	0	2	1	7	0	2	13	1	28	0	0	0	1	1
	7:15 AM	0	0	0	3	0	2	1	10	0	0	5	0	21	0	0	0	0	0
	7:30 AM	0	0	4	1	0	0	1	24	0	0	19	1	50	0	0	0	0	0
	7:45 AM	0	0	0	2	1	2	2	15	0	0	16	0	38	0	0	0	0	0
	8:00 AM	0	0	0	2	0	3	0	18	0	1	18	1	43	0	0	0	0	0
	8:15 AM	0	0	0	5	0	3	0	10	0	0	10	1	29	0	0	0	0	0
	8:30 AM	1	0	0	5	0	3	4	21	0	0	17	0	51	0	0	0	0	0
	8:45 AM	0	0	0	3	0	3	4	11	0	1	27	2	51	0	0	0	0	0
	VOLUMES	1	0	4	23	1	18	13	116	0	4	125	6	312	0	0	0	1	1
	APPROACH %	20%	0%	80%	55%	2%	43%	10%	90%	0%	3%	92%	4%						
	APP/DEPART	5	/	19	42	/	5	129	/	144	136	/	144	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	4	10	1	8	3	67	0	1	63	3	160	0	0	0	0	
	APPROACH %	0%	0%	100%	53%	5%	42%	4%	96%	0%	1%	94%	4%						
	PEAK HR FACTOR		0.250			0.594			0.700			0.838		0.800					
	APP/DEPART	4	/	6	19	/	2	70	/	81	67	/	71	0					
PM	4:00 PM	0	0	0	0	0	1	1	14	0	0	13	0	29	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	2	7	0	0	10	1	20	0	0	0	0	0
	4:30 PM	0	0	0	3	0	2	0	7	0	0	16	0	28	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	11	0	1	7	0	19	0	0	0	0	0
	5:00 PM	2	0	0	1	0	2	1	10	1	0	7	0	24	0	0	0	0	0
	5:15 PM	1	0	0	2	0	3	1	8	1	0	3	0	19	0	0	0	0	0
	5:30 PM	0	0	0	0	1	0	0	10	0	0	6	0	17	0	0	0	0	0
	5:45 PM	0	0	0	2	0	1	2	3	0	0	9	0	17	0	0	0	0	0
	VOLUMES	3	0	0	8	1	9	7	70	2	1	71	1	173	0	0	0	0	0
	APPROACH %	100%	0%	0%	44%	6%	50%	9%	89%	3%	1%	97%	1%						
	APP/DEPART	3	/	8	18	/	4	79	/	78	73	/	83	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	3	0	0	3	1	5	2	39	2	1	23	0	79	0	0	0	0	
	APPROACH %	100%	0%	0%	33%	11%	56%	5%	91%	5%	4%	96%	0%						
	PEAK HR FACTOR		0.375			0.450			0.896			0.750		0.823					
	APP/DEPART	3	/	2	9	/	4	43	/	42	24	/	31	0					



INTERSECTION TURNING MOVEMENT COUNTS

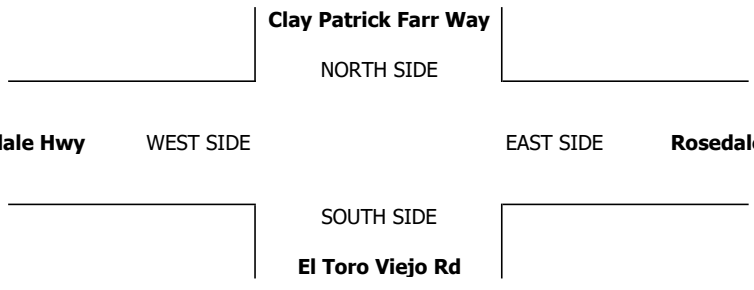
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	El Toro Viejo Rd	LOCATION #:	4
THURSDAY	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

CLASS 3:	NOTES:
3-AXLE TRUCKS	

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

	NORTHBOUND El Toro Viejo Rd			SOUTHBOUND Clay Patrick Farr Way			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
LANES:	NL 2	NT 2	NR 1	SL 2	ST 2	SR 1	EL 2	ET 3	ER 1	WL 1	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	0	0	0	0	0	1	6	0	0	2	0	9	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	3	1	1	3	0	8	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	2	0	0	6	0	8	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	1	1	0	0	6	0	8	0	0	0	0	0
8:15 AM	0	0	0	1	0	2	0	4	0	0	3	1	11	0	0	0	0	0
8:30 AM	0	0	0	0	0	2	2	3	0	0	2	0	9	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	4	0	0	4	1	9	0	0	0	0	0
VOLUMES	0	0	0	1	0	4	4	25	1	1	27	2	65	0	0	0	0	0
APPROACH %	0%	0%	0%	20%	0%	80%	13%	83%	3%	3%	90%	7%						
APP/DEPART	0	/	6	5	/	2	30	/	26	30	/	31	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	1	0	2	1	9	0	0	16	1	30	0	0	0	0	
APPROACH %	0%	0%	0%	33%	0%	67%	10%	90%	0%	0%	94%	6%						
PEAK HR FACTOR		0.000			0.250			0.625			0.708		0.682					
APP/DEPART	0	/	2	3	/	0	10	/	10	17	/	18	0					
PM 4:00 PM	0	0	0	0	0	0	0	2	0	0	1	1	4	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	3	0	4	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	5	0	0	2	0	7	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	4	0	0	1	0	5	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	3	0	0	2	0	5	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	2	0	2	1	0	5	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	2	1	0	0	1	4	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	20	1	2	11	2	36	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	95%	5%	13%	73%	13%						
APP/DEPART	0	/	2	0	/	3	21	/	20	15	/	11	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	0	0	0	0	0	0	0	14	0	2	6	0	22	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	25%	75%	0%						
PEAK HR FACTOR		0.000			0.000			0.700			0.667		0.786					
APP/DEPART	0	/	0	0	/	2	14	/	14	8	/	6	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	El Toro Viejo Rd	LOCATION #:	4
THURSDAY	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND (El Toro Viejo Rd)			SOUTHBOUND (Clay Patrick Farr Way)			EASTBOUND (Rosedale Hwy)			WESTBOUND (Rosedale Hwy)				U-TURNS				
	LANES:	NL 2	NT 2	NR 1	SL 2	ST 2	SR 1	EL 2	ET 3	ER 1	WL 1	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	2	0	0	0	1	4	0	0	5	1	13	0	0	0	0	0
	7:15 AM	0	0	0	1	0	0	1	9	0	0	6	0	17	0	0	0	0	0
	7:30 AM	0	0	1	2	0	0	1	5	0	0	4	0	13	0	0	0	0	0
	7:45 AM	0	0	0	2	0	1	0	4	0	0	2	1	10	0	0	0	0	0
	8:00 AM	0	0	0	0	0	1	0	4	0	0	6	1	12	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	4	0	0	4	1	9	0	0	0	0	0
	8:30 AM	0	1	0	0	0	0	0	1	0	0	4	0	6	0	0	0	0	0
	8:45 AM	0	0	1	0	0	1	0	5	0	0	7	0	14	0	0	0	0	0
	VOLUMES	0	1	4	5	0	3	3	36	0	0	38	4	94	0	0	0	0	0
	APPROACH %	0%	20%	80%	63%	0%	38%	8%	92%	0%	0%	90%	10%						
	APP/DEPART	5	/	8	8	/	0	39	/	45	42	/	41	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	1	4	0	2	1	17	0	0	16	3	44	0	0	0	0	
	APPROACH %	0%	0%	100%	67%	0%	33%	6%	94%	0%	0%	84%	16%						
	PEAK HR FACTOR		0.250			0.500			0.750			0.679		0.846					
	APP/DEPART	1	/	4	6	/	0	18	/	22	19	/	18	0					
PM	4:00 PM	0	0	0	0	0	0	0	1	0	1	3	0	5	0	0	0	0	0
	4:15 PM	0	0	0	1	0	0	0	3	0	0	1	0	5	0	0	0	0	0
	4:30 PM	0	0	1	0	0	0	0	3	0	1	2	0	7	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	1	8	0	1	1	0	11	0	0	0	0	0
	5:00 PM	0	0	0	0	0	1	0	1	0	1	2	0	5	0	0	0	0	0
	5:15 PM	0	0	0	0	0	1	0	3	0	0	1	0	5	0	0	0	0	0
	5:30 PM	0	0	0	0	0	3	0	2	0	0	1	0	6	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	2	1	0	4	0	7	0	0	0	0	0
	VOLUMES	0	0	1	1	0	5	1	23	1	4	15	0	51	0	0	0	0	0
	APPROACH %	0%	0%	100%	17%	0%	83%	4%	92%	4%	21%	79%	0%						
	APP/DEPART	1	/	1	6	/	5	25	/	25	19	/	20	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	0	0	5	1	14	0	2	5	0	27	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	100%	7%	93%	0%	29%	71%	0%						
	PEAK HR FACTOR		0.000			0.417			0.417			0.583		0.614					
	APP/DEPART	0	/	1	5	/	2	15	/	14	7	/	10	0					

Clay Patrick Farr Way

NORTH SIDE

Rosedale Hwy WEST SIDE EAST SIDE **Rosedale Hwy**

SOUTH SIDE

El Toro Viejo Rd

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
2/20/25	LOCATION:	Bakersfield	PROJECT #:	SC5147	
THURSDAY	NORTH & SOUTH:	El Toro Viejo Rd	LOCATION #:	4	
	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL	

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

		NORTHBOUND El Toro Viejo Rd			SOUTHBOUND Clay Patrick Farr Way			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL 2	NT 2	NR 1	SL 2	ST 2	SR 1	EL 2	ET 3	ER 1	WL 1	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Clay Patrick Farr Way

NORTH SIDE

Rosedale Hwy WEST SIDE EAST SIDE **Rosedale Hwy**

SOUTH SIDE

El Toro Viejo Rd

INTERSECTION TURNING MOVEMENT COUNTS

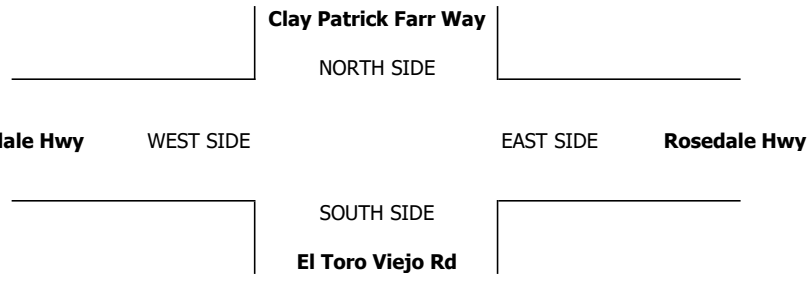
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	El Toro Viejo Rd	LOCATION #:	4
THURSDAY	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

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

		NORTHBOUND (El Toro Viejo Rd)			SOUTHBOUND (Clay Patrick Farr Way)			EASTBOUND (Rosedale Hwy)			WESTBOUND (Rosedale Hwy)				U-TURNS				
	LANES:	NL 2	NT 2	NR 1	SL 2	ST 2	SR 1	EL 2	ET 3	ER 1	WL 1	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	1	0	0	0	1	0	0	0	1	1	4	0	0	0	0	0
	7:15 AM	0	1	0	0	0	1	0	1	0	0	0	2	5	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	3	0	0	5	0	8	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	1	3	2	0	1	1	8	0	0	0	0	0
	8:00 AM	0	0	0	3	0	1	0	0	0	0	1	0	5	0	0	0	0	0
	8:15 AM	0	0	0	1	0	1	0	1	0	0	0	0	3	0	0	0	0	0
	8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0
	VOLUMES	0	2	1	4	0	3	3	9	2	0	8	4	36	0	0	0	0	0
	APPROACH %	0%	67%	33%	57%	0%	43%	21%	64%	14%	0%	67%	33%						
	APP/DEPART	3	/	9	7	/	2	14	/	14	12	/	11	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	4	0	2	1	7	2	0	7	1	24	0	0	0	0	
	APPROACH %	0%	0%	0%	67%	0%	33%	10%	70%	20%	0%	88%	13%						
	PEAK HR FACTOR		0.000			0.375			0.417			0.400		0.750					
	APP/DEPART	0	/	2	6	/	2	10	/	11	8	/	9	0					
PM	4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	2	0	0	0	0	1	0	3	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	1	0	1	0	1	0	0	0	0	3	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	1	0	3	1	3	0	2	1	0	11	0	0	0	0	0
	APPROACH %	0%	0%	0%	25%	0%	75%	25%	75%	0%	67%	33%	0%						
	APP/DEPART	0	/	1	4	/	2	4	/	4	3	/	4	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	1	0	1	0	2	0	1	0	0	5	0	0	0	0	
	APPROACH %	0%	0%	0%	50%	0%	50%	0%	100%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			0.500			0.250		0.417					
	APP/DEPART	0	/	0	2	/	1	2	/	3	1	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE: Thu, Oct 24, 24

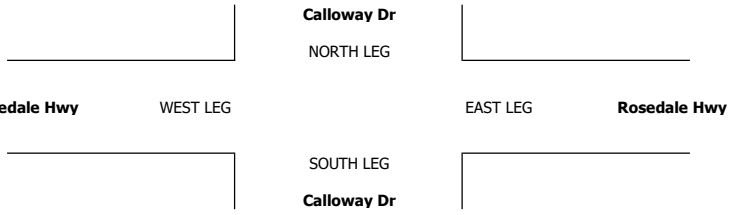
LOCATION: Bakersfield
NORTH & SOUTH: Calloway Dr
EAST & WEST: Rosedale Hwy

PROJECT #: SC4983
LOCATION #: 5
CONTROL: SIGNAL

NOTES:

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

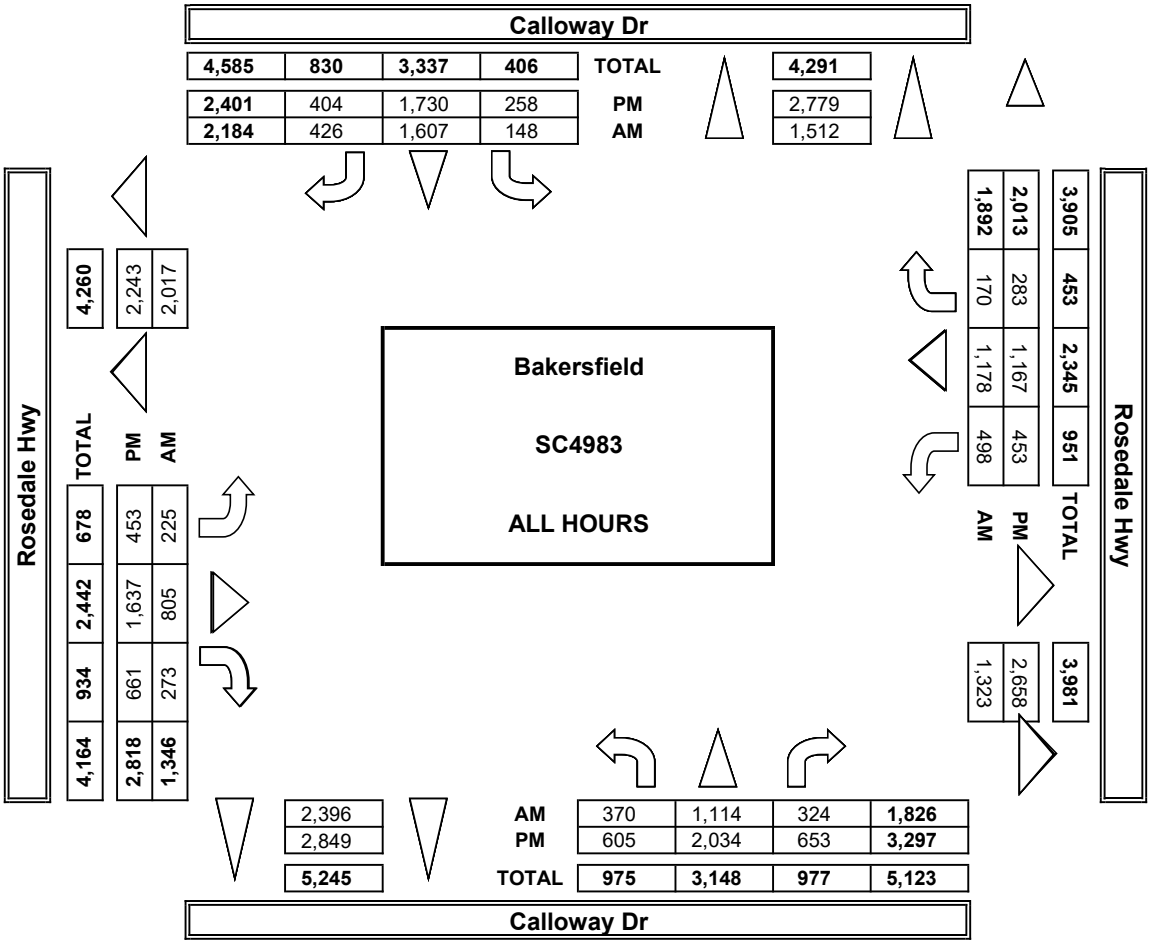
		NORTHBOUND Calloway Dr			SOUTHBOUND Calloway Dr			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 2	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	27	115	32	15	168	28	17	73	26	55	113	17	686	1	0	2	1	4
	7:15 AM	34	114	25	15	175	40	23	90	28	64	142	11	761	0	2	1	4	7
	7:30 AM	41	140	33	17	239	51	24	93	37	75	163	26	939	3	0	13	3	19
	7:45 AM	70	190	51	26	253	68	34	113	40	66	175	25	1,111	9	1	13	7	30
	8:00 AM	64	155	51	18	223	63	24	115	29	71	169	18	1,000	1	0	2	12	15
	8:15 AM	50	132	41	23	194	68	40	92	34	69	148	28	919	3	0	4	6	13
	8:30 AM	37	137	47	22	194	52	34	128	47	51	140	23	912	0	0	4	6	10
	8:45 AM	47	131	44	12	161	56	29	101	32	47	128	22	810	1	0	4	7	12
	VOLUMES	370	1,114	324	148	1,607	426	225	805	273	498	1,178	170	7,248	18	3	43	46	110
	APPROACH %	20%	61%	18%	7%	74%	20%	17%	60%	20%	26%	62%	9%						
	APP/DEPART	1,826	/	1,512	2,184	/	2,396	1,346	/	1,323	1,892	/	2,017	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	225	617	176	84	909	250	122	413	140	281	655	97	4,046	16	1	32	28	
	APPROACH %	22%	60%	17%	7%	73%	20%	17%	58%	20%	26%	62%	9%						
	PEAK HR FACTOR		0.808			0.894			0.884			0.972		0.887					
	APP/DEPART	1,034	/	837	1,244	/	1,346	707	/	701	1,061	/	1,162	0					
PM	4:00 PM	73	259	86	25	188	42	56	186	68	54	146	38	1,221	0	0	11	11	22
	4:15 PM	68	223	85	42	218	53	51	204	78	51	148	35	1,256	1	0	9	15	25
	4:30 PM	74	253	67	28	224	50	49	193	76	60	149	34	1,257	1	1	10	12	24
	4:45 PM	66	244	89	32	236	40	62	194	94	55	148	39	1,299	0	2	6	12	20
	5:00 PM	82	282	77	32	250	53	49	206	87	69	143	28	1,358	2	0	5	12	19
	5:15 PM	77	268	84	35	207	42	69	263	81	52	148	38	1,364	0	2	11	19	32
	5:30 PM	88	280	91	33	204	72	58	215	93	54	134	36	1,358	0	1	10	13	24
	5:45 PM	77	225	74	31	203	52	59	176	84	58	151	35	1,225	1	3	5	16	25
	VOLUMES	605	2,034	653	258	1,730	404	453	1,637	661	453	1,167	283	10,529	5	9	67	110	191
	APPROACH %	18%	62%	20%	11%	72%	17%	16%	58%	23%	23%	58%	14%						
	APP/DEPART	3,297	/	2,779	2,401	/	2,849	2,818	/	2,658	2,013	/	2,243	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	313	1,074	341	132	897	207	238	878	355	230	573	141	5,474	2	5	32	56	
	APPROACH %	18%	62%	20%	11%	72%	17%	16%	58%	24%	23%	57%	14%						
	PEAK HR FACTOR		0.942			0.926			0.886			0.973		0.980					
	APP/DEPART	1,730	/	1,458	1,241	/	1,484	1,503	/	1,407	1,000	/	1,125	0					

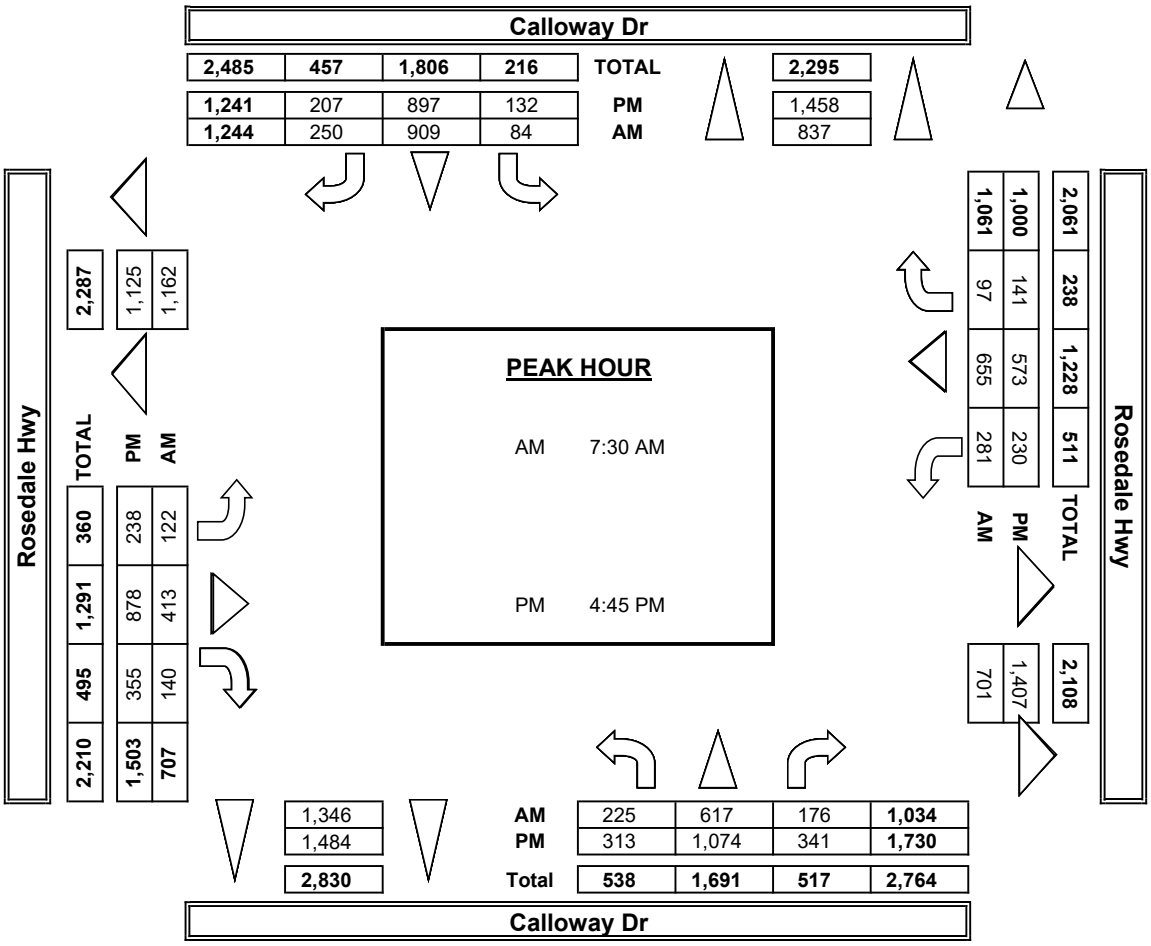


		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	1	2	3	0	0	0	1	1	0	0	1	1	2
	7:30 AM	0	2	0	1	3	0	2	0	0	2	0	0	0	1	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	8:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	8:45 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	TOTAL	0	3	2	4	9	0	3	1	1	5	0	0	1	3	4
PM	4:00 PM	2	1	0	6	9	2	1	0	6	9	0	0	0	0	0
	4:15 PM	1	0	0	2	3	1	0	0	1	2	0	0	0	1	1
	4:30 PM	0	1	2	1	4	0	1	2	1	4	0	0	0	0	0
	4:45 PM	5	1	0	1	7	2	0	0	1	3	3	1	0	0	4
	5:00 PM	0	1	3	1	5	0	0	1	0	1	0	1	2	1	4
	5:15 PM	0	0	3	4	7	0	0	0	1	1	0	0	3	3	6
	5:30 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	5:45 PM	5	1	2	3	11	2	0	1	0	3	3	1	1	3	8
	TOTAL	13	5	11	18	47	7	2	5	10	24	6	3	6	8	23

AimTD LLC

TURNING MOVEMENT COUNTS





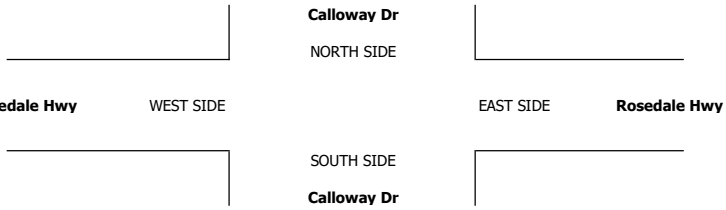
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC4983
10/24/24	NORTH & SOUTH:	Calloway Dr	LOCATION #:	5
THURSDAY	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM			
										MD	◄ W		E ►
										OTHER		S	
										OTHER		▼	

		NORTHBOUND Calloway Dr			SOUTHBOUND Calloway Dr			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 2	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	30	128	39	18	183	29	18	87	34	61	131	20	776					0
	7:15 AM	39	124	26	19	180	44	24	108	31	68	160	15	835					0
	7:30 AM	46	160	43	17	246	54	26	116	41	86	185	30	1,046					0
	7:45 AM	75	200	55	28	264	68	35	127	45	71	191	29	1,185					0
	8:00 AM	67	166	57	24	230	65	26	139	35	75	192	20	1,094					0
	8:15 AM	52	138	46	23	201	69	41	104	39	75	180	31	996					0
	8:30 AM	38	142	49	27	203	53	35	145	49	62	162	27	989					0
	8:45 AM	49	138	52	14	173	56	34	120	34	48	144	25	885					0
	VOLUMES	394	1,195	365	169	1,677	436	237	944	306	544	1,344	197	7,805	0	0	0	0	0
	APPROACH %	20%	61%	19%	7%	73%	19%	16%	64%	21%	26%	64%	9%						
	APP/DEPART	1,954	/	1,628	2,282	/	2,526	1,486	/	1,478	2,084	/	2,174	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	239	664	200	92	940	255	127	485	159	306	747	110	4,320					
	APPROACH %	22%	60%	18%	7%	73%	20%	16%	63%	21%	26%	64%	9%						
	PEAK HR FACTOR		0.837			0.895			0.933			0.968		0.911					
	APP/DEPART	1,102	/	900	1,286	/	1,404	771	/	776	1,162	/	1,241	0					
PM	4:00 PM	76	266	86	26	194	43	57	193	73	56	155	42	1,264					0
	4:15 PM	70	227	86	45	230	55	52	211	81	54	158	36	1,302					0
	4:30 PM	77	260	68	30	229	53	49	209	79	63	153	36	1,303					0
	4:45 PM	67	246	92	33	241	43	64	202	94	58	157	41	1,336					0
	5:00 PM	85	286	80	34	255	55	50	213	90	69	147	30	1,391					0
	5:15 PM	77	276	86	39	208	43	71	274	83	52	155	38	1,398					0
	5:30 PM	92	282	93	36	207	72	59	222	94	56	145	37	1,392					0
	5:45 PM	80	229	75	31	209	52	59	180	84	58	153	38	1,246					0
	VOLUMES	621	2,070	664	272	1,772	413	460	1,702	678	465	1,221	295	10,631	0	0	0	0	0
	APPROACH %	19%	62%	20%	11%	72%	17%	16%	60%	24%	23%	62%	15%						
	APP/DEPART	3,354	/	2,825	2,457	/	2,915	2,840	/	2,637	1,981	/	2,255	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	320	1,089	350	141	911	212	243	910	361	235	603	145	5,516					
	APPROACH %	18%	62%	20%	11%	72%	17%	16%	60%	24%	24%	61%	15%						
	PEAK HR FACTOR		0.944			0.919			0.886			0.961		0.986					
	APP/DEPART	1,758	/	1,477	1,263	/	1,506	1,514	/	1,400	982	/	1,134	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC4983
10/24/24	NORTH & SOUTH:	Calloway Dr	LOCATION #:	5
THURSDAY	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

CLASS 1:	NOTES:
PASSENGER VEHICLES	

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

	NORTHBOUND Calloway Dr			SOUTHBOUND Calloway Dr			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy			
LANES:	NL 2	NT 3	NR 1	SL 2	ST 2	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL
AM 7:00 AM	22	102	26	13	151	26	16	57	19	50	92	14	588
7:15 AM	29	103	24	13	170	37	22	71	24	60	119	6	678
7:30 AM	38	121	23	17	229	49	21	67	34	67	138	21	825
7:45 AM	65	180	45	23	243	68	32	97	36	60	154	21	1,024
8:00 AM	61	143	44	11	214	61	23	97	23	68	143	15	903
8:15 AM	46	124	33	23	188	67	39	75	28	64	121	25	833
8:30 AM	36	130	44	16	186	50	33	109	45	42	113	16	820
8:45 AM	44	120	40	9	147	56	24	85	31	45	111	16	728
VOLUMES	341	1,023	279	125	1,528	414	210	658	240	456	991	134	6,503
APPROACH %	21%	62%	17%	6%	74%	20%	18%	57%	21%	28%	61%	8%	
APP/DEPART	1,661	/	1,370	2,070	/	2,242	1,147	/	1,106	1,625	/	1,785	0
BEGIN PEAK HR		7:30 AM											
VOLUMES	210	568	145	74	874	245	115	336	121	259	556	82	3,658
APPROACH %	22%	60%	15%	6%	73%	21%	19%	56%	20%	28%	60%	9%	
PEAK HR FACTOR		0.785			0.891			0.844			0.955		0.868
APP/DEPART	939	/	766	1,194	/	1,270	601	/	582	924	/	1,040	0
PM 4:00 PM	69	247	86	24	182	41	54	179	64	50	136	35	1,167
4:15 PM	66	217	84	38	207	50	49	195	73	48	135	34	1,196
4:30 PM	72	244	66	25	217	48	49	178	72	57	143	31	1,202
4:45 PM	64	241	86	31	232	38	59	183	94	52	136	37	1,253
5:00 PM	80	275	74	29	241	50	48	197	85	69	139	25	1,312
5:15 PM	77	261	81	31	206	41	66	251	80	52	141	38	1,325
5:30 PM	84	277	88	30	201	72	56	208	92	51	123	34	1,316
5:45 PM	74	221	73	31	197	52	59	169	84	58	148	31	1,197
VOLUMES	586	1,983	638	239	1,683	392	440	1,560	644	437	1,101	265	10,158
APPROACH %	18%	62%	20%	10%	72%	17%	16%	58%	24%	23%	58%	14%	
APP/DEPART	3,212	/	2,697	2,323	/	2,769	2,711	/	2,546	1,912	/	2,146	0
BEGIN PEAK HR		4:45 PM											
VOLUMES	305	1,054	329	121	880	201	229	839	351	224	539	134	5,301
APPROACH %	18%	62%	19%	10%	73%	17%	16%	58%	24%	24%	57%	14%	
PEAK HR FACTOR		0.941			0.943			0.889			0.953		0.977
APP/DEPART	1,690	/	1,422	1,207	/	1,457	1,451	/	1,345	953	/	1,077	0

U-TURNS

NB	SB	EB	WB	TTL
1	0	2	1	4
0	2	1	4	7
3	0	13	3	19
9	1	13	7	30
1	0	1	12	14
3	0	2	5	10
0	0	3	5	8
1	0	4	7	12
18	3	39	44	104
16	1	29	27	
0	0	11	10	21
1	0	9	15	25
1	1	10	12	24
0	2	6	12	20
2	0	5	12	19
0	2	11	19	32
0	1	10	13	24
1	3	5	16	25
5	9	67	109	190
2	5	32	56	

Calloway Dr

NORTH SIDE

Rosedale Hwy WEST SIDE EAST SIDE **Rosedale Hwy**

SOUTH SIDE

Calloway Dr

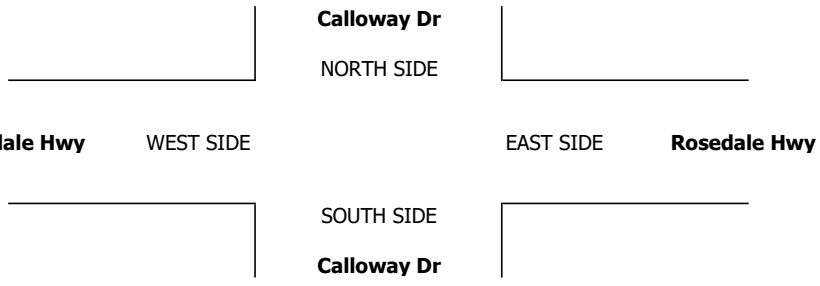
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
10/24/24	LOCATION:	Bakersfield	PROJECT #:	SC4983
THURSDAY	NORTH & SOUTH:	Calloway Dr	LOCATION #:	5
	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

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

		NORTHBOUND Calloway Dr			SOUTHBOUND Calloway Dr			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 2	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	4	6	2	1	7	2	1	10	3	3	12	2	53	0	0	0	0	0
	7:15 AM	3	7	1	0	3	1	0	13	2	2	18	4	54	0	0	0	0	0
	7:30 AM	1	8	3	0	6	1	3	17	1	1	13	4	58	0	0	0	0	0
	7:45 AM	3	5	4	3	3	0	2	10	1	4	16	3	54	0	0	0	0	0
	8:00 AM	2	8	5	4	7	1	0	6	3	1	18	2	57	0	0	1	0	1
	8:15 AM	4	6	7	0	1	1	1	11	4	1	13	2	51	0	0	2	1	3
	8:30 AM	1	6	2	4	3	2	1	11	1	5	16	6	58	0	0	1	1	2
	8:45 AM	2	9	0	2	9	0	3	5	0	2	10	6	48	0	0	0	0	0
	VOLUMES	20	55	24	14	39	8	11	83	15	19	116	29	439	0	0	4	2	6
	APPROACH %	20%	56%	24%	23%	64%	13%	10%	73%	13%	11%	70%	17%						
	APP/DEPART	99	/	95	61	/	73	113	/	123	166	/	148	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	10	27	19	7	17	3	6	44	9	7	60	11	224	0	0	3	1	
	APPROACH %	18%	48%	34%	26%	63%	11%	10%	71%	15%	9%	76%	14%						
	PEAK HR FACTOR		0.824			0.563			0.738			0.859		0.966					
	APP/DEPART	56	/	44	27	/	33	62	/	71	79	/	76	0					
PM	4:00 PM	3	10	0	0	3	1	2	3	2	4	7	1	36	0	0	0	1	1
	4:15 PM	1	4	1	3	4	3	2	6	4	1	9	1	39	0	0	0	0	0
	4:30 PM	1	5	0	3	4	1	0	5	2	2	4	3	30	0	0	0	0	0
	4:45 PM	2	3	1	1	2	1	2	8	0	2	8	1	31	0	0	0	0	0
	5:00 PM	1	6	2	2	8	3	1	5	1	0	3	3	35	0	0	0	0	0
	5:15 PM	0	3	3	3	1	1	3	7	0	0	3	0	24	0	0	0	0	0
	5:30 PM	1	3	3	1	2	0	2	4	0	3	7	2	28	0	0	0	0	0
	5:45 PM	1	3	1	0	4	0	0	6	0	0	2	3	20	0	0	0	0	0
	VOLUMES	10	37	11	13	28	10	12	44	9	12	43	14	244	0	0	0	1	1
	APPROACH %	17%	64%	19%	25%	55%	20%	18%	68%	14%	17%	61%	20%						
	APP/DEPART	58	/	63	51	/	49	65	/	69	70	/	63	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	4	15	9	7	13	5	8	24	1	5	21	6	118	0	0	0	0	
	APPROACH %	14%	54%	32%	28%	52%	20%	24%	73%	3%	16%	66%	19%						
	PEAK HR FACTOR		0.778			0.481			0.825			0.667		0.843					
	APP/DEPART	28	/	29	25	/	19	33	/	40	32	/	30	0					



INTERSECTION TURNING MOVEMENT COUNTS

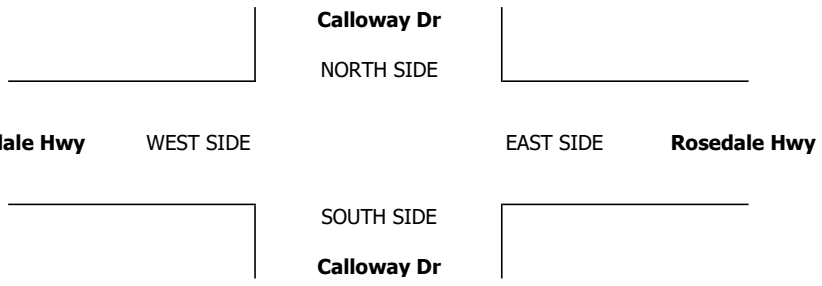
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC4983
10/24/24	NORTH & SOUTH:	Calloway Dr	LOCATION #:	5
THURSDAY	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

CLASS 3:	NOTES:
3-AXLE TRUCKS	

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

		NORTHBOUND Calloway Dr			SOUTHBOUND Calloway Dr			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 2	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	2	0	0	5	0	0	3	0	0	5	0	16	0	0	0	0	0
	7:15 AM	1	2	0	0	1	0	1	1	0	1	0	0	7	0	0	0	0	0
	7:30 AM	0	3	1	0	1	0	0	3	1	0	9	0	18	0	0	0	0	0
	7:45 AM	1	2	1	0	2	0	0	2	0	0	2	0	10	0	0	0	0	0
	8:00 AM	0	1	0	2	1	1	0	2	2	1	2	1	13	0	0	0	0	0
	8:15 AM	0	1	1	0	3	0	0	5	1	2	1	0	14	0	0	0	0	0
	8:30 AM	0	0	0	1	2	0	0	2	0	0	7	0	12	0	0	0	0	0
	8:45 AM	1	2	0	1	2	0	1	6	0	0	3	0	16	0	0	0	0	0
	VOLUMES	4	13	3	4	17	1	2	24	4	4	29	1	106	0	0	0	0	0
	APPROACH %	20%	65%	15%	18%	77%	5%	7%	80%	13%	12%	85%	3%						
	APP/DEPART	20	/	16	22	/	25	30	/	31	34	/	34	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	1	7	3	2	7	1	0	12	4	3	14	1	55	0	0	0	0	
	APPROACH %	9%	64%	27%	20%	70%	10%	0%	75%	25%	17%	78%	6%						
	PEAK HR FACTOR		0.688			0.625			0.667			0.500		0.764					
	APP/DEPART	11	/	8	10	/	14	16	/	17	18	/	16	0					
PM	4:00 PM	1	2	0	1	1	0	0	2	0	0	1	1	9	0	0	0	0	0
	4:15 PM	1	2	0	1	3	0	0	1	1	1	1	0	11	0	0	0	0	0
	4:30 PM	0	3	0	0	3	0	0	5	2	0	2	0	15	0	0	0	0	0
	4:45 PM	0	0	1	0	0	0	1	1	0	0	2	1	6	0	0	0	0	0
	5:00 PM	0	1	0	1	1	0	0	3	0	0	0	0	6	0	0	0	0	0
	5:15 PM	0	2	0	0	0	0	0	2	0	0	2	0	6	0	0	0	0	0
	5:30 PM	3	0	0	2	0	0	0	1	1	0	1	0	8	0	0	0	0	0
	5:45 PM	2	0	0	0	0	0	0	1	0	0	1	1	5	0	0	0	0	0
	VOLUMES	7	10	1	5	8	0	1	16	4	1	10	3	66	0	0	0	0	0
	APPROACH %	39%	56%	6%	38%	62%	0%	5%	76%	19%	7%	71%	21%						
	APP/DEPART	18	/	14	13	/	13	21	/	22	14	/	17	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	3	3	1	3	1	0	1	7	1	0	5	1	26	0	0	0	0	
	APPROACH %	43%	43%	14%	75%	25%	0%	11%	78%	11%	0%	83%	17%						
	PEAK HR FACTOR		0.583			0.500			0.750			0.500		0.813					
	APP/DEPART	7	/	5	4	/	2	9	/	11	6	/	8	0					



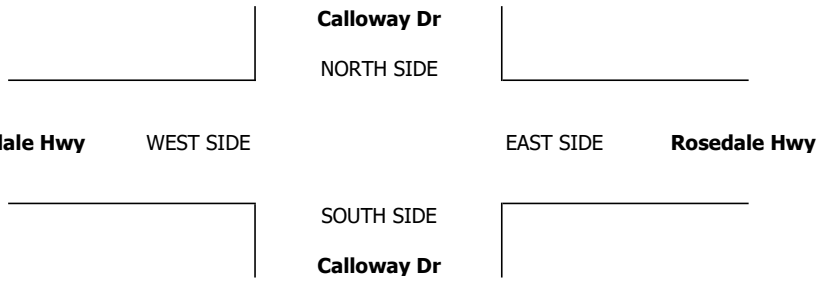
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
10/24/24	LOCATION:	Bakersfield	PROJECT #:	SC4983
THURSDAY	NORTH & SOUTH:	Calloway Dr	LOCATION #:	5
	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

CLASS 4:	NOTES:	AM / PM / MD / OTHER / OTHER
4 OR MORE AXLE TRUCKS		▲ N ◄ W E ► S ▼

		NORTHBOUND Calloway Dr			SOUTHBOUND Calloway Dr			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 2	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	3	2	1	1	0	0	3	2	2	3	1	18	0	0	0	0	0
	7:15 AM	1	2	0	2	1	1	0	5	0	1	4	1	18	0	0	0	0	0
	7:30 AM	2	5	1	0	0	1	0	5	1	3	3	1	22	0	0	0	0	0
	7:45 AM	1	2	0	0	2	0	0	3	1	1	3	1	14	0	0	0	0	0
	8:00 AM	1	3	1	1	1	0	1	9	1	1	6	0	25	0	0	0	0	0
	8:15 AM	0	1	0	0	1	0	0	0	1	1	11	1	16	0	0	0	0	0
	8:30 AM	0	1	0	1	2	0	0	3	0	4	3	0	14	0	0	0	0	0
	8:45 AM	0	0	4	0	2	0	1	5	1	0	4	0	17	0	0	0	0	0
	VOLUMES	5	17	8	5	10	2	2	33	7	13	37	5	144	0	0	0	0	0
	APPROACH %	17%	57%	27%	29%	59%	12%	5%	79%	17%	24%	67%	9%						
	APP/DEPART	30	/	24	17	/	30	42	/	46	55	/	44	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	4	11	2	1	4	1	1	17	4	6	23	3	77	0	0	0	0	
	APPROACH %	24%	65%	12%	17%	67%	17%	5%	77%	18%	19%	72%	9%						
	PEAK HR FACTOR		0.531			0.750			0.500			0.615		0.770					
	APP/DEPART	17	/	15	6	/	14	22	/	20	32	/	28	0					
PM	4:00 PM	0	0	0	0	1	0	0	1	2	0	2	1	7	0	0	0	0	0
	4:15 PM	0	0	0	0	3	0	0	1	0	0	1	0	5	0	0	0	0	0
	4:30 PM	1	0	0	0	0	1	0	3	0	1	0	0	6	0	0	0	0	0
	4:45 PM	0	0	0	0	2	1	0	1	0	1	1	0	6	0	0	0	0	0
	5:00 PM	1	0	1	0	0	0	0	0	1	0	1	0	4	0	0	0	0	0
	5:15 PM	0	2	0	1	0	0	0	2	1	0	1	0	7	0	0	0	0	0
	5:30 PM	0	0	0	0	1	0	0	2	0	0	3	0	6	0	0	0	0	0
	5:45 PM	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
	VOLUMES	2	3	1	1	9	2	0	10	4	2	9	1	44	0	0	0	0	0
	APPROACH %	33%	50%	17%	8%	75%	17%	0%	71%	29%	17%	75%	8%						
	APP/DEPART	6	/	4	12	/	15	14	/	12	12	/	13	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	1	2	1	1	3	1	0	5	2	1	6	0	23	0	0	0	0	
	APPROACH %	25%	50%	25%	20%	60%	20%	0%	71%	29%	14%	86%	0%						
	PEAK HR FACTOR		0.500			0.417			0.583			0.583		0.821					
	APP/DEPART	4	/	2	5	/	6	7	/	7	7	/	8	0					



INTERSECTION TURNING MOVEMENT COUNTS

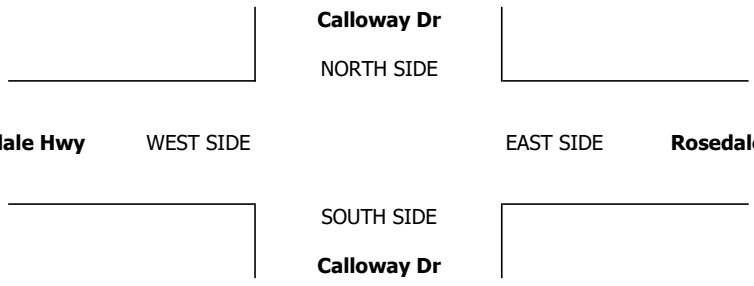
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC4983
10/24/24	NORTH & SOUTH:	Calloway Dr	LOCATION #:	5
THURSDAY	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

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

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



INTERSECTION TURNING MOVEMENT COUNTS

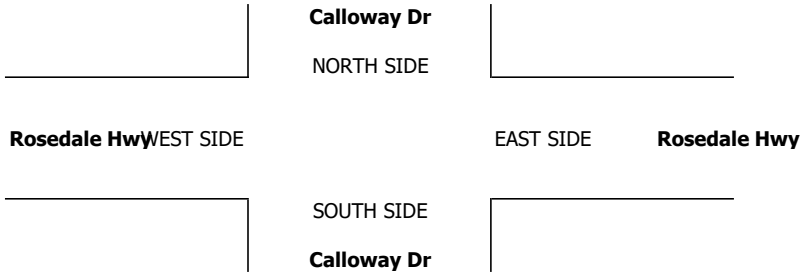
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC4983
10/24/24	NORTH & SOUTH:	Calloway Dr	LOCATION #:	5
THURSDAY	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

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

		NORTHBOUND Calloway Dr			SOUTHBOUND Calloway Dr			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 2	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	2	2	0	4	0	0	0	2	0	1	0	11	0	0	0	0	0
	7:15 AM	0	0	0	0	0	1	0	0	2	0	1	0	4	0	0	0	0	0
	7:30 AM	0	3	5	0	3	0	0	1	0	4	0	0	16	0	0	0	0	0
	7:45 AM	0	1	1	0	3	0	0	1	2	1	0	0	9	0	0	0	0	0
	8:00 AM	0	0	1	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	8:15 AM	0	0	0	0	1	0	0	1	0	1	2	0	5	0	0	0	0	0
	8:30 AM	0	0	1	0	1	0	0	2	1	0	0	1	6	0	0	0	0	0
	8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	6	10	0	13	1	0	6	7	6	4	1	54	0	0	0	0	0
	APPROACH %	0%	38%	63%	0%	93%	7%	0%	46%	54%	55%	36%	9%						
	APP/DEPART	16	/	7	14	/	26	13	/	16	11	/	5	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	4	7	0	7	0	0	4	2	6	2	0	32	0	0	0	0	
	APPROACH %	0%	36%	64%	0%	100%	0%	0%	67%	33%	75%	25%	0%						
	PEAK HR FACTOR		0.344			0.583			0.500			0.500		0.500					
	APP/DEPART	11	/	4	7	/	15	6	/	11	8	/	2	0					
PM	4:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	0	0	0
	4:15 PM	0	0	0	0	1	0	0	1	0	1	2	0	5	0	0	0	0	0
	4:30 PM	0	1	1	0	0	0	0	2	0	0	0	0	4	0	0	0	0	0
	4:45 PM	0	0	1	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	2	0	2	0	0	7	0	1	3	0	16	0	0	0	0	0
	APPROACH %	0%	33%	67%	0%	100%	0%	0%	100%	0%	25%	75%	0%						
	APP/DEPART	3	/	1	2	/	3	7	/	9	4	/	3	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	1	0	0	0	0	3	0	0	1	0	5	0	0	0	0	
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.000			0.750			0.250		0.625					
	APP/DEPART	1	/	0	0	/	0	3	/	4	1	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE: Thu, Feb 20, 25	LOCATION:	Bakersfield	PROJECT #: SC5147
	NORTH & SOUTH:	Verdugo Ln	LOCATION #: 6
	EAST & WEST:	Rosedale Hwy	CONTROL: SIGNAL

NOTES:

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

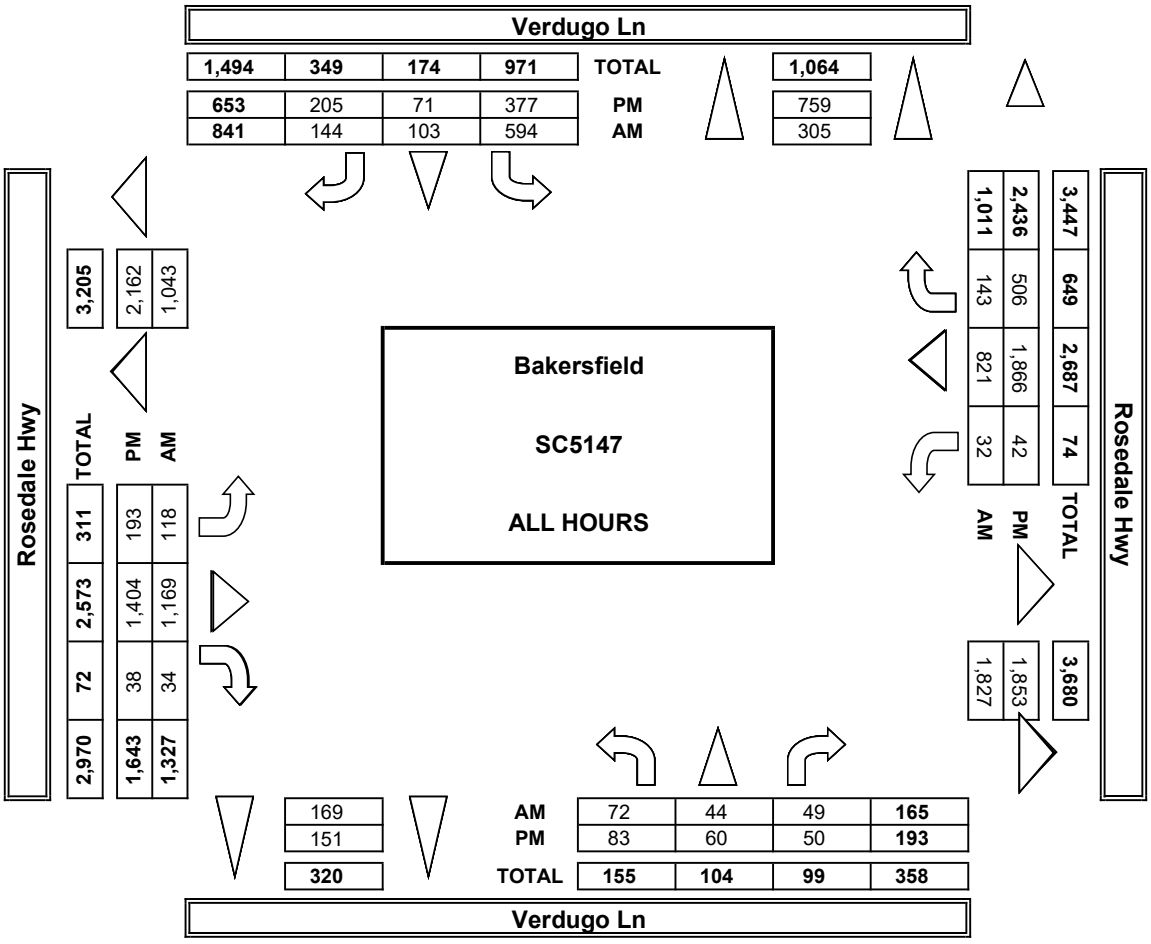
		NORTHBOUND Verdugo Ln			SOUTHBOUND Verdugo Ln			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 3	ER 1	WL 1	WT 2	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	4	4	2	81	9	16	14	106	1	2	75	12	326	0	0	0	0	0
	7:15 AM	9	5	3	95	7	14	7	128	3	3	72	13	359	0	0	0	1	1
	7:30 AM	11	13	7	101	26	21	15	138	6	1	87	16	442	0	0	0	0	0
	7:45 AM	11	5	8	87	25	30	17	182	4	8	113	19	509	0	0	2	2	4
	8:00 AM	13	4	6	75	18	18	24	156	7	3	110	28	462	0	0	2	5	7
	8:15 AM	13	5	8	60	8	24	18	169	2	6	133	17	463	0	0	2	1	3
	8:30 AM	2	3	12	57	6	12	10	158	5	5	120	15	405	0	0	0	2	2
	8:45 AM	9	5	3	38	4	9	13	132	6	4	111	23	357	0	0	0	4	4
	VOLUMES	72	44	49	594	103	144	118	1,169	34	32	821	143	3,344	0	0	6	15	21
	APPROACH %	44%	27%	30%	71%	12%	17%	9%	88%	3%	3%	81%	14%						
	APP/DEPART	165	/	305	841	/	169	1,327	/	1,827	1,011	/	1,043	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	48	27	29	323	77	93	74	645	19	18	443	80	1,890	0	0	6	8	
	APPROACH %	46%	26%	28%	66%	16%	19%	10%	87%	3%	3%	81%	15%						
	PEAK HR FACTOR		0.839			0.833			0.907			0.874		0.921					
	APP/DEPART	104	/	181	493	/	114	744	/	1,005	549	/	590	0					
PM	4:00 PM	14	5	5	48	8	21	19	191	5	3	237	57	613	0	0	1	2	3
	4:15 PM	9	4	8	46	9	18	20	185	7	8	228	60	602	0	0	0	5	5
	4:30 PM	11	7	8	32	11	22	22	156	5	7	258	57	596	0	0	1	2	3
	4:45 PM	12	12	6	42	10	27	26	175	5	3	228	75	621	0	0	0	4	4
	5:00 PM	11	9	7	42	7	27	27	179	3	2	250	67	631	0	0	2	3	5
	5:15 PM	13	9	5	61	17	34	28	175	4	8	234	69	657	0	0	2	1	3
	5:30 PM	7	5	6	61	4	27	27	169	4	7	217	54	588	0	0	2	4	6
	5:45 PM	6	9	5	45	5	29	24	174	5	4	214	67	587	0	0	0	1	1
	VOLUMES	83	60	50	377	71	205	193	1,404	38	42	1,866	506	4,925	0	0	8	22	30
	APPROACH %	43%	31%	26%	58%	11%	31%	12%	85%	2%	2%	77%	21%						
	APP/DEPART	193	/	759	653	/	151	1,643	/	1,853	2,436	/	2,162	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	47	37	26	177	45	110	103	685	17	20	970	268	2,520	0	0	5	10	
	APPROACH %	43%	34%	24%	53%	14%	33%	13%	85%	2%	2%	76%	21%						
	PEAK HR FACTOR		0.917			0.741			0.960			0.978		0.955					
	APP/DEPART	110	/	408	332	/	82	810	/	898	1,268	/	1,132	0					

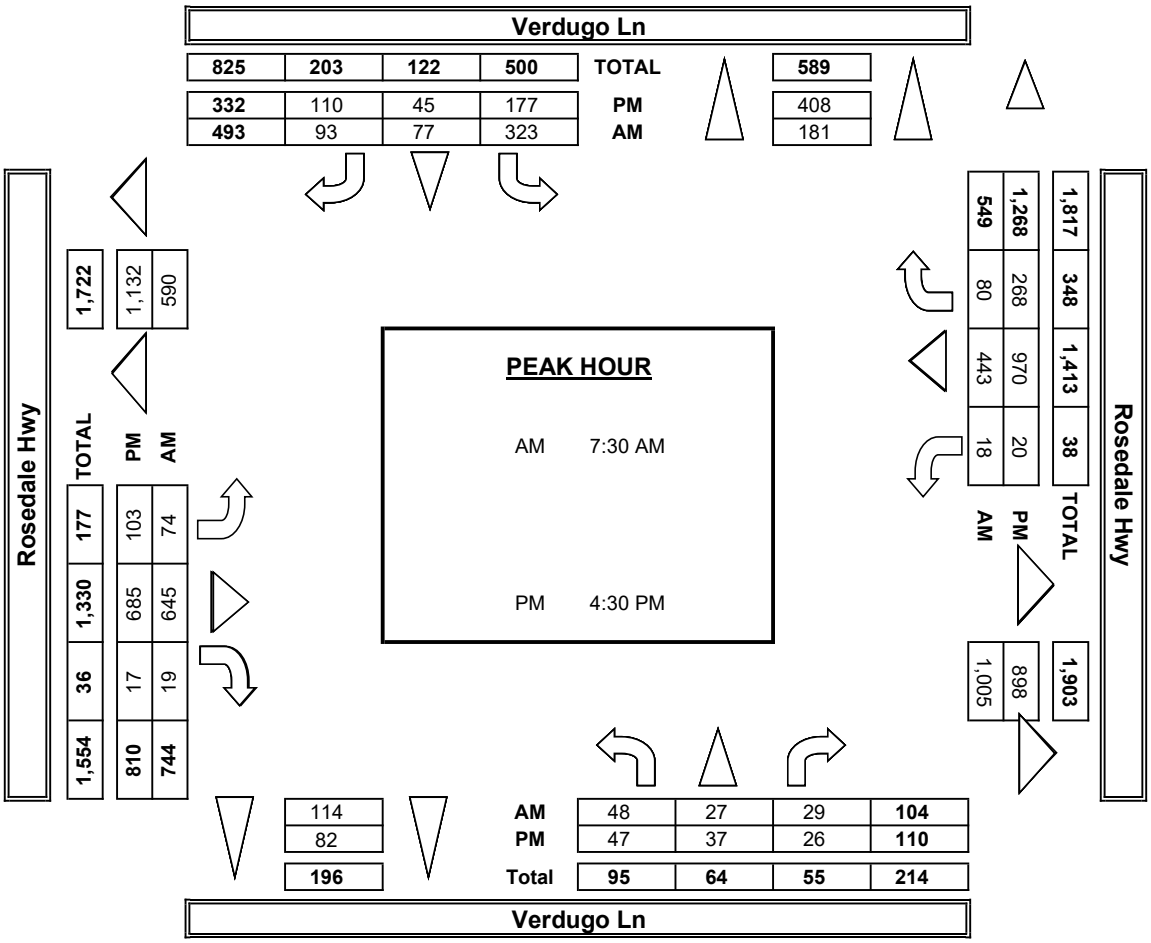


		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	7:15 AM	4	0	1	1	6	4	0	0	1	5	0	0	1	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	1	4	0	1	6	1	4	0	1	6	0	0	0	0	0
	8:00 AM	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	5	5	1	5	16	5	5	0	5	15	0	0	1	0	1
PM	4:00 PM	2	1	0	0	3	2	1	0	0	3	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	1	0	0	1	2	0	0	0	0	0	1	0	0	1	2
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	3	1	1	1	6	2	1	0	0	3	1	0	1	1	3

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Verdugo Ln	LOCATION #:	6
THURSDAY	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

	NOTES:											
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N
	Factor	1	1.5	2	3	2	2			PM		
										MD	◄ W	E ►
										OTHER		S ▼
										OTHER		

		NORTHBOUND Verdugo Ln			SOUTHBOUND Verdugo Ln			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 3	ER 1	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	4	5	2	90	9	19	17	118	1	3	92	16	374					0
	7:15 AM	11	6	4	99	8	16	8	145	5	3	84	16	402					0
	7:30 AM	14	14	8	105	26	23	15	155	7	1	106	18	490					0
	7:45 AM	12	5	10	90	25	31	19	189	4	9	128	23	541					0
	8:00 AM	13	4	8	79	18	18	28	165	7	3	128	33	503					0
	8:15 AM	13	5	9	65	8	27	19	181	3	7	157	18	511					0
	8:30 AM	2	3	15	59	7	14	10	174	6	5	138	16	446					0
	8:45 AM	9	5	3	44	4	10	15	139	6	4	128	28	394					0
	VOLUMES	78	46	58	629	105	156	128	1,264	37	34	960	165	3,658	0	0	0	0	0
	APPROACH %	43%	25%	32%	71%	12%	18%	9%	88%	3%	3%	83%	14%						
	APP/DEPART	181	/	339	890	/	176	1,429	/	1,950	1,159	/	1,194	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	52	28	34	338	77	99	80	689	20	20	519	91	2,044					
	APPROACH %	46%	24%	30%	66%	15%	19%	10%	87%	3%	3%	82%	14%						
	PEAK HR FACTOR		0.799			0.836			0.934			0.866		0.944					
	APP/DEPART	114	/	198	514	/	117	788	/	1,061	629	/	669	0					
PM	4:00 PM	14	5	5	51	8	24	20	200	6	3	248	58	639					0
	4:15 PM	9	4	8	47	10	20	23	194	8	8	237	62	628					0
	4:30 PM	11	7	8	33	11	24	26	168	6	8	273	58	632					0
	4:45 PM	12	13	7	43	10	28	27	196	6	3	237	79	659					0
	5:00 PM	11	9	8	42	7	27	31	189	3	2	258	71	657					0
	5:15 PM	13	9	5	62	18	35	28	192	5	9	240	70	684					0
	5:30 PM	7	7	6	66	4	30	30	178	4	7	227	54	619					0
	5:45 PM	6	9	5	47	5	30	28	178	6	4	218	72	606					0
	VOLUMES	83	63	52	389	73	217	211	1,493	43	43	1,936	522	5,122	0	0	0	0	0
	APPROACH %	42%	32%	26%	57%	11%	32%	12%	86%	2%	2%	77%	21%						
	APP/DEPART	197	/	795	678	/	158	1,746	/	1,933	2,501	/	2,236	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	47	38	28	179	46	114	111	745	20	21	1,007	278	2,631					
	APPROACH %	42%	33%	25%	53%	13%	34%	13%	85%	2%	2%	77%	21%						
	PEAK HR FACTOR		0.903			0.741			0.956			0.964		0.962					
	APP/DEPART	112	/	426	338	/	87	876	/	951	1,306	/	1,168	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Verdugo Ln	LOCATION #:	6
THURSDAY	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

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

		NORTHBOUND Verdugo Ln			SOUTHBOUND Verdugo Ln			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 3	ER 1	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	4	2	2	72	9	12	12	96	1	1	55	9	275	0	0	0	0	0
	7:15 AM	7	4	2	88	6	12	6	114	1	3	60	10	313	0	0	0	1	1
	7:30 AM	8	12	6	95	26	19	15	117	5	1	64	13	381	0	0	0	0	0
	7:45 AM	10	5	6	83	25	29	15	172	4	7	95	15	466	0	0	2	2	4
	8:00 AM	13	4	3	73	18	18	21	148	7	3	90	23	421	0	0	2	5	7
	8:15 AM	13	5	7	54	8	20	17	157	1	5	107	16	410	0	0	2	1	3
	8:30 AM	2	3	10	55	5	9	10	139	4	5	96	14	352	0	0	0	2	2
	8:45 AM	9	5	3	30	4	8	11	121	6	4	89	18	308	0	0	0	4	4
	VOLUMES	66	40	39	550	101	127	107	1,064	29	29	656	118	2,947	0	0	6	15	21
	APPROACH %	46%	28%	27%	71%	13%	16%	9%	88%	2%	4%	80%	14%						
	APP/DEPART	145	/	265	778	/	159	1,206	/	1,668	818	/	855	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	44	26	22	305	77	86	68	594	17	16	356	67	1,692	0	0	6	8	
	APPROACH %	48%	28%	24%	65%	16%	18%	10%	87%	2%	4%	80%	15%						
	PEAK HR FACTOR		0.885			0.836			0.887			0.866		0.900					
	APP/DEPART	92	/	161	468	/	110	685	/	929	447	/	492	0					
PM	4:00 PM	14	5	5	44	8	18	18	179	4	3	223	56	577	0	0	1	2	3
	4:15 PM	9	4	8	45	8	15	17	175	6	8	214	58	567	0	0	0	5	5
	4:30 PM	11	7	8	30	11	21	16	147	4	6	240	55	556	0	0	1	2	3
	4:45 PM	12	11	5	41	10	26	25	157	4	3	218	70	582	0	0	0	4	4
	5:00 PM	11	9	6	42	7	27	24	167	3	2	240	63	601	0	0	2	3	5
	5:15 PM	13	9	5	60	16	32	28	158	3	7	227	68	626	0	0	1	1	2
	5:30 PM	7	4	6	58	4	25	25	159	4	7	209	54	562	0	0	2	4	6
	5:45 PM	6	9	5	43	5	27	21	170	4	4	207	62	563	0	0	0	1	1
	VOLUMES	83	58	48	363	69	191	174	1,312	32	40	1,778	486	4,663	0	0	7	22	29
	APPROACH %	44%	31%	25%	58%	11%	31%	11%	86%	2%	2%	76%	21%						
	APP/DEPART	189	/	718	623	/	141	1,525	/	1,745	2,326	/	2,059	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	47	36	24	173	44	106	93	629	14	18	925	256	2,379	0	0	4	10	
	APPROACH %	44%	34%	22%	54%	14%	33%	13%	85%	2%	1%	77%	21%						
	PEAK HR FACTOR		0.955			0.748			0.944			0.981		0.947					
	APP/DEPART	107	/	385	323	/	76	740	/	836	1,209	/	1,082	0					

Verdugo Ln

NORTH SIDE

Rosedale Hwy WEST SIDE EAST SIDE **Rosedale Hwy**

SOUTH SIDE

Verdugo Ln

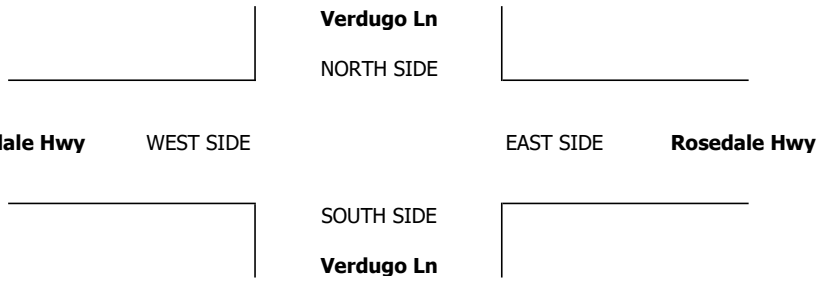
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
2/20/25	LOCATION:	Bakersfield	PROJECT #:	SC5147	
THURSDAY	NORTH & SOUTH:	Verdugo Ln	LOCATION #:	6	
	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL	

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

		NORTHBOUND Verdugo Ln			SOUTHBOUND Verdugo Ln			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 3	ER 1	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	2	0	4	0	3	1	3	0	1	14	1	29	0	0	0	0	0
	7:15 AM	1	1	0	7	0	1	1	6	1	0	6	1	25	0	0	0	0	0
	7:30 AM	0	1	0	5	0	0	0	15	1	0	16	3	41	0	0	0	0	0
	7:45 AM	0	0	1	3	0	1	1	9	0	1	13	3	32	0	0	0	0	0
	8:00 AM	0	0	3	0	0	0	1	3	0	0	12	2	21	0	0	0	0	0
	8:15 AM	0	0	0	4	0	2	1	6	1	0	14	1	29	0	0	0	0	0
	8:30 AM	0	0	1	1	1	3	0	13	1	0	18	1	39	0	0	0	0	0
	8:45 AM	0	0	0	6	0	0	1	10	0	0	15	3	35	0	0	0	0	0
	VOLUMES	1	4	5	30	1	10	6	65	4	2	108	15	251	0	0	0	0	0
	APPROACH %	10%	40%	50%	73%	2%	24%	8%	87%	5%	2%	86%	12%						
	APP/DEPART	10	/	25	41	/	7	75	/	100	125	/	119	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	1	4	12	0	3	3	33	2	1	55	9	123	0	0	0	0	
	APPROACH %	0%	20%	80%	80%	0%	20%	8%	87%	5%	2%	85%	14%						
	PEAK HR FACTOR		0.417			0.625			0.594			0.855		0.750					
	APP/DEPART	5	/	13	15	/	3	38	/	49	65	/	58	0					
PM	4:00 PM	0	0	0	3	0	2	1	9	1	0	11	1	28	0	0	0	0	0
	4:15 PM	0	0	0	0	0	3	1	6	1	0	13	1	25	0	0	0	0	0
	4:30 PM	0	0	0	2	0	0	5	4	0	1	10	2	24	0	0	0	0	0
	4:45 PM	0	1	1	1	0	1	0	6	0	0	7	4	21	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	1	7	0	0	8	2	18	0	0	0	0	0
	5:15 PM	0	0	0	1	1	2	0	8	0	1	5	1	19	0	0	0	0	0
	5:30 PM	0	0	0	1	0	0	0	7	0	0	3	0	11	0	0	0	0	0
	5:45 PM	0	0	0	1	0	2	1	3	1	0	6	3	17	0	0	0	0	0
	VOLUMES	0	1	1	9	1	10	9	50	3	2	63	14	163	0	0	0	0	0
	APPROACH %	0%	50%	50%	45%	5%	50%	15%	81%	5%	3%	80%	18%						
	APP/DEPART	2	/	24	20	/	6	62	/	60	79	/	73	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	1	1	4	1	3	6	25	0	2	30	9	82	0	0	0	0	
	APPROACH %	0%	50%	50%	50%	13%	38%	19%	81%	0%	5%	73%	22%						
	PEAK HR FACTOR		0.250			0.500			0.861			0.788		0.854					
	APP/DEPART	2	/	16	8	/	3	31	/	30	41	/	33	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

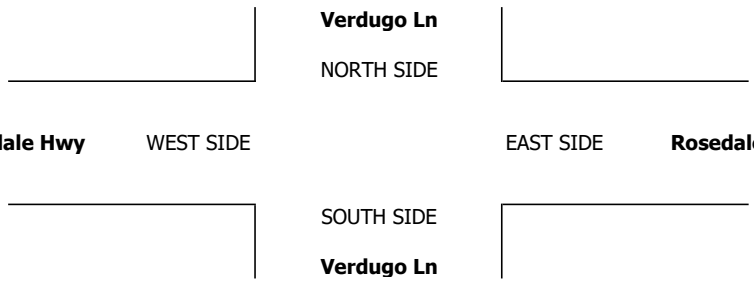
DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Verdugo Ln	LOCATION #:	6
THURSDAY	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

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

	NORTHBOUND Verdugo Ln			SOUTHBOUND Verdugo Ln			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 3	ER 1	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	0	0	3	0	0	0	4	0	0	1	1	9	0	0	0	0	0
7:15 AM	1	0	0	0	0	1	0	2	0	0	2	1	7	0	0	0	0	0
7:30 AM	3	0	0	1	0	1	0	1	0	0	2	0	8	0	0	0	0	0
7:45 AM	1	0	0	1	0	0	0	0	0	0	2	0	4	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	1	3	0	0	4	2	10	0	0	0	0	0
8:15 AM	0	0	1	1	0	1	0	1	0	1	6	0	11	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
8:45 AM	0	0	0	1	0	1	1	0	0	0	5	1	9	0	0	0	0	0
VOLUMES	5	0	1	7	0	4	2	13	0	1	23	5	61	0	0	0	0	0
APPROACH %	83%	0%	17%	64%	0%	36%	13%	87%	0%	3%	79%	17%						
APP/DEPART	6	/	7	11	/	1	15	/	21	29	/	32	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	4	0	1	3	0	2	1	5	0	1	14	2	33	0	0	0	0	
APPROACH %	80%	0%	20%	60%	0%	40%	17%	83%	0%	6%	82%	12%						
PEAK HR FACTOR		0.417			0.625			0.375			0.607		0.750					
APP/DEPART	5	/	3	5	/	1	6	/	9	17	/	20	0					
PM 4:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
4:15 PM	0	0	0	1	1	0	2	1	0	0	0	0	5	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	0	1	0	5	0	7	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	4	1	0	0	0	6	0	0	0	0	0
5:00 PM	0	0	1	0	0	0	1	4	0	0	0	1	7	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	1	0	1	0	3	0	0	1	0	1
5:30 PM	0	0	0	0	0	1	1	1	0	0	0	0	3	0	0	0	0	0
5:45 PM	0	0	0	1	0	0	1	0	0	0	1	1	4	0	0	0	0	0
VOLUMES	0	0	1	2	1	1	7	13	3	0	8	2	39	0	0	1	0	1
APPROACH %	0%	0%	100%	50%	25%	25%	29%	54%	13%	0%	80%	20%						
APP/DEPART	1	/	9	4	/	4	24	/	16	10	/	10	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	0	1	0	0	0	3	9	3	0	6	1	24	0	0	1	0	
APPROACH %	0%	0%	100%	0%	0%	0%	19%	56%	19%	0%	86%	14%						
PEAK HR FACTOR		0.250			0.000			0.667			0.350		0.857					
APP/DEPART	1	/	4	0	/	3	16	/	10	7	/	7	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
2/20/25	LOCATION:	Bakersfield	PROJECT #:	SC5147	
THURSDAY	NORTH & SOUTH:	Verdugo Ln	LOCATION #:	6	
	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL	

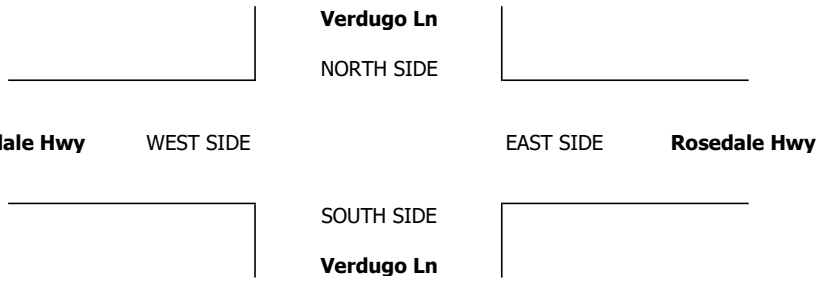
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Verdugo Ln			SOUTHBOUND Verdugo Ln			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 3	ER 1	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	2	0	0	1	3	0	0	4	1	11	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	6	0	0	3	0	9	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	3	0	0	4	0	7	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	1	0	0	3	1	5	0	0	0	0	0
	8:00 AM	0	0	0	2	0	0	1	2	0	0	4	1	10	0	0	0	0	0
	8:15 AM	0	0	0	1	0	0	0	3	0	0	5	0	9	0	0	0	0	0
	8:30 AM	0	0	1	0	0	0	0	3	0	0	3	0	7	0	0	0	0	0
	8:45 AM	0	0	0	1	0	0	0	1	0	0	2	1	5	0	0	0	0	0
	VOLUMES	0	0	1	6	0	0	2	22	0	0	28	4	63	0	0	0	0	0
	APPROACH %	0%	0%	100%	100%	0%	0%	8%	92%	0%	0%	88%	13%						
	APP/DEPART	1	/	6	6	/	0	24	/	29	32	/	28	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	3	0	0	1	9	0	0	16	2	31	0	0	0	0	
	APPROACH %	0%	0%	0%	100%	0%	0%	10%	90%	0%	0%	89%	11%						
	PEAK HR FACTOR		0.000			0.375			0.833			0.900		0.775					
	APP/DEPART	0	/	3	3	/	0	10	/	12	18	/	16	0					
PM	4:00 PM	0	0	0	0	0	1	0	1	0	0	2	0	4	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
	4:30 PM	0	0	0	0	0	1	0	5	0	0	2	0	8	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	6	0	0	2	1	9	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	1	1	0	0	2	1	5	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	4	0	0	1	0	5	0	0	0	0	0
	5:30 PM	0	1	0	2	0	1	1	2	0	0	3	0	10	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	1	1	0	0	0	1	3	0	0	0	0	0
	VOLUMES	0	1	0	2	0	3	3	22	0	0	13	3	47	0	0	0	0	0
	APPROACH %	0%	100%	0%	40%	0%	60%	12%	88%	0%	0%	81%	19%						
	APP/DEPART	1	/	7	5	/	0	25	/	24	16	/	16	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	1	1	16	0	0	7	2	27	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	100%	6%	94%	0%	0%	78%	22%						
	PEAK HR FACTOR		0.000			0.250			0.708			0.750		0.750					
	APP/DEPART	0	/	3	1	/	0	17	/	16	9	/	8	0					



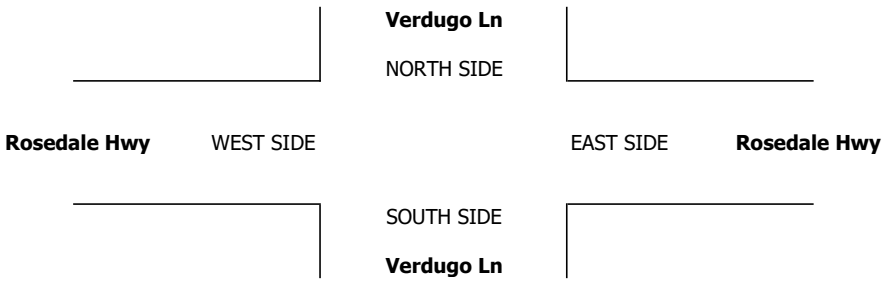
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
2/20/25	LOCATION:	Bakersfield	PROJECT #:	SC5147	
THURSDAY	NORTH & SOUTH:	Verdugo Ln	LOCATION #:	6	
	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL	

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

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



INTERSECTION TURNING MOVEMENT COUNTS

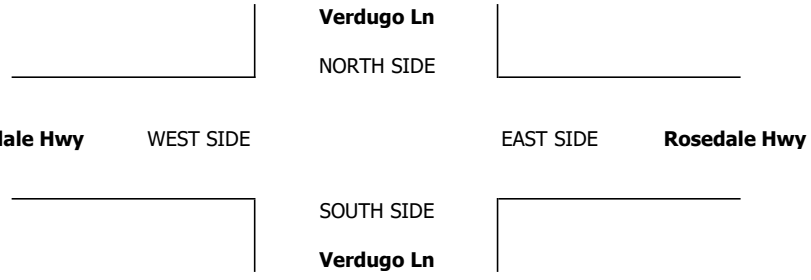
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Verdugo Ln	LOCATION #:	6
THURSDAY	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

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

		NORTHBOUND Verdugo Ln			SOUTHBOUND Verdugo Ln			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 3	ER 1	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	0	0
	7:15 AM	0	0	1	0	1	0	0	0	1	0	1	1	5	0	0	0	0	0
	7:30 AM	0	0	1	0	0	1	0	2	0	0	1	0	5	0	0	0	0	0
	7:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	1	0	2	0	0	1	0	4	0	0	0	0	0
	8:30 AM	0	0	0	1	0	0	0	1	0	0	1	0	3	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	3	1	1	3	1	5	1	0	5	1	21	0	0	0	0	0
	APPROACH %	0%	0%	100%	20%	20%	60%	14%	71%	14%	0%	83%	17%						
	APP/DEPART	3	/	2	5	/	2	7	/	9	6	/	8	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	2	0	0	2	1	4	0	0	2	0	11	0	0	0	0	
	APPROACH %	0%	0%	100%	0%	0%	100%	20%	80%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.500			0.500			0.625			0.500		0.550					
	APP/DEPART	2	/	1	2	/	0	5	/	6	2	/	4	0					
PM	4:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	1	0	0	0	7	0	0	4	1	13	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	80%	20%						
	APP/DEPART	0	/	1	1	/	0	7	/	8	5	/	4	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	6	0	0	2	0	8	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.375			0.500		0.500					
	APP/DEPART	0	/	0	0	/	0	6	/	6	2	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
Thu, Feb 20, 25	NORTH & SOUTH:	Old Farm Rd	LOCATION #:	7
	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

NOTES:

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

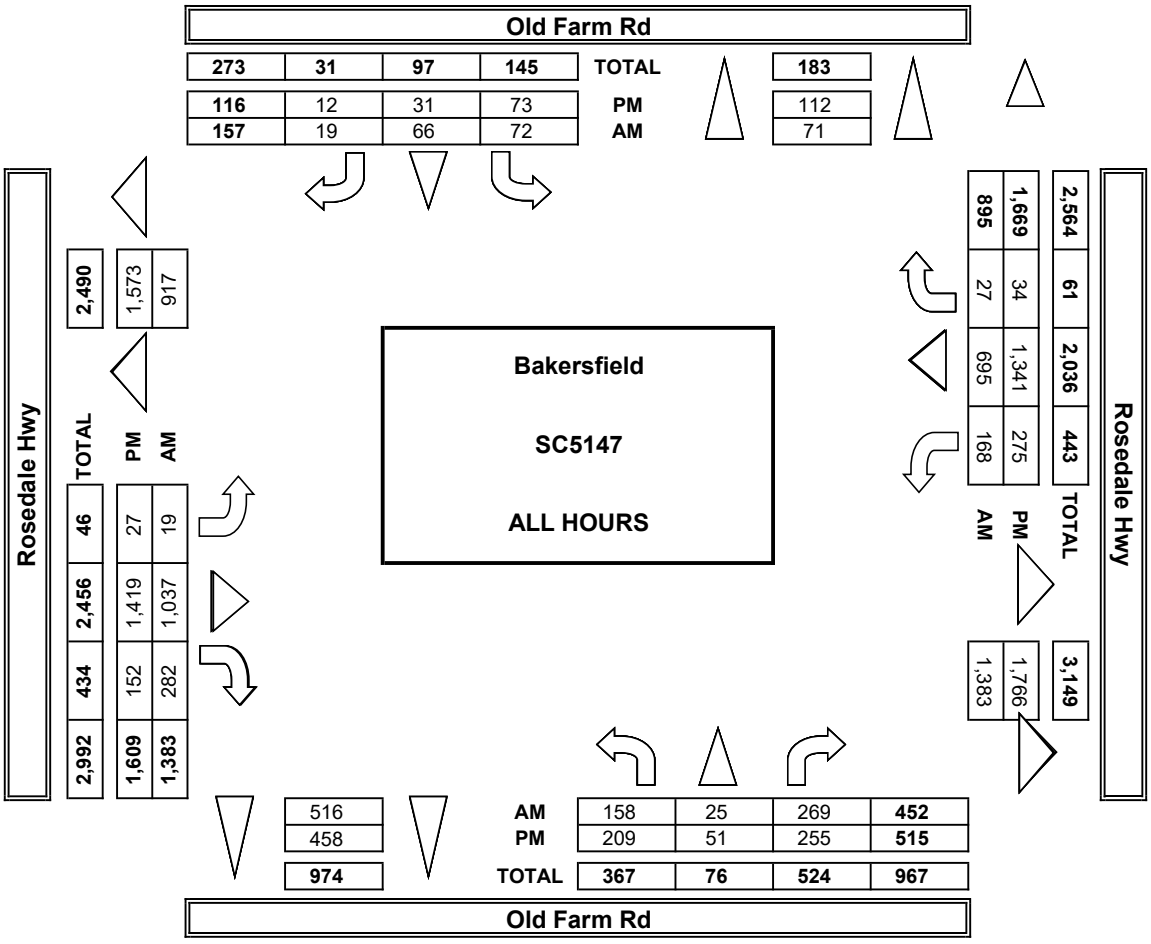
		NORTHBOUND Old Farm Rd			SOUTHBOUND Old Farm Rd			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	12	3	26	7	6	0	0	94	12	13	64	1	238	0	0	0	1	1
	7:15 AM	9	1	29	11	5	3	0	103	24	26	58	1	270	0	0	0	0	0
	7:30 AM	17	2	24	10	13	1	2	136	63	26	79	5	378	0	0	0	0	0
	7:45 AM	44	11	62	12	19	5	2	137	83	35	90	4	504	0	0	3	1	4
	8:00 AM	27	5	46	7	14	4	4	172	43	20	95	2	439	0	0	16	0	16
	8:15 AM	20	3	37	6	6	1	6	143	30	26	114	6	398	0	0	20	1	21
	8:30 AM	16	0	25	8	1	3	3	142	12	9	106	7	332	0	0	4	1	5
	8:45 AM	13	0	20	11	2	2	2	110	15	13	89	1	278	0	0	2	1	3
	VOLUMES	158	25	269	72	66	19	19	1,037	282	168	695	27	2,887	0	0	45	5	50
	APPROACH %	35%	6%	60%	46%	42%	12%	1%	75%	20%	19%	78%	3%						
	APP/DEPART	452	/	71	157	/	516	1,383	/	1,383	895	/	917	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	108	21	169	35	52	11	14	588	219	107	378	17	1,760	0	0	39	2	
	APPROACH %	36%	7%	57%	36%	53%	11%	2%	68%	25%	21%	75%	3%						
	PEAK HR FACTOR		0.637			0.681			0.915			0.857		0.866					
	APP/DEPART	298	/	52	98	/	378	860	/	794	504	/	536	0					
PM	4:00 PM	29	3	34	11	7	2	3	179	20	34	158	6	486	0	0	3	1	4
	4:15 PM	39	5	30	8	2	3	4	192	21	25	169	6	504	0	0	0	2	2
	4:30 PM	21	8	30	9	4	1	1	173	17	37	158	7	466	0	0	2	1	3
	4:45 PM	19	5	27	6	5	0	3	180	15	34	196	1	491	0	0	1	1	2
	5:00 PM	28	5	43	6	3	3	2	176	18	39	156	6	485	0	0	0	2	2
	5:15 PM	27	8	36	11	3	0	5	171	25	33	189	5	513	0	0	4	7	11
	5:30 PM	23	12	25	13	4	0	6	190	15	33	168	1	490	0	0	1	4	5
	5:45 PM	23	5	30	9	3	3	3	158	21	40	147	2	444	0	0	0	1	1
	VOLUMES	209	51	255	73	31	12	27	1,419	152	275	1,341	34	3,909	0	0	11	19	30
	APPROACH %	41%	10%	50%	63%	27%	10%	2%	88%	9%	16%	80%	2%						
	APP/DEPART	515	/	112	116	/	458	1,609	/	1,766	1,669	/	1,573	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	97	30	131	36	15	3	16	717	73	139	709	13	1,999	0	0	6	14	
	APPROACH %	38%	12%	51%	67%	28%	6%	2%	88%	9%	16%	81%	1%						
	PEAK HR FACTOR		0.849			0.794			0.958			0.935		0.954					
	APP/DEPART	258	/	59	54	/	227	812	/	898	875	/	815	0					

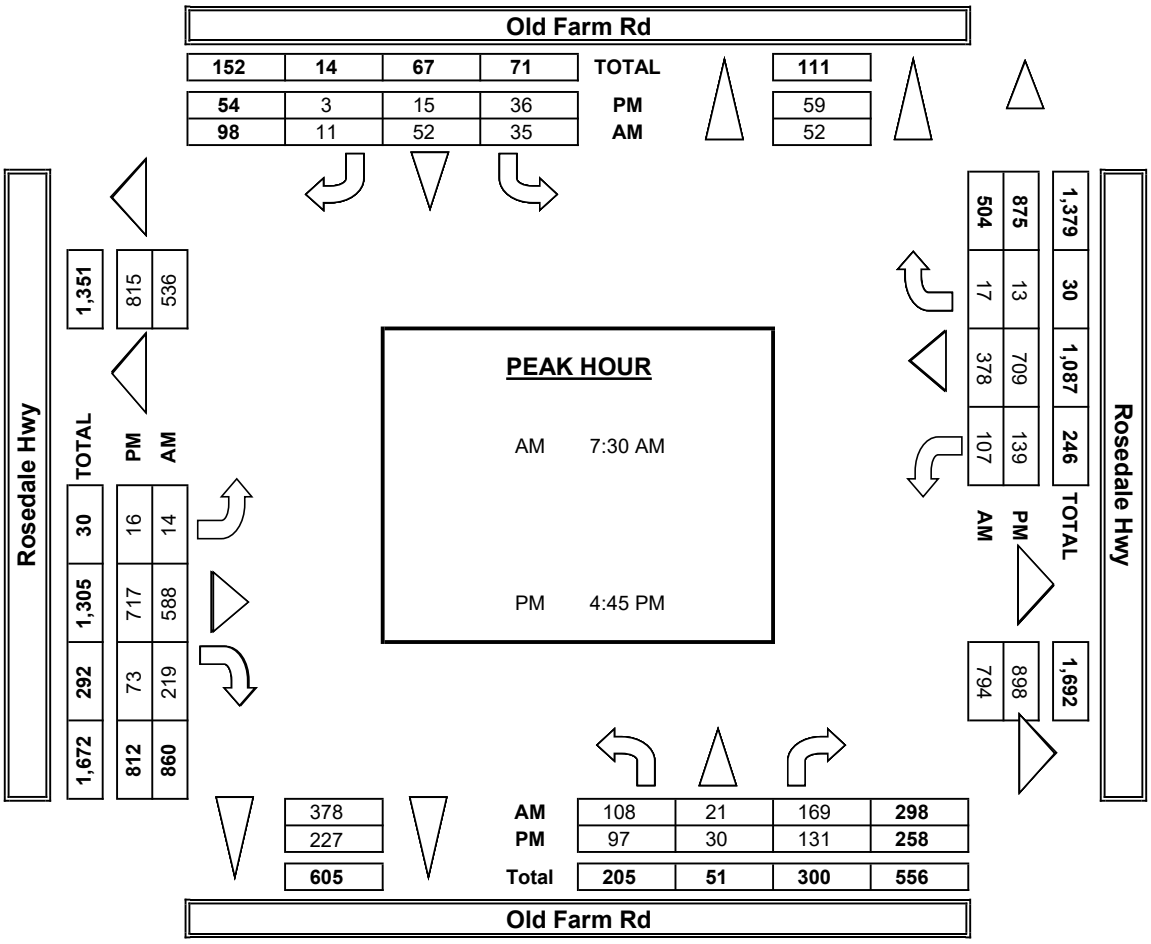


	ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	1	1	1	3	0	1	0	0	1	0	0	1	1	2
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	4	0	1	5	0	2	0	1	3	0	2	0	0	2
	8:00 AM	0	0	0	2	2	0	0	0	1	1	0	0	0	1	1
	8:15 AM	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	TOTAL	0	10	1	4	15	0	8	0	2	10	0	2	1	2	5
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	1	1	0	1	3	0	0	0	0	0	1	1	0	1	3
	5:00 PM	0	1	0	1	2	0	0	0	0	0	0	1	0	1	2
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1	2	0	2	5	0	0	0	0	0	1	2	0	2	5

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

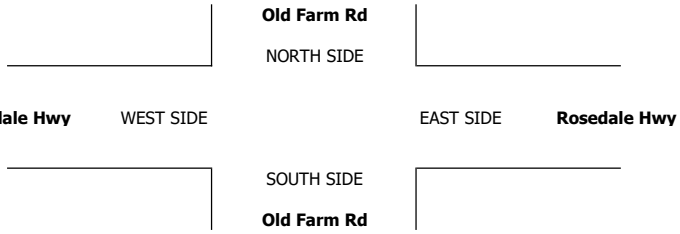
DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Old Farm Rd	LOCATION #:	7
THURSDAY	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

NOTES:

PCE Adjusted									
Class	1	2	3	4	5	6			
Factor	1	1.5	2	3	2	2			

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

		NORTHBOUND Old Farm Rd			SOUTHBOUND Old Farm Rd			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	13	3	26	9	6	0	0	109	13	15	84	1	278					0
	7:15 AM	12	1	31	12	6	4	0	116	24	29	68	1	303					0
	7:30 AM	18	4	25	11	13	2	3	151	69	26	98	6	425					0
	7:45 AM	48	11	66	13	20	6	2	145	87	36	103	4	538					0
	8:00 AM	29	5	48	8	16	4	7	177	43	20	108	2	466					0
	8:15 AM	23	5	39	7	6	1	10	156	32	29	135	7	449					0
	8:30 AM	18	0	25	9	1	4	3	152	14	11	122	9	366					0
	8:45 AM	14	0	23	12	4	2	3	121	17	14	101	1	310					0
	VOLUMES	173	29	282	80	71	22	28	1,126	298	179	817	31	3,133	0	0	0	0	0
	APPROACH %	36%	6%	58%	46%	41%	13%	2%	78%	21%	17%	80%	3%						
	APP/DEPART	484	/	88	172	/	547	1,451	/	1,487	1,027	/	1,011	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	117	25	178	38	54	13	22	629	231	111	443	19	1,878					
	APPROACH %	37%	8%	56%	36%	52%	12%	2%	71%	26%	19%	77%	3%						
	PEAK HR FACTOR		0.641			0.697			0.944			0.839		0.872					
	APP/DEPART	319	/	66	105	/	395	882	/	845	573	/	572	0					
PM	4:00 PM	29	3	37	11	8	2	4	188	21	34	168	7	509					0
	4:15 PM	39	5	32	8	2	3	5	202	21	27	175	6	525					0
	4:30 PM	25	9	34	9	4	1	1	188	19	42	169	8	508					0
	4:45 PM	21	5	28	8	6	0	4	200	18	35	205	1	530					0
	5:00 PM	30	5	44	6	4	3	2	192	19	41	159	6	509					0
	5:15 PM	28	8	40	12	3	0	6	189	25	33	197	5	545					0
	5:30 PM	24	13	26	13	4	0	6	198	15	33	176	1	508					0
	5:45 PM	24	5	30	9	3	3	3	166	21	41	150	2	457					0
	VOLUMES	218	53	270	76	33	12	31	1,522	158	285	1,397	36	4,088	0	0	0	0	0
	APPROACH %	40%	10%	50%	63%	27%	10%	2%	89%	9%	17%	81%	2%						
	APP/DEPART	540	/	119	121	/	476	1,710	/	1,867	1,718	/	1,627	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	101	31	138	39	17	3	18	778	76	142	736	13	2,091					
	APPROACH %	37%	11%	51%	67%	28%	5%	2%	89%	9%	16%	83%	1%						
	PEAK HR FACTOR		0.860			0.860			0.984			0.925		0.959					
	APP/DEPART	270	/	62	59	/	234	872	/	955	890	/	840	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Old Farm Rd	LOCATION #:	7
THURSDAY	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

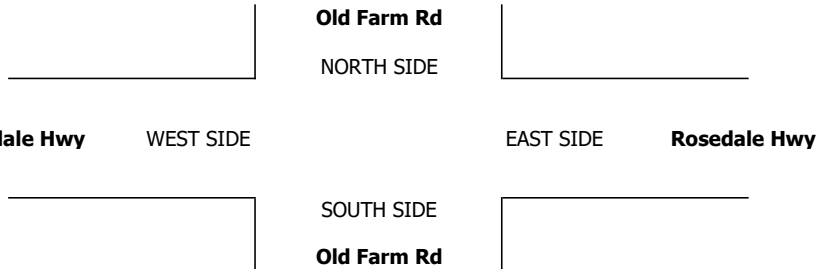
CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Old Farm Rd			SOUTHBOUND Old Farm Rd			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	10	3	26	6	6	0	0	81	11	11	45	1	200	0	0	0	1	1
7:15 AM	7	1	28	9	4	2	0	90	24	24	46	1	236	0	0	0	0	0
7:30 AM	16	0	23	8	13	0	1	117	56	26	58	3	321	0	0	0	0	0
7:45 AM	41	11	58	11	18	4	2	127	80	33	77	4	466	0	0	3	1	4
8:00 AM	24	5	45	6	12	4	1	164	43	20	80	2	406	0	0	16	0	16
8:15 AM	17	2	34	5	6	1	2	129	27	23	91	5	342	0	0	19	1	20
8:30 AM	14	0	25	7	1	2	3	128	10	8	89	4	291	0	0	4	1	5
8:45 AM	11	0	18	10	1	2	1	99	13	12	73	1	241	0	0	2	0	2
VOLUMES	140	22	257	62	61	15	10	935	264	157	559	21	2,551	0	0	44	4	48
APPROACH %	33%	5%	61%	45%	44%	11%	1%	75%	21%	21%	75%	3%						
APP/DEPART	419	/	53	138	/	482	1,253	/	1,258	741	/	758	0					
BEGIN PEAK HR	7:30 AM																	
VOLUMES	98	18	160	30	49	9	6	537	206	102	306	14	1,575	0	0	38	2	
APPROACH %	36%	7%	58%	34%	56%	10%	1%	68%	26%	24%	72%	3%						
PEAK HR FACTOR	0.627			0.667			0.878			0.883			0.838					
APP/DEPART	276	/	38	88	/	357	787	/	729	424	/	451	0					
PM																		
4:00 PM	29	3	30	11	6	2	2	165	19	34	146	5	452	0	0	3	1	4
4:15 PM	39	5	28	8	2	3	2	181	21	24	160	6	479	0	0	0	2	2
4:30 PM	17	7	27	9	4	1	1	159	16	31	146	6	424	0	0	1	1	2
4:45 PM	17	5	26	5	4	0	2	164	13	33	186	1	456	0	0	0	1	1
5:00 PM	25	5	42	6	2	3	2	161	17	38	151	6	458	0	0	0	2	2
5:15 PM	26	8	33	9	3	0	4	154	25	33	178	5	478	0	0	3	7	10
5:30 PM	22	11	23	13	4	0	6	182	15	33	161	1	471	0	0	1	4	5
5:45 PM	22	5	30	9	3	3	3	149	21	39	144	2	430	0	0	0	1	1
VOLUMES	197	49	239	70	28	12	22	1,315	147	265	1,272	32	3,675	0	0	8	19	27
APPROACH %	41%	10%	49%	64%	25%	11%	1%	88%	10%	17%	80%	2%						
APP/DEPART	485	/	103	110	/	440	1,492	/	1,643	1,588	/	1,489	0					
BEGIN PEAK HR	4:45 PM																	
VOLUMES	90	29	124	33	13	3	14	661	70	137	676	13	1,881	0	0	4	14	
APPROACH %	37%	12%	51%	67%	27%	6%	2%	88%	9%	16%	80%	2%						
PEAK HR FACTOR	0.844			0.721			0.918			0.942			0.964					
APP/DEPART	243	/	56	49	/	220	749	/	832	840	/	773	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
2/20/25	LOCATION:	Bakersfield	PROJECT #:	SC5147	
THURSDAY	NORTH & SOUTH:	Old Farm Rd	LOCATION #:	7	
	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL	

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

		NORTHBOUND Old Farm Rd			SOUTHBOUND Old Farm Rd			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	2	0	0	0	0	0	0	5	0	1	11	0	19	0	0	0	0	0
	7:15 AM	1	0	0	2	0	1	0	6	0	0	6	0	16	0	0	0	0	0
	7:30 AM	1	0	0	2	0	0	0	14	2	0	11	2	32	0	0	0	0	0
	7:45 AM	0	0	1	1	1	1	0	8	1	2	7	0	22	0	0	0	0	0
	8:00 AM	3	0	0	0	1	0	0	6	0	0	10	0	20	0	0	0	0	0
	8:15 AM	1	0	2	1	0	0	0	8	2	1	14	0	29	0	0	0	0	0
	8:30 AM	1	0	0	0	0	1	0	11	1	0	11	2	27	0	0	0	0	0
	8:45 AM	2	0	1	1	0	0	0	7	1	1	10	0	23	0	0	0	1	1
	VOLUMES	11	0	4	7	2	3	0	65	7	5	80	4	189	0	0	0	1	1
	APPROACH %	73%	0%	27%	58%	17%	25%	0%	90%	10%	6%	89%	4%						
	APP/DEPART	15	/	4	12	/	14	72	/	77	90	/	94	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	5	0	3	4	2	1	0	36	5	3	42	2	103	0	0	0	0	
	APPROACH %	63%	0%	38%	57%	29%	14%	0%	88%	12%	6%	89%	4%						
	PEAK HR FACTOR		0.667			0.583			0.641			0.783		0.805					
	APP/DEPART	8	/	2	7	/	10	41	/	43	47	/	48	0					
PM	4:00 PM	0	0	3	0	1	0	1	12	1	0	9	1	28	0	0	0	0	0
	4:15 PM	0	0	1	0	0	0	2	6	0	0	8	0	17	0	0	0	0	0
	4:30 PM	2	1	1	0	0	0	0	7	0	4	6	0	21	0	0	1	0	1
	4:45 PM	1	0	0	0	0	0	0	6	1	1	6	0	15	0	0	0	0	0
	5:00 PM	3	0	0	0	1	0	0	7	1	0	5	0	17	0	0	0	0	0
	5:15 PM	1	0	0	2	0	0	0	6	0	0	9	0	18	0	0	1	0	1
	5:30 PM	1	0	2	0	0	0	0	5	0	0	3	0	11	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	6	0	1	2	0	9	0	0	0	0	0
	VOLUMES	8	1	7	2	2	0	3	55	3	6	48	1	138	0	0	2	0	2
	APPROACH %	50%	6%	44%	50%	50%	0%	5%	87%	5%	11%	87%	2%						
	APP/DEPART	16	/	5	4	/	11	63	/	64	55	/	58	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	6	0	2	2	1	0	0	24	2	1	23	0	62	0	0	1	0	
	APPROACH %	75%	0%	25%	67%	33%	0%	0%	89%	7%	4%	96%	0%						
	PEAK HR FACTOR		0.667			0.375			0.844			0.667		0.816					
	APP/DEPART	8	/	0	3	/	4	27	/	28	24	/	30	0					

Old Farm Rd

NORTH SIDE

Rosedale Hwy WEST SIDE EAST SIDE **Rosedale Hwy**

SOUTH SIDE

Old Farm Rd

INTERSECTION TURNING MOVEMENT COUNTS

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

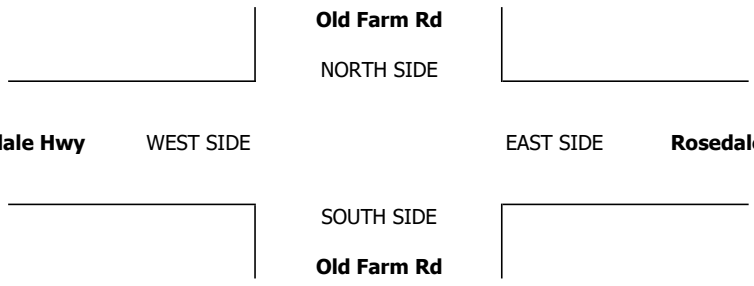
DATE:				
2/20/25	LOCATION:	Bakersfield	PROJECT #:	SC5147
THURSDAY	NORTH & SOUTH:	Old Farm Rd	LOCATION #:	7
	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

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

		NORTHBOUND Old Farm Rd			SOUTHBOUND Old Farm Rd			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	4	1	0	2	0	7	0	0	0	0	0
	7:15 AM	0	0	0	0	1	0	0	2	0	0	3	0	6	0	0	0	0	0
	7:30 AM	0	0	1	0	0	1	0	1	1	0	6	0	10	0	0	0	0	0
	7:45 AM	1	0	1	0	0	0	0	0	0	0	3	0	5	0	0	0	0	0
	8:00 AM	0	0	0	1	1	0	0	2	0	0	2	0	6	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	1	0	1	2	1	5	0	0	0	0	0
	8:30 AM	1	0	0	1	0	0	0	1	1	0	0	1	5	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	1	1	1	0	5	0	8	0	0	0	0	0
	VOLUMES	2	0	2	2	2	1	1	12	4	1	23	2	52	0	0	0	0	0
	APPROACH %	50%	0%	50%	40%	40%	20%	6%	71%	24%	4%	88%	8%						
	APP/DEPART	4	/	3	5	/	7	17	/	16	26	/	26	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	1	0	2	1	1	1	0	4	1	1	13	1	26	0	0	0	0	
	APPROACH %	33%	0%	67%	33%	33%	33%	0%	80%	20%	7%	87%	7%						
	PEAK HR FACTOR		0.375			0.375			0.625			0.625		0.650					
	APP/DEPART	3	/	1	3	/	3	5	/	7	15	/	15	0					
PM	4:00 PM	0	0	1	0	0	0	0	1	0	0	1	0	3	0	0	0	0	0
	4:15 PM	0	0	1	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0
	4:30 PM	1	0	1	0	0	0	0	3	0	1	2	1	9	0	0	0	0	0
	4:45 PM	1	0	1	0	0	0	1	2	0	0	2	0	7	0	0	0	0	0
	5:00 PM	0	0	1	0	0	0	0	3	0	0	0	0	4	0	0	0	0	0
	5:15 PM	0	0	1	0	0	0	1	5	0	0	1	0	8	0	0	0	0	0
	5:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	5:45 PM	1	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	VOLUMES	3	1	6	0	0	0	2	18	0	1	6	1	38	0	0	0	0	0
	APPROACH %	30%	10%	60%	0%	0%	0%	10%	90%	0%	13%	75%	13%						
	APP/DEPART	10	/	4	0	/	1	20	/	24	8	/	9	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	1	1	3	0	0	0	2	11	0	0	3	0	21	0	0	0	0	
	APPROACH %	20%	20%	60%	0%	0%	0%	15%	85%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.625			0.000			0.542			0.375		0.656					
	APP/DEPART	5	/	3	0	/	0	13	/	14	3	/	4	0					



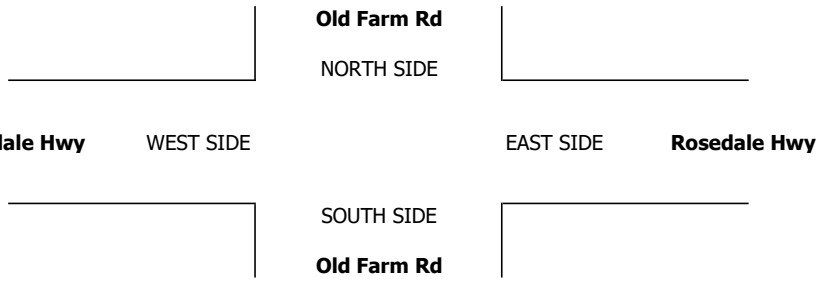
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
2/20/25	LOCATION:	Bakersfield	PROJECT #:	SC5147	
THURSDAY	NORTH & SOUTH:	Old Farm Rd	LOCATION #:	7	
	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL	

CLASS 4:	NOTES:	AM		▲ N	
4 OR MORE AXLE TRUCKS		PM	◄ W		E ►
		MD			
		OTHER		S ▼	
		OTHER			

		NORTHBOUND Old Farm Rd			SOUTHBOUND Old Farm Rd			EASTBOUND Rosedale Hwy			WESTBOUND Rosedale Hwy				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	1	0	0	0	4	0	0	6	0	11	0	0	0	0	0
	7:15 AM	1	0	1	0	0	0	0	3	0	1	1	0	7	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	3	0	0	3	0	6	0	0	0	0	0
	7:45 AM	1	0	0	0	0	0	0	2	1	0	3	0	7	0	0	0	0	0
	8:00 AM	0	0	1	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0
	8:15 AM	0	1	0	0	0	0	0	3	0	0	5	0	9	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	1	0	1	4	0	6	0	0	0	0	0
	8:45 AM	0	0	1	0	1	0	0	3	0	0	1	0	6	0	0	0	0	0
	VOLUMES	2	1	3	1	1	0	0	19	1	2	26	0	56	0	0	0	0	0
	APPROACH %	33%	17%	50%	50%	50%	0%	0%	95%	5%	7%	93%	0%						
	APP/DEPART	6	/	1	2	/	4	20	/	23	28	/	28	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	1	1	1	0	0	0	0	8	1	0	14	0	26	0	0	0	0	
	APPROACH %	33%	33%	33%	0%	0%	0%	0%	89%	11%	0%	100%	0%						
	PEAK HR FACTOR		0.750			0.000			0.750			0.700		0.722					
	APP/DEPART	3	/	1	0	/	1	9	/	9	14	/	15	0					
PM	4:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	2	0	1	1	0	4	0	0	0	0	0
	4:30 PM	1	0	1	0	0	0	0	4	1	1	2	0	10	0	0	0	0	0
	4:45 PM	0	0	0	1	0	0	0	7	1	0	2	0	11	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	4	0	1	0	0	5	0	0	0	0	0
	5:15 PM	0	0	1	0	0	0	0	4	0	0	1	0	6	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
	VOLUMES	1	0	2	1	0	0	0	26	2	3	11	0	46	0	0	0	0	0
	APPROACH %	33%	0%	67%	100%	0%	0%	0%	93%	7%	21%	79%	0%						
	APP/DEPART	3	/	0	1	/	5	28	/	29	14	/	12	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	1	1	0	0	0	17	1	1	5	0	26	0	0	0	0	
	APPROACH %	0%	0%	100%	100%	0%	0%	0%	94%	6%	17%	83%	0%						
	PEAK HR FACTOR		0.250			0.250			0.563			0.750		0.591					
	APP/DEPART	1	/	0	1	/	2	18	/	19	6	/	5	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
2/20/25	LOCATION:	Bakersfield	PROJECT #:	SC5147	
THURSDAY	NORTH & SOUTH:	Old Farm Rd	LOCATION #:	7	
	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL	

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

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

Old Farm Rd

NORTH SIDE

Rosedale Hwy WEST SIDE EAST SIDE **Rosedale Hwy**

SOUTH SIDE

Old Farm Rd

INTERSECTION TURNING MOVEMENT COUNTS

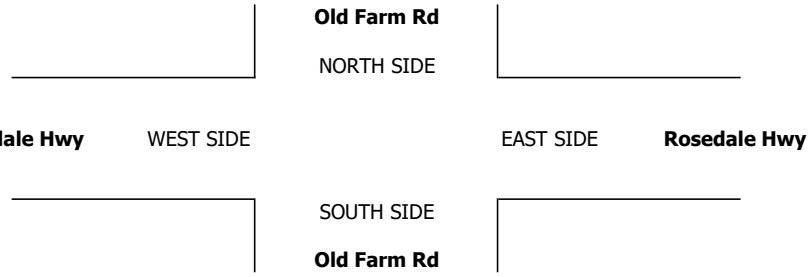
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Old Farm Rd	LOCATION #:	7
THURSDAY	EAST & WEST:	Rosedale Hwy	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

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

		NORTHBOUND (Old Farm Rd)			SOUTHBOUND (Old Farm Rd)			EASTBOUND (Rosedale Hwy)			WESTBOUND (Rosedale Hwy)				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	2	0	1	2	0	5	0	0	0	0	0
	7:30 AM	0	2	0	0	0	0	1	1	4	0	1	0	9	0	0	0	0	0
	7:45 AM	1	0	2	0	0	0	0	0	1	0	0	0	4	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0
	8:15 AM	2	0	1	0	0	0	4	2	1	1	2	0	13	0	0	1	0	1
	8:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	3	2	3	0	0	0	8	6	6	3	6	0	38	0	0	1	0	1
	APPROACH %	38%	25%	38%	0%	0%	0%	38%	29%	29%	33%	67%	0%						
	APP/DEPART	8	/	10	0	/	9	21	/	9	9	/	10	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	3	2	3	0	0	0	8	3	6	1	3	0	30	0	0	1	0	
	APPROACH %	38%	25%	38%	0%	0%	0%	44%	17%	33%	25%	75%	0%						
	PEAK HR FACTOR		0.667			0.000			0.563			0.333		0.536					
	APP/DEPART	8	/	10	0	/	7	18	/	6	4	/	7	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	4:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	1	0	1
	5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	1	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	1	0	1	0	0	5	0	0	4	0	12	0	0	1	0	1
	APPROACH %	0%	0%	100%	0%	100%	0%	0%	83%	0%	0%	100%	0%						
	APP/DEPART	1	/	0	1	/	1	6	/	6	4	/	5	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	1	0	1	0	0	4	0	0	2	0	9	0	0	1	0	
	APPROACH %	0%	0%	100%	0%	100%	0%	0%	80%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.250			0.625			0.250		0.750					
	APP/DEPART	1	/	0	1	/	1	5	/	5	2	/	3	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE: Thu, Oct 24, 24

LOCATION: Bakersfield
NORTH & SOUTH: Coffee Rd
EAST & WEST: Brimhall Rd

PROJECT #: SC4983
LOCATION #: 8
CONTROL: SIGNAL

NOTES:

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

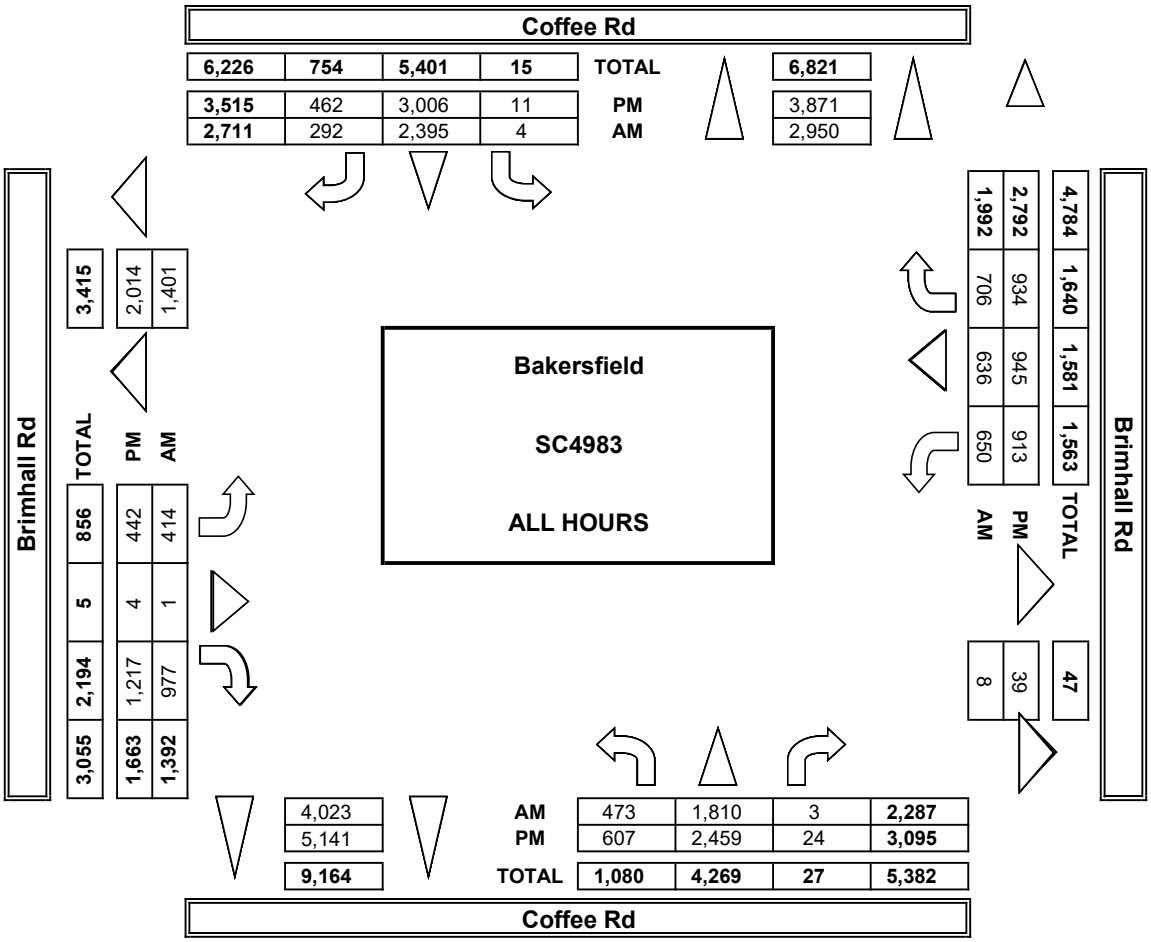
		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
	LANES:	NL 2	NT 2.5	NR 0.5	SL 1	ST 3	SR 1	EL 1.5	ET 0.5	ER 2	WL 1.5	WT 1.5	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	32	144	0	1	220	18	37	0	86	49	35	60	682	0	1	0	0	1
	7:15 AM	37	192	0	0	283	32	38	1	112	57	52	80	884	0	2	0	0	2
	7:30 AM	70	208	0	0	275	32	57	0	121	78	93	81	1,015	1	3	0	0	4
	7:45 AM	98	333	0	0	434	54	57	0	151	117	125	116	1,485	0	3	0	0	3
	8:00 AM	64	272	1	0	269	44	72	0	161	118	105	104	1,210	0	4	0	0	4
	8:15 AM	54	231	1	2	355	43	63	0	120	81	84	88	1,122	0	1	0	0	1
	8:30 AM	56	208	0	1	286	45	44	0	118	83	71	83	995	0	4	0	0	4
	8:45 AM	62	222	1	0	273	24	46	0	108	67	71	94	968	0	2	0	0	2
	VOLUMES	473	1,810	3	4	2,395	292	414	1	977	650	636	706	8,382	1	20	0	0	21
	APPROACH %	21%	79%	0%	0%	88%	11%	30%	0%	70%	33%	32%	35%						
	APP/DEPART	2,287	/	2,950	2,711	/	4,023	1,392	/	8	1,992	/	1,401	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	286	1,044	2	2	1,333	173	249	0	553	394	407	389	4,844	1	11	0	0	
	APPROACH %	21%	78%	0%	0%	88%	11%	31%	0%	69%	33%	34%	33%						
	PEAK HR FACTOR		0.773			0.773			0.861			0.831		0.814					
	APP/DEPART	1,333	/	1,693	1,519	/	2,281	802	/	4	1,190	/	866	0					
PM	4:00 PM	84	322	0	4	357	53	57	0	157	114	118	132	1,398	1	4	0	0	5
	4:15 PM	75	360	10	0	389	61	45	1	153	125	117	114	1,450	0	3	0	0	3
	4:30 PM	74	280	3	2	415	50	48	1	157	95	114	114	1,353	0	4	0	0	4
	4:45 PM	81	300	1	1	379	75	57	0	123	136	144	140	1,437	1	8	0	0	9
	5:00 PM	79	307	1	1	396	46	62	0	197	122	113	106	1,430	0	2	0	0	2
	5:15 PM	62	309	8	1	357	63	84	0	179	118	127	118	1,426	0	6	0	0	6
	5:30 PM	78	281	0	1	368	60	50	1	143	113	128	113	1,336	2	4	0	0	6
	5:45 PM	74	300	1	1	345	54	39	1	108	90	84	97	1,194	1	5	0	0	6
	VOLUMES	607	2,459	24	11	3,006	462	442	4	1,217	913	945	934	11,065	5	36	0	0	41
	APPROACH %	20%	79%	1%	0%	86%	13%	27%	0%	73%	33%	34%	33%						
	APP/DEPART	3,095	/	3,871	3,515	/	5,141	1,663	/	39	2,792	/	2,014	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	309	1,247	15	4	1,579	232	212	2	630	478	488	474	5,688	1	17	0	0	
	APPROACH %	20%	79%	1%	0%	86%	13%	25%	0%	75%	33%	34%	33%						
	PEAK HR FACTOR		0.883			0.972			0.815			0.857		0.979					
	APP/DEPART	1,572	/	1,950	1,832	/	2,688	844	/	21	1,440	/	1,029	0					

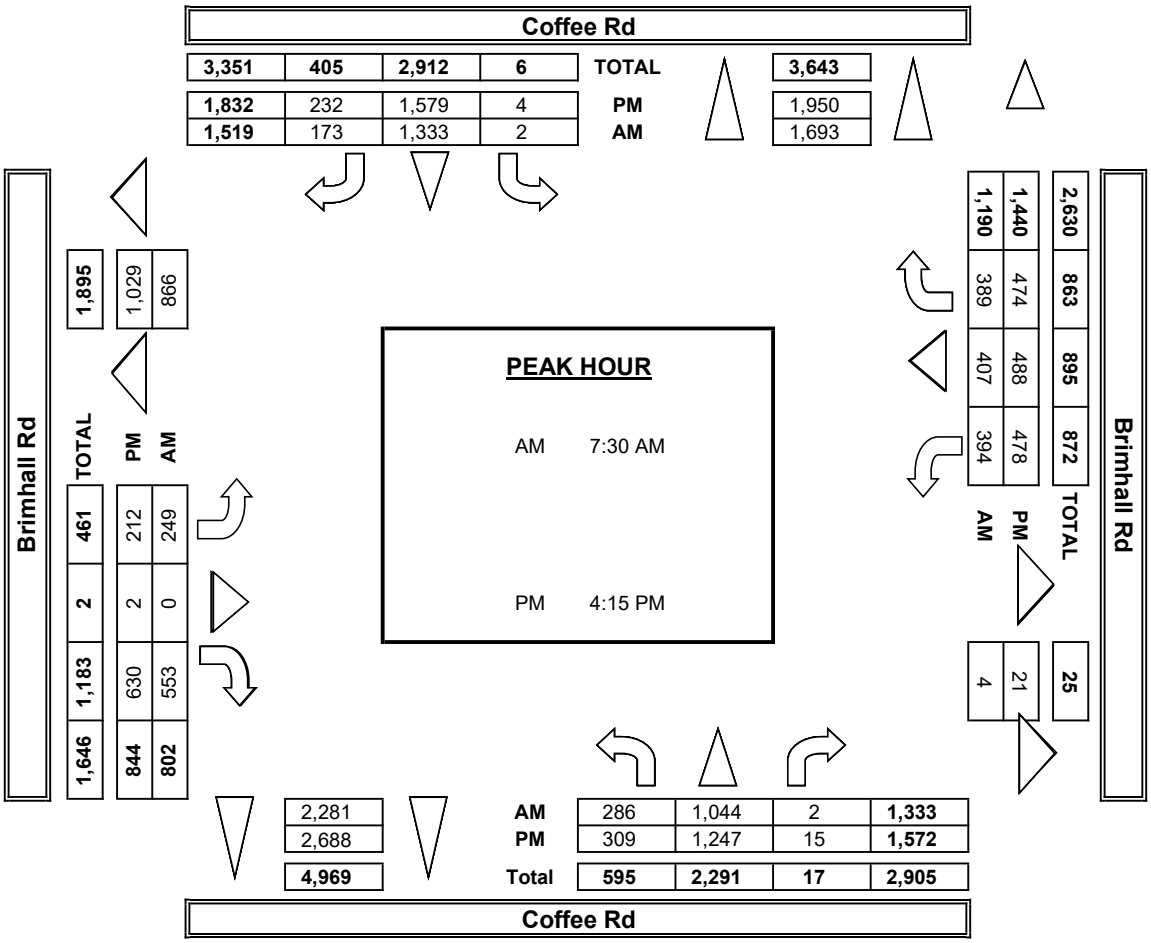


	ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
	N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	1	0	2	1	0	1	0	2	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
TOTAL	1	0	2	0	3	1	0	1	0	2	0	0	1	0	1
PM 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	1	0	1	3	0	0	0	0	0	1	1	0	1	3
4:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
4:45 PM	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	2	0	2
TOTAL	3	1	4	1	9	0	0	0	0	0	3	1	4	1	9

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC4983
10/24/24	NORTH & SOUTH:	Coffee Rd	LOCATION #:	8
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

	NOTES:											
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N
	Factor	1	1.5	2	3	2	2			PM		
										MD	◄ W	E ►
										OTHER		S ▼
										OTHER		

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
	LANES:	NL 2	NT 2.5	NR 0.5	SL 1	ST 3	SR 1	EL 1.5	ET 0.5	ER 2	WL 1.5	WT 1.5	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	39	150	0	2	248	23	39	0	88	51	40	65	743					0
	7:15 AM	39	197	0	0	309	35	42	1	116	66	59	92	954					0
	7:30 AM	73	217	0	0	293	35	59	0	124	82	96	81	1,058					0
	7:45 AM	103	350	0	0	457	55	59	0	158	121	133	120	1,554					0
	8:00 AM	69	287	1	0	287	48	76	0	165	124	108	112	1,276					0
	8:15 AM	58	252	1	2	379	45	69	0	123	83	88	96	1,195					0
	8:30 AM	60	222	0	1	310	46	46	0	121	85	76	90	1,056					0
	8:45 AM	62	235	1	0	297	26	49	0	112	69	74	102	1,026					0
	VOLUMES	502	1,909	3	5	2,580	311	438	1	1,006	680	672	756	8,860	0	0	0	0	0
	APPROACH %	21%	79%	0%	0%	89%	11%	30%	0%	70%	32%	32%	36%						
	APP/DEPART	2,413	/	3,102	2,896	/	4,265	1,444	/	9	2,108	/	1,485	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	303	1,106	2	2	1,416	182	262	0	569	409	425	408	5,082					
	APPROACH %	21%	78%	0%	0%	88%	11%	32%	0%	68%	33%	34%	33%						
	PEAK HR FACTOR		0.778			0.781			0.863			0.833		0.817					
	APP/DEPART	1,410	/	1,776	1,600	/	2,393	831	/	4	1,242	/	909	0					
PM	4:00 PM	87	343	0	4	370	54	61	0	159	118	119	136	1,450					0
	4:15 PM	79	379	10	0	397	61	47	1	154	128	122	124	1,500					0
	4:30 PM	77	292	3	2	428	52	48	1	162	96	119	115	1,394					0
	4:45 PM	82	307	1	1	396	78	58	0	124	139	148	142	1,473					0
	5:00 PM	80	321	1	1	405	47	63	0	197	126	117	115	1,470					0
	5:15 PM	63	316	8	1	362	65	85	0	185	119	130	121	1,453					0
	5:30 PM	78	290	0	1	378	60	50	1	148	114	131	113	1,362					0
	5:45 PM	74	306	1	1	352	54	41	1	111	95	88	104	1,227					0
	VOLUMES	619	2,552	24	11	3,085	470	451	4	1,239	933	972	969	11,327	0	0	0	0	0
	APPROACH %	19%	80%	1%	0%	87%	13%	27%	0%	73%	32%	34%	34%						
	APP/DEPART	3,194	/	3,971	3,566	/	5,257	1,694	/	39	2,873	/	2,060	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	317	1,298	15	4	1,625	237	215	2	637	489	505	495	5,836					
	APPROACH %	19%	80%	1%	0%	87%	13%	25%	0%	75%	33%	34%	33%						
	PEAK HR FACTOR		0.871			0.968			0.822			0.869		0.973					
	APP/DEPART	1,629	/	2,007	1,866	/	2,750	853	/	21	1,489	/	1,059	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC4983
10/24/24	NORTH & SOUTH:	Coffee Rd	LOCATION #:	8
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
LANES:	NL 2	NT 2.5	NR 0.5	SL 1	ST 3	SR 1	EL 1.5	ET 0.5	ER 2	WL 1.5	WT 1.5	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	28	137	0	0	196	12	34	0	82	47	31	53	620	0	0	0	0	0
7:15 AM	35	184	0	0	256	29	32	1	107	51	47	65	807	0	0	0	0	0
7:30 AM	67	197	0	0	253	30	55	0	117	74	89	81	963	1	3	0	0	4
7:45 AM	93	313	0	0	406	52	54	0	145	113	116	112	1,404	0	3	0	0	3
8:00 AM	58	254	1	0	251	40	67	0	157	112	100	97	1,137	0	4	0	0	4
8:15 AM	51	207	1	2	329	42	56	0	117	78	79	79	1,041	0	1	0	0	1
8:30 AM	52	194	0	1	261	43	42	0	113	79	65	75	925	0	4	0	0	4
8:45 AM	62	206	1	0	244	21	43	0	104	66	66	88	901	0	2	0	0	2
VOLUMES	446	1,692	3	3	2,196	269	383	1	942	620	593	650	7,816	1	17	0	0	18
APPROACH %	21%	79%	0%	0%	88%	11%	29%	0%	71%	33%	32%	35%						
APP/DEPART	2,142	/	2,742	2,485	/	3,759	1,326	/	7	1,863	/	1,308	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	269	971	2	2	1,239	164	232	0	536	377	384	369	4,557	1	11	0	0	
APPROACH %	22%	78%	0%	0%	88%	12%	30%	0%	70%	33%	34%	33%						
PEAK HR FACTOR		0.765			0.768			0.857			0.828		0.810					
APP/DEPART	1,243	/	1,583	1,416	/	2,153	768	/	4	1,130	/	817	0					
PM 4:00 PM	82	302	0	4	343	52	53	0	156	110	116	126	1,344	1	4	0	0	5
4:15 PM	70	340	10	0	380	61	43	1	151	121	112	107	1,396	0	3	0	0	3
4:30 PM	72	268	3	2	401	49	48	1	154	94	108	112	1,312	0	4	0	0	4
4:45 PM	80	286	1	1	367	71	56	0	122	132	139	137	1,392	1	8	0	0	9
5:00 PM	78	291	1	1	387	45	61	0	197	117	110	99	1,387	0	2	0	0	2
5:15 PM	61	300	8	1	351	60	83	0	174	117	123	115	1,393	0	6	0	0	6
5:30 PM	78	271	0	1	356	60	50	1	138	112	125	113	1,305	2	4	0	0	6
5:45 PM	74	291	1	1	339	54	38	1	105	87	82	93	1,166	1	5	0	0	6
VOLUMES	595	2,349	24	11	2,924	452	432	4	1,197	890	915	902	10,736	5	36	0	0	41
APPROACH %	20%	79%	1%	0%	85%	13%	26%	0%	73%	33%	34%	33%						
APP/DEPART	2,973	/	3,719	3,423	/	5,016	1,633	/	39	2,707	/	1,962	0					
BEGIN PEAK HR		4:15 PM																
VOLUMES	300	1,185	15	4	1,535	226	208	2	624	464	469	455	5,505	1	17	0	0	
APPROACH %	20%	79%	1%	0%	86%	13%	25%	0%	75%	33%	34%	33%						
PEAK HR FACTOR		0.893			0.977			0.808			0.850		0.982					
APP/DEPART	1,501	/	1,865	1,782	/	2,624	834	/	21	1,388	/	995	0					

Coffee Rd

NORTH SIDE

Brimhall Rd WEST SIDE EAST SIDE **Brimhall Rd**

SOUTH SIDE

Coffee Rd

INTERSECTION TURNING MOVEMENT COUNTS

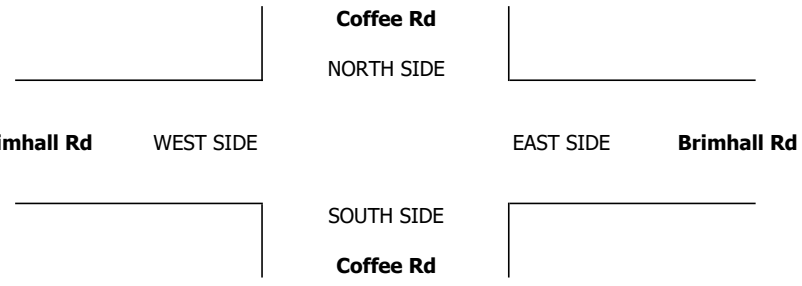
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
10/24/24	LOCATION:	Bakersfield	PROJECT #:	SC4983
THURSDAY	NORTH & SOUTH:	Coffee Rd	LOCATION #:	8
	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

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

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

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
	LANES:	NL 2	NT 2.5	NR 0.5	SL 1	ST 3	SR 1	EL 1.5	ET 0.5	ER 2	WL 1.5	WT 1.5	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	5	0	0	10	4	2	0	4	1	0	5	32	0	1	0	0	1
	7:15 AM	1	7	0	0	14	1	4	0	2	2	1	10	42	0	1	0	0	1
	7:30 AM	1	8	0	0	15	1	1	0	3	0	2	0	31	0	0	0	0	0
	7:45 AM	2	12	0	0	20	2	3	0	2	3	5	3	52	0	0	0	0	0
	8:00 AM	2	10	0	0	10	3	2	0	1	3	4	2	37	0	0	0	0	0
	8:15 AM	0	15	0	0	14	0	4	0	1	2	4	7	47	0	0	0	0	0
	8:30 AM	2	6	0	0	14	2	1	0	4	4	5	5	43	0	0	0	0	0
	8:45 AM	0	12	0	0	20	3	2	0	2	0	5	2	46	0	0	0	0	0
	VOLUMES	9	75	0	0	117	16	19	0	19	15	26	34	332	0	2	0	0	2
	APPROACH %	11%	89%	0%	0%	87%	12%	50%	0%	50%	20%	35%	45%						
	APP/DEPART	84	/	130	135	/	151	38	/	0	75	/	51	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	5	45	0	0	59	6	10	0	7	8	15	12	167	0	0	0	0	
	APPROACH %	10%	90%	0%	0%	91%	9%	59%	0%	41%	23%	43%	34%						
	PEAK HR FACTOR		0.833			0.739			0.850			0.673		0.803					
	APP/DEPART	50	/	67	65	/	74	17	/	0	35	/	26	0					
PM	4:00 PM	0	9	0	0	7	0	2	0	0	3	2	4	27	0	0	0	0	0
	4:15 PM	4	13	0	0	7	0	1	0	2	2	3	3	35	0	0	0	0	0
	4:30 PM	1	7	0	0	6	0	0	0	0	0	4	2	20	0	0	0	0	0
	4:45 PM	1	14	0	0	3	3	1	0	1	3	4	3	33	0	0	0	0	0
	5:00 PM	1	11	0	0	5	1	1	0	0	4	1	2	26	0	0	0	0	0
	5:15 PM	0	6	0	0	5	3	1	0	2	1	3	2	23	0	0	0	0	0
	5:30 PM	0	7	0	0	7	0	0	0	2	1	1	0	18	0	0	0	0	0
	5:45 PM	0	8	0	0	2	0	0	0	1	1	0	1	13	0	0	0	0	0
	VOLUMES	7	75	0	0	42	7	6	0	8	15	18	17	195	0	0	0	0	0
	APPROACH %	9%	91%	0%	0%	86%	14%	43%	0%	57%	30%	36%	34%						
	APP/DEPART	82	/	98	49	/	65	14	/	0	50	/	32	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	7	45	0	0	21	4	3	0	3	9	12	10	114	0	0	0	0	
	APPROACH %	13%	87%	0%	0%	84%	16%	50%	0%	50%	29%	39%	32%						
	PEAK HR FACTOR		0.765			0.893			0.500			0.775		0.814					
	APP/DEPART	52	/	58	25	/	33	6	/	0	31	/	23	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC4983
10/24/24	NORTH & SOUTH:	Coffee Rd	LOCATION #:	8
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

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

	NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
LANES:	NL 2	NT 2.5	NR 0.5	SL 1	ST 3	SR 1	EL 1.5	ET 0.5	ER 2	WL 1.5	WT 1.5	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	1	0	1	4	0	1	0	0	1	3	2	13	0	0	0	0	0
7:15 AM	1	1	0	0	4	1	2	0	3	0	2	2	16	0	0	0	0	0
7:30 AM	0	1	0	0	4	0	1	0	1	3	1	0	11	0	0	0	0	0
7:45 AM	2	3	0	0	2	0	0	0	1	0	3	0	11	0	0	0	0	0
8:00 AM	4	3	0	0	1	0	0	0	2	1	1	1	13	0	0	0	0	0
8:15 AM	2	3	0	0	5	0	0	0	2	0	0	0	12	0	0	0	0	0
8:30 AM	1	2	0	0	3	0	0	0	1	0	0	0	7	0	0	0	0	0
8:45 AM	0	1	0	0	2	0	0	0	1	0	0	1	5	0	0	0	0	0
VOLUMES	10	15	0	1	25	1	4	0	11	5	10	6	88	0	0	0	0	0
APPROACH %	40%	60%	0%	4%	93%	4%	27%	0%	73%	24%	48%	29%						
APP/DEPART	25	/	25	27	/	41	15	/	1	21	/	21	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	8	10	0	0	12	0	1	0	6	4	5	1	47	0	0	0	0	
APPROACH %	44%	56%	0%	0%	100%	0%	14%	0%	86%	40%	50%	10%						
PEAK HR FACTOR		0.643			0.600			0.875			0.625		0.904					
APP/DEPART	18	/	12	12	/	22	7	/	0	10	/	13	0					
PM 4:00 PM	1	3	0	0	3	1	0	0	0	0	0	0	8	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	2	1	0	4	0	0	0	0	0
4:30 PM	0	2	0	0	5	0	0	0	1	0	1	0	9	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
5:00 PM	0	2	0	0	2	0	0	0	0	0	1	1	6	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
5:30 PM	0	1	0	0	4	0	0	0	0	0	1	0	6	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0
VOLUMES	1	9	0	0	15	1	0	0	2	3	5	1	37	0	0	0	0	0
APPROACH %	10%	90%	0%	0%	94%	6%	0%	0%	100%	33%	56%	11%						
APP/DEPART	10	/	10	16	/	20	2	/	0	9	/	7	0					
BEGIN PEAK HR		4:15 PM																
VOLUMES	0	5	0	0	7	0	0	0	1	3	3	1	20	0	0	0	0	
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	100%	43%	43%	14%						
PEAK HR FACTOR		0.625			0.350			0.250			0.583		0.556					
APP/DEPART	5	/	6	7	/	11	1	/	0	7	/	3	0					

Coffee Rd

NORTH SIDE

Brimhall Rd WEST SIDE EAST SIDE **Brimhall Rd**

SOUTH SIDE

Coffee Rd

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
10/24/24	LOCATION:	Bakersfield	PROJECT #:	SC4983
THURSDAY	NORTH & SOUTH:	Coffee Rd	LOCATION #:	8
	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
	LANES:	NL 2	NT 2.5	NR 0.5	SL 1	ST 3	SR 1	EL 1.5	ET 0.5	ER 2	WL 1.5	WT 1.5	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	3	1	0	0	9	1	0	0	0	0	1	0	15	0	0	0	0	0
	7:15 AM	0	0	0	0	6	0	0	0	0	4	2	2	14	0	1	0	0	1
	7:30 AM	0	2	0	0	3	1	0	0	0	0	0	0	6	0	0	0	0	0
	7:45 AM	1	3	0	0	5	0	0	0	2	1	1	1	14	0	0	0	0	0
	8:00 AM	0	2	0	0	5	1	0	0	0	1	0	2	11	0	0	0	0	0
	8:15 AM	1	4	0	0	5	1	1	0	0	0	1	2	15	0	0	0	0	0
	8:30 AM	1	3	0	0	6	0	0	0	0	0	1	1	12	0	0	0	0	0
	8:45 AM	0	3	0	0	5	0	1	0	1	1	0	3	14	0	0	0	0	0
	VOLUMES	6	18	0	0	44	4	2	0	3	7	6	11	102	0	1	0	0	1
	APPROACH %	25%	75%	0%	0%	90%	8%	40%	0%	60%	29%	25%	46%						
	APP/DEPART	24	/	32	49	/	54	5	/	0	24	/	16	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	2	11	0	0	18	3	1	0	2	2	2	5	46	0	0	0	0	
	APPROACH %	15%	85%	0%	0%	86%	14%	33%	0%	67%	22%	22%	56%						
	PEAK HR FACTOR		0.650			0.875			0.375			0.750		0.767					
	APP/DEPART	13	/	17	21	/	22	3	/	0	9	/	7	0					
PM	4:00 PM	1	5	0	0	2	0	1	0	1	1	0	0	11	0	0	0	0	0
	4:15 PM	1	5	0	0	2	0	0	0	0	0	1	4	13	0	0	0	0	0
	4:30 PM	1	3	0	0	2	1	0	0	2	0	1	0	10	0	0	0	0	0
	4:45 PM	0	0	0	0	6	0	0	0	0	0	1	0	7	0	0	0	0	0
	5:00 PM	0	3	0	0	2	0	0	0	0	1	1	3	10	0	0	0	0	0
	5:15 PM	0	1	0	0	1	0	0	0	2	0	0	1	5	0	0	0	0	0
	5:30 PM	0	2	0	0	1	0	0	0	1	0	0	0	4	0	0	0	0	0
	5:45 PM	0	1	0	0	2	0	1	0	0	2	2	3	11	0	0	0	0	0
	VOLUMES	3	20	0	0	18	1	2	0	6	4	6	11	71	0	0	0	0	0
	APPROACH %	13%	87%	0%	0%	95%	5%	25%	0%	75%	19%	29%	52%						
	APP/DEPART	23	/	33	19	/	28	8	/	0	21	/	10	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	2	11	0	0	12	1	0	0	2	1	4	7	40	0	0	0	0	
	APPROACH %	15%	85%	0%	0%	92%	8%	0%	0%	100%	8%	33%	58%						
	PEAK HR FACTOR		0.542			0.542			0.250			0.600		0.769					
	APP/DEPART	13	/	18	13	/	15	2	/	0	12	/	7	0					

Coffee Rd

NORTH SIDE

Brimhall Rd WEST SIDE EAST SIDE **Brimhall Rd**

SOUTH SIDE

Coffee Rd

INTERSECTION TURNING MOVEMENT COUNTS

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

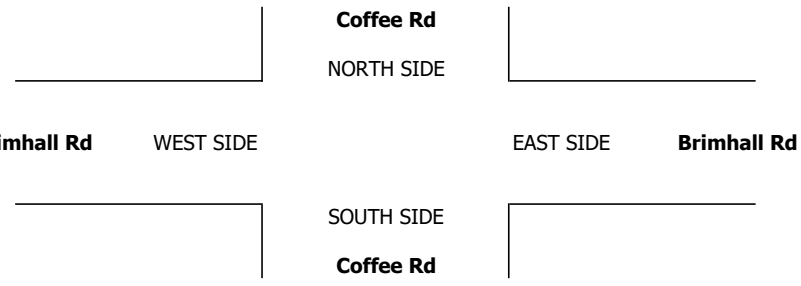
DATE:				
10/24/24	LOCATION:	Bakersfield	PROJECT #:	SC4983
THURSDAY	NORTH & SOUTH:	Coffee Rd	LOCATION #:	8
	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
	LANES:	NL 2	NT 2.5	NR 0.5	SL 1	ST 3	SR 1	EL 1.5	ET 0.5	ER 2	WL 1.5	WT 1.5	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	0	/	1	1	/	1	0	/	0	1	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%						
	APP/DEPART	0	/	1	0	/	1	1	/	0	1	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
	APP/DEPART	0	/	1	0	/	0	0	/	0	1	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

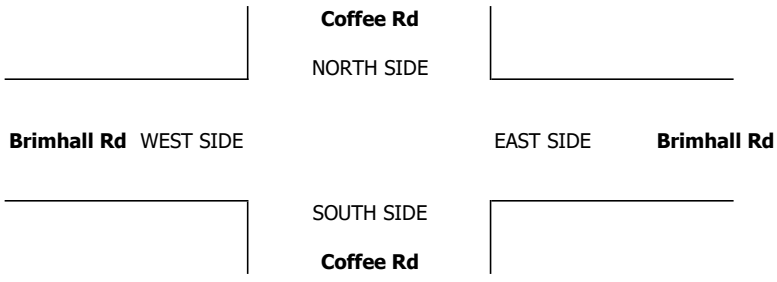
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC4983
10/24/24	NORTH & SOUTH:	Coffee Rd	LOCATION #:	8
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

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

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
	LANES:	NL 2	NT 2.5	NR 0.5	SL 1	ST 3	SR 1	EL 1.5	ET 0.5	ER 2	WL 1.5	WT 1.5	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	2	0	0	0	0	0
	7:15 AM	0	0	0	0	3	1	0	0	0	0	0	1	5	0	0	0	0	0
	7:30 AM	2	0	0	0	0	0	0	0	0	1	1	0	4	0	0	0	0	0
	7:45 AM	0	2	0	0	1	0	0	0	1	0	0	0	4	0	0	0	0	0
	8:00 AM	0	3	0	0	2	0	3	0	1	1	0	2	12	0	0	0	0	0
	8:15 AM	0	2	0	0	2	0	2	0	0	1	0	0	7	0	0	0	0	0
	8:30 AM	0	3	0	0	2	0	1	0	0	0	0	1	7	0	0	0	0	0
	8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	2	10	0	0	12	2	6	0	2	3	1	4	42	0	0	0	0	0
	APPROACH %	17%	83%	0%	0%	86%	14%	75%	0%	25%	38%	13%	50%						
	APP/DEPART	12	/	20	14	/	17	8	/	0	8	/	5	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	2	7	0	0	5	0	5	0	2	3	1	2	27	0	0	0	0	
	APPROACH %	22%	78%	0%	0%	100%	0%	71%	0%	29%	50%	17%	33%						
	PEAK HR FACTOR		0.750			0.625			0.438			0.500		0.563					
	APP/DEPART	9	/	14	5	/	10	7	/	0	6	/	3	0					
PM	4:00 PM	0	3	0	0	2	0	1	0	0	0	0	2	8	0	0	0	0	0
	4:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0
	4:30 PM	0	0	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	0
	4:45 PM	0	0	0	0	3	1	0	0	0	0	0	0	4	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	1	2	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0
	5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	1	6	0	0	7	1	2	0	3	1	1	2	24	0	0	0	0	0
	APPROACH %	14%	86%	0%	0%	88%	13%	40%	0%	60%	25%	25%	50%						
	APP/DEPART	7	/	10	8	/	11	5	/	0	4	/	3	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	1	0	0	4	1	1	0	0	1	0	0	8	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	80%	20%	100%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.250			0.313			0.250			0.250		0.500					
	APP/DEPART	1	/	2	5	/	5	1	/	0	1	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE: Thu, Feb 20, 25

LOCATION: Bakersfield
NORTH & SOUTH: Harvest Creek Rd
EAST & WEST: Brimhall Rd

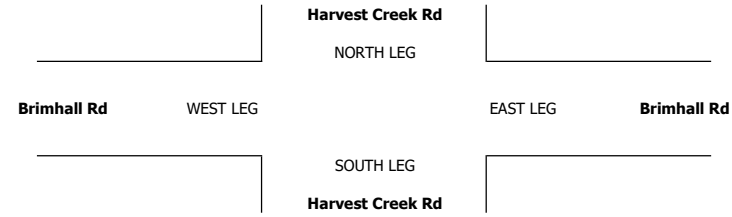
PROJECT #: SC5147
LOCATION #: 9
CONTROL: SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

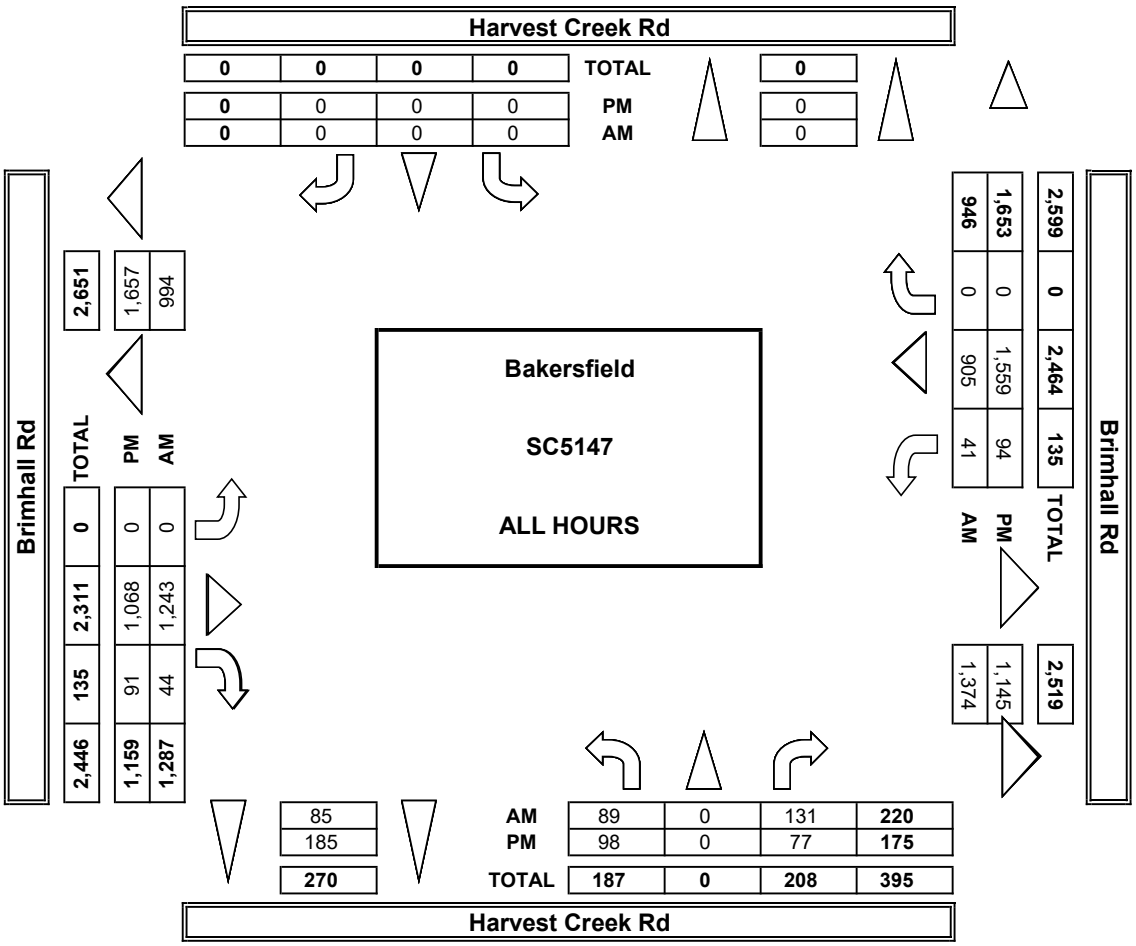
		NORTHBOUND Harvest Creek Rd			SOUTHBOUND Harvest Creek Rd			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	4	0	12	0	0	0	0	94	0	3	58	0	171	0	0	0	0	0
	7:15 AM	9	0	11	0	0	0	0	123	3	4	101	0	251	0	0	0	0	0
	7:30 AM	15	0	19	0	0	0	0	149	3	3	129	0	318	0	0	0	0	0
	7:45 AM	12	0	17	0	0	0	0	216	8	4	154	0	411	0	0	0	0	0
	8:00 AM	23	0	31	0	0	0	0	205	6	12	141	0	418	0	0	0	0	0
	8:15 AM	16	0	13	0	0	0	0	171	12	8	105	0	325	0	0	0	0	0
	8:30 AM	5	0	14	0	0	0	0	162	9	2	102	0	294	0	0	0	0	0
	8:45 AM	5	0	14	0	0	0	0	123	3	5	115	0	265	0	0	0	0	0
	VOLUMES	89	0	131	0	0	0	0	1,243	44	41	905	0	2,453	0	0	0	0	0
	APPROACH %	40%	0%	60%	0%	0%	0%	0%	97%	3%	4%	96%	0%						
	APP/DEPART	220	/	0	0	/	85	1,287	/	1,374	946	/	994	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	66	0	80	0	0	0	0	741	29	27	529	0	1,472	0	0	0	0	
	APPROACH %	45%	0%	55%	0%	0%	0%	0%	96%	4%	5%	95%	0%						
	PEAK HR FACTOR		0.676			0.000			0.859			0.880		0.880					
	APP/DEPART	146	/	0	0	/	56	770	/	821	556	/	595	0					
PM	4:00 PM	7	0	9	0	0	0	0	136	9	9	192	0	362	0	0	0	0	0
	4:15 PM	9	0	7	0	0	0	0	125	13	14	185	0	353	0	0	0	0	0
	4:30 PM	18	0	14	0	0	0	0	149	4	8	165	0	358	0	0	0	0	0
	4:45 PM	12	0	7	0	0	0	0	126	4	18	215	0	382	0	0	0	0	0
	5:00 PM	11	0	9	0	0	0	0	142	18	12	212	0	404	0	0	0	0	0
	5:15 PM	17	0	11	0	0	0	0	141	21	14	222	0	426	0	0	0	0	0
	5:30 PM	10	0	9	0	0	0	0	140	12	12	193	0	376	0	0	0	0	0
	5:45 PM	14	0	11	0	0	0	0	109	10	7	175	0	326	0	0	0	0	0
	VOLUMES	98	0	77	0	0	0	0	1,068	91	94	1,559	0	2,987	0	0	0	0	0
	APPROACH %	56%	0%	44%	0%	0%	0%	0%	92%	8%	6%	94%	0%						
	APP/DEPART	175	/	0	0	/	185	1,159	/	1,145	1,653	/	1,657	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	50	0	36	0	0	0	0	549	55	56	842	0	1,588	0	0	0	0	
	APPROACH %	58%	0%	42%	0%	0%	0%	0%	91%	9%	6%	94%	0%						
	PEAK HR FACTOR		0.768			0.000			0.932			0.951		0.932					
	APP/DEPART	86	/	0	0	/	111	604	/	585	898	/	892	0					

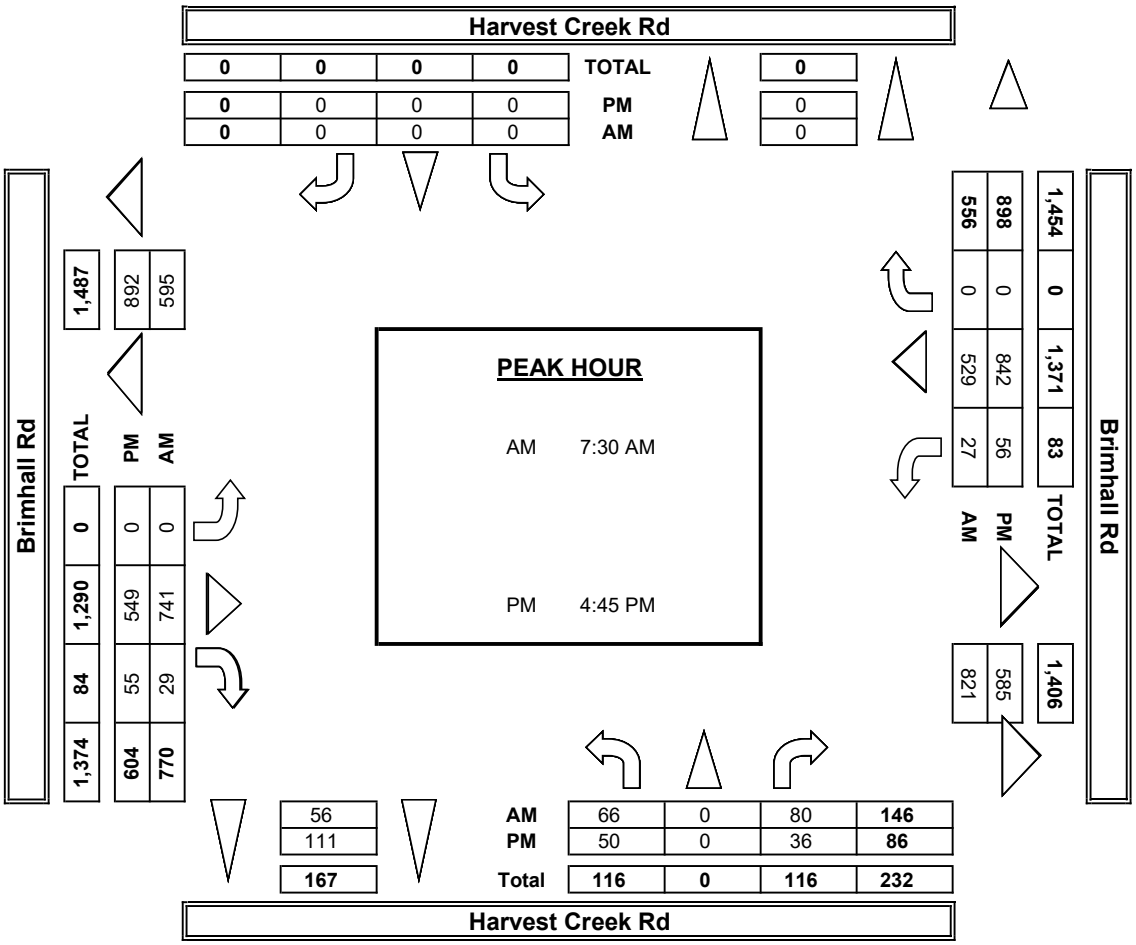


		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	7:45 AM	2	2	0	0	4	0	2	0	0	2	2	0	0	0	2
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
	TOTAL	2	4	0	0	6	0	3	0	0	3	2	1	0	0	3
PM	4:00 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0
	4:15 PM	1	4	0	0	5	0	4	0	0	4	1	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	5:00 PM	1	1	0	0	2	0	1	0	0	1	1	0	0	0	1
	5:15 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0
	5:30 PM	1	1	0	0	2	0	0	0	0	0	1	1	0	0	2
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	3	11	0	0	14	0	10	0	0	10	3	1	0	0	4

AimTD LLC

TURNING MOVEMENT COUNTS





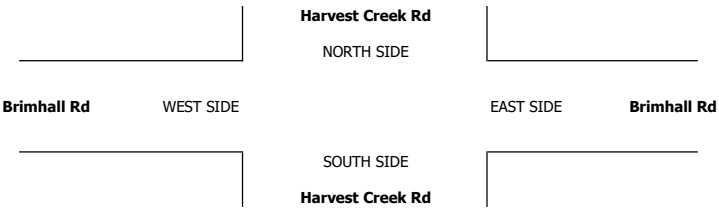
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Harvest Creek Rd	LOCATION #:	9
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

	NOTES:										
PCE Adjusted	Class	1	2	3	4	5	6		AM	▲ N	
	Factor	1	1.5	2	3	2	2		PM / MD	◄ W / E ►	
									OTHER / OTHER	S ▼	

		NORTHBOUND Harvest Creek Rd			SOUTHBOUND Harvest Creek Rd			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	4	0	12	0	0	0	0	99	0	5	72	0	191					0
	7:15 AM	9	0	11	0	0	0	0	129	3	5	117	0	273					0
	7:30 AM	17	0	19	0	0	0	0	150	3	5	137	0	330					0
	7:45 AM	13	0	18	0	0	0	0	222	9	4	157	0	422					0
	8:00 AM	23	0	34	0	0	0	0	209	7	14	146	0	432					0
	8:15 AM	18	0	13	0	0	0	0	175	12	8	110	0	335					0
	8:30 AM	7	0	14	0	0	0	0	168	9	2	107	0	307					0
	8:45 AM	5	0	14	0	0	0	0	127	3	6	120	0	275					0
	VOLUMES	95	0	134	0	0	0	0	1,277	46	47	965	0	2,563	0	0	0	0	0
	APPROACH %	41%	0%	59%	0%	0%	0%	0%	97%	3%	5%	95%	0%						
	APP/DEPART	229	/	0	0	/	92	1,323	/	1,411	1,011	/	1,060	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	71	0	83	0	0	0	0	755	31	30	549	0	1,518					
	APPROACH %	46%	0%	54%	0%	0%	0%	0%	96%	4%	5%	95%	0%						
	PEAK HR FACTOR		0.679			0.000			0.854			0.899		0.879					
	APP/DEPART	154	/	0	0	/	61	786	/	838	579	/	620	0					
PM	4:00 PM	7	0	10	0	0	0	0	141	9	9	197	0	373					0
	4:15 PM	9	0	7	0	0	0	0	128	15	14	191	0	364					0
	4:30 PM	18	0	16	0	0	0	0	155	4	8	171	0	371					0
	4:45 PM	12	0	9	0	0	0	0	127	4	18	216	0	385					0
	5:00 PM	11	0	9	0	0	0	0	143	20	12	218	0	413					0
	5:15 PM	17	0	12	0	0	0	0	143	21	15	228	0	435					0
	5:30 PM	10	0	9	0	0	0	0	140	12	14	198	0	383					0
	5:45 PM	14	0	12	0	0	0	0	113	10	7	179	0	334					0
	VOLUMES	98	0	83	0	0	0	0	1,088	95	96	1,597	0	3,056	0	0	0	0	0
	APPROACH %	54%	0%	46%	0%	0%	0%	0%	92%	8%	6%	94%	0%						
	APP/DEPART	181	/	0	0	/	191	1,183	/	1,170	1,693	/	1,695	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	50	0	38	0	0	0	0	552	57	58	860	0	1,615					
	APPROACH %	57%	0%	43%	0%	0%	0%	0%	91%	9%	6%	94%	0%						
	PEAK HR FACTOR		0.772			0.000			0.928			0.946		0.928					
	APP/DEPART	88	/	0	0	/	115	609	/	590	918	/	910	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Harvest Creek Rd	LOCATION #:	9
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

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

	NORTHBOUND Harvest Creek Rd			SOUTHBOUND Harvest Creek Rd			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	4	0	12	0	0	0	0	91	0	1	43	0	151	0	0	0	0	0
7:15 AM	9	0	11	0	0	0	0	118	3	3	86	0	230	0	0	0	0	0
7:30 AM	13	0	19	0	0	0	0	148	3	1	123	0	307	0	0	0	0	0
7:45 AM	11	0	16	0	0	0	0	211	7	4	150	0	399	0	0	0	0	0
8:00 AM	23	0	28	0	0	0	0	201	5	10	135	0	402	0	0	0	0	0
8:15 AM	14	0	13	0	0	0	0	166	12	8	100	0	313	0	0	0	0	0
8:30 AM	3	0	14	0	0	0	0	154	9	2	95	0	277	0	0	0	0	0
8:45 AM	5	0	14	0	0	0	0	119	3	4	107	0	252	0	0	0	0	0
VOLUMES	82	0	127	0	0	0	0	1,208	42	33	839	0	2,331	0	0	0	0	0
APPROACH %	39%	0%	61%	0%	0%	0%	0%	97%	3%	4%	96%	0%						
APP/DEPART	209	/	0	0	/	75	1,250	/	1,335	872	/	921	0					
BEGIN PEAK HR	7:30 AM																	
VOLUMES	61	0	76	0	0	0	0	726	27	23	508	0	1,421	0	0	0	0	
APPROACH %	45%	0%	55%	0%	0%	0%	0%	96%	4%	4%	96%	0%						
PEAK HR FACTOR		0.672			0.000			0.864			0.862		0.884					
APP/DEPART	137	/	0	0	/	50	753	/	802	531	/	569	0					
PM 4:00 PM	7	0	8	0	0	0	0	130	9	9	185	0	348	0	0	0	0	0
4:15 PM	9	0	7	0	0	0	0	122	12	14	180	0	344	0	0	0	0	0
4:30 PM	18	0	12	0	0	0	0	145	4	8	157	0	344	0	0	0	0	0
4:45 PM	12	0	4	0	0	0	0	125	4	18	214	0	377	0	0	0	0	0
5:00 PM	11	0	9	0	0	0	0	141	17	12	204	0	394	0	0	0	0	0
5:15 PM	17	0	10	0	0	0	0	139	21	13	216	0	416	0	0	0	0	0
5:30 PM	10	0	9	0	0	0	0	140	12	10	187	0	368	0	0	0	0	0
5:45 PM	14	0	10	0	0	0	0	105	10	7	170	0	316	0	0	0	0	0
VOLUMES	98	0	69	0	0	0	0	1,047	89	91	1,513	0	2,907	0	0	0	0	0
APPROACH %	59%	0%	41%	0%	0%	0%	0%	92%	8%	6%	94%	0%						
APP/DEPART	167	/	0	0	/	180	1,136	/	1,116	1,604	/	1,611	0					
BEGIN PEAK HR	4:45 PM																	
VOLUMES	50	0	32	0	0	0	0	545	54	53	821	0	1,555	0	0	0	0	
APPROACH %	61%	0%	39%	0%	0%	0%	0%	91%	9%	6%	94%	0%						
PEAK HR FACTOR		0.759			0.000			0.936			0.942		0.934					
APP/DEPART	82	/	0	0	/	107	599	/	577	874	/	871	0					

Harvest Creek Rd

NORTH SIDE

Brimhall Rd WEST SIDE EAST SIDE **Brimhall Rd**

SOUTH SIDE

Harvest Creek Rd

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Harvest Creek Rd	LOCATION #:	9
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

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

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

		NORTHBOUND Harvest Creek Rd			SOUTHBOUND Harvest Creek Rd			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	1	0	1	7	0	9	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	1	0	1	8	0	10	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0
	7:45 AM	0	0	1	0	0	0	0	1	1	0	2	0	5	0	0	0	0	0
	8:00 AM	0	0	1	0	0	0	0	0	0	1	3	0	5	0	0	0	0	0
	8:15 AM	1	0	0	0	0	0	0	2	0	0	3	0	6	0	0	0	0	0
	8:30 AM	1	0	0	0	0	0	0	6	0	0	4	0	11	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	2	0	1	6	0	9	0	0	0	0	0
	VOLUMES	2	0	2	0	0	0	0	14	1	5	33	0	57	0	0	0	0	0
	APPROACH %	50%	0%	50%	0%	0%	0%	0%	93%	7%	13%	87%	0%						
	APP/DEPART	4	/	0	0	/	6	15	/	16	38	/	35	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	1	0	2	0	0	0	0	4	1	2	8	0	18	0	0	0	0	
	APPROACH %	33%	0%	67%	0%	0%	0%	0%	80%	20%	20%	80%	0%						
	PEAK HR FACTOR		0.750			0.000			0.625			0.625		0.750					
	APP/DEPART	3	/	0	0	/	3	5	/	6	10	/	9	0					
PM	4:00 PM	0	0	0	0	0	0	0	4	0	0	5	0	9	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	4:30 PM	0	0	1	0	0	0	0	1	0	0	6	0	8	0	0	0	0	0
	4:45 PM	0	0	3	0	0	0	0	1	0	0	1	0	5	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	1	0	0	6	0	7	0	0	0	0	0
	5:15 PM	0	0	1	0	0	0	0	0	0	1	2	0	4	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	1	4	0	5	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	3	0	0	3	0	6	0	0	0	0	0
	VOLUMES	0	0	5	0	0	0	0	11	0	2	29	0	47	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	6%	94%	0%						
	APP/DEPART	5	/	0	0	/	2	11	/	16	31	/	29	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	4	0	0	0	0	2	0	2	13	0	21	0	0	0	0	
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	13%	87%	0%						
	PEAK HR FACTOR		0.333			0.000			0.500			0.625		0.750					
	APP/DEPART	4	/	0	0	/	2	2	/	6	15	/	13	0					

Harvest Creek Rd

NORTH SIDE

Brimhall Rd WEST SIDE EAST SIDE **Brimhall Rd**

SOUTH SIDE

Harvest Creek Rd

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Harvest Creek Rd	LOCATION #:	9
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Harvest Creek Rd			SOUTHBOUND Harvest Creek Rd			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	0	0	0	0	0	0	0	0	1	5	0	6	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
7:45 AM	1	0	0	0	0	0	0	2	0	0	2	0	5	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
8:15 AM	1	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
8:30 AM	1	0	0	0	0	0	0	1	0	0	3	0	5	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
VOLUMES	3	0	0	0	0	0	0	5	0	1	19	0	28	0	0	0	0	0
APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	5%	95%	0%						
APP/DEPART	3	/	0	0	/	1	5	/	5	20	/	22	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	2	0	0	0	0	0	0	2	0	0	7	0	11	0	0	0	0	
APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
PEAK HR FACTOR		0.500			0.000			0.250			0.875		0.550					
APP/DEPART	2	/	0	0	/	0	2	/	2	7	/	9	0					
PM 4:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
4:30 PM	0	0	1	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	2	0	0	3	0	5	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
VOLUMES	0	0	1	0	0	0	0	5	0	0	9	0	15	0	0	0	0	0
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
APP/DEPART	1	/	0	0	/	0	5	/	6	9	/	9	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	0	0	0	0	0	0	0	2	0	0	4	0	6	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
PEAK HR FACTOR		0.000			0.000			0.250			0.333		0.300					
APP/DEPART	0	/	0	0	/	0	2	/	2	4	/	4	0					

Harvest Creek Rd

NORTH SIDE

Brimhall Rd WEST SIDE EAST SIDE **Brimhall Rd**

SOUTH SIDE

Harvest Creek Rd

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Harvest Creek Rd	LOCATION #:	9
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Harvest Creek Rd			SOUTHBOUND Harvest Creek Rd			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	1	0	0	5	0	6	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	6	0	0	10	0	16	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	6	/	6	10	/	10	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	1	0	0	3	0	4	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.375		0.500					
	APP/DEPART	0	/	0	0	/	0	1	/	1	3	/	3	0					
PM	4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	4	2	0	6	0	12	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	67%	33%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	2	6	/	4	6	/	6	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	1	0	3	0	4	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.750		0.500					
	APP/DEPART	0	/	0	0	/	1	1	/	0	3	/	3	0					

Harvest Creek Rd

NORTH SIDE

Brimhall Rd WEST SIDE EAST SIDE **Brimhall Rd**

SOUTH SIDE

Harvest Creek Rd

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
2/20/25	LOCATION:	Bakersfield	PROJECT #:	SC5147
THURSDAY	NORTH & SOUTH:	Harvest Creek Rd	LOCATION #:	9
	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

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

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

Harvest Creek Rd

NORTH SIDE

Brimhall Rd WEST SIDE EAST SIDE **Brimhall Rd**

SOUTH SIDE

Harvest Creek Rd

INTERSECTION TURNING MOVEMENT COUNTS

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

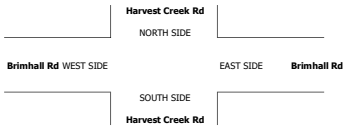
DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Harvest Creek Rd	LOCATION #:	9
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

CLASS 6: BUSES

NOTES:

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

		NORTHBOUND (Harvest Creek Rd)			SOUTHBOUND (Harvest Creek Rd)			EASTBOUND (Brimhall Rd)			WESTBOUND (Brimhall Rd)				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	0	X	0	X	X	X	X	2	0	1	2	X						
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	7:30 AM	2	0	0	0	0	0	0	0	0	1	2	0	5	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	2	0	0	0	0	4	1	1	1	0	9	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	2	0	2	0	0	0	0	10	1	2	4	0	21	0	0	0	0	0
	APPROACH %	50%	0%	50%	0%	0%	0%	0%	91%	9%	33%	67%	0%						
	APP/DEPART	4	/	0	0	/	3	11	/	12	6	/	6	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	2	0	2	0	0	0	0	8	1	2	3	0	18	0	0	0	0	
	APPROACH %	50%	0%	50%	0%	0%	0%	0%	89%	11%	40%	60%	0%						
	PEAK HR FACTOR		0.500			0.000			0.450			0.417		0.500					
	APP/DEPART	4	/	0	0	/	3	9	/	10	5	/	5	0					
PM	4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0
	5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	2	0	0	0	0	1	0	1	2	0	6	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	33%	67%	0%						
	APP/DEPART	2	/	0	0	/	1	1	/	3	3	/	2	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	50%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
	APP/DEPART	0	/	0	0	/	1	0	/	0	2	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE: Thu, Feb 20, 25

LOCATION: Bakersfield
NORTH & SOUTH: Calloway Dr
EAST & WEST: Brimhall Rd

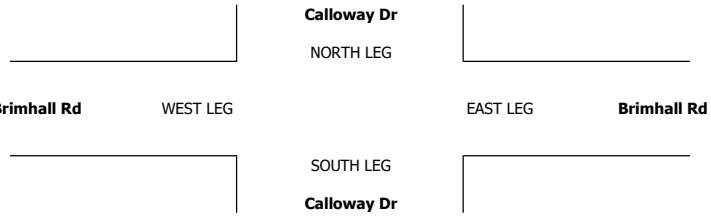
PROJECT #: SC5147
LOCATION #: 10
CONTROL: SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

N
W
E
S

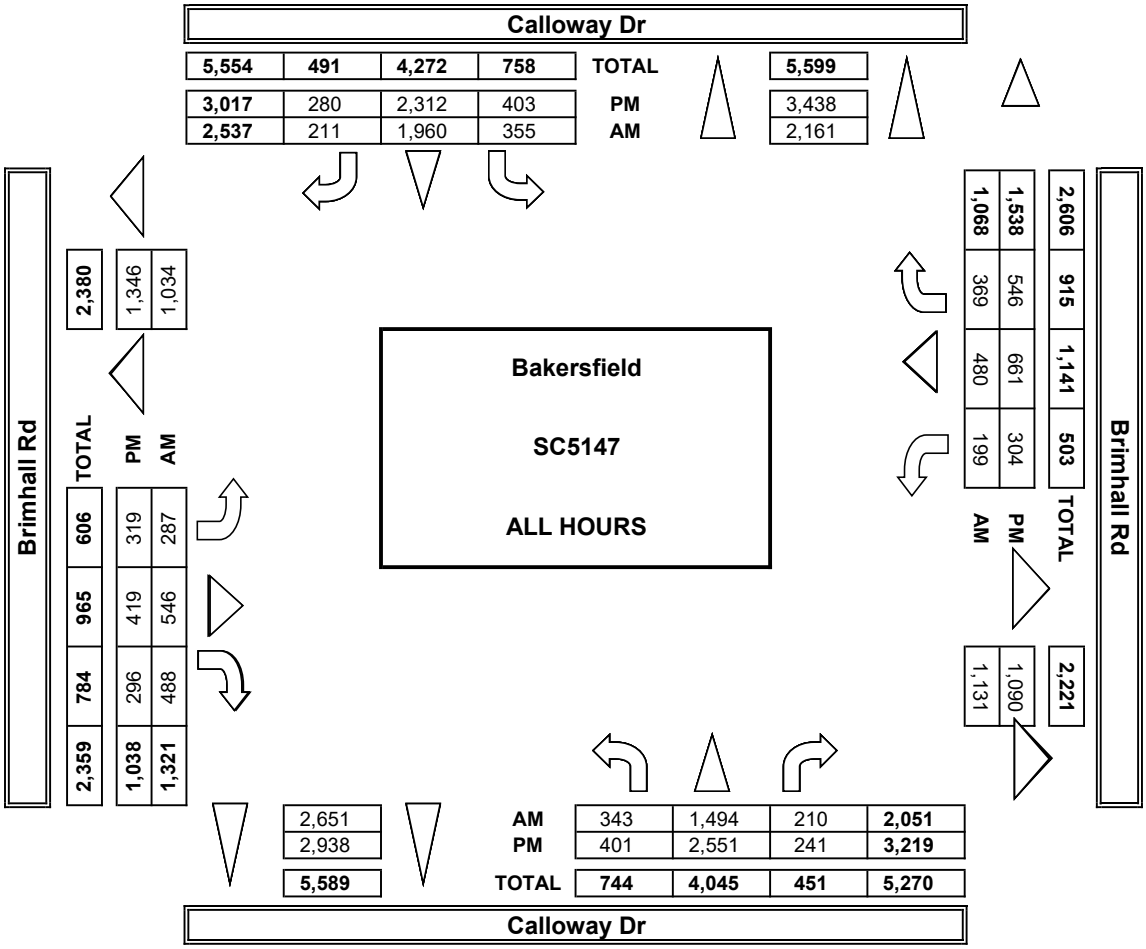
		NORTHBOUND Calloway Dr			SOUTHBOUND Calloway Dr			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 2	WL 2	WT 2	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	19	115	8	22	198	15	17	55	57	17	35	31	589	0	0	0	0	0
	7:15 AM	27	123	17	30	256	26	26	37	55	13	44	44	698	0	1	0	0	1
	7:30 AM	40	188	23	35	252	28	27	66	61	26	63	54	863	0	0	0	3	3
	7:45 AM	70	255	40	93	319	34	42	98	79	44	62	63	1,199	0	2	0	4	6
	8:00 AM	53	199	30	77	276	35	59	81	69	25	93	65	1,062	1	1	0	1	3
	8:15 AM	50	201	33	34	261	37	38	81	66	32	75	40	948	0	2	0	1	3
	8:30 AM	46	201	32	30	218	17	45	74	70	16	49	41	839	1	2	0	7	10
	8:45 AM	38	212	27	34	180	19	33	54	31	26	59	31	744	2	3	0	4	9
	VOLUMES	343	1,494	210	355	1,960	211	287	546	488	199	480	369	6,977	4	11	0	20	35
	APPROACH %	17%	73%	10%	14%	77%	8%	22%	41%	37%	19%	45%	35%						
	APP/DEPART	2,051	/	2,161	2,537	/	2,651	1,321	/	1,131	1,068	/	1,034	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	213	843	126	239	1,108	134	166	326	275	127	293	222	4,087	1	5	0	9	
	APPROACH %	18%	71%	11%	16%	75%	9%	22%	43%	36%	20%	45%	34%						
	PEAK HR FACTOR		0.810			0.829			0.876			0.885		0.848					
	APP/DEPART	1,183	/	1,236	1,486	/	1,511	767	/	700	651	/	640	0					
PM	4:00 PM	63	318	34	54	295	36	25	53	43	38	88	54	1,101	1	5	1	4	11
	4:15 PM	35	320	36	48	257	30	42	63	38	35	74	76	1,054	6	4	0	4	14
	4:30 PM	52	312	35	50	287	39	35	50	27	39	81	53	1,060	6	2	0	4	12
	4:45 PM	44	284	28	49	246	33	47	35	29	37	84	88	1,004	6	4	0	3	13
	5:00 PM	58	340	28	57	334	35	27	54	39	41	78	79	1,170	3	2	2	2	9
	5:15 PM	50	328	36	53	312	32	43	61	35	44	88	66	1,148	2	4	1	4	11
	5:30 PM	49	321	23	44	275	45	58	65	46	31	91	62	1,110	1	0	0	2	3
	5:45 PM	50	328	21	48	306	30	42	38	39	39	77	68	1,086	1	1	0	4	6
	VOLUMES	401	2,551	241	403	2,312	280	319	419	296	304	661	546	8,812	26	22	4	27	79
	APPROACH %	12%	79%	7%	13%	77%	9%	31%	40%	29%	20%	43%	36%						
	APP/DEPART	3,219	/	3,438	3,017	/	2,938	1,038	/	1,090	1,538	/	1,346	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	207	1,317	108	202	1,227	142	170	218	159	155	334	275	4,543	7	7	3	12	
	APPROACH %	13%	80%	7%	13%	78%	9%	31%	40%	29%	20%	43%	35%						
	PEAK HR FACTOR		0.955			0.922			0.814			0.960		0.963					
	APP/DEPART	1,639	/	1,769	1,578	/	1,548	550	/	540	776	/	686	0					

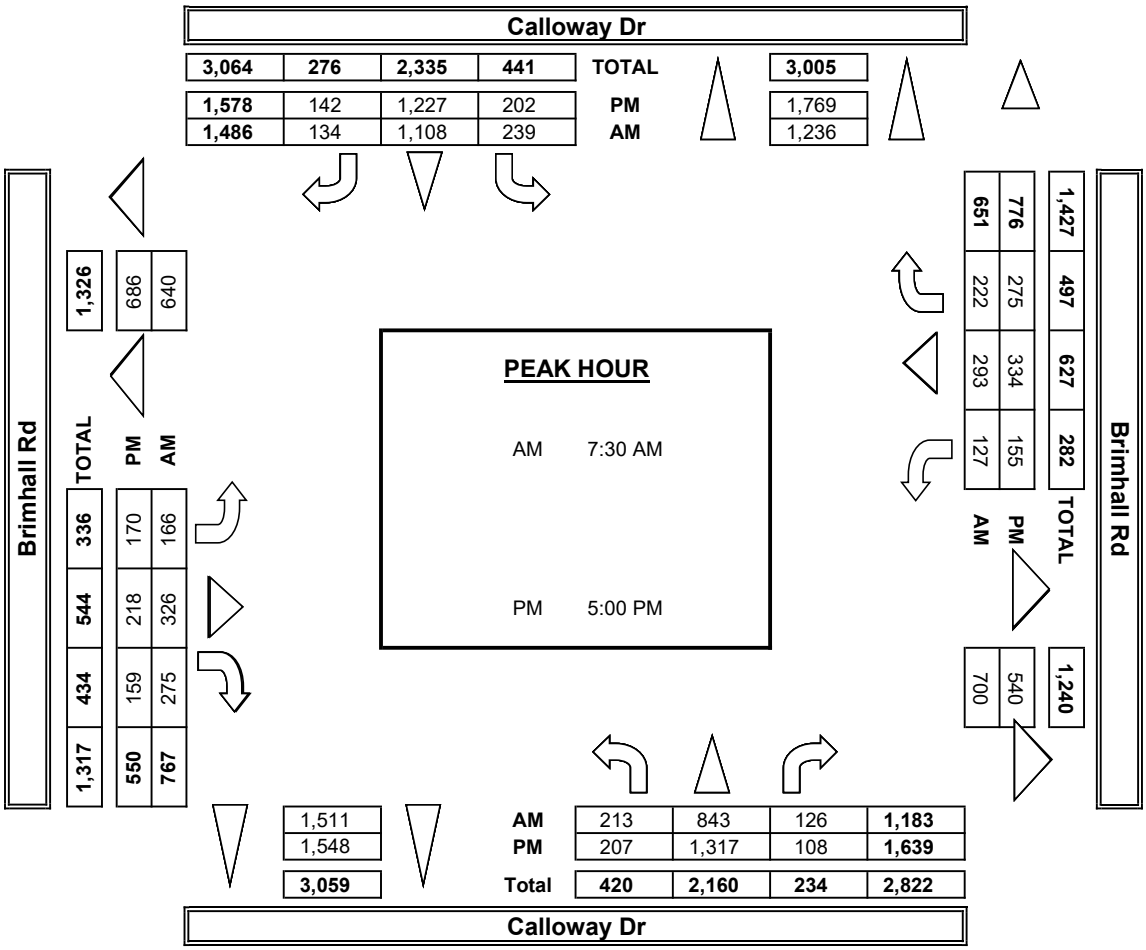


		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	1	1	2	0	0	0	0	0	0	0	1	1	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	2	1	0	3	0	2	1	0	3	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	1	1	0	2	0	1	0	0	1	0	0	1	0	1
	8:15 AM	0	2	1	0	3	0	1	1	0	2	0	1	0	0	1
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	TOTAL	1	5	4	1	11	1	4	2	0	7	0	1	2	1	4
PM	4:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
	4:15 PM	0	1	1	0	2	0	0	0	0	0	0	1	1	0	2
	4:30 PM	0	1	1	0	2	0	1	0	0	1	0	0	1	0	1
	4:45 PM	0	2	0	1	3	0	2	0	1	3	0	0	0	0	0
	5:00 PM	1	1	3	0	5	1	1	2	0	4	0	0	1	0	1
	5:15 PM	0	1	0	1	2	0	0	0	0	0	0	1	0	1	2
	5:30 PM	0	4	1	0	5	0	0	0	0	0	0	4	1	0	5
	5:45 PM	1	0	0	2	3	1	0	0	1	2	0	0	0	1	1
	TOTAL	2	10	7	4	23	2	4	2	2	10	0	6	5	2	13

AimTD LLC

TURNING MOVEMENT COUNTS





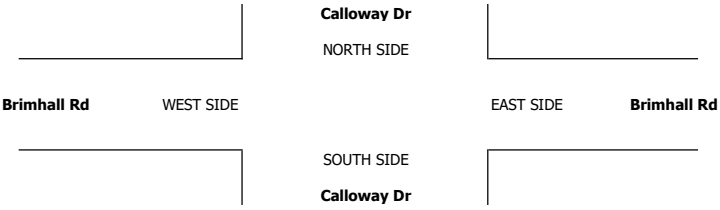
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Calloway Dr	LOCATION #:	10
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

	NOTES:											
PCE Adjusted	Class	1	2	3	4	5	6			AM	▲ N	
	Factor	1	1.5	2	3	2	2			PM	◄ W	E ►
										MD		
										OTHER	S ▼	
										OTHER		

		NORTHBOUND Calloway Dr			SOUTHBOUND Calloway Dr			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 2	WL 2	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	22	130	9	22	215	15	17	60	58	18	44	35	643					0
	7:15 AM	36	128	17	34	271	28	30	37	57	13	48	45	742					0
	7:30 AM	41	193	23	36	264	31	27	68	66	28	68	58	900					0
	7:45 AM	72	264	41	95	326	37	46	101	85	45	63	64	1,237					0
	8:00 AM	58	208	30	79	296	37	60	86	69	25	96	68	1,110					0
	8:15 AM	51	215	34	35	274	38	40	83	73	33	78	41	993					0
	8:30 AM	47	212	32	34	227	17	48	77	75	18	51	44	881					0
	8:45 AM	43	229	28	38	192	20	38	54	34	27	66	32	799					0
	VOLUMES	369	1,578	214	372	2,063	221	305	564	515	206	513	386	7,303	0	0	0	0	0
	APPROACH %	17%	73%	10%	14%	78%	8%	22%	41%	37%	19%	46%	35%						
	APP/DEPART	2,160	/	2,268	2,656	/	2,784	1,383	/	1,149	1,105	/	1,103	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	222	880	128	245	1,159	142	172	336	292	131	305	231	4,239					
	APPROACH %	18%	72%	10%	16%	75%	9%	22%	42%	36%	20%	46%	35%						
	PEAK HR FACTOR		0.815			0.844			0.867			0.883		0.857					
	APP/DEPART	1,230	/	1,282	1,545	/	1,581	800	/	709	666	/	668	0					
PM	4:00 PM	68	326	34	58	303	38	26	57	46	38	93	55	1,140					0
	4:15 PM	37	324	36	49	267	31	42	67	39	35	76	79	1,079					0
	4:30 PM	53	318	35	52	293	41	35	55	27	39	83	55	1,084					0
	4:45 PM	46	293	28	49	251	33	48	35	30	37	85	89	1,021					0
	5:00 PM	64	348	28	57	340	35	28	56	40	41	79	83	1,198					0
	5:15 PM	50	331	37	56	317	32	43	63	36	44	93	67	1,167					0
	5:30 PM	55	324	23	45	279	46	60	67	50	31	94	63	1,134					0
	5:45 PM	50	337	22	48	312	30	42	42	39	40	78	70	1,107					0
	VOLUMES	422	2,598	242	412	2,360	285	323	440	306	305	680	558	8,928	0	0	0	0	0
	APPROACH %	13%	80%	7%	13%	77%	9%	30%	41%	29%	20%	44%	36%						
	APP/DEPART	3,262	/	3,479	3,057	/	2,970	1,068	/	1,094	1,542	/	1,386	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	219	1,339	109	205	1,247	143	173	227	165	156	344	282	4,605					
	APPROACH %	13%	80%	7%	13%	78%	9%	31%	40%	29%	20%	44%	36%						
	PEAK HR FACTOR		0.947			0.924			0.800			0.956		0.961					
	APP/DEPART	1,667	/	1,793	1,595	/	1,567	564	/	541	781	/	705	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
2/20/25	LOCATION:	Bakersfield	PROJECT #:	SC5147
THURSDAY	NORTH & SOUTH:	Calloway Dr	LOCATION #:	10
	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Calloway Dr			SOUTHBOUND Calloway Dr			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 2	WL 2	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	17	100	7	22	182	15	17	52	56	16	28	28	540	0	0	0	0	0
7:15 AM	20	120	17	26	242	24	24	37	53	13	37	43	656	0	1	0	0	1
7:30 AM	39	183	23	34	238	25	27	63	56	24	59	50	821	0	0	0	3	3
7:45 AM	67	243	39	91	313	32	39	95	75	42	61	61	1,158	0	2	0	3	5
8:00 AM	49	187	30	75	257	33	57	76	69	25	90	63	1,011	1	1	0	1	3
8:15 AM	48	188	31	33	243	36	36	79	61	30	73	38	896	0	2	0	1	3
8:30 AM	45	191	32	24	207	17	41	70	64	13	47	37	788	1	2	0	6	9
8:45 AM	34	193	26	31	164	18	30	54	28	24	53	29	684	2	3	0	3	8
VOLUMES	319	1,405	205	336	1,846	200	271	526	462	187	448	349	6,586	4	11	0	17	32
APPROACH %	17%	73%	11%	14%	77%	8%	22%	42%	37%	19%	45%	35%						
APP/DEPART	1,933	/	2,036	2,393	/	2,499	1,259	/	1,084	1,001	/	967	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	203	801	123	233	1,051	126	159	313	261	121	283	212	3,900	1	5	0	8	
APPROACH %	18%	71%	11%	16%	74%	9%	22%	43%	36%	19%	45%	34%						
PEAK HR FACTOR		0.808			0.808			0.877			0.872		0.838					
APP/DEPART	1,128	/	1,177	1,415	/	1,434	733	/	677	624	/	612	0					
PM																		
4:00 PM	58	309	34	49	285	35	24	50	39	38	84	52	1,057	1	5	1	4	11
4:15 PM	33	315	36	47	246	29	42	60	36	35	72	74	1,025	6	4	0	4	14
4:30 PM	50	305	35	49	279	37	35	47	27	39	78	50	1,031	6	2	0	4	12
4:45 PM	42	276	28	49	239	33	46	35	28	37	83	87	983	6	4	0	3	13
5:00 PM	54	330	28	57	327	35	26	53	38	41	76	76	1,141	3	2	2	2	9
5:15 PM	50	326	35	50	306	32	43	59	33	44	84	64	1,126	2	4	1	4	11
5:30 PM	45	318	23	43	268	44	57	62	42	31	86	61	1,080	1	0	0	2	3
5:45 PM	50	322	20	48	301	30	42	34	39	38	76	66	1,066	1	1	0	4	6
VOLUMES	382	2,501	239	392	2,251	275	315	400	282	303	639	530	8,588	26	22	4	27	79
APPROACH %	12%	79%	8%	13%	77%	9%	31%	40%	28%	20%	43%	35%						
APP/DEPART	3,148	/	3,368	2,940	/	2,862	1,001	/	1,058	1,499	/	1,300	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	199	1,296	106	198	1,202	141	168	208	152	154	322	267	4,442	7	7	3	12	
APPROACH %	12%	81%	7%	13%	78%	9%	32%	39%	29%	20%	43%	35%						
PEAK HR FACTOR		0.969			0.919			0.825			0.963		0.966					
APP/DEPART	1,608	/	1,738	1,548	/	1,515	531	/	524	755	/	665	0					

Calloway Dr

NORTH SIDE

Brimhall Rd WEST SIDE EAST SIDE **Brimhall Rd**

SOUTH SIDE

Calloway Dr

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Calloway Dr	LOCATION #:	10
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

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

		NORTHBOUND Calloway Dr			SOUTHBOUND Calloway Dr			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 2	WL 2	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	8	0	0	6	0	0	1	1	1	2	0	20	0	0	0	0	0
	7:15 AM	0	1	0	2	5	1	0	0	1	0	6	1	17	0	0	0	0	0
	7:30 AM	0	3	0	1	10	1	0	3	3	1	0	0	22	0	0	0	0	0
	7:45 AM	2	8	0	0	3	0	1	1	1	2	1	2	21	0	0	0	0	0
	8:00 AM	2	8	0	0	11	1	2	1	0	0	0	1	26	0	0	0	0	0
	8:15 AM	2	6	2	0	15	1	1	1	1	2	0	2	33	0	0	0	0	0
	8:30 AM	1	4	0	4	8	0	2	2	2	2	0	3	28	0	0	0	1	1
	8:45 AM	0	13	1	1	10	1	0	0	2	2	3	2	35	0	0	0	1	1
	VOLUMES	8	51	3	8	68	5	6	9	11	10	12	11	204	0	0	0	2	2
	APPROACH %	13%	82%	5%	10%	84%	6%	23%	35%	42%	29%	34%	31%						
	APP/DEPART	62	/	68	81	/	89	26	/	22	35	/	25	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	6	25	2	1	39	3	4	6	5	5	1	5	102	0	0	0	0	
	APPROACH %	18%	76%	6%	2%	91%	7%	27%	40%	33%	45%	9%	45%						
	PEAK HR FACTOR		0.825			0.672			0.625			0.550		0.773					
	APP/DEPART	33	/	34	43	/	49	15	/	9	11	/	10	0					
PM	4:00 PM	2	6	0	3	6	0	1	1	3	0	1	2	25	0	0	0	0	0
	4:15 PM	1	3	0	1	8	1	0	1	2	0	1	1	19	0	0	0	0	0
	4:30 PM	2	5	0	0	5	1	0	0	0	0	2	3	18	0	0	0	0	0
	4:45 PM	1	3	0	0	5	0	1	0	1	0	0	1	12	0	0	0	0	0
	5:00 PM	0	6	0	0	5	0	1	0	0	0	2	1	15	0	0	0	0	0
	5:15 PM	0	1	1	1	4	0	0	1	2	0	0	2	12	0	0	0	0	0
	5:30 PM	0	1	0	1	6	1	0	3	1	0	4	1	18	0	0	0	0	0
	5:45 PM	0	1	1	0	1	0	0	3	0	1	1	1	9	0	0	0	0	0
	VOLUMES	6	26	2	6	40	3	3	9	9	1	11	12	128	0	0	0	0	0
	APPROACH %	18%	76%	6%	12%	82%	6%	14%	43%	43%	4%	46%	50%						
	APP/DEPART	34	/	41	49	/	50	21	/	17	24	/	20	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	9	2	2	16	1	1	7	3	1	7	5	54	0	0	0	0	
	APPROACH %	0%	82%	18%	11%	84%	5%	9%	64%	27%	8%	54%	38%						
	PEAK HR FACTOR		0.458			0.594			0.688			0.650		0.750					
	APP/DEPART	11	/	15	19	/	20	11	/	11	13	/	8	0					

Calloway Dr

NORTH SIDE

Brimhall Rd WEST SIDE EAST SIDE **Brimhall Rd**

SOUTH SIDE

Calloway Dr

INTERSECTION TURNING MOVEMENT COUNTS

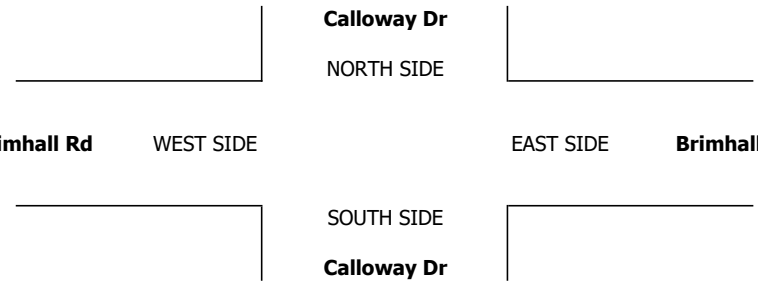
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Calloway Dr	LOCATION #:	10
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

CLASS 3:	NOTES:
3-AXLE TRUCKS	

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

		NORTHBOUND Calloway Dr			SOUTHBOUND Calloway Dr			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 2	WL 2	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	3	0	0	0	0	0	2	1	7	0	0	0	0	0
	7:15 AM	4	0	0	0	4	0	0	0	0	0	1	0	9	0	0	0	0	0
	7:30 AM	1	1	0	0	1	0	0	0	1	1	3	0	8	0	0	0	0	0
	7:45 AM	1	2	0	0	0	0	0	2	1	0	0	0	6	0	0	0	0	0
	8:00 AM	0	1	0	0	1	0	0	0	0	0	2	0	4	0	0	0	0	0
	8:15 AM	0	2	0	1	0	0	1	1	1	0	1	0	7	0	0	0	0	0
	8:30 AM	0	2	0	1	1	0	2	2	2	1	2	1	14	0	0	0	0	0
	8:45 AM	3	1	0	1	5	0	1	0	0	0	1	0	12	0	0	0	0	0
	VOLUMES	9	10	0	3	15	0	4	5	5	2	12	2	67	0	0	0	0	0
	APPROACH %	47%	53%	0%	17%	83%	0%	29%	36%	36%	13%	75%	13%						
	APP/DEPART	19	/	16	18	/	22	14	/	8	16	/	21	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	2	6	0	1	2	0	1	3	3	1	6	0	25	0	0	0	0	
	APPROACH %	25%	75%	0%	33%	67%	0%	14%	43%	43%	14%	86%	0%						
	PEAK HR FACTOR		0.667			0.750			0.583			0.438		0.781					
	APP/DEPART	8	/	7	3	/	6	7	/	4	7	/	8	0					
PM	4:00 PM	1	1	0	0	1	0	0	1	1	0	2	0	7	0	0	0	0	0
	4:15 PM	1	2	0	0	0	0	0	1	0	0	1	0	5	0	0	0	0	0
	4:30 PM	0	1	0	0	3	0	0	1	0	0	1	0	6	0	0	0	0	0
	4:45 PM	1	2	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0
	5:00 PM	2	3	0	0	0	0	0	0	1	0	0	1	7	0	0	0	0	0
	5:15 PM	0	0	0	2	1	0	0	1	0	0	3	0	7	0	0	0	0	0
	5:30 PM	0	2	0	0	1	0	0	0	1	0	0	0	4	0	0	0	0	0
	5:45 PM	0	2	0	0	3	0	0	0	0	0	0	1	6	0	0	0	0	0
	VOLUMES	5	13	0	2	11	0	0	4	3	0	7	2	47	0	0	0	0	0
	APPROACH %	28%	72%	0%	15%	85%	0%	0%	57%	43%	0%	78%	22%						
	APP/DEPART	18	/	15	13	/	14	7	/	6	9	/	12	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	2	7	0	2	5	0	0	1	2	0	3	2	24	0	0	0	0	
	APPROACH %	22%	78%	0%	29%	71%	0%	0%	33%	67%	0%	60%	40%						
	PEAK HR FACTOR		0.450			0.583			0.750			0.417		0.857					
	APP/DEPART	9	/	9	7	/	7	3	/	3	5	/	5	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Calloway Dr	LOCATION #:	10
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

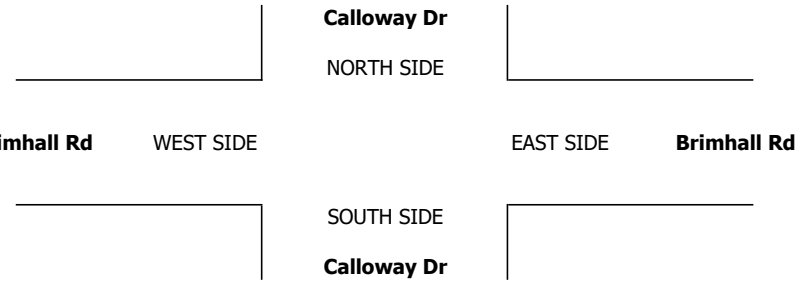
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Calloway Dr			SOUTHBOUND Calloway Dr			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 2	WL 2	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	4	0	0	4	0	0	2	0	0	3	1	15	0	0	0	0	0
	7:15 AM	2	2	0	1	3	0	2	0	0	0	0	0	10	0	0	0	0	0
	7:30 AM	0	1	0	0	3	0	0	0	1	0	1	0	6	0	0	0	0	0
	7:45 AM	0	1	0	0	2	1	1	0	2	0	0	0	7	0	0	0	1	1
	8:00 AM	2	1	0	0	6	0	0	0	0	0	0	1	10	0	0	0	0	0
	8:15 AM	0	4	0	0	2	0	0	0	2	0	1	0	9	0	0	0	0	0
	8:30 AM	0	3	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0
	8:45 AM	1	4	0	1	1	0	2	0	1	0	2	0	12	0	0	0	0	0
	VOLUMES	6	20	0	2	23	1	5	2	6	0	7	2	75	0	0	0	1	1
	APPROACH %	23%	77%	0%	8%	88%	4%	38%	15%	46%	0%	70%	20%						
	APP/DEPART	26	/	27	26	/	29	13	/	5	10	/	14	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	2	7	0	0	13	1	1	0	5	0	2	1	33	0	0	0	1	
	APPROACH %	22%	78%	0%	0%	93%	7%	17%	0%	83%	0%	50%	25%						
	PEAK HR FACTOR		0.563			0.583			0.500			1.000		0.825					
	APP/DEPART	9	/	9	14	/	18	6	/	1	4	/	5	0					
PM	4:00 PM	1	2	0	0	1	1	0	1	0	0	1	0	7	0	0	0	0	0
	4:15 PM	0	0	0	0	3	0	0	1	0	0	0	1	5	0	0	0	0	0
	4:30 PM	0	1	0	1	0	0	0	2	0	0	0	0	4	0	0	0	0	0
	4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:00 PM	2	1	0	0	1	0	0	1	0	0	0	1	6	0	0	0	0	0
	5:15 PM	0	1	0	0	1	0	0	0	0	0	1	0	3	0	0	0	0	0
	5:30 PM	2	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0
	5:45 PM	0	3	0	0	1	0	0	1	0	0	0	0	5	0	0	0	0	0
	VOLUMES	5	10	0	1	7	1	1	6	0	0	2	2	35	0	0	0	0	0
	APPROACH %	33%	67%	0%	11%	78%	11%	14%	86%	0%	0%	50%	50%						
	APP/DEPART	15	/	13	9	/	7	7	/	7	4	/	8	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	4	5	0	0	3	0	1	2	0	0	1	1	17	0	0	0	0	
	APPROACH %	44%	56%	0%	0%	100%	0%	33%	67%	0%	0%	50%	50%						
	PEAK HR FACTOR		0.750			0.750			0.750			0.500		0.708					
	APP/DEPART	9	/	7	3	/	3	3	/	2	2	/	5	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Calloway Dr	LOCATION #:	10
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

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

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

Calloway Dr

NORTH SIDE

Brimhall Rd WEST SIDE EAST SIDE **Brimhall Rd**

SOUTH SIDE

Calloway Dr

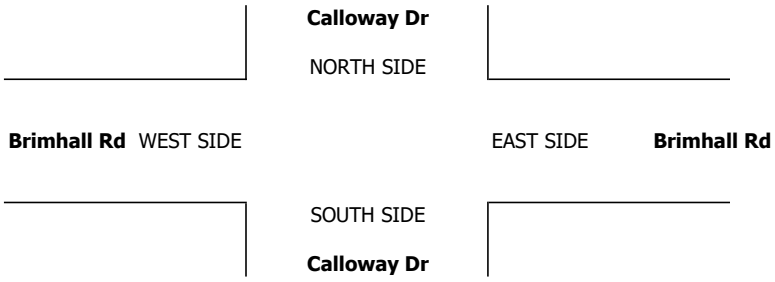
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
2/20/25	LOCATION:	Bakersfield	PROJECT #:	SC5147	
THURSDAY	NORTH & SOUTH:	Calloway Dr	LOCATION #:	10	
	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL	

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

		NORTHBOUND Calloway Dr			SOUTHBOUND Calloway Dr			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 2	WL 2	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	2	1	0	3	0	0	0	0	0	0	1	7	0	0	0	0	0
	7:15 AM	1	0	0	1	1	1	0	0	1	0	0	0	5	0	0	0	0	0
	7:30 AM	0	0	0	0	0	2	0	0	0	0	0	4	6	0	0	0	0	0
	7:45 AM	0	1	1	2	1	1	1	0	0	0	0	0	7	0	0	0	0	0
	8:00 AM	0	2	0	2	1	1	0	4	0	0	1	0	11	0	0	0	0	0
	8:15 AM	0	1	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0
	8:30 AM	0	1	0	1	0	0	0	0	2	0	0	0	4	0	0	0	0	0
	8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	1	8	2	6	7	5	1	4	4	0	1	5	44	0	0	0	0	0
	APPROACH %	9%	73%	18%	33%	39%	28%	11%	44%	44%	0%	17%	83%						
	APP/DEPART	11	/	14	18	/	11	9	/	12	6	/	7	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	4	1	4	3	4	1	4	1	0	1	4	27	0	0	0	0	
	APPROACH %	0%	80%	20%	36%	27%	36%	17%	67%	17%	0%	20%	80%						
	PEAK HR FACTOR		0.625			0.688			0.375			0.313		0.614					
	APP/DEPART	5	/	9	11	/	4	6	/	9	5	/	5	0					
PM	4:00 PM	1	0	0	2	2	0	0	0	0	0	0	0	5	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	1	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
	5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	2	0	0	0	0	0	0	0	2	0	1	0	5	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	3	1	0	2	3	1	0	0	2	0	2	0	14	0	0	0	0	0
	APPROACH %	75%	25%	0%	33%	50%	17%	0%	0%	100%	0%	100%	0%						
	APP/DEPART	4	/	1	6	/	5	2	/	2	2	/	6	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	2	0	0	0	1	0	0	0	2	0	1	0	6	0	0	0	0	
	APPROACH %	100%	0%	0%	0%	100%	0%	0%	0%	100%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.250			0.250			0.250		0.300					
	APP/DEPART	2	/	0	1	/	3	2	/	0	1	/	3	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
Thu, Feb 20, 25	NORTH & SOUTH:	Verdugo Ln	LOCATION #:	11
	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

NOTES:

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

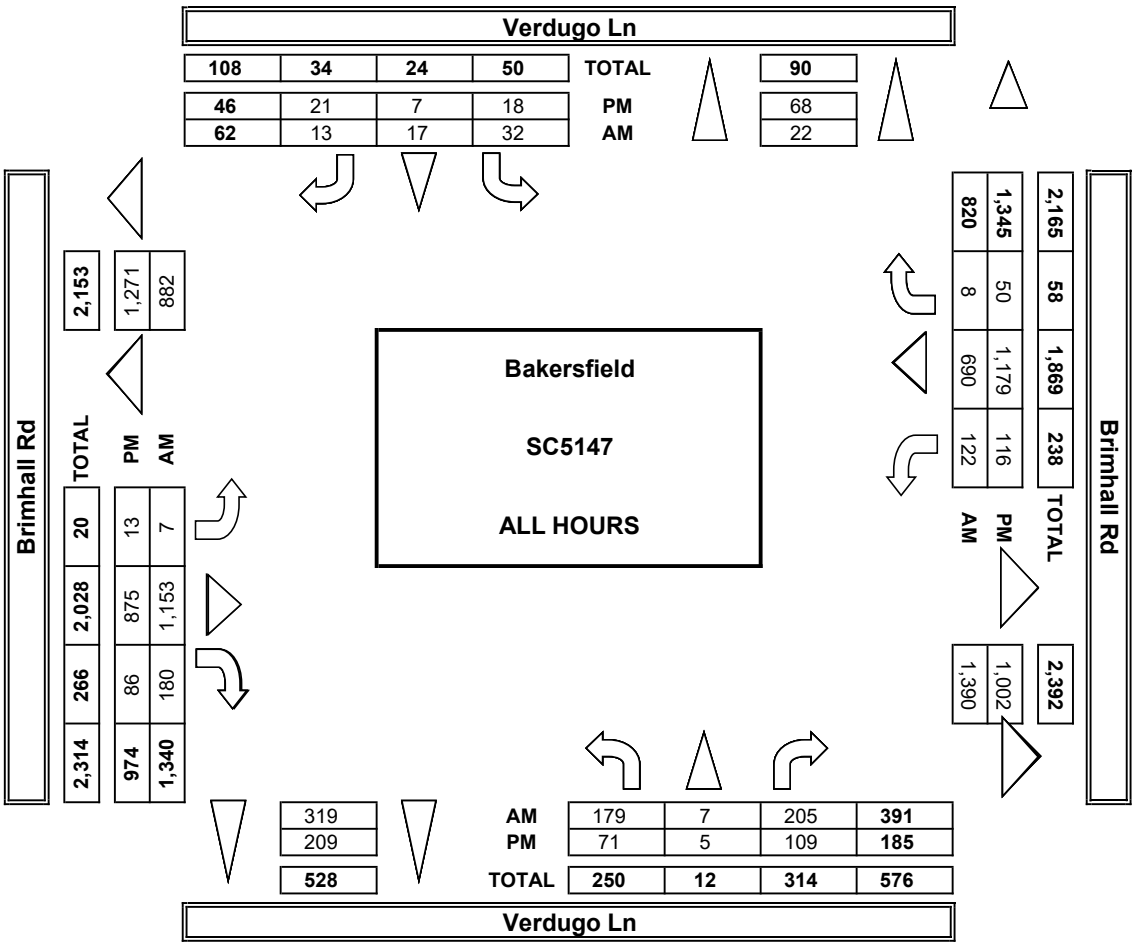
		NORTHBOUND (Verdugo Ln)			SOUTHBOUND (Verdugo Ln)			EASTBOUND (Brimhall Rd)			WESTBOUND (Brimhall Rd)				U-TURNS				
	LANES:	NL 0.5	NT 0.5	NR 1	SL 0.5	ST 0.5	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	14	1	20	4	1	2	1	115	12	6	50	1	227	0	0	0	0	0
	7:15 AM	8	0	12	2	0	2	0	106	13	19	65	1	228	0	0	0	0	0
	7:30 AM	16	0	43	8	6	1	2	129	67	33	70	1	376	0	0	0	0	0
	7:45 AM	96	4	75	1	7	3	1	154	67	41	83	2	534	0	0	0	0	0
	8:00 AM	23	2	25	4	2	2	2	193	10	5	154	0	422	0	0	0	0	0
	8:15 AM	12	0	14	4	0	2	1	184	8	10	135	1	371	0	0	0	0	0
	8:30 AM	6	0	13	6	1	0	0	171	2	4	56	2	261	0	0	0	0	0
	8:45 AM	4	0	3	3	0	1	0	101	1	4	77	0	194	0	0	0	0	0
	VOLUMES	179	7	205	32	17	13	7	1,153	180	122	690	8	2,613	0	0	0	0	0
	APPROACH %	46%	2%	52%	52%	27%	21%	1%	86%	13%	15%	84%	1%						
	APP/DEPART	391	/	22	62	/	319	1,340	/	1,390	820	/	882	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	147	6	157	17	15	8	6	660	152	89	442	4	1,703	0	0	0	0	
	APPROACH %	47%	2%	51%	43%	38%	20%	1%	81%	19%	17%	83%	1%						
	PEAK HR FACTOR		0.443			0.667			0.921			0.841		0.797					
	APP/DEPART	310	/	16	40	/	256	818	/	834	535	/	597	0					
PM	4:00 PM	9	0	10	2	0	2	3	109	23	23	147	5	333	0	0	0	0	0
	4:15 PM	8	1	11	2	2	5	1	119	17	14	119	5	304	0	0	0	0	0
	4:30 PM	5	0	5	5	1	1	2	76	10	12	124	16	257	0	0	0	0	0
	4:45 PM	9	0	20	1	2	1	2	95	11	20	160	3	324	0	0	0	0	0
	5:00 PM	5	2	8	0	0	3	1	105	7	10	160	6	307	0	0	0	0	0
	5:15 PM	5	0	18	1	1	3	0	123	4	11	170	5	341	0	0	0	0	0
	5:30 PM	16	1	23	2	1	3	3	140	5	13	150	4	361	0	0	0	0	0
	5:45 PM	14	1	14	5	0	3	1	108	9	13	149	6	323	0	0	0	0	0
	VOLUMES	71	5	109	18	7	21	13	875	86	116	1,179	50	2,550	0	0	0	0	0
	APPROACH %	38%	3%	59%	39%	15%	46%	1%	90%	9%	9%	88%	4%						
	APP/DEPART	185	/	68	46	/	209	974	/	1,002	1,345	/	1,271	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	35	3	69	4	4	10	6	463	27	54	640	18	1,333	0	0	0	0	
	APPROACH %	33%	3%	64%	22%	22%	56%	1%	93%	5%	8%	90%	3%						
	PEAK HR FACTOR		0.669			0.750			0.838			0.957		0.923					
	APP/DEPART	107	/	27	18	/	85	496	/	536	712	/	685	0					

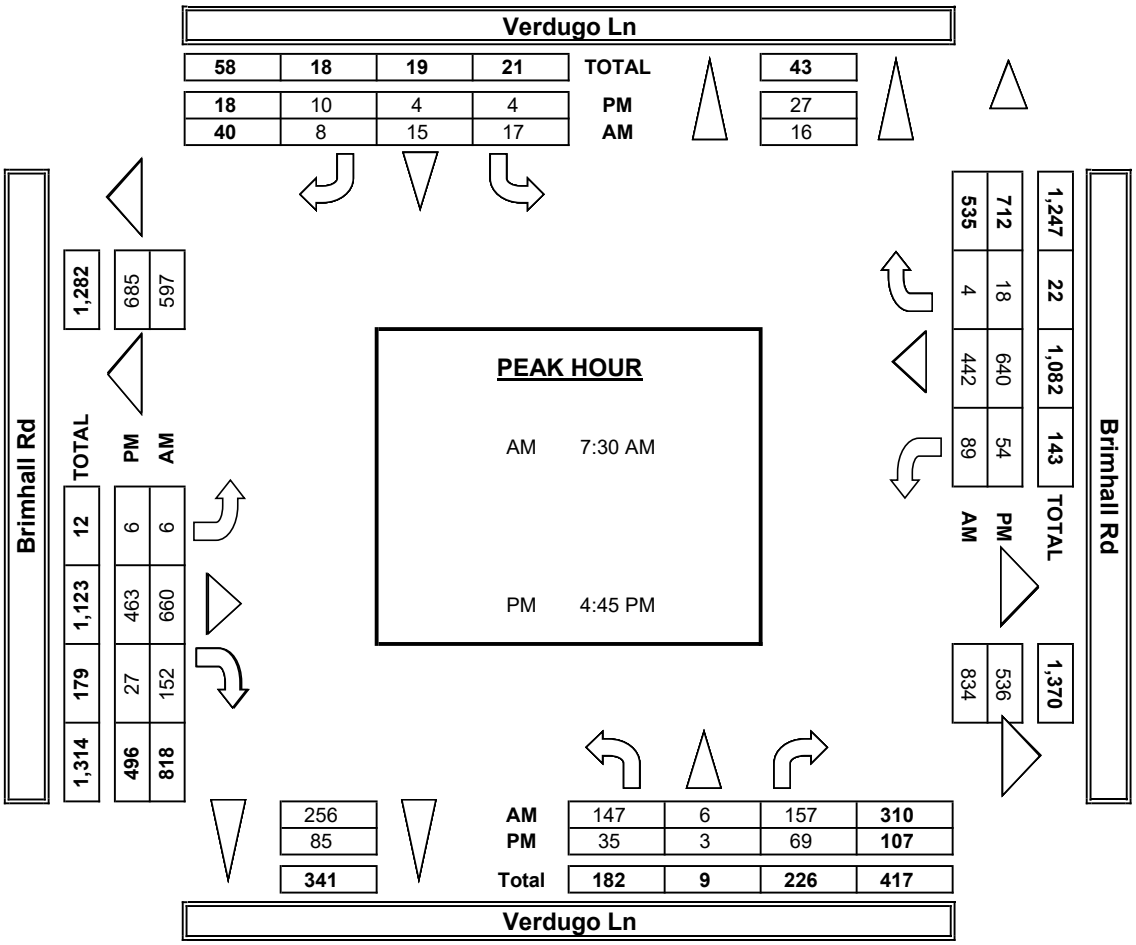


		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	2	1	0	3	0	2	1	0	3	0	0	0	0	0
	7:45 AM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0
	8:00 AM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1
	8:15 AM	1	2	0	0	3	0	0	0	0	0	1	2	0	0	3
	8:30 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1	11	1	0	13	0	8	1	0	9	1	3	0	0	4
PM	4:00 PM	1	0	2	0	3	1	0	2	0	3	0	0	0	0	0
	4:15 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
	4:30 PM	1	1	0	0	2	1	0	0	0	1	0	1	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	5:30 PM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	3	4	2	0	9	2	2	2	0	6	1	2	0	0	3

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Verdugo Ln	LOCATION #:	11
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

NOTES:

PCE Adjusted	Class	1	2	3	4	5	6	
	Factor	1	1.5	2	3	2	2	

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

		NORTHBOUND Verdugo Ln			SOUTHBOUND Verdugo Ln			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
	LANES:	NL 0.5	NT 0.5	NR 1	SL 0.5	ST 0.5	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	14	1	20	5	1	2	1	124	13	10	54	1	245					0
	7:15 AM	9	0	12	2	0	2	0	108	14	23	77	2	248					0
	7:30 AM	17	0	43	9	6	1	2	133	69	33	78	1	392					0
	7:45 AM	97	4	77	1	8	4	1	164	69	41	84	4	552					0
	8:00 AM	25	2	25	4	2	2	2	198	10	7	164	0	441					0
	8:15 AM	14	0	14	7	0	2	1	191	8	11	140	1	389					0
	8:30 AM	7	0	15	6	1	0	0	180	2	4	58	2	274					0
	8:45 AM	4	0	3	3	0	1	0	107	1	5	88	0	211					0
	VOLUMES	186	7	209	36	18	14	7	1,203	185	133	742	10	2,749	0	0	0	0	0
	APPROACH %	46%	2%	52%	53%	26%	21%	1%	86%	13%	15%	84%	1%						
	APP/DEPART	402	/	24	68	/	336	1,395	/	1,448	885	/	942	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	153	6	159	21	16	9	6	686	156	92	466	6	1,773					
	APPROACH %	48%	2%	50%	46%	34%	20%	1%	81%	18%	16%	83%	1%						
	PEAK HR FACTOR		0.446			0.726			0.907			0.824		0.803					
	APP/DEPART	317	/	18	45	/	263	847	/	865	564	/	628	0					
PM	4:00 PM	9	0	10	2	0	2	4	114	23	23	149	5	340					0
	4:15 PM	8	1	12	2	2	8	1	125	17	14	120	5	315					0
	4:30 PM	5	0	5	5	1	1	2	77	10	12	127	17	261					0
	4:45 PM	9	0	20	1	2	1	2	97	11	20	162	3	327					0
	5:00 PM	5	2	8	0	0	3	3	107	7	10	164	7	316					0
	5:15 PM	5	0	18	1	1	3	0	127	4	11	174	5	348					0
	5:30 PM	16	1	24	2	1	4	5	146	5	13	157	5	379					0
	5:45 PM	14	1	16	6	0	3	1	112	9	14	150	6	331					0
	VOLUMES	71	5	113	19	7	25	18	903	86	117	1,201	52	2,615	0	0	0	0	0
	APPROACH %	38%	3%	60%	37%	14%	49%	2%	90%	9%	9%	88%	4%						
	APP/DEPART	189	/	75	50	/	210	1,007	/	1,035	1,370	/	1,297	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	35	3	70	4	4	11	10	476	27	54	656	20	1,370					
	APPROACH %	32%	3%	65%	21%	21%	58%	2%	93%	5%	7%	90%	3%						
	PEAK HR FACTOR		0.659			0.679			0.822			0.962		0.905					
	APP/DEPART	108	/	33	19	/	85	513	/	550	730	/	702	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Verdugo Ln	LOCATION #:	11
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

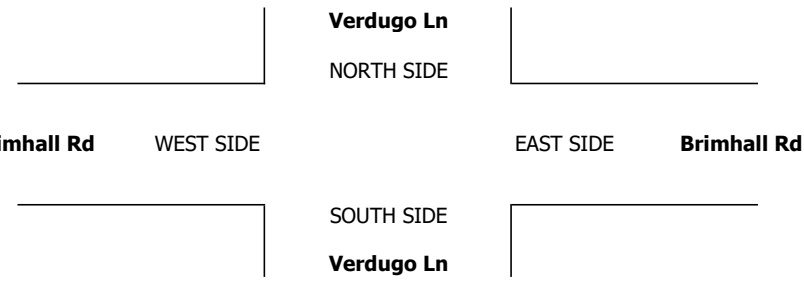
CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Verdugo Ln			SOUTHBOUND Verdugo Ln			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
LANES:	NL 0.5	NT 0.5	NR 1	SL 0.5	ST 0.5	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	14	1	20	3	1	2	1	110	11	4	46	1	214	0	0	0	0	0
7:15 AM	7	0	12	2	0	2	0	103	12	15	54	0	207	0	0	0	0	0
7:30 AM	15	0	43	7	6	1	2	125	65	33	63	1	361	0	0	0	0	0
7:45 AM	95	4	73	1	6	2	1	145	65	41	82	0	515	0	0	0	0	0
8:00 AM	22	2	25	4	2	2	2	188	10	4	144	0	405	0	0	0	0	0
8:15 AM	10	0	14	2	0	2	1	178	8	8	130	1	354	0	0	0	0	0
8:30 AM	5	0	10	6	1	0	0	162	2	4	54	2	246	0	0	0	0	0
8:45 AM	4	0	3	3	0	1	0	97	1	3	65	0	177	0	0	0	0	0
VOLUMES	172	7	200	28	16	12	7	1,108	174	112	638	5	2,479	0	0	0	0	0
APPROACH %	45%	2%	53%	50%	29%	21%	1%	86%	13%	15%	85%	1%						
APP/DEPART	379	/	19	56	/	302	1,289	/	1,336	755	/	822	0					
BEGIN PEAK HR	7:30 AM																	
VOLUMES	142	6	155	14	14	7	6	636	148	86	419	2	1,635	0	0	0	0	
APPROACH %	47%	2%	51%	40%	40%	20%	1%	81%	19%	17%	83%	0%						
PEAK HR FACTOR	0.440			0.625			0.936			0.856			0.794					
APP/DEPART	303	/	14	35	/	248	790	/	805	507	/	568	0					
PM																		
4:00 PM	9	0	10	2	0	2	2	106	23	23	145	5	327	0	0	0	0	0
4:15 PM	8	1	10	2	2	3	1	113	17	14	117	5	293	0	0	0	0	0
4:30 PM	5	0	5	5	1	1	2	75	10	12	120	15	251	0	0	0	0	0
4:45 PM	9	0	20	1	2	1	2	92	11	20	158	3	319	0	0	0	0	0
5:00 PM	5	2	8	0	0	3	0	102	7	10	156	5	298	0	0	0	0	0
5:15 PM	5	0	18	1	1	3	0	119	4	11	167	5	334	0	0	0	0	0
5:30 PM	16	1	22	2	1	2	2	135	5	13	142	3	344	0	0	0	0	0
5:45 PM	14	1	13	4	0	3	1	104	9	12	147	6	314	0	0	0	0	0
VOLUMES	71	5	106	17	7	18	10	846	86	115	1,152	47	2,480	0	0	0	0	0
APPROACH %	39%	3%	58%	40%	17%	43%	1%	90%	9%	9%	88%	4%						
APP/DEPART	182	/	62	42	/	208	942	/	969	1,314	/	1,241	0					
BEGIN PEAK HR	4:45 PM																	
VOLUMES	35	3	68	4	4	9	4	448	27	54	623	16	1,295	0	0	0	0	
APPROACH %	33%	3%	64%	24%	24%	53%	1%	94%	6%	8%	90%	2%						
PEAK HR FACTOR	0.679			0.850			0.843			0.947			0.941					
APP/DEPART	106	/	23	17	/	85	479	/	520	693	/	667	0					



INTERSECTION TURNING MOVEMENT COUNTS

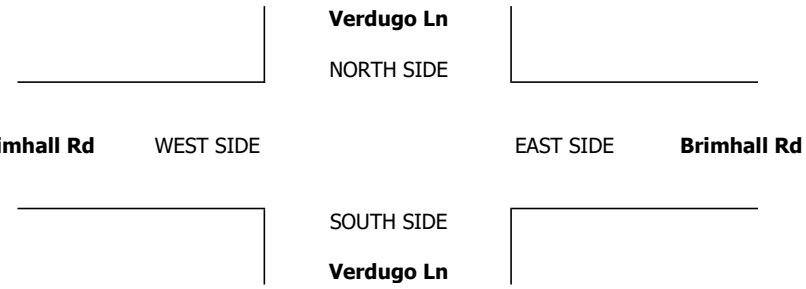
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Verdugo Ln	LOCATION #:	11
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

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

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

	NORTHBOUND Verdugo Ln			SOUTHBOUND Verdugo Ln			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
LANES:	NL 0.5	NT 0.5	NR 1	SL 0.5	ST 0.5	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	1	0	0	0	1	0	0	3	0	5	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	2	1	1	4	1	9	0	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	2	0	0	2	0	5	0	0	0	0	0
7:45 AM	0	0	1	0	1	0	0	4	1	0	0	1	8	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
8:15 AM	1	0	0	0	0	0	0	2	0	2	2	0	7	0	0	0	0	0
8:30 AM	1	0	2	0	0	0	0	3	0	0	0	0	6	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	1	0	1	5	0	7	0	0	0	0	0
VOLUMES	2	0	3	2	1	0	0	16	2	4	18	2	50	0	0	0	0	0
APPROACH %	40%	0%	60%	67%	33%	0%	0%	89%	11%	17%	75%	8%						
APP/DEPART	5	/	2	3	/	7	18	/	21	24	/	20	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	1	0	1	1	1	0	0	9	1	2	6	1	23	0	0	0	0	
APPROACH %	50%	0%	50%	50%	50%	0%	0%	90%	10%	22%	67%	11%						
PEAK HR FACTOR		0.500			0.500			0.500			0.563		0.719					
APP/DEPART	2	/	1	2	/	4	10	/	11	9	/	7	0					
PM																		
4:00 PM	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	2	0	0	2	0	5	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	3	1	5	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	3	0	0	1	0	4	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	3	0	0	1	0	4	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	2	0	0	4	1	7	0	0	0	0	0
5:45 PM	0	0	0	1	0	0	0	3	0	1	2	0	7	0	0	0	0	0
VOLUMES	0	0	0	1	0	1	1	16	0	1	16	2	38	0	0	0	0	0
APPROACH %	0%	0%	0%	50%	0%	50%	6%	94%	0%	5%	84%	11%						
APP/DEPART	0	/	3	2	/	1	17	/	17	19	/	17	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	0	0	0	0	0	0	0	10	0	0	8	1	19	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	89%	11%						
PEAK HR FACTOR		0.000			0.000			0.833			0.450		0.679					
APP/DEPART	0	/	1	0	/	0	10	/	10	9	/	8	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

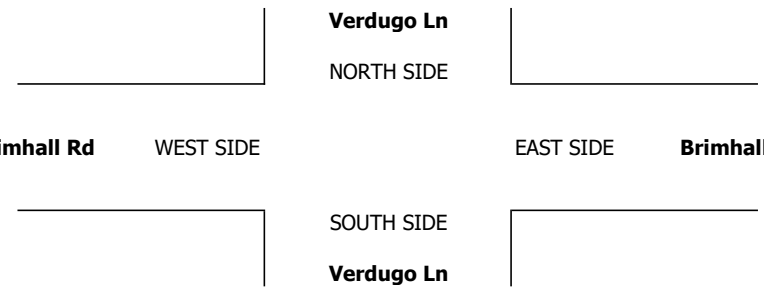
DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Verdugo Ln	LOCATION #:	11
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

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

	NORTHBOUND (Verdugo Ln)			SOUTHBOUND (Verdugo Ln)			EASTBOUND (Brimhall Rd)			WESTBOUND (Brimhall Rd)				U-TURNS				
LANES:	NL 0.5	NT 0.5	NR 1	SL 0.5	ST 0.5	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	3	0	4	0	0	0	0	0
7:45 AM	0	0	1	0	0	1	0	2	0	0	1	1	6	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0
8:15 AM	1	0	0	1	0	0	0	1	0	0	2	0	5	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	3	0	0	2	0	6	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	1	0	0	6	0	7	0	0	0	0	0
VOLUMES	1	0	2	1	0	1	0	8	0	3	19	1	36	0	0	0	0	0
APPROACH %	33%	0%	67%	50%	0%	50%	0%	100%	0%	13%	83%	4%						
APP/DEPART	3	/	1	2	/	3	8	/	11	23	/	21	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	1	0	1	1	0	1	0	4	0	0	9	1	18	0	0	0	0	
APPROACH %	50%	0%	50%	50%	0%	50%	0%	100%	0%	0%	90%	10%						
PEAK HR FACTOR		0.500			0.500			0.500			0.833		0.750					
APP/DEPART	2	/	1	2	/	0	4	/	6	10	/	11	0					
PM																		
4:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
4:15 PM	0	0	1	0	0	0	0	3	0	0	0	0	4	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	1	1	3	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	1	0	0	1	0	5	0	0	3	1	11	0	0	0	0	0
APPROACH %	0%	0%	100%	0%	0%	100%	0%	100%	0%	0%	75%	25%						
APP/DEPART	1	/	1	1	/	0	5	/	6	4	/	4	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	0	0	0	0	0	1	0	1	0	0	2	1	5	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	67%	33%						
PEAK HR FACTOR		0.000			0.250			0.250			0.375		0.417					
APP/DEPART	0	/	1	1	/	0	1	/	1	3	/	3	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Verdugo Ln	LOCATION #:	11
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

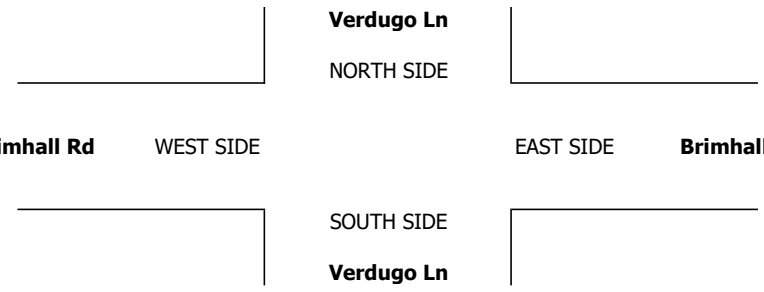
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Verdugo Ln			SOUTHBOUND Verdugo Ln			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
LANES:	NL 0.5	NT 0.5	NR 1	SL 0.5	ST 0.5	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	0	0	0	0	4	0	2	1	0	7	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0
8:00 AM	1	0	0	0	0	0	0	0	0	1	1	0	3	0	0	0	0	0
8:15 AM	0	0	0	1	0	0	0	2	0	0	1	0	4	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
VOLUMES	1	0	0	1	0	0	0	13	0	3	9	0	27	0	0	0	0	0
APPROACH %	100%	0%	0%	100%	0%	0%	0%	100%	0%	25%	75%	0%						
APP/DEPART	1	/	0	1	/	3	13	/	14	12	/	10	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	1	0	0	1	0	0	0	6	0	1	4	0	13	0	0	0	0	
APPROACH %	100%	0%	0%	100%	0%	0%	0%	100%	0%	20%	80%	0%						
PEAK HR FACTOR		0.250			0.250			0.500			0.625		0.813					
APP/DEPART	1	/	0	1	/	1	6	/	7	5	/	5	0					
PM																		
4:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	2	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	1	2	0	0	1	0	4	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
VOLUMES	0	0	1	0	0	1	2	7	0	0	3	0	14	0	0	0	0	0
APPROACH %	0%	0%	100%	0%	0%	100%	22%	78%	0%	0%	100%	0%						
APP/DEPART	1	/	2	1	/	0	9	/	8	3	/	4	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	0	0	0	0	0	0	2	3	0	0	3	0	8	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	40%	60%	0%	0%	100%	0%						
PEAK HR FACTOR		0.000			0.000			0.417			0.750		0.500					
APP/DEPART	0	/	2	0	/	0	5	/	3	3	/	3	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Verdugo Ln	LOCATION #:	11
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

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

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

Verdugo Ln

NORTH SIDE

Brimhall Rd WEST SIDE EAST SIDE **Brimhall Rd**

SOUTH SIDE

Verdugo Ln

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Verdugo Ln	LOCATION #:	11
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

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

		NORTHBOUND Verdugo Ln			SOUTHBOUND Verdugo Ln			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
	LANES:	NL 0.5	NT 0.5	NR 1	SL 0.5	ST 0.5	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	7:15 AM	1	0	0	0	0	0	0	1	0	0	2	0	4	0	0	0	0	0
	7:30 AM	1	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	0
	7:45 AM	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	4	0	0	4	0	8	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	3	0	0	0	0	0	0	8	4	0	6	0	21	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	67%	33%	0%	100%	0%						
	APP/DEPART	3	/	0	0	/	4	12	/	8	6	/	9	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	2	0	0	0	0	0	0	5	3	0	4	0	14	0	0	0	0	
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	63%	38%	0%	100%	0%						
	PEAK HR FACTOR		0.500			0.000			0.500			0.250		0.438					
	APP/DEPART	2	/	0	0	/	3	8	/	5	4	/	6	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	1	0	0	0	0	1	0	0	3	0	5	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	1	0	0	0	0	1	0	0	5	0	7	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	1	/	0	0	/	0	1	/	2	5	/	5	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	1	0	0	0	0	1	0	0	4	0	6	0	0	0	0	
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.000			0.250			0.333		0.300					
	APP/DEPART	1	/	0	0	/	0	1	/	2	4	/	4	0					

Verdugo Ln

NORTH SIDE

Brimhall Rd WEST SIDE EAST SIDE **Brimhall Rd**

SOUTH SIDE

Verdugo Ln

INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE: Thu, Feb 20, 25

LOCATION: Bakersfield
NORTH & SOUTH: Jewetta Ave
EAST & WEST: Brimhall Rd

PROJECT #: SC5147
LOCATION #: 12
CONTROL: SIGNAL

NOTES:

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

		NORTHBOUND Jewetta Ave			SOUTHBOUND Jewetta Ave			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
	LANES:	NL 2	NT 2	NR 1	SL 1	ST 1	SR 0	EL 1	ET 2	ER 1	WL 2	WT 2	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	16	12	20	20	12	0	1	62	7	19	44	5	218	0	0	0	0	0
	7:15 AM	28	16	23	19	10	2	1	54	29	21	39	6	248	0	0	0	2	2
	7:30 AM	24	8	30	20	22	3	3	112	16	42	27	11	318	0	0	0	3	3
	7:45 AM	18	18	48	26	29	3	7	119	34	64	80	22	468	0	0	0	5	5
	8:00 AM	34	33	72	20	58	5	19	86	54	85	56	12	534	0	0	2	1	3
	8:15 AM	40	19	59	15	65	3	25	104	74	103	52	4	563	0	0	3	1	4
	8:30 AM	32	19	48	14	18	4	9	92	22	20	35	8	321	0	0	3	3	6
	8:45 AM	10	12	26	8	15	2	3	55	13	23	36	9	212	0	0	0	4	4
	VOLUMES	202	137	326	142	229	22	68	684	249	377	369	77	2,909	0	0	8	19	27
	APPROACH %	30%	21%	49%	36%	58%	6%	7%	68%	25%	45%	44%	9%						
	APP/DEPART	665	/	282	393	/	855	1,009	/	1,171	842	/	601	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	124	89	227	75	170	15	60	401	184	272	223	46	1,904	0	0	8	10	
	APPROACH %	28%	20%	52%	29%	65%	6%	9%	61%	28%	49%	40%	8%						
	PEAK HR FACTOR		0.791			0.783			0.792			0.806		0.840					
	APP/DEPART	440	/	195	260	/	626	653	/	713	551	/	370	0					
PM	4:00 PM	24	28	32	12	28	3	8	78	27	34	85	17	376	0	0	0	7	7
	4:15 PM	27	27	32	12	20	6	5	82	21	37	62	21	352	0	0	0	5	5
	4:30 PM	22	33	25	9	25	2	10	50	38	37	65	25	341	0	0	0	11	11
	4:45 PM	26	33	25	13	25	4	4	49	18	52	95	17	361	0	0	0	5	5
	5:00 PM	29	35	42	11	23	2	5	59	34	50	81	17	388	0	0	0	5	5
	5:15 PM	37	49	43	8	24	4	5	67	33	52	74	19	415	0	0	1	4	5
	5:30 PM	43	47	52	12	22	2	8	51	40	58	73	18	426	0	0	0	13	13
	5:45 PM	45	38	37	13	28	5	6	62	48	60	57	22	421	0	0	3	9	12
	VOLUMES	253	290	288	90	195	28	51	498	259	380	592	156	3,143	0	0	4	59	63
	APPROACH %	30%	35%	35%	29%	62%	9%	6%	61%	32%	32%	50%	13%						
	APP/DEPART	831	/	497	313	/	834	812	/	935	1,187	/	877	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	154	169	174	44	97	13	24	239	155	220	285	76	1,685	0	0	4	31	
	APPROACH %	31%	34%	35%	29%	63%	8%	6%	57%	37%	36%	47%	12%						
	PEAK HR FACTOR		0.875			0.837			0.887			0.944		0.960					
	APP/DEPART	497	/	269	154	/	472	422	/	488	612	/	456	0					

Jewetta Ave

NORTH LEG

Brimhall Rd WEST LEG EAST LEG **Brimhall Rd**

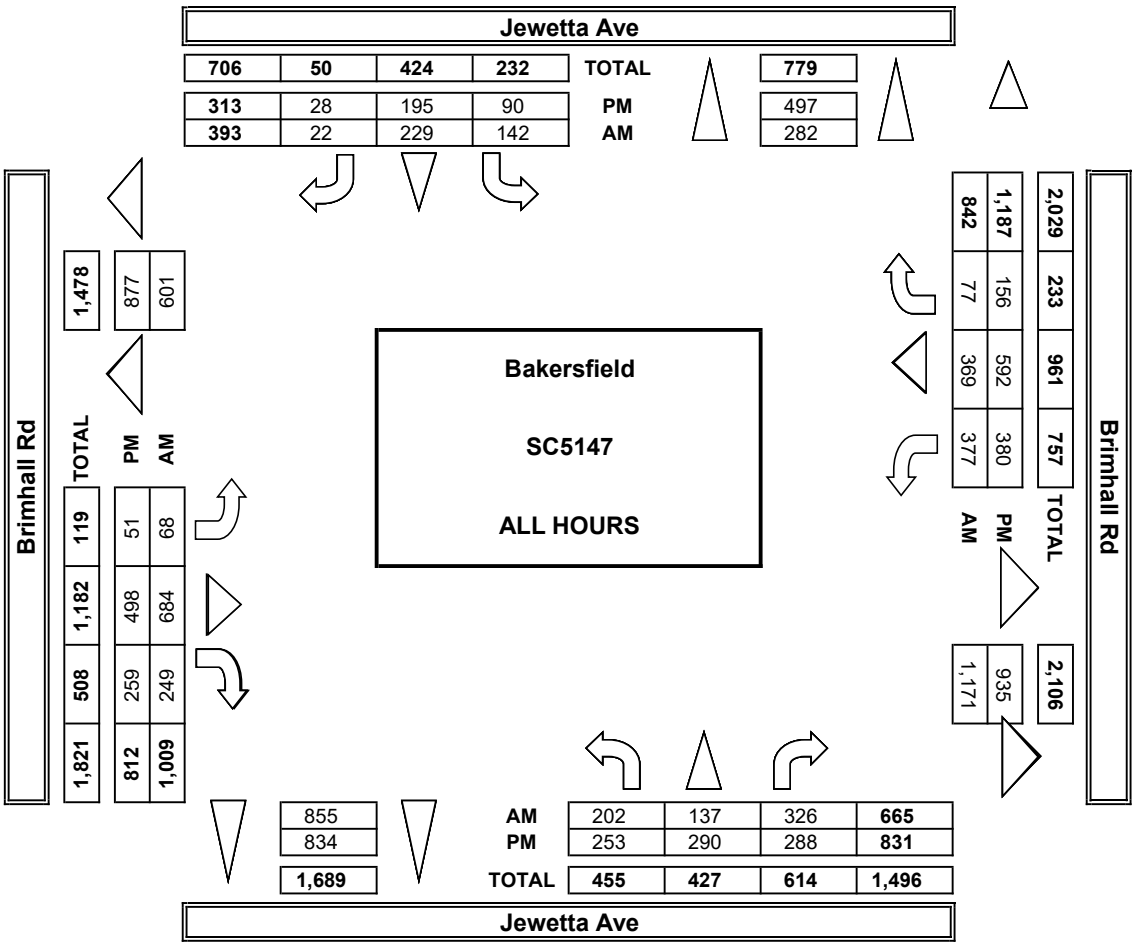
SOUTH LEG

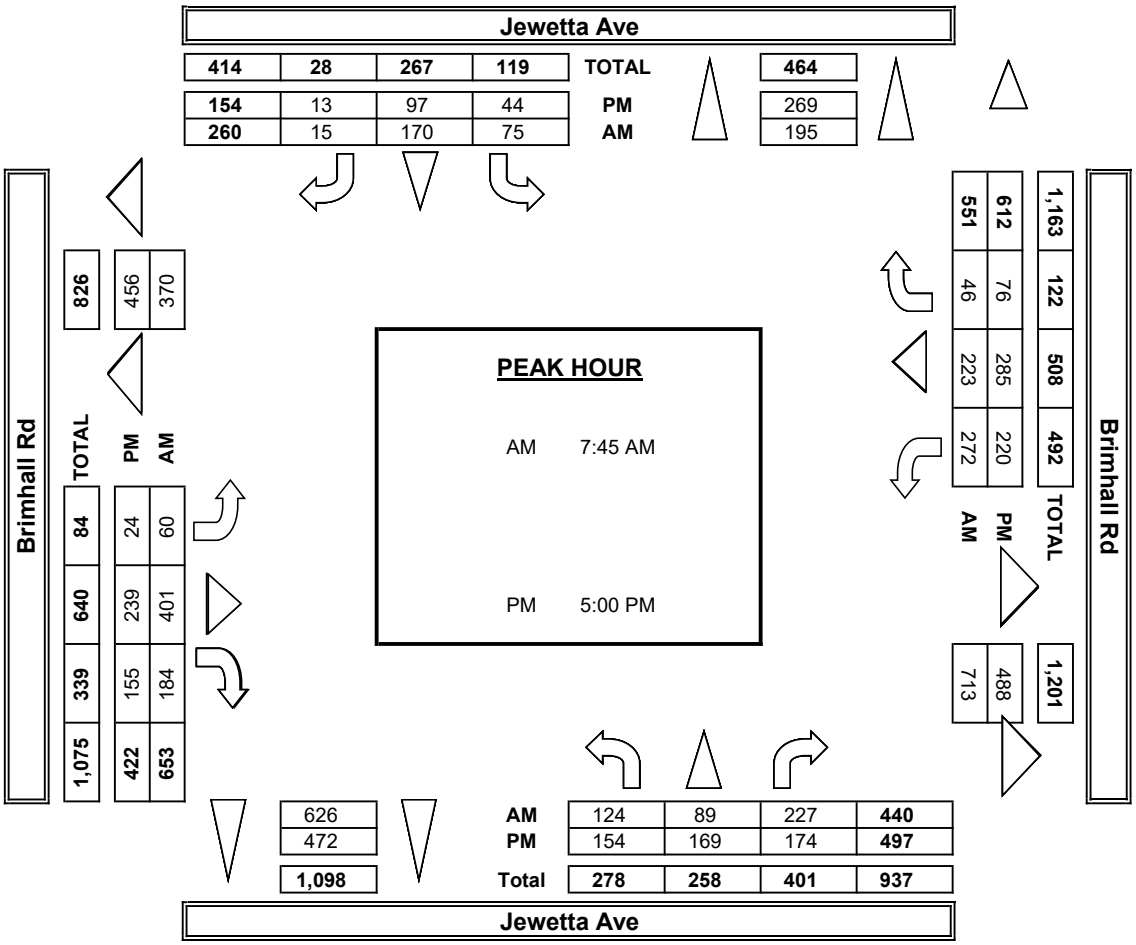
Jewetta Ave

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	6	0	6	0	0	6	0	6	0	0	0	0	0
	7:30 AM	0	2	1	1	4	0	2	1	1	4	0	0	0	0	0
	7:45 AM	0	0	18	1	19	0	0	18	1	19	0	0	0	0	0
	8:00 AM	0	0	51	0	51	0	0	51	0	51	0	0	0	0	0
	8:15 AM	0	0	41	0	41	0	0	40	0	40	0	0	1	0	1
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	2	117	2	121	0	2	116	2	120	0	0	1	0	1
PM	4:00 PM	0	2	8	0	10	0	2	5	0	7	0	0	3	0	3
	4:15 PM	1	0	7	1	9	1	0	4	0	5	0	0	3	1	4
	4:30 PM	1	1	2	0	4	0	1	1	0	2	1	0	1	0	2
	4:45 PM	1	0	6	0	7	0	0	4	0	4	1	0	2	0	3
	5:00 PM	0	1	7	0	8	0	0	2	0	2	0	1	5	0	6
	5:15 PM	0	1	2	0	3	0	1	2	0	3	0	0	0	0	0
	5:30 PM	0	0	9	0	9	0	0	8	0	8	0	0	1	0	1
	5:45 PM	0	0	3	0	3	0	0	2	0	2	0	0	1	0	1
	TOTAL	3	5	44	1	53	1	4	28	0	33	2	1	16	1	20

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Jewetta Ave	LOCATION #:	12
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

	NOTES:										
PCE Adjusted	Class	1	2	3	4	5	6		AM	▲ N	
	Factor	1	1.5	2	3	2	2		PM	◄ W	E ►
									MD		
									OTHER	S ▼	
									OTHER		

		NORTHBOUND Jewetta Ave			SOUTHBOUND Jewetta Ave			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
	LANES:	NL 2	NT 2	NR 1	SL 1	ST 1	SR 0	EL 1	ET 2	ER 1	WL 2	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	17	14	20	21	14	0	1	70	9	19	47	5	235					0
	7:15 AM	30	16	25	20	10	3	1	55	31	22	45	8	264					0
	7:30 AM	24	10	30	22	25	3	3	116	17	44	33	12	339					0
	7:45 AM	18	19	51	28	29	3	8	123	37	64	84	25	488					0
	8:00 AM	36	34	78	20	61	5	22	87	57	91	62	13	564					0
	8:15 AM	42	19	61	15	65	3	25	109	75	105	58	6	582					0
	8:30 AM	32	20	51	15	21	4	9	98	24	20	38	8	338					0
	8:45 AM	10	12	28	9	18	4	3	58	14	25	42	12	234					0
	VOLUMES	209	143	342	148	241	25	72	715	264	389	407	89	3,043	0	0	0	0	0
	APPROACH %	30%	21%	49%	36%	58%	6%	7%	68%	25%	44%	46%	10%						
	APP/DEPART	694	/	304	414	/	894	1,051	/	1,205	884	/	641	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	128	92	240	78	175	15	64	416	193	279	242	52	1,972					
	APPROACH %	28%	20%	52%	29%	65%	6%	10%	62%	29%	49%	42%	9%						
	PEAK HR FACTOR		0.778			0.782			0.805			0.827		0.848					
	APP/DEPART	459	/	207	268	/	647	673	/	733	572	/	385	0					
PM	4:00 PM	25	28	33	12	28	3	8	86	27	35	87	17	387					0
	4:15 PM	29	27	34	13	22	6	5	88	21	37	66	22	367					0
	4:30 PM	22	34	25	9	25	2	11	51	40	38	67	25	348					0
	4:45 PM	26	34	25	13	25	5	6	50	19	53	95	17	367					0
	5:00 PM	30	36	45	12	24	2	5	63	35	51	83	19	402					0
	5:15 PM	39	50	44	8	25	4	5	68	35	55	75	19	425					0
	5:30 PM	44	49	55	13	22	2	8	53	41	60	75	19	439					0
	5:45 PM	45	38	37	14	28	5	6	64	48	60	58	22	425					0
	VOLUMES	258	296	296	93	198	29	53	522	266	388	605	159	3,159	0	0	0	0	0
	APPROACH %	30%	35%	35%	29%	62%	9%	6%	62%	32%	34%	53%	14%						
	APP/DEPART	849	/	508	319	/	851	840	/	910	1,151	/	891	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	157	173	180	46	98	13	24	248	159	225	291	79	1,690					
	APPROACH %	31%	34%	35%	29%	62%	8%	6%	58%	37%	38%	49%	13%						
	PEAK HR FACTOR		0.866			0.844			0.911			0.971		0.962					
	APP/DEPART	509	/	275	157	/	482	430	/	474	594	/	460	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Jewetta Ave	LOCATION #:	12
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

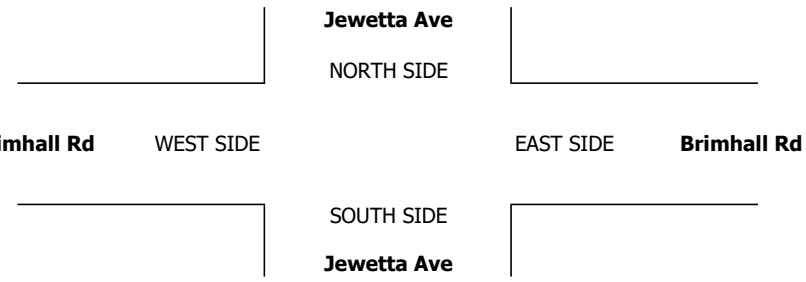
CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Jewetta Ave			SOUTHBOUND Jewetta Ave			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
LANES:	NL 2	NT 2	NR 1	SL 1	ST 1	SR 0	EL 1	ET 2	ER 1	WL 2	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	15	10	20	19	10	0	1	57	5	19	41	5	202	0	0	0	0	0
7:15 AM	26	16	21	18	10	1	1	52	27	20	31	4	227	0	0	0	2	2
7:30 AM	24	7	30	18	20	3	3	106	15	40	22	10	298	0	0	0	3	3
7:45 AM	18	17	46	24	29	3	6	115	31	64	76	20	449	0	0	0	5	5
8:00 AM	33	32	66	20	56	5	17	85	51	79	52	11	507	0	0	2	1	3
8:15 AM	38	19	57	15	65	3	25	100	72	101	47	2	544	0	0	3	1	4
8:30 AM	32	17	45	13	15	4	9	87	20	20	32	8	302	0	0	3	2	5
8:45 AM	10	12	25	7	13	0	3	53	12	20	29	7	191	0	0	0	4	4
AM VOLUMES	196	130	310	134	218	19	65	655	233	363	330	67	2,746	0	0	8	18	26
AM APPROACH %	31%	20%	49%	36%	59%	5%	7%	68%	24%	47%	42%	9%						
AM APP/DEPART	636	/	262	371	/	814	961	/	1,117	778	/	553	0					
BEGIN PEAK HR		7:45 AM																
AM VOLUMES	121	85	214	72	165	15	57	387	174	264	207	41	1,819	0	0	8	9	
AM APPROACH %	29%	20%	51%	29%	65%	6%	9%	62%	28%	51%	40%	8%						
PEAK HR FACTOR		0.802			0.759			0.783			0.789		0.830					
AM APP/DEPART	420	/	183	252	/	603	626	/	682	521	/	351	0					
4:00 PM	23	28	31	12	28	3	8	71	27	33	83	17	364	0	0	0	6	6
4:15 PM	25	27	30	11	19	6	5	78	21	37	58	20	337	0	0	0	5	5
4:30 PM	22	32	25	9	25	2	9	49	36	36	62	25	332	0	0	0	11	11
4:45 PM	26	32	25	13	25	3	2	47	17	51	95	17	353	0	0	0	5	5
5:00 PM	28	34	39	10	22	2	5	57	33	49	80	14	373	0	0	0	5	5
5:15 PM	35	48	42	8	23	4	5	66	32	49	73	19	404	0	0	1	4	5
5:30 PM	42	45	47	11	22	2	8	50	39	56	71	16	409	0	0	0	12	12
5:45 PM	45	38	37	12	28	5	6	61	48	60	55	22	417	0	0	3	9	12
PM VOLUMES	246	284	276	86	192	27	48	479	253	371	577	150	3,050	0	0	4	57	61
PM APPROACH %	31%	35%	34%	28%	63%	9%	6%	61%	32%	32%	50%	13%						
PM APP/DEPART	806	/	482	305	/	816	784	/	898	1,155	/	854	0					
BEGIN PEAK HR		5:00 PM																
PM VOLUMES	150	165	165	41	95	13	24	234	152	214	279	71	1,637	0	0	4	30	
PM APPROACH %	31%	34%	34%	28%	64%	9%	6%	57%	37%	36%	47%	12%						
PEAK HR FACTOR		0.896			0.828			0.877			0.958		0.954					
PM APP/DEPART	480	/	260	149	/	461	414	/	470	594	/	446	0					



INTERSECTION TURNING MOVEMENT COUNTS

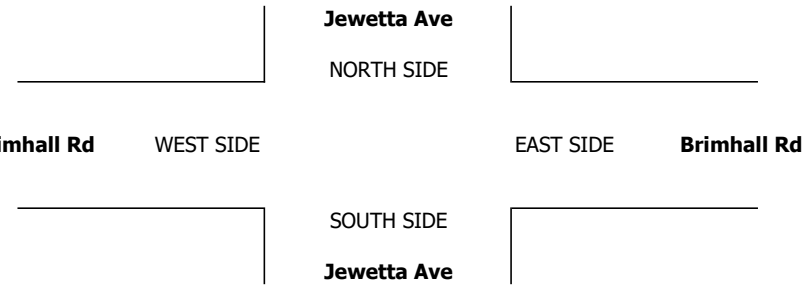
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Jewetta Ave	LOCATION #:	12
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

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

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

		NORTHBOUND Jewetta Ave			SOUTHBOUND Jewetta Ave			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
	LANES:	NL 2	NT 2	NR 1	SL 1	ST 1	SR 0	EL 1	ET 2	ER 1	WL 2	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	1	0	1	1	0	0	0	0	0	2	0	6	0	0	0	0	0
	7:15 AM	0	0	1	1	0	0	0	2	0	1	5	0	10	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	4	0	0	1	0	5	0	0	0	0	0
	7:45 AM	0	1	0	1	0	0	0	2	0	0	0	0	4	0	0	0	0	0
	8:00 AM	0	0	1	0	1	0	0	1	0	3	0	0	6	0	0	0	0	0
	8:15 AM	0	0	1	0	0	0	0	0	2	1	2	1	7	0	0	0	0	0
	8:30 AM	0	2	1	0	1	0	0	1	0	0	1	0	6	0	0	0	1	1
	8:45 AM	0	0	0	1	1	0	0	0	0	2	3	0	7	0	0	0	0	0
	VOLUMES	1	4	4	4	4	0	0	10	2	7	14	1	52	0	0	0	1	1
	APPROACH %	11%	44%	44%	50%	50%	0%	0%	83%	17%	30%	61%	4%						
	APP/DEPART	9	/	5	8	/	13	12	/	19	23	/	15	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	3	3	1	2	0	0	4	2	4	3	1	24	0	0	0	1	
	APPROACH %	0%	50%	50%	33%	67%	0%	0%	67%	33%	44%	33%	11%						
	PEAK HR FACTOR		0.500			0.750			0.750			0.563		0.857					
	APP/DEPART	6	/	4	3	/	8	6	/	9	9	/	3	0					
PM	4:00 PM	1	0	1	0	0	0	0	3	0	0	1	0	6	0	0	0	0	0
	4:15 PM	1	0	1	1	0	0	0	1	0	0	3	1	8	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	1	0	0	1	2	0	4	0	0	0	0	0
	4:45 PM	0	0	0	0	0	1	1	2	0	0	0	0	4	0	0	0	0	0
	5:00 PM	1	0	1	1	1	0	0	0	1	1	0	3	9	0	0	0	0	0
	5:15 PM	1	0	1	0	1	0	0	1	0	2	0	0	6	0	0	0	0	0
	5:30 PM	1	1	4	0	0	0	0	0	0	1	1	2	10	0	0	0	1	1
	5:45 PM	0	0	0	1	0	0	0	0	0	0	2	0	3	0	0	0	0	0
	VOLUMES	5	1	8	3	2	1	2	7	1	5	9	6	51	0	0	0	1	1
	APPROACH %	36%	7%	57%	50%	33%	17%	20%	70%	10%	24%	43%	29%						
	APP/DEPART	14	/	9	6	/	8	10	/	19	21	/	15	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	3	1	6	2	2	0	0	1	1	4	3	5	29	0	0	0	1	
	APPROACH %	30%	10%	60%	50%	50%	0%	0%	50%	50%	31%	23%	38%						
	PEAK HR FACTOR		0.417			0.500			0.500			0.650		0.659					
	APP/DEPART	10	/	6	4	/	7	2	/	10	13	/	6	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Jewetta Ave	LOCATION #:	12
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Jewetta Ave			SOUTHBOUND Jewetta Ave			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
	LANES:	NL 2	NT 2	NR 1	SL 1	ST 1	SR 0	EL 1	ET 2	ER 1	WL 2	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0
	7:15 AM	1	0	0	0	0	0	0	0	1	0	1	2	5	0	0	0	0	0
	7:30 AM	0	0	0	1	0	0	0	1	0	1	3	1	7	0	0	0	0	0
	7:45 AM	0	0	1	1	0	0	1	0	0	0	3	1	7	0	0	0	0	0
	8:00 AM	0	1	0	0	0	0	1	0	0	0	2	0	4	0	0	0	0	0
	8:15 AM	0	0	1	0	0	0	0	3	0	0	1	1	6	0	0	0	0	0
	8:30 AM	0	0	0	1	2	0	0	3	1	0	2	0	9	0	0	0	0	0
	8:45 AM	0	0	0	0	0	2	0	1	1	1	4	1	10	0	0	0	0	0
	VOLUMES	1	2	2	3	3	2	2	8	4	2	16	6	51	0	0	0	0	0
	APPROACH %	20%	40%	40%	38%	38%	25%	14%	57%	29%	8%	67%	25%						
	APP/DEPART	5	/	10	8	/	9	14	/	13	24	/	19	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	1	2	2	2	0	2	6	1	0	8	2	26	0	0	0	0	
	APPROACH %	0%	33%	67%	50%	50%	0%	22%	67%	11%	0%	80%	20%						
	PEAK HR FACTOR		0.750			0.333			0.563			0.625		0.722					
	APP/DEPART	3	/	5	4	/	3	9	/	10	10	/	8	0					
PM	4:00 PM	0	0	0	0	0	0	0	2	0	1	1	0	4	0	0	0	1	1
	4:15 PM	0	0	1	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	4:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	4:45 PM	0	1	0	0	0	0	1	0	1	0	0	0	3	0	0	0	0	0
	5:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	5:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
	5:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	5	3	1	0	0	1	4	1	1	2	0	19	0	0	0	1	1
	APPROACH %	0%	63%	38%	100%	0%	0%	17%	67%	17%	25%	50%	0%						
	APP/DEPART	8	/	6	1	/	2	6	/	9	4	/	2	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	3	2	1	0	0	0	0	0	0	1	0	7	0	0	0	0	
	APPROACH %	0%	60%	40%	100%	0%	0%	0%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.417			0.250			0.000			0.250		0.583					
	APP/DEPART	5	/	3	1	/	0	0	/	3	1	/	1	0					

Jewetta Ave

NORTH SIDE

Brimhall Rd WEST SIDE EAST SIDE **Brimhall Rd**

SOUTH SIDE

Jewetta Ave

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Jewetta Ave	LOCATION #:	12
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

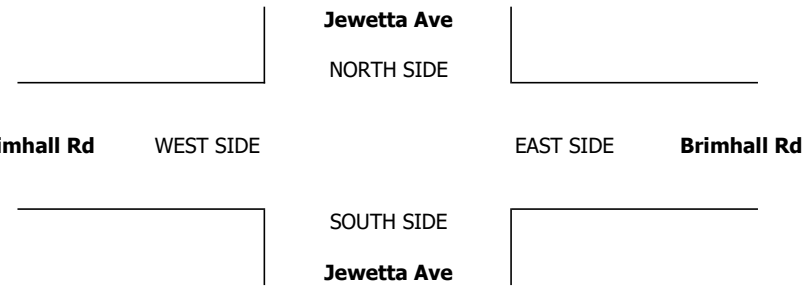
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Jewetta Ave			SOUTHBOUND Jewetta Ave			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
	LANES:	NL 2	NT 2	NR 1	SL 1	ST 1	SR 0	EL 1	ET 2	ER 1	WL 2	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	3	0	0	1	0	4	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	1	0	0	1	0	0	0	0	0	1	0	3	0	0	0	0	0
	7:45 AM	0	0	1	0	0	0	0	1	0	0	0	1	3	0	0	0	0	0
	8:00 AM	1	0	0	0	1	0	1	0	0	1	2	0	6	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:45 AM	0	0	1	0	1	0	0	1	0	0	0	1	4	0	0	0	0	0
	VOLUMES	1	1	2	0	3	0	1	7	0	1	6	2	24	0	0	0	0	0
	APPROACH %	25%	25%	50%	0%	100%	0%	13%	88%	0%	11%	67%	22%						
	APP/DEPART	4	/	4	3	/	4	8	/	9	9	/	7	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	1	0	1	0	1	0	1	3	0	1	4	1	13	0	0	0	0	
	APPROACH %	50%	0%	50%	0%	100%	0%	25%	75%	0%	17%	67%	17%						
	PEAK HR FACTOR		0.500			0.250			1.000			0.500		0.542					
	APP/DEPART	2	/	2	1	/	2	4	/	4	6	/	5	0					
PM	4:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	4:15 PM	0	0	0	0	1	0	0	2	0	0	1	0	4	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	8	1	1	2	0	13	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	89%	11%	33%	67%	0%						
	APP/DEPART	0	/	0	1	/	3	9	/	8	3	/	2	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	0	0	0	0	0	4	1	1	1	0	7	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	80%	20%	50%	50%	0%						
	PEAK HR FACTOR		0.000			0.000			0.625			0.500		0.583					
	APP/DEPART	0	/	0	0	/	2	5	/	4	2	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Jewetta Ave	LOCATION #:	12
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

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

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

Jewetta Ave

NORTH SIDE

Brimhall Rd WEST SIDE EAST SIDE **Brimhall Rd**

SOUTH SIDE

Jewetta Ave

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Jewetta Ave	LOCATION #:	12
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

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

		NORTHBOUND Jewetta Ave			SOUTHBOUND Jewetta Ave			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
	LANES:	NL 2	NT 2	NR 1	SL 1	ST 1	SR 0	EL 1	ET 2	ER 1	WL 2	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0
	7:15 AM	1	0	1	0	0	1	0	0	1	0	2	0	6	0	0	0	0	0
	7:30 AM	0	0	0	1	1	0	0	1	1	1	0	0	5	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	1	3	0	1	0	5	0	0	0	0	0
	8:00 AM	0	0	5	0	0	0	0	0	3	2	0	1	11	0	0	0	0	0
	8:15 AM	2	0	0	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0
	8:30 AM	0	0	2	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	3	0	8	1	1	1	0	4	10	4	3	1	36	0	0	0	0	0
	APPROACH %	27%	0%	73%	33%	33%	33%	0%	29%	71%	50%	38%	13%						
	APP/DEPART	11	/	1	3	/	15	14	/	13	8	/	7	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	2	0	7	0	0	0	0	1	7	3	1	1	22	0	0	0	0	
	APPROACH %	22%	0%	78%	0%	0%	0%	0%	13%	88%	60%	20%	20%						
	PEAK HR FACTOR		0.450			0.000			0.500			0.417		0.500					
	APP/DEPART	9	/	1	0	/	10	8	/	8	5	/	3	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	1	0	0	0	0	0	1	1	1	0	4	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	2	0	1	0	0	0	0	0	3	2	2	0	10	0	0	0	0	0
	APPROACH %	67%	0%	33%	0%	0%	0%	0%	0%	100%	50%	50%	0%						
	APP/DEPART	3	/	0	0	/	5	3	/	1	4	/	4	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	1	0	1	0	0	0	0	0	1	1	1	0	5	0	0	0	0	
	APPROACH %	50%	0%	50%	0%	0%	0%	0%	0%	100%	50%	50%	0%						
	PEAK HR FACTOR		0.500			0.000			0.250			0.250		0.313					
	APP/DEPART	2	/	0	0	/	2	1	/	1	2	/	2	0					

Jewetta Ave

NORTH SIDE

Brimhall Rd WEST SIDE

EAST SIDE **Brimhall Rd**

SOUTH SIDE

Jewetta Ave

INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE: Thu, Feb 20, 25

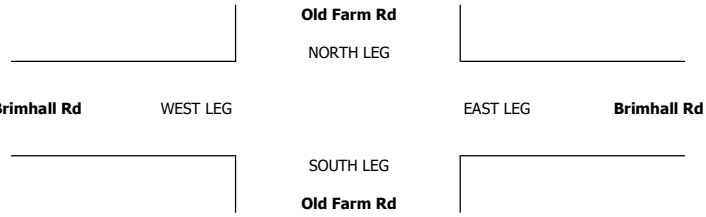
LOCATION: Bakersfield
NORTH & SOUTH: Old Farm Rd
EAST & WEST: Brimhall Rd

PROJECT #: SC5147
LOCATION #: 13
CONTROL: SIGNAL

NOTES:

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

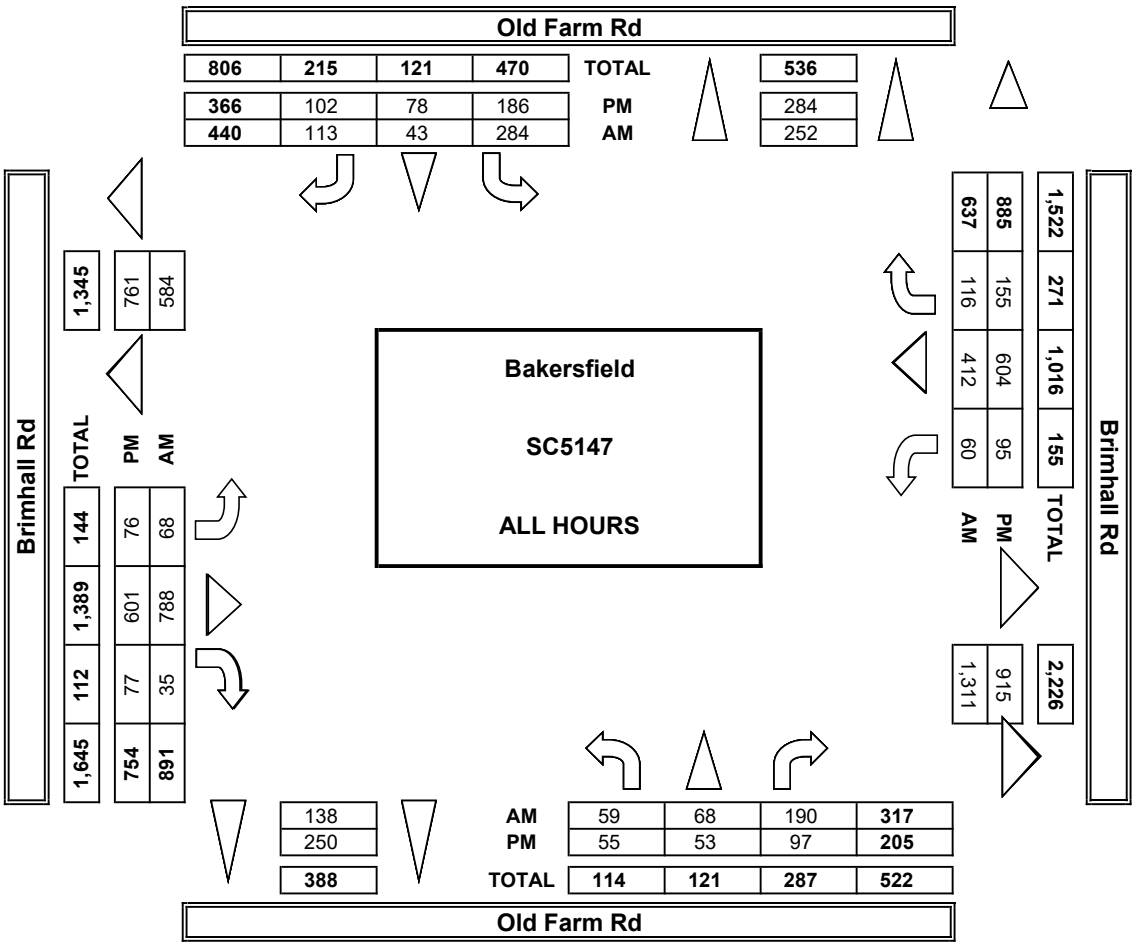
		NORTHBOUND Old Farm Rd			SOUTHBOUND Old Farm Rd			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
	LANES:	NL 2	NT 1	NR 1	SL 2	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	3	10	20	18	4	11	2	38	6	8	41	8	169	0	0	0	5	5
AM	7:15 AM	5	1	23	13	2	15	8	53	2	8	51	12	193	0	0	0	7	7
AM	7:30 AM	13	8	45	22	3	19	8	79	5	5	29	17	253	0	0	0	6	6
AM	7:45 AM	12	10	36	45	5	17	11	84	5	15	67	17	324	0	0	0	6	6
AM	8:00 AM	8	20	24	75	8	16	16	187	5	9	68	24	460	0	0	0	5	5
AM	8:15 AM	7	8	20	80	17	25	13	215	7	5	74	12	483	0	0	0	13	13
AM	8:30 AM	6	9	13	22	1	5	6	75	2	6	53	13	211	0	0	0	4	4
AM	8:45 AM	5	2	9	9	3	5	4	57	3	4	29	13	143	0	0	0	3	3
AM	VOLUMES	59	68	190	284	43	113	68	788	35	60	412	116	2,285	0	0	0	49	49
AM	APPROACH %	19%	21%	60%	65%	10%	26%	8%	88%	4%	9%	65%	18%						
AM	APP/DEPART	317	/	252	440	/	138	891	/	1,311	637	/	584	0					
AM	BEGIN PEAK HR		7:30 AM																
AM	VOLUMES	40	46	125	222	33	77	48	565	22	34	238	70	1,550	0	0	0	30	
AM	APPROACH %	19%	22%	59%	67%	10%	23%	8%	89%	3%	9%	64%	19%						
AM	PEAK HR FACTOR		0.799			0.680			0.676			0.877		0.781					
AM	APP/DEPART	211	/	164	332	/	89	635	/	942	372	/	355	0					
PM	4:00 PM	5	4	14	20	13	13	11	89	8	17	81	17	292	0	0	0	6	6
PM	4:15 PM	5	5	19	27	14	16	5	64	8	7	62	20	252	0	0	0	7	7
PM	4:30 PM	5	5	15	14	11	6	8	69	9	7	64	11	224	0	0	0	4	4
PM	4:45 PM	5	7	5	15	10	15	13	59	8	17	82	18	254	0	0	0	5	5
PM	5:00 PM	9	11	14	27	7	12	10	63	14	8	78	23	276	0	0	0	2	2
PM	5:15 PM	9	10	12	24	8	13	13	78	8	14	85	16	290	0	0	0	2	2
PM	5:30 PM	9	9	12	29	9	15	13	79	11	9	81	24	300	0	0	0	3	3
PM	5:45 PM	8	2	6	30	6	12	3	100	11	16	71	26	291	0	0	0	2	2
PM	VOLUMES	55	53	97	186	78	102	76	601	77	95	604	155	2,210	0	0	0	31	31
PM	APPROACH %	27%	26%	47%	51%	21%	28%	10%	80%	10%	11%	68%	18%						
PM	APP/DEPART	205	/	284	366	/	250	754	/	915	885	/	761	0					
PM	BEGIN PEAK HR		5:00 PM																
PM	VOLUMES	35	32	44	110	30	52	39	320	44	47	315	89	1,166	0	0	0	9	
PM	APPROACH %	32%	29%	40%	57%	16%	27%	10%	79%	11%	10%	68%	19%						
PM	PEAK HR FACTOR		0.816			0.906			0.884			0.983		0.962					
PM	APP/DEPART	111	/	160	192	/	121	403	/	483	460	/	402	0					

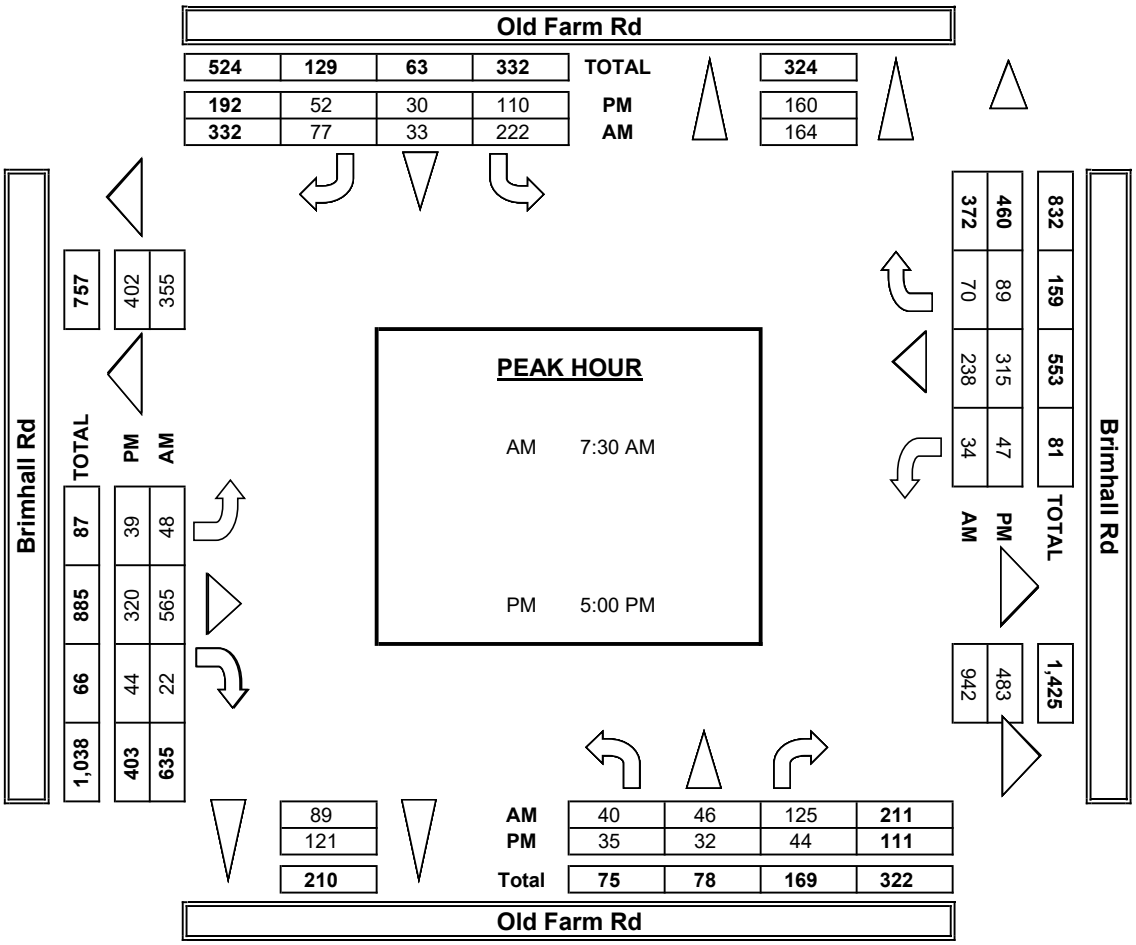


		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	7:15 AM	2	0	2	0	4	2	0	0	0	2	0	0	2	0	2
AM	7:30 AM	3	0	3	1	7	3	0	3	1	7	0	0	0	0	0
AM	7:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
AM	8:00 AM	0	1	0	1	2	0	1	0	1	2	0	0	0	0	0
AM	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	TOTAL	5	1	5	3	14	5	1	3	2	11	0	0	2	1	3
PM	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
PM	4:15 PM	0	4	0	3	7	0	2	0	2	4	0	2	0	1	3
PM	4:30 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
PM	4:45 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
PM	5:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:45 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
	TOTAL	3	6	0	3	12	0	2	0	2	4	3	4	0	1	8

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Old Farm Rd	LOCATION #:	13
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

NOTES:

PCE Adjusted	Class	1	2	3	4	5	6	
	Factor	1	1.5	2	3	2	2	

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

		NORTHBOUND Old Farm Rd			SOUTHBOUND Old Farm Rd			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
	LANES:	NL 2	NT 1	NR 1	SL 2	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	3	11	21	21	7	13	2	46	7	8	44	8	189					0
	7:15 AM	5	1	24	13	2	16	9	53	2	9	58	15	207					0
	7:30 AM	13	8	47	24	6	20	12	83	8	6	30	18	273					0
	7:45 AM	13	10	37	47	5	19	12	91	5	16	71	17	343					0
	8:00 AM	8	21	25	76	8	16	18	194	5	11	72	25	478					0
	8:15 AM	7	10	20	82	18	27	13	219	7	7	81	13	502					0
	8:30 AM	6	12	13	23	1	5	8	81	2	6	54	14	225					0
	8:45 AM	5	3	12	10	3	7	4	60	4	5	32	15	158					0
	VOLUMES	60	75	198	295	50	122	78	826	39	68	441	123	2,373	0	0	0	0	0
	APPROACH %	18%	22%	60%	63%	11%	26%	8%	88%	4%	11%	70%	19%						
	APP/DEPART	333	/	275	466	/	157	943	/	1,319	632	/	623	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	41	49	129	228	37	81	55	586	25	40	254	72	1,595					
	APPROACH %	19%	22%	59%	66%	11%	23%	8%	88%	4%	11%	69%	20%						
	PEAK HR FACTOR		0.809			0.688			0.698			0.854		0.795					
	APP/DEPART	219	/	176	346	/	102	666	/	943	366	/	376	0					
PM	4:00 PM	5	4	15	20	13	13	12	94	8	18	82	18	300					0
	4:15 PM	5	6	24	28	14	17	6	66	8	7	66	22	267					0
	4:30 PM	7	5	16	14	12	7	9	71	10	7	66	11	232					0
	4:45 PM	5	7	5	15	12	16	13	62	8	17	83	18	261					0
	5:00 PM	10	12	14	28	7	12	10	66	14	9	80	23	283					0
	5:15 PM	10	10	12	24	8	13	14	80	8	14	87	18	298					0
	5:30 PM	9	9	12	29	9	15	14	82	11	9	83	25	306					0
	5:45 PM	8	2	6	30	7	12	3	103	11	16	72	27	295					0
	VOLUMES	59	55	103	188	81	105	79	622	78	96	618	161	2,241	0	0	0	0	0
	APPROACH %	27%	25%	48%	50%	22%	28%	10%	80%	10%	11%	71%	18%						
	APP/DEPART	216	/	294	373	/	255	779	/	912	874	/	781	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	37	33	44	111	31	52	41	330	44	48	321	92	1,182					
	APPROACH %	33%	29%	39%	57%	16%	27%	10%	80%	11%	10%	70%	20%						
	PEAK HR FACTOR		0.799			0.910			0.889			0.972		0.965					
	APP/DEPART	114	/	165	193	/	122	415	/	485	461	/	410	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Old Farm Rd	LOCATION #:	13
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

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

	NORTHBOUND Old Farm Rd			SOUTHBOUND Old Farm Rd			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	2	1	1	2	1	1	1	2	1	1	2	1						
AM																		
7:00 AM	3	9	19	15	1	8	2	33	5	8	38	8	149	0	0	0	5	5
7:15 AM	5	1	22	13	2	14	7	53	2	7	41	9	176	0	0	0	7	7
7:30 AM	13	8	43	20	1	18	5	75	3	4	28	16	234	0	0	0	5	5
7:45 AM	11	10	35	44	5	15	9	76	5	14	62	17	303	0	0	0	6	6
8:00 AM	8	19	22	73	8	16	15	180	5	8	64	23	441	0	0	0	5	5
8:15 AM	7	7	20	78	16	23	13	212	7	4	67	11	465	0	0	0	12	12
8:30 AM	6	7	13	21	1	5	5	69	2	6	52	12	199	0	0	0	4	4
8:45 AM	5	1	7	8	3	4	4	55	2	3	25	11	128	0	0	0	2	2
VOLUMES	58	62	181	272	37	103	60	753	31	54	377	107	2,141	0	0	0	46	46
APPROACH %	19%	21%	60%	66%	9%	25%	7%	89%	4%	9%	65%	18%						
APP/DEPART	301	/	229	412	/	122	844	/	1,252	584	/	538	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	39	44	120	215	30	72	42	543	20	30	221	67	1,471	0	0	0	28	
APPROACH %	19%	22%	59%	68%	9%	23%	7%	90%	3%	9%	64%	19%						
PEAK HR FACTOR		0.793			0.677			0.652			0.865		0.771					
APP/DEPART	203	/	153	317	/	80	605	/	906	346	/	332	0					
PM																		
4:00 PM	5	4	13	20	13	13	10	84	8	16	79	16	281	0	0	0	6	6
4:15 PM	5	4	16	26	14	15	4	61	8	7	59	17	236	0	0	0	7	7
4:30 PM	3	5	14	14	10	4	7	67	8	7	61	11	211	0	0	0	4	4
4:45 PM	5	7	5	15	9	14	13	55	8	17	80	18	246	0	0	0	5	5
5:00 PM	8	10	14	26	7	12	10	61	14	7	77	23	269	0	0	0	2	2
5:15 PM	8	10	12	24	8	13	12	75	8	14	82	14	280	0	0	0	2	2
5:30 PM	9	9	12	29	9	15	12	77	11	9	79	22	293	0	0	0	3	3
5:45 PM	8	2	6	30	5	12	3	98	11	16	70	25	286	0	0	0	2	2
VOLUMES	51	51	92	184	75	98	71	578	76	93	587	146	2,133	0	0	0	31	31
APPROACH %	26%	26%	47%	52%	21%	27%	10%	80%	10%	11%	68%	17%						
APP/DEPART	194	/	268	357	/	244	725	/	885	857	/	736	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	33	31	44	109	29	52	37	311	44	46	308	84	1,137	0	0	0	9	
APPROACH %	31%	29%	41%	57%	15%	27%	9%	79%	11%	10%	69%	19%						
PEAK HR FACTOR		0.844			0.896			0.875			0.989		0.960					
APP/DEPART	108	/	152	190	/	119	392	/	473	447	/	393	0					

Old Farm Rd

NORTH SIDE

Brimhall Rd WEST SIDE EAST SIDE **Brimhall Rd**

SOUTH SIDE

Old Farm Rd

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Old Farm Rd	LOCATION #:	13
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

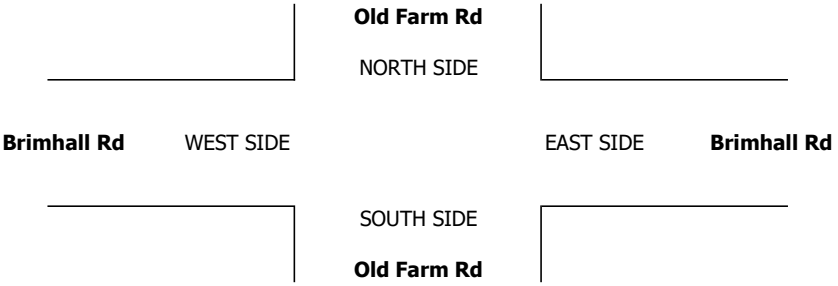
CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:

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

		NORTHBOUND Old Farm Rd			SOUTHBOUND Old Farm Rd			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd			
	LANES:	NL 2	NT 1	NR 1	SL 2	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL
AM	7:00 AM	0	1	0	1	0	3	0	0	1	0	2	0	8
	7:15 AM	0	0	0	0	0	0	0	0	0	0	6	1	7
	7:30 AM	0	0	1	1	0	1	1	2	0	0	0	0	6
	7:45 AM	0	0	0	0	0	0	2	3	0	0	2	0	7
	8:00 AM	0	0	2	2	0	0	0	2	0	0	1	1	8
	8:15 AM	0	0	0	1	1	1	0	1	0	0	4	1	9
	8:30 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
	8:45 AM	0	1	1	0	0	0	0	0	1	0	3	1	7
	VOLUMES	0	3	4	5	1	5	3	10	2	0	18	4	56
	APPROACH %	0%	43%	57%	45%	9%	45%	20%	67%	13%	0%	78%	17%	
	APP/DEPART	7	/	10	11	/	3	15	/	20	23	/	23	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	0	0	3	4	1	2	3	8	0	0	7	2	31
	APPROACH %	0%	0%	100%	57%	14%	29%	27%	73%	0%	0%	70%	20%	
	PEAK HR FACTOR		0.375			0.583			0.550			0.500		0.861
	APP/DEPART	3	/	5	7	/	1	11	/	16	10	/	9	0
PM	4:00 PM	0	0	1	0	0	0	1	3	0	1	2	0	8
	4:15 PM	0	0	1	0	0	0	1	2	0	0	1	3	8
	4:30 PM	1	0	1	0	1	2	1	1	1	0	2	0	10
	4:45 PM	0	0	0	0	0	1	0	2	0	0	2	0	5
	5:00 PM	0	1	0	1	0	0	0	1	0	1	0	0	4
	5:15 PM	0	0	0	0	0	0	0	2	0	0	2	1	5
	5:30 PM	0	0	0	0	0	0	1	0	0	0	1	2	4
	5:45 PM	0	0	0	0	1	0	0	1	0	0	1	1	4
	VOLUMES	1	1	3	1	2	3	4	12	1	2	11	7	48
	APPROACH %	20%	20%	60%	17%	33%	50%	24%	71%	6%	10%	55%	35%	
	APP/DEPART	5	/	12	6	/	5	17	/	16	20	/	15	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	0	1	0	1	1	0	1	4	0	1	4	4	17
	APPROACH %	0%	100%	0%	50%	50%	0%	20%	80%	0%	11%	44%	44%	
	PEAK HR FACTOR		0.250			0.500			0.625			0.750		0.850
	APP/DEPART	1	/	6	2	/	2	5	/	5	9	/	4	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	1	
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	



INTERSECTION TURNING MOVEMENT COUNTS

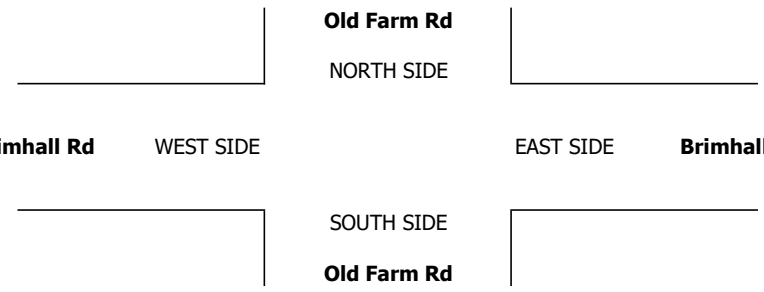
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Old Farm Rd	LOCATION #:	13
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

CLASS 3:	NOTES:
3-AXLE TRUCKS	

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

		NORTHBOUND Old Farm Rd			SOUTHBOUND Old Farm Rd			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
	LANES:	NL 2	NT 1	NR 1	SL 2	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	1	0	0	1	2	0	4	0	0	0	0	0
	7:30 AM	0	0	0	1	0	0	1	0	0	1	1	1	5	0	0	0	0	0
	7:45 AM	0	0	0	0	0	1	0	2	0	0	2	0	5	0	0	0	0	0
	8:00 AM	0	1	0	0	0	0	0	1	0	0	3	0	5	0	0	0	0	0
	8:15 AM	0	0	0	1	0	0	0	1	0	0	0	0	2	0	0	0	1	1
	8:30 AM	0	0	0	1	0	0	0	2	0	0	1	1	5	0	0	0	0	0
	8:45 AM	0	0	0	1	0	0	0	1	0	1	1	1	5	0	0	0	1	1
	VOLUMES	0	1	0	6	0	1	2	7	0	3	10	3	35	0	0	0	2	2
	APPROACH %	0%	100%	0%	86%	0%	14%	22%	78%	0%	17%	56%	17%						
	APP/DEPART	1	/	6	7	/	3	9	/	15	18	/	11	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	1	0	2	0	1	1	4	0	1	6	1	18	0	0	0	1	
	APPROACH %	0%	100%	0%	67%	0%	33%	20%	80%	0%	11%	67%	11%						
	PEAK HR FACTOR		0.250			0.750			0.625			0.750		0.900					
	APP/DEPART	1	/	3	3	/	1	5	/	7	9	/	7	0					
PM	4:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0
	4:15 PM	0	1	0	1	0	1	0	0	0	0	0	0	3	0	0	0	0	0
	4:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	1	0	0	0	0	0	1	1	0	0	0	1	4	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	3	1	0	1	0	1	1	4	0	0	0	2	13	0	0	0	0	0
	APPROACH %	75%	25%	0%	50%	0%	50%	20%	80%	0%	0%	0%	100%						
	APP/DEPART	4	/	4	2	/	0	5	/	5	2	/	4	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	2	0	0	0	0	0	1	1	0	0	0	1	5	0	0	0	0	
	APPROACH %	100%	0%	0%	0%	0%	0%	50%	50%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.500			0.000			0.250			0.250		0.313					
	APP/DEPART	2	/	2	0	/	0	2	/	1	1	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Old Farm Rd	LOCATION #:	13
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Old Farm Rd			SOUTHBOUND Old Farm Rd			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
	LANES:	NL 2	NT 1	NR 1	SL 2	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	3	0	0	1	0	4	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	1	0	1	1	1	0	0	0	4	0	0	0	0	0
	7:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	1	1	0	1	0	0	3	0	0	0	0	0
	8:15 AM	0	1	0	0	0	0	0	1	0	1	2	0	5	0	0	0	0	0
	8:30 AM	0	1	0	0	0	0	1	1	0	0	0	0	3	0	0	0	0	0
	8:45 AM	0	0	1	0	0	1	0	1	0	0	0	0	3	0	0	0	0	0
	VOLUMES	0	2	1	1	1	1	3	8	1	2	3	0	23	0	0	0	0	0
	APPROACH %	0%	67%	33%	33%	33%	33%	25%	67%	8%	40%	60%	0%						
	APP/DEPART	3	/	5	3	/	4	12	/	10	5	/	4	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	1	0	1	1	0	2	3	1	2	2	0	13	0	0	0	0	
	APPROACH %	0%	100%	0%	50%	50%	0%	33%	50%	17%	50%	50%	0%						
	PEAK HR FACTOR		0.250			0.500			0.500			0.333		0.650					
	APP/DEPART	1	/	3	2	/	4	6	/	4	4	/	2	0					
PM	4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	2	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	2	0	1	0	0	4	0	0	2	0	9	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	2	/	0	1	/	1	4	/	6	2	/	2	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	0	0	0	0	0	3	0	0	1	0	4	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.750			0.250		0.500					
	APP/DEPART	0	/	0	0	/	0	3	/	3	1	/	1	0					

Old Farm Rd

NORTH SIDE

Brimhall Rd WEST SIDE EAST SIDE **Brimhall Rd**

SOUTH SIDE

Old Farm Rd

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Old Farm Rd	LOCATION #:	13
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

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

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

Old Farm Rd

NORTH SIDE

Brimhall Rd WEST SIDE EAST SIDE **Brimhall Rd**

SOUTH SIDE

Old Farm Rd

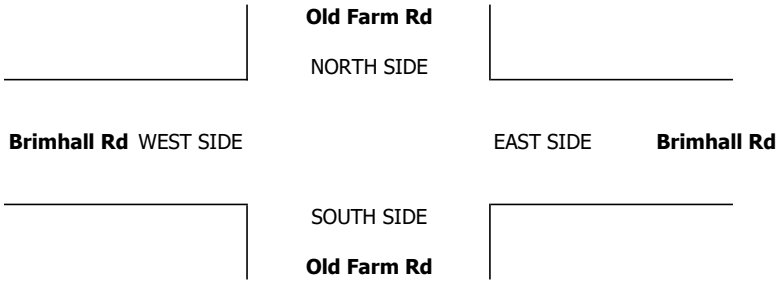
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Old Farm Rd	LOCATION #:	13
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

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

		NORTHBOUND Old Farm Rd			SOUTHBOUND Old Farm Rd			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
	LANES:	NL 2	NT 1	NR 1	SL 2	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	1	0	3	0	0	2	0	0	0	0	6	0	0	0	0	0
	7:15 AM	0	0	1	0	0	1	0	0	0	0	2	2	6	0	0	0	0	0
	7:30 AM	0	0	1	0	1	0	0	1	1	0	0	0	4	0	0	0	0	0
	7:45 AM	1	0	1	0	0	1	0	3	0	1	1	0	8	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0
	8:15 AM	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	0	4	0	4	3	0	10	1	1	4	2	30	0	0	0	0	0
	APPROACH %	20%	0%	80%	0%	57%	43%	0%	91%	9%	14%	57%	29%						
	APP/DEPART	5	/	2	7	/	6	11	/	14	7	/	8	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	1	0	2	0	1	2	0	7	1	1	2	0	17	0	0	0	0	
	APPROACH %	33%	0%	67%	0%	33%	67%	0%	88%	13%	33%	67%	0%						
	PEAK HR FACTOR		0.375			0.750			0.667			0.375		0.531					
	APP/DEPART	3	/	0	3	/	3	8	/	9	3	/	5	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	3	0	0	4	0	7	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	3	/	3	4	/	4	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.500		0.375					
	APP/DEPART	0	/	0	0	/	0	1	/	1	2	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE: Thu, Feb 20, 25

LOCATION: Bakersfield
NORTH & SOUTH: Allen Rd
EAST & WEST: Brimhall Rd

PROJECT #: SC5147
LOCATION #: 14
CONTROL: SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

		NORTHBOUND Allen Rd			SOUTHBOUND Allen Rd			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 1	WL 2	WT 3	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	35	125	11	15	208	1	1	23	115	34	16	23	607	0	0	9	1	10
	7:15 AM	47	147	11	22	257	4	2	30	118	32	32	14	716	0	2	14	0	16
	7:30 AM	46	178	26	25	295	5	2	40	111	27	24	11	790	1	1	1	0	3
	7:45 AM	45	234	29	23	281	12	13	51	112	50	34	23	907	0	1	17	2	20
	8:00 AM	53	199	57	47	276	2	4	123	84	34	35	36	950	0	1	15	1	17
	8:15 AM	35	208	71	53	251	2	2	96	55	30	59	21	883	0	1	2	0	3
	8:30 AM	48	196	18	27	207	5	11	28	39	19	35	20	653	0	2	8	0	10
	8:45 AM	32	144	13	28	209	6	10	26	58	15	21	14	576	1	2	7	0	10
	VOLUMES	341	1,431	236	240	1,984	37	45	417	692	241	256	162	6,171	2	10	73	4	89
	APPROACH %	17%	71%	12%	11%	87%	2%	4%	34%	56%	36%	39%	24%						
	APP/DEPART	2,010	/	1,648	2,271	/	2,919	1,227	/	897	663	/	707	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	179	819	183	148	1,103	21	21	310	362	141	152	91	3,573	1	4	35	3	
	APPROACH %	15%	69%	15%	12%	86%	2%	3%	43%	50%	36%	39%	24%						
	PEAK HR FACTOR		0.941			0.979			0.805			0.880		0.924					
	APP/DEPART	1,182	/	935	1,276	/	1,607	728	/	644	387	/	387	0					
PM	4:00 PM	107	272	33	48	257	10	6	30	64	27	51	16	921	1	3	15	0	19
	4:15 PM	98	267	21	33	223	20	12	28	58	26	39	31	856	0	1	15	0	16
	4:30 PM	102	238	36	41	244	11	13	25	47	9	48	19	833	1	2	20	0	23
	4:45 PM	90	316	32	29	256	14	7	29	48	21	49	40	931	0	2	15	0	17
	5:00 PM	121	321	29	37	260	15	8	29	37	21	48	33	959	0	3	13	1	17
	5:15 PM	117	322	46	35	236	15	9	38	47	25	56	34	980	1	1	16	1	19
	5:30 PM	105	298	35	46	244	15	13	34	61	22	66	31	970	0	0	16	3	19
	5:45 PM	89	282	40	43	254	10	12	41	42	18	45	22	898	1	3	25	1	30
	VOLUMES	829	2,316	272	312	1,974	110	80	254	404	169	402	226	7,508	4	15	135	6	160
	APPROACH %	24%	68%	8%	13%	82%	5%	9%	29%	46%	21%	50%	28%						
	APP/DEPART	3,421	/	2,637	2,411	/	2,551	873	/	844	803	/	1,476	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	433	1,257	142	147	996	59	37	130	193	89	219	138	3,912	1	6	60	5	
	APPROACH %	24%	69%	8%	12%	82%	5%	9%	31%	46%	20%	49%	31%						
	PEAK HR FACTOR		0.943			0.959			0.847			0.924		0.979					
	APP/DEPART	1,833	/	1,438	1,208	/	1,279	420	/	424	451	/	771	0					

Allen Rd

NORTH LEG

Brimhall Rd WEST LEG

EAST LEG **Brimhall Rd**

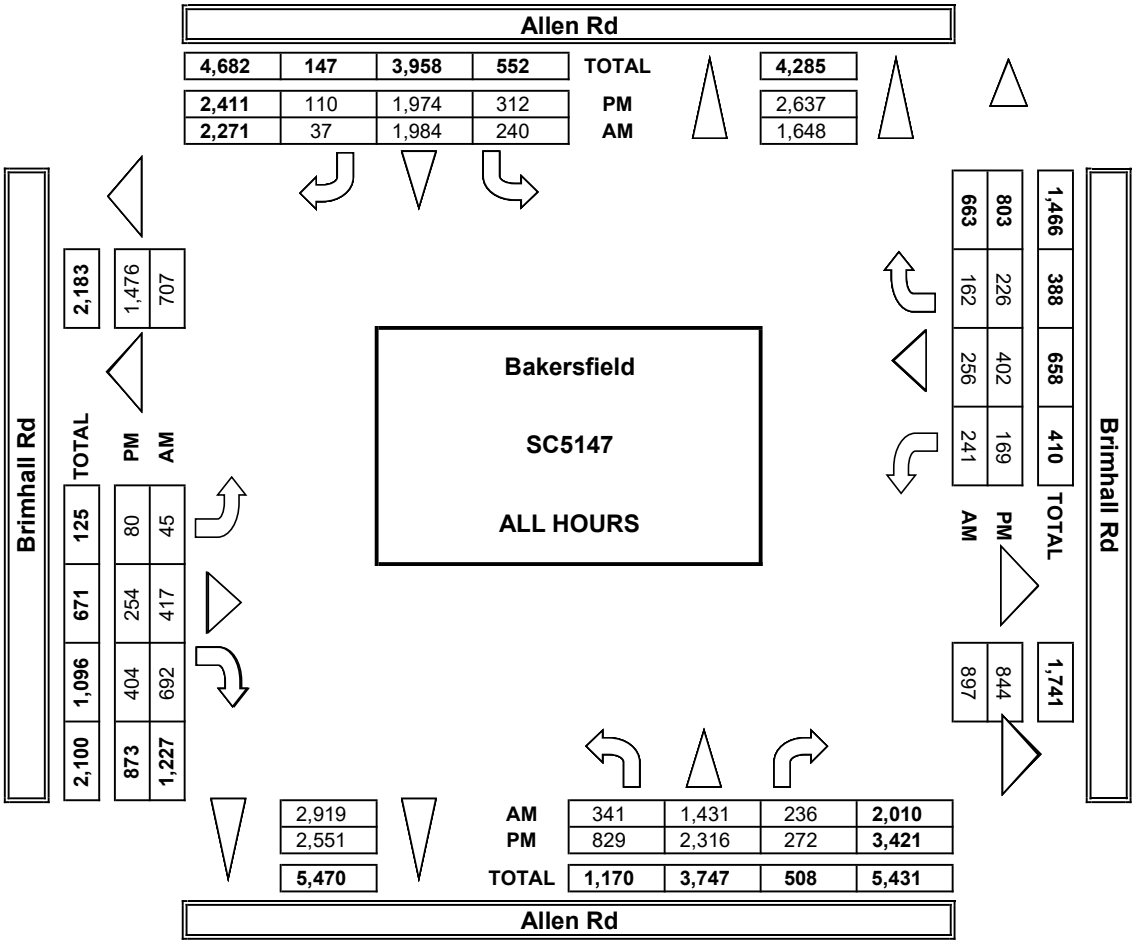
SOUTH LEG

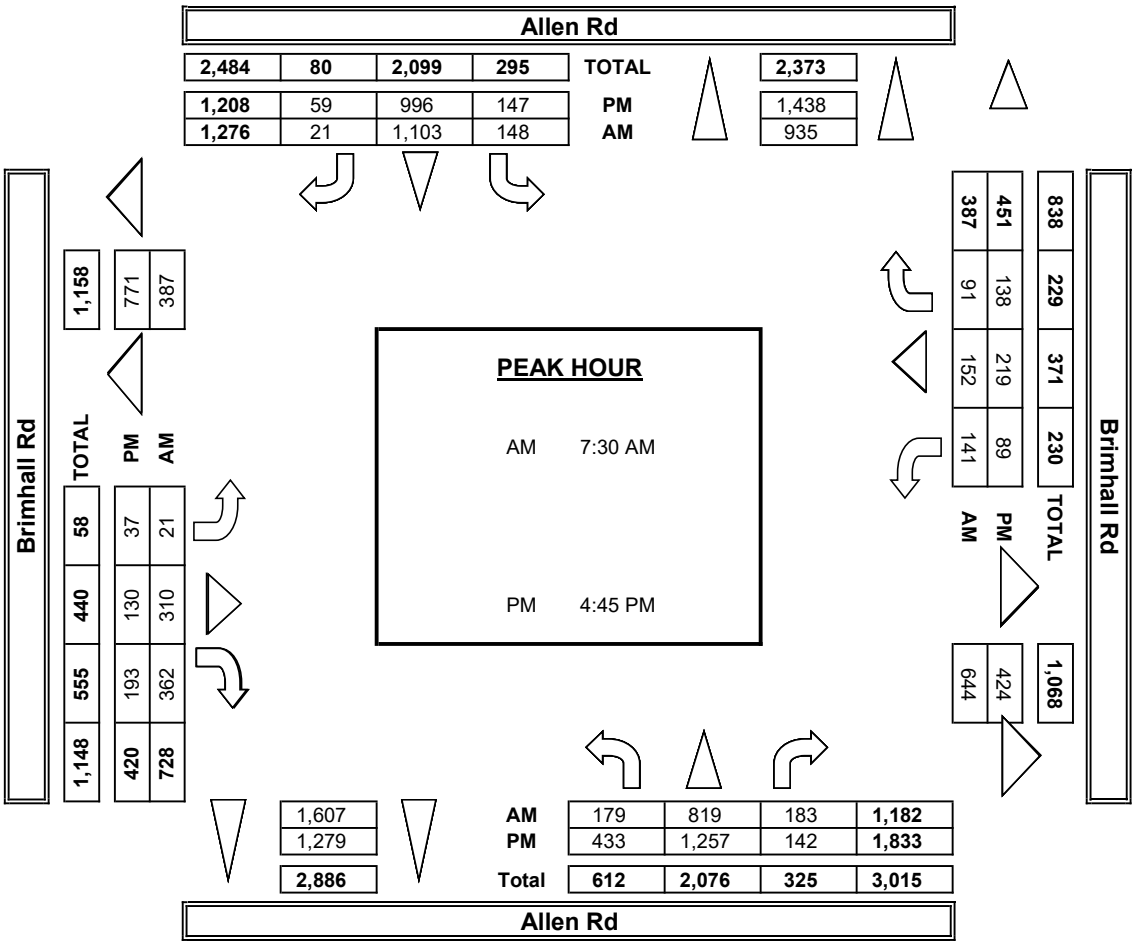
Allen Rd

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	1	1	0	0	2	1	0	0	0	1	0	1	0	0	1
	7:30 AM	1	0	0	1	2	0	0	0	0	0	1	0	0	1	2
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	1	1	1	1	4	0	1	0	1	2	1	0	1	0	2
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	TOTAL	3	2	2	2	9	1	1	1	1	4	2	1	1	1	5
PM	4:00 PM	0	2	0	2	4	0	1	0	1	2	0	1	0	1	2
	4:15 PM	2	2	0	0	4	2	0	0	0	2	0	2	0	0	2
	4:30 PM	1	1	0	0	2	0	0	0	0	0	1	1	0	0	2
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	3	5	0	2	10	2	1	0	1	4	1	4	0	1	6

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:		PROJECT #:	
2/20/25	NORTH & SOUTH:	Bakersfield Allen Rd	LOCATION #:	SC5147 14
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

	NOTES:										
PCE Adjusted	Class	1	2	3	4	5	6			AM PM MD OTHER OTHER	▲ N ◄ W E ► S ▼
	Factor	1	1.5	2	3	2	2				

		NORTHBOUND Allen Rd			SOUTHBOUND Allen Rd			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	41	135	12	17	248	1	1	30	122	36	21	24	686					0
	7:15 AM	55	160	13	22	286	4	2	31	130	35	33	16	787					0
	7:30 AM	51	188	34	29	318	7	2	43	113	29	25	11	848					0
	7:45 AM	50	253	33	25	299	16	13	54	115	53	36	23	968					0
	8:00 AM	55	214	59	51	293	2	5	126	89	34	36	38	1,001					0
	8:15 AM	41	228	71	53	264	2	2	100	58	31	61	27	936					0
	8:30 AM	54	210	22	28	225	5	13	31	41	21	35	20	703					0
	8:45 AM	37	160	13	29	219	6	10	26	65	19	22	15	619					0
	VOLUMES	382	1,547	255	254	2,150	42	48	440	731	257	268	173	6,546	0	0	0	0	0
	APPROACH %	17%	71%	12%	10%	88%	2%	4%	36%	60%	37%	38%	25%						
	APP/DEPART	2,184	/	1,768	2,446	/	3,138	1,218	/	949	698	/	692	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	197	883	196	158	1,173	26	22	322	374	147	158	99	3,752					
	APPROACH %	15%	69%	15%	12%	86%	2%	3%	45%	52%	36%	39%	24%						
	PEAK HR FACTOR		0.939			0.960			0.819			0.853		0.938					
	APP/DEPART	1,275	/	1,003	1,357	/	1,694	718	/	676	403	/	380	0					
PM	4:00 PM	111	277	36	50	265	11	8	32	65	28	52	17	949					0
	4:15 PM	104	278	21	34	225	22	13	28	63	27	40	35	887					0
	4:30 PM	104	248	36	42	261	12	13	26	49	10	49	20	868					0
	4:45 PM	92	320	34	30	269	18	7	31	52	22	50	40	963					0
	5:00 PM	121	325	32	37	266	15	8	29	39	23	50	35	979					0
	5:15 PM	119	332	46	35	240	15	11	40	50	27	57	35	1,005					0
	5:30 PM	108	307	38	47	252	15	13	34	62	23	67	32	996					0
	5:45 PM	92	288	40	46	257	13	13	42	45	18	46	22	918					0
	VOLUMES	849	2,373	283	320	2,032	120	85	260	424	177	408	235	7,564	0	0	0	0	0
	APPROACH %	24%	68%	8%	13%	82%	5%	11%	34%	55%	22%	50%	29%						
	APP/DEPART	3,504	/	2,693	2,472	/	2,632	769	/	863	820	/	1,377	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	439	1,284	150	149	1,025	63	39	134	203	95	223	142	3,943					
	APPROACH %	23%	69%	8%	12%	83%	5%	10%	36%	54%	21%	48%	31%						
	PEAK HR FACTOR		0.944			0.974			0.860			0.944		0.981					
	APP/DEPART	1,872	/	1,464	1,237	/	1,323	375	/	432	459	/	725	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Allen Rd	LOCATION #:	14
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

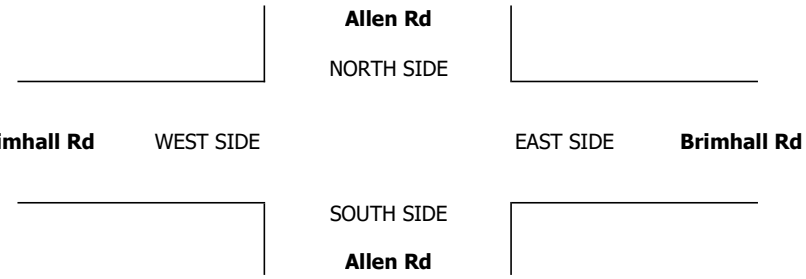
CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Allen Rd			SOUTHBOUND Allen Rd			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	29	114	10	13	177	1	1	19	109	31	13	21	538	0	0	8	1	9
7:15 AM	42	132	10	22	226	4	2	29	106	27	30	12	642	0	2	14	0	16
7:30 AM	43	169	21	22	275	3	2	37	109	25	23	11	740	1	1	1	0	3
7:45 AM	40	210	26	21	262	9	13	47	110	47	32	23	840	0	1	17	2	20
8:00 AM	50	183	55	44	258	2	3	120	75	34	34	34	892	0	1	15	1	17
8:15 AM	32	185	71	53	237	2	2	94	51	28	57	17	829	0	1	2	0	3
8:30 AM	43	182	14	26	189	5	10	26	38	17	35	20	605	0	2	8	0	10
8:45 AM	29	125	13	27	198	6	10	26	52	12	19	13	530	1	2	7	0	10
VOLUMES	308	1,300	220	228	1,822	32	43	398	650	221	243	151	5,704	2	10	72	4	88
APPROACH %	17%	71%	12%	11%	87%	2%	4%	34%	56%	36%	39%	24%						
APP/DEPART	1,830	/	1,504	2,092	/	2,695	1,163	/	850	619	/	655	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	165	747	173	140	1,032	16	20	298	345	134	146	85	3,344	1	4	35	3	
APPROACH %	15%	69%	16%	12%	87%	1%	3%	43%	49%	36%	40%	23%						
PEAK HR FACTOR		0.943			0.977			0.819			0.885		0.920					
APP/DEPART	1,086	/	856	1,192	/	1,512	698	/	614	368	/	362	0					
PM 4:00 PM	104	264	30	45	250	9	5	28	63	26	50	15	889	1	3	15	0	19
4:15 PM	93	257	21	32	219	19	11	28	53	25	38	28	824	0	1	15	0	16
4:30 PM	100	230	36	40	229	10	13	24	44	8	47	17	798	1	2	20	0	23
4:45 PM	86	309	29	28	245	10	7	27	46	19	48	40	894	0	2	15	0	17
5:00 PM	121	313	27	37	252	15	8	29	35	20	46	32	935	0	3	13	1	17
5:15 PM	114	310	46	35	233	15	8	35	44	23	55	33	951	1	1	16	1	19
5:30 PM	103	289	33	45	237	15	13	34	59	21	65	30	944	0	0	16	3	19
5:45 PM	86	277	40	41	251	8	11	40	40	18	44	22	878	1	3	25	1	30
VOLUMES	807	2,249	262	303	1,916	101	76	245	384	160	393	217	7,273	4	15	135	6	160
APPROACH %	24%	68%	8%	13%	82%	4%	9%	29%	46%	21%	51%	28%						
APP/DEPART	3,322	/	2,557	2,335	/	2,464	840	/	816	776	/	1,436	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	424	1,221	135	145	967	55	36	125	184	83	214	135	3,796	1	6	60	5	
APPROACH %	24%	69%	8%	12%	82%	5%	9%	31%	45%	19%	49%	31%						
PEAK HR FACTOR		0.945			0.955			0.830			0.918		0.978					
APP/DEPART	1,781	/	1,398	1,173	/	1,235	405	/	410	437	/	753	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Allen Rd	LOCATION #:	14
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

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

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

	NORTHBOUND Allen Rd			SOUTHBOUND Allen Rd			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	1	6	1	0	14	0	0	0	3	3	1	2	31	0	0	0	0	0
7:15 AM	0	8	0	0	18	0	0	1	6	4	2	0	39	0	0	0	0	0
7:30 AM	0	4	1	0	10	1	0	2	1	1	0	0	20	0	0	0	0	0
7:45 AM	2	18	1	0	13	1	0	3	1	0	0	0	39	0	0	0	0	0
8:00 AM	3	8	0	0	10	0	1	1	8	0	0	0	31	0	0	0	0	0
8:15 AM	0	15	0	0	9	0	0	0	2	2	1	1	30	0	0	0	0	0
8:30 AM	3	9	3	0	9	0	0	0	0	0	0	0	24	0	0	0	0	0
8:45 AM	1	12	0	0	7	0	0	0	3	1	2	1	27	0	0	0	0	0
VOLUMES	10	80	6	0	90	2	1	7	24	11	6	4	241	0	0	0	0	0
APPROACH %	10%	83%	6%	0%	98%	2%	3%	22%	75%	52%	29%	19%						
APP/DEPART	96	/	85	92	/	125	32	/	13	21	/	18	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	5	45	2	0	42	2	1	6	12	3	1	1	120	0	0	0	0	
APPROACH %	10%	87%	4%	0%	95%	5%	5%	32%	63%	60%	20%	20%						
PEAK HR FACTOR		0.619			0.786			0.475			0.313		0.769					
APP/DEPART	52	/	47	44	/	57	19	/	8	5	/	8	0					
PM																		
4:00 PM	1	7	2	2	3	0	0	1	0	1	1	1	19	0	0	0	0	0
4:15 PM	3	5	0	0	4	0	1	0	3	0	1	1	18	0	0	0	0	0
4:30 PM	0	2	0	0	7	1	0	1	2	1	0	2	16	0	0	0	0	0
4:45 PM	4	6	2	1	5	2	0	1	0	2	1	0	24	0	0	0	0	0
5:00 PM	0	8	0	0	7	0	0	0	1	0	1	0	17	0	0	0	0	0
5:15 PM	3	9	0	0	1	0	0	2	2	0	1	0	18	0	0	0	0	0
5:30 PM	1	4	1	0	3	0	0	0	2	0	0	1	12	0	0	0	0	0
5:45 PM	1	3	0	1	1	1	1	1	1	0	1	0	11	0	0	0	0	0
VOLUMES	13	44	5	4	31	4	2	6	11	4	6	5	135	0	0	0	0	0
APPROACH %	21%	71%	8%	10%	79%	10%	11%	32%	58%	27%	40%	33%						
APP/DEPART	62	/	51	39	/	46	19	/	15	15	/	23	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	8	27	3	1	16	2	0	3	5	2	3	1	71	0	0	0	0	
APPROACH %	21%	71%	8%	5%	84%	11%	0%	38%	63%	33%	50%	17%						
PEAK HR FACTOR		0.792			0.594			0.500			0.500		0.740					
APP/DEPART	38	/	28	19	/	23	8	/	7	6	/	13	0					

Allen Rd

NORTH SIDE

Brimhall Rd WEST SIDE EAST SIDE **Brimhall Rd**

SOUTH SIDE

Allen Rd

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Allen Rd	LOCATION #:	14
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

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

	NORTHBOUND Allen Rd			SOUTHBOUND Allen Rd			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	3	1	0	0	0	0	0	1	1	0	0	0	6	0	0	1	0	1
7:15 AM	1	3	0	0	2	0	0	0	3	0	0	0	9	0	0	0	0	0
7:30 AM	0	1	0	1	2	1	0	0	1	0	1	0	7	0	0	0	0	0
7:45 AM	2	2	1	0	1	0	0	0	0	2	1	0	9	0	0	0	0	0
8:00 AM	0	2	1	0	2	0	0	1	0	0	1	2	9	0	0	0	0	0
8:15 AM	0	2	0	0	1	0	0	0	2	0	0	0	5	0	0	0	0	0
8:30 AM	0	1	0	0	3	0	0	1	0	2	0	0	7	0	0	0	0	0
8:45 AM	0	2	0	1	2	0	0	0	0	1	0	0	6	0	0	0	0	0
VOLUMES	6	14	2	2	13	1	0	3	7	5	3	2	59	0	0	1	0	1
APPROACH %	27%	64%	9%	13%	81%	6%	0%	27%	64%	50%	30%	20%						
APP/DEPART	22	/	16	16	/	25	11	/	7	10	/	11	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	2	7	2	1	6	1	0	1	3	2	3	2	30	0	0	0	0	
APPROACH %	18%	64%	18%	13%	75%	13%	0%	25%	75%	29%	43%	29%						
PEAK HR FACTOR		0.550			0.500			0.500			0.583		0.833					
APP/DEPART	11	/	9	8	/	11	4	/	4	7	/	6	0					
PM 4:00 PM	1	0	0	1	1	1	0	1	1	0	0	0	6	0	0	0	0	0
4:15 PM	0	2	0	0	0	0	0	0	1	1	0	0	4	0	0	0	0	0
4:30 PM	2	2	0	0	3	0	0	0	1	0	0	0	8	0	0	0	0	0
4:45 PM	0	1	1	0	1	1	0	1	0	0	0	0	5	0	0	0	0	0
5:00 PM	0	0	1	0	0	0	0	0	1	0	1	0	3	0	0	0	0	0
5:15 PM	0	1	0	0	1	0	0	1	0	2	0	0	5	0	0	0	0	0
5:30 PM	0	2	0	0	2	0	0	0	0	1	0	0	5	0	0	0	0	0
5:45 PM	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
VOLUMES	5	8	2	1	8	2	0	3	4	4	1	0	38	0	0	0	0	0
APPROACH %	33%	53%	13%	9%	73%	18%	0%	43%	57%	80%	20%	0%						
APP/DEPART	15	/	8	11	/	16	7	/	6	5	/	8	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	0	4	2	0	4	1	0	2	1	3	1	0	18	0	0	0	0	
APPROACH %	0%	67%	33%	0%	80%	20%	0%	67%	33%	75%	25%	0%						
PEAK HR FACTOR		0.750			0.625			0.750			0.500		0.900					
APP/DEPART	6	/	4	5	/	8	3	/	4	4	/	2	0					

Allen Rd — NORTH SIDE

Brimhall Rd — WEST SIDE — EAST SIDE — **Brimhall Rd**

SOUTH SIDE — **Allen Rd**

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Allen Rd	LOCATION #:	14
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

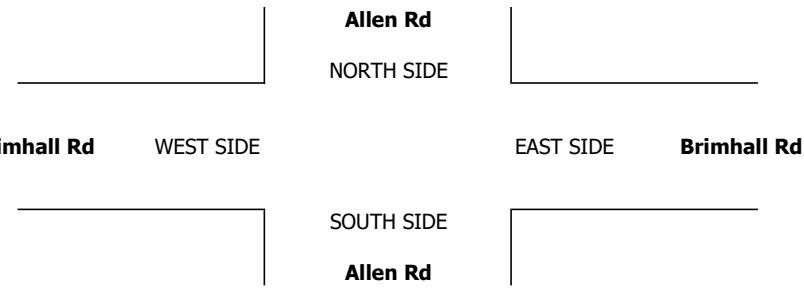
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Allen Rd			SOUTHBOUND Allen Rd			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	2	0	0	16	0	0	3	2	0	2	0	25	0	0	0	0	0
7:15 AM	3	2	1	0	7	0	0	0	3	0	0	0	16	0	0	0	0	0
7:30 AM	2	3	3	1	8	0	0	1	0	0	0	0	18	0	0	0	0	0
7:45 AM	1	4	1	0	5	1	0	0	1	0	0	0	13	0	0	0	0	0
8:00 AM	0	3	0	1	4	0	0	0	0	0	0	0	8	0	0	0	0	0
8:15 AM	3	4	0	0	3	0	0	2	0	0	0	2	14	0	0	0	0	0
8:30 AM	2	4	1	0	4	0	1	1	1	0	0	0	14	0	0	0	0	0
8:45 AM	2	3	0	0	2	0	0	0	2	1	0	0	10	0	0	0	0	0
VOLUMES	13	25	6	2	49	1	1	7	9	1	2	2	118	0	0	0	0	0
APPROACH %	30%	57%	14%	4%	94%	2%	6%	41%	53%	20%	40%	40%						
APP/DEPART	44	/	28	52	/	59	17	/	15	5	/	16	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	6	14	4	2	20	1	0	3	1	0	0	2	53	0	0	0	0	
APPROACH %	25%	58%	17%	9%	87%	4%	0%	75%	25%	0%	0%	100%						
PEAK HR FACTOR		0.750			0.639			0.500			0.250		0.736					
APP/DEPART	24	/	16	23	/	21	4	/	9	2	/	7	0					
PM 4:00 PM	1	0	1	0	2	0	1	0	0	0	0	0	5	0	0	0	0	0
4:15 PM	2	3	0	0	0	1	0	0	1	0	0	1	8	0	0	0	0	0
4:30 PM	0	3	0	0	5	0	0	0	0	0	0	0	8	0	0	0	0	0
4:45 PM	0	0	0	0	4	1	0	0	2	0	0	0	7	0	0	0	0	0
5:00 PM	0	0	1	0	1	0	0	0	0	1	0	1	4	0	0	0	0	0
5:15 PM	0	2	0	0	1	0	1	0	1	0	0	0	5	0	0	0	0	0
5:30 PM	1	2	1	0	2	0	0	0	0	0	0	0	6	0	0	0	0	0
5:45 PM	0	2	0	1	0	1	0	0	1	0	0	0	5	0	0	0	0	0
VOLUMES	4	12	3	1	15	3	2	0	5	1	0	2	48	0	0	0	0	0
APPROACH %	21%	63%	16%	5%	79%	16%	29%	0%	71%	33%	0%	67%						
APP/DEPART	19	/	16	19	/	21	7	/	4	3	/	7	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	1	4	2	0	8	1	1	0	3	1	0	1	22	0	0	0	0	
APPROACH %	14%	57%	29%	0%	89%	11%	25%	0%	75%	50%	0%	50%						
PEAK HR FACTOR		0.438			0.450			0.500			0.250		0.786					
APP/DEPART	7	/	6	9	/	12	4	/	2	2	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

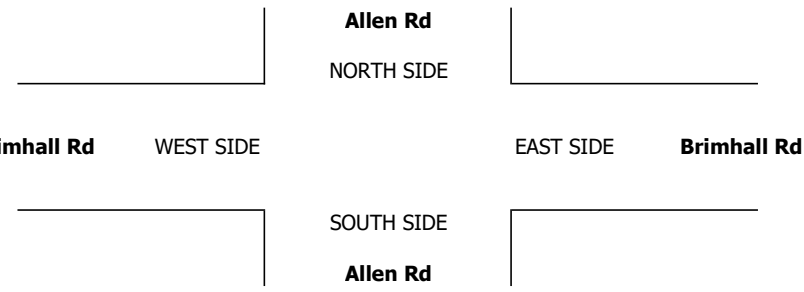
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Allen Rd	LOCATION #:	14
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

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

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



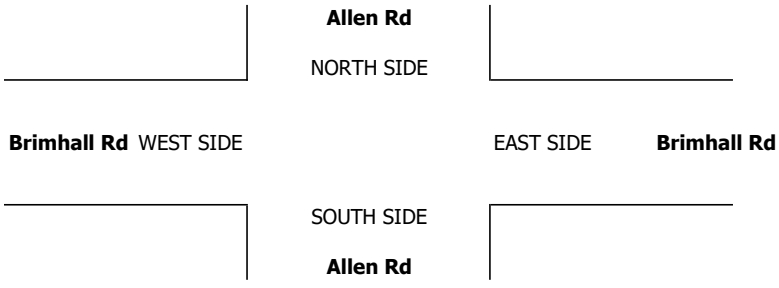
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Allen Rd	LOCATION #:	14
THURSDAY	EAST & WEST:	Brimhall Rd	CONTROL:	SIGNAL

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

		NORTHBOUND Allen Rd			SOUTHBOUND Allen Rd			EASTBOUND Brimhall Rd			WESTBOUND Brimhall Rd				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	2	2	0	2	1	0	0	0	0	0	0	0	7	0	0	0	0	0
	7:15 AM	1	2	0	0	4	0	0	0	0	1	0	2	10	0	0	0	0	0
	7:30 AM	1	1	1	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0
	7:45 AM	0	0	0	2	0	1	0	1	0	1	1	0	6	0	0	0	0	0
	8:00 AM	0	3	1	2	2	0	0	1	1	0	0	0	10	0	0	0	0	0
	8:15 AM	0	2	0	0	1	0	0	0	0	0	1	1	5	0	0	0	0	0
	8:30 AM	0	0	0	1	2	0	0	0	0	0	0	0	3	0	0	0	0	0
	8:45 AM	0	2	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0
	VOLUMES	4	12	2	7	10	1	0	2	2	3	2	3	48	0	0	0	0	0
	APPROACH %	22%	67%	11%	39%	56%	6%	0%	50%	50%	38%	25%	38%						
	APP/DEPART	18	/	15	18	/	15	4	/	11	8	/	7	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	1	6	2	4	3	1	0	2	1	2	2	1	25	0	0	0	0	
	APPROACH %	11%	67%	22%	50%	38%	13%	0%	67%	33%	40%	40%	20%						
	PEAK HR FACTOR		0.563			0.500			0.375			0.625		0.625					
	APP/DEPART	9	/	7	8	/	6	3	/	8	5	/	4	0					
PM	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	4:15 PM	0	0	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0
	4:30 PM	0	1	0	1	0	0	0	0	0	0	1	0	3	0	0	0	0	0
	4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	5:30 PM	0	1	0	1	0	0	0	0	0	0	1	0	3	0	0	0	0	0
	5:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	0	3	0	3	4	0	0	0	0	0	2	2	14	0	0	0	0	0
	APPROACH %	0%	100%	0%	43%	57%	0%	0%	0%	0%	0%	50%	50%						
	APP/DEPART	3	/	5	7	/	4	0	/	3	4	/	2	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	1	0	1	1	0	0	0	0	0	1	1	5	0	0	0	0	
	APPROACH %	0%	100%	0%	50%	50%	0%	0%	0%	0%	0%	50%	50%						
	PEAK HR FACTOR		0.250			0.500			0.000			0.500		0.417					
	APP/DEPART	1	/	2	2	/	1	0	/	1	2	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE: Thu, Feb 20, 25

LOCATION: Bakersfield
NORTH & SOUTH: Coffee Rd
EAST & WEST: Olive Dr

PROJECT #: SC5147
LOCATION #: 15
CONTROL: SIGNAL

NOTES:

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

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Olive Dr			WESTBOUND Olive Dr				U-TURNS				
	LANES:	NL 2	NT 2	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 1	WL 2	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	21	74	14	11	61	8	9	215	20	27	64	5	529	1	1	0	1	3
AM	7:15 AM	31	102	27	4	89	6	9	203	30	19	72	4	596	1	0	0	0	1
AM	7:30 AM	29	104	41	10	121	11	12	281	38	34	95	6	782	3	0	0	0	3
AM	7:45 AM	33	102	36	13	176	13	5	262	57	53	141	7	898	2	0	1	0	3
AM	8:00 AM	26	97	46	11	161	19	17	203	54	58	155	15	862	3	0	0	1	4
AM	8:15 AM	33	126	25	7	89	5	12	224	53	61	124	13	772	1	0	0	0	1
AM	8:30 AM	30	94	31	16	79	9	12	157	47	43	88	9	615	2	0	0	0	2
AM	8:45 AM	31	84	23	8	88	8	11	156	22	36	79	9	555	1	0	0	0	1
AM	VOLUMES	234	783	243	80	864	79	87	1,701	321	331	818	68	5,627	14	1	1	2	18
AM	APPROACH %	18%	61%	19%	8%	84%	8%	4%	81%	15%	27%	67%	6%						
AM	APP/DEPART	1,274	/	939	1,024	/	1,530	2,110	/	2,026	1,219	/	1,132	0					
AM	BEGIN PEAK HR		7:30 AM																
AM	VOLUMES	121	429	148	41	547	48	46	970	202	206	515	41	3,325	9	0	1	1	
AM	APPROACH %	17%	61%	21%	6%	86%	8%	4%	80%	17%	27%	67%	5%						
AM	PEAK HR FACTOR		0.955			0.787			0.921			0.833		0.923					
AM	APP/DEPART	707	/	516	636	/	964	1,219	/	1,160	763	/	685	0					
PM	4:00 PM	51	135	47	22	139	15	11	119	35	42	167	10	793	0	0	1	0	1
PM	4:15 PM	57	170	44	19	173	20	11	125	31	54	153	19	876	0	0	0	0	0
PM	4:30 PM	52	149	39	24	139	15	12	116	18	42	194	12	812	0	1	1	0	2
PM	4:45 PM	58	180	26	17	165	26	11	92	33	46	208	11	873	1	0	0	0	1
PM	5:00 PM	49	143	50	17	136	23	8	124	28	40	169	18	805	2	0	0	0	2
PM	5:15 PM	54	152	46	13	149	20	14	118	33	40	258	9	906	4	0	0	0	4
PM	5:30 PM	68	158	41	21	144	14	10	108	39	46	175	6	830	3	1	0	1	5
PM	5:45 PM	60	141	34	25	126	12	8	106	40	51	159	10	772	2	0	0	0	2
PM	VOLUMES	449	1,228	327	158	1,171	145	85	908	257	361	1,483	95	6,684	12	2	2	1	17
PM	APPROACH %	22%	61%	16%	11%	79%	10%	7%	73%	21%	19%	76%	5%						
PM	APP/DEPART	2,016	/	1,410	1,476	/	1,801	1,252	/	1,394	1,940	/	2,079	0					
PM	BEGIN PEAK HR		4:45 PM																
PM	VOLUMES	229	633	163	68	594	83	43	442	133	172	810	44	3,426	10	1	0	1	
PM	APPROACH %	22%	61%	16%	9%	80%	11%	7%	72%	22%	17%	79%	4%						
PM	PEAK HR FACTOR		0.958			0.897			0.936			0.836		0.941					
PM	APP/DEPART	1,035	/	721	746	/	909	618	/	674	1,027	/	1,122	0					

Coffee Rd

NORTH LEG

Olive Dr WEST LEG EAST LEG **Olive Dr**

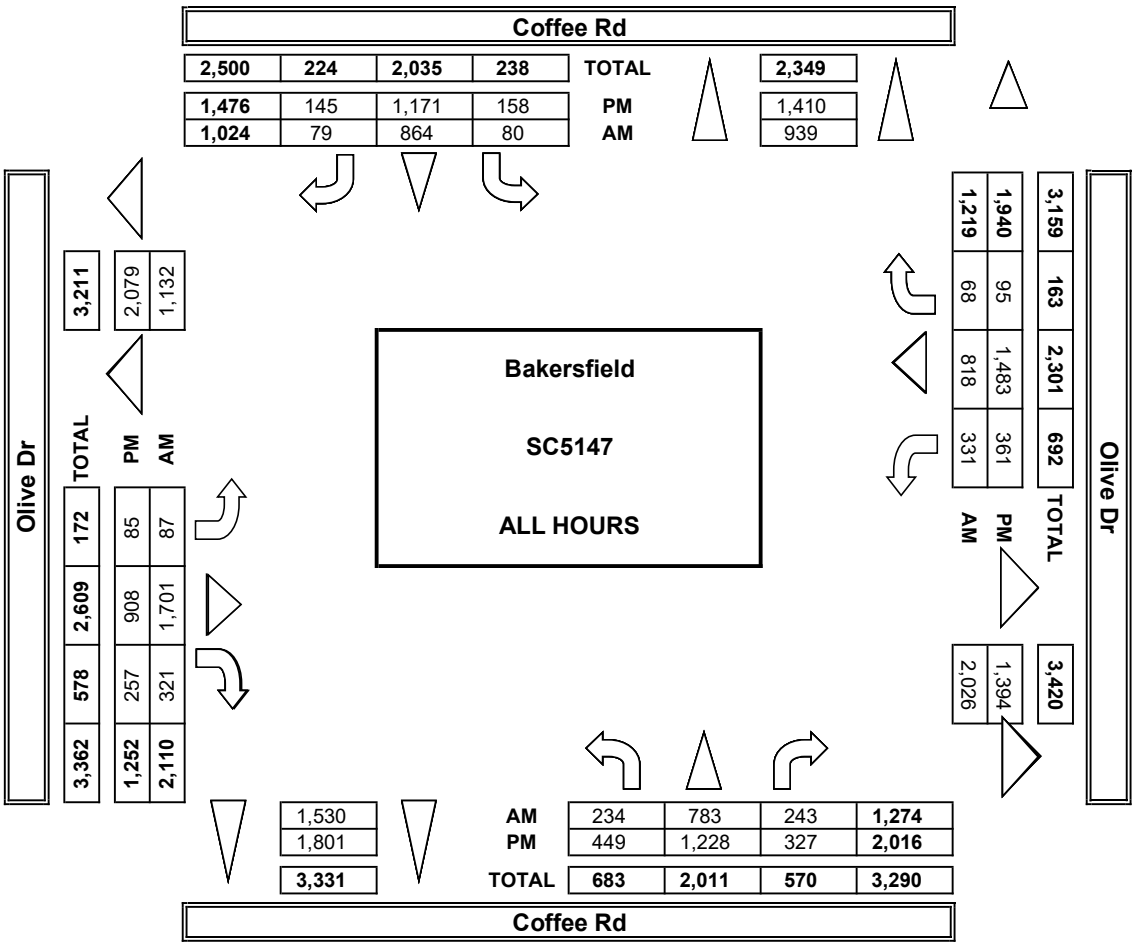
SOUTH LEG

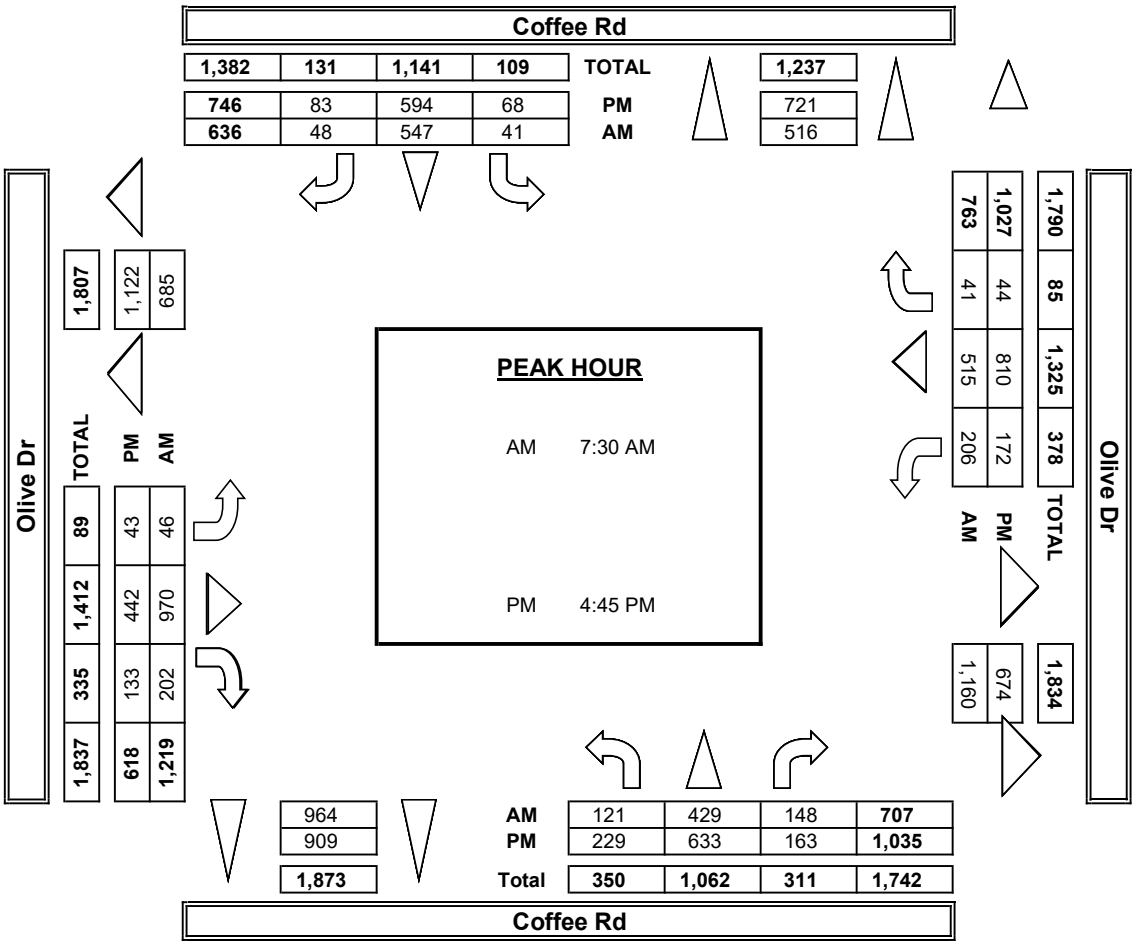
Coffee Rd

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
AM	7:15 AM	1	0	1	0	2	0	0	1	0	1	1	0	0	0	1
AM	7:30 AM	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0
AM	7:45 AM	1	0	0	1	2	1	0	0	1	2	0	0	0	0	0
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	8:15 AM	1	0	0	2	3	1	0	0	2	3	0	0	0	0	0
AM	8:30 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
AM	8:45 AM	1	0	0	1	2	0	0	0	1	1	1	0	0	0	1
AM	TOTAL	4	0	2	7	13	2	0	2	7	11	2	0	0	0	2
PM	4:00 PM	1	0	0	2	3	0	0	0	1	1	1	0	0	1	2
PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:45 PM	0	3	0	2	5	0	2	0	2	4	0	1	0	0	1
PM	5:00 PM	2	2	0	4	8	1	2	0	3	6	1	0	0	1	2
PM	5:15 PM	0	0	1	3	4	0	0	0	2	2	0	0	1	1	2
PM	5:30 PM	0	0	0	3	3	0	0	0	3	3	0	0	0	0	0
PM	5:45 PM	1	0	1	0	2	0	0	0	0	0	1	0	1	0	2
	TOTAL	4	5	2	14	25	1	4	0	11	16	3	1	2	3	9

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	15
THURSDAY	EAST & WEST:	Olive Dr	CONTROL:	SIGNAL

NOTES:

PCE Adjusted	Class	1	2	3	4	5	6	
	Factor	1	1.5	2	3	2	2	

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

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Olive Dr			WESTBOUND Olive Dr				U-TURNS				
	LANES:	NL 2	NT 2	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 1	WL 2	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	22	92	16	12	64	9	10	224	20	28	72	6	571					0
	7:15 AM	37	117	28	4	97	8	10	208	31	19	81	4	641					0
	7:30 AM	37	112	44	11	122	12	13	286	39	37	108	7	824					0
	7:45 AM	34	108	41	13	182	13	6	268	58	54	146	8	928					0
	8:00 AM	30	109	47	13	174	19	17	209	54	60	163	16	909					0
	8:15 AM	35	140	27	7	99	6	14	237	53	63	134	14	825					0
	8:30 AM	34	101	31	20	83	10	12	162	49	46	92	9	648					0
	8:45 AM	37	87	23	8	94	10	11	163	23	38	87	10	590					0
	VOLUMES	264	864	255	88	913	85	92	1,754	326	344	880	73	5,935	0	0	0	0	0
	APPROACH %	19%	63%	18%	8%	84%	8%	4%	81%	15%	27%	68%	6%						
	APP/DEPART	1,382	/	1,028	1,085	/	1,583	2,171	/	2,096	1,297	/	1,229	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	135	468	157	44	576	49	50	998	204	214	550	44	3,486					
	APPROACH %	18%	62%	21%	7%	86%	7%	4%	80%	16%	26%	68%	5%						
	PEAK HR FACTOR		0.944			0.805			0.928			0.846		0.939					
	APP/DEPART	759	/	561	669	/	993	1,251	/	1,199	807	/	733	0					
PM	4:00 PM	54	141	48	23	147	16	13	126	37	44	174	10	829					0
	4:15 PM	58	173	46	19	179	21	11	134	31	57	159	20	906					0
	4:30 PM	53	154	42	26	144	15	13	126	19	44	201	12	846					0
	4:45 PM	59	192	26	17	174	26	11	96	34	46	211	11	901					0
	5:00 PM	49	144	51	18	139	23	8	129	28	40	173	18	819					0
	5:15 PM	54	153	47	13	153	21	14	125	34	40	260	9	922					0
	5:30 PM	69	160	41	21	151	15	10	114	40	48	182	6	856					0
	5:45 PM	60	142	35	25	127	12	9	111	40	52	161	11	782					0
	VOLUMES	455	1,257	334	161	1,212	148	89	959	262	370	1,519	96	6,859	0	0	0	0	0
	APPROACH %	22%	61%	16%	11%	80%	10%	7%	73%	20%	19%	77%	5%						
	APP/DEPART	2,045	/	1,441	1,521	/	1,844	1,309	/	1,453	1,984	/	2,121	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	231	648	165	69	616	85	43	463	136	174	825	44	3,497					
	APPROACH %	22%	62%	16%	9%	80%	11%	7%	72%	21%	17%	79%	4%						
	PEAK HR FACTOR		0.945			0.886			0.930			0.844		0.949					
	APP/DEPART	1,043	/	735	769	/	926	642	/	696	1,043	/	1,140	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

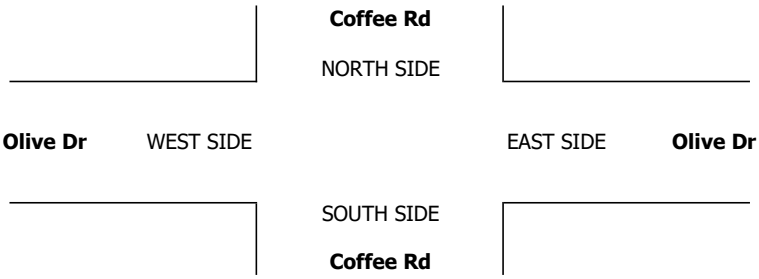
DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	15
THURSDAY	EAST & WEST:	Olive Dr	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

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

	NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Olive Dr			WESTBOUND Olive Dr				U-TURNS				
LANES:	NL 2	NT 2	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 1	WL 2	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	20	60	12	10	58	7	8	205	20	26	56	4	486	1	1	0	1	3
7:15 AM	24	88	25	4	80	3	8	195	28	19	60	4	538	1	0	0	0	1
7:30 AM	22	96	37	9	120	10	11	272	37	31	79	5	729	3	0	0	0	3
7:45 AM	32	93	31	13	170	13	4	257	55	51	133	6	858	2	0	1	0	3
8:00 AM	22	86	45	10	150	19	17	197	54	55	148	14	817	3	0	0	1	4
8:15 AM	31	112	23	7	80	4	9	213	53	59	114	12	717	1	0	0	0	1
8:30 AM	28	86	31	12	72	8	12	148	43	38	83	9	570	2	0	0	0	2
8:45 AM	27	78	23	8	78	6	11	150	21	35	69	8	514	1	0	0	0	1
VOLUMES	206	699	227	73	808	70	80	1,637	311	314	742	62	5,247	14	1	1	2	18
APPROACH %	18%	61%	20%	8%	85%	7%	4%	81%	15%	28%	66%	6%						
APP/DEPART	1,146	/	842	952	/	1,447	2,029	/	1,939	1,120	/	1,019	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	107	387	136	39	520	46	41	939	199	196	474	37	3,132	9	0	1	1	
APPROACH %	17%	61%	21%	6%	86%	8%	3%	80%	17%	28%	67%	5%						
PEAK HR FACTOR		0.957			0.772			0.922			0.812		0.909					
APP/DEPART	639	/	465	605	/	924	1,180	/	1,115	708	/	628	0					
PM 4:00 PM	47	131	46	21	133	14	8	111	32	39	158	10	750	0	0	0	0	0
4:15 PM	55	164	42	19	168	19	11	115	31	50	146	18	838	0	0	0	0	0
4:30 PM	51	144	37	22	135	15	11	106	17	40	185	12	775	0	1	1	0	2
4:45 PM	57	168	26	17	156	26	11	88	32	46	205	11	843	1	0	0	0	1
5:00 PM	49	141	49	16	133	23	8	120	28	40	165	18	790	2	0	0	0	2
5:15 PM	54	150	45	13	145	19	14	111	31	40	254	9	885	4	0	0	0	4
5:30 PM	66	155	41	21	138	12	10	101	38	44	168	6	800	3	1	0	1	5
5:45 PM	60	140	33	25	125	12	7	100	40	49	156	9	756	1	0	0	0	1
VOLUMES	439	1,193	319	154	1,133	140	80	852	249	348	1,437	93	6,452	11	2	1	1	15
APPROACH %	22%	61%	16%	11%	79%	10%	7%	72%	21%	19%	76%	5%						
APP/DEPART	1,962	/	1,368	1,429	/	1,741	1,182	/	1,326	1,879	/	2,017	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	226	614	161	67	572	80	43	420	129	170	792	44	3,330	10	1	0	1	
APPROACH %	22%	61%	16%	9%	79%	11%	7%	71%	22%	17%	79%	4%						
PEAK HR FACTOR		0.954			0.905			0.949			0.831		0.936					
APP/DEPART	1,011	/	702	720	/	881	592	/	649	1,007	/	1,098	0					



INTERSECTION TURNING MOVEMENT COUNTS

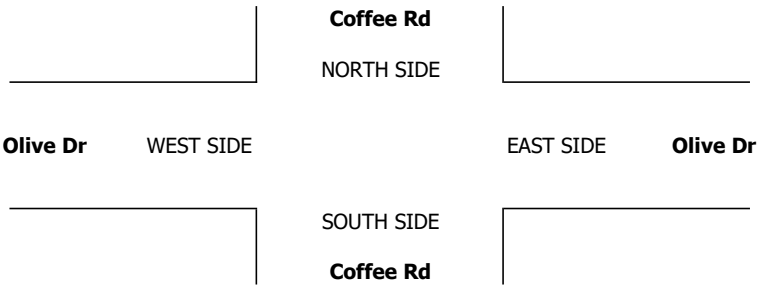
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	15
THURSDAY	EAST & WEST:	Olive Dr	CONTROL:	SIGNAL

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

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

		NORTHBOUND (Coffee Rd)			SOUTHBOUND (Coffee Rd)			EASTBOUND (Olive Dr)			WESTBOUND (Olive Dr)				U-TURNS				
	LANES:	NL 2	NT 2	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 1	WL 2	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	6	1	1	2	1	1	7	0	1	3	0	24	0	0	0	0	0
	7:15 AM	5	7	2	0	7	2	1	7	2	0	9	0	42	0	0	0	0	0
	7:30 AM	3	5	3	0	1	1	0	9	1	0	11	0	34	0	0	0	0	0
	7:45 AM	1	7	3	0	3	0	1	3	2	2	6	1	29	0	0	0	0	0
	8:00 AM	2	5	1	0	4	0	0	3	0	2	3	0	20	0	0	0	0	0
	8:15 AM	1	8	1	0	5	1	2	3	0	1	5	1	28	0	0	0	0	0
	8:30 AM	0	4	0	2	7	1	0	8	4	4	3	0	33	0	0	0	0	0
	8:45 AM	0	6	0	0	8	0	0	3	1	0	6	1	25	0	0	0	0	0
	VOLUMES	13	48	11	3	37	6	5	43	10	10	46	3	235	0	0	0	0	0
	APPROACH %	18%	67%	15%	7%	80%	13%	9%	74%	17%	17%	78%	5%						
	APP/DEPART	72	/	56	46	/	57	58	/	57	59	/	65	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	7	25	8	0	13	2	3	18	3	5	25	2	111	0	0	0	0	
	APPROACH %	18%	63%	20%	0%	87%	13%	13%	75%	13%	16%	78%	6%						
	PEAK HR FACTOR		0.909			0.625			0.600			0.727		0.816					
	APP/DEPART	40	/	30	15	/	21	24	/	26	32	/	34	0					
PM	4:00 PM	3	1	0	1	3	1	2	3	3	3	6	0	26	0	0	1	0	1
	4:15 PM	2	6	1	0	2	0	0	3	0	3	5	1	23	0	0	0	0	0
	4:30 PM	1	3	1	1	2	0	1	4	0	1	7	0	21	0	0	0	0	0
	4:45 PM	1	7	0	0	6	0	0	3	1	0	2	0	20	0	0	0	0	0
	5:00 PM	0	2	1	1	2	0	0	0	0	0	3	0	9	0	0	0	0	0
	5:15 PM	0	2	0	0	3	1	0	3	2	0	4	0	15	0	0	0	0	0
	5:30 PM	2	3	0	0	3	2	0	4	0	0	5	0	19	0	0	0	0	0
	5:45 PM	0	1	1	0	1	0	0	3	0	2	3	1	12	0	0	0	0	0
	VOLUMES	9	25	4	3	22	4	3	23	6	9	35	2	146	0	0	1	0	1
	APPROACH %	24%	66%	11%	10%	76%	14%	9%	70%	18%	20%	76%	4%						
	APP/DEPART	38	/	30	29	/	37	33	/	30	46	/	49	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	3	14	1	1	14	3	0	10	3	0	14	0	63	0	0	0	0	
	APPROACH %	17%	78%	6%	6%	78%	17%	0%	77%	23%	0%	100%	0%						
	PEAK HR FACTOR		0.563			0.750			0.650			0.700		0.788					
	APP/DEPART	18	/	14	18	/	17	13	/	12	14	/	20	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

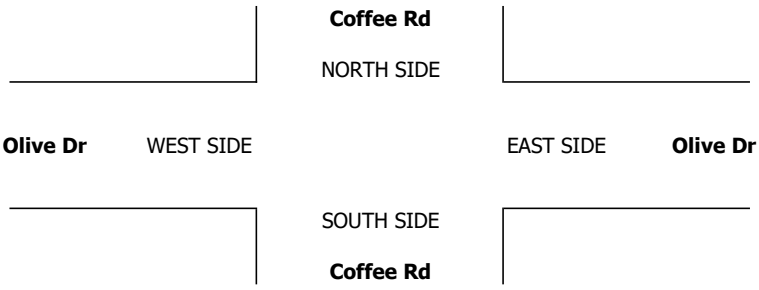
DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	15
THURSDAY	EAST & WEST:	Olive Dr	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

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

	NORTHBOUND (Coffee Rd)			SOUTHBOUND (Coffee Rd)			EASTBOUND (Olive Dr)			WESTBOUND (Olive Dr)				U-TURNS				
LANES:	NL 2	NT 2	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 1	WL 2	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	1	0	0	0	0	0	1	0	0	3	0	5	0	0	0	0	0
7:15 AM	1	2	0	0	0	1	0	0	0	0	1	0	5	0	0	0	0	0
7:30 AM	2	1	1	1	0	0	0	0	0	1	2	0	8	0	0	0	0	0
7:45 AM	0	2	0	0	1	0	0	0	0	0	1	0	4	0	0	0	0	0
8:00 AM	1	2	0	0	2	0	0	1	0	0	1	1	8	0	0	0	0	0
8:15 AM	1	1	0	0	0	0	0	1	0	1	3	0	7	0	0	0	0	0
8:30 AM	0	3	0	1	0	0	0	1	0	0	1	0	6	0	0	0	0	0
8:45 AM	2	0	0	0	2	2	0	1	0	0	2	0	9	0	0	0	0	0
VOLUMES	7	12	1	2	5	3	0	5	0	2	14	1	52	0	0	0	0	0
APPROACH %	35%	60%	5%	20%	50%	30%	0%	100%	0%	12%	82%	6%						
APP/DEPART	20	/	13	10	/	7	5	/	8	17	/	24	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	4	6	1	1	3	0	0	2	0	2	7	1	27	0	0	0	0	
APPROACH %	36%	55%	9%	25%	75%	0%	0%	100%	0%	20%	70%	10%						
PEAK HR FACTOR		0.688			0.500			0.500			0.625		0.844					
APP/DEPART	11	/	7	4	/	5	2	/	4	10	/	11	0					
PM																		
4:00 PM	0	1	0	0	0	0	1	2	0	0	2	0	6	0	0	0	0	0
4:15 PM	0	0	1	0	1	1	0	4	0	0	0	0	7	0	0	0	0	0
4:30 PM	0	1	0	1	0	0	0	2	1	0	1	0	6	0	0	0	0	0
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	1	3	0	0	0	0	4	1	0	0	0	1
VOLUMES	0	4	1	1	1	1	2	18	2	0	3	0	34	1	0	0	0	1
APPROACH %	0%	67%	17%	33%	33%	33%	9%	82%	9%	0%	100%	0%						
APP/DEPART	6	/	6	3	/	4	22	/	20	3	/	4	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	0	2	0	0	0	0	0	7	1	0	0	0	10	0	0	0	0	
APPROACH %	0%	100%	0%	0%	0%	0%	0%	88%	13%	0%	0%	0%						
PEAK HR FACTOR		0.250			0.000			0.667			0.000		0.833					
APP/DEPART	2	/	2	0	/	1	8	/	7	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	15
THURSDAY	EAST & WEST:	Olive Dr	CONTROL:	SIGNAL

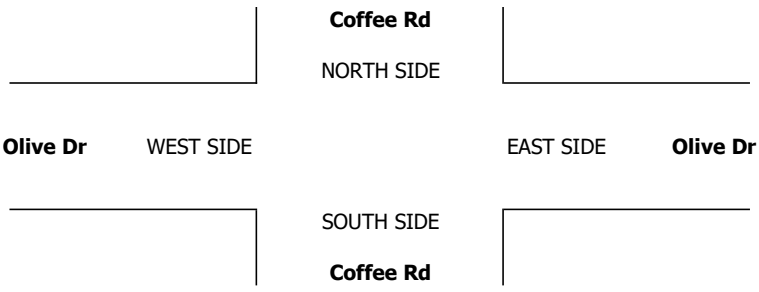
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Olive Dr			WESTBOUND Olive Dr				U-TURNS				
LANES:	NL 2	NT 2	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 1	WL 2	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	7	0	0	1	0	0	2	0	0	1	0	11	0	0	0	0	0
7:15 AM	1	4	0	0	2	0	0	0	0	0	1	0	8	0	0	0	0	0
7:30 AM	2	2	0	0	0	0	0	0	0	0	2	0	6	0	0	0	0	0
7:45 AM	0	0	1	0	1	0	0	2	0	0	0	0	4	0	0	0	0	0
8:00 AM	1	3	0	1	4	0	0	1	0	0	2	0	12	0	0	0	0	0
8:15 AM	0	4	0	0	3	0	0	3	0	0	2	0	12	0	0	0	0	0
8:30 AM	2	1	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0
8:45 AM	2	0	0	0	0	0	0	2	0	1	1	0	6	0	0	0	0	0
VOLUMES	8	21	1	2	11	0	0	10	0	1	9	0	63	0	0	0	0	0
APPROACH %	27%	70%	3%	15%	85%	0%	0%	100%	0%	10%	90%	0%						
APP/DEPART	30	/	21	13	/	12	10	/	13	10	/	17	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	3	9	1	1	8	0	0	6	0	0	6	0	34	0	0	0	0	
APPROACH %	23%	69%	8%	11%	89%	0%	0%	100%	0%	0%	100%	0%						
PEAK HR FACTOR		0.813			0.450			0.500			0.750		0.708					
APP/DEPART	13	/	9	9	/	8	6	/	8	6	/	9	0					
PM 4:00 PM	0	2	0	0	3	0	0	0	0	0	1	0	6	0	0	0	0	0
4:15 PM	0	0	0	0	2	0	0	0	0	0	1	0	3	0	0	0	0	0
4:30 PM	0	1	1	0	2	0	0	2	0	0	1	0	7	0	0	0	0	0
4:45 PM	0	3	0	0	3	0	0	1	0	0	1	0	8	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	1	0	0	1	0	3	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	0	0	0
5:30 PM	0	0	0	0	2	0	0	1	0	0	2	0	5	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	6	1	0	14	0	0	6	0	0	7	0	34	0	0	0	0	0
APPROACH %	0%	86%	14%	0%	100%	0%	0%	100%	0%	0%	100%	0%						
APP/DEPART	7	/	6	14	/	14	6	/	7	7	/	7	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	0	3	0	0	7	0	0	4	0	0	4	0	18	0	0	0	0	
APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%						
PEAK HR FACTOR		0.250			0.583			1.000			0.500		0.563					
APP/DEPART	3	/	3	7	/	7	4	/	4	4	/	4	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	15
THURSDAY	EAST & WEST:	Olive Dr	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

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

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

Coffee Rd

NORTH SIDE

Olive Dr WEST SIDE EAST SIDE **Olive Dr**

SOUTH SIDE

Coffee Rd

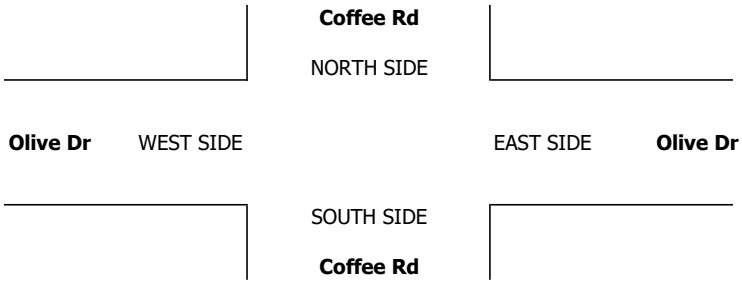
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	15
THURSDAY	EAST & WEST:	Olive Dr	CONTROL:	SIGNAL

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

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Olive Dr			WESTBOUND Olive Dr				U-TURNS				
	LANES:	NL 2	NT 2	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 1	WL 2	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	1	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0
	7:15 AM	0	1	0	0	0	0	0	1	0	0	1	0	3	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	1	0	0	2	1	1	5	0	0	0	0	0
	7:45 AM	0	0	1	0	1	0	0	0	0	0	1	0	3	0	0	0	0	0
	8:00 AM	0	1	0	0	1	0	0	1	0	1	1	0	5	0	0	0	0	0
	8:15 AM	0	1	1	0	1	0	1	4	0	0	0	0	8	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	VOLUMES	0	3	3	0	3	0	2	6	0	4	7	2	30	0	0	0	0	0
	APPROACH %	0%	50%	50%	0%	100%	0%	25%	75%	0%	31%	54%	15%						
	APP/DEPART	6	/	7	3	/	7	8	/	9	13	/	7	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	2	2	0	3	0	2	5	0	3	3	1	21	0	0	0	0	
	APPROACH %	0%	50%	50%	0%	100%	0%	29%	71%	0%	43%	43%	14%						
	PEAK HR FACTOR		0.500			0.750			0.350			0.438		0.656					
	APP/DEPART	4	/	5	3	/	6	7	/	7	7	/	3	0					
PM	4:00 PM	1	0	1	0	0	0	0	3	0	0	0	0	5	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	3	0	1	1	0	5	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	2	0	1	0	0	3	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	1	0	0	0	0	2	0	0	3	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	0	2	0	1	0	0	9	0	4	1	0	18	0	0	0	0	0
	APPROACH %	33%	0%	67%	0%	100%	0%	0%	100%	0%	80%	20%	0%						
	APP/DEPART	3	/	0	1	/	5	9	/	11	5	/	2	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	1	0	1	0	0	1	0	2	0	0	5	0	0	0	0	
	APPROACH %	0%	0%	100%	0%	100%	0%	0%	100%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.250			0.250			0.250			0.250		0.417					
	APP/DEPART	1	/	0	1	/	3	1	/	2	2	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE: Thu, Feb 20, 25

LOCATION: Bakersfield
NORTH & SOUTH: Coffee Rd
EAST & WEST: Hageman Rd

PROJECT #: SC5147
LOCATION #: 16
CONTROL: SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Hageman Rd			WESTBOUND Hageman Rd				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	19	94	9	24	94	14	19	106	11	22	61	8	481	0	1	0	3	4
	7:15 AM	25	113	22	19	108	18	19	171	17	19	78	7	616	2	1	1	8	12
	7:30 AM	37	132	16	43	148	30	20	198	21	38	98	8	789	3	1	2	3	9
	7:45 AM	53	144	38	44	172	33	21	183	33	33	116	7	877	4	1	2	3	10
	8:00 AM	37	106	30	42	187	46	40	198	39	43	133	9	910	1	3	1	3	8
	8:15 AM	52	143	33	33	154	52	55	185	47	20	128	14	916	1	1	0	3	5
	8:30 AM	38	111	23	38	132	19	31	107	26	45	77	15	662	7	4	0	4	15
	8:45 AM	48	128	34	26	117	22	11	102	32	21	94	7	642	2	4	0	3	9
	VOLUMES	309	971	205	269	1,112	234	216	1,250	226	241	785	75	5,965	20	16	6	30	72
	APPROACH %	21%	65%	14%	16%	68%	14%	13%	74%	13%	21%	69%	7%						
	APP/DEPART	1,505	/	1,278	1,631	/	1,599	1,698	/	1,754	1,131	/	1,334	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	179	525	117	162	661	161	136	764	140	134	475	38	3,524	9	6	5	12	
	APPROACH %	22%	63%	14%	16%	67%	16%	13%	73%	13%	20%	72%	6%						
	PEAK HR FACTOR		0.868			0.890			0.910			0.876		0.957					
	APP/DEPART	830	/	705	990	/	944	1,045	/	1,055	659	/	820	0					
PM	4:00 PM	75	210	49	26	167	25	24	122	37	40	131	20	926	10	9	0	3	22
	4:15 PM	76	208	58	35	207	34	31	115	36	28	141	17	986	5	2	0	2	9
	4:30 PM	84	223	42	38	164	31	29	84	26	44	139	14	918	7	8	1	3	19
	4:45 PM	96	218	45	34	205	31	31	113	33	32	176	20	1,034	3	6	1	2	12
	5:00 PM	78	226	56	34	172	23	22	137	35	54	186	15	1,038	5	4	0	6	15
	5:15 PM	69	215	44	37	163	29	33	119	34	45	169	29	986	3	3	0	3	9
	5:30 PM	83	214	41	37	172	27	30	104	24	38	139	20	929	8	2	0	2	12
	5:45 PM	70	222	36	35	153	23	25	134	38	38	141	12	927	6	4	0	0	10
	VOLUMES	631	1,736	371	276	1,403	223	225	928	263	319	1,222	147	7,852	47	38	2	21	108
	APPROACH %	23%	62%	13%	14%	72%	11%	16%	65%	19%	19%	72%	9%						
	APP/DEPART	2,785	/	2,146	1,940	/	2,032	1,418	/	1,596	1,709	/	2,078	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	326	873	186	142	712	110	116	473	126	169	670	84	4,035	19	15	1	13	
	APPROACH %	23%	62%	13%	15%	73%	11%	16%	66%	18%	18%	72%	9%						
	PEAK HR FACTOR		0.962			0.887			0.923			0.897		0.958					
	APP/DEPART	1,404	/	1,088	979	/	1,026	716	/	814	936	/	1,107	0					

Coffee Rd

NORTH LEG

Hageman Rd WEST LEG EAST LEG **Hageman Rd**

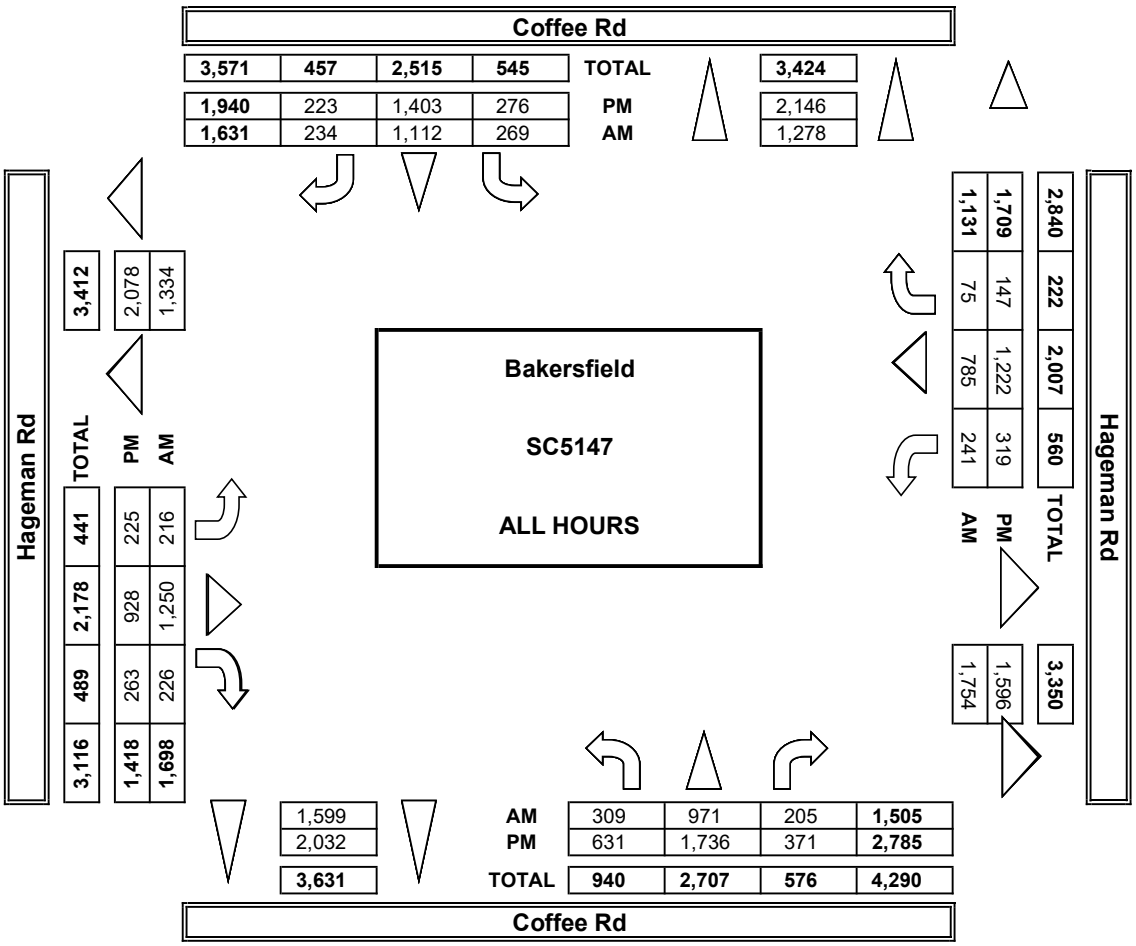
SOUTH LEG

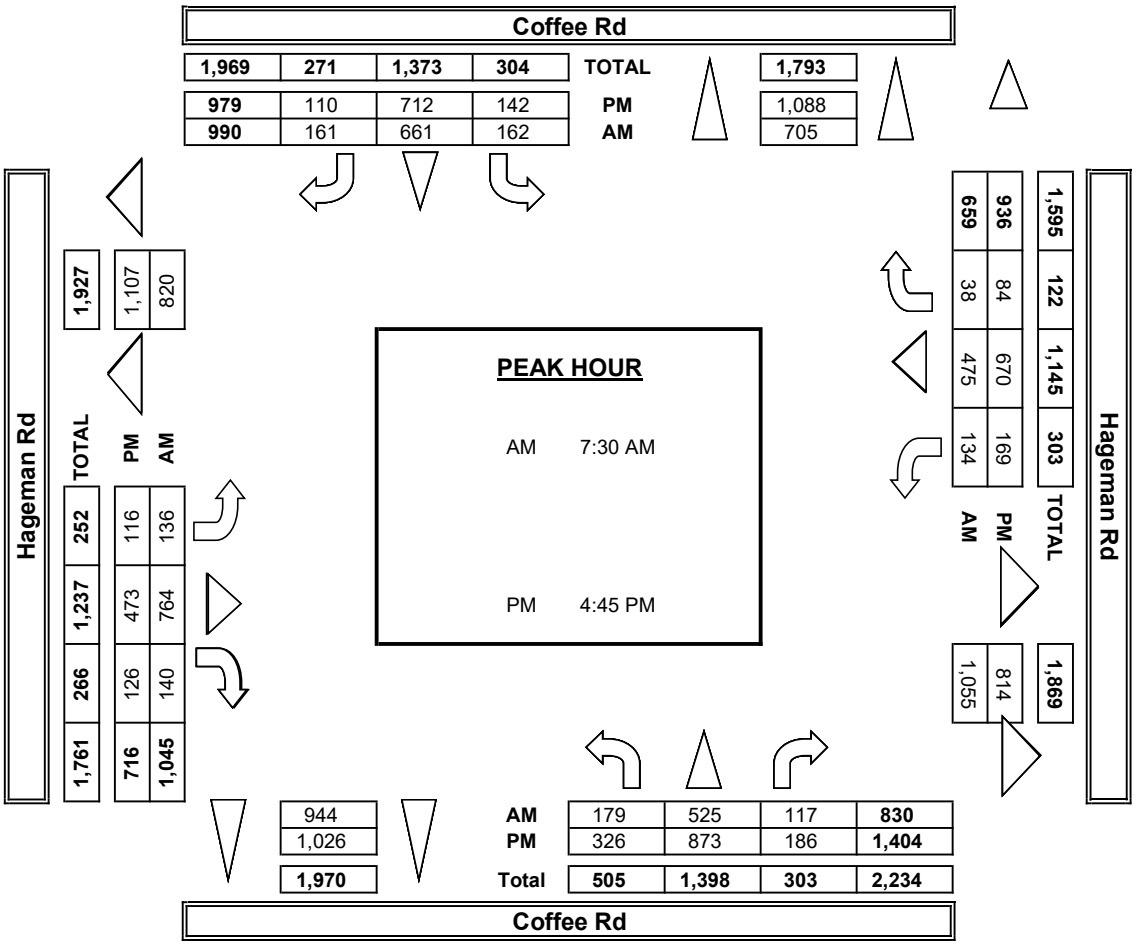
Coffee Rd

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	7:15 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	7:30 AM	1	3	0	0	4	1	3	0	0	4	0	0	0	0	0
	7:45 AM	6	1	0	0	7	5	1	0	0	6	1	0	0	0	1
	8:00 AM	11	2	1	0	14	10	2	1	0	13	1	0	0	0	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0
	8:45 AM	1	0	3	2	6	1	0	3	2	6	0	0	0	0	0
	TOTAL	22	6	5	2	35	20	6	5	2	33	2	0	0	0	2
PM	4:00 PM	1	4	5	3	13	0	4	5	2	11	1	0	0	1	2
	4:15 PM	2	1	2	6	11	2	1	2	6	11	0	0	0	0	0
	4:30 PM	1	1	3	1	6	0	1	2	0	3	1	0	1	1	3
	4:45 PM	1	4	0	3	8	1	4	0	2	7	0	0	0	1	1
	5:00 PM	2	4	7	1	14	1	4	4	1	10	1	0	3	0	4
	5:15 PM	1	2	0	0	3	1	2	0	0	3	0	0	0	0	0
	5:30 PM	2	2	1	2	7	1	1	1	2	5	1	1	0	0	2
	5:45 PM	4	2	4	3	13	1	1	2	3	7	3	1	2	0	6
	TOTAL	14	20	22	19	75	7	18	16	16	57	7	2	6	3	18

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:		PROJECT #:	
2/20/25	NORTH & SOUTH:	Bakersfield Coffee Rd	LOCATION #:	SC5147 16
THURSDAY	EAST & WEST:	Hageman Rd	CONTROL:	SIGNAL

	NOTES:										
PCE Adjusted	Class	1	2	3	4	5	6			AM PM MD OTHER OTHER	▲ N ◄ W E ► S ▼
	Factor	1	1.5	2	3	2	2				

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Hageman Rd			WESTBOUND Hageman Rd				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	21	109	9	25	97	14	22	111	11	26	64	13	521					0
	7:15 AM	28	130	23	19	115	18	19	176	18	21	84	8	658					0
	7:30 AM	37	147	16	44	151	33	20	208	23	39	106	10	831					0
	7:45 AM	55	152	41	44	176	35	22	188	35	35	124	8	913					0
	8:00 AM	40	116	32	44	196	49	43	207	40	44	143	9	961					0
	8:15 AM	55	161	36	33	165	54	56	191	50	21	131	15	966					0
	8:30 AM	41	123	23	41	138	19	33	111	27	48	88	15	706					0
	8:45 AM	49	141	36	29	122	23	11	105	32	21	98	7	672					0
	VOLUMES	325	1,078	214	278	1,159	245	226	1,295	235	254	836	84	6,226	0	0	0	0	0
	APPROACH %	20%	67%	13%	17%	69%	15%	13%	74%	13%	22%	71%	7%						
	APP/DEPART	1,616	/	1,388	1,681	/	1,647	1,756	/	1,786	1,173	/	1,405	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	187	576	124	164	687	171	141	793	147	139	503	41	3,670					
	APPROACH %	21%	65%	14%	16%	67%	17%	13%	73%	14%	20%	74%	6%						
	PEAK HR FACTOR		0.882			0.885			0.911			0.875		0.950					
	APP/DEPART	886	/	758	1,022	/	973	1,081	/	1,080	683	/	860	0					
PM	4:00 PM	76	217	50	27	179	26	25	129	39	42	133	22	961					0
	4:15 PM	77	212	59	37	213	36	35	124	36	30	149	18	1,023					0
	4:30 PM	84	233	44	40	169	33	32	88	26	44	142	14	948					0
	4:45 PM	98	225	46	34	213	33	35	115	33	34	178	20	1,062					0
	5:00 PM	78	228	58	35	176	23	22	139	36	54	190	15	1,052					0
	5:15 PM	70	217	44	38	166	29	33	123	34	46	171	30	1,000					0
	5:30 PM	83	217	45	39	178	27	30	107	24	38	139	20	945					0
	5:45 PM	71	224	37	36	156	24	25	136	38	38	143	12	937					0
	VOLUMES	636	1,771	381	284	1,448	229	237	959	266	324	1,243	150	7,926	0	0	0	0	0
	APPROACH %	23%	64%	14%	14%	74%	12%	16%	66%	18%	19%	72%	9%						
	APP/DEPART	2,788	/	2,158	1,960	/	2,038	1,461	/	1,623	1,717	/	2,108	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	329	887	192	145	732	112	120	483	127	171	678	85	4,058					
	APPROACH %	23%	63%	14%	15%	74%	11%	16%	66%	17%	18%	73%	9%						
	PEAK HR FACTOR		0.956			0.886			0.930			0.901		0.956					
	APP/DEPART	1,407	/	1,091	989	/	1,030	730	/	820	934	/	1,118	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	16
THURSDAY	EAST & WEST:	Hageman Rd	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Hageman Rd			WESTBOUND Hageman Rd				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	16	79	9	23	91	14	16	101	11	17	58	5	440	0	1	0	3	4
	7:15 AM	22	96	21	19	100	18	19	166	16	17	75	5	574	2	1	1	8	12
	7:30 AM	37	117	16	42	144	27	20	189	18	36	90	6	742	3	1	1	3	8
	7:45 AM	50	132	34	44	169	31	20	179	32	32	109	6	838	4	1	2	3	10
	8:00 AM	33	94	28	40	177	44	36	190	38	42	123	9	854	0	2	1	3	6
	8:15 AM	50	124	30	33	146	49	53	179	45	18	126	13	866	1	1	0	2	4
	8:30 AM	34	100	23	35	121	19	27	103	25	41	67	15	610	6	4	0	4	14
	8:45 AM	46	116	31	23	108	20	11	98	32	21	88	7	601	2	4	0	3	9
	VOLUMES	288	858	192	259	1,056	222	202	1,205	217	224	736	66	5,592	18	15	5	29	67
	APPROACH %	21%	63%	14%	17%	68%	14%	12%	74%	13%	21%	70%	6%						
	APP/DEPART	1,356	/	1,141	1,552	/	1,515	1,629	/	1,685	1,055	/	1,251	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	170	467	108	159	636	151	129	737	133	128	448	34	3,328	8	5	4	11	
	APPROACH %	23%	62%	14%	17%	67%	16%	13%	73%	13%	21%	72%	5%						
	PEAK HR FACTOR		0.856			0.904			0.905			0.877		0.956					
	APP/DEPART	753	/	635	951	/	905	1,003	/	1,015	621	/	773	0					
PM	4:00 PM	74	202	48	25	155	24	23	115	36	38	128	19	887	9	9	0	3	21
	4:15 PM	74	202	56	33	202	31	27	105	36	26	134	16	942	5	2	0	2	9
	4:30 PM	84	213	41	37	158	29	27	81	26	44	134	14	888	7	7	1	3	18
	4:45 PM	94	208	44	34	199	28	28	109	33	30	172	20	999	3	6	1	2	12
	5:00 PM	78	222	53	33	167	23	22	134	34	54	181	15	1,016	5	3	0	6	14
	5:15 PM	67	212	44	35	159	29	33	113	34	44	165	28	963	3	3	0	3	9
	5:30 PM	83	209	38	35	165	27	30	101	24	38	139	20	909	8	2	0	1	11
	5:45 PM	69	219	35	34	151	22	25	132	38	38	139	12	914	6	4	0	0	10
	VOLUMES	623	1,687	359	266	1,356	213	215	890	261	312	1,192	144	7,622	46	36	2	20	104
	APPROACH %	23%	62%	13%	14%	72%	11%	16%	65%	19%	19%	71%	9%						
	APP/DEPART	2,715	/	2,082	1,871	/	1,975	1,368	/	1,535	1,668	/	2,030	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	322	851	179	137	690	107	113	457	125	166	657	83	3,933	19	14	1	12	
	APPROACH %	23%	62%	13%	14%	73%	11%	16%	66%	18%	18%	72%	9%						
	PEAK HR FACTOR		0.957			0.888			0.916			0.896		0.955					
	APP/DEPART	1,371	/	1,061	948	/	1,000	696	/	785	918	/	1,087	0					

Coffee Rd

NORTH SIDE

Hageman Rd WEST SIDE EAST SIDE **Hageman Rd**

SOUTH SIDE

Coffee Rd

INTERSECTION TURNING MOVEMENT COUNTS

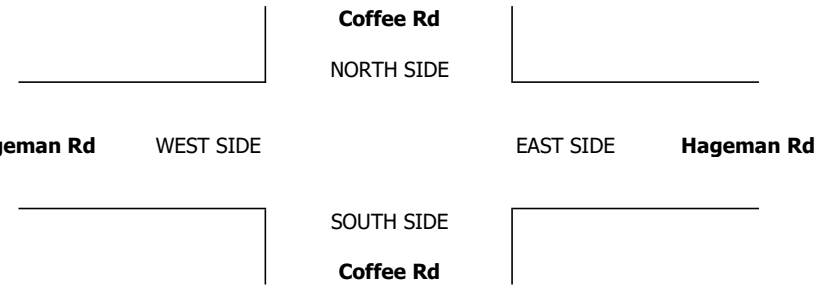
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	16
THURSDAY	EAST & WEST:	Hageman Rd	CONTROL:	SIGNAL

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

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

	NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Hageman Rd			WESTBOUND Hageman Rd				U-TURNS				
LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	2	9	0	1	2	0	2	2	0	4	1	0	23	0	0	0	0	0
7:15 AM	2	8	1	0	6	0	0	3	0	1	0	2	23	0	0	0	0	0
7:30 AM	0	9	0	1	2	0	0	5	3	2	3	1	26	0	0	0	0	0
7:45 AM	2	10	3	0	1	1	0	1	0	0	2	1	21	0	0	0	0	0
8:00 AM	2	8	1	1	6	0	2	1	0	1	5	0	27	1	1	0	0	2
8:15 AM	1	12	1	0	3	2	2	4	1	2	0	0	28	0	0	0	1	1
8:30 AM	3	6	0	2	10	0	4	2	0	3	3	0	33	1	0	0	0	1
8:45 AM	2	7	3	0	9	2	0	2	0	0	5	0	30	0	0	0	0	0
VOLUMES	14	69	9	5	39	5	10	20	4	13	19	4	215	2	1	0	1	4
APPROACH %	15%	73%	10%	10%	78%	10%	29%	59%	12%	35%	51%	11%						
APP/DEPART	94	/	84	50	/	58	34	/	35	37	/	38	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	5	39	5	2	12	3	4	11	4	5	10	2	105	1	1	0	1	
APPROACH %	10%	78%	10%	11%	67%	17%	21%	58%	21%	28%	56%	11%						
PEAK HR FACTOR		0.833			0.563			0.594			0.750		0.905					
APP/DEPART	50	/	46	18	/	22	19	/	19	18	/	18	0					
PM																		
4:00 PM	1	5	1	1	8	1	0	3	0	1	3	0	24	1	0	0	0	1
4:15 PM	2	5	2	1	3	3	2	4	0	1	3	1	27	0	0	0	0	0
4:30 PM	0	6	0	0	4	1	0	1	0	0	5	0	17	0	1	0	0	1
4:45 PM	1	8	1	0	3	3	0	4	0	1	4	0	25	0	0	0	0	0
5:00 PM	0	4	3	1	4	0	0	3	1	0	4	0	20	0	1	0	0	1
5:15 PM	2	2	0	2	3	0	0	4	0	1	4	1	19	0	0	0	0	0
5:30 PM	0	5	1	1	4	0	0	1	0	0	0	0	12	0	0	0	1	1
5:45 PM	0	3	1	1	1	1	0	1	0	0	1	0	9	0	0	0	0	0
VOLUMES	6	38	9	7	30	9	2	21	1	4	24	2	157	1	2	0	1	4
APPROACH %	11%	70%	17%	15%	63%	19%	8%	88%	4%	13%	77%	6%						
APP/DEPART	54	/	44	48	/	36	24	/	38	31	/	39	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	3	19	5	4	14	3	0	12	1	2	12	1	78	0	1	0	1	
APPROACH %	11%	70%	19%	18%	64%	14%	0%	92%	8%	13%	75%	6%						
PEAK HR FACTOR		0.675			0.917			0.813			0.667		0.780					
APP/DEPART	27	/	21	22	/	17	13	/	22	16	/	18	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

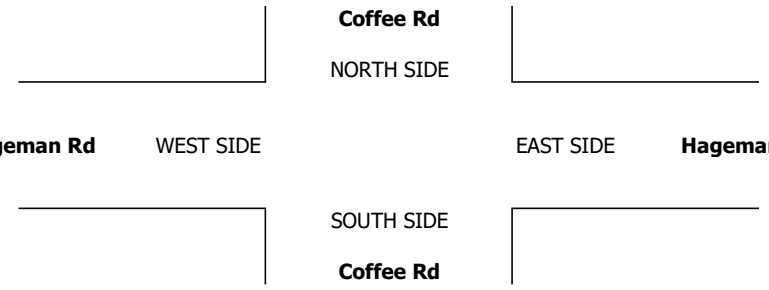
DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	16
THURSDAY	EAST & WEST:	Hageman Rd	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

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

	NORTHBOUND (Coffee Rd)			SOUTHBOUND (Coffee Rd)			EASTBOUND (Hageman Rd)			WESTBOUND (Hageman Rd)				U-TURNS				
LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	1	1	0	0	0	0	0	1	0	0	0	1	4	0	0	0	0	0
7:15 AM	0	4	0	0	0	0	0	1	1	1	0	0	7	0	0	0	0	0
7:30 AM	0	2	0	0	1	1	0	1	0	0	3	1	9	0	0	0	0	0
7:45 AM	0	1	0	0	1	0	0	0	0	0	2	0	4	0	0	0	0	0
8:00 AM	2	1	1	0	2	0	1	1	0	0	1	0	9	0	0	0	0	0
8:15 AM	0	1	1	0	0	1	0	0	0	0	1	1	5	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	1	0	1	2	0	5	0	0	0	0	0
8:45 AM	0	1	0	2	0	0	0	0	0	0	1	0	4	0	0	0	0	0
VOLUMES	3	12	2	2	4	2	1	5	1	2	10	3	47	0	0	0	0	0
APPROACH %	18%	71%	12%	25%	50%	25%	14%	71%	14%	13%	67%	20%						
APP/DEPART	17	/	16	8	/	7	7	/	9	15	/	15	0					
BEGIN PEAK HR	7:30 AM																	
VOLUMES	2	5	2	0	4	2	1	2	0	0	7	2	27	0	0	0	0	
APPROACH %	22%	56%	22%	0%	67%	33%	33%	67%	0%	0%	78%	22%						
PEAK HR FACTOR		0.563			0.750			0.375			0.563		0.750					
APP/DEPART	9	/	8	6	/	4	3	/	4	9	/	11	0					
PM 4:00 PM	0	0	0	0	0	0	1	2	0	0	0	0	3	0	0	0	0	0
4:15 PM	0	1	0	1	0	0	0	4	0	1	1	0	8	0	0	0	0	0
4:30 PM	0	1	0	0	0	1	1	1	0	0	0	0	4	0	0	0	0	0
4:45 PM	1	1	0	0	0	0	2	0	0	0	0	0	4	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	2	0	0	0	0	3	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
5:45 PM	1	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
VOLUMES	2	3	0	1	1	1	4	12	0	1	1	0	26	0	0	0	0	0
APPROACH %	40%	60%	0%	33%	33%	33%	25%	75%	0%	50%	50%	0%						
APP/DEPART	5	/	7	3	/	2	16	/	13	2	/	4	0					
BEGIN PEAK HR	4:45 PM																	
VOLUMES	1	1	0	0	1	0	2	4	0	0	0	0	9	0	0	0	0	
APPROACH %	50%	50%	0%	0%	100%	0%	33%	67%	0%	0%	0%	0%						
PEAK HR FACTOR		0.250			0.250			0.750			0.000		0.563					
APP/DEPART	2	/	3	1	/	1	6	/	4	0	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	16
THURSDAY	EAST & WEST:	Hageman Rd	CONTROL:	SIGNAL

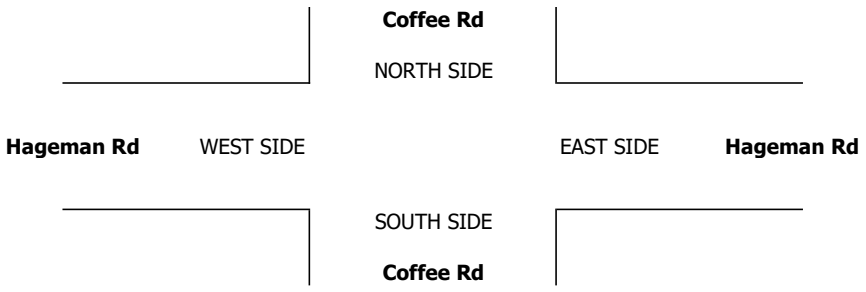
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Hageman Rd			WESTBOUND Hageman Rd				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	4	0	0	1	0	1	1	0	1	0	2	10	0	0	0	0	0
	7:15 AM	1	4	0	0	2	0	0	1	0	0	3	0	11	0	0	0	0	0
	7:30 AM	0	4	0	0	0	0	0	3	0	0	1	0	8	0	0	0	0	0
	7:45 AM	0	1	0	0	1	0	0	1	1	1	2	0	7	0	0	0	0	0
	8:00 AM	0	2	0	0	2	1	0	1	0	0	2	0	8	0	0	0	0	0
	8:15 AM	1	5	0	0	4	0	0	2	1	0	1	0	14	0	0	0	0	0
	8:30 AM	0	4	0	1	0	0	0	1	0	0	2	0	8	0	0	0	0	0
	8:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
	VOLUMES	2	28	0	1	10	1	1	10	2	2	11	2	70	0	0	0	0	0
	APPROACH %	7%	93%	0%	8%	83%	8%	8%	77%	15%	13%	73%	13%						
	APP/DEPART	30	/	31	12	/	14	13	/	11	15	/	14	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	1	12	0	0	7	1	0	7	2	1	6	0	37	0	0	0	0	
	APPROACH %	8%	92%	0%	0%	88%	13%	0%	78%	22%	14%	86%	0%						
	PEAK HR FACTOR		0.542			0.500			0.750			0.583		0.661					
	APP/DEPART	13	/	12	8	/	10	9	/	7	7	/	8	0					
PM	4:00 PM	0	1	0	0	4	0	0	1	1	0	0	1	8	0	0	0	0	0
	4:15 PM	0	0	0	0	2	0	1	1	0	0	2	0	6	0	0	0	0	0
	4:30 PM	0	3	1	1	1	0	1	1	0	0	0	0	8	0	0	0	0	0
	4:45 PM	0	1	0	0	3	0	1	0	0	0	0	0	5	0	0	0	0	0
	5:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	5	2	1	13	0	3	3	1	0	3	1	32	0	0	0	0	0
	APPROACH %	0%	71%	29%	7%	93%	0%	43%	43%	14%	0%	75%	25%						
	APP/DEPART	7	/	9	14	/	14	7	/	6	4	/	3	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	1	1	0	5	0	1	0	0	0	1	0	9	0	0	0	0	
	APPROACH %	0%	50%	50%	0%	100%	0%	100%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.500			0.417			0.250			0.250		0.450					
	APP/DEPART	2	/	2	5	/	5	1	/	1	1	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	16
THURSDAY	EAST & WEST:	Hageman Rd	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

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

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

Coffee Rd

NORTH SIDE

Hageman Rd WEST SIDE EAST SIDE **Hageman Rd**

SOUTH SIDE

Coffee Rd

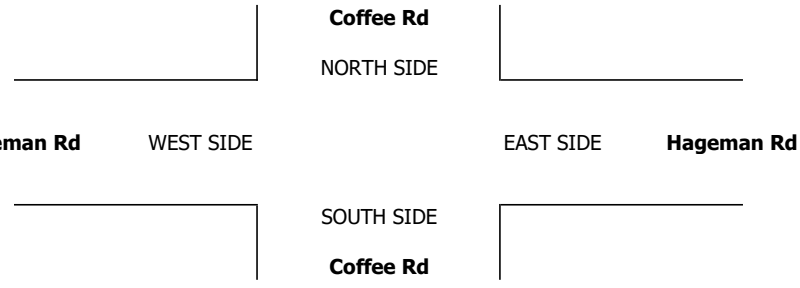
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	16
THURSDAY	EAST & WEST:	Hageman Rd	CONTROL:	SIGNAL

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

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Hageman Rd			WESTBOUND Hageman Rd				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	0	0	0	1	0	0	2	0	4	0	0	0	0	0
	7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:30 AM	0	0	0	0	1	2	0	0	0	0	1	0	4	0	0	1	0	1
	7:45 AM	1	0	1	0	0	1	1	2	0	0	1	0	7	0	0	0	0	0
	8:00 AM	0	1	0	1	0	1	1	5	1	0	2	0	12	0	0	0	0	0
	8:15 AM	0	1	1	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	8:30 AM	1	0	0	0	1	0	0	0	0	0	3	0	5	0	0	0	0	0
	8:45 AM	0	0	0	1	0	0	0	2	0	0	0	0	3	0	0	0	0	0
	VOLUMES	2	4	2	2	3	4	2	10	1	0	9	0	40	0	0	1	0	1
	APPROACH %	25%	50%	25%	22%	33%	44%	14%	71%	7%	0%	100%	0%						
	APP/DEPART	8	/	6	9	/	4	14	/	14	9	/	16	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	1	2	2	1	2	4	2	7	1	0	4	0	27	0	0	1	0	
	APPROACH %	20%	40%	40%	14%	29%	57%	18%	64%	9%	0%	100%	0%						
	PEAK HR FACTOR		0.625			0.583			0.393			0.500		0.563					
	APP/DEPART	5	/	4	7	/	3	11	/	10	4	/	10	0					
PM	4:00 PM	0	2	0	0	0	0	0	1	0	1	0	0	4	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	1	1	0	0	1	0	3	0	0	0	0	0
	4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	1	1	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	VOLUMES	0	3	1	1	3	0	1	2	0	2	2	0	15	0	0	0	0	0
	APPROACH %	0%	75%	25%	25%	75%	0%	33%	67%	0%	50%	50%	0%						
	APP/DEPART	4	/	4	4	/	5	3	/	4	4	/	2	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	1	1	1	2	0	0	0	0	1	0	0	6	0	0	0	0	
	APPROACH %	0%	50%	50%	33%	67%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.500			0.250			0.000			0.250		0.375					
	APP/DEPART	2	/	1	3	/	3	0	/	2	1	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE: Thu, Feb 20, 25

LOCATION: Bakersfield
NORTH & SOUTH: Coffee Rd
EAST & WEST: Meany Ave

PROJECT #: SC5147
LOCATION #: 17
CONTROL: SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Riverlakes Dr			WESTBOUND Meany Ave				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	10	107	26	8	114	3	6	13	28	28	8	10	361	0	1	0	0	1
	7:15 AM	20	155	37	8	141	1	4	14	40	28	12	11	471	3	0	0	0	3
	7:30 AM	28	176	34	5	185	3	1	18	39	29	15	10	543	2	0	0	0	2
	7:45 AM	43	219	65	19	226	4	6	19	65	34	20	13	733	3	0	0	0	3
	8:00 AM	49	160	58	11	234	8	15	28	73	38	34	13	721	5	0	0	0	5
	8:15 AM	45	208	39	6	184	3	20	25	83	40	28	14	695	3	0	0	0	3
	8:30 AM	23	152	37	7	161	4	6	20	44	48	13	15	530	6	0	0	0	6
	8:45 AM	20	184	48	10	148	4	6	16	29	29	5	11	510	7	0	0	0	7
	VOLUMES	238	1,361	344	74	1,393	30	64	153	401	274	135	97	4,594	29	1	0	0	30
	APPROACH %	12%	69%	17%	5%	93%	2%	10%	25%	65%	54%	27%	19%						
	APP/DEPART	1,972	/	1,523	1,498	/	2,097	618	/	571	506	/	403	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	165	763	196	41	829	18	42	90	260	141	97	50	2,705	13	0	0	0	
	APPROACH %	15%	67%	17%	5%	93%	2%	11%	23%	66%	49%	34%	17%						
	PEAK HR FACTOR		0.861			0.877			0.766			0.847		0.919					
	APP/DEPART	1,137	/	855	888	/	1,243	392	/	327	288	/	280	0					
PM	4:00 PM	49	267	52	7	234	9	11	22	39	49	30	24	793	8	0	0	0	8
	4:15 PM	57	290	41	5	250	9	19	18	41	67	28	17	842	6	0	0	0	6
	4:30 PM	55	288	46	5	221	8	14	15	46	65	30	22	815	14	0	0	0	14
	4:45 PM	50	299	42	5	238	3	13	14	38	51	26	14	793	9	1	0	0	10
	5:00 PM	53	272	39	9	259	9	20	19	60	53	38	24	855	20	1	0	0	21
	5:15 PM	46	276	40	3	242	11	10	27	45	42	29	13	784	9	0	0	0	9
	5:30 PM	42	299	51	10	245	5	14	20	38	52	23	9	808	8	1	0	0	9
	5:45 PM	49	268	40	6	235	9	10	20	55	43	19	14	768	6	2	0	0	8
	VOLUMES	401	2,259	351	50	1,924	63	111	155	362	422	223	137	6,543	80	5	0	0	85
	APPROACH %	13%	73%	11%	2%	94%	3%	18%	25%	58%	54%	29%	18%						
	APP/DEPART	3,091	/	2,512	2,042	/	2,788	628	/	556	782	/	687	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	215	1,149	168	24	968	29	66	66	185	236	122	77	3,356	49	2	0	0	
	APPROACH %	14%	73%	11%	2%	95%	3%	21%	21%	58%	54%	28%	18%						
	PEAK HR FACTOR		0.981			0.920			0.801			0.929		0.958					
	APP/DEPART	1,581	/	1,294	1,023	/	1,438	317	/	258	435	/	366	0					

Coffee Rd

NORTH LEG

Riverlakes Dr WEST LEG EAST LEG **Meany Ave**

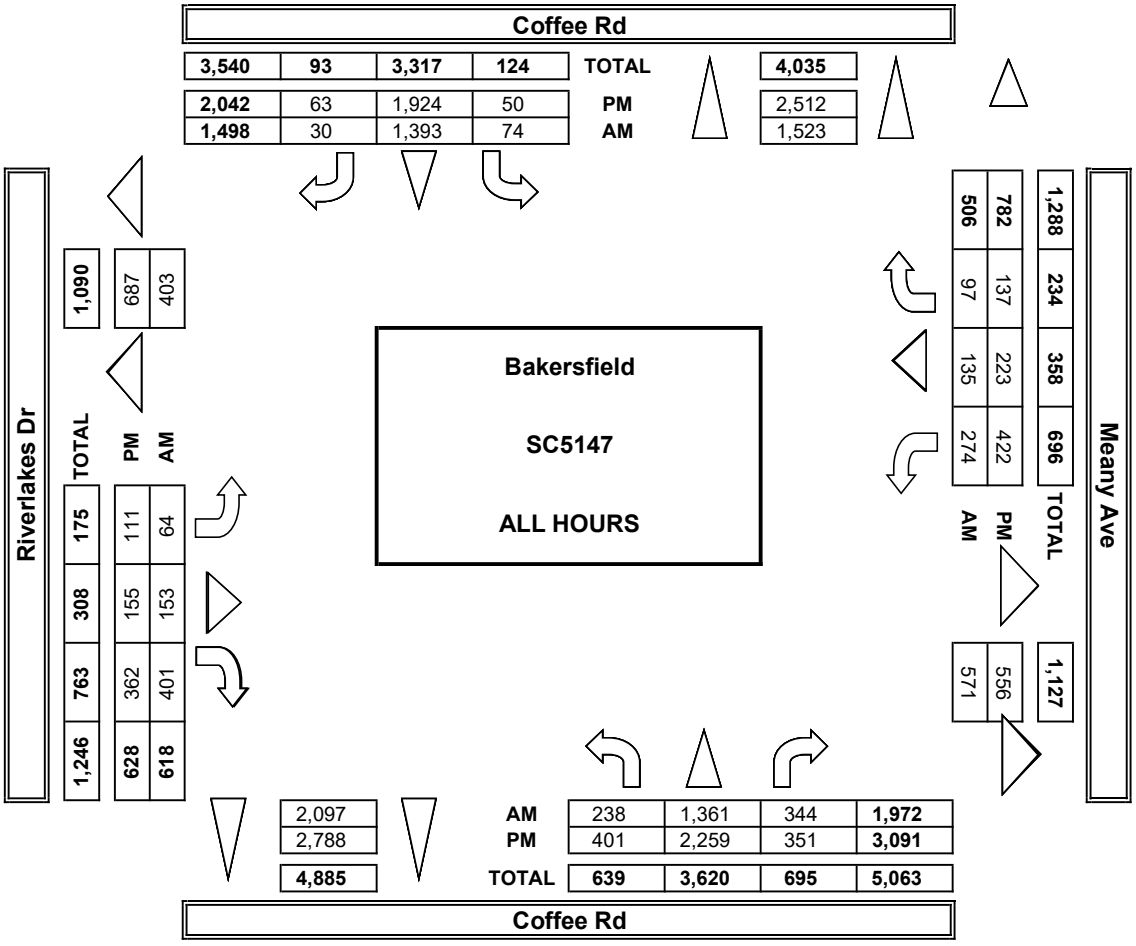
SOUTH LEG

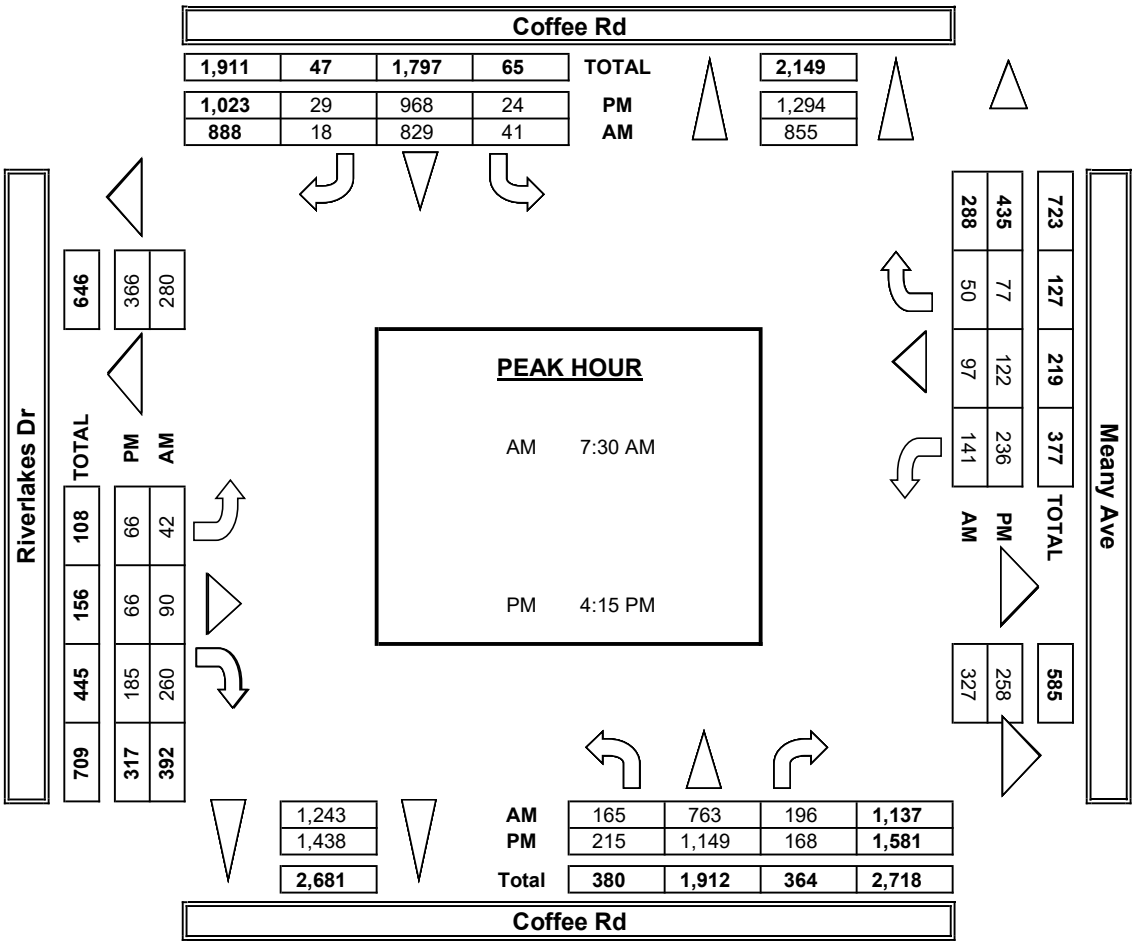
Coffee Rd

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	3	0	1	0	4	3	0	1	0	4	0	0	0	0	0
	7:45 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	8:00 AM	1	1	0	0	2	0	0	0	0	0	1	1	0	0	2
	8:15 AM	3	0	1	1	5	3	0	1	1	5	0	0	0	0	0
	8:30 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	8:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
	TOTAL	8	2	2	2	14	7	0	2	2	11	1	2	0	0	3
PM	4:00 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	1	2	3	0	0	0	1	1	0	0	1	1	2
	4:45 PM	0	1	0	2	3	0	0	0	2	2	0	1	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	1	2	0	0	3	0	2	0	0	2	1	0	0	0	1
	5:30 PM	1	0	1	1	3	1	0	1	1	3	0	0	0	0	0
	5:45 PM	1	1	1	1	4	1	1	1	1	4	0	0	0	0	0
	TOTAL	3	4	4	6	17	2	3	3	5	13	1	1	1	1	4

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:		PROJECT #:	
2/20/25	NORTH & SOUTH:	Bakersfield	LOCATION #:	SC5147
THURSDAY	EAST & WEST:	Meany Ave	CONTROL:	SIGNAL

	NOTES:										
PCE Adjusted	Class	1	2	3	4	5	6		AM	▲ N	
	Factor	1	1.5	2	3	2	2		PM / MD	◄ W	E ►
									OTHER		
									OTHER	S ▼	

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Riverlakes Dr			WESTBOUND Meany Ave				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	10	120	31	9	120	3	6	13	30	31	9	12	392					0
	7:15 AM	21	176	38	8	153	2	4	17	43	33	14	14	521					0
	7:30 AM	30	187	35	5	190	3	1	19	39	33	18	13	571					0
	7:45 AM	45	231	67	22	234	4	6	19	68	36	22	15	767					0
	8:00 AM	49	171	59	12	245	8	16	28	75	40	37	14	752					0
	8:15 AM	47	229	41	6	199	3	20	26	86	42	31	17	745					0
	8:30 AM	23	165	38	8	169	5	6	20	46	56	15	17	566					0
	8:45 AM	22	197	50	10	153	4	6	18	32	31	5	13	539					0
	VOLUMES	246	1,475	356	79	1,461	31	65	159	417	302	149	113	4,851	0	0	0	0	0
	APPROACH %	12%	71%	17%	5%	93%	2%	10%	25%	65%	54%	26%	20%						
	APP/DEPART	2,077	/	1,653	1,570	/	2,180	641	/	594	564	/	426	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	170	818	201	44	867	18	43	92	267	151	107	59	2,834					
	APPROACH %	14%	69%	17%	5%	93%	2%	11%	23%	67%	48%	34%	18%						
	PEAK HR FACTOR		0.867			0.879			0.762			0.870		0.924					
	APP/DEPART	1,188	/	919	929	/	1,285	401	/	336	317	/	295	0					
PM	4:00 PM	52	275	53	7	249	9	11	24	41	51	32	25	827					0
	4:15 PM	58	293	45	5	258	9	20	18	42	68	28	17	858					0
	4:30 PM	56	302	50	5	225	8	14	15	48	65	30	22	839					0
	4:45 PM	50	303	43	5	247	3	13	15	39	52	27	15	811					0
	5:00 PM	54	274	42	9	263	9	21	19	60	55	40	24	869					0
	5:15 PM	46	279	43	3	245	11	10	27	48	44	30	13	799					0
	5:30 PM	45	303	53	10	250	5	14	22	38	52	23	9	823					0
	5:45 PM	51	270	41	6	238	9	10	20	56	44	19	14	776					0
	VOLUMES	411	2,297	368	50	1,975	63	112	159	371	430	228	138	6,600	0	0	0	0	0
	APPROACH %	13%	75%	12%	2%	95%	3%	17%	25%	58%	54%	29%	17%						
	APP/DEPART	3,076	/	2,547	2,088	/	2,775	642	/	577	796	/	702	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	218	1,171	179	24	993	29	67	67	188	239	125	78	3,376					
	APPROACH %	14%	75%	11%	2%	95%	3%	21%	21%	58%	54%	28%	18%						
	PEAK HR FACTOR		0.963			0.930			0.808			0.931		0.972					
	APP/DEPART	1,567	/	1,315	1,046	/	1,420	322	/	270	442	/	372	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	17
THURSDAY	EAST & WEST:	Meany Ave	CONTROL:	SIGNAL

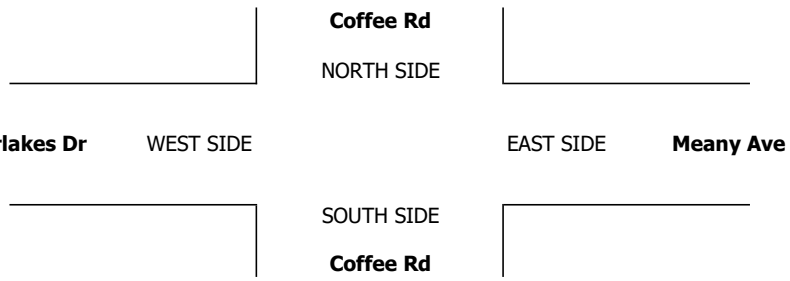
CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Riverlakes Dr			WESTBOUND Meany Ave				U-TURNS				
LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	10	92	22	6	108	3	6	13	26	23	7	7	323	0	1	0	0	1
7:15 AM	19	133	35	8	126	0	4	12	37	22	10	6	412	3	0	0	0	3
7:30 AM	26	164	33	5	178	3	1	17	39	25	13	8	512	2	0	0	0	2
7:45 AM	41	204	62	17	220	4	6	19	61	33	18	10	695	3	0	0	0	3
8:00 AM	49	146	57	10	224	8	14	28	71	35	31	11	684	5	0	0	0	5
8:15 AM	43	188	36	6	170	3	20	24	79	36	24	9	638	3	0	0	0	3
8:30 AM	23	139	36	6	148	3	6	20	42	40	12	12	487	6	0	0	0	6
8:45 AM	17	169	45	10	139	4	6	14	26	26	5	8	469	7	0	0	0	7
VOLUMES	228	1,235	326	68	1,313	28	63	147	381	240	120	71	4,250	29	1	0	0	30
APPROACH %	13%	68%	18%	5%	93%	2%	11%	25%	64%	56%	28%	16%						
APP/DEPART	1,818	/	1,370	1,410	/	1,963	591	/	541	431	/	376	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	159	702	188	38	792	18	41	88	250	129	86	38	2,542	13	0	0	0	
APPROACH %	15%	66%	18%	4%	93%	2%	11%	23%	66%	51%	34%	15%						
PEAK HR FACTOR		0.856			0.876			0.770			0.821		0.910					
APP/DEPART	1,062	/	781	848	/	1,184	379	/	314	253	/	263	0					
PM 4:00 PM	44	257	50	7	220	9	11	20	37	45	28	23	751	8	0	0	0	8
4:15 PM	56	285	37	5	242	9	18	18	40	66	28	17	821	6	0	0	0	6
4:30 PM	54	278	42	5	217	8	14	15	44	65	30	22	794	12	0	0	0	12
4:45 PM	50	292	40	5	231	3	13	13	37	49	25	13	771	9	1	0	0	10
5:00 PM	51	269	34	9	254	9	19	19	60	50	37	24	835	20	1	0	0	21
5:15 PM	46	271	34	3	237	11	10	27	42	41	28	13	763	9	0	0	0	9
5:30 PM	40	294	48	10	240	5	14	19	38	52	23	9	792	8	1	0	0	9
5:45 PM	47	265	39	6	232	9	10	20	54	42	19	14	757	6	2	0	0	8
VOLUMES	388	2,211	324	50	1,873	63	109	151	352	410	218	135	6,367	78	5	0	0	83
APPROACH %	13%	74%	11%	3%	94%	3%	18%	25%	58%	54%	29%	18%						
APP/DEPART	3,001	/	2,460	1,991	/	2,713	612	/	525	763	/	669	0					
BEGIN PEAK HR		4:15 PM																
VOLUMES	211	1,124	153	24	944	29	64	65	181	230	120	76	3,270	47	2	0	0	
APPROACH %	14%	73%	10%	2%	94%	3%	21%	21%	58%	54%	28%	18%						
PEAK HR FACTOR		0.981			0.915			0.791			0.910		0.955					
APP/DEPART	1,535	/	1,266	999	/	1,402	310	/	242	426	/	360	0					



INTERSECTION TURNING MOVEMENT COUNTS

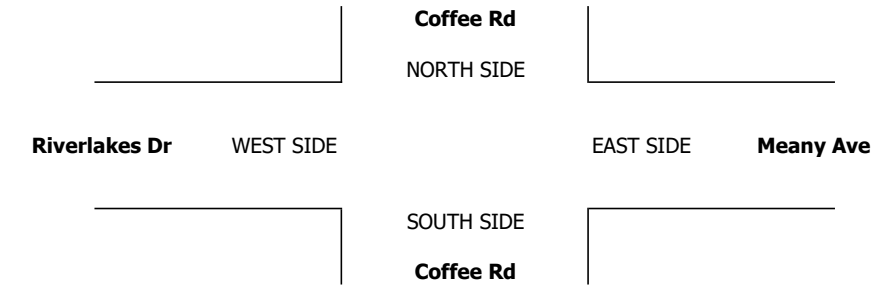
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	17
THURSDAY	EAST & WEST:	Meany Ave	CONTROL:	SIGNAL

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

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

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Riverlakes Dr			WESTBOUND Meany Ave				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	10	1	2	4	0	0	0	1	4	1	3	26	0	0	0	0	0
	7:15 AM	0	12	2	0	11	1	0	1	2	4	1	4	38	0	0	0	0	0
	7:30 AM	1	8	1	0	5	0	0	0	0	2	1	0	18	0	0	0	0	0
	7:45 AM	0	10	3	1	2	0	0	0	3	0	0	3	22	0	0	0	0	0
	8:00 AM	0	8	1	1	5	0	1	0	1	2	2	2	23	0	0	0	0	0
	8:15 AM	1	11	2	0	9	0	0	1	2	4	3	4	37	0	0	0	0	0
	8:30 AM	0	8	1	1	11	1	0	0	0	4	0	3	29	0	0	0	0	0
	8:45 AM	3	11	3	0	8	0	0	0	1	2	0	3	31	0	0	0	0	0
	VOLUMES	5	78	14	5	55	2	1	2	10	22	8	22	224	0	0	0	0	0
	APPROACH %	5%	80%	14%	8%	89%	3%	8%	15%	77%	42%	15%	42%						
	APP/DEPART	97	/	101	62	/	87	13	/	21	52	/	15	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	2	37	7	2	21	0	1	1	6	8	6	9	100	0	0	0	0	
	APPROACH %	4%	80%	15%	9%	91%	0%	13%	13%	75%	35%	26%	39%						
	PEAK HR FACTOR		0.821			0.639			0.667			0.523		0.676					
	APP/DEPART	46	/	47	23	/	35	8	/	10	23	/	8	0					
PM	4:00 PM	4	6	2	0	8	0	0	1	1	4	1	1	28	0	0	0	0	0
	4:15 PM	1	4	3	0	5	0	1	0	1	1	0	0	16	0	0	0	0	0
	4:30 PM	0	3	3	0	2	0	0	0	1	0	0	0	9	2	0	0	0	2
	4:45 PM	0	7	2	0	2	0	0	1	0	2	0	1	15	0	0	0	0	0
	5:00 PM	2	3	4	0	4	0	1	0	0	3	0	0	17	0	0	0	0	0
	5:15 PM	0	4	6	0	4	0	0	0	2	0	1	0	17	0	0	0	0	0
	5:30 PM	1	4	3	0	2	0	0	0	0	0	0	0	10	0	0	0	0	0
	5:45 PM	1	3	1	0	2	0	0	0	0	1	0	0	8	0	0	0	0	0
	VOLUMES	9	34	24	0	29	0	2	2	5	11	2	2	122	2	0	0	0	2
	APPROACH %	13%	49%	35%	0%	100%	0%	22%	22%	56%	73%	13%	13%						
	APP/DEPART	69	/	38	29	/	47	9	/	26	15	/	11	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	3	17	12	0	13	0	2	1	2	6	0	1	59	2	0	0	0	
	APPROACH %	9%	50%	35%	0%	100%	0%	40%	20%	40%	86%	0%	14%						
	PEAK HR FACTOR		0.944			0.650			0.625			0.583		0.868					
	APP/DEPART	34	/	20	13	/	23	5	/	13	7	/	3	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	17
THURSDAY	EAST & WEST:	Meany Ave	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

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

	NORTHBOUND (Coffee Rd)			SOUTHBOUND (Coffee Rd)			EASTBOUND (Riverlakes Dr)			WESTBOUND (Meany Ave)				U-TURNS				
LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
7:15 AM	0	4	0	0	2	0	0	0	0	0	0	1	7	0	0	0	0	0
7:30 AM	1	1	0	0	1	0	0	1	0	0	0	1	5	0	0	0	0	0
7:45 AM	0	1	0	0	1	0	0	0	1	0	1	0	4	0	0	0	0	0
8:00 AM	0	4	0	0	2	0	0	0	0	1	0	0	7	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	2	0	1	0	4	0	0	0	0	0
8:30 AM	0	1	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	1	0	1	0	0	3	0	0	0	0	0
VOLUMES	1	14	2	0	7	0	0	2	3	3	2	2	36	0	0	0	0	0
APPROACH %	6%	82%	12%	0%	100%	0%	0%	40%	60%	43%	29%	29%						
APP/DEPART	17	/	16	7	/	13	5	/	4	7	/	3	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	1	7	0	0	4	0	0	1	3	1	2	1	20	0	0	0	0	
APPROACH %	13%	88%	0%	0%	100%	0%	0%	25%	75%	25%	50%	25%						
PEAK HR FACTOR		0.500			0.500			0.500			1.000		0.714					
APP/DEPART	8	/	8	4	/	8	4	/	1	4	/	3	0					
PM																		
4:00 PM	0	1	0	0	0	0	0	1	0	0	1	0	3	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	3	1	0	2	0	0	1	0	0	1	0	8	0	0	0	0	0
APPROACH %	0%	75%	25%	0%	100%	0%	0%	100%	0%	0%	100%	0%						
APP/DEPART	4	/	3	2	/	2	1	/	2	1	/	1	0					
BEGIN PEAK HR		4:15 PM																
VOLUMES	0	2	1	0	1	0	0	0	0	0	0	0	4	0	0	0	0	
APPROACH %	0%	67%	33%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.375			0.250			0.000			0.000		0.500					
APP/DEPART	3	/	2	1	/	1	0	/	1	0	/	0	0					

Coffee Rd

NORTH SIDE

Riverlakes Dr WEST SIDE EAST SIDE **Meany Ave**

SOUTH SIDE

Coffee Rd

INTERSECTION TURNING MOVEMENT COUNTS

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

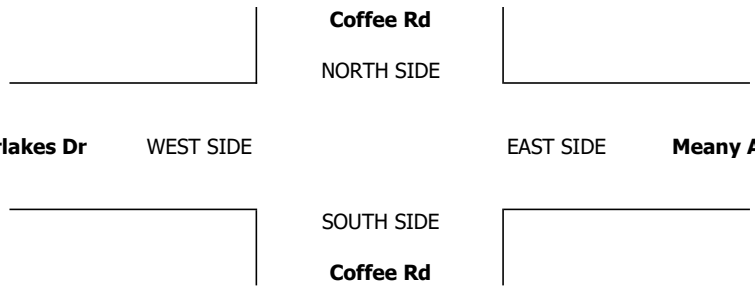
DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	17
THURSDAY	EAST & WEST:	Meany Ave	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

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

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Riverlakes Dr			WESTBOUND Meany Ave				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	3	1	0	2	0	0	0	0	0	0	0	6	0	0	0	0	0
	7:15 AM	0	5	0	0	2	0	0	1	1	1	0	0	10	0	0	0	0	0
	7:30 AM	0	3	0	0	0	0	0	0	0	1	1	1	6	0	0	0	0	0
	7:45 AM	0	2	0	1	3	0	0	0	0	1	0	0	7	0	0	0	0	0
	8:00 AM	0	1	0	0	3	0	0	0	0	0	1	0	5	0	0	0	0	0
	8:15 AM	0	6	0	0	5	0	0	0	0	0	0	0	11	0	0	0	0	0
	8:30 AM	0	4	0	0	0	0	0	0	0	2	1	0	7	0	0	0	0	0
	8:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	VOLUMES	0	27	1	1	15	0	0	1	1	5	3	1	55	0	0	0	0	0
	APPROACH %	0%	96%	4%	6%	94%	0%	0%	50%	50%	56%	33%	11%						
	APP/DEPART	28	/	28	16	/	21	2	/	3	9	/	3	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	12	0	1	11	0	0	0	0	2	2	1	29	0	0	0	0	
	APPROACH %	0%	100%	0%	8%	92%	0%	0%	0%	0%	40%	40%	20%						
	PEAK HR FACTOR		0.500			0.600			0.000			0.417		0.659					
	APP/DEPART	12	/	13	12	/	13	0	/	1	5	/	2	0					
PM	4:00 PM	0	1	0	0	5	0	0	0	0	0	0	0	6	0	0	0	0	0
	4:15 PM	0	0	1	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
	4:30 PM	0	5	1	0	1	0	0	0	0	0	0	0	7	0	0	0	0	0
	4:45 PM	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0
	5:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0
	5:30 PM	1	1	0	0	1	0	0	1	0	0	0	0	4	0	0	0	0	0
	5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	1	7	2	0	14	0	0	1	1	1	1	0	28	0	0	0	0	0
	APPROACH %	10%	70%	20%	0%	100%	0%	0%	50%	50%	50%	50%	0%						
	APP/DEPART	10	/	7	14	/	16	2	/	3	2	/	2	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	5	2	0	7	0	0	0	0	0	1	0	15	0	0	0	0	
	APPROACH %	0%	71%	29%	0%	100%	0%	0%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.292			0.583			0.000			0.250		0.536					
	APP/DEPART	7	/	5	7	/	7	0	/	2	1	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	17
THURSDAY	EAST & WEST:	Meany Ave	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

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

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

Coffee Rd

NORTH SIDE

Riverlakes Dr WEST SIDE EAST SIDE **Meany Ave**

SOUTH SIDE

Coffee Rd

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	17
THURSDAY	EAST & WEST:	Meany Ave	CONTROL:	SIGNAL

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

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Riverlakes Dr			WESTBOUND Meany Ave				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	0	0	0	0	1	1	0	0	3	0	0	0	0	0
	7:15 AM	1	1	0	0	0	0	0	0	0	1	1	0	4	0	0	0	0	0
	7:30 AM	0	0	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	0
	7:45 AM	2	2	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0
	8:00 AM	0	1	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0
	8:15 AM	1	2	1	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	1	0	0	1	2	0	0	0	4	0	0	0	0	0
	VOLUMES	4	7	1	0	2	0	0	1	5	3	2	1	26	0	0	0	0	0
	APPROACH %	33%	58%	8%	0%	100%	0%	0%	17%	83%	50%	33%	17%						
	APP/DEPART	12	/	8	2	/	10	6	/	2	6	/	6	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	3	5	1	0	1	0	0	0	1	1	1	1	14	0	0	0	0	
	APPROACH %	33%	56%	11%	0%	100%	0%	0%	0%	100%	33%	33%	33%						
	PEAK HR FACTOR		0.563			0.250			0.250			0.750		0.700					
	APP/DEPART	9	/	6	1	/	3	1	/	1	3	/	4	0					
PM	4:00 PM	1	2	0	0	1	0	0	0	1	0	0	0	5	0	0	0	0	0
	4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	1	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0
	4:45 PM	0	0	0	0	2	0	0	0	1	0	1	0	4	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:45 PM	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0
	VOLUMES	3	4	0	0	6	0	0	0	4	0	1	0	18	0	0	0	0	0
	APPROACH %	43%	57%	0%	0%	100%	0%	0%	0%	100%	0%	100%	0%						
	APP/DEPART	7	/	4	6	/	10	4	/	0	1	/	4	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	1	1	0	0	3	0	0	0	2	0	1	0	8	0	0	0	0	
	APPROACH %	50%	50%	0%	0%	100%	0%	0%	0%	100%	0%	100%	0%						
	PEAK HR FACTOR		0.500			0.375			0.500			0.250		0.500					
	APP/DEPART	2	/	1	3	/	5	2	/	0	1	/	2	0					

Coffee Rd

NORTH SIDE

Riverlakes Dr WEST SIDE EAST SIDE **Meany Ave**

SOUTH SIDE

Coffee Rd

INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE: Thu, Feb 20, 25

LOCATION: Bakersfield
NORTH & SOUTH: Coffee Rd
EAST & WEST: Downing Ave

PROJECT #: SC5147
LOCATION #: 18
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — N / W / E / S

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Downing Ave			WESTBOUND Downing Ave				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 1	EL 1	ET 0.5	ER 0.5	WL 2	WT 1	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	3	135	13	7	153	6	1	3	3	24	1	7	356	0	2	0	0	2
	7:15 AM	3	211	14	8	196	6	3	3	8	6	2	9	469	0	1	0	0	1
	7:30 AM	8	240	21	3	233	4	4	3	7	11	1	7	542	1	0	0	0	1
	7:45 AM	8	338	32	15	312	1	2	0	5	13	0	11	737	1	1	0	0	2
	8:00 AM	11	276	26	12	330	5	1	2	7	18	2	7	697	1	0	0	0	1
	8:15 AM	10	272	22	11	279	10	5	1	9	16	2	10	647	0	1	0	0	1
	8:30 AM	17	230	20	11	211	10	8	1	10	21	5	7	551	1	0	0	0	1
	8:45 AM	11	267	22	6	196	8	3	2	9	14	0	9	547	0	0	0	0	0
	VOLUMES	71	1,969	170	73	1,910	50	27	15	58	123	13	67	4,555	4	5	0	0	9
	APPROACH %	3%	89%	8%	4%	94%	2%	27%	15%	58%	61%	6%	33%						
	APP/DEPART	2,214	/	2,068	2,038	/	2,095	100	/	258	203	/	134	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	46	1,116	100	49	1,132	26	16	4	31	68	9	35	2,637	3	2	0	0	
	APPROACH %	4%	88%	8%	4%	94%	2%	31%	8%	61%	61%	8%	31%						
	PEAK HR FACTOR		0.834			0.871			0.671			0.848		0.892					
	APP/DEPART	1,265	/	1,169	1,209	/	1,234	51	/	153	112	/	81	0					
PM	4:00 PM	23	336	19	12	292	15	14	3	18	43	10	26	811	4	1	0	0	5
	4:15 PM	18	362	18	14	315	10	10	7	24	31	9	23	841	2	1	0	0	3
	4:30 PM	20	356	16	20	310	10	13	3	15	28	9	17	817	2	2	0	0	4
	4:45 PM	21	358	27	21	310	8	12	5	18	28	6	21	835	6	0	0	0	6
	5:00 PM	21	316	18	15	374	12	12	4	22	35	10	31	870	3	1	0	0	4
	5:15 PM	23	370	15	13	269	11	17	2	14	35	9	20	798	5	3	0	0	8
	5:30 PM	26	366	18	18	323	7	9	5	24	22	6	19	843	1	2	0	0	3
	5:45 PM	16	325	20	15	309	12	7	5	20	34	4	22	789	2	0	0	0	2
	VOLUMES	168	2,789	151	128	2,502	85	94	34	155	256	63	179	6,639	25	10	0	0	35
	APPROACH %	5%	89%	5%	5%	92%	3%	33%	12%	55%	51%	13%	36%						
	APP/DEPART	3,133	/	3,072	2,725	/	2,938	283	/	313	498	/	316	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	80	1,392	79	70	1,309	40	47	19	79	122	34	92	3,380	13	4	0	0	
	APPROACH %	5%	89%	5%	5%	92%	3%	32%	13%	54%	49%	14%	37%						
	PEAK HR FACTOR		0.949			0.885			0.884			0.816		0.967					
	APP/DEPART	1,564	/	1,535	1,423	/	1,523	145	/	168	248	/	154	0					

Coffee Rd

NORTH LEG

Downing Ave WEST LEG EAST LEG **Downing Ave**

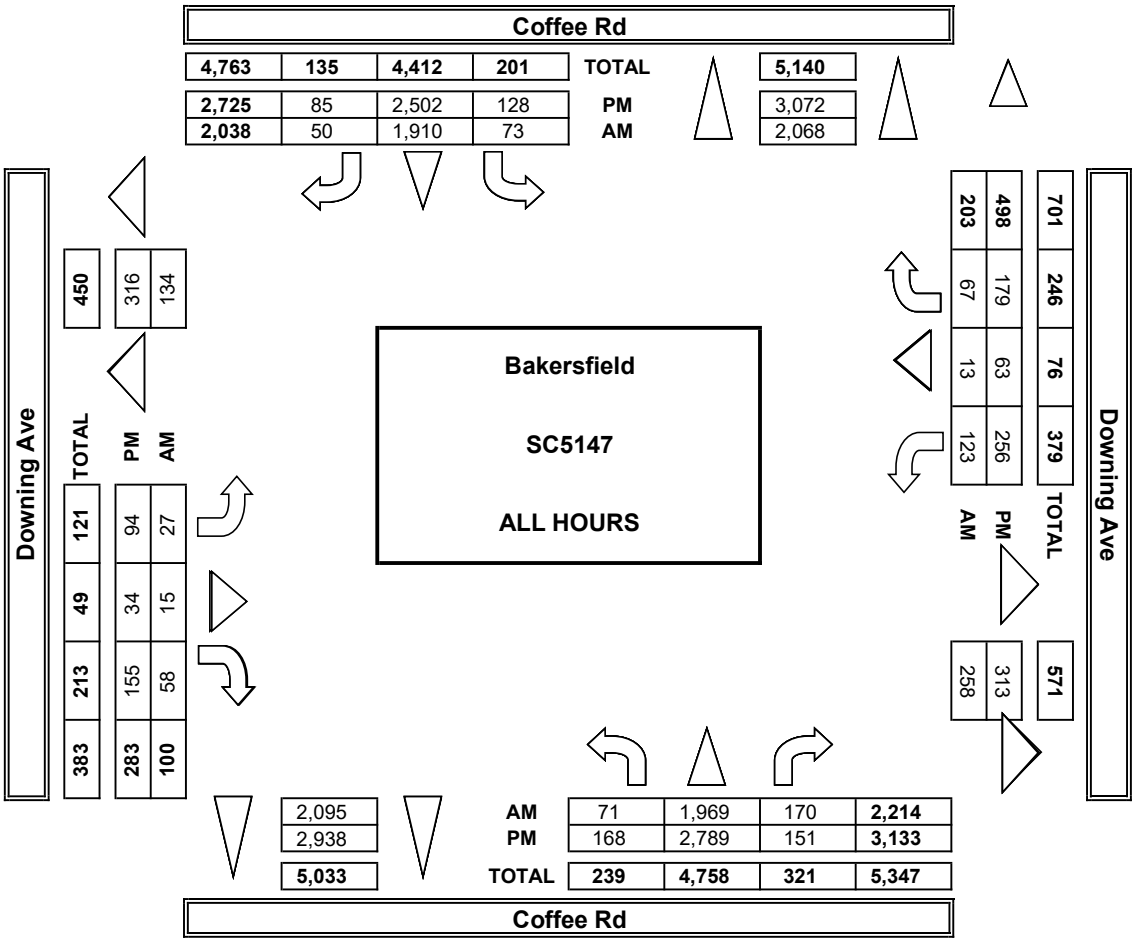
SOUTH LEG

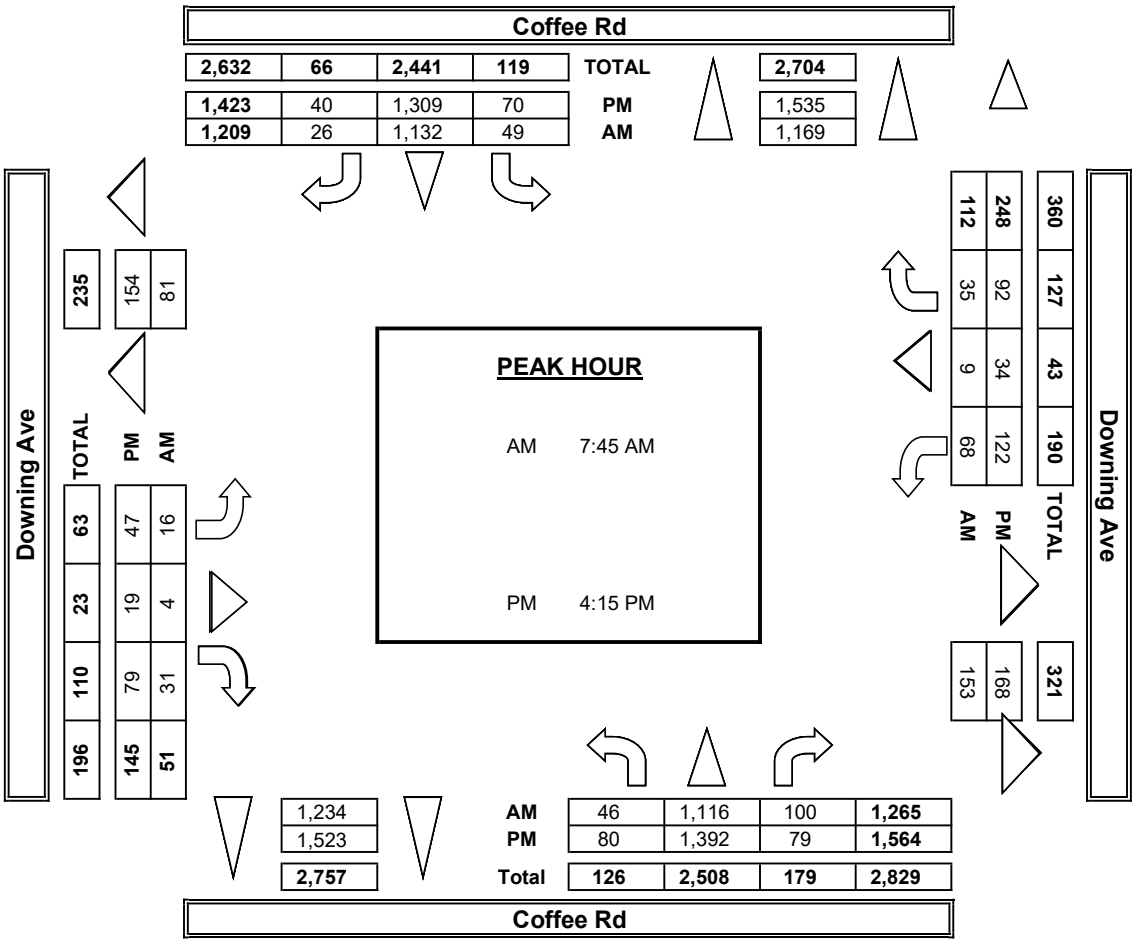
Coffee Rd

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	1	0	0	1	2	0	0	0	0	0	1	0	0	1	2
	8:15 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	8:30 AM	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1	0	3	2	6	0	0	3	1	4	1	0	0	1	2
PM	4:00 PM	1	1	3	0	5	0	1	3	0	4	1	0	0	0	1
	4:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	4:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	5:15 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	5:30 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	5:45 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	TOTAL	1	1	4	5	11	0	1	3	4	8	1	0	1	1	3

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	18
THURSDAY	EAST & WEST:	Downing Ave	CONTROL:	SIGNAL

NOTES:

PCE Adjusted									
Class	1	2	3	4	5	6			
Factor	1	1.5	2	3	2	2			

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

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Downing Ave			WESTBOUND Downing Ave				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 1	EL 1	ET 0.5	ER 0.5	WL 2	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	3	146	18	7	163	7	2	3	3	40	2	10	403					0
	7:15 AM	4	227	16	11	210	6	4	4	8	11	3	15	517					0
	7:30 AM	10	250	27	3	239	4	4	3	7	14	2	9	570					0
	7:45 AM	9	352	35	16	328	1	3	0	5	15	0	12	774					0
	8:00 AM	12	286	30	16	340	5	1	2	7	21	2	9	731					0
	8:15 AM	12	288	26	15	296	11	5	1	9	23	2	16	702					0
	8:30 AM	17	240	25	13	228	10	9	1	11	26	6	11	594					0
	8:45 AM	11	280	25	6	203	8	3	3	10	16	0	11	575					0
	VOLUMES	76	2,069	200	87	2,005	52	30	17	60	165	15	92	4,865	0	0	0	0	0
	APPROACH %	3%	88%	9%	4%	94%	2%	28%	16%	56%	61%	6%	34%						
	APP/DEPART	2,344	/	2,190	2,144	/	2,229	106	/	304	272	/	142	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	49	1,166	116	60	1,191	27	17	4	32	84	10	48	2,801					
	APPROACH %	4%	88%	9%	5%	93%	2%	32%	8%	60%	60%	7%	34%						
	PEAK HR FACTOR		0.842			0.884			0.656			0.849		0.905					
	APP/DEPART	1,330	/	1,231	1,277	/	1,306	53	/	180	141	/	85	0					
PM	4:00 PM	23	345	20	16	307	15	14	3	18	44	11	27	841					0
	4:15 PM	18	369	21	15	321	10	10	7	25	31	9	23	857					0
	4:30 PM	21	368	20	22	317	10	13	3	15	29	9	23	848					0
	4:45 PM	21	361	30	27	317	9	12	5	19	29	6	22	856					0
	5:00 PM	22	321	19	15	379	12	12	5	23	37	10	32	885					0
	5:15 PM	23	375	15	14	273	11	18	2	15	38	10	20	812					0
	5:30 PM	26	375	19	19	329	7	9	5	24	23	6	19	859					0
	5:45 PM	16	329	24	17	312	12	7	5	21	34	4	23	802					0
	VOLUMES	169	2,841	167	144	2,553	86	95	35	158	263	64	188	6,760	0	0	0	0	0
	APPROACH %	5%	89%	5%	5%	92%	3%	33%	12%	55%	51%	12%	36%						
	APP/DEPART	3,176	/	3,123	2,783	/	2,974	287	/	345	514	/	319	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	81	1,418	90	79	1,333	41	47	20	81	125	34	100	3,446					
	APPROACH %	5%	89%	6%	5%	92%	3%	32%	13%	55%	48%	13%	39%						
	PEAK HR FACTOR		0.964			0.894			0.878			0.822		0.973					
	APP/DEPART	1,589	/	1,565	1,452	/	1,539	148	/	188	258	/	156	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	18
THURSDAY	EAST & WEST:	Downing Ave	CONTROL:	SIGNAL

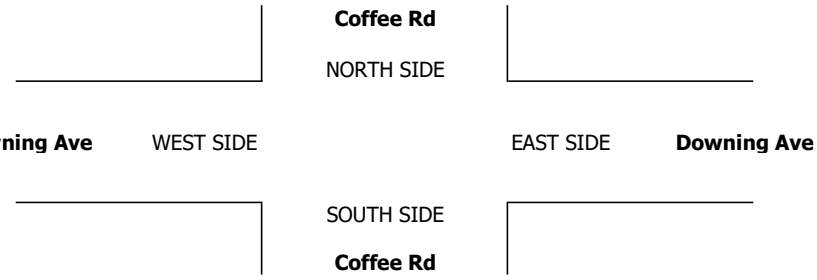
CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Downing Ave			WESTBOUND Downing Ave				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 1	EL 1	ET 0.5	ER 0.5	WL 2	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	3	123	10	7	141	4	0	3	3	10	0	3	307	0	2	0	0	2
	7:15 AM	2	194	12	5	179	6	2	1	8	3	1	4	417	0	1	0	0	1
	7:30 AM	6	228	17	3	224	4	4	3	7	6	0	6	508	0	0	0	0	0
	7:45 AM	7	320	30	14	297	1	1	0	5	12	0	9	696	1	1	0	0	2
	8:00 AM	10	264	22	10	317	5	1	2	7	12	2	4	656	0	0	0	0	0
	8:15 AM	7	253	17	9	259	9	5	1	9	7	2	7	585	0	1	0	0	1
	8:30 AM	17	219	15	9	188	10	7	1	9	15	4	4	498	1	0	0	0	1
	8:45 AM	11	251	20	6	185	8	3	1	7	11	0	8	511	0	0	0	0	0
	VOLUMES	63	1,852	143	63	1,790	47	23	12	55	76	9	45	4,185	2	5	0	0	7
	APPROACH %	3%	90%	7%	3%	94%	2%	26%	13%	61%	58%	7%	35%						
	APP/DEPART	2,060	/	1,925	1,905	/	1,923	90	/	218	130	/	119	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	41	1,056	84	42	1,061	25	14	4	30	46	8	24	2,439	2	2	0	0	
	APPROACH %	3%	89%	7%	4%	94%	2%	29%	8%	63%	59%	10%	31%						
	PEAK HR FACTOR		0.826			0.851			0.706			0.848		0.874					
	APP/DEPART	1,183	/	1,096	1,130	/	1,139	48	/	130	78	/	74	0					
PM	4:00 PM	23	326	18	10	273	15	14	3	18	41	9	25	775	4	1	0	0	5
	4:15 PM	18	353	16	13	308	10	10	7	22	31	9	23	820	2	1	0	0	3
	4:30 PM	19	346	13	19	302	10	13	3	15	27	9	13	789	2	2	0	0	4
	4:45 PM	21	352	24	18	299	7	12	5	17	27	6	20	808	5	0	0	0	5
	5:00 PM	20	307	16	15	367	12	12	3	21	32	10	29	844	3	1	0	0	4
	5:15 PM	23	361	15	12	267	11	16	2	13	33	8	20	781	5	3	0	0	8
	5:30 PM	26	355	17	17	317	7	9	5	24	21	6	19	823	1	2	0	0	3
	5:45 PM	16	320	18	14	305	12	7	5	19	34	4	21	775	2	0	0	0	2
	VOLUMES	166	2,720	137	118	2,438	84	93	33	149	246	61	170	6,449	24	10	0	0	34
	APPROACH %	5%	89%	4%	4%	92%	3%	34%	12%	54%	52%	13%	36%						
	APP/DEPART	3,047	/	2,993	2,650	/	2,857	275	/	288	477	/	311	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	78	1,358	69	65	1,276	39	47	18	75	117	34	85	3,277	12	4	0	0	
	APPROACH %	5%	90%	5%	5%	92%	3%	34%	13%	54%	50%	14%	36%						
	PEAK HR FACTOR		0.943			0.876			0.897			0.831		0.966					
	APP/DEPART	1,517	/	1,494	1,384	/	1,480	140	/	152	236	/	151	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	18
THURSDAY	EAST & WEST:	Downing Ave	CONTROL:	SIGNAL

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

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

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Downing Ave			WESTBOUND Downing Ave				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 1	EL 1	ET 0.5	ER 0.5	WL 2	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	7	0	0	8	2	0	0	0	8	1	3	29	0	0	0	0	0
	7:15 AM	1	8	1	2	12	0	1	2	0	0	1	2	30	0	0	0	0	0
	7:30 AM	1	8	1	0	7	0	0	0	0	5	1	0	23	0	0	0	0	0
	7:45 AM	1	12	1	0	7	0	1	0	0	0	0	2	24	0	0	0	0	0
	8:00 AM	1	6	2	0	8	0	0	0	0	6	0	2	25	0	0	0	0	0
	8:15 AM	3	12	4	0	13	1	0	0	0	7	0	0	40	0	0	0	0	0
	8:30 AM	0	8	2	0	17	0	1	0	1	5	1	1	36	0	0	0	0	0
	8:45 AM	0	12	1	0	8	0	0	1	2	2	0	0	26	0	0	0	0	0
	VOLUMES	7	73	12	2	80	3	3	3	3	33	4	10	233	0	0	0	0	0
	APPROACH %	8%	79%	13%	2%	94%	4%	33%	33%	33%	70%	9%	21%						
	APP/DEPART	92	/	86	85	/	116	9	/	17	47	/	14	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	5	38	9	0	45	1	2	0	1	18	1	5	125	0	0	0	0	
	APPROACH %	10%	73%	17%	0%	98%	2%	67%	0%	33%	75%	4%	21%						
	PEAK HR FACTOR		0.684			0.676			0.375			0.750		0.781					
	APP/DEPART	52	/	45	46	/	64	3	/	9	24	/	7	0					
PM	4:00 PM	0	5	1	0	14	0	0	0	0	2	1	1	24	0	0	0	0	0
	4:15 PM	0	7	1	1	5	0	0	0	2	0	0	0	16	0	0	0	0	0
	4:30 PM	1	5	0	0	5	0	0	0	0	1	0	0	12	0	0	0	0	0
	4:45 PM	0	6	2	0	8	1	0	0	1	1	0	1	20	1	0	0	0	1
	5:00 PM	1	8	2	0	6	0	0	1	1	3	0	2	24	0	0	0	0	0
	5:15 PM	0	8	0	1	0	0	1	0	1	1	1	0	13	0	0	0	0	0
	5:30 PM	0	9	1	0	3	0	0	0	0	1	0	0	14	0	0	0	0	0
	5:45 PM	0	3	0	0	3	0	0	0	1	0	0	1	8	0	0	0	0	0
	VOLUMES	2	51	7	2	44	1	1	1	6	9	2	5	132	1	0	0	0	1
	APPROACH %	3%	84%	11%	4%	94%	2%	13%	13%	75%	56%	13%	31%						
	APP/DEPART	61	/	57	47	/	60	8	/	10	16	/	5	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	2	26	5	1	24	1	0	1	4	5	0	3	73	1	0	0	0	
	APPROACH %	6%	76%	15%	4%	92%	4%	0%	20%	80%	63%	0%	38%						
	PEAK HR FACTOR		0.773			0.722			0.625			0.400		0.760					
	APP/DEPART	34	/	29	26	/	34	5	/	7	8	/	3	0					

Coffee Rd

NORTH SIDE

Downing Ave WEST SIDE EAST SIDE **Downing Ave**

SOUTH SIDE

Coffee Rd

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	18
THURSDAY	EAST & WEST:	Downing Ave	CONTROL:	SIGNAL

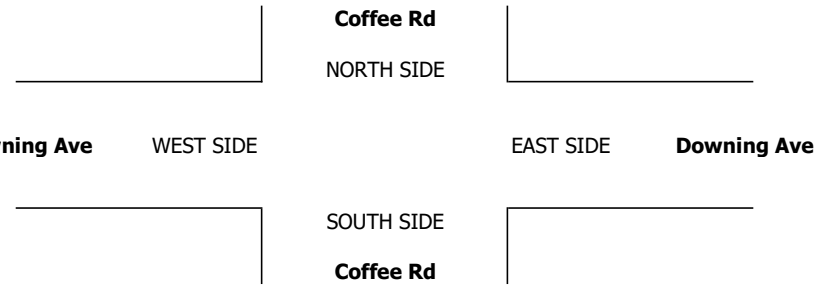
CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Downing Ave			WESTBOUND Downing Ave				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 1	EL 1	ET 0.5	ER 0.5	WL 2	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	2	1	0	0	0	1	0	0	0	0	1	5	0	0	0	0	0
	7:15 AM	0	5	1	0	1	0	0	0	0	1	0	0	8	0	0	0	0	0
	7:30 AM	1	1	1	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0
	7:45 AM	0	1	0	1	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	8:00 AM	0	3	1	0	3	0	0	0	0	0	0	1	8	0	0	0	0	0
	8:15 AM	0	1	0	0	2	0	0	0	0	1	0	0	4	0	0	0	0	0
	8:30 AM	0	0	2	0	2	0	0	0	0	0	0	1	5	0	0	0	0	0
	8:45 AM	0	1	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	0
	VOLUMES	1	14	6	1	12	0	1	0	0	3	0	3	41	0	0	0	0	0
	APPROACH %	5%	67%	29%	8%	92%	0%	100%	0%	0%	50%	0%	50%						
	APP/DEPART	21	/	18	13	/	15	1	/	7	6	/	1	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	5	3	1	9	0	0	0	0	1	0	2	21	0	0	0	0	
	APPROACH %	0%	63%	38%	10%	90%	0%	0%	0%	0%	33%	0%	67%						
	PEAK HR FACTOR		0.500			0.833			0.000			0.750		0.656					
	APP/DEPART	8	/	7	10	/	10	0	/	4	3	/	0	0					
PM	4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	2	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	2	1	1	0	0	0	0	0	0	2	8	0	0	0	0	0
	APPROACH %	0%	50%	50%	50%	50%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	4	/	4	2	/	1	0	/	3	2	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	1	2	0	1	0	0	0	0	0	0	2	6	0	0	0	0	
	APPROACH %	0%	33%	67%	0%	100%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.375			0.250			0.000			0.250		0.375					
	APP/DEPART	3	/	3	1	/	1	0	/	2	2	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	18
THURSDAY	EAST & WEST:	Downing Ave	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Downing Ave			WESTBOUND Downing Ave				U-TURNS				
LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 1	EL 1	ET 0.5	ER 0.5	WL 2	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	2	2	0	2	0	0	0	0	6	0	0	12	0	0	0	0	0
7:15 AM	0	3	0	1	3	0	0	0	0	2	0	2	11	0	0	0	0	0
7:30 AM	0	2	2	0	0	0	0	0	0	0	0	1	5	1	0	0	0	1
7:45 AM	0	2	1	0	4	0	0	0	0	1	0	0	8	0	0	0	0	0
8:00 AM	0	1	1	2	1	0	0	0	0	0	0	0	5	1	0	0	0	1
8:15 AM	0	3	1	2	3	0	0	0	0	1	0	3	13	0	0	0	0	0
8:30 AM	0	3	1	0	2	0	0	0	0	1	0	1	8	0	0	0	0	0
8:45 AM	0	3	1	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0
VOLUMES	0	19	9	5	15	0	0	0	0	11	0	8	69	2	0	0	0	2
APPROACH %	0%	63%	30%	25%	75%	0%	0%	0%	0%	58%	0%	42%						
APP/DEPART	30	/	27	20	/	28	0	/	14	19	/	0	0					
BEGIN PEAK HR		7:45 AM																
VOLUMES	0	9	4	4	10	0	0	0	0	3	0	4	35	1	0	0	0	
APPROACH %	0%	64%	29%	29%	71%	0%	0%	0%	0%	43%	0%	57%						
PEAK HR FACTOR		0.875			0.700			0.000			0.438		0.673					
APP/DEPART	14	/	13	14	/	14	0	/	8	7	/	0	0					
PM 4:00 PM	0	1	0	2	3	0	0	0	0	0	0	0	6	0	0	0	0	0
4:15 PM	0	1	1	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
4:30 PM	0	4	1	1	1	0	0	0	0	0	0	2	9	0	0	0	0	0
4:45 PM	0	0	1	3	0	0	0	0	0	0	0	0	4	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
5:15 PM	0	0	0	0	2	0	0	0	0	1	0	0	3	0	0	0	0	0
5:30 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
5:45 PM	0	0	2	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0
VOLUMES	0	8	5	7	9	0	0	0	0	1	0	2	32	0	0	0	0	0
APPROACH %	0%	62%	38%	44%	56%	0%	0%	0%	0%	33%	0%	67%						
APP/DEPART	13	/	10	16	/	10	0	/	12	3	/	0	0					
BEGIN PEAK HR		4:15 PM																
VOLUMES	0	5	3	4	3	0	0	0	0	0	0	2	17	0	0	0	0	
APPROACH %	0%	63%	38%	57%	43%	0%	0%	0%	0%	0%	0%	100%						
PEAK HR FACTOR		0.400			0.583			0.000			0.250		0.472					
APP/DEPART	8	/	7	7	/	3	0	/	7	2	/	0	0					

Coffee Rd

NORTH SIDE

Downing Ave WEST SIDE EAST SIDE **Downing Ave**

SOUTH SIDE

Coffee Rd

INTERSECTION TURNING MOVEMENT COUNTS

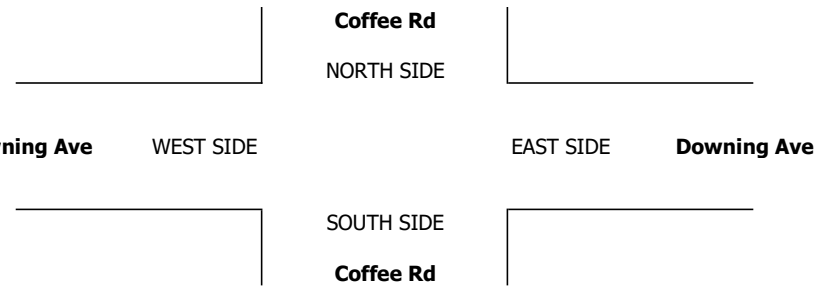
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	18
THURSDAY	EAST & WEST:	Downing Ave	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

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

	NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Downing Ave			WESTBOUND Downing Ave				U-TURNS				
LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 1	EL 1	ET 0.5	ER 0.5	WL 2	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	2	1	0	0	0	0	0	0	0	3	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	2	1	0	0	0	0	0	0	0	3	0	0	0	0	0
APPROACH %	0%	0%	0%	67%	33%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	3	/	1	0	/	2	0	/	0	0					
BEGIN PEAK HR		7:45 AM																
VOLUMES	0	0	0	2	1	0	0	0	0	0	0	0	3	0	0	0	0	
APPROACH %	0%	0%	0%	67%	33%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250					
APP/DEPART	0	/	0	3	/	1	0	/	2	0	/	0	0					
PM 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		4:15 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

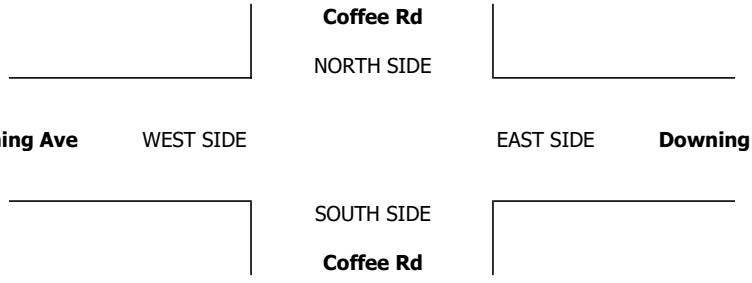
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	18
THURSDAY	EAST & WEST:	Downing Ave	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

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

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Downing Ave			WESTBOUND Downing Ave				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 1	EL 1	ET 0.5	ER 0.5	WL 2	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
	7:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0
	7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:45 AM	0	3	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0
	8:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	8:15 AM	0	3	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0
	8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	0	11	0	0	12	0	0	0	0	0	0	1	24	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	11	/	12	12	/	12	0	/	0	1	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	8	0	0	6	0	0	0	0	0	0	0	14	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.667			0.750			0.000			0.000		0.700					
	APP/DEPART	8	/	8	6	/	6	0	/	0	0	/	0	0					
PM	4:00 PM	0	3	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0
	4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
	4:45 PM	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	VOLUMES	0	8	0	0	10	0	0	0	0	0	0	0	18	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	8	/	8	10	/	10	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	2	0	0	5	0	0	0	0	0	0	0	7	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.417			0.000			0.000		0.583					
	APP/DEPART	2	/	2	5	/	5	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE: Thu, Feb 20, 25

LOCATION: Bakersfield
NORTH & SOUTH: Coffee Rd
EAST & WEST: Granite Falls Dr

PROJECT #: SC5147
LOCATION #: 19
CONTROL: SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Granite Falls Dr			WESTBOUND Granite Falls Dr				U-TURNS				
	LANES:	NL 1	NT 3	NR X	SL X	ST 3	SR 1	EL 2	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	13	147	0	0	162	18	18	0	46	0	0	0	404	1	0	0	0	1
	7:15 AM	30	203	0	0	192	15	16	0	30	0	0	0	486	0	0	0	0	0
	7:30 AM	39	236	0	0	237	19	19	0	61	0	0	0	611	1	0	0	0	1
	7:45 AM	49	341	0	0	287	40	37	0	48	0	0	0	802	0	0	0	0	0
	8:00 AM	48	282	0	0	306	45	41	0	42	0	0	0	764	1	0	0	0	1
	8:15 AM	30	278	0	0	256	48	29	0	27	0	0	0	668	0	0	0	0	0
	8:30 AM	23	245	0	0	220	39	25	0	41	0	0	0	593	1	0	0	0	1
	8:45 AM	36	276	0	0	186	36	32	0	31	0	0	0	597	0	0	0	0	0
	VOLUMES	268	2,008	0	0	1,846	260	217	0	326	0	0	0	4,929	4	0	0	0	4
	APPROACH %	12%	88%	0%	0%	88%	12%	40%	0%	60%	0%	0%	0%						
	APP/DEPART	2,280	/	2,225	2,106	/	2,176	543	/	0	0	/	528	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	166	1,137	0	0	1,086	152	126	0	178	0	0	0	2,847	2	0	0	0	
	APPROACH %	13%	87%	0%	0%	88%	12%	41%	0%	59%	0%	0%	0%						
	PEAK HR FACTOR		0.837			0.882			0.894			0.000		0.887					
	APP/DEPART	1,305	/	1,263	1,238	/	1,266	304	/	0	0	/	318	0					
PM	4:00 PM	58	310	0	0	306	56	71	0	36	0	0	0	837	0	0	0	0	0
	4:15 PM	72	322	0	0	304	61	77	0	35	0	0	0	871	0	0	0	0	0
	4:30 PM	57	313	0	0	317	53	75	0	36	0	0	0	851	1	0	0	0	1
	4:45 PM	69	370	0	0	297	68	61	0	28	0	0	0	893	1	0	0	0	1
	5:00 PM	67	293	0	0	366	67	70	0	37	0	0	0	900	1	1	0	0	2
	5:15 PM	86	369	0	0	293	46	62	0	41	0	0	0	897	0	0	0	0	0
	5:30 PM	61	365	0	0	336	58	56	0	40	0	0	0	916	1	0	0	0	1
	5:45 PM	39	297	0	0	291	68	64	0	19	0	0	0	778	0	0	0	0	0
	VOLUMES	509	2,639	0	0	2,510	477	536	0	272	0	0	0	6,948	4	1	0	0	5
	APPROACH %	16%	84%	0%	0%	84%	16%	66%	0%	34%	0%	0%	0%						
	APP/DEPART	3,152	/	3,176	2,988	/	2,786	808	/	0	0	/	986	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	283	1,397	0	0	1,292	239	249	0	146	0	0	0	3,610	3	1	0	0	
	APPROACH %	17%	83%	0%	0%	84%	16%	63%	0%	37%	0%	0%	0%						
	PEAK HR FACTOR		0.925			0.882			0.923			0.000		0.984					
	APP/DEPART	1,683	/	1,647	1,532	/	1,441	395	/	0	0	/	522	0					

Coffee Rd

NORTH LEG

Granite Falls Dr WEST LEG EAST LEG **Granite Falls Dr**

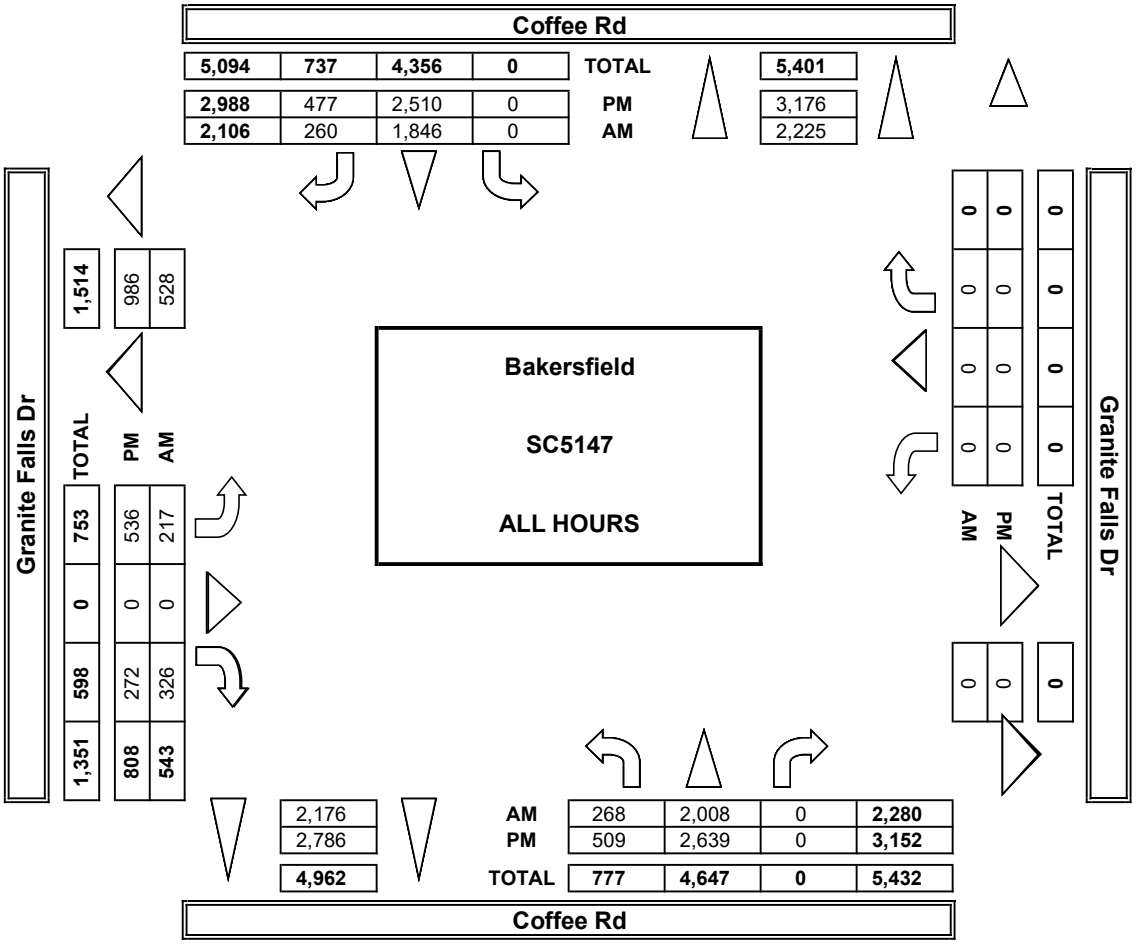
SOUTH LEG

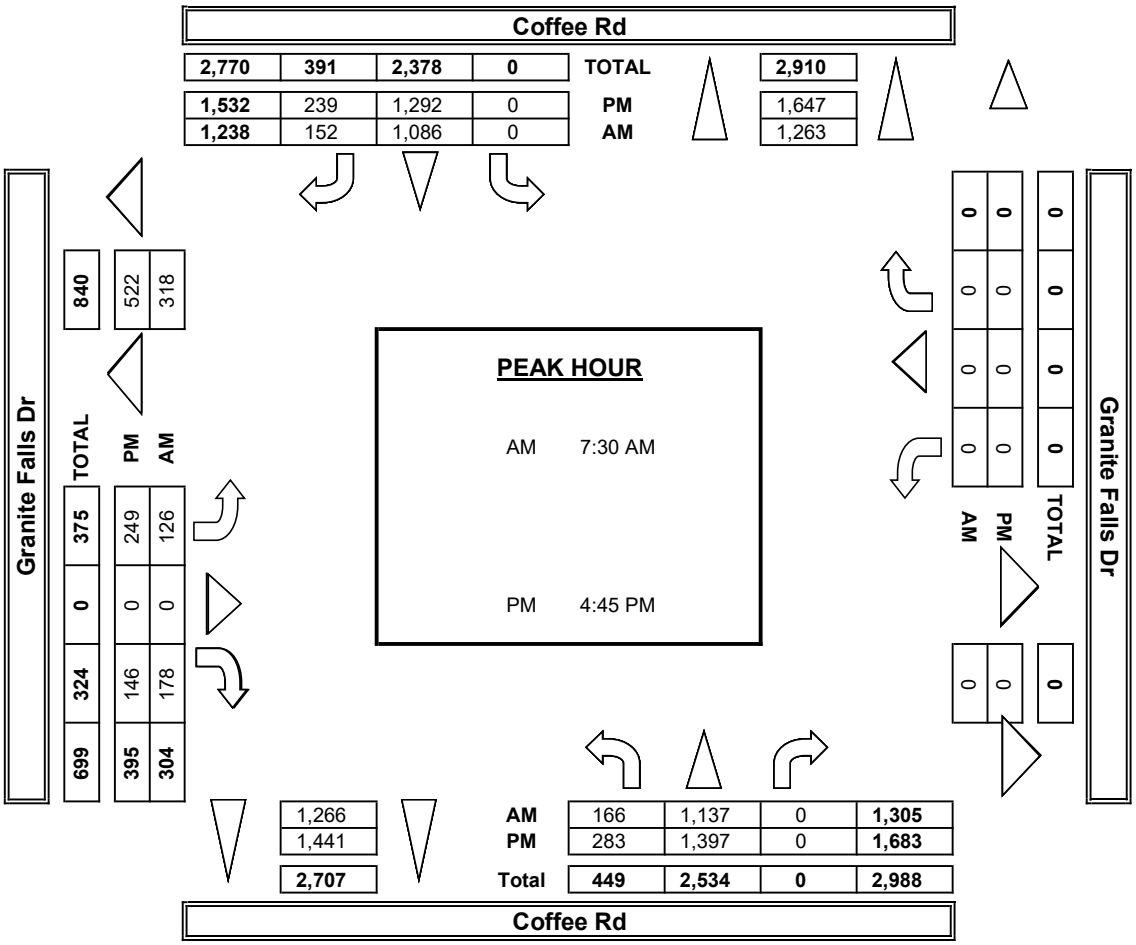
Coffee Rd

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	3	3	0	0	0	3	3	0	0	0	0	0
	4:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0
	5:00 PM	0	0	0	2	2	0	0	0	1	1	0	0	0	1	1
	5:15 PM	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0
	5:30 PM	0	1	0	2	3	0	0	0	2	2	0	1	0	0	1
	5:45 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	TOTAL	0	1	0	13	14	0	0	0	11	11	0	1	0	2	3

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	19
THURSDAY	EAST & WEST:	Granite Falls Dr	CONTROL:	SIGNAL

NOTES:

PCE Adjusted	Class	1	2	3	4	5	6	
	Factor	1	1.5	2	3	2	2	

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

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Granite Falls Dr			WESTBOUND Granite Falls Dr				U-TURNS				
	LANES:	NL 1	NT 3	NR X	SL X	ST 3	SR 1	EL 2	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	13	161	0	0	184	23	24	0	48	0	0	0	451					0
	7:15 AM	32	218	0	0	210	18	19	0	32	0	0	0	528					0
	7:30 AM	45	256	0	0	242	23	19	0	67	0	0	0	650					0
	7:45 AM	50	352	0	0	299	45	41	0	49	0	0	0	835					0
	8:00 AM	51	299	0	0	317	48	43	0	44	0	0	0	801					0
	8:15 AM	32	297	0	0	279	53	31	0	30	0	0	0	720					0
	8:30 AM	26	258	0	0	237	44	28	0	50	0	0	0	641					0
	8:45 AM	37	291	0	0	195	38	33	0	33	0	0	0	625					0
	VOLUMES	284	2,129	0	0	1,961	290	237	0	351	0	0	0	5,250	0	0	0	0	0
	APPROACH %	12%	88%	0%	0%	87%	13%	40%	0%	60%	0%	0%	0%						
	APP/DEPART	2,413	/	2,366	2,251	/	2,312	587	/	0	0	/	573	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	177	1,203	0	0	1,137	168	134	0	189	0	0	0	3,006					
	APPROACH %	13%	87%	0%	0%	87%	13%	41%	0%	59%	0%	0%	0%						
	PEAK HR FACTOR		0.859			0.894			0.897			0.000		0.900					
	APP/DEPART	1,379	/	1,337	1,304	/	1,326	323	/	0	0	/	344	0					
PM	4:00 PM	59	315	0	0	315	60	73	0	39	0	0	0	860					0
	4:15 PM	74	333	0	0	310	62	78	0	38	0	0	0	894					0
	4:30 PM	61	326	0	0	323	55	76	0	39	0	0	0	878					0
	4:45 PM	72	374	0	0	303	70	63	0	30	0	0	0	911					0
	5:00 PM	71	299	0	0	369	69	71	0	38	0	0	0	915					0
	5:15 PM	89	373	0	0	298	49	63	0	42	0	0	0	913					0
	5:30 PM	65	374	0	0	340	61	56	0	46	0	0	0	941					0
	5:45 PM	41	304	0	0	294	69	65	0	21	0	0	0	793					0
	VOLUMES	530	2,696	0	0	2,550	493	544	0	290	0	0	0	7,103	0	0	0	0	0
	APPROACH %	16%	84%	0%	0%	84%	16%	65%	0%	35%	0%	0%	0%						
	APP/DEPART	3,226	/	3,240	3,043	/	2,840	834	/	0	0	/	1,023	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	296	1,419	0	0	1,309	249	253	0	155	0	0	0	3,679					
	APPROACH %	17%	83%	0%	0%	84%	16%	62%	0%	38%	0%	0%	0%						
	PEAK HR FACTOR		0.930			0.890			0.942			0.000		0.978					
	APP/DEPART	1,714	/	1,671	1,558	/	1,464	407	/	0	0	/	544	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

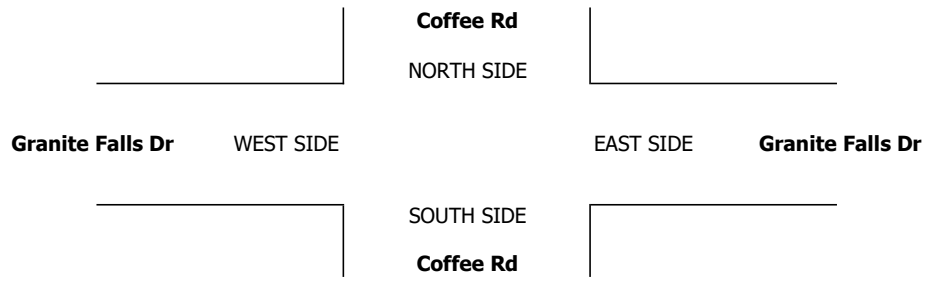
DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	19
THURSDAY	EAST & WEST:	Granite Falls Dr	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

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

	NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Granite Falls Dr			WESTBOUND Granite Falls Dr				U-TURNS				
LANES:	NL 1	NT 3	NR X	SL X	ST 3	SR 1	EL 2	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	13	131	0	0	142	12	12	0	44	0	0	0	354	1	0	0	0	1
7:15 AM	27	189	0	0	173	11	12	0	29	0	0	0	441	0	0	0	0	0
7:30 AM	35	216	0	0	228	16	19	0	54	0	0	0	568	1	0	0	0	1
7:45 AM	48	326	0	0	276	37	35	0	47	0	0	0	769	0	0	0	0	0
8:00 AM	44	263	0	0	292	42	38	0	41	0	0	0	720	1	0	0	0	1
8:15 AM	28	257	0	0	226	41	25	0	24	0	0	0	601	0	0	0	0	0
8:30 AM	21	231	0	0	199	30	23	0	34	0	0	0	538	1	0	0	0	1
8:45 AM	35	259	0	0	173	33	30	0	29	0	0	0	559	0	0	0	0	0
VOLUMES	251	1,872	0	0	1,709	222	194	0	302	0	0	0	4,554	4	0	0	0	4
APPROACH %	12%	88%	0%	0%	89%	11%	39%	0%	61%	0%	0%	0%						
APP/DEPART	2,127	/	2,066	1,931	/	2,015	496	/	0	0	/	473	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	155	1,062	0	0	1,022	136	117	0	166	0	0	0	2,660	2	0	0	0	
APPROACH %	13%	87%	0%	0%	88%	12%	41%	0%	59%	0%	0%	0%						
PEAK HR FACTOR		0.815			0.867			0.863			0.000		0.865					
APP/DEPART	1,219	/	1,179	1,158	/	1,190	283	/	0	0	/	291	0					
PM 4:00 PM	57	303	0	0	293	52	68	0	33	0	0	0	806	0	0	0	0	0
4:15 PM	71	311	0	0	299	59	75	0	33	0	0	0	848	0	0	0	0	0
4:30 PM	52	302	0	0	311	50	74	0	34	0	0	0	823	1	0	0	0	1
4:45 PM	66	362	0	0	288	65	60	0	26	0	0	0	867	1	0	0	0	1
5:00 PM	63	283	0	0	361	63	69	0	36	0	0	0	875	1	1	0	0	2
5:15 PM	84	362	0	0	290	43	61	0	40	0	0	0	880	0	0	0	0	0
5:30 PM	58	354	0	0	330	55	56	0	36	0	0	0	889	1	0	0	0	1
5:45 PM	38	290	0	0	287	67	63	0	17	0	0	0	762	0	0	0	0	0
VOLUMES	489	2,567	0	0	2,459	454	526	0	255	0	0	0	6,755	4	1	0	0	5
APPROACH %	16%	84%	0%	0%	84%	16%	67%	0%	33%	0%	0%	0%						
APP/DEPART	3,060	/	3,094	2,914	/	2,718	781	/	0	0	/	943	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	271	1,361	0	0	1,269	226	246	0	138	0	0	0	3,515	3	1	0	0	
APPROACH %	17%	83%	0%	0%	85%	15%	64%	0%	36%	0%	0%	0%						
PEAK HR FACTOR		0.916			0.880			0.914			0.000		0.987					
APP/DEPART	1,635	/	1,608	1,496	/	1,410	384	/	0	0	/	497	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	19
THURSDAY	EAST & WEST:	Granite Falls Dr	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

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

	NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Granite Falls Dr			WESTBOUND Granite Falls Dr				U-TURNS				
LANES:	NL 1	NT 3	NR X	SL X	ST 3	SR 1	EL 2	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	11	0	0	10	5	3	0	1	0	0	0	30	0	0	0	0	0
7:15 AM	2	5	0	0	13	2	3	0	0	0	0	0	25	0	0	0	0	0
7:30 AM	1	11	0	0	8	1	0	0	5	0	0	0	26	0	0	0	0	0
7:45 AM	1	10	0	0	4	1	0	0	0	0	0	0	16	0	0	0	0	0
8:00 AM	2	11	0	0	9	2	2	0	0	0	0	0	26	0	0	0	0	0
8:15 AM	1	13	0	0	22	5	4	0	1	0	0	0	46	0	0	0	0	0
8:30 AM	1	9	0	0	15	8	1	0	3	0	0	0	37	0	0	0	0	0
8:45 AM	1	12	0	0	9	3	2	0	1	0	0	0	28	0	0	0	0	0
VOLUMES	9	82	0	0	90	27	15	0	11	0	0	0	234	0	0	0	0	0
APPROACH %	10%	90%	0%	0%	77%	23%	58%	0%	42%	0%	0%	0%						
APP/DEPART	91	/	97	117	/	101	26	/	0	0	/	36	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	5	45	0	0	43	9	6	0	6	0	0	0	114	0	0	0	0	
APPROACH %	10%	90%	0%	0%	83%	17%	50%	0%	50%	0%	0%	0%						
PEAK HR FACTOR		0.893			0.481			0.600			0.000		0.620					
APP/DEPART	50	/	51	52	/	49	12	/	0	0	/	14	0					
PM 4:00 PM	1	4	0	0	10	3	2	0	1	0	0	0	21	0	0	0	0	0
4:15 PM	0	7	0	0	2	2	2	0	1	0	0	0	14	0	0	0	0	0
4:30 PM	3	4	0	0	3	3	1	0	0	0	0	0	14	0	0	0	0	0
4:45 PM	2	8	0	0	6	3	0	0	1	0	0	0	20	0	0	0	0	0
5:00 PM	3	9	0	0	5	4	1	0	1	0	0	0	23	0	0	0	0	0
5:15 PM	1	7	0	0	1	2	0	0	0	0	0	0	11	0	0	0	0	0
5:30 PM	1	9	0	0	4	2	0	0	1	0	0	0	17	0	0	0	0	0
5:45 PM	0	4	0	0	3	1	0	0	1	0	0	0	9	0	0	0	0	0
VOLUMES	11	52	0	0	34	20	6	0	6	0	0	0	129	0	0	0	0	0
APPROACH %	17%	83%	0%	0%	63%	37%	50%	0%	50%	0%	0%	0%						
APP/DEPART	63	/	58	54	/	40	12	/	0	0	/	31	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	7	33	0	0	16	11	1	0	3	0	0	0	71	0	0	0	0	
APPROACH %	18%	83%	0%	0%	59%	41%	25%	0%	75%	0%	0%	0%						
PEAK HR FACTOR		0.833			0.750			0.500			0.000		0.772					
APP/DEPART	40	/	34	27	/	19	4	/	0	0	/	18	0					

Coffee Rd

NORTH SIDE

Granite Falls Dr WEST SIDE EAST SIDE **Granite Falls Dr**

SOUTH SIDE

Coffee Rd

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	19
THURSDAY	EAST & WEST:	Granite Falls Dr	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

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

	NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Granite Falls Dr			WESTBOUND Granite Falls Dr				U-TURNS				
LANES:	NL 1	NT 3	NR X	SL X	ST 3	SR 1	EL 2	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	2	0	0	1	0	1	0	0	0	0	0	4	0	0	0	0	0
7:15 AM	1	5	0	0	1	1	1	0	0	0	0	0	9	0	0	0	0	0
7:30 AM	1	3	0	0	0	1	0	0	0	0	0	0	5	0	0	0	0	0
7:45 AM	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
8:00 AM	2	4	0	0	3	0	0	0	0	0	0	0	9	0	0	0	0	0
8:15 AM	0	1	0	0	2	2	0	0	0	0	0	0	5	0	0	0	0	0
8:30 AM	0	2	0	0	1	1	0	0	0	0	0	0	4	0	0	0	0	0
8:45 AM	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
VOLUMES	4	19	0	0	12	5	2	0	0	0	0	0	42	0	0	0	0	0
APPROACH %	17%	83%	0%	0%	71%	29%	100%	0%	0%	0%	0%	0%						
APP/DEPART	23	/	21	17	/	12	2	/	0	0	/	9	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	3	9	0	0	7	3	0	0	0	0	0	0	22	0	0	0	0	
APPROACH %	25%	75%	0%	0%	70%	30%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.500			0.625			0.000			0.000		0.611					
APP/DEPART	12	/	9	10	/	7	0	/	0	0	/	6	0					
PM 4:00 PM	0	1	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
4:30 PM	2	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	3	4	0	0	1	0	0	0	1	0	0	0	9	0	0	0	0	0
APPROACH %	43%	57%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%						
APP/DEPART	7	/	4	1	/	2	1	/	0	0	/	3	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	
APPROACH %	50%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.500			0.000			0.000			0.000		0.500					
APP/DEPART	2	/	1	0	/	0	0	/	0	0	/	1	0					

Coffee Rd

NORTH SIDE

Granite Falls Dr WEST SIDE EAST SIDE **Granite Falls Dr**

SOUTH SIDE

Coffee Rd

INTERSECTION TURNING MOVEMENT COUNTS

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

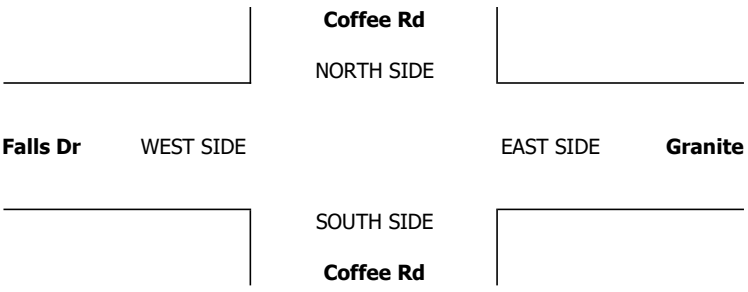
DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	19
THURSDAY	EAST & WEST:	Granite Falls Dr	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

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

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Granite Falls Dr			WESTBOUND Granite Falls Dr				U-TURNS				
	LANES:	NL 1	NT 3	NR X	SL X	ST 3	SR 1	EL 2	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	3	0	0	7	1	1	0	0	0	0	0	12	0	0	0	0	0
	7:15 AM	0	3	0	0	5	0	0	0	1	0	0	0	9	0	0	0	0	0
	7:30 AM	2	5	0	0	0	1	0	0	1	0	0	0	9	0	0	0	0	0
	7:45 AM	0	1	0	0	3	2	2	0	0	0	0	0	8	0	0	0	0	0
	8:00 AM	0	3	0	0	1	1	0	0	1	0	0	0	6	0	0	0	0	0
	8:15 AM	0	4	0	0	4	0	0	0	0	0	0	0	8	0	0	0	0	0
	8:30 AM	1	3	0	0	3	0	1	0	3	0	0	0	11	0	0	0	0	0
	8:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
	VOLUMES	3	26	0	0	23	5	4	0	6	0	0	0	67	0	0	0	0	0
	APPROACH %	10%	90%	0%	0%	82%	18%	40%	0%	60%	0%	0%	0%						
	APP/DEPART	29	/	30	28	/	29	10	/	0	0	/	8	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	2	13	0	0	8	4	2	0	2	0	0	0	31	0	0	0	0	
	APPROACH %	13%	87%	0%	0%	67%	33%	50%	0%	50%	0%	0%	0%						
	PEAK HR FACTOR		0.536			0.600			0.500			0.000		0.861					
	APP/DEPART	15	/	15	12	/	10	4	/	0	0	/	6	0					
PM	4:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	2	0	0	0	0	0
	4:15 PM	1	3	0	0	2	0	0	0	1	0	0	0	7	0	0	0	0	0
	4:30 PM	0	4	0	0	1	0	0	0	1	0	0	0	6	0	0	0	0	0
	4:45 PM	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0
	5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	1	0	0	0	2	1	0	0	0	0	0	0	4	0	0	0	0	0
	5:30 PM	1	2	0	0	0	1	0	0	2	0	0	0	6	0	0	0	0	0
	5:45 PM	1	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	VOLUMES	6	11	0	0	6	3	1	0	4	0	0	0	31	0	0	0	0	0
	APPROACH %	35%	65%	0%	0%	67%	33%	20%	0%	80%	0%	0%	0%						
	APP/DEPART	17	/	12	9	/	10	5	/	0	0	/	9	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	4	2	0	0	2	2	1	0	2	0	0	0	13	0	0	0	0	
	APPROACH %	67%	33%	0%	0%	50%	50%	33%	0%	67%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.333			0.375			0.000		0.542					
	APP/DEPART	6	/	3	4	/	4	3	/	0	0	/	6	0					



INTERSECTION TURNING MOVEMENT COUNTS

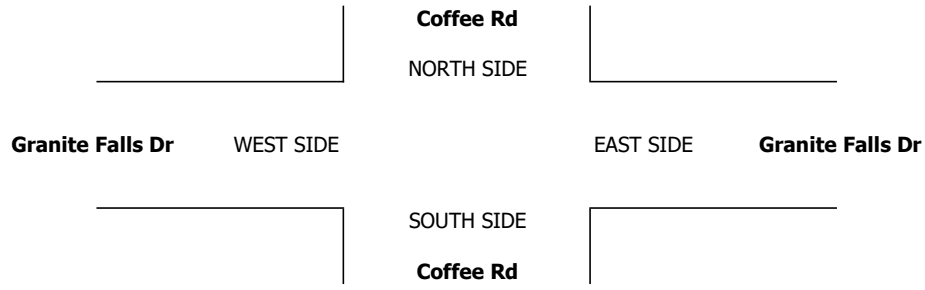
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	19
THURSDAY	EAST & WEST:	Granite Falls Dr	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

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

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



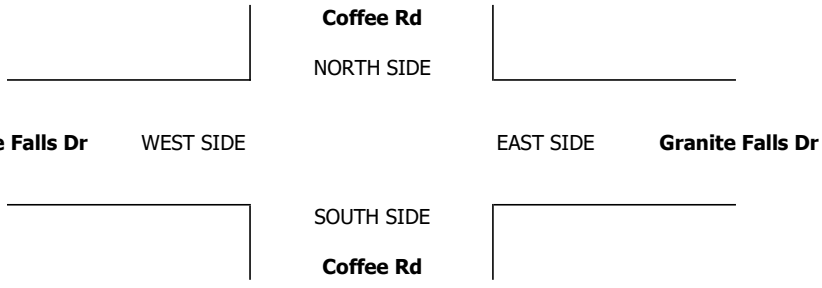
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	19
THURSDAY	EAST & WEST:	Granite Falls Dr	CONTROL:	SIGNAL

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

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Granite Falls Dr			WESTBOUND Granite Falls Dr				U-TURNS				
	LANES:	NL 1	NT 3	NR X	SL X	ST 3	SR 1	EL 2	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	2	0	1	0	1	0	0	0	4	0	0	0	0	0
	7:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0
	7:30 AM	0	1	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0
	7:45 AM	0	3	0	0	2	0	0	0	1	0	0	0	6	0	0	0	0	0
	8:00 AM	0	1	0	0	1	0	1	0	0	0	0	0	3	0	0	0	0	0
	8:15 AM	1	3	0	0	2	0	0	0	2	0	0	0	8	0	0	0	0	0
	8:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0
	8:45 AM	0	0	0	0	2	0	0	0	1	0	0	0	3	0	0	0	0	0
	VOLUMES	1	9	0	0	11	1	2	0	7	0	0	0	31	0	0	0	0	0
	APPROACH %	10%	90%	0%	0%	92%	8%	22%	0%	78%	0%	0%	0%						
	APP/DEPART	10	/	11	12	/	18	9	/	0	0	/	2	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	1	8	0	0	6	0	1	0	4	0	0	0	20	0	0	0	0	
	APPROACH %	11%	89%	0%	0%	100%	0%	20%	0%	80%	0%	0%	0%						
	PEAK HR FACTOR		0.563			0.750			0.625			0.000		0.625					
	APP/DEPART	9	/	9	6	/	10	5	/	0	0	/	1	0					
PM	4:00 PM	0	2	0	0	2	0	1	0	1	0	0	0	6	0	0	0	0	0
	4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	1	0	0	2	0	0	0	1	0	0	0	4	0	0	0	0	0
	4:45 PM	0	0	0	0	3	0	0	0	1	0	0	0	4	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	1	0	1	0	0	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	2	0	0	0	1	0	0	0	3	0	0	0	0	0
	5:45 PM	0	1	0	0	1	0	1	0	1	0	0	0	4	0	0	0	0	0
	VOLUMES	0	5	0	0	10	0	3	0	6	0	0	0	24	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	33%	0%	67%	0%	0%	0%						
	APP/DEPART	5	/	8	10	/	16	9	/	0	0	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	0	5	0	1	0	3	0	0	0	9	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	100%	0%	25%	0%	75%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.417			0.500			0.000		0.563					
	APP/DEPART	0	/	1	5	/	8	4	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE: Thu, Feb 20, 25

LOCATION: Bakersfield
NORTH & SOUTH: Coffee Rd
EAST & WEST: Jet Way

PROJECT #: SC5147
LOCATION #: 20
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

N ▲ S ▼ W ◄ E ►

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Jet Way			WESTBOUND Jet Way				U-TURNS				
	LANES:	NL X	NT 3	NR 1	SL 1	ST 3	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	203	9	0	251	0	0	0	0	7	0	1	471	0	0	0	0	0
	7:15 AM	0	281	18	1	286	0	0	0	0	8	0	1	595	0	0	0	0	0
	7:30 AM	0	364	17	1	333	0	0	0	0	12	0	1	728	0	0	0	0	0
	7:45 AM	0	473	13	5	434	0	0	0	0	13	0	3	941	0	0	0	0	0
	8:00 AM	0	410	20	1	378	0	0	0	0	7	0	2	818	0	0	0	0	0
	8:15 AM	0	339	16	1	347	0	0	0	0	11	0	3	717	0	0	0	0	0
	8:30 AM	0	339	14	2	296	0	0	0	0	12	0	2	665	0	1	0	0	1
	8:45 AM	0	334	18	3	249	0	0	0	0	19	0	3	626	0	0	0	0	0
	VOLUMES	0	2,743	125	14	2,574	0	0	0	0	89	0	16	5,562	0	1	0	0	1
	APPROACH %	0%	96%	4%	1%	99%	0%	0%	0%	0%	85%	0%	15%						
	APP/DEPART	2,868	/	2,760	2,589	/	2,663	0	/	139	105	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	1,586	66	8	1,492	0	0	0	0	43	0	9	3,204	0	0	0	0	
	APPROACH %	0%	96%	4%	1%	99%	0%	0%	0%	0%	83%	0%	17%						
	PEAK HR FACTOR		0.850			0.854			0.000			0.813		0.851					
	APP/DEPART	1,652	/	1,595	1,500	/	1,535	0	/	74	52	/	0	0					
PM	4:00 PM	0	448	28	4	416	0	0	0	0	26	0	16	938	0	1	0	0	1
	4:15 PM	0	462	29	1	394	0	0	0	0	24	0	12	922	0	0	0	2	2
	4:30 PM	0	455	24	3	397	0	0	0	0	20	0	16	915	0	1	0	0	1
	4:45 PM	0	428	25	2	414	0	0	0	0	26	0	20	915	0	1	0	0	1
	5:00 PM	0	380	29	5	466	0	0	0	0	18	0	17	915	0	2	0	0	2
	5:15 PM	0	497	29	4	447	0	0	0	0	20	0	21	1,018	0	0	0	0	0
	5:30 PM	0	443	27	4	403	0	0	0	0	22	0	15	914	0	0	0	0	0
	5:45 PM	0	410	19	3	371	0	0	0	0	20	0	16	839	0	0	0	0	0
	VOLUMES	0	3,523	210	26	3,308	0	0	0	0	176	0	133	7,383	0	5	0	2	7
	APPROACH %	0%	94%	6%	1%	99%	0%	0%	0%	0%	57%	0%	43%						
	APP/DEPART	3,733	/	3,661	3,339	/	3,484	0	/	238	311	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	1,760	107	14	1,724	0	0	0	0	84	0	74	3,767	0	4	0	0	
	APPROACH %	0%	94%	6%	1%	99%	0%	0%	0%	0%	53%	0%	47%						
	PEAK HR FACTOR		0.887			0.921			0.000			0.859		0.925					
	APP/DEPART	1,867	/	1,838	1,742	/	1,808	0	/	121	158	/	0	0					

Coffee Rd

NORTH LEG

Jet Way WEST LEG EAST LEG **Jet Way**

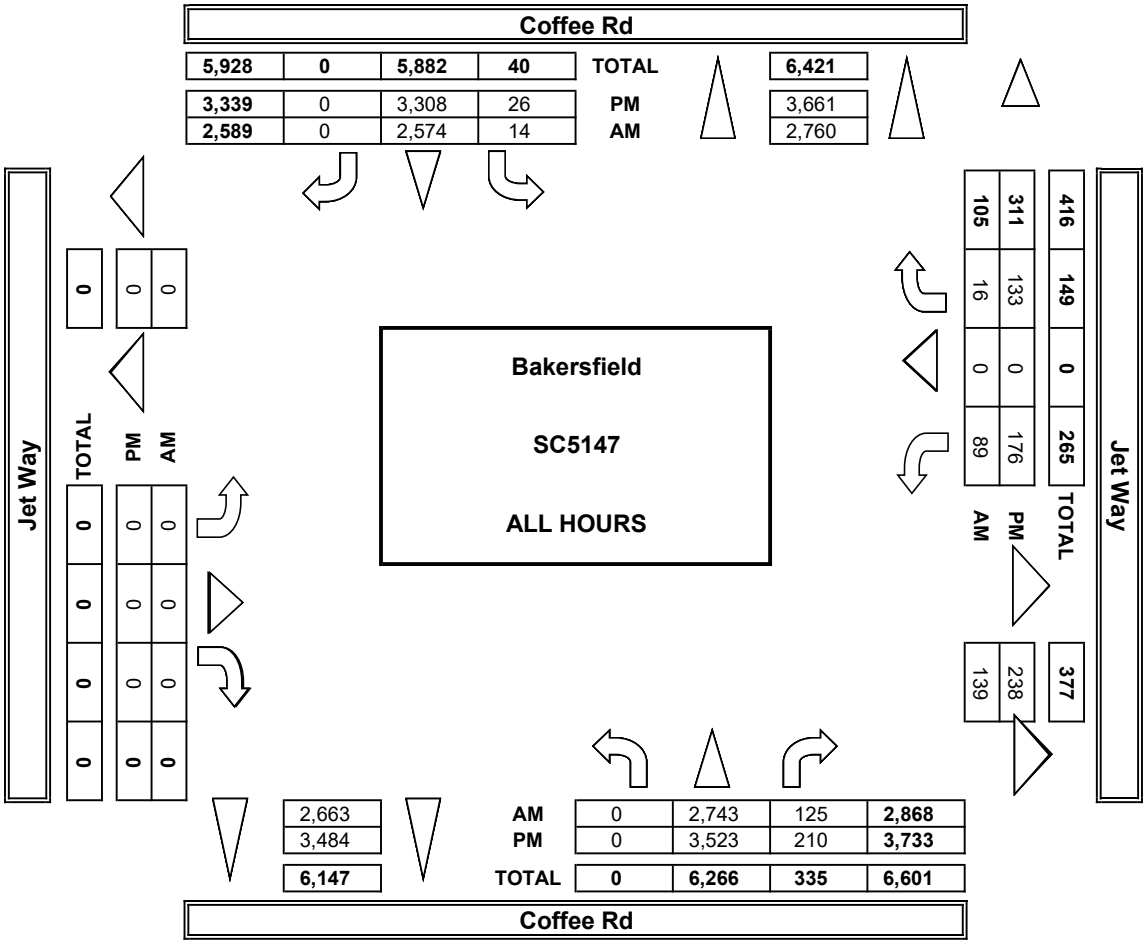
SOUTH LEG

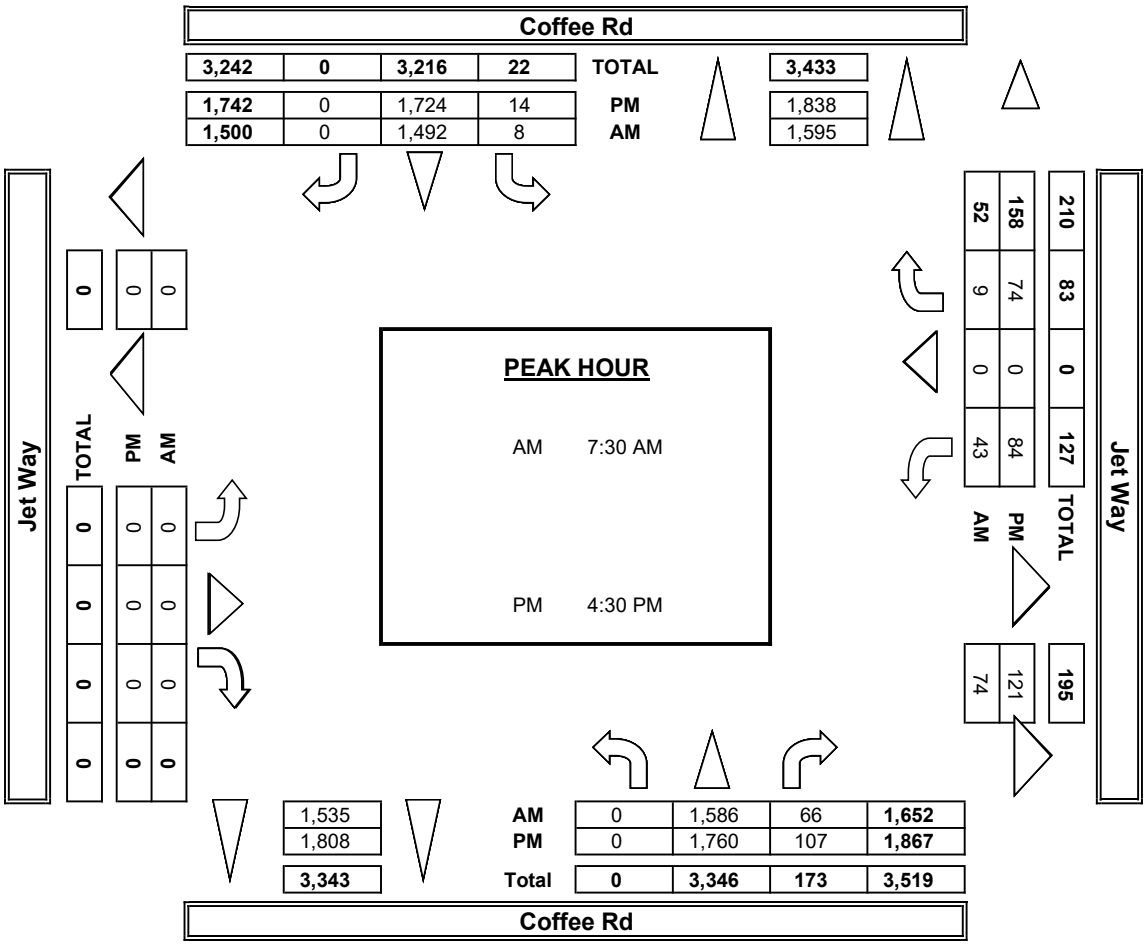
Coffee Rd

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
	5:30 PM	1	0	1	0	2	0	0	1	0	1	1	0	0	0	1
	5:45 PM	1	0	1	0	2	0	0	1	0	1	1	0	0	0	1
	TOTAL	2	0	3	0	5	0	0	2	0	2	2	0	1	0	3

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	20
THURSDAY	EAST & WEST:	Jet Way	CONTROL:	SIGNAL

	NOTES:											
PCE Adjusted	Class	1	2	3	4	5	6			AM	▲ N	
	Factor	1	1.5	2	3	2	2			PM MD	◄ W	E ►
										OTHER	S ▼	
										OTHER		

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Jet Way			WESTBOUND Jet Way				U-TURNS				
	LANES:	NL X	NT 3	NR 1	SL 1	ST 3	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	213	10	0	277	0	0	0	0	13	0	1	513					0
	7:15 AM	0	307	20	1	320	0	0	0	0	10	0	1	659					0
	7:30 AM	0	380	17	1	345	0	0	0	0	15	0	1	758					0
	7:45 AM	0	498	15	7	452	0	0	0	0	20	0	3	995					0
	8:00 AM	0	434	24	1	392	0	0	0	0	13	0	3	865					0
	8:15 AM	0	364	18	1	367	0	0	0	0	13	0	5	768					0
	8:30 AM	0	357	17	2	313	0	0	0	0	13	0	2	702					0
	8:45 AM	0	361	20	4	271	0	0	0	0	25	0	3	683					0
	VOLUMES	0	2,912	139	17	2,735	0	0	0	0	121	0	19	5,941	0	0	0	0	0
	APPROACH %	0%	95%	5%	1%	99%	0%	0%	0%	0%	87%	0%	13%						
	APP/DEPART	3,051	/	2,931	2,752	/	2,856	0	/	155	139	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	1,676	73	10	1,555	0	0	0	0	60	0	12	3,385					
	APPROACH %	0%	96%	4%	1%	99%	0%	0%	0%	0%	84%	0%	16%						
	PEAK HR FACTOR		0.852			0.852			0.000			0.794		0.851					
	APP/DEPART	1,749	/	1,687	1,565	/	1,615	0	/	83	72	/	0	0					
PM	4:00 PM	0	465	29	4	425	0	0	0	0	26	0	17	965					0
	4:15 PM	0	482	29	1	400	0	0	0	0	24	0	13	948					0
	4:30 PM	0	477	24	3	406	0	0	0	0	23	0	16	948					0
	4:45 PM	0	443	25	2	423	0	0	0	0	27	0	20	939					0
	5:00 PM	0	387	29	5	471	0	0	0	0	18	0	17	927					0
	5:15 PM	0	509	29	4	454	0	0	0	0	21	0	22	1,038					0
	5:30 PM	0	459	27	4	405	0	0	0	0	22	0	15	932					0
	5:45 PM	0	428	20	3	378	0	0	0	0	21	0	16	865					0
	VOLUMES	0	3,647	212	26	3,360	0	0	0	0	180	0	135	7,559	0	0	0	0	0
	APPROACH %	0%	95%	5%	1%	99%	0%	0%	0%	0%	57%	0%	43%						
	APP/DEPART	3,859	/	3,782	3,386	/	3,540	0	/	238	315	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	1,815	107	14	1,753	0	0	0	0	88	0	75	3,851					
	APPROACH %	0%	94%	6%	1%	99%	0%	0%	0%	0%	54%	0%	46%						
	PEAK HR FACTOR		0.894			0.928			0.000			0.874		0.928					
	APP/DEPART	1,922	/	1,890	1,767	/	1,841	0	/	121	163	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

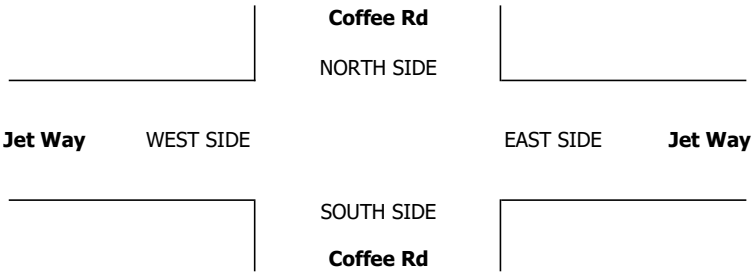
DATE:					
2/20/25	LOCATION:	Bakersfield	PROJECT #:	SC5147	
THURSDAY	NORTH & SOUTH:	Coffee Rd	LOCATION #:	20	
	EAST & WEST:	Jet Way	CONTROL:	SIGNAL	

CLASS 1: PASSENGER VEHICLES

NOTES:

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

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Jet Way			WESTBOUND Jet Way				U-TURNS				
	LANES:	NL X	NT 3	NR 1	SL 1	ST 3	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	191	8	0	225	0	0	0	0	2	0	1	427	0	0	0	0	0
	7:15 AM	0	259	16	1	258	0	0	0	0	7	0	1	542	0	0	0	0	0
	7:30 AM	0	346	17	1	314	0	0	0	0	9	0	1	688	0	0	0	0	0
	7:45 AM	0	445	12	4	414	0	0	0	0	9	0	3	887	0	0	0	0	0
	8:00 AM	0	385	17	1	362	0	0	0	0	3	0	1	769	0	0	0	0	0
	8:15 AM	0	310	13	1	322	0	0	0	0	10	0	2	658	0	0	0	0	0
	8:30 AM	0	316	12	2	276	0	0	0	0	11	0	2	619	0	1	0	0	1
	8:45 AM	0	306	14	2	228	0	0	0	0	10	0	3	563	0	0	0	0	0
	VOLUMES	0	2,558	109	12	2,399	0	0	0	0	61	0	14	5,154	0	1	0	0	1
	APPROACH %	0%	96%	4%	0%	99%	0%	0%	0%	0%	81%	0%	19%						
	APP/DEPART	2,667	/	2,573	2,412	/	2,460	0	/	121	75	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	1,486	59	7	1,412	0	0	0	0	31	0	7	3,002	0	0	0	0	
	APPROACH %	0%	96%	4%	0%	100%	0%	0%	0%	0%	82%	0%	18%						
	PEAK HR FACTOR		0.845			0.849			0.000			0.792		0.846					
	APP/DEPART	1,545	/	1,493	1,419	/	1,443	0	/	66	38	/	0	0					
PM	4:00 PM	0	430	27	4	404	0	0	0	0	26	0	15	906	0	1	0	0	1
	4:15 PM	0	444	29	1	387	0	0	0	0	24	0	11	896	0	0	0	2	2
	4:30 PM	0	433	24	3	389	0	0	0	0	18	0	16	883	0	1	0	0	1
	4:45 PM	0	411	25	2	405	0	0	0	0	25	0	20	888	0	1	0	0	1
	5:00 PM	0	368	29	5	457	0	0	0	0	18	0	17	894	0	2	0	0	2
	5:15 PM	0	481	29	4	438	0	0	0	0	19	0	20	991	0	0	0	0	0
	5:30 PM	0	429	27	4	400	0	0	0	0	22	0	15	897	0	0	0	0	0
	5:45 PM	0	397	18	3	363	0	0	0	0	19	0	16	816	0	0	0	0	0
	VOLUMES	0	3,393	208	26	3,243	0	0	0	0	171	0	130	7,178	0	5	0	2	7
	APPROACH %	0%	94%	6%	1%	99%	0%	0%	0%	0%	56%	0%	43%						
	APP/DEPART	3,601	/	3,528	3,274	/	3,414	0	/	236	303	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	1,693	107	14	1,689	0	0	0	0	80	0	73	3,660	0	4	0	0	
	APPROACH %	0%	94%	6%	1%	99%	0%	0%	0%	0%	52%	0%	48%						
	PEAK HR FACTOR		0.882			0.920			0.000			0.850		0.923					
	APP/DEPART	1,800	/	1,770	1,707	/	1,769	0	/	121	153	/	0	0					



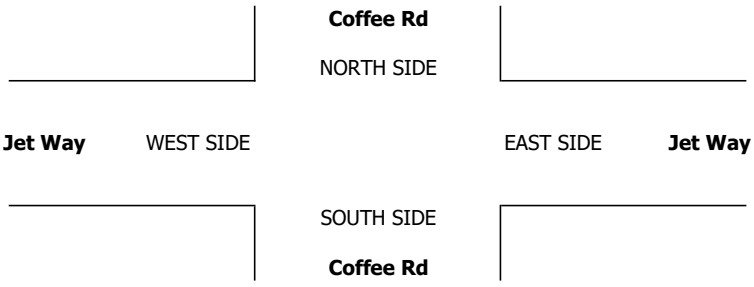
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	20
THURSDAY	EAST & WEST:	Jet Way	CONTROL:	SIGNAL

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

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Jet Way			WESTBOUND Jet Way				U-TURNS				
	LANES:	NL X	NT 3	NR 1	SL 1	ST 3	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	9	1	0	16	0	0	0	0	2	0	0	28	0	0	0	0	0
	7:15 AM	0	12	1	0	12	0	0	0	0	0	0	0	25	0	0	0	0	0
	7:30 AM	0	11	0	0	17	0	0	0	0	2	0	0	30	0	0	0	0	0
	7:45 AM	0	18	0	0	14	0	0	0	0	1	0	0	33	0	0	0	0	0
	8:00 AM	0	14	1	0	11	0	0	0	0	1	0	1	28	0	0	0	0	0
	8:15 AM	0	16	3	0	16	0	0	0	0	0	0	0	35	0	0	0	0	0
	8:30 AM	0	17	1	0	13	0	0	0	0	1	0	0	32	0	0	0	0	0
	8:45 AM	0	17	4	1	13	0	0	0	0	8	0	0	43	0	0	0	0	0
	VOLUMES	0	114	11	1	112	0	0	0	0	15	0	1	254	0	0	0	0	0
	APPROACH %	0%	91%	9%	1%	99%	0%	0%	0%	0%	94%	0%	6%						
	APP/DEPART	125	/	115	113	/	127	0	/	12	16	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	59	4	0	58	0	0	0	0	4	0	1	126	0	0	0	0	
	APPROACH %	0%	94%	6%	0%	100%	0%	0%	0%	0%	80%	0%	20%						
	PEAK HR FACTOR		0.829			0.853			0.000			0.625		0.900					
	APP/DEPART	63	/	60	58	/	62	0	/	4	5	/	0	0					
PM	4:00 PM	0	9	0	0	9	0	0	0	0	0	0	1	19	0	0	0	0	0
	4:15 PM	0	9	0	0	5	0	0	0	0	0	0	1	15	0	0	0	0	0
	4:30 PM	0	13	0	0	3	0	0	0	0	1	0	0	17	0	0	0	0	0
	4:45 PM	0	13	0	0	4	0	0	0	0	1	0	0	18	0	0	0	0	0
	5:00 PM	0	10	0	0	8	0	0	0	0	0	0	0	18	0	0	0	0	0
	5:15 PM	0	13	0	0	7	0	0	0	0	1	0	0	21	0	0	0	0	0
	5:30 PM	0	8	0	0	3	0	0	0	0	0	0	0	11	0	0	0	0	0
	5:45 PM	0	3	1	0	4	0	0	0	0	1	0	0	9	0	0	0	0	0
	VOLUMES	0	78	1	0	43	0	0	0	0	4	0	2	128	0	0	0	0	0
	APPROACH %	0%	99%	1%	0%	100%	0%	0%	0%	0%	67%	0%	33%						
	APP/DEPART	79	/	80	43	/	47	0	/	1	6	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	49	0	0	22	0	0	0	0	3	0	0	74	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.942			0.688			0.000			0.750		0.881					
	APP/DEPART	49	/	49	22	/	25	0	/	0	3	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	20
THURSDAY	EAST & WEST:	Jet Way	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

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

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Jet Way			WESTBOUND Jet Way				U-TURNS				
	LANES:	NL X	NT 3	NR 1	SL 1	ST 3	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	0
	7:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:30 AM	0	4	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0
	7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:00 AM	0	2	1	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0
	8:15 AM	0	0	0	0	5	0	0	0	0	0	0	0	5	0	0	0	0	0
	8:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
	VOLUMES	0	13	1	0	11	0	0	0	0	2	0	0	27	0	0	0	0	0
	APPROACH %	0%	93%	7%	0%	100%	0%	0%	0%	0%	100%	0%	0%						
	APP/DEPART	14	/	13	11	/	13	0	/	1	2	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	8	1	0	6	0	0	0	0	1	0	0	16	0	0	0	0	
	APPROACH %	0%	89%	11%	0%	100%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.563			0.300			0.000			0.250		0.800					
	APP/DEPART	9	/	8	6	/	7	0	/	1	1	/	0	0					
PM	4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	4:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	VOLUMES	0	7	0	0	6	0	0	0	0	0	0	1	14	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	7	/	8	6	/	6	0	/	0	1	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	3	0	0	4	0	0	0	0	0	0	1	8	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.750			0.500			0.000			0.250		0.667					
	APP/DEPART	3	/	4	4	/	4	0	/	0	1	/	0	0					

Coffee Rd

NORTH SIDE

Jet Way WEST SIDE EAST SIDE **Jet Way**

SOUTH SIDE

Coffee Rd

INTERSECTION TURNING MOVEMENT COUNTS

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

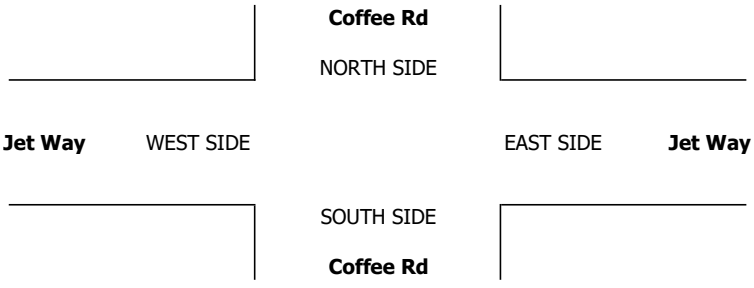
DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	20
THURSDAY	EAST & WEST:	Jet Way	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

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

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Jet Way			WESTBOUND Jet Way				U-TURNS				
	LANES:	NL X	NT 3	NR 1	SL 1	ST 3	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	2	0	0	8	0	0	0	0	2	0	0	12	0	0	0	0	0
	7:15 AM	0	10	0	0	12	0	0	0	0	1	0	0	23	0	0	0	0	0
	7:30 AM	0	3	0	0	1	0	0	0	0	1	0	0	5	0	0	0	0	0
	7:45 AM	0	6	1	1	5	0	0	0	0	3	0	0	16	0	0	0	0	0
	8:00 AM	0	6	1	0	3	0	0	0	0	2	0	0	12	0	0	0	0	0
	8:15 AM	0	4	0	0	3	0	0	0	0	1	0	1	9	0	0	0	0	0
	8:30 AM	0	3	1	0	3	0	0	0	0	0	0	0	7	0	0	0	0	0
	8:45 AM	0	7	0	0	7	0	0	0	0	1	0	0	15	0	0	0	0	0
	VOLUMES	0	41	3	1	42	0	0	0	0	11	0	1	99	0	0	0	0	0
	APPROACH %	0%	93%	7%	2%	98%	0%	0%	0%	0%	92%	0%	8%						
	APP/DEPART	44	/	42	43	/	53	0	/	4	12	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	19	2	1	12	0	0	0	0	7	0	1	42	0	0	0	0	
	APPROACH %	0%	90%	10%	8%	92%	0%	0%	0%	0%	88%	0%	13%						
	PEAK HR FACTOR		0.750			0.542			0.000			0.667		0.656					
	APP/DEPART	21	/	20	13	/	19	0	/	3	8	/	0	0					
PM	4:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0
	4:15 PM	0	6	0	0	1	0	0	0	0	0	0	0	7	0	0	0	0	0
	4:30 PM	0	6	0	0	2	0	0	0	0	1	0	0	9	0	0	0	0	0
	4:45 PM	0	4	0	0	2	0	0	0	0	0	0	0	6	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	5:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0
	5:45 PM	0	6	0	0	1	0	0	0	0	0	0	0	7	0	0	0	0	0
	VOLUMES	0	33	0	0	8	0	0	0	0	1	0	0	42	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%						
	APP/DEPART	33	/	33	8	/	9	0	/	0	1	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	12	0	0	5	0	0	0	0	1	0	0	18	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.500			0.625			0.000			0.250		0.500					
	APP/DEPART	12	/	12	5	/	6	0	/	0	1	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	20
THURSDAY	EAST & WEST:	Jet Way	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

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

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

Coffee Rd

NORTH SIDE

Jet Way WEST SIDE EAST SIDE **Jet Way**

SOUTH SIDE

Coffee Rd

INTERSECTION TURNING MOVEMENT COUNTS

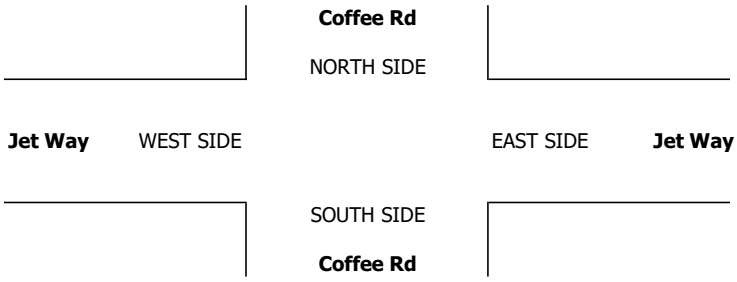
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	20
THURSDAY	EAST & WEST:	Jet Way	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

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

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Jet Way			WESTBOUND Jet Way				U-TURNS				
	LANES:	NL X	NT 3	NR 1	SL 1	ST 3	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:15 AM	0	0	1	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	8:00 AM	0	3	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0
	8:15 AM	0	9	0	0	1	0	0	0	0	0	0	0	10	0	0	0	0	0
	8:30 AM	0	3	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0
	8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	17	1	0	10	0	0	0	0	0	0	0	28	0	0	0	0	0
	APPROACH %	0%	94%	6%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	18	/	17	10	/	10	0	/	1	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	14	0	0	4	0	0	0	0	0	0	0	18	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.389			0.500			0.000			0.000		0.450					
	APP/DEPART	14	/	14	4	/	4	0	/	0	0	/	0	0					
PM	4:00 PM	0	5	1	0	2	0	0	0	0	0	0	0	8	0	0	0	0	0
	4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	4:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	VOLUMES	0	12	1	0	8	0	0	0	0	0	0	0	21	0	0	0	0	0
	APPROACH %	0%	92%	8%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	13	/	12	8	/	8	0	/	1	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	3	0	0	4	0	0	0	0	0	0	0	7	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.375			0.500			0.000			0.000		0.438					
	APP/DEPART	3	/	3	4	/	4	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE: Thu, Feb 20, 25

LOCATION: Bakersfield
NORTH & SOUTH: Coffee Rd
EAST & WEST: Westside Pkwy EB Ramps

PROJECT #: SC5147
LOCATION #: 21
CONTROL: SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

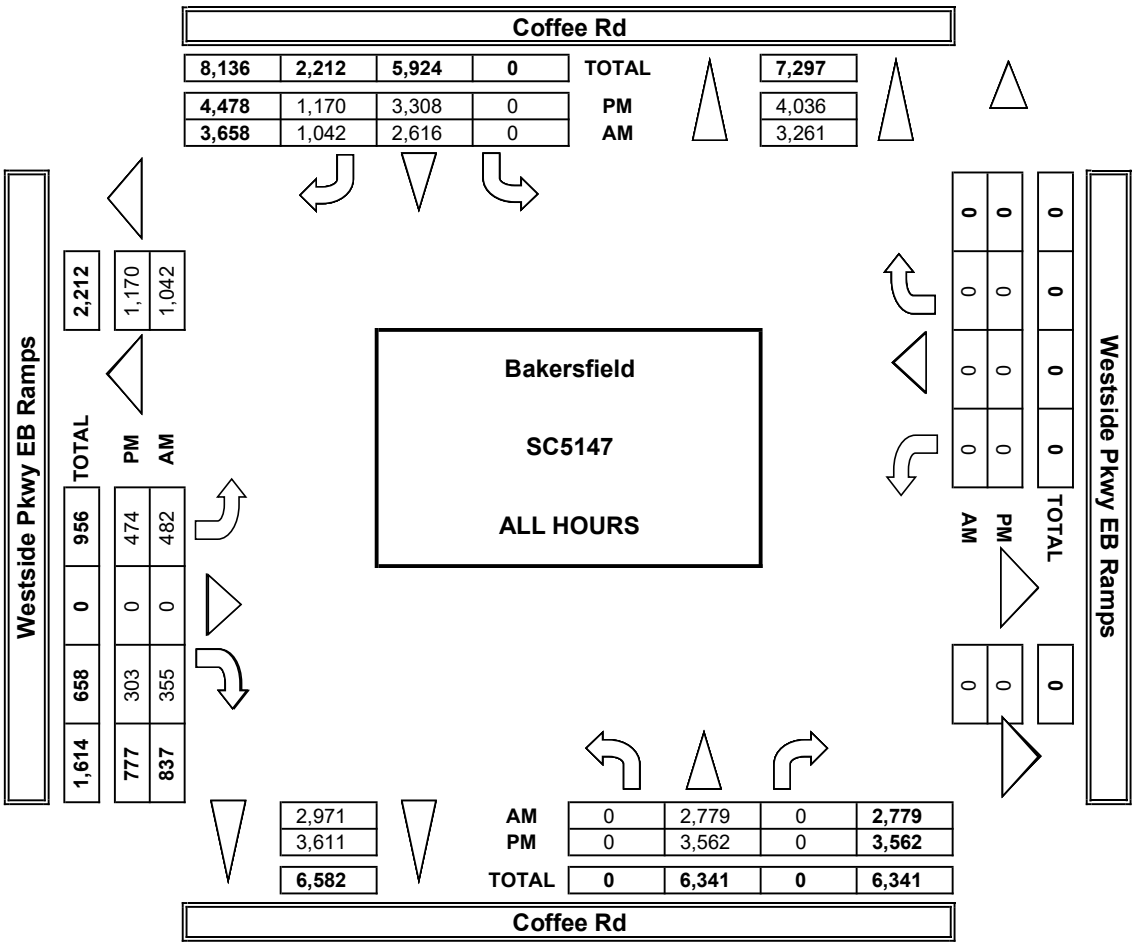
		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Westside Pkwy EB Ramps			WESTBOUND Westside Pkwy EB Ramps				U-TURNS				
	LANES:	NL X	NT 3	NR X	SL X	ST 3	SR 1	EL 1.5	ET X	ER 1.5	WL X	WT X	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	214	0	0	208	120	37	0	40	0	0	0	619	0	0	0	0	0
	7:15 AM	0	382	0	0	256	143	58	0	48	0	0	0	887	0	0	0	0	0
	7:30 AM	0	434	0	0	313	141	56	0	34	0	0	0	978	0	0	0	0	0
	7:45 AM	0	434	0	0	432	152	82	0	60	0	0	0	1,160	0	0	0	0	0
	8:00 AM	0	360	0	0	426	136	74	0	45	0	0	0	1,041	0	0	0	0	0
	8:15 AM	0	341	0	0	382	132	63	0	54	0	0	0	972	0	0	0	0	0
	8:30 AM	0	294	0	0	311	131	63	0	34	0	0	0	833	0	0	0	0	0
	8:45 AM	0	320	0	0	288	87	49	0	40	0	0	0	784	0	0	0	0	0
	VOLUMES	0	2,779	0	0	2,616	1,042	482	0	355	0	0	0	7,274	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	72%	28%	58%	0%	42%	0%	0%	0%						
	APP/DEPART	2,779	/	3,261	3,658	/	2,971	837	/	0	0	/	1,042	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	1,569	0	0	1,553	561	275	0	193	0	0	0	4,151	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	73%	27%	59%	0%	41%	0%	0%	0%						
	PEAK HR FACTOR		0.904			0.905			0.824			0.000		0.895					
	APP/DEPART	1,569	/	1,844	2,114	/	1,746	468	/	0	0	/	561	0					
PM	4:00 PM	0	460	0	0	416	157	58	0	42	0	0	0	1,133	0	0	0	0	0
	4:15 PM	0	445	0	0	427	115	73	0	43	0	0	0	1,103	0	0	0	0	0
	4:30 PM	0	437	0	0	433	147	42	0	42	0	0	0	1,101	0	0	0	0	0
	4:45 PM	0	440	0	0	412	148	57	0	44	0	0	0	1,101	0	0	0	0	0
	5:00 PM	0	432	0	0	450	182	67	0	32	0	0	0	1,163	0	0	0	0	0
	5:15 PM	0	493	0	0	410	145	70	0	40	0	0	0	1,158	0	0	0	0	0
	5:30 PM	0	446	0	0	380	134	50	0	26	0	0	0	1,036	0	0	0	0	0
	5:45 PM	0	409	0	0	380	142	57	0	34	0	0	0	1,022	0	0	0	0	0
	VOLUMES	0	3,562	0	0	3,308	1,170	474	0	303	0	0	0	8,817	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	74%	26%	61%	0%	39%	0%	0%	0%						
	APP/DEPART	3,562	/	4,036	4,478	/	3,611	777	/	0	0	/	1,170	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	1,802	0	0	1,705	622	236	0	158	0	0	0	4,523	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	73%	27%	60%	0%	40%	0%	0%	0%						
	PEAK HR FACTOR		0.914			0.920			0.895			0.000		0.972					
	APP/DEPART	1,802	/	2,038	2,327	/	1,863	394	/	0	0	/	622	0					

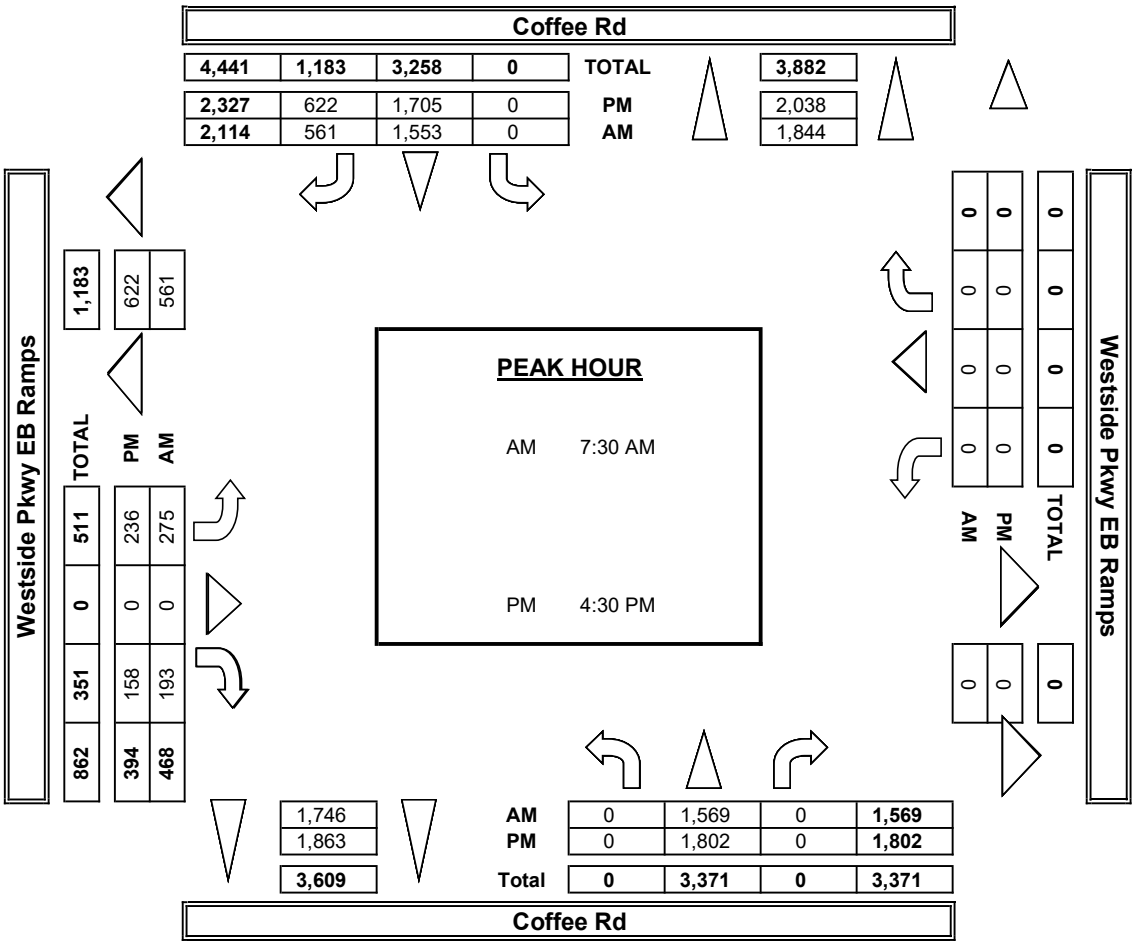


		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
	7:45 AM	0	0	1	1	2	0	0	0	1	1	0	0	1	0	1
	8:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
	8:45 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2
	TOTAL	0	0	3	5	8	0	0	0	1	1	0	0	3	4	7
PM	4:00 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	4:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	1	1	2	0	0	0	1	1	0	0	1	0	1
	5:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2
	5:45 PM	0	0	0	2	2	0	0	0	1	1	0	0	0	1	1
	TOTAL	0	1	2	5	8	0	1	0	2	3	0	0	2	3	5

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

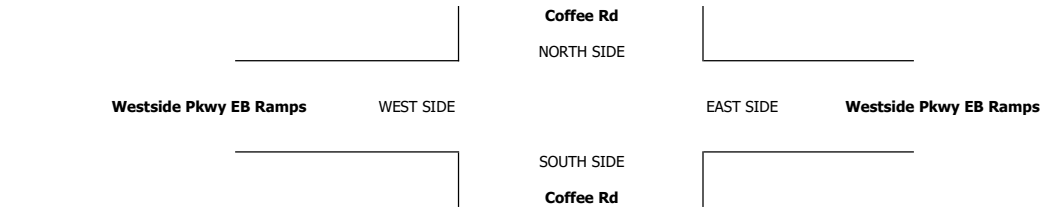
DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	21
THURSDAY	EAST & WEST:	Westside Pkwy EB Ramps	CONTROL:	SIGNAL

NOTES:

PCE Adjusted								
Class	1	2	3	4	5	6		
Factor	1	1.5	2	3	2	2		

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

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Westside Pkwy EB Ramps			WESTBOUND Westside Pkwy EB Ramps				U-TURNS				
	LANES:	NL X	NT 3	NR X	SL X	ST 3	SR 1	EL 1.5	ET X	ER 1.5	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	223	0	0	225	128	40	0	44	0	0	0	659					0
	7:15 AM	0	402	0	0	283	148	69	0	51	0	0	0	953					0
	7:30 AM	0	447	0	0	328	150	60	0	34	0	0	0	1,018					0
	7:45 AM	0	449	0	0	449	163	83	0	61	0	0	0	1,204					0
	8:00 AM	0	382	0	0	444	140	82	0	45	0	0	0	1,093					0
	8:15 AM	0	351	0	0	398	139	67	0	56	0	0	0	1,011					0
	8:30 AM	0	317	0	0	334	139	69	0	36	0	0	0	893					0
	8:45 AM	0	356	0	0	313	95	57	0	41	0	0	0	861					0
	VOLUMES	0	2,925	0	0	2,772	1,102	526	0	367	0	0	0	7,690	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	72%	28%	59%	0%	41%	0%	0%	0%						
	APP/DEPART	2,925	/	3,450	3,873	/	3,139	893	/	0	0	/	1,102	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	1,628	0	0	1,618	592	292	0	196	0	0	0	4,325					
	APPROACH %	0%	100%	0%	0%	73%	27%	60%	0%	40%	0%	0%	0%						
	PEAK HR FACTOR		0.907			0.903			0.849			0.000		0.898					
	APP/DEPART	1,628	/	1,919	2,210	/	1,814	488	/	0	0	/	592	0					
PM	4:00 PM	0	479	0	0	427	164	63	0	42	0	0	0	1,175					0
	4:15 PM	0	460	0	0	439	120	85	0	44	0	0	0	1,147					0
	4:30 PM	0	450	0	0	447	153	47	0	43	0	0	0	1,140					0
	4:45 PM	0	450	0	0	423	154	60	0	46	0	0	0	1,132					0
	5:00 PM	0	441	0	0	458	187	74	0	32	0	0	0	1,191					0
	5:15 PM	0	502	0	0	418	149	74	0	41	0	0	0	1,183					0
	5:30 PM	0	454	0	0	386	136	61	0	27	0	0	0	1,063					0
	5:45 PM	0	418	0	0	390	147	59	0	35	0	0	0	1,048					0
	VOLUMES	0	3,652	0	0	3,387	1,208	521	0	309	0	0	0	9,076	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	74%	26%	63%	0%	37%	0%	0%	0%						
	APP/DEPART	3,652	/	4,173	4,595	/	3,696	830	/	0	0	/	1,208	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	1,842	0	0	1,745	642	254	0	162	0	0	0	4,645					
	APPROACH %	0%	100%	0%	0%	73%	27%	61%	0%	39%	0%	0%	0%						
	PEAK HR FACTOR		0.918			0.926			0.907			0.000		0.975					
	APP/DEPART	1,842	/	2,096	2,387	/	1,907	416	/	0	0	/	642	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

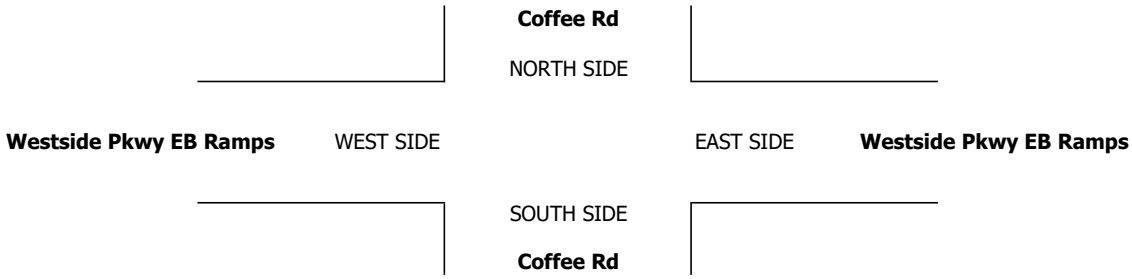
DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	21
THURSDAY	EAST & WEST:	Westside Pkwy EB Ramps	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

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

	NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Westside Pkwy EB Ramps			WESTBOUND Westside Pkwy EB Ramps				U-TURNS				
LANES:	NL X	NT 3	NR X	SL X	ST 3	SR 1	EL 1.5	ET X	ER 1.5	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	202	0	0	190	113	33	0	36	0	0	0	574	0	0	0	0	0
7:15 AM	0	357	0	0	225	139	48	0	45	0	0	0	814	0	0	0	0	0
7:30 AM	0	418	0	0	295	130	52	0	34	0	0	0	929	0	0	0	0	0
7:45 AM	0	410	0	0	412	142	81	0	59	0	0	0	1,104	0	0	0	0	0
8:00 AM	0	334	0	0	402	130	65	0	45	0	0	0	976	0	0	0	0	0
8:15 AM	0	324	0	0	360	122	59	0	51	0	0	0	916	0	0	0	0	0
8:30 AM	0	272	0	0	285	121	58	0	32	0	0	0	768	0	0	0	0	0
8:45 AM	0	279	0	0	262	80	43	0	39	0	0	0	703	0	0	0	0	0
VOLUMES	0	2,596	0	0	2,431	977	439	0	341	0	0	0	6,784	0	0	0	0	0
APPROACH %	0%	100%	0%	0%	71%	29%	56%	0%	44%	0%	0%	0%						
APP/DEPART	2,596	/	3,035	3,408	/	2,772	780	/	0	0	/	977	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	1,486	0	0	1,469	524	257	0	189	0	0	0	3,925	0	0	0	0	
APPROACH %	0%	100%	0%	0%	74%	26%	58%	0%	42%	0%	0%	0%						
PEAK HR FACTOR		0.889			0.899			0.796			0.000		0.889					
APP/DEPART	1,486	/	1,743	1,993	/	1,658	446	/	0	0	/	524	0					
PM																		
4:00 PM	0	437	0	0	399	149	50	0	42	0	0	0	1,077	0	0	0	0	0
4:15 PM	0	428	0	0	415	108	63	0	41	0	0	0	1,055	0	0	0	0	0
4:30 PM	0	418	0	0	419	141	35	0	40	0	0	0	1,053	0	0	0	0	0
4:45 PM	0	427	0	0	399	141	52	0	43	0	0	0	1,062	0	0	0	0	0
5:00 PM	0	423	0	0	438	177	58	0	32	0	0	0	1,128	0	0	0	0	0
5:15 PM	0	481	0	0	398	138	63	0	39	0	0	0	1,119	0	0	0	0	0
5:30 PM	0	436	0	0	372	130	41	0	24	0	0	0	1,003	0	0	0	0	0
5:45 PM	0	398	0	0	370	137	56	0	33	0	0	0	994	0	0	0	0	0
VOLUMES	0	3,448	0	0	3,210	1,121	418	0	294	0	0	0	8,491	0	0	0	0	0
APPROACH %	0%	100%	0%	0%	74%	26%	59%	0%	41%	0%	0%	0%						
APP/DEPART	3,448	/	3,866	4,331	/	3,504	712	/	0	0	/	1,121	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	1,749	0	0	1,654	597	208	0	154	0	0	0	4,362	0	0	0	0	
APPROACH %	0%	100%	0%	0%	73%	27%	57%	0%	43%	0%	0%	0%						
PEAK HR FACTOR		0.909			0.915			0.887			0.000		0.967					
APP/DEPART	1,749	/	1,957	2,251	/	1,808	362	/	0	0	/	597	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

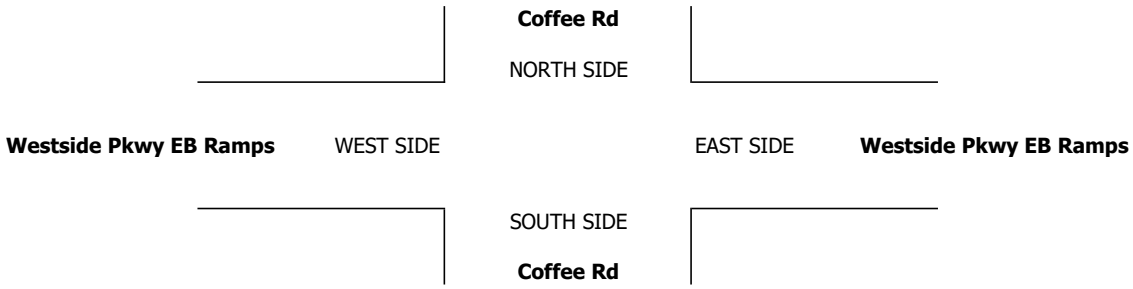
DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	21
THURSDAY	EAST & WEST:	Westside Pkwy EB Ramps	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

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

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Westside Pkwy EB Ramps			WESTBOUND Westside Pkwy EB Ramps				U-TURNS				
	LANES:	NL X	NT 3	NR X	SL X	ST 3	SR 1	EL 1.5	ET X	ER 1.5	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	9	0	0	9	4	2	0	2	0	0	0	26	0	0	0	0	0
	7:15 AM	0	14	0	0	20	2	6	0	2	0	0	0	44	0	0	0	0	0
	7:30 AM	0	9	0	0	11	9	2	0	0	0	0	0	31	0	0	0	0	0
	7:45 AM	0	21	0	0	12	6	1	0	0	0	0	0	40	0	0	0	0	0
	8:00 AM	0	16	0	0	17	4	6	0	0	0	0	0	43	0	0	0	0	0
	8:15 AM	0	15	0	0	14	8	2	0	2	0	0	0	41	0	0	0	0	0
	8:30 AM	0	11	0	0	15	6	3	0	1	0	0	0	36	0	0	0	0	0
	8:45 AM	0	24	0	0	15	4	3	0	1	0	0	0	47	0	0	0	0	0
	VOLUMES	0	119	0	0	113	43	25	0	8	0	0	0	308	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	72%	28%	76%	0%	24%	0%	0%	0%						
	APP/DEPART	119	/	144	156	/	121	33	/	0	0	/	43	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	61	0	0	54	27	11	0	2	0	0	0	155	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	67%	33%	85%	0%	15%	0%	0%	0%						
	PEAK HR FACTOR		0.726			0.920			0.542			0.000		0.901					
	APP/DEPART	61	/	72	81	/	56	13	/	0	0	/	27	0					
PM	4:00 PM	0	14	0	0	14	4	7	0	0	0	0	0	39	0	0	0	0	0
	4:15 PM	0	11	0	0	6	5	5	0	2	0	0	0	29	0	0	0	0	0
	4:30 PM	0	14	0	0	7	4	6	0	2	0	0	0	33	0	0	0	0	0
	4:45 PM	0	8	0	0	9	5	5	0	0	0	0	0	27	0	0	0	0	0
	5:00 PM	0	5	0	0	10	3	7	0	0	0	0	0	25	0	0	0	0	0
	5:15 PM	0	9	0	0	10	6	6	0	1	0	0	0	32	0	0	0	0	0
	5:30 PM	0	6	0	0	7	4	5	0	2	0	0	0	24	0	0	0	0	0
	5:45 PM	0	7	0	0	6	3	0	0	1	0	0	0	17	0	0	0	0	0
	VOLUMES	0	74	0	0	69	34	41	0	8	0	0	0	226	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	67%	33%	84%	0%	16%	0%	0%	0%						
	APP/DEPART	74	/	115	103	/	77	49	/	0	0	/	34	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	36	0	0	36	18	24	0	3	0	0	0	117	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	67%	33%	89%	0%	11%	0%	0%	0%						
	PEAK HR FACTOR		0.643			0.844			0.844			0.000		0.886					
	APP/DEPART	36	/	60	54	/	39	27	/	0	0	/	18	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	21
THURSDAY	EAST & WEST:	Westside Pkwy EB Ramps	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Westside Pkwy EB Ramps			WESTBOUND Westside Pkwy EB Ramps				U-TURNS				
LANES:	NL X	NT 3	NR X	SL X	ST 3	SR 1	EL 1.5	ET X	ER 1.5	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	2	0	0	3	0	2	0	0	0	0	0	7	0	0	0	0	0
7:15 AM	0	5	0	0	3	0	0	0	0	0	0	0	8	0	0	0	0	0
7:30 AM	0	3	0	0	4	0	1	0	0	0	0	0	8	0	0	0	0	0
7:45 AM	0	1	0	0	2	0	0	0	1	0	0	0	4	0	0	0	0	0
8:00 AM	0	4	0	0	3	1	0	0	0	0	0	0	8	0	0	0	0	0
8:15 AM	0	0	0	0	3	1	1	0	0	0	0	0	5	0	0	0	0	0
8:30 AM	0	3	0	0	5	1	0	0	0	0	0	0	9	0	0	0	0	0
8:45 AM	0	7	0	0	4	0	0	0	0	0	0	0	11	0	0	0	0	0
VOLUMES	0	25	0	0	27	3	4	0	1	0	0	0	60	0	0	0	0	0
APPROACH %	0%	100%	0%	0%	90%	10%	80%	0%	20%	0%	0%	0%						
APP/DEPART	25	/	29	30	/	28	5	/	0	0	/	3	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	8	0	0	12	2	2	0	1	0	0	0	25	0	0	0	0	
APPROACH %	0%	100%	0%	0%	86%	14%	67%	0%	33%	0%	0%	0%						
PEAK HR FACTOR		0.500			0.875			0.750			0.000		0.781					
APP/DEPART	8	/	10	14	/	13	3	/	0	0	/	2	0					
PM																		
4:00 PM	0	2	0	0	1	1	0	0	0	0	0	0	4	0	0	0	0	0
4:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0
4:30 PM	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0
4:45 PM	0	2	0	0	2	1	0	0	0	0	0	0	5	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:15 PM	0	2	0	0	1	1	1	0	0	0	0	0	5	0	0	0	0	0
5:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
VOLUMES	0	13	0	0	7	4	1	0	0	0	0	0	25	0	0	0	0	0
APPROACH %	0%	100%	0%	0%	64%	36%	100%	0%	0%	0%	0%	0%						
APP/DEPART	13	/	14	11	/	7	1	/	0	0	/	4	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	5	0	0	6	2	1	0	0	0	0	0	14	0	0	0	0	
APPROACH %	0%	100%	0%	0%	75%	25%	100%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.625			0.667			0.250			0.000		0.700					
APP/DEPART	5	/	6	8	/	6	1	/	0	0	/	2	0					

Coffee Rd

NORTH SIDE

Westside Pkwy EB Ramps WEST SIDE EAST SIDE **Westside Pkwy EB Ramps**

SOUTH SIDE

Coffee Rd

INTERSECTION TURNING MOVEMENT COUNTS

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

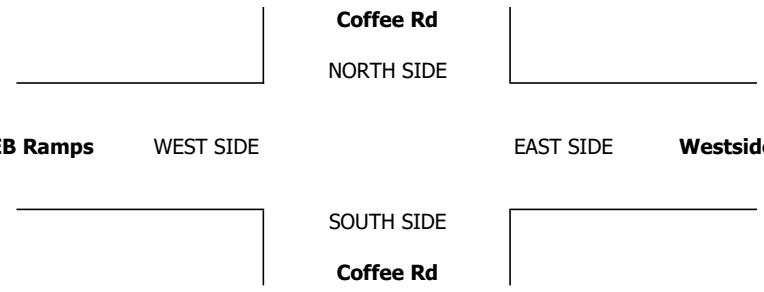
DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	21
THURSDAY	EAST & WEST:	Westside Pkwy EB Ramps	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

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

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Westside Pkwy EB Ramps			WESTBOUND Westside Pkwy EB Ramps				U-TURNS				
	LANES:	NL X	NT 3	NR X	SL X	ST 3	SR 1	EL 1.5	ET X	ER 1.5	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	3	3	0	0	1	0	0	0	8	0	0	0	0	0
	7:15 AM	0	2	0	0	6	2	4	0	1	0	0	0	15	0	0	0	0	0
	7:30 AM	0	1	0	0	2	2	1	0	0	0	0	0	6	0	0	0	0	0
	7:45 AM	0	1	0	0	3	4	0	0	0	0	0	0	8	0	0	0	0	0
	8:00 AM	0	4	0	0	2	0	2	0	0	0	0	0	8	0	0	0	0	0
	8:15 AM	0	0	0	0	1	1	1	0	0	0	0	0	3	0	0	0	0	0
	8:30 AM	0	6	0	0	4	1	2	0	0	0	0	0	13	0	0	0	0	0
	8:45 AM	0	7	0	0	6	3	3	0	0	0	0	0	19	0	0	0	0	0
	VOLUMES	0	22	0	0	27	16	13	0	2	0	0	0	80	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	63%	37%	87%	0%	13%	0%	0%	0%						
	APP/DEPART	22	/	35	43	/	29	15	/	0	0	/	16	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	6	0	0	8	7	4	0	0	0	0	0	25	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	53%	47%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.375			0.536			0.500			0.000		0.781					
	APP/DEPART	6	/	10	15	/	8	4	/	0	0	/	7	0					
PM	4:00 PM	0	3	0	0	1	1	0	0	0	0	0	0	5	0	0	0	0	0
	4:15 PM	0	3	0	0	3	0	4	0	0	0	0	0	10	0	0	0	0	0
	4:30 PM	0	1	0	0	3	2	1	0	0	0	0	0	7	0	0	0	0	0
	4:45 PM	0	1	0	0	2	1	0	0	1	0	0	0	5	0	0	0	0	0
	5:00 PM	0	2	0	0	1	1	1	0	0	0	0	0	5	0	0	0	0	0
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:30 PM	0	1	0	0	1	0	4	0	0	0	0	0	6	0	0	0	0	0
	5:45 PM	0	1	0	0	3	1	1	0	0	0	0	0	6	0	0	0	0	0
	VOLUMES	0	13	0	0	15	6	11	0	1	0	0	0	46	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	71%	29%	92%	0%	8%	0%	0%	0%						
	APP/DEPART	13	/	24	21	/	16	12	/	0	0	/	6	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	5	0	0	7	4	2	0	1	0	0	0	19	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	64%	36%	67%	0%	33%	0%	0%	0%						
	PEAK HR FACTOR		0.625			0.550			0.750			0.000		0.679					
	APP/DEPART	5	/	7	11	/	8	3	/	0	0	/	4	0					



INTERSECTION TURNING MOVEMENT COUNTS

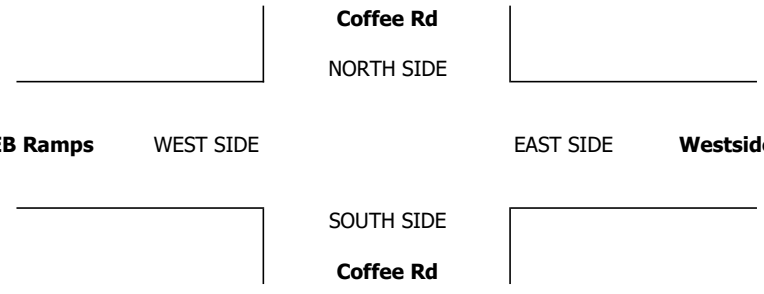
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	21
THURSDAY	EAST & WEST:	Westside Pkwy EB Ramps	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

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

	NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Westside Pkwy EB Ramps			WESTBOUND Westside Pkwy EB Ramps				U-TURNS				
LANES:	NL X	NT 3	NR X	SL X	ST 3	SR 1	EL 1.5	ET X	ER 1.5	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM 4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	100%	100%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	1	1	/	0	1	/	0	0	/	1	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.250			0.000		0.250					
APP/DEPART	0	/	1	0	/	0	1	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

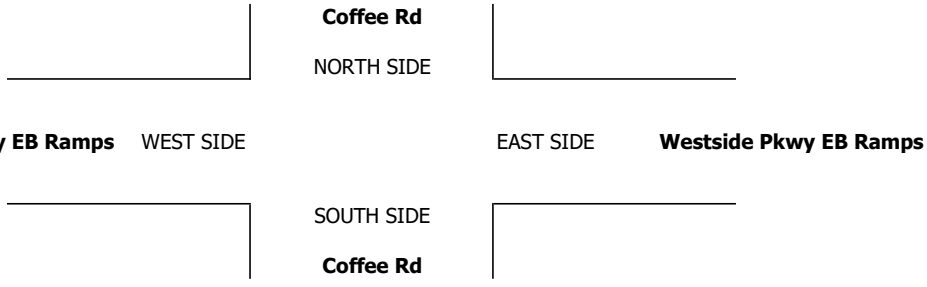
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	21
THURSDAY	EAST & WEST:	Westside Pkwy EB Ramps	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

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

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Westside Pkwy EB Ramps			WESTBOUND Westside Pkwy EB Ramps				U-TURNS				
	LANES:	NL X	NT 3	NR X	SL X	ST 3	SR 1	EL 1.5	ET X	ER 1.5	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	3	0	0	0	1	0	0	0	4	0	0	0	0	0
	7:15 AM	0	4	0	0	2	0	0	0	0	0	0	0	6	0	0	0	0	0
	7:30 AM	0	3	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0
	7:45 AM	0	1	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0
	8:00 AM	0	2	0	0	2	1	1	0	0	0	0	0	6	0	0	0	0	0
	8:15 AM	0	2	0	0	4	0	0	0	1	0	0	0	7	0	0	0	0	0
	8:30 AM	0	2	0	0	2	2	0	0	1	0	0	0	7	0	0	0	0	0
	8:45 AM	0	3	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0
	VOLUMES	0	17	0	0	18	3	1	0	3	0	0	0	42	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	86%	14%	25%	0%	75%	0%	0%	0%						
	APP/DEPART	17	/	18	21	/	21	4	/	0	0	/	3	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	8	0	0	10	1	1	0	1	0	0	0	21	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	91%	9%	50%	0%	50%	0%	0%	0%						
	PEAK HR FACTOR		0.667			0.688			0.500			0.000		0.750					
	APP/DEPART	8	/	9	11	/	11	2	/	0	0	/	1	0					
PM	4:00 PM	0	4	0	0	1	1	1	0	0	0	0	0	7	0	0	0	0	0
	4:15 PM	0	2	0	0	3	1	1	0	0	0	0	0	7	0	0	0	0	0
	4:30 PM	0	4	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0
	4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:00 PM	0	1	0	0	1	1	0	0	0	0	0	0	3	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	1	0	0	1	1	0	0	0	0	0	0	3	0	0	0	0	0
	VOLUMES	0	14	0	0	7	4	2	0	0	0	0	0	27	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	64%	36%	100%	0%	0%	0%	0%	0%						
	APP/DEPART	14	/	16	11	/	7	2	/	0	0	/	4	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	7	0	0	2	1	0	0	0	0	0	0	10	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	67%	33%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.438			0.375			0.000			0.000		0.500					
	APP/DEPART	7	/	7	3	/	2	0	/	0	0	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE: Thu, Feb 20, 25

LOCATION: Bakersfield
NORTH & SOUTH: Coffee Rd
EAST & WEST: Truxtun Ave

PROJECT #: SC5147
LOCATION #: 22
CONTROL: SIGNAL

NOTES: Queue SB PM

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Truxtun Ave			WESTBOUND Truxtun Ave				U-TURNS				
	LANES:	NL X	NT 3	NR 1	SL 2	ST 3	SR X	EL X	ET X	ER X	WL 2	WT X	WR 2	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	206	137	34	214	0	0	0	0	45	0	9	645	0	0	0	0	0
	7:15 AM	0	369	172	35	268	0	0	0	0	55	0	13	912	0	0	0	0	0
	7:30 AM	0	424	212	73	273	0	0	0	0	81	0	10	1,073	0	0	0	0	0
	7:45 AM	0	420	207	102	390	0	0	0	0	116	0	14	1,249	0	0	0	0	0
	8:00 AM	0	341	148	73	397	0	0	0	0	97	0	19	1,075	0	1	0	0	1
	8:15 AM	0	325	146	73	362	0	0	0	0	93	0	16	1,015	0	0	0	0	0
	8:30 AM	0	270	129	48	296	0	0	0	0	80	0	24	847	0	0	0	0	0
	8:45 AM	0	294	114	50	278	0	0	0	0	79	0	27	842	0	0	0	0	0
	VOLUMES	0	2,649	1,265	488	2,478	0	0	0	0	646	0	132	7,659	0	1	0	0	1
	APPROACH %	0%	68%	32%	16%	84%	0%	0%	0%	0%	83%	0%	17%						
	APP/DEPART	3,914	/	2,782	2,967	/	3,124	0	/	1,753	778	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	1,510	713	321	1,422	0	0	0	0	387	0	59	4,413	0	1	0	0	
	APPROACH %	0%	68%	32%	18%	82%	0%	0%	0%	0%	87%	0%	13%						
	PEAK HR FACTOR		0.874			0.886			0.000			0.858		0.883					
	APP/DEPART	2,223	/	1,570	1,744	/	1,809	0	/	1,034	446	/	0	0					
PM	4:00 PM	0	398	91	45	411	0	0	0	0	170	0	63	1,178	0	0	0	0	0
	4:15 PM	0	404	93	42	425	0	0	0	0	181	0	42	1,187	0	1	0	0	1
	4:30 PM	0	395	82	39	436	0	0	0	0	215	0	43	1,210	0	0	0	0	0
	4:45 PM	0	389	92	40	413	0	0	0	0	208	0	50	1,192	0	1	0	0	1
	5:00 PM	0	364	92	51	430	0	0	0	0	247	0	68	1,252	0	0	0	0	0
	5:15 PM	0	436	128	52	397	0	0	0	0	222	0	57	1,292	0	0	0	0	0
	5:30 PM	0	402	110	41	364	0	0	0	0	169	0	43	1,129	0	1	0	0	1
	5:45 PM	0	381	82	29	382	0	0	0	0	109	0	29	1,012	0	1	0	0	1
	VOLUMES	0	3,169	770	339	3,258	0	0	0	0	1,521	0	395	9,456	0	4	0	0	4
	APPROACH %	0%	80%	20%	9%	90%	0%	0%	0%	0%	79%	0%	21%						
	APP/DEPART	3,939	/	3,568	3,601	/	4,779	0	/	1,109	1,916	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	1,584	394	182	1,676	0	0	0	0	892	0	218	4,947	0	1	0	0	
	APPROACH %	0%	80%	20%	10%	90%	0%	0%	0%	0%	80%	0%	20%						
	PEAK HR FACTOR		0.877			0.966			0.000			0.881		0.957					
	APP/DEPART	1,978	/	1,803	1,859	/	2,568	0	/	576	1,110	/	0	0					

Coffee Rd

NORTH LEG

Truxtun Ave WEST LEG EAST LEG **Truxtun Ave**

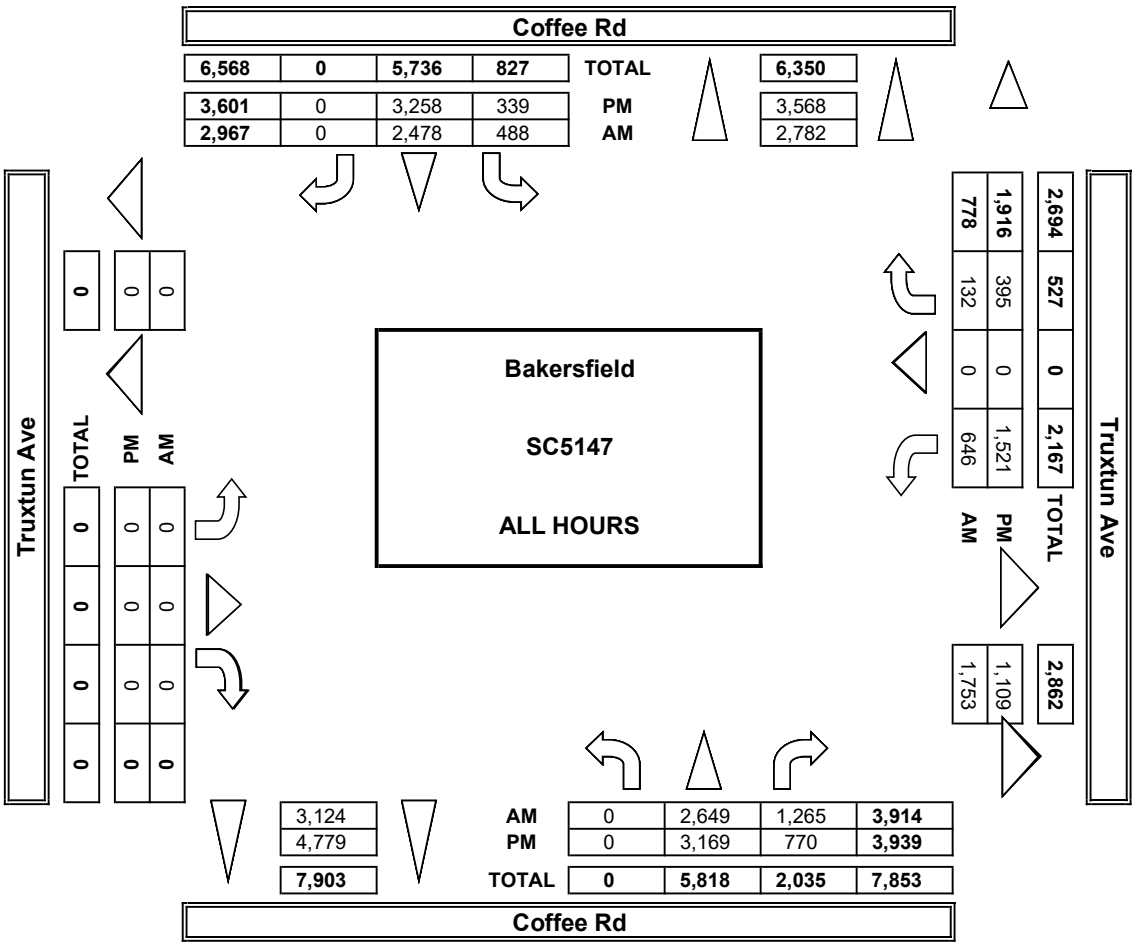
SOUTH LEG

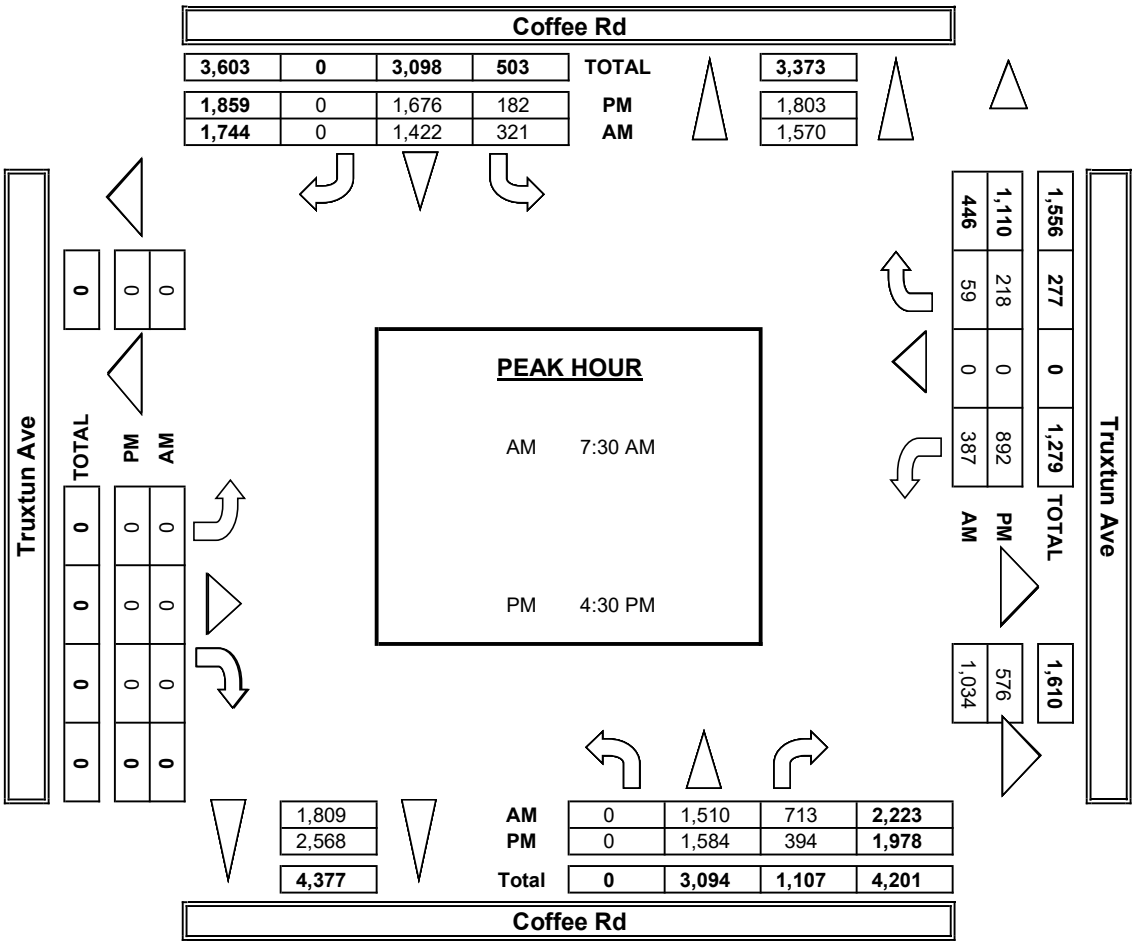
Coffee Rd

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
	8:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	1	0	0	1	2	0	0	0	0	0	1	0	0	1	2
	TOTAL	1	0	1	4	6	0	0	0	0	0	1	0	1	4	6
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	4:30 PM	0	0	2	0	2	0	0	0	0	0	0	0	2	0	2
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2
	5:45 PM	0	0	2	1	3	0	0	2	0	2	0	0	0	1	1
	TOTAL	0	0	5	3	8	0	0	3	0	3	0	0	2	3	5

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:		PROJECT #:	
2/20/25	NORTH & SOUTH:	Bakersfield Coffee Rd	LOCATION #:	SC5147 22
THURSDAY	EAST & WEST:	Truxtun Ave	CONTROL:	SIGNAL

	NOTES:									
PCE Adjusted	Class	1	2	3	4	5	6		AM	▲ N
	Factor	1	1.5	2	3	2	2		PM / MD	◄ W / E ►
									OTHER	▼ S
									OTHER	

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Truxtun Ave			WESTBOUND Truxtun Ave				U-TURNS				
	LANES:	NL X	NT 3	NR 1	SL 2	ST 3	SR X	EL X	ET X	ER X	WL 2	WT X	WR 2	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	214	139	34	235	0	0	0	0	47	0	10	678					0
	7:15 AM	0	388	175	36	298	0	0	0	0	58	0	15	968					0
	7:30 AM	0	437	216	76	285	0	0	0	0	83	0	10	1,105					0
	7:45 AM	0	434	209	105	406	0	0	0	0	122	0	15	1,289					0
	8:00 AM	0	362	150	73	415	0	0	0	0	101	0	20	1,120					0
	8:15 AM	0	334	149	77	377	0	0	0	0	98	0	17	1,051					0
	8:30 AM	0	291	131	50	319	0	0	0	0	87	0	26	903					0
	8:45 AM	0	328	116	52	302	0	0	0	0	81	0	30	906					0
	VOLUMES	0	2,786	1,284	500	2,634	0	0	0	0	675	0	141	8,019	0	0	0	0	0
	APPROACH %	0%	68%	32%	16%	84%	0%	0%	0%	0%	83%	0%	17%						
	APP/DEPART	4,070	/	2,927	3,134	/	3,309	0	/	1,784	816	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	1,567	724	330	1,482	0	0	0	0	403	0	61	4,565					
	APPROACH %	0%	68%	32%	18%	82%	0%	0%	0%	0%	87%	0%	13%						
	PEAK HR FACTOR		0.878			0.888			0.000			0.852		0.885					
	APP/DEPART	2,290	/	1,628	1,811	/	1,884	0	/	1,053	464	/	0	0					
PM	4:00 PM	0	416	93	46	421	0	0	0	0	172	0	65	1,212					0
	4:15 PM	0	419	95	42	438	0	0	0	0	184	0	42	1,219					0
	4:30 PM	0	407	82	41	449	0	0	0	0	217	0	44	1,240					0
	4:45 PM	0	399	94	42	424	0	0	0	0	211	0	51	1,220					0
	5:00 PM	0	373	92	52	437	0	0	0	0	250	0	68	1,272					0
	5:15 PM	0	445	130	53	405	0	0	0	0	224	0	57	1,312					0
	5:30 PM	0	410	112	43	369	0	0	0	0	172	0	44	1,148					0
	5:45 PM	0	390	84	30	392	0	0	0	0	110	0	29	1,034					0
	VOLUMES	0	3,256	781	349	3,333	0	0	0	0	1,539	0	399	9,655	0	0	0	0	0
	APPROACH %	0%	81%	19%	9%	91%	0%	0%	0%	0%	79%	0%	21%						
	APP/DEPART	4,036	/	3,654	3,682	/	4,871	0	/	1,130	1,937	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	1,623	398	188	1,714	0	0	0	0	902	0	220	5,043					
	APPROACH %	0%	80%	20%	10%	90%	0%	0%	0%	0%	80%	0%	20%						
	PEAK HR FACTOR		0.880			0.971			0.000			0.881		0.961					
	APP/DEPART	2,020	/	1,842	1,902	/	2,615	0	/	586	1,121	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	22
THURSDAY	EAST & WEST:	Truxtun Ave	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Truxtun Ave			WESTBOUND Truxtun Ave				U-TURNS				
	LANES:	NL X	NT 3	NR 1	SL 2	ST 3	SR X	EL X	ET X	ER X	WL 2	WT X	WR 2	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	195	133	34	192	0	0	0	0	42	0	8	604	0	0	0	0	0
	7:15 AM	0	346	169	34	235	0	0	0	0	49	0	11	844	0	0	0	0	0
	7:30 AM	0	408	208	70	258	0	0	0	0	78	0	10	1,032	0	0	0	0	0
	7:45 AM	0	397	203	98	373	0	0	0	0	105	0	13	1,189	0	0	0	0	0
	8:00 AM	0	317	144	73	373	0	0	0	0	90	0	17	1,014	0	1	0	0	1
	8:15 AM	0	309	141	69	341	0	0	0	0	84	0	15	959	0	0	0	0	0
	8:30 AM	0	251	126	45	271	0	0	0	0	72	0	21	786	0	0	0	0	0
	8:45 AM	0	257	111	48	253	0	0	0	0	76	0	23	768	0	0	0	0	0
	VOLUMES	0	2,480	1,235	471	2,296	0	0	0	0	596	0	118	7,197	0	1	0	0	1
	APPROACH %	0%	67%	33%	17%	83%	0%	0%	0%	0%	83%	0%	17%						
	APP/DEPART	3,715	/	2,599	2,768	/	2,892	0	/	1,706	714	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	1,431	696	310	1,345	0	0	0	0	357	0	55	4,195	0	1	0	0	
	APPROACH %	0%	67%	33%	19%	81%	0%	0%	0%	0%	87%	0%	13%						
	PEAK HR FACTOR		0.863			0.879			0.000			0.873		0.882					
	APP/DEPART	2,127	/	1,487	1,656	/	1,702	0	/	1,006	412	/	0	0					
PM	4:00 PM	0	378	88	43	396	0	0	0	0	168	0	60	1,133	0	0	0	0	0
	4:15 PM	0	387	90	42	411	0	0	0	0	175	0	42	1,147	0	1	0	0	1
	4:30 PM	0	377	82	36	423	0	0	0	0	212	0	42	1,172	0	0	0	0	0
	4:45 PM	0	377	88	39	400	0	0	0	0	202	0	49	1,155	0	1	0	0	1
	5:00 PM	0	355	92	49	420	0	0	0	0	242	0	68	1,226	0	0	0	0	0
	5:15 PM	0	424	125	50	386	0	0	0	0	219	0	57	1,261	0	0	0	0	0
	5:30 PM	0	393	106	40	355	0	0	0	0	165	0	42	1,101	0	1	0	0	1
	5:45 PM	0	370	79	27	373	0	0	0	0	107	0	29	985	0	1	0	0	1
	VOLUMES	0	3,061	750	326	3,164	0	0	0	0	1,490	0	389	9,184	0	4	0	0	4
	APPROACH %	0%	80%	20%	9%	91%	0%	0%	0%	0%	79%	0%	21%						
	APP/DEPART	3,811	/	3,454	3,494	/	4,654	0	/	1,076	1,879	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	1,533	387	174	1,629	0	0	0	0	875	0	216	4,815	0	1	0	0	
	APPROACH %	0%	80%	20%	10%	90%	0%	0%	0%	0%	80%	0%	20%						
	PEAK HR FACTOR		0.874			0.962			0.000			0.880		0.955					
	APP/DEPART	1,920	/	1,750	1,804	/	2,504	0	/	561	1,091	/	0	0					

Coffee Rd

NORTH SIDE

Truxtun Ave WEST SIDE EAST SIDE **Truxtun Ave**

SOUTH SIDE

Coffee Rd

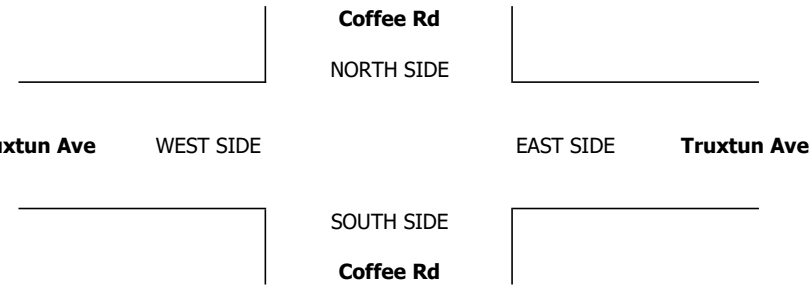
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	22
THURSDAY	EAST & WEST:	Truxtun Ave	CONTROL:	SIGNAL

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

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Truxtun Ave			WESTBOUND Truxtun Ave				U-TURNS				
	LANES:	NL X	NT 3	NR 1	SL 2	ST 3	SR X	EL X	ET X	ER X	WL 2	WT X	WR 2	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	9	4	0	11	0	0	0	0	2	0	0	26	0	0	0	0	0
	7:15 AM	0	13	2	1	21	0	0	0	0	6	0	1	44	0	0	0	0	0
	7:30 AM	0	9	3	1	10	0	0	0	0	3	0	0	26	0	0	0	0	0
	7:45 AM	0	20	4	3	9	0	0	0	0	11	0	1	48	0	0	0	0	0
	8:00 AM	0	14	4	0	17	0	0	0	0	7	0	2	44	0	0	0	0	0
	8:15 AM	0	14	4	3	13	0	0	0	0	8	0	1	43	0	0	0	0	0
	8:30 AM	0	8	2	3	13	0	0	0	0	6	0	3	35	0	0	0	0	0
	8:45 AM	0	21	3	1	15	0	0	0	0	3	0	3	46	0	0	0	0	0
	VOLUMES	0	108	26	12	109	0	0	0	0	46	0	11	312	0	0	0	0	0
	APPROACH %	0%	81%	19%	10%	90%	0%	0%	0%	0%	81%	0%	19%						
	APP/DEPART	134	/	119	121	/	155	0	/	38	57	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	57	15	7	49	0	0	0	0	29	0	4	161	0	0	0	0	
	APPROACH %	0%	79%	21%	13%	88%	0%	0%	0%	0%	88%	0%	12%						
	PEAK HR FACTOR		0.750			0.824			0.000			0.688		0.839					
	APP/DEPART	72	/	61	56	/	78	0	/	22	33	/	0	0					
PM	4:00 PM	0	11	2	2	12	0	0	0	0	1	0	3	31	0	0	0	0	0
	4:15 PM	0	11	3	0	8	0	0	0	0	6	0	0	28	0	0	0	0	0
	4:30 PM	0	14	0	2	7	0	0	0	0	2	0	0	25	0	0	0	0	0
	4:45 PM	0	7	4	0	9	0	0	0	0	6	0	1	27	0	0	0	0	0
	5:00 PM	0	5	0	2	8	0	0	0	0	4	0	0	19	0	0	0	0	0
	5:15 PM	0	9	3	2	9	0	0	0	0	3	0	0	26	0	0	0	0	0
	5:30 PM	0	5	4	0	9	0	0	0	0	3	0	1	22	0	0	0	0	0
	5:45 PM	0	7	3	2	5	0	0	0	0	2	0	0	19	0	0	0	0	0
	VOLUMES	0	69	19	10	67	0	0	0	0	27	0	5	197	0	0	0	0	0
	APPROACH %	0%	78%	22%	13%	87%	0%	0%	0%	0%	84%	0%	16%						
	APP/DEPART	88	/	74	77	/	94	0	/	29	32	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	35	7	6	33	0	0	0	0	15	0	1	97	0	0	0	0	
	APPROACH %	0%	83%	17%	15%	85%	0%	0%	0%	0%	94%	0%	6%						
	PEAK HR FACTOR		0.750			0.886			0.000			0.571		0.898					
	APP/DEPART	42	/	36	39	/	48	0	/	13	16	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

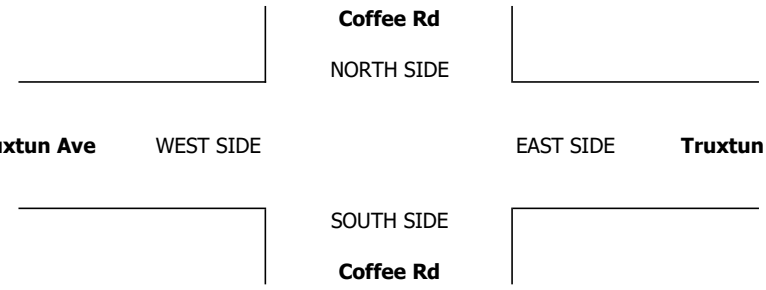
DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	22
THURSDAY	EAST & WEST:	Truxtun Ave	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

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

	NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Truxtun Ave			WESTBOUND Truxtun Ave				U-TURNS				
LANES:	NL X	NT 3	NR 1	SL 2	ST 3	SR X	EL X	ET X	ER X	WL 2	WT X	WR 2	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	1	0	0	3	0	0	0	0	1	0	1	6	0	0	0	0	0
7:15 AM	0	5	0	0	3	0	0	0	0	0	0	0	8	0	0	0	0	0
7:30 AM	0	3	0	2	2	0	0	0	0	0	0	0	7	0	0	0	0	0
7:45 AM	0	1	0	1	2	0	0	0	0	0	0	0	4	0	0	0	0	0
8:00 AM	0	4	0	0	3	0	0	0	0	0	0	0	7	0	0	0	0	0
8:15 AM	0	0	0	0	3	0	0	0	0	1	0	0	4	0	0	0	0	0
8:30 AM	0	3	0	0	5	0	0	0	0	0	0	0	8	0	0	0	0	0
8:45 AM	0	6	0	1	3	0	0	0	0	0	0	1	11	0	0	0	0	0
VOLUMES	0	23	0	4	24	0	0	0	0	2	0	2	55	0	0	0	0	0
APPROACH %	0%	100%	0%	14%	86%	0%	0%	0%	0%	50%	0%	50%						
APP/DEPART	23	/	25	28	/	26	0	/	4	4	/	0	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	8	0	3	10	0	0	0	0	1	0	0	22	0	0	0	0	
APPROACH %	0%	100%	0%	23%	77%	0%	0%	0%	0%	100%	0%	0%						
PEAK HR FACTOR		0.500			0.813			0.000			0.250		0.786					
APP/DEPART	8	/	8	13	/	11	0	/	3	1	/	0	0					
PM																		
4:00 PM	0	2	1	0	1	0	0	0	0	1	0	0	5	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:30 PM	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:15 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
5:30 PM	0	3	0	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
VOLUMES	0	13	1	0	7	0	0	0	0	2	0	0	23	0	0	0	0	0
APPROACH %	0%	93%	7%	0%	100%	0%	0%	0%	0%	100%	0%	0%						
APP/DEPART	14	/	13	7	/	9	0	/	1	2	/	0	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	5	0	0	6	0	0	0	0	0	0	0	11	0	0	0	0	
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.625			0.500			0.000			0.000		0.688					
APP/DEPART	5	/	5	6	/	6	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	22
THURSDAY	EAST & WEST:	Truxtun Ave	CONTROL:	SIGNAL

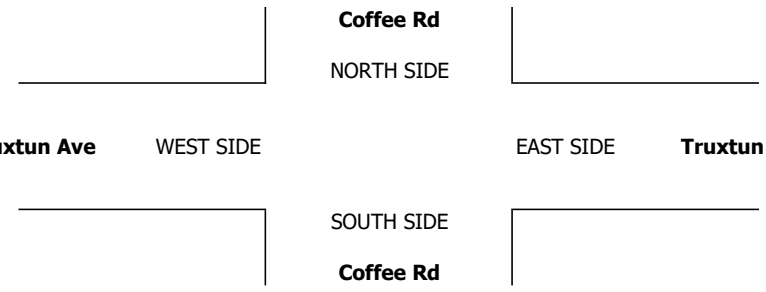
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Truxtun Ave			WESTBOUND Truxtun Ave				U-TURNS				
	LANES:	NL X	NT 3	NR 1	SL 2	ST 3	SR X	EL X	ET X	ER X	WL 2	WT X	WR 2	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	4	0	0	0	0	0	0	0	5	0	0	0	0	0
	7:15 AM	0	2	1	0	7	0	0	0	0	0	0	0	10	0	0	0	0	0
	7:30 AM	0	1	1	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	7:45 AM	0	1	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0
	8:00 AM	0	4	0	0	2	0	0	0	0	0	0	0	6	0	0	0	0	0
	8:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	6	0	0	4	0	0	0	0	2	0	0	12	0	0	0	0	0
	8:45 AM	0	7	0	0	6	0	0	0	0	0	0	0	13	0	0	0	0	0
	VOLUMES	0	22	2	1	28	0	0	0	0	2	0	0	55	0	0	0	0	0
	APPROACH %	0%	92%	8%	3%	97%	0%	0%	0%	0%	100%	0%	0%						
	APP/DEPART	24	/	22	29	/	30	0	/	3	2	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	6	1	1	7	0	0	0	0	0	0	0	15	0	0	0	0	
	APPROACH %	0%	86%	14%	13%	88%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.438			0.667			0.000			0.000		0.625					
	APP/DEPART	7	/	6	8	/	7	0	/	2	0	/	0	0					
PM	4:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0
	4:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	6	0	0	0	0	0
	4:30 PM	0	1	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0
	4:45 PM	0	1	0	1	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	5:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:45 PM	0	1	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0
	VOLUMES	0	13	0	2	14	0	0	0	0	0	0	0	29	0	0	0	0	0
	APPROACH %	0%	100%	0%	13%	88%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	13	/	13	16	/	14	0	/	2	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	5	0	1	7	0	0	0	0	0	0	0	13	0	0	0	0	
	APPROACH %	0%	100%	0%	13%	88%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.625			0.667			0.000			0.000		0.813					
	APP/DEPART	5	/	5	8	/	7	0	/	1	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	22
THURSDAY	EAST & WEST:	Truxtun Ave	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

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

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

Coffee Rd

NORTH SIDE

Truxtun Ave WEST SIDE EAST SIDE **Truxtun Ave**

SOUTH SIDE

Coffee Rd

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	22
THURSDAY	EAST & WEST:	Truxtun Ave	CONTROL:	SIGNAL

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

		NORTHBOUND Coffee Rd			SOUTHBOUND Coffee Rd			EASTBOUND Truxtun Ave			WESTBOUND Truxtun Ave				U-TURNS				
	LANES:	NL X	NT 3	NR 1	SL 2	ST 3	SR X	EL X	ET X	ER X	WL 2	WT X	WR 2	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0	0	0
	7:15 AM	0	3	0	0	2	0	0	0	0	0	0	1	6	0	0	0	0	0
	7:30 AM	0	3	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0
	7:45 AM	0	1	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0
	8:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	8:15 AM	0	2	1	0	5	0	0	0	0	0	0	0	8	0	0	0	0	0
	8:30 AM	0	2	1	0	3	0	0	0	0	0	0	0	6	0	0	0	0	0
	8:45 AM	0	3	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0
	VOLUMES	0	16	2	0	21	0	0	0	0	0	0	1	40	0	0	0	0	0
	APPROACH %	0%	89%	11%	0%	100%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	18	/	17	21	/	21	0	/	2	1	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	8	1	0	11	0	0	0	0	0	0	0	20	0	0	0	0	
	APPROACH %	0%	89%	11%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.750			0.550			0.000			0.000		0.625					
	APP/DEPART	9	/	8	11	/	11	0	/	1	0	/	0	0					
PM	4:00 PM	0	4	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0
	4:15 PM	0	2	0	0	3	0	0	0	0	0	0	0	5	0	0	0	0	0
	4:30 PM	0	3	0	1	0	0	0	0	0	1	0	1	6	0	0	0	0	0
	4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:00 PM	0	1	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	0	13	0	1	6	0	0	0	0	2	0	1	23	0	0	0	0	0
	APPROACH %	0%	100%	0%	14%	86%	0%	0%	0%	0%	67%	0%	33%						
	APP/DEPART	13	/	14	7	/	8	0	/	1	3	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	6	0	1	1	0	0	0	0	2	0	1	11	0	0	0	0	
	APPROACH %	0%	100%	0%	50%	50%	0%	0%	0%	0%	67%	0%	33%						
	PEAK HR FACTOR		0.500			0.500			0.000			0.375		0.458					
	APP/DEPART	6	/	7	2	/	3	0	/	1	3	/	0	0					

Coffee Rd

NORTH SIDE

Truxtun Ave WEST SIDE EAST SIDE **Truxtun Ave**

SOUTH SIDE

Coffee Rd

INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE: Thu, Feb 20, 25

LOCATION: Bakersfield
NORTH & SOUTH: Coffee Rd
EAST & WEST: Stockdale Hwy

PROJECT #: SC5147
LOCATION #: 23
CONTROL: SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

		NORTHBOUND Gosford Rd			SOUTHBOUND Coffee Rd			EASTBOUND Stockdale Hwy			WESTBOUND Stockdale Hwy				U-TURNS				
	LANES:	NL 2	NT 3	NR 0	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	16	278	16	43	173	25	17	33	7	15	49	40	712	0	0	0	0	0
	7:15 AM	14	399	28	60	196	41	31	60	12	24	58	71	994	0	0	0	0	0
	7:30 AM	57	485	41	58	169	78	36	61	8	42	79	75	1,189	1	2	0	0	3
	7:45 AM	59	438	38	62	255	123	43	94	10	52	153	99	1,426	0	1	1	1	3
	8:00 AM	58	311	43	67	231	117	36	73	13	53	146	78	1,226	0	2	0	0	2
	8:15 AM	59	316	35	60	262	112	39	82	25	40	124	59	1,213	0	0	1	0	1
	8:30 AM	52	283	29	69	184	72	34	77	17	30	110	73	1,030	1	1	0	1	3
	8:45 AM	31	254	39	61	220	69	35	69	14	34	125	89	1,040	0	2	0	0	2
	VOLUMES	346	2,764	269	480	1,690	637	271	549	106	290	844	584	8,844	2	8	2	2	14
	APPROACH %	10%	82%	8%	17%	60%	23%	29%	59%	11%	17%	49%	34%						
	APP/DEPART	3,381	/	3,627	2,815	/	2,088	928	/	1,300	1,720	/	1,829	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	233	1,550	157	247	917	430	154	310	56	187	502	311	5,063	1	5	2	1	
	APPROACH %	12%	80%	8%	15%	57%	27%	30%	59%	11%	19%	50%	31%						
	PEAK HR FACTOR		0.831			0.906			0.882			0.820		0.886					
	APP/DEPART	1,941	/	2,020	1,599	/	1,161	522	/	715	1,001	/	1,167	0					
PM	4:00 PM	44	285	54	61	369	70	66	163	51	55	142	92	1,452	1	0	0	0	1
	4:15 PM	35	268	40	81	442	75	75	109	30	60	101	92	1,408	0	2	0	0	2
	4:30 PM	36	262	50	95	401	65	29	129	39	26	154	108	1,394	0	1	1	1	3
	4:45 PM	35	240	52	82	460	65	59	112	32	76	152	83	1,448	1	3	1	1	6
	5:00 PM	37	297	50	63	387	98	76	151	45	69	191	102	1,566	0	3	0	0	3
	5:15 PM	40	289	59	74	447	73	106	131	41	98	167	95	1,620	0	1	2	0	3
	5:30 PM	45	297	46	84	417	60	64	118	35	59	150	78	1,453	0	3	1	0	4
	5:45 PM	35	253	56	83	366	45	48	111	27	66	107	69	1,266	0	0	2	0	2
	VOLUMES	307	2,191	407	623	3,294	551	523	1,024	300	509	1,164	719	11,636	2	13	7	2	24
	APPROACH %	11%	75%	14%	14%	74%	12%	28%	55%	16%	21%	49%	30%						
	APP/DEPART	2,907	/	3,446	4,481	/	4,105	1,854	/	2,056	2,394	/	2,029	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	157	1,123	207	303	1,711	296	305	512	153	302	660	358	6,103	1	10	4	1	
	APPROACH %	11%	75%	14%	13%	74%	13%	31%	53%	16%	23%	50%	27%						
	PEAK HR FACTOR		0.959			0.951			0.870			0.912		0.940					
	APP/DEPART	1,488	/	1,796	2,320	/	2,167	974	/	1,023	1,321	/	1,117	0					

Coffee Rd

NORTH LEG

Stockdale Hwy WEST LEG EAST LEG **Stockdale Hwy**

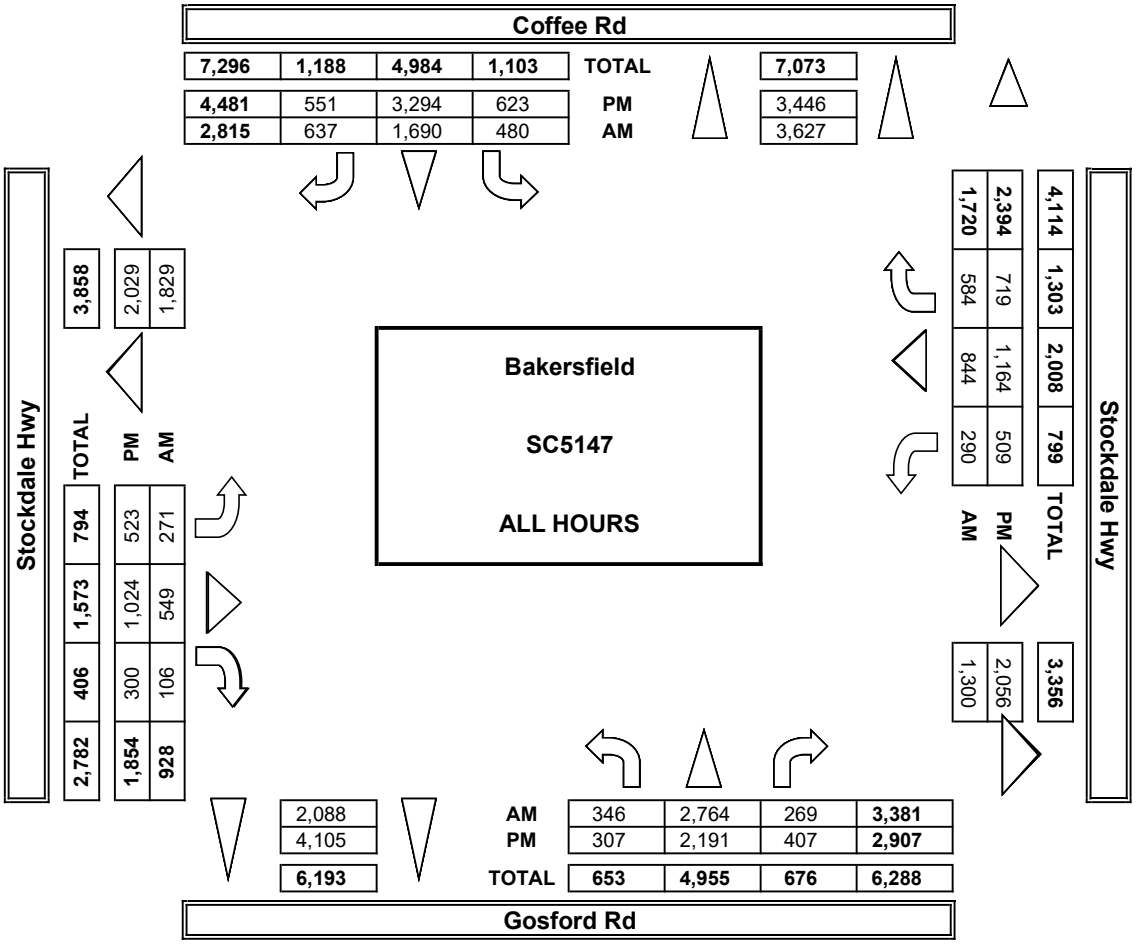
SOUTH LEG

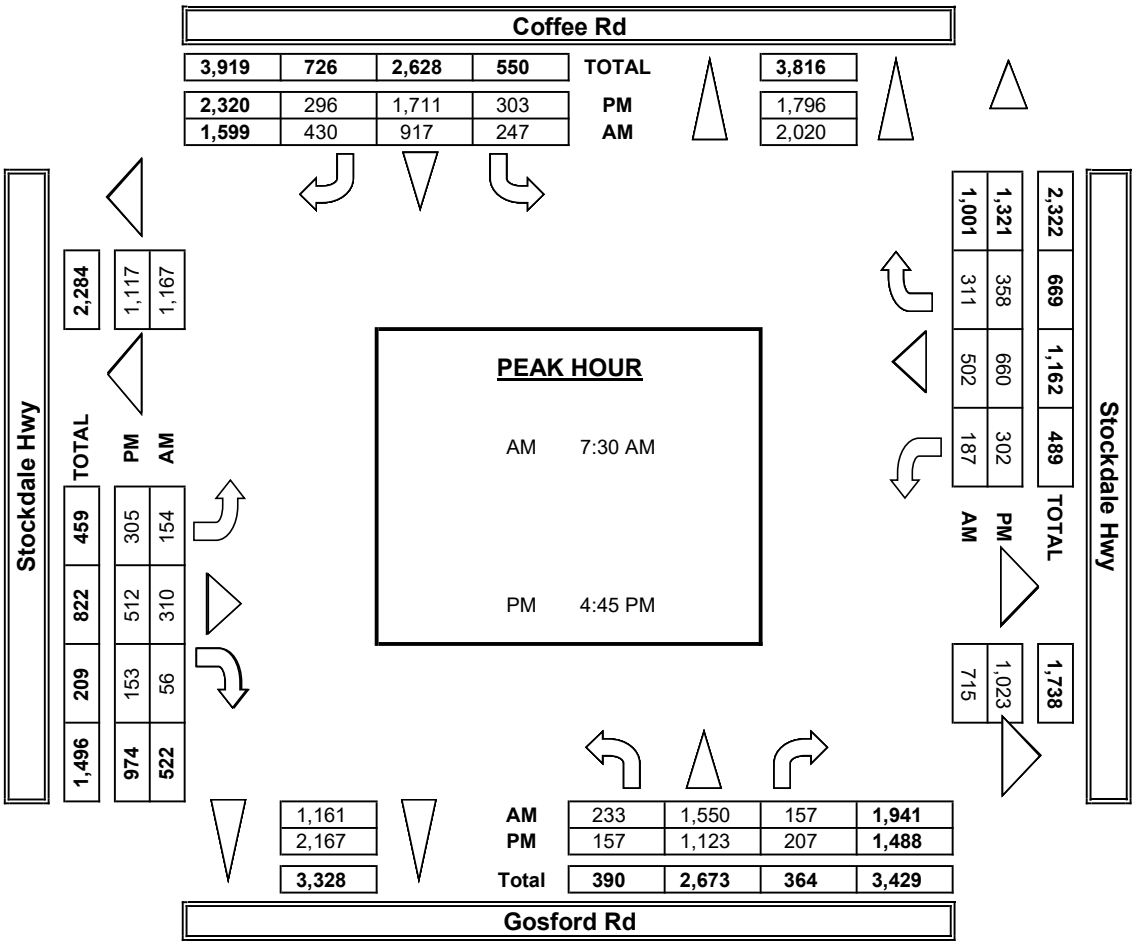
Coffee Rd

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2
	7:30 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
	7:45 AM	1	1	0	0	2	0	0	0	0	0	1	1	0	0	2
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	1	0	2	1	4	0	0	1	1	2	1	0	1	0	2
	8:45 AM	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0
	TOTAL	5	3	2	1	11	2	0	1	1	4	3	3	1	0	7
PM	4:00 PM	2	1	0	0	3	0	0	0	0	0	2	1	0	0	3
	4:15 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
	4:30 PM	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0
	4:45 PM	1	0	0	1	2	0	0	0	0	0	1	0	0	1	2
	5:00 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	5:15 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	5:30 PM	1	0	0	2	3	1	0	0	1	2	0	0	0	1	1
	5:45 PM	1	0	0	1	2	1	0	0	0	1	0	0	0	1	1
	TOTAL	8	1	0	6	15	4	0	0	3	7	4	1	0	3	8

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:		PROJECT #:	
2/20/25	NORTH & SOUTH:	Bakersfield Coffee Rd	LOCATION #:	SC5147 23
THURSDAY	EAST & WEST:	Stockdale Hwy	CONTROL:	SIGNAL

	NOTES:										
PCE Adjusted	Class	1	2	3	4	5	6		AM		▲ N
	Factor	1	1.5	2	3	2	2		PM MD	◄ W	E ►
									OTHER		S ▼
									OTHER		

		NORTHBOUND Gosford Rd			SOUTHBOUND Coffee Rd			EASTBOUND Stockdale Hwy			WESTBOUND Stockdale Hwy				U-TURNS				
	LANES:	NL 2	NT 3	NR 0	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	18	284	16	47	187	26	18	34	8	17	53	43	751					0
	7:15 AM	16	410	29	66	215	43	33	62	12	29	68	76	1,056					0
	7:30 AM	60	496	45	63	179	79	37	67	10	46	82	78	1,239					0
	7:45 AM	59	447	39	66	264	127	45	96	12	57	160	105	1,475					0
	8:00 AM	64	330	44	69	245	119	36	76	14	54	151	81	1,280					0
	8:15 AM	60	325	36	62	276	115	39	86	27	42	128	61	1,255					0
	8:30 AM	52	297	30	77	204	77	38	80	18	34	115	79	1,099					0
	8:45 AM	34	281	40	64	235	74	37	71	15	40	134	95	1,118					0
	VOLUMES	362	2,867	278	512	1,804	658	281	570	115	318	890	617	9,271	0	0	0	0	0
	APPROACH %	10%	82%	8%	17%	61%	22%	29%	59%	12%	17%	49%	34%						
	APP/DEPART	3,507	/	3,765	2,973	/	2,237	966	/	1,359	1,825	/	1,910	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	243	1,596	163	259	964	439	157	324	63	199	521	324	5,248					
	APPROACH %	12%	80%	8%	16%	58%	26%	29%	60%	12%	19%	50%	31%						
	PEAK HR FACTOR		0.833			0.911			0.886			0.811		0.890					
	APP/DEPART	2,002	/	2,077	1,661	/	1,225	543	/	745	1,043	/	1,202	0					
PM	4:00 PM	45	299	55	63	378	71	68	172	52	57	144	98	1,499					0
	4:15 PM	36	278	40	81	454	77	76	110	30	62	104	93	1,440					0
	4:30 PM	37	272	53	101	407	65	29	133	42	27	160	111	1,434					0
	4:45 PM	37	249	57	84	470	66	60	117	33	78	155	85	1,486					0
	5:00 PM	37	304	51	64	395	100	78	159	46	71	194	105	1,602					0
	5:15 PM	40	296	61	76	454	73	107	133	41	98	169	99	1,645					0
	5:30 PM	45	303	47	85	423	61	64	121	35	60	154	81	1,476					0
	5:45 PM	37	260	56	86	371	47	49	115	27	67	110	69	1,291					0
	VOLUMES	312	2,259	419	638	3,354	559	530	1,059	306	518	1,187	738	11,877	0	0	0	0	0
	APPROACH %	10%	76%	14%	14%	74%	12%	28%	56%	16%	21%	49%	30%						
	APP/DEPART	2,990	/	3,526	4,551	/	4,177	1,894	/	2,116	2,443	/	2,058	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	159	1,151	215	308	1,741	300	308	530	155	306	671	369	6,209					
	APPROACH %	10%	75%	14%	13%	74%	13%	31%	53%	16%	23%	50%	27%						
	PEAK HR FACTOR		0.961			0.949			0.877			0.913		0.944					
	APP/DEPART	1,524	/	1,827	2,348	/	2,201	992	/	1,052	1,346	/	1,129	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	23
THURSDAY	EAST & WEST:	Stockdale Hwy	CONTROL:	SIGNAL

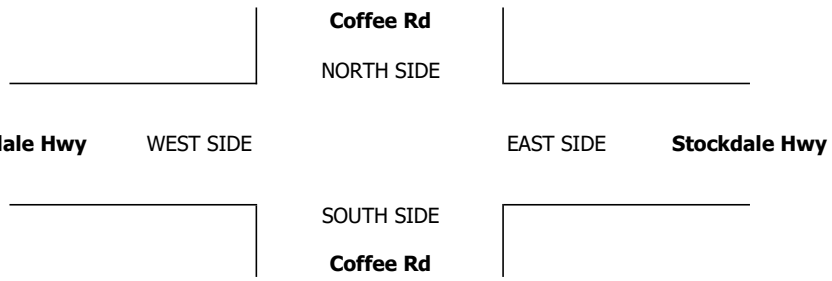
CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Gosford Rd			SOUTHBOUND Coffee Rd			EASTBOUND Stockdale Hwy			WESTBOUND Stockdale Hwy				U-TURNS				
LANES:	NL 2	NT 3	NR 0	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	15	267	16	38	160	24	16	32	6	14	44	35	667	0	0	0	0	0
7:15 AM	12	385	27	55	172	38	30	57	12	19	51	64	922	0	0	0	0	0
7:30 AM	53	472	36	53	157	76	35	57	6	38	75	72	1,130	1	2	0	0	3
7:45 AM	59	421	37	58	241	117	40	90	9	48	145	91	1,356	0	1	1	1	3
8:00 AM	53	291	42	64	211	114	36	69	12	52	139	74	1,157	0	2	0	0	2
8:15 AM	58	301	34	58	244	106	39	79	24	38	118	55	1,154	0	0	1	0	1
8:30 AM	52	267	28	61	161	69	31	73	16	27	103	68	956	1	1	0	1	3
8:45 AM	28	224	37	56	203	65	32	66	12	26	115	83	947	0	2	0	0	2
AM VOLUMES	330	2,628	257	443	1,549	609	259	523	97	262	790	542	8,303	2	8	2	2	14
AM APPROACH %	10%	82%	8%	17%	59%	23%	29%	59%	11%	16%	49%	34%						
AM APP/DEPART	3,217	/	3,437	2,609	/	1,910	881	/	1,225	1,596	/	1,731	0					
BEGIN PEAK HR		7:30 AM																
AM VOLUMES	223	1,485	149	233	853	413	150	295	51	176	477	292	4,806	1	5	2	1	
AM APPROACH %	12%	80%	8%	15%	57%	27%	30%	59%	10%	19%	50%	31%						
AM PEAK HR FACTOR		0.827			0.902			0.871			0.830		0.884					
AM APP/DEPART	1,858	/	1,932	1,504	/	1,081	498	/	678	946	/	1,115	0					
4:00 PM	43	268	52	57	357	69	62	155	50	52	140	88	1,393	1	0	0	0	1
4:15 PM	33	256	40	81	427	71	74	107	30	56	97	91	1,363	0	2	0	0	2
4:30 PM	35	248	47	88	395	65	29	123	37	25	147	104	1,343	0	1	1	1	3
4:45 PM	33	230	48	80	446	64	58	107	31	73	147	81	1,398	1	3	1	1	6
5:00 PM	37	289	49	62	375	96	74	142	44	67	187	98	1,520	0	2	0	0	2
5:15 PM	40	280	58	71	438	73	105	128	41	98	165	89	1,586	0	1	2	0	3
5:30 PM	45	291	45	83	406	59	64	114	35	57	144	76	1,419	0	3	1	0	4
5:45 PM	33	247	56	80	363	43	46	107	27	65	104	69	1,240	0	0	2	0	2
PM VOLUMES	299	2,109	395	602	3,212	540	512	983	295	493	1,131	696	11,290	2	12	7	2	23
PM APPROACH %	11%	75%	14%	14%	74%	12%	28%	55%	16%	21%	49%	30%						
PM APP/DEPART	2,805	/	3,329	4,366	/	4,002	1,797	/	1,982	2,322	/	1,977	0					
BEGIN PEAK HR		4:45 PM																
PM VOLUMES	155	1,090	200	296	1,665	292	301	491	151	295	643	344	5,938	1	9	4	1	
PM APPROACH %	11%	75%	14%	13%	74%	13%	32%	52%	16%	23%	50%	27%						
PM PEAK HR FACTOR		0.949			0.954			0.858			0.911		0.934					
PM APP/DEPART	1,446	/	1,744	2,262	/	2,112	947	/	988	1,283	/	1,094	0					



INTERSECTION TURNING MOVEMENT COUNTS

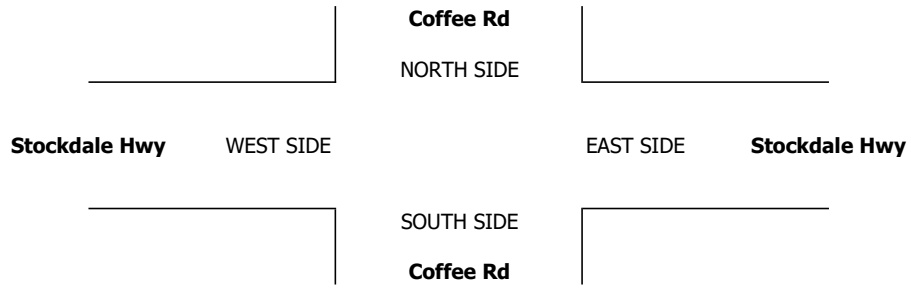
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	23
THURSDAY	EAST & WEST:	Stockdale Hwy	CONTROL:	SIGNAL

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

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

		NORTHBOUND Gosford Rd			SOUTHBOUND Coffee Rd			EASTBOUND Stockdale Hwy			WESTBOUND Stockdale Hwy				U-TURNS				
	LANES:	NL 2	NT 3	NR 0	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	10	0	2	6	0	1	0	0	0	2	4	25	0	0	0	0	0
	7:15 AM	1	7	0	3	19	3	0	3	0	2	2	4	44	0	0	0	0	0
	7:30 AM	2	9	2	3	8	2	1	1	1	2	2	1	34	0	0	0	0	0
	7:45 AM	0	17	1	3	12	5	2	4	0	2	3	6	55	0	0	0	0	0
	8:00 AM	1	11	1	2	14	3	0	3	0	0	4	3	42	0	0	0	0	0
	8:15 AM	0	13	0	1	11	6	0	1	0	1	4	4	41	0	0	0	0	0
	8:30 AM	0	8	0	5	12	1	1	2	1	1	4	2	37	0	0	0	0	0
	8:45 AM	2	19	2	4	12	1	3	3	2	6	5	2	61	0	0	0	0	0
	VOLUMES	6	94	6	23	94	21	8	17	4	14	26	26	339	0	0	0	0	0
	APPROACH %	6%	89%	6%	17%	68%	15%	28%	59%	14%	21%	39%	39%						
	APP/DEPART	106	/	128	138	/	112	29	/	46	66	/	53	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	3	50	4	9	45	16	3	9	1	5	13	14	172	0	0	0	0	
	APPROACH %	5%	88%	7%	13%	64%	23%	23%	69%	8%	16%	41%	44%						
	PEAK HR FACTOR		0.792			0.875			0.542			0.727		0.782					
	APP/DEPART	57	/	67	70	/	51	13	/	22	32	/	32	0					
PM	4:00 PM	1	10	2	4	9	0	4	3	0	3	1	1	38	0	0	0	0	0
	4:15 PM	2	9	0	0	10	4	0	2	0	4	3	1	35	0	0	0	0	0
	4:30 PM	1	10	2	5	3	0	0	4	0	1	5	3	34	0	0	0	0	0
	4:45 PM	1	7	1	1	11	1	1	2	1	3	4	1	34	0	0	0	0	0
	5:00 PM	0	6	0	1	10	0	1	6	0	1	3	3	31	0	1	0	0	1
	5:15 PM	0	7	0	2	7	0	1	2	0	0	1	4	24	0	0	0	0	0
	5:30 PM	0	3	1	1	11	0	0	3	0	2	4	1	26	0	0	0	0	0
	5:45 PM	1	3	0	2	1	1	2	3	0	1	1	0	15	0	0	0	0	0
	VOLUMES	6	55	6	16	62	6	9	25	1	15	22	14	238	0	1	0	0	1
	APPROACH %	9%	82%	9%	19%	73%	7%	26%	71%	3%	29%	43%	27%						
	APP/DEPART	67	/	79	85	/	78	35	/	47	51	/	34	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	1	23	2	5	39	1	3	13	1	6	12	9	116	0	1	0	0	
	APPROACH %	4%	88%	8%	11%	85%	2%	18%	76%	6%	22%	44%	33%						
	PEAK HR FACTOR		0.722			0.885			0.607			0.844		0.853					
	APP/DEPART	26	/	36	46	/	46	17	/	20	27	/	14	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

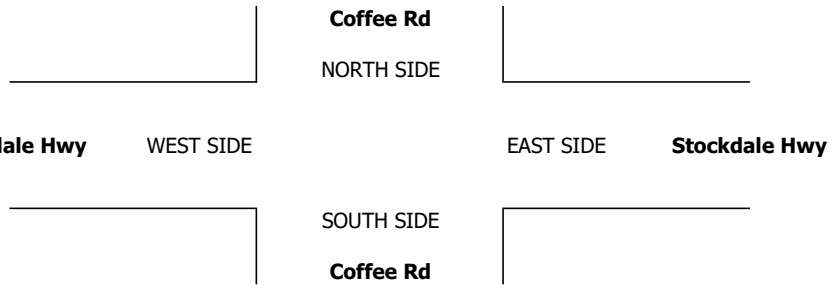
DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	23
THURSDAY	EAST & WEST:	Stockdale Hwy	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

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

	NORTHBOUND Gosford Rd			SOUTHBOUND Coffee Rd			EASTBOUND Stockdale Hwy			WESTBOUND Stockdale Hwy				U-TURNS				
LANES:	NL 2	NT 3	NR 0	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	0	0	2	2	0	0	0	0	0	1	1	6	0	0	0	0	0
7:15 AM	0	5	0	0	1	0	0	0	0	1	0	3	10	0	0	0	0	0
7:30 AM	0	2	0	1	1	0	0	0	1	0	2	1	8	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	0
8:00 AM	3	4	0	1	3	0	0	0	0	1	0	0	12	0	0	0	0	0
8:15 AM	0	0	1	0	4	0	0	0	0	0	1	0	6	0	0	0	0	0
8:30 AM	0	4	0	0	4	0	0	0	0	1	3	1	13	0	0	0	0	0
8:45 AM	0	2	0	1	1	1	0	0	0	1	2	2	10	0	0	0	0	0
VOLUMES	3	17	1	5	16	1	0	0	1	4	13	9	70	0	0	0	0	0
APPROACH %	14%	81%	5%	23%	73%	5%	0%	0%	100%	15%	50%	35%						
APP/DEPART	21	/	26	22	/	21	1	/	6	26	/	17	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	3	6	1	2	8	0	0	0	1	1	7	2	31	0	0	0	0	
APPROACH %	30%	60%	10%	20%	80%	0%	0%	0%	100%	10%	70%	20%						
PEAK HR FACTOR		0.357			0.625			0.250			0.500		0.646					
APP/DEPART	10	/	8	10	/	10	1	/	3	10	/	10	0					
PM 4:00 PM	0	1	0	0	2	0	0	2	0	0	0	0	5	0	0	0	0	0
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
4:30 PM	0	0	0	1	2	0	0	1	1	0	1	0	6	0	0	0	0	0
4:45 PM	0	0	1	0	1	0	0	2	0	0	0	1	5	0	0	0	0	0
5:00 PM	0	0	1	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0
5:15 PM	0	1	0	1	1	0	0	1	0	0	0	2	6	0	0	0	0	0
5:30 PM	0	2	0	0	0	1	0	0	0	0	2	0	5	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
VOLUMES	0	5	2	2	8	1	0	6	1	0	4	4	33	0	0	0	0	0
APPROACH %	0%	71%	29%	18%	73%	9%	0%	86%	14%	0%	50%	50%						
APP/DEPART	7	/	9	11	/	9	7	/	10	8	/	5	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	0	3	2	1	3	1	0	3	0	0	2	4	19	0	0	0	0	
APPROACH %	0%	60%	40%	20%	60%	20%	0%	100%	0%	0%	33%	67%						
PEAK HR FACTOR		0.625			0.625			0.375			0.750		0.792					
APP/DEPART	5	/	7	5	/	3	3	/	6	6	/	3	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	23
THURSDAY	EAST & WEST:	Stockdale Hwy	CONTROL:	SIGNAL

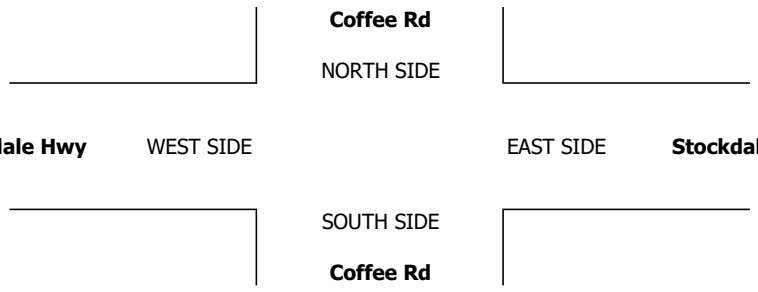
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Gosford Rd			SOUTHBOUND Coffee Rd			EASTBOUND Stockdale Hwy			WESTBOUND Stockdale Hwy				U-TURNS				
LANES:	NL 2	NT 3	NR 0	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	1	0	0	0	4	0	0	0	0	1	0	0	6	0	0	0	0	0
7:15 AM	0	0	0	2	4	0	1	0	0	1	4	0	12	0	0	0	0	0
7:30 AM	0	2	0	1	2	0	0	2	0	1	0	0	8	0	0	0	0	0
7:45 AM	0	0	0	1	1	0	0	0	1	2	0	1	6	0	0	0	0	0
8:00 AM	1	4	0	0	1	0	0	0	0	0	0	0	6	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	1	1	0	0	0	3	0	0	0	0	0
8:30 AM	0	2	0	2	3	2	1	0	0	1	0	2	13	0	0	0	0	0
8:45 AM	1	6	0	0	4	1	0	0	0	1	1	1	15	0	0	0	0	0
VOLUMES	3	14	0	6	20	3	2	3	2	7	5	4	69	0	0	0	0	0
APPROACH %	18%	82%	0%	21%	69%	10%	29%	43%	29%	44%	31%	25%						
APP/DEPART	17	/	20	29	/	29	7	/	9	16	/	11	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	1	6	0	2	5	0	0	3	2	3	0	1	23	0	0	0	0	
APPROACH %	14%	86%	0%	29%	71%	0%	0%	60%	40%	75%	0%	25%						
PEAK HR FACTOR		0.350			0.583			0.625			0.333		0.719					
APP/DEPART	7	/	7	7	/	10	5	/	5	4	/	1	0					
PM																		
4:00 PM	0	2	0	0	1	0	0	2	0	0	0	2	7	0	0	0	0	0
4:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
4:30 PM	0	1	1	1	1	0	0	0	1	0	1	0	6	0	0	0	0	0
4:45 PM	0	2	1	0	1	0	0	1	0	0	0	0	5	0	0	0	0	0
5:00 PM	0	2	0	0	1	0	0	2	0	0	0	0	5	0	0	0	0	0
5:15 PM	0	1	1	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0
5:45 PM	0	2	0	1	2	0	0	1	0	0	0	0	6	0	0	0	0	0
VOLUMES	0	13	3	2	9	0	0	6	1	0	1	3	38	0	0	0	0	0
APPROACH %	0%	81%	19%	18%	82%	0%	0%	86%	14%	0%	25%	75%						
APP/DEPART	16	/	16	11	/	10	7	/	11	4	/	1	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	0	6	2	0	3	0	0	3	0	0	0	1	15	0	0	0	0	
APPROACH %	0%	75%	25%	0%	100%	0%	0%	100%	0%	0%	0%	100%						
PEAK HR FACTOR		0.667			0.750			0.375			0.250		0.750					
APP/DEPART	8	/	7	3	/	3	3	/	5	1	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	23
THURSDAY	EAST & WEST:	Stockdale Hwy	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

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

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

Coffee Rd

NORTH SIDE

Stockdale Hwy WEST SIDE EAST SIDE **Stockdale Hwy**

SOUTH SIDE

Coffee Rd

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Coffee Rd	LOCATION #:	23
THURSDAY	EAST & WEST:	Stockdale Hwy	CONTROL:	SIGNAL

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

		NORTHBOUND Gosford Rd			SOUTHBOUND Coffee Rd			EASTBOUND Stockdale Hwy			WESTBOUND Stockdale Hwy				U-TURNS				
	LANES:	NL 2	NT 3	NR 0	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	1	1	1	0	1	1	0	2	0	8	0	0	0	0	0
	7:15 AM	1	2	1	0	0	0	0	0	0	1	1	0	6	0	0	0	0	0
	7:30 AM	2	0	3	0	1	0	0	1	0	1	0	1	9	0	0	0	0	0
	7:45 AM	0	0	0	0	1	1	1	0	0	0	1	0	4	0	0	0	0	0
	8:00 AM	0	1	0	0	2	0	0	1	1	0	3	1	9	0	0	0	0	0
	8:15 AM	1	2	0	1	2	0	0	1	0	1	1	0	9	0	0	0	0	0
	8:30 AM	0	2	1	1	4	0	1	2	0	0	0	0	11	0	0	0	0	0
	8:45 AM	0	3	0	0	0	1	0	0	0	0	2	1	7	0	0	0	0	0
	VOLUMES	4	11	5	3	11	3	2	6	2	3	10	3	63	0	0	0	0	0
	APPROACH %	20%	55%	25%	18%	65%	18%	20%	60%	20%	19%	63%	19%						
	APP/DEPART	20	/	16	17	/	16	10	/	14	16	/	17	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	3	3	3	1	6	1	1	3	1	2	5	2	31	0	0	0	0	
	APPROACH %	33%	33%	33%	13%	75%	13%	20%	60%	20%	22%	56%	22%						
	PEAK HR FACTOR		0.450			0.667			0.625			0.563		0.861					
	APP/DEPART	9	/	6	8	/	9	5	/	7	9	/	9	0					
PM	4:00 PM	0	4	0	0	0	1	0	1	1	0	1	1	9	0	0	0	0	0
	4:15 PM	0	0	0	0	2	0	1	0	0	0	1	0	4	0	0	0	0	0
	4:30 PM	0	3	0	0	0	0	0	1	0	0	0	1	5	0	0	0	0	0
	4:45 PM	1	1	1	1	1	0	0	0	0	0	1	0	6	0	0	0	0	0
	5:00 PM	0	0	0	0	0	2	1	1	1	1	1	0	7	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:45 PM	1	1	0	0	0	1	0	0	0	0	1	0	4	0	0	0	0	0
	VOLUMES	2	9	1	1	3	4	2	4	2	1	6	2	37	0	0	0	0	0
	APPROACH %	17%	75%	8%	13%	38%	50%	25%	50%	25%	11%	67%	22%						
	APP/DEPART	12	/	13	8	/	6	8	/	6	9	/	12	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	1	1	1	1	1	2	1	2	1	1	3	0	15	0	0	0	0	
	APPROACH %	33%	33%	33%	25%	25%	50%	25%	50%	25%	25%	75%	0%						
	PEAK HR FACTOR		0.250			0.500			0.333			0.500		0.536					
	APP/DEPART	3	/	2	4	/	3	4	/	4	4	/	6	0					

Coffee Rd

NORTH SIDE

Stockdale Hwy WEST SIDE EAST SIDE **Stockdale Hwy**

SOUTH SIDE

Coffee Rd

INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE: Thu, Feb 20, 25

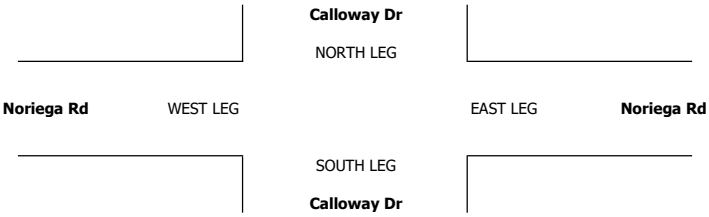
LOCATION: Bakersfield
NORTH & SOUTH: Calloway Dr
EAST & WEST: Noriega Rd

PROJECT #: SC5147
LOCATION #: 24
CONTROL: SIGNAL

NOTES:

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

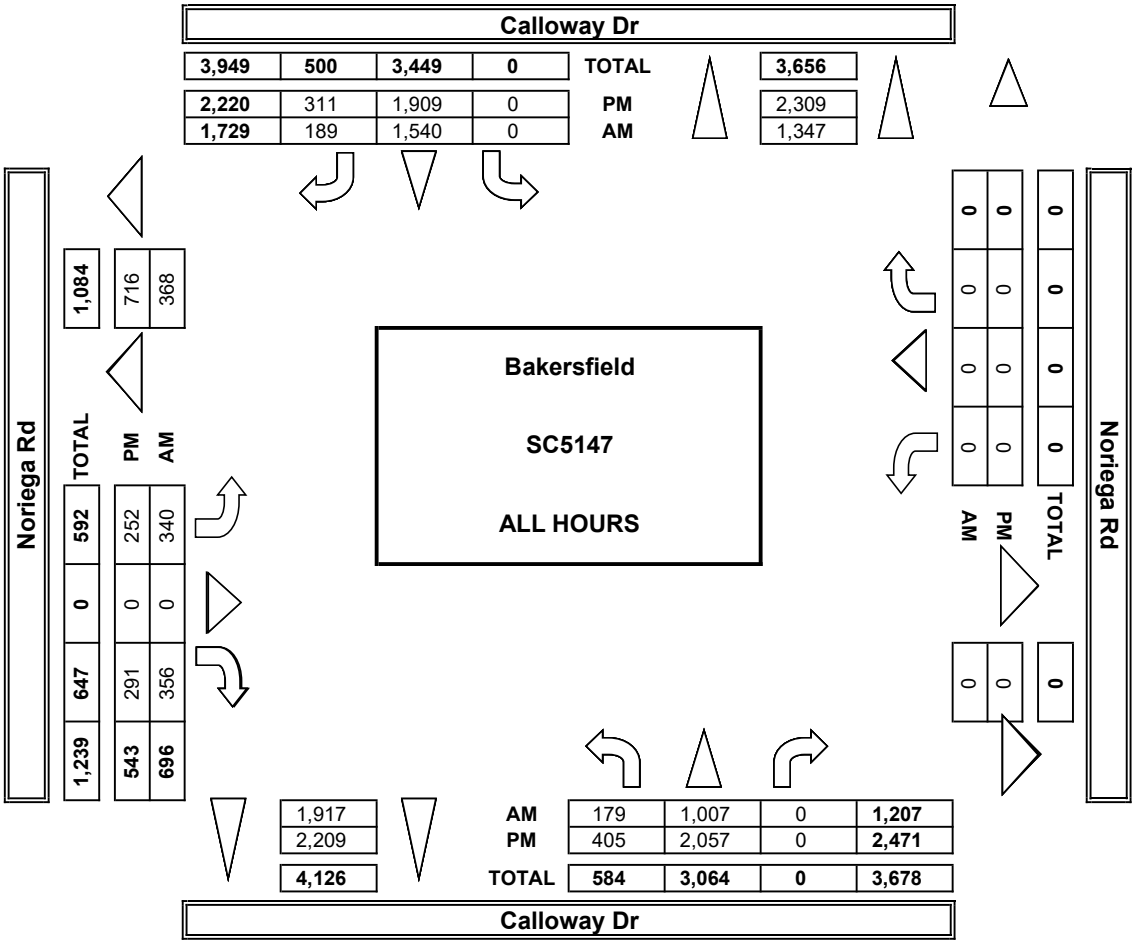
		NORTHBOUND Calloway Dr			SOUTHBOUND Calloway Dr			EASTBOUND Noriega Rd			WESTBOUND Noriega Rd				U-TURNS				
	LANES:	NL 2	NT 3	NR X	SL X	ST 3	SR 1	EL 2	ET X	ER 2	WL X	WT X	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	17	98	0	0	104	18	45	0	35	0	0	0	317	3	0	0	0	3
	7:15 AM	15	101	0	0	156	22	40	0	32	0	0	0	366	1	0	0	0	1
	7:30 AM	20	128	0	0	236	27	44	0	57	0	0	0	512	3	0	0	0	3
	7:45 AM	37	132	0	0	238	30	60	0	62	0	0	0	559	1	0	0	0	1
	8:00 AM	26	156	0	0	251	27	54	0	65	0	0	0	579	5	0	0	0	5
	8:15 AM	16	154	0	0	239	22	31	0	49	0	0	0	511	1	0	0	0	1
	8:30 AM	28	124	0	0	168	23	33	0	26	0	0	0	402	6	0	0	0	6
	8:45 AM	20	114	0	0	148	20	33	0	30	0	0	0	365	1	0	0	0	1
	VOLUMES	179	1,007	0	0	1,540	189	340	0	356	0	0	0	3,632	21	0	0	0	21
	APPROACH %	15%	83%	0%	0%	89%	11%	49%	0%	51%	0%	0%	0%						
	APP/DEPART	1,207	/	1,347	1,729	/	1,917	696	/	0	0	/	368	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	99	570	0	0	964	106	189	0	233	0	0	0	2,171	10	0	0	0	
	APPROACH %	15%	84%	0%	0%	90%	10%	45%	0%	55%	0%	0%	0%						
	PEAK HR FACTOR		0.908			0.962			0.865			0.000		0.929					
	APP/DEPART	679	/	759	1,070	/	1,207	422	/	0	0	/	205	0					
PM	4:00 PM	60	232	0	0	244	44	19	0	30	0	0	0	629	4	0	0	0	4
	4:15 PM	42	238	0	0	226	44	31	0	42	0	0	0	623	2	0	0	0	2
	4:30 PM	43	248	0	0	229	40	41	0	24	0	0	0	625	1	0	0	0	1
	4:45 PM	44	250	0	0	253	36	33	0	36	0	0	0	652	0	0	0	0	0
	5:00 PM	46	258	0	0	208	31	48	0	37	0	0	0	628	1	0	0	0	1
	5:15 PM	54	311	0	0	263	37	28	0	30	0	0	0	723	1	0	0	0	1
	5:30 PM	59	288	0	0	258	40	31	0	46	0	0	0	722	0	0	0	0	0
	5:45 PM	57	232	0	0	228	39	21	0	46	0	0	0	623	0	0	0	0	0
	VOLUMES	405	2,057	0	0	1,909	311	252	0	291	0	0	0	5,234	9	0	0	0	9
	APPROACH %	16%	83%	0%	0%	86%	14%	46%	0%	54%	0%	0%	0%						
	APP/DEPART	2,471	/	2,309	2,220	/	2,209	543	/	0	0	/	716	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	203	1,107	0	0	982	144	140	0	149	0	0	0	2,727	2	0	0	0	
	APPROACH %	15%	84%	0%	0%	87%	13%	48%	0%	52%	0%	0%	0%						
	PEAK HR FACTOR		0.896			0.938			0.850			0.000		0.942					
	APP/DEPART	1,312	/	1,247	1,126	/	1,133	289	/	0	0	/	347	0					

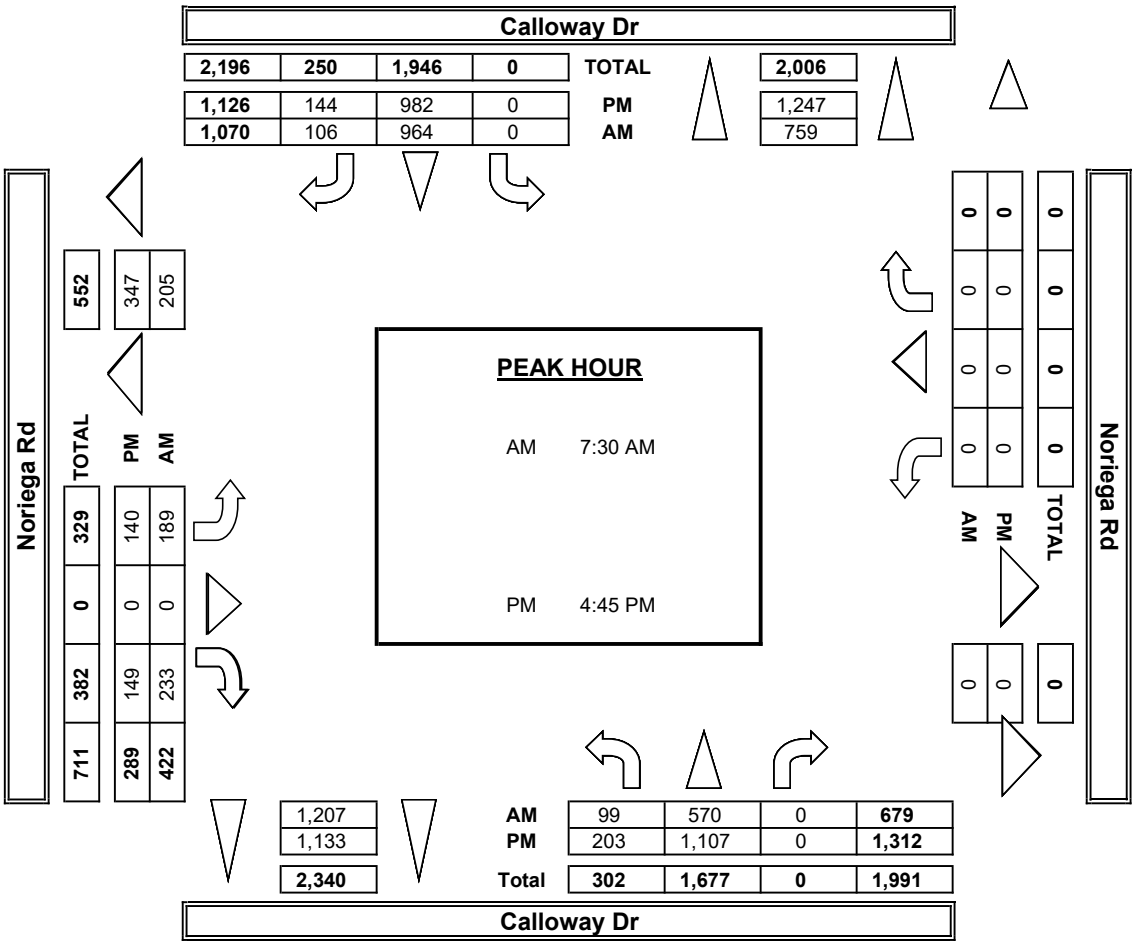


		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	7:15 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	7:30 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	8:45 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
	TOTAL	1	0	0	5	6	0	0	0	3	3	1	0	0	2	3
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	4:45 PM	0	0	1	1	2	0	0	0	1	1	0	0	1	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	5:30 PM	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0
	5:45 PM	1	0	1	0	2	0	0	0	0	0	1	0	1	0	2
	TOTAL	1	0	2	5	8	0	0	0	4	4	1	0	2	1	4

AimTD LLC

TURNING MOVEMENT COUNTS





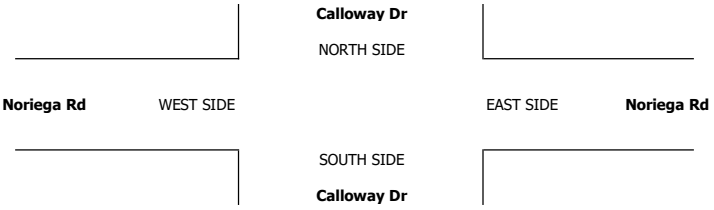
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Calloway Dr	LOCATION #:	24
THURSDAY	EAST & WEST:	Noriega Rd	CONTROL:	SIGNAL

	NOTES:											
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N
	Factor	1	1.5	2	3	2	2			PM / MD	◄ W	E ►
										OTHER		S ▼
										OTHER		

		NORTHBOUND Calloway Dr			SOUTHBOUND Calloway Dr			EASTBOUND Noriega Rd			WESTBOUND Noriega Rd				U-TURNS				
	LANES:	NL 2	NT 3	NR X	SL X	ST 3	SR 1	EL 2	ET X	ER 2	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	20	113	0	0	109	20	46	0	36	0	0	0	342					0
	7:15 AM	17	110	0	0	160	25	42	0	33	0	0	0	386					0
	7:30 AM	20	134	0	0	246	27	46	0	60	0	0	0	532					0
	7:45 AM	39	135	0	0	245	31	63	0	62	0	0	0	575					0
	8:00 AM	27	168	0	0	260	31	58	0	68	0	0	0	610					0
	8:15 AM	16	166	0	0	247	23	32	0	51	0	0	0	534					0
	8:30 AM	31	129	0	0	178	26	35	0	28	0	0	0	426					0
	8:45 AM	21	124	0	0	155	23	35	0	33	0	0	0	390					0
	VOLUMES	191	1,079	0	0	1,596	205	356	0	369	0	0	0	3,794	0	0	0	0	0
	APPROACH %	15%	85%	0%	0%	89%	11%	49%	0%	51%	0%	0%	0%						
	APP/DEPART	1,269	/	1,434	1,801	/	1,965	725	/	0	0	/	395	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	102	603	0	0	996	112	199	0	240	0	0	0	2,250					
	APPROACH %	14%	86%	0%	0%	90%	10%	45%	0%	55%	0%	0%	0%						
	PEAK HR FACTOR		0.903			0.955			0.876			0.000		0.922					
	APP/DEPART	705	/	801	1,108	/	1,236	438	/	0	0	/	214	0					
PM	4:00 PM	61	237	0	0	248	44	20	0	31	0	0	0	640					0
	4:15 PM	42	242	0	0	233	44	32	0	42	0	0	0	635					0
	4:30 PM	44	251	0	0	235	40	44	0	24	0	0	0	637					0
	4:45 PM	44	255	0	0	262	36	34	0	37	0	0	0	667					0
	5:00 PM	46	259	0	0	212	32	50	0	37	0	0	0	636					0
	5:15 PM	54	314	0	0	267	37	28	0	31	0	0	0	730					0
	5:30 PM	59	290	0	0	262	41	31	0	46	0	0	0	729					0
	5:45 PM	58	233	0	0	232	40	22	0	47	0	0	0	631					0
	VOLUMES	407	2,079	0	0	1,950	313	261	0	294	0	0	0	5,303	0	0	0	0	0
	APPROACH %	16%	84%	0%	0%	86%	14%	47%	0%	53%	0%	0%	0%						
	APP/DEPART	2,486	/	2,340	2,263	/	2,244	555	/	0	0	/	720	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	203	1,117	0	0	1,003	145	143	0	151	0	0	0	2,761					
	APPROACH %	15%	85%	0%	0%	87%	13%	49%	0%	51%	0%	0%	0%						
	PEAK HR FACTOR		0.898			0.944			0.842			0.000		0.945					
	APP/DEPART	1,320	/	1,260	1,148	/	1,153	293	/	0	0	/	348	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Calloway Dr	LOCATION #:	24
THURSDAY	EAST & WEST:	Noriega Rd	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Calloway Dr			SOUTHBOUND Calloway Dr			EASTBOUND Noriega Rd			WESTBOUND Noriega Rd				U-TURNS				
	LANES:	NL 2	NT 3	NR X	SL X	ST 3	SR 1	EL 2	ET X	ER 2	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	14	79	0	0	98	16	44	0	34	0	0	0	285	3	0	0	0	3
	7:15 AM	14	92	0	0	149	19	37	0	31	0	0	0	342	1	0	0	0	1
	7:30 AM	20	123	0	0	224	27	40	0	55	0	0	0	489	3	0	0	0	3
	7:45 AM	34	127	0	0	227	28	58	0	62	0	0	0	536	1	0	0	0	1
	8:00 AM	25	144	0	0	239	24	50	0	63	0	0	0	545	5	0	0	0	5
	8:15 AM	16	140	0	0	227	20	30	0	47	0	0	0	480	1	0	0	0	1
	8:30 AM	26	117	0	0	153	19	32	0	22	0	0	0	369	6	0	0	0	6
	8:45 AM	18	105	0	0	143	18	30	0	25	0	0	0	339	1	0	0	0	1
	VOLUMES	167	927	0	0	1,460	171	321	0	339	0	0	0	3,406	21	0	0	0	21
	APPROACH %	15%	83%	0%	0%	90%	10%	49%	0%	51%	0%	0%	0%						
	APP/DEPART	1,115	/	1,248	1,631	/	1,820	660	/	0	0	/	338	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	95	534	0	0	917	99	178	0	227	0	0	0	2,060	10	0	0	0	
	APPROACH %	15%	84%	0%	0%	90%	10%	44%	0%	56%	0%	0%	0%						
	PEAK HR FACTOR		0.918			0.966			0.844			0.000		0.936					
	APP/DEPART	639	/	712	1,016	/	1,154	405	/	0	0	/	194	0					
PM	4:00 PM	59	224	0	0	238	44	18	0	28	0	0	0	611	4	0	0	0	4
	4:15 PM	42	233	0	0	216	44	29	0	42	0	0	0	606	2	0	0	0	2
	4:30 PM	42	242	0	0	223	40	37	0	24	0	0	0	608	1	0	0	0	1
	4:45 PM	44	245	0	0	245	36	32	0	35	0	0	0	637	0	0	0	0	0
	5:00 PM	46	256	0	0	204	30	47	0	37	0	0	0	620	1	0	0	0	1
	5:15 PM	54	308	0	0	256	37	28	0	29	0	0	0	712	1	0	0	0	1
	5:30 PM	59	285	0	0	253	39	31	0	46	0	0	0	713	0	0	0	0	0
	5:45 PM	56	231	0	0	223	38	20	0	45	0	0	0	613	0	0	0	0	0
	VOLUMES	402	2,024	0	0	1,858	308	242	0	286	0	0	0	5,129	9	0	0	0	9
	APPROACH %	17%	83%	0%	0%	86%	14%	46%	0%	54%	0%	0%	0%						
	APP/DEPART	2,435	/	2,266	2,166	/	2,153	528	/	0	0	/	710	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	203	1,094	0	0	958	142	138	0	147	0	0	0	2,684	2	0	0	0	
	APPROACH %	16%	84%	0%	0%	87%	13%	48%	0%	52%	0%	0%	0%						
	PEAK HR FACTOR		0.895			0.939			0.848			0.000		0.941					
	APP/DEPART	1,299	/	1,232	1,100	/	1,107	285	/	0	0	/	345	0					

Calloway Dr

NORTH SIDE

Noriega Rd WEST SIDE EAST SIDE **Noriega Rd**

SOUTH SIDE

Calloway Dr

INTERSECTION TURNING MOVEMENT COUNTS

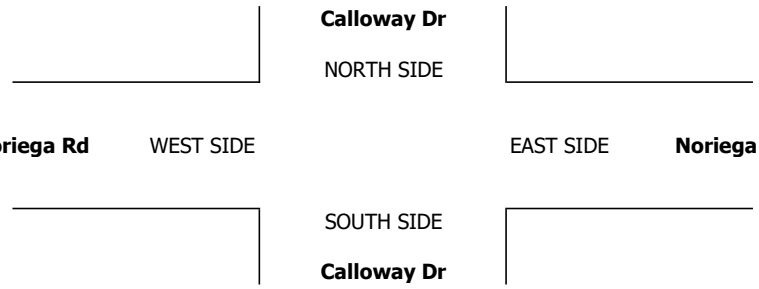
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Calloway Dr	LOCATION #:	24
THURSDAY	EAST & WEST:	Noriega Rd	CONTROL:	SIGNAL

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

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

		NORTHBOUND Calloway Dr			SOUTHBOUND Calloway Dr			EASTBOUND Noriega Rd			WESTBOUND Noriega Rd				U-TURNS				
	LANES:	NL 2	NT 3	NR X	SL X	ST 3	SR 1	EL 2	ET X	ER 2	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	2	12	0	0	5	1	1	0	1	0	0	0	22	0	0	0	0	0
	7:15 AM	0	6	0	0	7	1	2	0	0	0	0	0	16	0	0	0	0	0
	7:30 AM	0	3	0	0	7	0	4	0	1	0	0	0	15	0	0	0	0	0
	7:45 AM	2	4	0	0	9	2	0	0	0	0	0	0	17	0	0	0	0	0
	8:00 AM	0	6	0	0	9	1	1	0	1	0	0	0	18	0	0	0	0	0
	8:15 AM	0	8	0	0	9	2	0	0	1	0	0	0	20	0	0	0	0	0
	8:30 AM	1	4	0	0	11	2	0	0	4	0	0	0	22	0	0	0	0	0
	8:45 AM	2	4	0	0	1	0	3	0	4	0	0	0	14	0	0	0	0	0
	VOLUMES	7	47	0	0	58	9	11	0	12	0	0	0	144	0	0	0	0	0
	APPROACH %	13%	87%	0%	0%	87%	13%	48%	0%	52%	0%	0%	0%						
	APP/DEPART	54	/	58	67	/	70	23	/	0	0	/	16	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	2	21	0	0	34	5	5	0	3	0	0	0	70	0	0	0	0	
	APPROACH %	9%	91%	0%	0%	87%	13%	63%	0%	38%	0%	0%	0%						
	PEAK HR FACTOR		0.719			0.886			0.400			0.000		0.875					
	APP/DEPART	23	/	26	39	/	37	8	/	0	0	/	7	0					
PM	4:00 PM	1	7	0	0	4	0	0	0	2	0	0	0	14	0	0	0	0	0
	4:15 PM	0	4	0	0	9	0	2	0	0	0	0	0	15	0	0	0	0	0
	4:30 PM	1	6	0	0	3	0	2	0	0	0	0	0	12	0	0	0	0	0
	4:45 PM	0	3	0	0	5	0	1	0	0	0	0	0	9	0	0	0	0	0
	5:00 PM	0	2	0	0	2	1	0	0	0	0	0	0	5	0	0	0	0	0
	5:15 PM	0	1	0	0	6	0	0	0	1	0	0	0	8	0	0	0	0	0
	5:30 PM	0	2	0	0	4	1	0	0	0	0	0	0	7	0	0	0	0	0
	5:45 PM	1	1	0	0	4	0	0	0	1	0	0	0	7	0	0	0	0	0
	VOLUMES	3	26	0	0	37	2	5	0	4	0	0	0	77	0	0	0	0	0
	APPROACH %	10%	90%	0%	0%	95%	5%	56%	0%	44%	0%	0%	0%						
	APP/DEPART	29	/	31	39	/	41	9	/	0	0	/	5	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	8	0	0	17	2	1	0	1	0	0	0	29	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	89%	11%	50%	0%	50%	0%	0%	0%						
	PEAK HR FACTOR		0.667			0.792			0.500			0.000		0.806					
	APP/DEPART	8	/	9	19	/	18	2	/	0	0	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

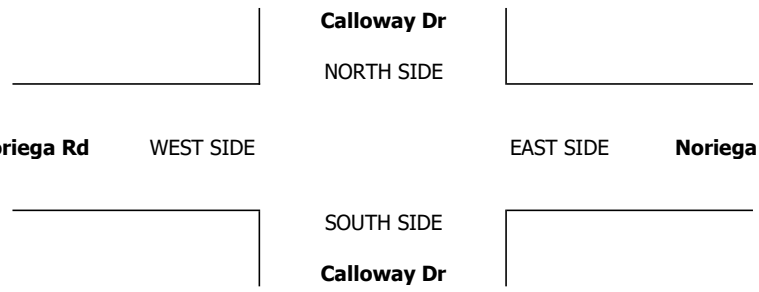
DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Calloway Dr	LOCATION #:	24
THURSDAY	EAST & WEST:	Noriega Rd	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

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

		NORTHBOUND Calloway Dr			SOUTHBOUND Calloway Dr			EASTBOUND Noriega Rd			WESTBOUND Noriega Rd				U-TURNS				
	LANES:	NL 2	NT 3	NR X	SL X	ST 3	SR 1	EL 2	ET X	ER 2	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	4	0	0	0	1	0	0	0	0	0	0	5	0	0	0	0	0
	7:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0
	7:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:45 AM	1	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	8:00 AM	0	1	0	0	2	1	2	0	0	0	0	0	6	0	0	0	0	0
	8:15 AM	0	2	0	0	2	0	1	0	0	0	0	0	5	0	0	0	0	0
	8:30 AM	0	3	0	0	4	2	0	0	0	0	0	0	9	0	0	0	0	0
	8:45 AM	0	2	0	0	2	1	0	0	1	0	0	0	6	0	0	0	0	0
	VOLUMES	1	13	0	0	13	7	3	0	1	0	0	0	38	0	0	0	0	0
	APPROACH %	7%	93%	0%	0%	65%	35%	75%	0%	25%	0%	0%	0%						
	APP/DEPART	14	/	16	20	/	14	4	/	0	0	/	8	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	1	4	0	0	7	1	3	0	0	0	0	0	16	0	0	0	0	
	APPROACH %	20%	80%	0%	0%	88%	13%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.625			0.667			0.375			0.000		0.667					
	APP/DEPART	5	/	7	8	/	7	3	/	0	0	/	2	0					
PM	4:00 PM	0	1	0	0	2	0	1	0	0	0	0	0	4	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	2	0	1	0	0	0	0	0	3	0	0	0	0	0
	4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	0	4	0	0	6	1	3	0	0	0	0	0	14	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	86%	14%	100%	0%	0%	0%	0%	0%						
	APP/DEPART	4	/	7	7	/	6	3	/	0	0	/	1	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	3	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.375			0.500			0.000			0.000		0.417					
	APP/DEPART	3	/	3	2	/	2	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Calloway Dr	LOCATION #:	24
THURSDAY	EAST & WEST:	Noriega Rd	CONTROL:	SIGNAL

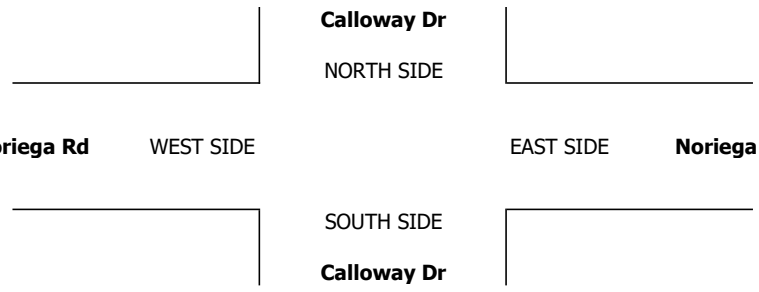
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Calloway Dr			SOUTHBOUND Calloway Dr			EASTBOUND Noriega Rd			WESTBOUND Noriega Rd				U-TURNS				
LANES:	NL 2	NT 3	NR X	SL X	ST 3	SR 1	EL 2	ET X	ER 2	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	1	2	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0
7:15 AM	1	3	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
7:30 AM	0	2	0	0	1	0	0	0	1	0	0	0	4	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
8:00 AM	0	3	0	0	1	1	0	0	1	0	0	0	6	0	0	0	0	0
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
8:30 AM	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0
8:45 AM	0	3	0	0	2	1	0	0	0	0	0	0	6	0	0	0	0	0
VOLUMES	3	15	0	0	5	2	2	0	2	0	0	0	29	0	0	0	0	0
APPROACH %	17%	83%	0%	0%	71%	29%	50%	0%	50%	0%	0%	0%						
APP/DEPART	18	/	17	7	/	7	4	/	0	0	/	5	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	7	0	0	2	1	1	0	2	0	0	0	13	0	0	0	0	
APPROACH %	0%	100%	0%	0%	67%	33%	33%	0%	67%	0%	0%	0%						
PEAK HR FACTOR		0.583			0.375			0.750			0.000		0.542					
APP/DEPART	7	/	8	3	/	4	3	/	0	0	/	1	0					
PM																		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
4:45 PM	0	1	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
VOLUMES	0	2	0	0	8	0	1	0	0	0	0	0	11	0	0	0	0	0
APPROACH %	0%	100%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%						
APP/DEPART	2	/	3	8	/	8	1	/	0	0	/	0	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	0	1	0	0	5	0	1	0	0	0	0	0	7	0	0	0	0	
APPROACH %	0%	100%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.250			0.417			0.250			0.000		0.438					
APP/DEPART	1	/	2	5	/	5	1	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

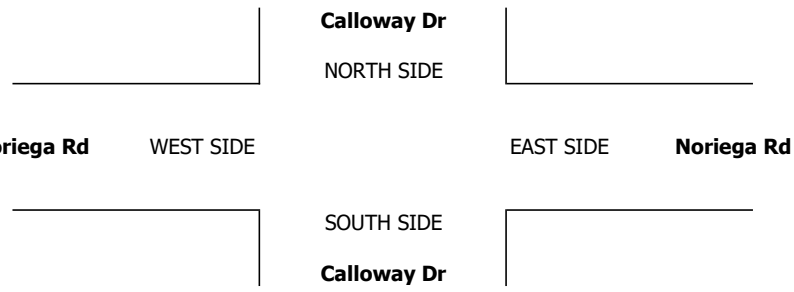
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Calloway Dr	LOCATION #:	24
THURSDAY	EAST & WEST:	Noriega Rd	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

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

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



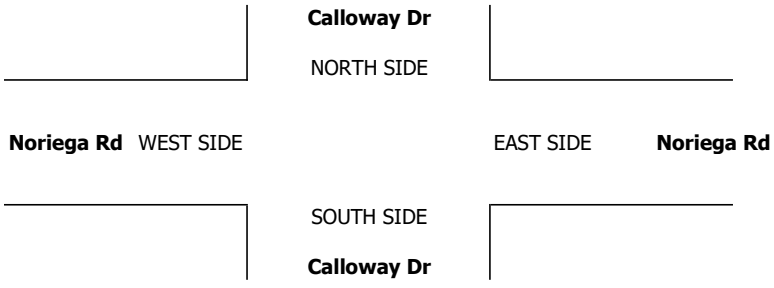
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Calloway Dr	LOCATION #:	24
THURSDAY	EAST & WEST:	Noriega Rd	CONTROL:	SIGNAL

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

		NORTHBOUND Calloway Dr			SOUTHBOUND Calloway Dr			EASTBOUND Noriega Rd			WESTBOUND Noriega Rd				U-TURNS				
	LANES:	NL 2	NT 3	NR X	SL X	ST 3	SR 1	EL 2	ET X	ER 2	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	2	0	0	0	0	0
	7:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:45 AM	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	0	0
	8:00 AM	1	2	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0
	8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	5	0	0	3	0	3	0	1	0	0	0	13	0	0	0	0	0
	APPROACH %	17%	83%	0%	0%	100%	0%	75%	0%	25%	0%	0%	0%						
	APP/DEPART	6	/	8	3	/	4	4	/	0	0	/	1	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	1	4	0	0	3	0	2	0	0	0	0	0	10	0	0	0	0	
	APPROACH %	20%	80%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.417			0.375			0.500			0.000		0.625					
	APP/DEPART	5	/	6	3	/	3	2	/	0	0	/	1	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	1	0	1	0	0	0	3	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	50%	0%	50%	0%	0%	0%						
	APP/DEPART	1	/	2	0	/	1	2	/	0	0	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	1	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.250			0.000		0.500					
	APP/DEPART	1	/	1	0	/	1	1	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE: Thu, Feb 20, 25

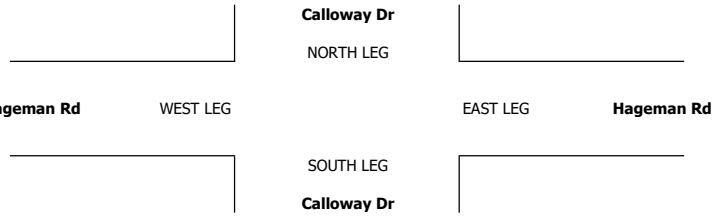
LOCATION: Bakersfield
NORTH & SOUTH: Calloway Dr
EAST & WEST: Hageman Rd

PROJECT #: SC5147
LOCATION #: 25
CONTROL: SIGNAL

NOTES:

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

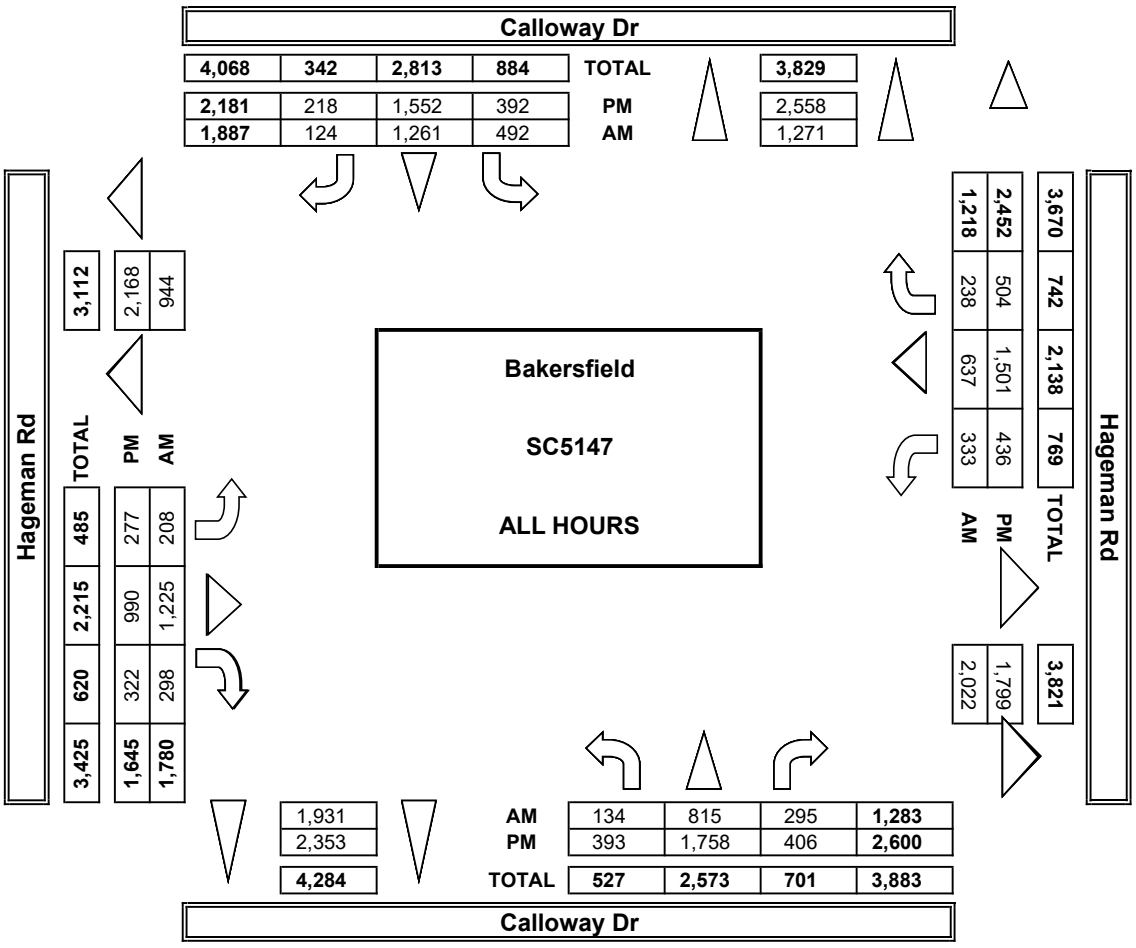
		NORTHBOUND Calloway Dr			SOUTHBOUND Calloway Dr			EASTBOUND Hageman Rd			WESTBOUND Hageman Rd				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	16	87	21	25	105	9	18	108	29	29	56	17	520	2	0	7	1	10
	7:15 AM	11	81	16	37	139	13	21	143	33	20	62	18	594	4	0	6	1	11
	7:30 AM	16	103	27	67	193	27	30	173	45	38	77	23	819	8	0	2	1	11
	7:45 AM	20	106	44	82	198	16	33	204	48	54	71	36	912	5	5	8	0	18
	8:00 AM	20	110	55	108	177	25	35	209	45	50	102	45	981	5	0	6	3	14
	8:15 AM	24	137	58	101	176	17	23	156	38	49	98	40	917	6	3	5	0	14
	8:30 AM	17	97	34	42	139	9	27	119	34	48	98	30	694	4	2	8	1	15
	8:45 AM	10	94	40	30	134	8	21	113	26	45	73	29	623	5	0	7	3	15
	VOLUMES	134	815	295	492	1,261	124	208	1,225	298	333	637	238	6,168	39	10	49	10	108
	APPROACH %	10%	64%	23%	26%	67%	7%	12%	69%	17%	27%	52%	20%						
	APP/DEPART	1,283	/	1,271	1,887	/	1,931	1,780	/	2,022	1,218	/	944	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	80	456	184	358	744	85	121	742	176	191	348	144	3,686	24	8	21	4	
	APPROACH %	11%	61%	25%	30%	62%	7%	11%	70%	17%	28%	51%	21%						
	PEAK HR FACTOR		0.827			0.964			0.898			0.859		0.926					
	APP/DEPART	744	/	729	1,195	/	1,135	1,060	/	1,288	687	/	534	0					
PM	4:00 PM	50	204	45	53	203	29	33	121	35	54	176	59	1,062	5	2	9	3	19
	4:15 PM	52	202	53	49	181	26	30	148	37	48	187	55	1,068	4	2	9	1	16
	4:30 PM	39	212	54	37	178	31	34	102	37	45	192	50	1,011	6	5	6	0	17
	4:45 PM	46	213	54	43	194	21	42	132	31	61	199	52	1,088	5	2	11	1	19
	5:00 PM	47	253	63	58	190	20	31	113	51	54	200	68	1,148	5	2	3	0	10
	5:15 PM	64	211	48	46	211	39	36	108	43	62	207	87	1,162	8	1	4	4	17
	5:30 PM	40	223	41	54	192	24	39	141	52	56	189	72	1,123	3	1	5	2	11
	5:45 PM	55	240	48	52	203	28	32	125	36	56	151	61	1,087	7	4	9	0	20
	VOLUMES	393	1,758	406	392	1,552	218	277	990	322	436	1,501	504	8,878	43	19	56	11	129
	APPROACH %	15%	68%	16%	18%	71%	10%	17%	60%	20%	18%	61%	21%						
	APP/DEPART	2,600	/	2,558	2,181	/	2,353	1,645	/	1,799	2,452	/	2,168	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	206	927	200	210	796	111	138	487	182	228	747	288	4,578	23	8	21	6	
	APPROACH %	15%	68%	15%	19%	71%	10%	17%	59%	22%	18%	59%	23%						
	PEAK HR FACTOR		0.921			0.947			0.873			0.881		0.971					
	APP/DEPART	1,356	/	1,361	1,125	/	1,229	828	/	903	1,269	/	1,085	0					

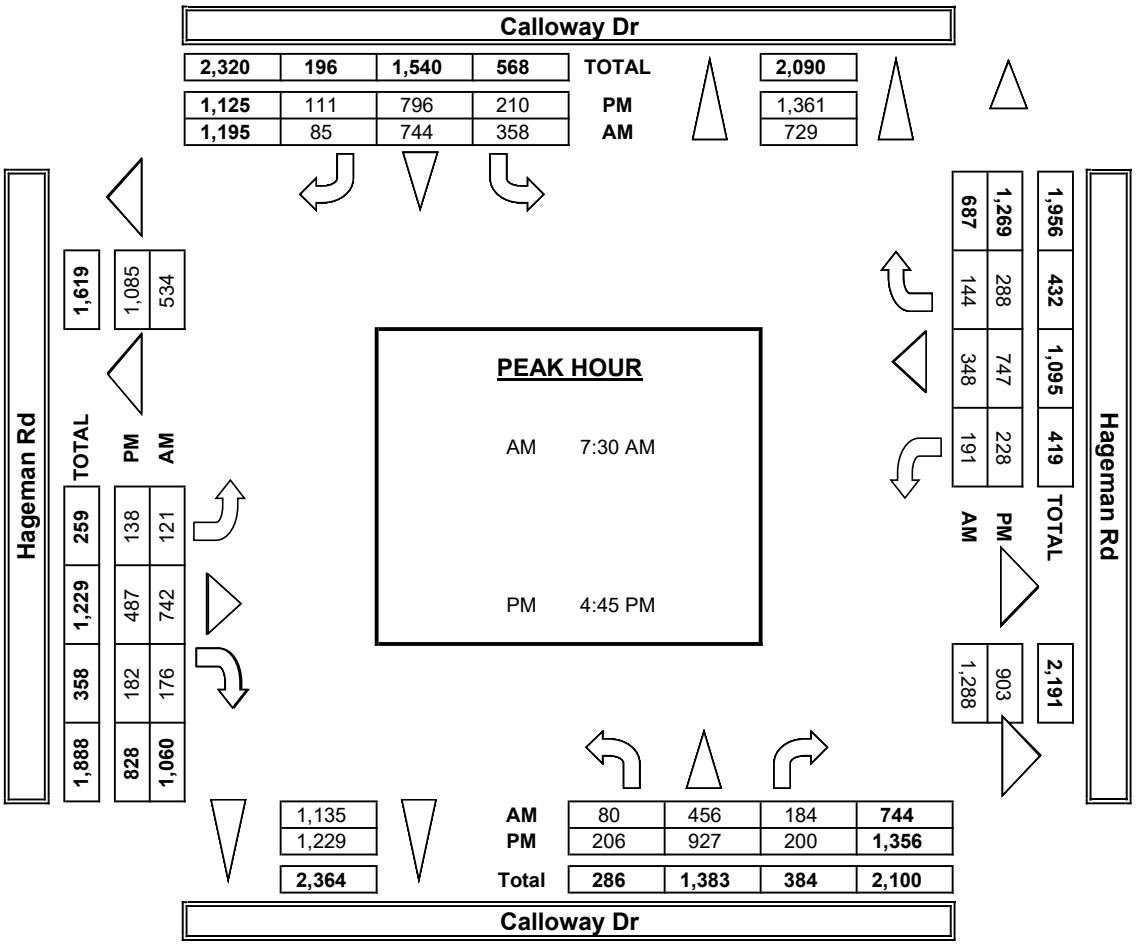


		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	2	0	1	3	0	0	0	0	0	0	2	0	1	3
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	3	1	0	0	4	2	0	0	0	2	1	1	0	0	2
	7:45 AM	3	3	0	2	8	3	2	0	2	7	0	1	0	0	1
	8:00 AM	2	2	0	1	5	1	2	0	0	3	1	0	0	1	2
	8:15 AM	1	3	2	0	6	0	1	1	0	2	1	2	1	0	4
	8:30 AM	0	1	1	2	4	0	0	0	0	0	0	1	1	2	4
	8:45 AM	4	0	0	1	5	4	0	0	0	4	0	0	0	1	1
	TOTAL	13	12	3	7	35	10	5	1	2	18	3	7	2	5	17
PM	4:00 PM	3	1	1	2	7	3	0	0	2	5	0	1	1	0	2
	4:15 PM	1	0	1	0	2	0	0	0	0	0	1	0	1	0	2
	4:30 PM	0	1	1	0	2	0	0	1	0	1	0	1	0	0	1
	4:45 PM	1	1	3	1	6	1	0	1	1	3	0	1	2	0	3
	5:00 PM	0	4	4	0	8	0	4	4	0	8	0	0	0	0	0
	5:15 PM	2	2	0	1	5	0	0	0	0	0	2	2	0	1	5
	5:30 PM	1	0	0	1	2	1	0	0	1	2	0	0	0	0	0
	5:45 PM	1	0	0	4	5	0	0	0	3	3	1	0	0	1	2
	TOTAL	9	9	10	9	37	5	4	6	7	22	4	5	4	2	15

AimTD LLC

TURNING MOVEMENT COUNTS





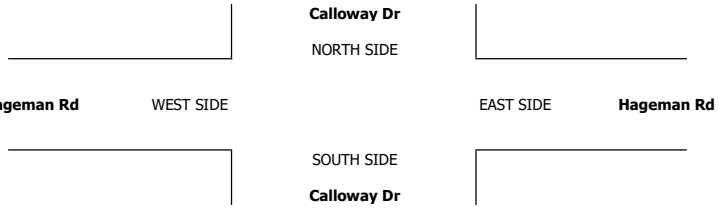
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Calloway Dr	LOCATION #:	25
THURSDAY	EAST & WEST:	Hageman Rd	CONTROL:	SIGNAL

	NOTES:										
PCE Adjusted	Class	1	2	3	4	5	6		AM	▲ N	
	Factor	1	1.5	2	3	2	2		PM	◄ W	E ►
									MD		
									OTHER	S ▼	
									OTHER		

		NORTHBOUND Calloway Dr			SOUTHBOUND Calloway Dr			EASTBOUND Hageman Rd			WESTBOUND Hageman Rd				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	17	99	21	25	110	10	21	115	33	31	59	20	560					0
	7:15 AM	13	89	16	37	143	13	22	149	36	20	68	20	625					0
	7:30 AM	17	108	27	70	202	29	33	182	49	43	83	24	864					0
	7:45 AM	21	110	46	82	204	17	33	211	50	54	79	40	945					0
	8:00 AM	21	116	55	110	185	27	39	215	48	55	107	47	1,022					0
	8:15 AM	28	146	60	105	181	19	27	158	39	51	105	41	958					0
	8:30 AM	20	102	35	45	146	10	28	124	35	50	113	32	738					0
	8:45 AM	12	100	40	31	142	8	22	118	29	47	75	31	653					0
	VOLUMES	148	869	300	504	1,311	132	224	1,270	317	349	688	254	6,363	0	0	0	0	0
	APPROACH %	11%	66%	23%	26%	67%	7%	12%	70%	18%	27%	53%	20%						
	APP/DEPART	1,316	/	1,346	1,947	/	1,977	1,811	/	2,074	1,290	/	967	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	87	479	188	366	771	91	132	765	185	202	374	151	3,788					
	APPROACH %	12%	64%	25%	30%	63%	7%	12%	71%	17%	28%	51%	21%						
	PEAK HR FACTOR		0.808			0.957			0.898			0.871		0.927					
	APP/DEPART	754	/	762	1,228	/	1,158	1,081	/	1,318	726	/	551	0					
PM	4:00 PM	51	210	45	57	206	29	34	126	38	56	183	60	1,093					0
	4:15 PM	53	206	56	50	184	27	31	155	38	48	195	55	1,096					0
	4:30 PM	40	218	57	39	183	31	34	106	38	45	195	50	1,035					0
	4:45 PM	47	215	58	47	202	22	42	136	34	62	204	53	1,117					0
	5:00 PM	47	254	65	61	192	22	31	115	52	55	203	69	1,163					0
	5:15 PM	66	214	48	47	214	40	37	111	43	63	209	88	1,177					0
	5:30 PM	41	225	41	54	195	24	39	146	53	56	192	74	1,138					0
	5:45 PM	56	241	48	52	206	29	32	126	37	56	155	62	1,098					0
	VOLUMES	399	1,781	417	406	1,580	223	279	1,020	331	440	1,533	509	8,915	0	0	0	0	0
	APPROACH %	15%	69%	16%	18%	72%	10%	17%	63%	20%	18%	62%	20%						
	APP/DEPART	2,597	/	2,568	2,208	/	2,350	1,629	/	1,842	2,482	/	2,155	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	200	907	211	208	802	107	149	507	181	236	807	282	4,594					
	APPROACH %	15%	69%	16%	19%	72%	10%	18%	61%	22%	18%	61%	21%						
	PEAK HR FACTOR		0.902			0.930			0.882			0.922		0.976					
	APP/DEPART	1,317	/	1,337	1,116	/	1,218	837	/	926	1,325	/	1,113	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Calloway Dr	LOCATION #:	25
THURSDAY	EAST & WEST:	Hageman Rd	CONTROL:	SIGNAL

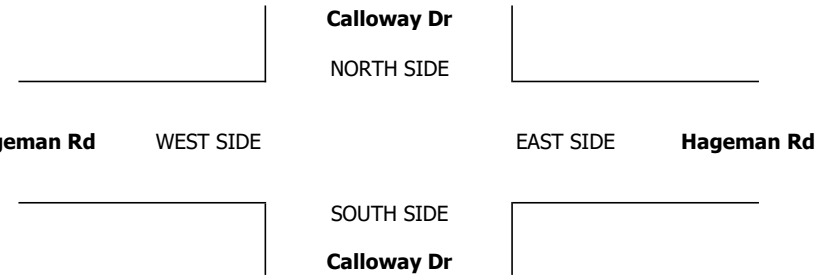
CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Calloway Dr			SOUTHBOUND Calloway Dr			EASTBOUND Hageman Rd			WESTBOUND Hageman Rd				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	15	71	21	25	99	7	14	101	25	27	52	15	472	2	0	7	1	10
	7:15 AM	9	75	16	37	131	13	19	137	30	20	58	17	562	4	0	6	1	11
	7:30 AM	15	97	27	63	184	25	27	165	41	34	69	22	769	7	0	2	1	10
	7:45 AM	18	102	42	82	189	15	33	196	47	54	64	31	873	5	5	8	0	18
	8:00 AM	19	104	55	105	167	23	32	203	40	47	97	44	936	5	0	6	3	14
	8:15 AM	21	126	56	95	167	15	19	153	37	47	92	38	866	6	3	5	0	14
	8:30 AM	12	92	33	38	129	7	26	114	33	45	86	28	643	4	1	8	1	14
	8:45 AM	8	88	40	28	127	8	20	106	23	42	69	26	585	5	0	7	3	15
	VOLUMES	117	755	290	473	1,193	113	190	1,175	276	316	587	221	5,812	38	9	49	10	106
	APPROACH %	10%	63%	24%	26%	67%	6%	11%	70%	16%	28%	52%	19%						
	APP/DEPART	1,200	/	1,175	1,788	/	1,823	1,690	/	1,948	1,134	/	866	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	73	429	180	345	707	78	111	717	165	182	322	135	3,500	23	8	21	4	
	APPROACH %	10%	61%	26%	30%	62%	7%	11%	71%	16%	28%	50%	21%						
	PEAK HR FACTOR		0.843			0.964			0.893			0.842		0.921					
	APP/DEPART	705	/	683	1,138	/	1,077	1,014	/	1,246	643	/	494	0					
PM	4:00 PM	49	196	45	48	199	29	32	117	31	51	168	58	1,023	4	2	9	3	18
	4:15 PM	51	197	50	47	176	24	29	140	36	48	179	55	1,032	4	2	9	1	16
	4:30 PM	37	204	52	35	173	31	34	97	36	45	189	50	983	6	5	6	0	17
	4:45 PM	45	211	51	40	186	20	42	125	28	59	192	51	1,050	5	2	11	1	19
	5:00 PM	47	252	60	56	188	18	31	110	49	53	197	67	1,128	5	2	3	0	10
	5:15 PM	61	208	48	44	207	38	35	106	43	60	204	86	1,140	7	1	4	4	16
	5:30 PM	39	220	41	54	189	24	39	136	51	56	186	70	1,105	3	1	5	2	11
	5:45 PM	53	239	48	52	200	27	32	124	35	56	146	60	1,072	5	4	9	0	18
	VOLUMES	382	1,727	395	376	1,518	211	274	955	309	428	1,461	497	8,658	39	19	56	11	125
	APPROACH %	15%	68%	16%	18%	71%	10%	17%	60%	19%	18%	61%	21%						
	APP/DEPART	2,543	/	2,517	2,124	/	2,294	1,594	/	1,737	2,397	/	2,110	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	192	891	200	194	770	100	147	477	171	228	779	274	4,479	20	6	23	7	
	APPROACH %	15%	68%	15%	18%	72%	9%	18%	58%	21%	18%	60%	21%						
	PEAK HR FACTOR		0.895			0.922			0.885			0.910		0.969					
	APP/DEPART	1,303	/	1,318	1,070	/	1,189	818	/	878	1,288	/	1,094	0					



INTERSECTION TURNING MOVEMENT COUNTS

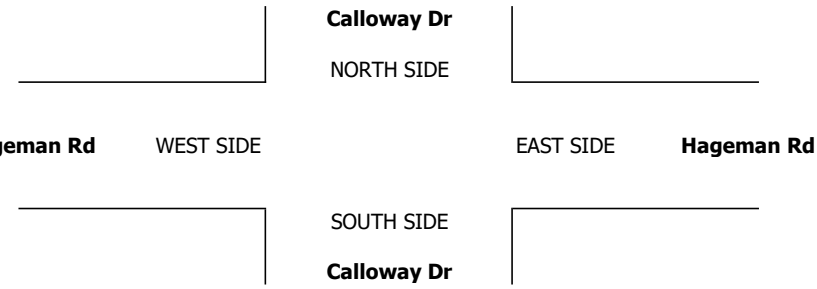
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Calloway Dr	LOCATION #:	25
THURSDAY	EAST & WEST:	Hageman Rd	CONTROL:	SIGNAL

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

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

		NORTHBOUND Calloway Dr			SOUTHBOUND Calloway Dr			EASTBOUND Hageman Rd			WESTBOUND Hageman Rd				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	12	0	0	5	2	2	4	2	1	2	0	31	0	0	0	0	0
	7:15 AM	1	3	0	0	8	0	2	2	2	0	1	0	19	0	0	0	0	0
	7:30 AM	0	4	0	3	4	1	2	3	1	1	4	1	24	1	0	0	0	1
	7:45 AM	2	2	0	0	7	0	0	5	0	0	1	3	20	0	0	0	0	0
	8:00 AM	0	3	0	3	7	1	1	3	4	1	2	0	25	0	0	0	0	0
	8:15 AM	0	7	1	4	8	1	2	2	1	1	2	2	31	0	0	0	0	0
	8:30 AM	4	2	0	2	8	2	1	3	1	3	2	1	29	0	1	0	0	1
	8:45 AM	1	4	0	2	3	0	1	4	1	2	4	2	24	0	0	0	0	0
	VOLUMES	9	37	1	14	50	7	11	26	12	9	18	9	205	1	1	0	0	2
	APPROACH %	19%	77%	2%	19%	69%	10%	22%	53%	24%	25%	50%	25%						
	APP/DEPART	48	/	58	72	/	72	49	/	41	36	/	34	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	2	16	1	10	26	3	5	13	6	3	9	6	101	1	0	0	0	
	APPROACH %	10%	80%	5%	26%	67%	8%	21%	54%	25%	17%	50%	33%						
	PEAK HR FACTOR		0.625			0.750			0.750			0.750		0.815					
	APP/DEPART	20	/	27	39	/	36	24	/	24	18	/	14	0					
PM	4:00 PM	0	7	0	2	2	0	0	2	3	3	5	0	24	1	0	0	0	1
	4:15 PM	1	4	2	2	5	2	1	4	1	0	5	0	27	0	0	0	0	0
	4:30 PM	2	6	0	1	3	0	0	2	0	0	1	0	15	0	0	0	0	0
	4:45 PM	1	1	1	1	5	1	0	7	1	2	5	1	26	0	0	0	0	0
	5:00 PM	0	1	3	1	1	1	0	2	2	1	2	1	15	0	0	0	0	0
	5:15 PM	3	1	0	2	3	1	1	0	0	2	3	1	17	1	0	0	0	1
	5:30 PM	1	2	0	0	2	0	0	1	1	0	2	1	10	0	0	0	0	0
	5:45 PM	2	1	0	0	2	0	0	1	1	0	3	1	11	2	0	0	0	2
	VOLUMES	10	23	6	9	23	5	2	19	9	8	26	5	149	4	0	0	0	4
	APPROACH %	23%	53%	14%	24%	62%	14%	7%	63%	30%	21%	67%	13%						
	APP/DEPART	43	/	30	37	/	44	30	/	34	39	/	41	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	5	5	4	4	11	3	1	10	4	5	12	4	69	1	0	0	0	
	APPROACH %	33%	33%	27%	22%	61%	17%	7%	67%	27%	24%	57%	19%						
	PEAK HR FACTOR		0.750			0.643			0.469			0.656		0.663					
	APP/DEPART	15	/	10	18	/	21	15	/	18	21	/	20	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

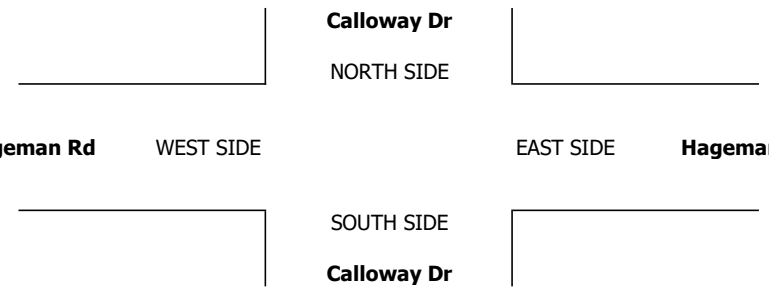
DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Calloway Dr	LOCATION #:	25
THURSDAY	EAST & WEST:	Hageman Rd	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

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

	NORTHBOUND (Calloway Dr)			SOUTHBOUND (Calloway Dr)			EASTBOUND (Hageman Rd)			WESTBOUND (Hageman Rd)				U-TURNS				
LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	2	0	0	0	0	2	1	0	0	1	0	6	0	0	0	0	0
7:15 AM	1	0	0	0	0	0	0	3	0	0	0	0	4	0	0	0	0	0
7:30 AM	0	0	0	1	1	0	0	3	1	0	3	0	9	0	0	0	0	0
7:45 AM	0	1	0	0	1	0	0	1	0	0	4	1	8	0	0	0	0	0
8:00 AM	1	1	0	0	2	1	0	0	1	0	2	0	8	0	0	0	0	0
8:15 AM	1	1	1	0	1	1	1	1	0	1	2	0	10	0	0	0	0	0
8:30 AM	1	2	1	2	1	0	0	1	0	0	3	1	12	0	0	0	0	0
8:45 AM	1	0	0	0	2	0	0	0	2	1	0	1	7	0	0	0	0	0
VOLUMES	5	7	2	3	8	2	3	10	4	2	15	3	64	0	0	0	0	0
APPROACH %	36%	50%	14%	23%	62%	15%	18%	59%	24%	10%	75%	15%						
APP/DEPART	14	/	13	13	/	14	17	/	15	20	/	22	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	2	3	1	1	5	2	1	5	2	1	11	1	35	0	0	0	0	
APPROACH %	33%	50%	17%	13%	63%	25%	13%	63%	25%	8%	85%	8%						
PEAK HR FACTOR		0.500			0.667			0.500			0.650		0.875					
APP/DEPART	6	/	5	8	/	8	8	/	7	13	/	15	0					
PM																		
4:00 PM	0	0	0	0	2	0	0	0	1	0	2	1	6	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0
4:30 PM	0	1	1	1	1	0	0	3	1	0	1	0	9	0	0	0	0	0
4:45 PM	0	1	0	0	1	0	0	0	2	0	1	0	5	0	0	0	0	0
5:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	2	0	0	0	0	0
5:15 PM	0	2	0	0	1	0	0	1	0	0	0	0	4	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	4	0	0	0	1	5	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	0	2	0	3	0	0	0	0	0
VOLUMES	0	4	1	1	6	2	0	11	4	0	6	2	37	0	0	0	0	0
APPROACH %	0%	80%	20%	11%	67%	22%	0%	73%	27%	0%	75%	25%						
APP/DEPART	5	/	6	9	/	10	15	/	13	8	/	8	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	0	3	0	0	3	1	0	5	2	0	1	1	16	0	0	0	0	
APPROACH %	0%	100%	0%	0%	75%	25%	0%	71%	29%	0%	50%	50%						
PEAK HR FACTOR		0.375			0.500			0.438			0.500		0.800					
APP/DEPART	3	/	4	4	/	5	7	/	5	2	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

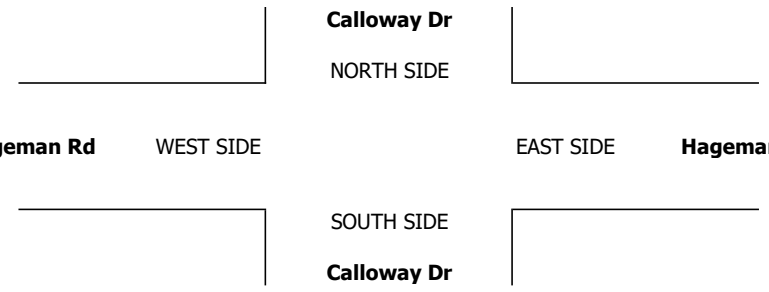
DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Calloway Dr	LOCATION #:	25
THURSDAY	EAST & WEST:	Hageman Rd	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

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

		NORTHBOUND Calloway Dr			SOUTHBOUND Calloway Dr			EASTBOUND Hageman Rd			WESTBOUND Hageman Rd				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	2	0	0	1	0	0	2	1	0	0	1	7	0	0	0	0	0
	7:15 AM	0	3	0	0	0	0	0	1	1	0	2	1	8	0	0	0	0	0
	7:30 AM	0	1	0	0	2	0	1	2	0	1	0	0	7	0	0	0	0	0
	7:45 AM	0	1	0	0	0	0	0	1	1	0	1	0	4	0	0	0	0	0
	8:00 AM	0	1	0	0	1	0	1	1	0	2	1	1	8	0	0	0	0	0
	8:15 AM	1	1	0	0	0	0	1	0	0	0	2	0	5	0	0	0	0	0
	8:30 AM	0	1	0	0	1	0	0	1	0	0	4	0	7	0	0	0	0	0
	8:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	VOLUMES	1	12	0	0	7	0	3	8	3	3	10	3	50	0	0	0	0	0
	APPROACH %	8%	92%	0%	0%	100%	0%	21%	57%	21%	19%	63%	19%						
	APP/DEPART	13	/	18	7	/	13	14	/	8	16	/	11	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	1	4	0	0	3	0	3	4	1	3	4	1	24	0	0	0	0	
	APPROACH %	20%	80%	0%	0%	100%	0%	38%	50%	13%	38%	50%	13%						
	PEAK HR FACTOR		0.625			0.375			0.667			0.500		0.750					
	APP/DEPART	5	/	8	3	/	7	8	/	4	8	/	5	0					
PM	4:00 PM	0	1	0	0	0	0	0	2	0	0	1	0	4	0	0	0	0	0
	4:15 PM	0	1	1	0	0	0	0	1	0	0	2	0	5	0	0	0	0	0
	4:30 PM	0	1	1	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	4:45 PM	0	0	1	1	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	5:00 PM	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0
	5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	3	3	2	5	0	0	4	0	0	5	0	22	0	0	0	0	0
	APPROACH %	0%	50%	50%	29%	71%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	6	/	3	7	/	5	4	/	9	5	/	5	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	1	2	3	0	0	1	0	0	2	0	9	0	0	0	0	
	APPROACH %	0%	0%	100%	40%	60%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.417			0.250			0.500		0.563					
	APP/DEPART	1	/	0	5	/	3	1	/	4	2	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Calloway Dr	LOCATION #:	25
THURSDAY	EAST & WEST:	Hageman Rd	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

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

		NORTHBOUND Calloway Dr			SOUTHBOUND Calloway Dr			EASTBOUND Hageman Rd			WESTBOUND Hageman Rd				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	2	0	0	0	0	1	0	0	0	3	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	0%						
	APP/DEPART	0	/	0	2	/	1	1	/	2	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	2	0	0	0	0	1	0	0	0	3	0	0	0	0	
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			0.250			0.000		0.375					
	APP/DEPART	0	/	0	2	/	1	1	/	2	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	0	0	/	0	0	/	1	0	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250					
	APP/DEPART	1	/	0	0	/	0	0	/	1	0	/	0	0					

Calloway Dr

NORTH SIDE

Hageman Rd WEST SIDE EAST SIDE **Hageman Rd**

SOUTH SIDE

Calloway Dr

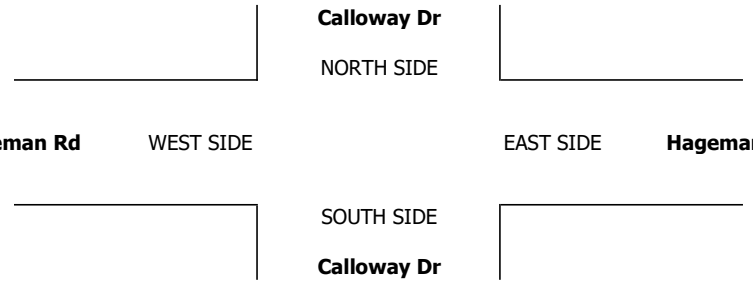
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Calloway Dr	LOCATION #:	25
THURSDAY	EAST & WEST:	Hageman Rd	CONTROL:	SIGNAL

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

		NORTHBOUND Calloway Dr			SOUTHBOUND Calloway Dr			EASTBOUND Hageman Rd			WESTBOUND Hageman Rd				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	1	1	1	1	4	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	7:30 AM	1	1	0	0	2	1	0	0	1	2	1	0	9	0	0	0	0	0
	7:45 AM	0	0	2	0	1	1	0	1	0	0	1	1	7	0	0	0	0	0
	8:00 AM	0	1	0	0	0	0	1	2	0	0	0	0	4	0	0	0	0	0
	8:15 AM	1	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0
	VOLUMES	2	4	2	0	3	2	1	6	2	3	7	2	34	0	0	0	0	0
	APPROACH %	25%	50%	25%	0%	60%	40%	11%	67%	22%	25%	58%	17%						
	APP/DEPART	8	/	7	5	/	8	9	/	8	12	/	11	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	2	4	2	0	3	2	1	3	1	2	2	1	23	0	0	0	0	
	APPROACH %	25%	50%	25%	0%	60%	40%	20%	60%	20%	40%	40%	20%						
	PEAK HR FACTOR		0.667			0.417			0.417			0.417		0.639					
	APP/DEPART	8	/	6	5	/	6	5	/	5	5	/	6	0					
PM	4:00 PM	1	0	0	3	0	0	1	0	0	0	0	0	5	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:45 PM	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	1	0	4	0	0	1	1	0	0	3	0	11	0	0	0	0	0
	APPROACH %	50%	50%	0%	100%	0%	0%	50%	50%	0%	0%	100%	0%						
	APP/DEPART	2	/	2	4	/	0	2	/	5	3	/	4	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	1	0	1	0	0	0	1	0	0	1	0	4	0	0	0	0	
	APPROACH %	0%	100%	0%	100%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.250			0.250			0.250		0.500					
	APP/DEPART	1	/	1	1	/	0	1	/	2	1	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

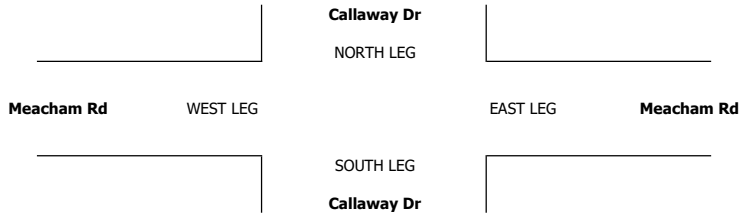
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
Thu, Feb 20, 25	NORTH & SOUTH:	Callaway Dr	LOCATION #:	26
	EAST & WEST:	Meacham Rd	CONTROL:	SIGNAL

NOTES:

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

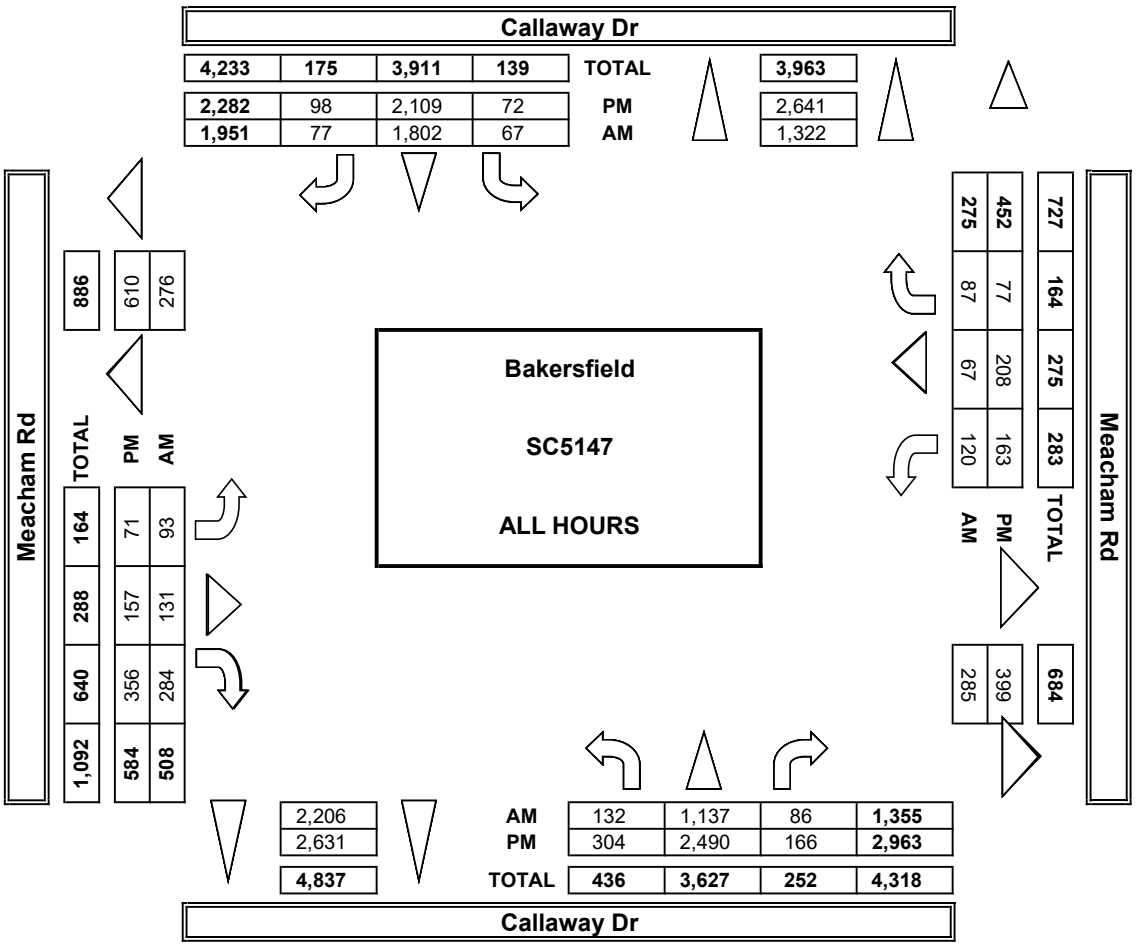
		NORTHBOUND Callaway Dr			SOUTHBOUND Callaway Dr			EASTBOUND Meacham Rd			WESTBOUND Meacham Rd				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	5	112	3	5	166	4	11	9	31	8	11	2	367	0	0	0	0	0
	7:15 AM	8	109	8	5	203	11	11	17	34	10	6	5	427	0	0	0	0	0
	7:30 AM	21	129	7	8	252	13	9	20	50	13	9	11	542	0	0	0	1	1
	7:45 AM	28	177	21	23	285	16	13	25	56	18	11	5	678	0	1	0	0	1
	8:00 AM	24	159	18	11	267	10	16	23	32	21	4	35	620	0	1	0	0	1
	8:15 AM	17	178	13	8	233	11	16	15	29	27	10	19	576	0	0	0	0	0
	8:30 AM	16	124	9	4	211	7	14	10	25	12	4	7	443	0	0	0	0	0
	8:45 AM	13	149	7	3	185	5	3	12	27	11	12	3	430	0	3	0	0	3
	VOLUMES	132	1,137	86	67	1,802	77	93	131	284	120	67	87	4,089	0	5	0	1	6
	APPROACH %	10%	84%	6%	3%	92%	4%	18%	26%	56%	44%	24%	32%						
	APP/DEPART	1,355	/	1,322	1,951	/	2,206	508	/	285	275	/	276	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	90	643	59	50	1,037	50	54	83	167	79	34	70	2,419	0	2	0	1	
	APPROACH %	11%	81%	7%	4%	91%	4%	18%	27%	55%	43%	18%	38%						
	PEAK HR FACTOR		0.876			0.876			0.809			0.767		0.891					
	APP/DEPART	792	/	769	1,139	/	1,283	304	/	193	184	/	174	0					
PM	4:00 PM	29	293	26	12	243	12	11	21	31	21	20	8	727	1	0	0	1	2
	4:15 PM	30	302	16	9	267	12	8	24	32	18	25	7	750	0	0	0	1	1
	4:30 PM	39	335	23	7	248	8	7	16	37	20	24	10	774	1	0	0	0	1
	4:45 PM	36	296	19	14	246	7	7	19	59	22	23	4	752	0	1	0	0	1
	5:00 PM	49	322	25	4	277	16	12	13	51	29	38	17	853	0	0	0	2	2
	5:15 PM	42	328	23	10	295	16	7	29	45	20	19	10	844	0	2	0	0	2
	5:30 PM	30	331	19	10	281	14	12	15	45	16	35	9	817	1	0	0	0	1
	5:45 PM	49	283	15	6	252	13	7	20	56	17	24	12	754	0	0	0	0	0
	VOLUMES	304	2,490	166	72	2,109	98	71	157	356	163	208	77	6,281	3	3	0	4	10
	APPROACH %	10%	84%	6%	3%	92%	4%	12%	27%	61%	36%	46%	17%						
	APP/DEPART	2,963	/	2,641	2,282	/	2,631	584	/	399	452	/	610	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	170	1,264	82	30	1,105	59	38	77	197	82	116	48	3,273	1	2	0	2	
	APPROACH %	11%	83%	5%	3%	92%	5%	12%	25%	63%	33%	47%	19%						
	PEAK HR FACTOR		0.958			0.926			0.940			0.721		0.957					
	APP/DEPART	1,517	/	1,352	1,196	/	1,385	312	/	191	248	/	345	0					

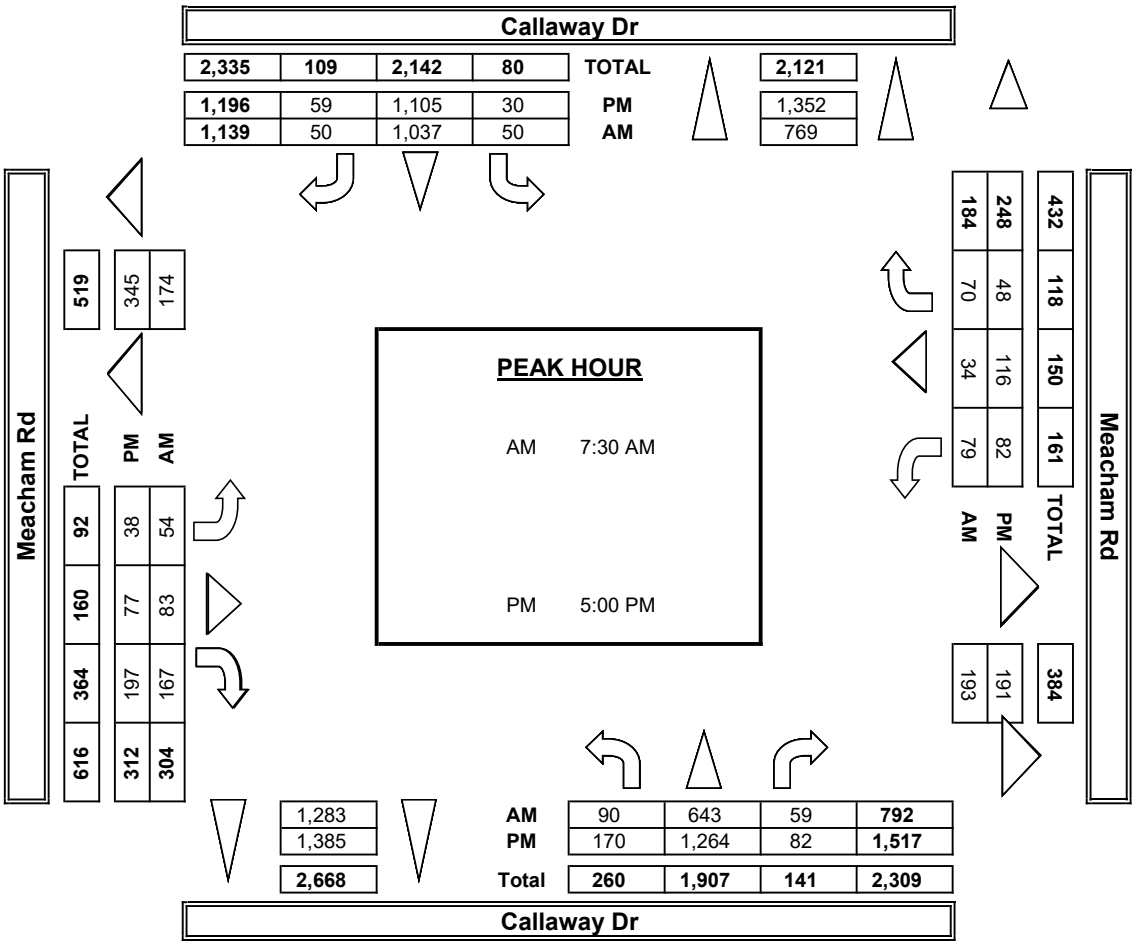


		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	1	0	2	1	4	0	0	0	0	0	1	0	2	1	4
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	8:15 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
	8:30 AM	0	0	2	1	3	0	0	1	0	1	0	0	1	1	2
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	2	0	4	4	10	0	0	1	0	1	2	0	3	4	9
PM	4:00 PM	3	1	1	2	7	3	0	1	2	6	0	1	0	0	1
	4:15 PM	0	0	4	1	5	0	0	2	0	2	0	0	2	1	3
	4:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
	4:45 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
	5:00 PM	0	1	0	1	2	0	0	0	0	0	0	1	0	1	2
	5:15 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	5:30 PM	0	0	1	3	4	0	0	0	0	0	0	0	1	3	4
	5:45 PM	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0
	TOTAL	4	2	9	8	23	3	0	5	3	11	1	2	4	5	12

AimTD LLC

TURNING MOVEMENT COUNTS





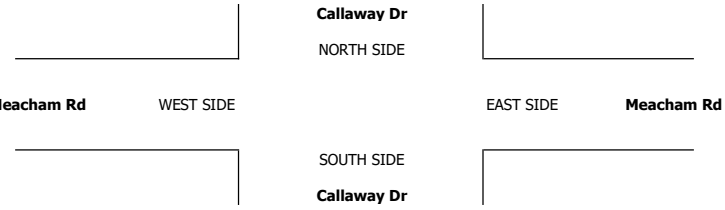
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Callaway Dr	LOCATION #:	26
THURSDAY	EAST & WEST:	Meacham Rd	CONTROL:	SIGNAL

	NOTES:											
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N
	Factor	1	1.5	2	3	2	2			PM MD	◄ W	E ►
										OTHER		S ▼
										OTHER		

		NORTHBOUND Callaway Dr			SOUTHBOUND Callaway Dr			EASTBOUND Meacham Rd			WESTBOUND Meacham Rd				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	7	123	4	6	176	4	11	11	32	8	13	2	396					0
	7:15 AM	8	118	8	5	211	12	11	21	36	11	6	5	450					0
	7:30 AM	21	136	7	9	263	15	9	20	54	14	9	11	566					0
	7:45 AM	30	185	22	24	295	16	13	26	60	20	11	5	706					0
	8:00 AM	25	167	18	11	278	12	17	24	36	22	4	36	648					0
	8:15 AM	20	188	13	8	238	13	18	18	31	28	12	19	604					0
	8:30 AM	17	133	9	4	216	9	16	11	27	12	4	7	465					0
	8:45 AM	16	160	9	3	194	7	3	13	27	12	15	3	461					0
	VOLUMES	142	1,208	89	69	1,870	87	98	143	302	126	74	88	4,293	0	0	0	0	0
	APPROACH %	10%	84%	6%	3%	92%	4%	18%	26%	56%	44%	26%	31%						
	APP/DEPART	1,439	/	1,394	2,026	/	2,297	542	/	300	288	/	303	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	96	675	60	52	1,074	55	57	87	180	84	36	71	2,523					
	APPROACH %	12%	81%	7%	4%	91%	5%	17%	27%	56%	44%	19%	37%						
	PEAK HR FACTOR		0.879			0.881			0.816			0.768		0.893					
	APP/DEPART	830	/	802	1,180	/	1,337	323	/	198	191	/	187	0					
PM	4:00 PM	30	299	26	13	251	12	11	22	32	21	22	8	746					0
	4:15 PM	32	304	19	9	271	13	11	25	35	18	26	7	768					0
	4:30 PM	39	344	23	7	254	8	7	17	39	21	24	10	791					0
	4:45 PM	36	303	20	14	255	7	7	19	61	23	24	4	772					0
	5:00 PM	49	323	26	4	280	16	12	13	51	29	41	18	861					0
	5:15 PM	42	332	24	10	299	17	7	29	45	21	19	10	854					0
	5:30 PM	31	333	19	10	282	16	12	15	45	16	37	9	825					0
	5:45 PM	51	285	15	6	255	14	7	20	58	17	26	12	765					0
	VOLUMES	310	2,523	172	73	2,145	102	74	159	364	165	218	78	6,380	0	0	0	0	0
	APPROACH %	10%	84%	6%	3%	92%	4%	12%	27%	61%	36%	47%	17%						
	APP/DEPART	3,004	/	2,674	2,320	/	2,674	597	/	404	460	/	629	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	173	1,273	84	30	1,115	62	38	77	199	83	123	49	3,304					
	APPROACH %	11%	83%	5%	2%	92%	5%	12%	25%	63%	32%	48%	19%						
	PEAK HR FACTOR		0.961			0.928			0.928			0.726		0.959					
	APP/DEPART	1,530	/	1,360	1,207	/	1,396	314	/	191	254	/	358	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Callaway Dr	LOCATION #:	26
THURSDAY	EAST & WEST:	Meacham Rd	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Callaway Dr			SOUTHBOUND Callaway Dr			EASTBOUND Meacham Rd			WESTBOUND Meacham Rd				U-TURNS				
LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	3	97	2	4	154	4	11	8	29	8	10	2	332	0	0	0	0	0
7:15 AM	8	102	8	5	193	10	11	13	32	9	6	5	402	0	0	0	0	0
7:30 AM	21	121	7	7	240	12	9	20	46	12	9	11	515	0	0	0	1	1
7:45 AM	25	168	20	22	273	16	13	24	52	16	11	5	645	0	1	0	0	1
8:00 AM	23	150	18	11	253	8	15	22	28	20	4	34	586	0	1	0	0	1
8:15 AM	14	165	13	8	225	9	14	13	27	26	9	19	542	0	0	0	0	0
8:30 AM	15	115	9	4	202	6	12	9	24	12	4	7	419	0	0	0	0	0
8:45 AM	11	140	5	3	173	4	3	11	27	10	10	3	400	0	3	0	0	3
VOLUMES	120	1,058	82	64	1,713	69	88	120	265	113	63	86	3,847	0	5	0	1	6
APPROACH %	10%	84%	7%	3%	93%	4%	19%	25%	56%	43%	24%	33%						
APP/DEPART	1,260	/	1,237	1,851	/	2,091	473	/	267	263	/	252	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	83	604	58	48	991	45	51	79	153	74	33	69	2,291	0	2	0	1	
APPROACH %	11%	81%	8%	4%	91%	4%	18%	28%	54%	42%	19%	39%						
PEAK HR FACTOR		0.874			0.870			0.795			0.763		0.887					
APP/DEPART	745	/	726	1,086	/	1,218	283	/	186	177	/	161	0					
PM																		
4:00 PM	28	286	26	11	231	12	11	20	29	21	18	8	701	1	0	0	1	2
4:15 PM	29	298	14	9	259	11	6	23	30	18	24	7	728	0	0	0	1	1
4:30 PM	39	325	23	7	242	8	7	15	35	19	24	10	754	1	0	0	0	1
4:45 PM	36	289	18	14	237	7	7	19	57	21	22	4	731	0	1	0	0	1
5:00 PM	49	320	23	4	273	16	12	13	51	29	36	16	842	0	0	0	2	2
5:15 PM	42	322	21	10	289	15	7	29	45	19	19	10	828	0	2	0	0	2
5:30 PM	29	327	19	10	279	13	12	15	45	16	33	9	807	1	0	0	0	1
5:45 PM	46	279	15	6	250	12	7	20	54	17	22	12	740	0	0	0	0	0
VOLUMES	298	2,446	159	71	2,060	94	69	154	346	160	198	76	6,141	3	3	0	4	10
APPROACH %	10%	84%	5%	3%	92%	4%	12%	27%	61%	37%	45%	17%						
APP/DEPART	2,906	/	2,594	2,228	/	2,569	569	/	388	438	/	590	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	166	1,248	78	30	1,091	56	38	77	195	81	110	47	3,222	1	2	0	2	
APPROACH %	11%	84%	5%	3%	93%	5%	12%	25%	63%	34%	46%	20%						
PEAK HR FACTOR		0.952			0.933			0.957			0.723		0.954					
APP/DEPART	1,493	/	1,335	1,179	/	1,368	310	/	187	240	/	332	0					

Callaway Dr

NORTH SIDE

Meacham Rd WEST SIDE EAST SIDE **Meacham Rd**

SOUTH SIDE

Callaway Dr

INTERSECTION TURNING MOVEMENT COUNTS

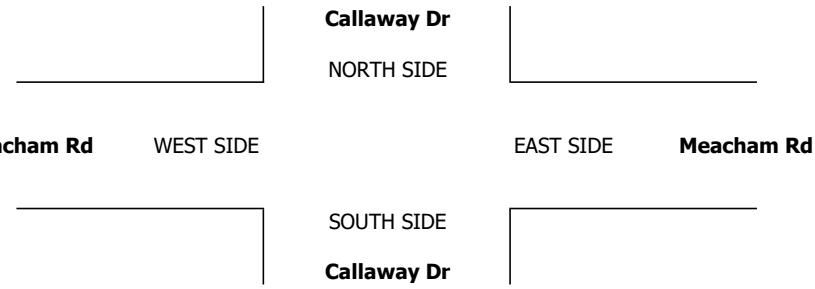
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Callaway Dr	LOCATION #:	26
THURSDAY	EAST & WEST:	Meacham Rd	CONTROL:	SIGNAL

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

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

		NORTHBOUND Callaway Dr			SOUTHBOUND Callaway Dr			EASTBOUND Meacham Rd			WESTBOUND Meacham Rd				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	12	1	1	8	0	0	0	2	0	0	0	25	0	0	0	0	0
	7:15 AM	0	3	0	0	7	1	0	3	0	1	0	0	15	0	0	0	0	0
	7:30 AM	0	5	0	1	6	0	0	0	3	1	0	0	16	0	0	0	0	0
	7:45 AM	2	5	1	0	6	0	0	0	2	0	0	0	16	0	0	0	0	0
	8:00 AM	1	5	0	0	10	1	0	1	3	0	0	0	21	0	0	0	0	0
	8:15 AM	2	8	0	0	7	1	1	1	1	0	0	0	21	0	0	0	0	0
	8:30 AM	1	4	0	0	8	0	0	0	0	0	0	0	13	0	0	0	0	0
	8:45 AM	1	4	1	0	8	0	0	0	0	1	0	0	15	0	0	0	0	0
	VOLUMES	8	46	3	2	60	3	1	5	11	3	0	0	142	0	0	0	0	0
	APPROACH %	14%	81%	5%	3%	92%	5%	6%	29%	65%	100%	0%	0%						
	APP/DEPART	57	/	47	65	/	74	17	/	10	3	/	11	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	5	23	1	1	29	2	1	2	9	1	0	0	74	0	0	0	0	
	APPROACH %	17%	79%	3%	3%	91%	6%	8%	17%	75%	100%	0%	0%						
	PEAK HR FACTOR		0.725			0.727			0.750			0.250		0.881					
	APP/DEPART	29	/	24	32	/	39	12	/	4	1	/	7	0					
PM	4:00 PM	1	5	0	0	8	0	0	0	2	0	1	0	17	0	0	0	0	0
	4:15 PM	0	4	0	0	8	1	1	1	1	0	1	0	17	0	0	0	0	0
	4:30 PM	0	6	0	0	3	0	0	1	1	1	0	0	12	0	0	0	0	0
	4:45 PM	0	4	0	0	4	0	0	0	1	0	1	0	10	0	0	0	0	0
	5:00 PM	0	2	2	0	3	0	0	0	0	0	0	1	8	0	0	0	0	0
	5:15 PM	0	4	2	0	5	1	0	0	0	1	0	0	13	0	0	0	0	0
	5:30 PM	0	4	0	0	2	0	0	0	0	0	0	0	6	0	0	0	0	0
	5:45 PM	2	4	0	0	1	1	0	0	1	0	0	0	9	0	0	0	0	0
	VOLUMES	3	33	4	0	34	3	1	2	6	2	3	1	92	0	0	0	0	0
	APPROACH %	8%	83%	10%	0%	92%	8%	11%	22%	67%	33%	50%	17%						
	APP/DEPART	40	/	35	37	/	42	9	/	6	6	/	9	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	2	14	4	0	11	2	0	0	1	1	0	1	36	0	0	0	0	
	APPROACH %	10%	70%	20%	0%	85%	15%	0%	0%	100%	50%	0%	50%						
	PEAK HR FACTOR		0.833			0.542			0.250			0.500		0.692					
	APP/DEPART	20	/	15	13	/	13	1	/	4	2	/	4	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

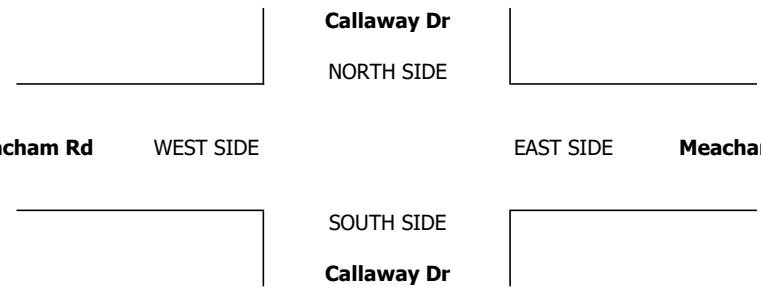
DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Callaway Dr	LOCATION #:	26
THURSDAY	EAST & WEST:	Meacham Rd	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

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

	NORTHBOUND Callaway Dr			SOUTHBOUND Callaway Dr			EASTBOUND Meacham Rd			WESTBOUND Meacham Rd				U-TURNS				
LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	1	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
7:15 AM	0	1	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
7:45 AM	1	1	0	0	3	0	0	1	1	0	0	0	7	0	0	0	0	0
8:00 AM	0	3	0	0	2	0	1	0	0	0	0	0	6	0	0	0	0	0
8:15 AM	0	1	0	0	1	1	1	0	0	0	0	0	4	0	0	0	0	0
8:30 AM	0	3	0	0	1	0	2	1	0	0	0	0	7	0	0	0	0	0
8:45 AM	0	1	1	0	3	0	0	1	0	0	1	0	7	0	0	0	0	0
VOLUMES	2	11	1	0	13	1	4	3	2	0	1	0	38	0	0	0	0	0
APPROACH %	14%	79%	7%	0%	93%	7%	44%	33%	22%	0%	100%	0%						
APP/DEPART	14	/	15	14	/	15	9	/	4	1	/	4	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	1	5	0	0	7	1	2	1	1	0	0	0	18	0	0	0	0	
APPROACH %	17%	83%	0%	0%	88%	13%	50%	25%	25%	0%	0%	0%						
PEAK HR FACTOR		0.500			0.667			0.500			0.000		0.643					
APP/DEPART	6	/	7	8	/	8	4	/	1	0	/	2	0					
PM																		
4:00 PM	0	0	0	1	3	0	0	1	0	0	0	0	5	0	0	0	0	0
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:30 PM	0	2	0	0	2	0	0	0	1	0	0	0	5	0	0	0	0	0
4:45 PM	0	1	1	0	3	0	0	0	1	1	0	0	7	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
5:30 PM	1	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0
5:45 PM	1	0	0	0	0	0	0	0	1	0	2	0	4	0	0	0	0	0
VOLUMES	2	4	2	1	10	0	0	1	3	1	5	0	29	0	0	0	0	0
APPROACH %	25%	50%	25%	9%	91%	0%	0%	25%	75%	17%	83%	0%						
APP/DEPART	8	/	4	11	/	14	4	/	4	6	/	7	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	2	1	0	0	2	0	0	0	1	0	5	0	11	0	0	0	0	
APPROACH %	67%	33%	0%	0%	100%	0%	0%	0%	100%	0%	100%	0%						
PEAK HR FACTOR		0.750			0.500			0.250			0.625		0.688					
APP/DEPART	3	/	1	2	/	3	1	/	0	5	/	7	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Callaway Dr	LOCATION #:	26
THURSDAY	EAST & WEST:	Meacham Rd	CONTROL:	SIGNAL

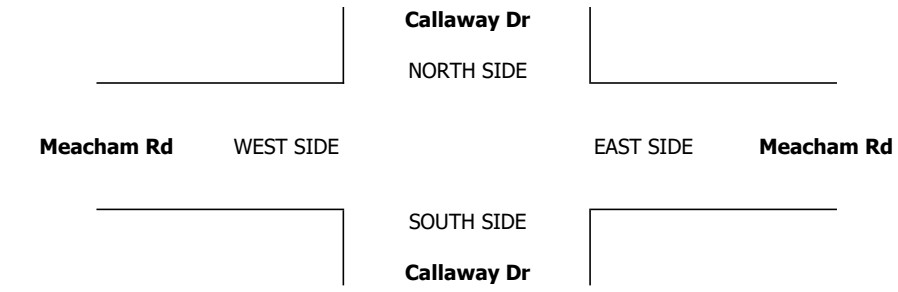
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Callaway Dr			SOUTHBOUND Callaway Dr			EASTBOUND Meacham Rd			WESTBOUND Meacham Rd				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	2	0	0	2	0	0	1	0	0	1	0	6	0	0	0	0	0
	7:15 AM	0	3	0	0	1	0	0	1	0	0	0	0	5	0	0	0	0	0
	7:30 AM	0	1	0	0	2	1	0	0	1	0	0	0	5	0	0	0	0	0
	7:45 AM	0	1	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0
	8:00 AM	0	1	0	0	2	0	0	0	1	0	0	0	4	0	0	0	0	0
	8:15 AM	1	1	0	0	0	0	0	1	0	0	1	0	4	0	0	0	0	0
	8:30 AM	0	2	0	0	0	1	0	0	1	0	0	0	4	0	0	0	0	0
	8:45 AM	1	4	0	0	1	1	0	0	0	0	1	0	8	0	0	0	0	0
	VOLUMES	2	15	0	0	9	3	0	3	4	0	3	0	39	0	0	0	0	0
	APPROACH %	12%	88%	0%	0%	75%	25%	0%	43%	57%	0%	100%	0%						
	APP/DEPART	17	/	15	12	/	13	7	/	3	3	/	8	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	1	4	0	0	5	1	0	1	3	0	1	0	16	0	0	0	0	
	APPROACH %	20%	80%	0%	0%	83%	17%	0%	25%	75%	0%	100%	0%						
	PEAK HR FACTOR		0.625			0.500			1.000			0.250		0.800					
	APP/DEPART	5	/	4	6	/	8	4	/	1	1	/	3	0					
PM	4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	1	0	1	0	0	0	1	0	1	0	0	0	4	0	0	0	0	0
	4:30 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	4:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	1	5	1	0	4	1	1	0	1	0	1	0	15	0	0	0	0	0
	APPROACH %	14%	71%	14%	0%	80%	20%	50%	0%	50%	0%	100%	0%						
	APP/DEPART	7	/	6	5	/	5	2	/	1	1	/	3	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	0	0	1	1	0	0	0	0	1	0	3	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	50%	50%	0%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.500			0.000			0.250		0.750					
	APP/DEPART	0	/	0	2	/	1	0	/	0	1	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Callaway Dr	LOCATION #:	26
THURSDAY	EAST & WEST:	Meacham Rd	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

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

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

Callaway Dr — NORTH SIDE

Meacham Rd — WEST SIDE — EAST SIDE — **Meacham Rd**

SOUTH SIDE — **Callaway Dr**

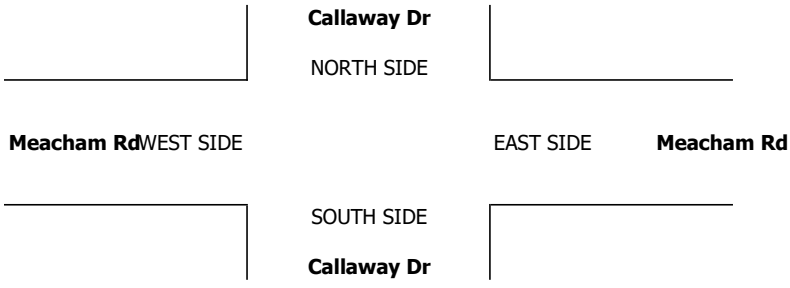
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Bakersfield	PROJECT #:	SC5147
2/20/25	NORTH & SOUTH:	Callaway Dr	LOCATION #:	26
THURSDAY	EAST & WEST:	Meacham Rd	CONTROL:	SIGNAL

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

		NORTHBOUND Callaway Dr			SOUTHBOUND Callaway Dr			EASTBOUND Meacham Rd			WESTBOUND Meacham Rd				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0
	7:30 AM	0	2	0	0	3	0	0	0	0	0	0	0	5	0	0	0	0	0
	7:45 AM	0	2	0	1	1	0	0	0	0	2	0	0	6	0	0	0	0	0
	8:00 AM	0	0	0	0	0	1	0	0	0	1	0	1	3	0	0	0	0	0
	8:15 AM	0	3	0	0	0	0	0	0	1	1	0	0	5	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	7	0	1	6	1	0	0	2	4	0	1	22	0	0	0	0	0
	APPROACH %	0%	100%	0%	13%	75%	13%	0%	0%	100%	80%	0%	20%						
	APP/DEPART	7	/	8	8	/	12	2	/	1	5	/	1	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	7	0	1	4	1	0	0	1	4	0	1	19	0	0	0	0	
	APPROACH %	0%	100%	0%	17%	67%	17%	0%	0%	100%	80%	0%	20%						
	PEAK HR FACTOR		0.583			0.500			0.250			0.625		0.792					
	APP/DEPART	7	/	8	6	/	9	1	/	1	5	/	1	0					
PM	4:00 PM	0	1	0	0	1	0	0	0	0	0	1	0	3	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	0	0	1	0	0	0	0	0	1	0	4	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	100%	0%						
	APP/DEPART	2	/	2	1	/	1	0	/	0	1	/	1	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250					
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					



11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, February 20, 2025 **CITY:** Bakersfield

JOB #: SC5147 **LOCATION:** CLASS1 Rosedale Hwy between Old Farm Rd and Verdugo Ln

AM TIME	COMBINED 1	2	3	4	5	6	TOTAL	PM Time	COMBINED 1	2	3	4	5	6	TOTAL
0:00	16	1	1	2	0	0	20	12:00	347	13	8	5	0	0	373
0:15	19	0	0	0	0	0	19	12:15	380	29	4	6	0	1	420
0:30	14	1	0	1	0	0	16	12:30	341	12	3	8	0	2	366
0:45	16	1	0	1	0	0	18	12:45	330	22	8	6	0	1	367
1:00	10	0	0	1	0	0	11	13:00	350	23	2	6	0	2	383
1:15	14	0	0	2	0	0	16	13:15	327	13	6	9	0	2	357
1:30	7	2	2	1	0	0	12	13:30	309	21	4	5	0	1	340
1:45	9	0	0	3	0	0	12	13:45	370	18	3	10	0	1	402
2:00	10	0	0	1	0	0	11	14:00	342	29	1	1	0	2	375
2:15	9	1	0	0	0	0	10	14:15	346	23	3	9	0	2	383
2:30	5	0	0	2	0	0	7	14:30	383	23	3	6	0	1	416
2:45	9	2	0	2	0	0	13	14:45	400	18	10	7	0	3	438
3:00	12	1	0	3	0	0	16	15:00	420	20	3	6	1	3	453
3:15	15	0	0	3	0	0	18	15:15	406	16	4	9	0	2	437
3:30	12	0	0	0	0	0	12	15:30	424	13	8	8	0	4	457
3:45	12	2	0	1	0	0	15	15:45	440	26	2	4	0	1	473
4:00	18	2	1	1	0	0	22	16:00	458	24	3	4	0	0	489
4:15	17	3	0	0	0	0	20	16:15	436	24	3	3	0	1	467
4:30	41	1	1	1	0	0	44	16:30	441	19	7	8	0	1	476
4:45	54	5	1	0	0	0	60	16:45	442	14	6	8	0	3	473
5:00	52	2	0	0	0	0	54	17:00	476	16	5	4	0	0	501
5:15	53	5	0	2	0	0	60	17:15	463	15	5	5	0	4	492
5:30	75	6	2	2	0	0	85	17:30	433	10	3	7	0	2	455
5:45	97	12	0	3	0	0	112	17:45	435	13	2	2	0	0	452
6:00	118	13	2	2	0	0	135	18:00	381	6	3	6	0	0	396
6:15	120	13	3	3	0	2	141	18:15	371	5	5	1	0	1	383
6:30	125	16	9	5	0	0	155	18:30	362	6	0	1	0	1	370
6:45	189	20	7	15	0	2	233	18:45	303	10	1	2	0	0	316
7:00	180	21	5	8	0	2	216	19:00	298	4	0	1	1	1	305
7:15	200	16	6	9	0	2	233	19:15	276	5	0	0	0	0	281
7:30	228	32	7	7	0	4	278	19:30	281	6	0	1	0	0	288
7:45	329	24	3	4	0	1	361	19:45	207	2	0	3	0	0	212
8:00	301	16	8	7	0	0	332	20:00	225	6	0	5	0	0	236
8:15	319	24	8	8	0	4	363	20:15	208	1	0	2	0	1	212
8:30	260	35	3	6	1	2	307	20:30	189	3	0	0	0	0	192
8:45	244	26	7	3	0	0	280	20:45	167	6	1	2	0	0	176
9:00	222	29	2	13	0	0	266	21:00	166	0	1	1	0	0	168
9:15	272	26	7	3	0	2	310	21:15	108	3	0	1	0	0	112
9:30	249	23	5	3	1	1	282	21:30	109	2	0	0	0	0	111
9:45	296	24	7	6	0	0	333	21:45	121	6	0	0	0	0	127
10:00	345	26	4	13	0	0	388	22:00	80	4	0	2	0	0	86
10:15	286	30	4	8	0	1	329	22:15	64	1	0	0	0	0	65
10:30	285	25	8	7	0	1	326	22:30	66	2	0	0	0	0	68
10:45	276	28	7	8	1	0	320	22:45	49	3	1	1	0	0	54
11:00	305	19	5	5	0	0	334	23:00	48	3	0	1	0	0	52
11:15	314	34	10	0	0	0	358	23:15	52	0	0	1	0	0	53
11:30	336	34	3	0	0	4	377	23:30	34	0	0	1	0	0	35
11:45	334	24	3	5	0	1	367	23:45	40	1	0	0	0	0	41
TOTAL	6,729	625	141	180	3	29	7,707	TOTAL	13,704	539	118	178	2	43	14,584

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	1,436

PM PEAK HOUR	4:30 PM
PM PEAK VOLUME	1,942

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

	1	2	3	4	5	6	TOTAL
TOTAL: AM+PM	20,433	1,164	259	358	5	72	22,291
% OF TOTAL	91.7%	5.2%	1.2%	1.6%	0.0%	0.3%	100.0%

11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, February 20, 2025 **CITY:** Bakersfield

JOB #: SC5147 **LOCATION:** CLASS2 Rosedale Hwy between Verdugo Ln and Calloway Dr

AM TIME	COMBINED 1	2	3	4	5	6	TOTAL	PM Time	COMBINED 1	2	3	4	5	6	TOTAL
0:00	15	1	1	2	0	0	19	12:00	426	20	4	5	0	0	455
0:15	19	0	0	0	0	0	19	12:15	435	28	5	6	0	1	475
0:30	20	1	0	1	0	0	22	12:30	403	15	3	9	0	2	432
0:45	19	1	0	1	0	0	21	12:45	375	23	5	8	0	1	412
1:00	12	1	0	1	0	0	14	13:00	397	24	3	6	0	1	431
1:15	15	0	0	2	0	0	17	13:15	386	21	6	9	0	3	425
1:30	8	2	2	1	0	0	13	13:30	344	21	7	4	0	1	377
1:45	11	0	0	3	0	0	14	13:45	408	22	4	13	0	3	450
2:00	15	0	0	1	0	0	16	14:00	386	28	3	2	0	1	420
2:15	9	1	0	0	0	0	10	14:15	387	28	3	10	0	3	431
2:30	8	2	0	1	0	0	11	14:30	443	25	4	7	0	2	481
2:45	11	2	0	2	0	0	15	14:45	463	26	10	8	0	1	508
3:00	17	1	0	3	0	0	21	15:00	491	21	4	6	1	2	525
3:15	16	0	0	3	0	0	19	15:15	442	17	5	11	0	2	477
3:30	17	0	0	0	0	0	17	15:30	494	21	8	7	0	4	534
3:45	15	3	0	1	0	0	19	15:45	502	25	3	5	0	2	537
4:00	25	2	1	1	0	0	29	16:00	514	24	3	3	0	1	545
4:15	25	3	0	1	0	0	29	16:15	518	20	2	3	0	2	545
4:30	51	2	1	1	0	0	55	16:30	490	19	5	7	0	1	522
4:45	73	5	1	1	0	0	80	16:45	502	19	4	9	0	3	537
5:00	66	3	0	0	0	0	69	17:00	526	17	6	4	0	0	553
5:15	64	6	0	2	0	0	72	17:15	527	16	2	5	0	4	554
5:30	99	9	2	2	0	0	112	17:30	501	11	1	7	0	2	522
5:45	126	12	1	4	0	0	143	17:45	493	13	3	2	0	0	511
6:00	136	13	2	1	0	0	152	18:00	424	6	2	7	0	0	439
6:15	139	13	5	3	0	4	164	18:15	438	5	3	1	0	1	448
6:30	159	18	12	5	0	1	195	18:30	421	4	1	2	0	1	429
6:45	241	25	6	15	0	3	290	18:45	355	11	1	2	0	0	369
7:00	235	23	9	10	0	1	278	19:00	366	6	0	0	0	1	373
7:15	279	20	5	9	0	3	316	19:15	316	8	0	0	0	0	324
7:30	296	39	4	7	0	4	350	19:30	322	9	1	2	0	0	334
7:45	382	30	3	5	0	1	421	19:45	263	4	0	2	0	0	269
8:00	350	20	9	9	0	0	388	20:00	263	8	0	4	0	0	275
8:15	348	25	10	9	0	3	395	20:15	242	1	0	2	0	1	246
8:30	323	34	3	7	1	3	371	20:30	226	2	0	0	0	0	228
8:45	273	34	7	5	0	0	319	20:45	201	6	1	2	0	0	210
9:00	260	37	4	15	0	0	316	21:00	193	0	1	1	0	1	196
9:15	317	28	6	4	0	2	357	21:15	129	4	0	3	0	0	136
9:30	299	24	5	5	1	1	335	21:30	135	3	0	0	0	0	138
9:45	316	21	8	7	0	0	352	21:45	134	4	0	0	0	0	138
10:00	382	27	3	14	0	0	426	22:00	93	3	0	2	0	0	98
10:15	338	39	6	8	0	1	392	22:15	79	0	0	0	0	0	79
10:30	348	23	3	7	0	1	382	22:30	75	3	0	0	0	0	78
10:45	315	30	5	9	1	0	360	22:45	59	3	1	2	0	0	65
11:00	354	19	5	5	0	0	383	23:00	54	3	0	1	0	0	58
11:15	348	38	9	1	0	0	396	23:15	59	0	0	1	0	0	60
11:30	391	38	5	0	0	4	438	23:30	40	0	0	1	0	0	41
11:45	401	31	1	6	0	1	440	23:45	44	1	0	0	0	0	45
TOTAL	7,986	706	144	200	3	33	9,072	TOTAL	15,784	598	114	191	1	47	16,735

AM PEAK HOUR	11:00 AM	PM PEAK HOUR	4:45 PM
AM PEAK VOLUME	1,657	PM PEAK VOLUME	2,166

		TOTAL: AM+PM	23,770	1,304	258	391	4	80	25,807
CLASS 1	PASSENGER VEHICLES	% OF TOTAL	92.1%	5.1%	1.0%	1.5%	0.0%	0.3%	100.0%
CLASS 2	2-AXLE TRUCKS								
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Buses								

11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, February 20, 2025 **CITY:** Bakersfield

JOB #: SC5147 **LOCATION:** CLASS3 Rosedale Hwy between Calloway Dr and El Toro Viejo Rd

AM TIME	EASTBOUND 1	2	3	4	5	6	TOTAL	PM Time	EASTBOUND 1	2	3	4	5	6	TOTAL
0:00	13	0	0	1	0	0	14	12:00	272	19	3	3	0	0	297
0:15	8	0	0	2	0	0	10	12:15	262	18	1	0	0	0	281
0:30	14	0	0	0	0	0	14	12:30	248	16	3	4	0	1	272
0:45	11	1	0	3	0	0	15	12:45	257	17	1	3	0	0	278
1:00	6	0	0	1	0	0	7	13:00	273	12	0	6	0	0	291
1:15	8	0	0	2	0	0	10	13:15	253	15	2	1	0	1	272
1:30	7	0	0	1	0	0	8	13:30	222	25	3	3	0	1	254
1:45	10	3	0	2	0	0	15	13:45	240	12	2	3	0	1	258
2:00	7	0	0	0	0	0	7	14:00	215	22	1	3	0	0	241
2:15	8	1	0	0	0	0	9	14:15	212	14	2	3	0	1	232
2:30	4	2	0	0	0	0	6	14:30	229	13	2	6	0	2	252
2:45	5	0	0	0	0	0	5	14:45	284	17	9	6	1	3	320
3:00	13	0	0	1	0	0	14	15:00	278	22	3	2	1	0	306
3:15	13	0	0	1	0	0	14	15:15	257	11	3	6	0	2	279
3:30	8	0	0	1	0	0	9	15:30	261	23	0	6	0	3	293
3:45	15	0	0	1	0	0	16	15:45	278	13	2	2	0	2	297
4:00	22	0	0	0	0	0	22	16:00	241	15	2	1	0	1	260
4:15	9	1	0	1	0	0	11	16:15	250	9	1	3	0	0	263
4:30	25	1	0	0	0	0	26	16:30	245	7	1	3	0	1	257
4:45	40	1	0	0	0	0	41	16:45	251	11	5	9	0	1	277
5:00	30	4	0	1	0	0	35	17:00	268	12	4	1	0	0	285
5:15	28	7	0	0	0	0	35	17:15	285	10	3	3	0	1	302
5:30	44	6	1	1	0	0	52	17:30	269	10	2	2	0	0	283
5:45	78	7	0	2	0	0	87	17:45	257	5	3	3	0	0	268
6:00	83	10	1	3	0	0	97	18:00	286	5	1	3	0	0	295
6:15	67	10	1	2	0	2	82	18:15	237	8	0	2	0	1	248
6:30	89	15	2	5	0	0	111	18:30	239	1	0	1	0	0	241
6:45	145	12	2	9	0	1	169	18:45	226	10	0	1	0	0	237
7:00	176	8	7	5	0	1	197	19:00	204	4	0	0	0	0	208
7:15	191	11	4	10	0	1	217	19:15	185	4	0	0	0	0	189
7:30	231	25	2	6	0	3	267	19:30	181	5	0	0	0	0	186
7:45	313	17	2	4	0	6	342	19:45	174	4	0	1	0	0	179
8:00	240	18	2	4	0	0	264	20:00	159	6	0	0	0	0	165
8:15	226	10	4	4	0	1	245	20:15	157	0	0	1	0	0	158
8:30	204	25	5	1	0	0	235	20:30	131	0	0	0	0	0	131
8:45	175	15	4	5	0	2	201	20:45	120	2	0	1	0	0	123
9:00	129	19	1	3	0	0	152	21:00	115	3	0	2	0	1	121
9:15	212	26	1	5	0	0	244	21:15	92	3	0	2	0	0	97
9:30	188	17	3	4	0	2	214	21:30	88	3	0	0	0	0	91
9:45	216	16	6	5	0	0	243	21:45	74	0	1	0	0	0	75
10:00	240	19	3	4	0	0	266	22:00	62	2	0	1	0	0	65
10:15	238	25	2	4	0	0	269	22:15	58	0	0	0	0	0	58
10:30	214	16	3	4	0	1	238	22:30	45	1	0	0	0	0	46
10:45	228	13	1	1	0	1	244	22:45	33	0	0	2	0	0	35
11:00	228	26	2	4	0	0	260	23:00	40	0	0	0	0	0	40
11:15	232	13	4	1	0	1	251	23:15	35	0	0	1	0	0	36
11:30	258	34	8	0	0	2	302	23:30	20	0	0	2	0	0	22
11:45	231	17	1	3	0	1	253	23:45	26	1	0	1	0	0	28
TOTAL	5,180	451	72	117	0	25	5,845	**TOTAL**	9,094	410	60	103	2	23	9,692

AM PEAK HOUR	7:30 AM
AM PEAK VOLUME	1,118

PM PEAK HOUR	2:45 PM
PM PEAK VOLUME	1,198

CLASS 1	PASSENGER VEHICLES	**TOTAL: AM+PM**	14,274	861	132	220	2	48	15,537
CLASS 2	2-AXLE TRUCKS	**% OF TOTAL**	91.9%	5.5%	0.8%	1.4%	0.0%	0.3%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	**TOTAL: ALL**	29,358	1,607	259	441	4	92	31,761
CLASS 6	Buses	**% OF TOTAL**	92.4%	5.1%	0.8%	1.4%	0.0%	0.3%	100.0%

11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, February 20, 2025 **CITY:** Bakersfield

JOB #: SC5147 **LOCATION:** CLASS4 Rosedale Hwy between El Toro Viejo Rd and Northwest Promenade

AM TIME	EASTBOUND 1	2	3	4	5	6	TOTAL	PM Time	EASTBOUND 1	2	3	4	5	6	TOTAL
0:00	13	1	0	1	0	0	15	12:00	283	15	1	3	0	0	302
0:15	11	0	0	4	0	0	15	12:15	295	21	2	0	0	0	318
0:30	17	0	0	0	0	0	17	12:30	279	16	3	4	0	1	303
0:45	15	1	0	4	0	0	20	12:45	296	13	3	3	0	1	316
1:00	6	0	1	1	0	0	8	13:00	276	16	0	6	0	0	298
1:15	11	0	0	2	0	0	13	13:15	266	13	2	2	0	1	284
1:30	9	0	0	1	0	0	10	13:30	228	23	2	4	0	1	258
1:45	11	3	0	2	0	0	16	13:45	262	16	2	4	0	0	284
2:00	6	0	0	0	0	0	6	14:00	224	23	3	4	0	0	254
2:15	8	1	0	0	0	0	9	14:15	229	16	3	3	0	2	253
2:30	4	1	0	0	0	0	5	14:30	256	16	1	4	0	1	278
2:45	7	0	0	2	0	0	9	14:45	289	17	7	6	1	2	322
3:00	11	0	0	1	0	0	12	15:00	296	25	1	1	1	0	324
3:15	14	0	0	4	0	0	18	15:15	280	13	3	9	0	3	308
3:30	12	0	1	1	0	0	14	15:30	310	22	1	6	0	3	342
3:45	17	0	0	3	0	0	20	15:45	304	13	2	3	0	3	325
4:00	25	0	0	0	0	1	26	16:00	261	14	2	1	0	0	278
4:15	13	1	1	2	0	0	17	16:15	256	7	1	4	0	0	268
4:30	34	1	0	1	0	0	36	16:30	263	10	1	4	0	1	279
4:45	45	2	0	2	0	0	49	16:45	273	11	5	8	0	1	298
5:00	36	5	0	4	0	0	45	17:00	291	11	4	1	0	0	307
5:15	32	8	0	1	0	0	41	17:15	278	10	3	3	0	2	296
5:30	52	8	1	1	0	0	62	17:30	299	10	2	2	0	0	313
5:45	78	6	0	2	0	0	86	17:45	281	5	2	2	0	0	290
6:00	89	12	1	3	0	0	105	18:00	288	6	1	2	0	0	297
6:15	72	10	1	2	0	1	86	18:15	248	7	0	2	0	1	258
6:30	109	17	2	5	0	0	133	18:30	253	1	0	1	0	0	255
6:45	159	9	2	8	0	1	179	18:45	238	9	0	1	0	1	249
7:00	217	10	6	6	0	1	240	19:00	235	4	0	0	0	0	239
7:15	212	13	3	10	0	1	239	19:15	225	4	0	0	0	0	229
7:30	286	29	2	8	0	3	328	19:30	194	7	0	0	0	0	201
7:45	315	17	2	6	0	3	343	19:45	187	5	1	1	0	0	194
8:00	257	20	1	4	0	3	285	20:00	186	6	0	1	0	0	193
8:15	251	15	5	4	0	2	277	20:15	193	1	1	0	0	0	195
8:30	204	26	3	1	0	0	234	20:30	152	1	0	0	0	0	153
8:45	196	14	4	6	0	1	221	20:45	136	2	0	1	0	0	139
9:00	142	22	1	2	0	0	167	21:00	140	2	0	1	0	1	144
9:15	209	25	1	6	0	1	242	21:15	116	4	0	2	0	0	122
9:30	195	16	3	5	0	3	222	21:30	110	0	0	0	0	0	110
9:45	225	12	5	6	0	0	248	21:45	98	0	0	0	0	0	98
10:00	231	19	3	4	0	0	257	22:00	77	2	0	1	0	0	80
10:15	253	24	2	4	0	0	283	22:15	72	0	0	0	0	0	72
10:30	226	15	3	5	1	2	252	22:30	57	1	0	0	0	0	58
10:45	226	13	1	1	0	1	242	22:45	54	0	0	2	0	0	56
11:00	233	23	1	4	0	0	261	23:00	50	1	0	0	0	0	51
11:15	240	15	3	1	0	2	261	23:15	44	0	0	1	0	0	45
11:30	269	31	4	0	0	3	307	23:30	33	1	0	2	0	0	36
11:45	254	17	1	3	0	1	276	23:45	35	1	0	1	0	0	37
TOTAL	5,557	462	64	143	1	30	6,257	**TOTAL**	9,996	421	59	106	2	25	10,609

AM PEAK HOUR	7:30 AM
AM PEAK VOLUME	1,233

PM PEAK HOUR	3:00 PM
PM PEAK VOLUME	1,299

CLASS 1	PASSENGER VEHICLES	**TOTAL: AM+PM**	15,553	883	123	249	3	55	16,866
CLASS 2	2-AXLE TRUCKS	**% OF TOTAL**	92.2%	5.2%	0.7%	1.5%	0.0%	0.3%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	**TOTAL: ALL**	30,747	1,588	248	487	6	96	33,172
CLASS 6	Buses	**% OF TOTAL**	92.7%	4.8%	0.7%	1.5%	0.0%	0.3%	100.0%

11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, February 20, 2025 **CITY:** Bakersfield

JOB #: SC5147 **LOCATION:** CLASS5 Rosedale Hwy between Northwest Promenade and Coffee Rd

AM TIME	EASTBOUND 1	2	3	4	5	6	TOTAL	PM Time	EASTBOUND 1	2	3	4	5	6	TOTAL
0:00	16	1	0	1	0	0	18	12:00	301	9	3	1	0	1	315
0:15	11	0	0	4	0	0	15	12:15	310	13	3	1	0	0	327
0:30	16	1	0	0	0	0	17	12:30	307	12	5	3	0	0	327
0:45	12	1	0	3	0	0	16	12:45	315	10	3	3	0	0	331
1:00	7	0	1	1	0	0	9	13:00	287	12	3	4	0	0	306
1:15	12	0	0	2	0	0	14	13:15	296	12	4	2	0	0	314
1:30	8	0	0	1	0	0	9	13:30	261	17	2	5	0	0	285
1:45	11	1	0	2	0	0	14	13:45	269	19	2	3	1	0	294
2:00	9	0	0	0	0	0	9	14:00	257	21	3	3	0	0	284
2:15	8	0	0	0	0	0	8	14:15	253	13	4	4	0	1	275
2:30	5	0	0	0	0	0	5	14:30	273	15	3	1	0	1	293
2:45	8	0	0	2	0	0	10	14:45	315	14	9	5	1	2	346
3:00	11	0	0	1	0	0	12	15:00	324	18	3	0	1	0	346
3:15	14	0	1	3	0	0	18	15:15	287	12	5	8	0	3	315
3:30	13	0	0	2	0	0	15	15:30	328	11	3	5	0	2	349
3:45	15	1	0	2	0	0	18	15:45	319	12	3	2	0	3	339
4:00	26	0	0	0	0	1	27	16:00	280	14	2	2	0	0	298
4:15	14	1	1	2	0	0	18	16:15	252	7	1	4	0	0	264
4:30	34	1	0	1	0	0	36	16:30	254	14	1	4	0	0	273
4:45	45	0	0	2	0	0	47	16:45	289	11	7	6	0	1	314
5:00	39	6	0	4	0	0	49	17:00	297	14	4	2	0	0	317
5:15	32	5	0	1	0	0	38	17:15	279	10	3	3	0	0	295
5:30	62	6	2	0	0	0	70	17:30	290	8	2	3	0	0	303
5:45	71	6	0	2	0	0	79	17:45	292	5	1	2	0	0	300
6:00	91	10	1	3	0	0	105	18:00	295	2	3	0	0	0	300
6:15	82	8	1	1	0	1	93	18:15	250	4	0	1	0	0	255
6:30	118	14	5	3	0	0	140	18:30	260	1	1	0	0	0	262
6:45	159	7	4	7	0	1	178	18:45	245	8	0	1	0	0	254
7:00	220	11	5	10	0	1	247	19:00	230	2	0	0	0	0	232
7:15	210	18	4	9	0	1	242	19:15	234	3	0	0	0	0	237
7:30	294	34	4	5	0	2	339	19:30	214	4	0	0	0	0	218
7:45	320	17	2	6	0	3	348	19:45	190	4	1	1	0	0	196
8:00	257	19	0	6	0	3	285	20:00	217	4	0	1	0	0	222
8:15	244	16	5	6	0	0	271	20:15	203	1	0	0	0	0	204
8:30	217	26	3	2	0	0	248	20:30	164	1	3	0	0	0	168
8:45	188	15	4	5	0	1	213	20:45	146	2	0	1	0	0	149
9:00	156	19	2	2	0	0	179	21:00	142	0	1	1	0	1	145
9:15	220	18	7	5	0	1	251	21:15	137	1	2	1	0	0	141
9:30	206	14	2	5	0	0	227	21:30	125	0	0	0	0	0	125
9:45	238	11	5	5	0	0	259	21:45	105	0	0	0	0	0	105
10:00	236	20	2	5	0	0	263	22:00	97	2	0	2	0	0	101
10:15	259	22	2	4	0	0	287	22:15	81	0	0	0	0	0	81
10:30	242	13	3	6	1	0	265	22:30	66	1	0	0	0	0	67
10:45	228	17	2	1	0	0	248	22:45	59	0	0	2	0	0	61
11:00	237	19	2	3	0	0	261	23:00	63	0	0	0	0	0	63
11:15	239	13	3	1	0	1	257	23:15	46	0	0	1	0	0	47
11:30	282	23	3	0	0	2	310	23:30	35	1	0	2	0	0	38
11:45	264	13	2	1	0	1	281	23:45	36	1	0	1	0	0	38
TOTAL	5,706	427	78	137	1	19	6,368	**TOTAL**	10,575	345	90	91	3	15	11,119

AM PEAK HOUR	7:30 AM
AM PEAK VOLUME	1,243

PM PEAK HOUR	2:45 PM
PM PEAK VOLUME	1,356

CLASS 1	PASSENGER VEHICLES	**TOTAL: AM+PM**	16,281	772	168	228	4	34	17,487
CLASS 2	2-AXLE TRUCKS	**% OF TOTAL**	93.1%	4.4%	1.0%	1.3%	0.0%	0.2%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	**TOTAL: ALL**	31,814	1,463	314	456	8	127	34,182
CLASS 6	Buses	**% OF TOTAL**	93.1%	4.3%	0.9%	1.3%	0.0%	0.4%	100.0%

11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, February 20, 2025 **CITY:** Bakersfield

JOB #: SC5147 **LOCATION:** CLASS6 Rosedale Hwy between Coffee Rd and Patton Way

AM TIME	EASTBOUND 1	2	3	4	5	6	TOTAL	PM Time	EASTBOUND 1	2	3	4	5	6	TOTAL
0:00	16	0	0	1	0	0	17	12:00	254	24	2	4	0	3	287
0:15	17	2	0	0	0	0	19	12:15	243	24	2	6	0	0	275
0:30	18	1	0	0	0	0	19	12:30	265	28	2	6	0	1	302
0:45	15	0	1	4	0	0	20	12:45	288	18	4	7	0	1	318
1:00	17	0	0	3	0	0	20	13:00	231	18	1	4	0	0	254
1:15	11	1	0	2	0	0	14	13:15	216	21	1	4	0	0	242
1:30	7	0	0	3	0	0	10	13:30	208	23	5	8	0	1	245
1:45	8	2	0	1	0	0	11	13:45	215	23	2	6	1	2	249
2:00	11	0	0	0	0	0	11	14:00	229	28	4	5	0	0	266
2:15	11	1	0	2	0	0	14	14:15	216	24	2	4	0	2	248
2:30	5	1	0	0	0	0	6	14:30	249	21	0	6	0	3	279
2:45	11	2	0	3	0	0	16	14:45	260	19	5	12	1	2	299
3:00	9	0	0	1	0	0	10	15:00	270	30	8	5	1	0	314
3:15	10	1	1	1	0	0	13	15:15	235	10	4	10	0	3	262
3:30	9	0	0	0	0	0	9	15:30	267	24	3	8	0	4	306
3:45	17	4	0	0	0	0	21	15:45	253	18	1	2	0	6	280
4:00	21	2	0	0	0	0	23	16:00	278	15	0	3	0	3	299
4:15	15	6	0	0	0	0	21	16:15	226	10	2	3	0	0	241
4:30	24	0	0	1	0	0	25	16:30	215	16	1	5	0	2	239
4:45	41	7	0	4	0	0	52	16:45	216	13	2	5	0	1	237
5:00	43	8	0	1	0	0	52	17:00	229	11	3	1	1	0	245
5:15	32	11	0	0	0	0	43	17:15	243	5	2	3	0	1	254
5:30	53	17	1	0	0	0	71	17:30	236	5	2	4	0	1	248
5:45	81	14	0	2	0	0	97	17:45	224	7	1	2	0	1	235
6:00	87	17	1	2	0	0	107	18:00	224	3	0	3	0	0	230
6:15	89	7	1	0	0	0	97	18:15	225	6	0	2	0	0	233
6:30	106	17	3	5	0	0	131	18:30	217	2	0	1	0	1	221
6:45	167	13	2	8	0	2	192	18:45	197	10	0	2	0	1	210
7:00	173	12	2	7	0	0	194	19:00	165	4	0	0	0	0	169
7:15	193	20	0	3	0	1	217	19:15	161	3	0	1	0	0	165
7:30	246	24	1	8	0	1	280	19:30	157	4	1	1	0	0	163
7:45	240	17	4	2	0	4	267	19:45	142	4	0	1	0	0	147
8:00	266	21	1	7	0	2	297	20:00	140	4	1	1	0	0	146
8:15	216	21	1	6	0	9	253	20:15	144	5	1	2	0	0	152
8:30	190	22	2	7	0	2	223	20:30	125	4	0	1	0	0	130
8:45	199	18	2	6	0	3	228	20:45	106	0	0	2	0	0	108
9:00	130	25	2	6	0	2	165	21:00	93	0	1	0	0	0	94
9:15	200	28	0	4	1	2	235	21:15	100	3	0	1	0	0	104
9:30	190	25	4	9	0	1	229	21:30	88	1	0	0	0	0	89
9:45	197	18	4	6	0	1	226	21:45	70	1	0	0	0	0	71
10:00	205	20	4	2	0	0	231	22:00	79	2	0	2	0	0	83
10:15	214	24	0	5	0	1	244	22:15	52	2	0	1	0	0	55
10:30	193	26	3	6	0	0	228	22:30	53	1	0	0	0	1	55
10:45	179	23	2	1	0	2	207	22:45	47	1	0	1	0	0	49
11:00	232	27	1	9	0	0	269	23:00	48	1	0	0	0	0	49
11:15	198	26	2	2	0	1	229	23:15	47	0	0	1	0	0	48
11:30	230	30	2	3	0	0	265	23:30	25	2	0	2	0	0	29
11:45	221	17	1	2	0	2	243	23:45	26	0	0	1	0	0	27
TOTAL	5,063	578	48	145	1	36	5,871	**TOTAL**	8,497	498	63	149	4	40	9,251

AM PEAK HOUR	7:30 AM
AM PEAK VOLUME	1,097

PM PEAK HOUR	12:00 PM
PM PEAK VOLUME	1,182

CLASS 1	PASSENGER VEHICLES	**TOTAL: AM+PM**	13,560	1,076	111	294	5	76	15,122
CLASS 2	2-AXLE TRUCKS	**% OF TOTAL**	89.7%	7.1%	0.7%	1.9%	0.0%	0.5%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	**TOTAL: ALL**	27,728	2,096	249	567	10	140	30,790
CLASS 6	Buses	**% OF TOTAL**	90.1%	6.8%	0.8%	1.8%	0.0%	0.5%	100.0%

11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, February 20, 2025 **CITY:** Bakersfield

JOB #: SC5147 **LOCATION:** CLASS7 Coffee Rd between Olive Dr and Hageman Rd

AM TIME	NORTHBOUND 1	2	3	4	5	6	TOTAL	PM Time	NORTHBOUND 1	2	3	4	5	6	TOTAL
0:00	21	0	0	1	0	0	22	12:00	181	8	0	3	0	0	192
0:15	12	0	0	1	0	0	13	12:15	169	10	4	1	0	1	185
0:30	12	0	0	0	0	0	12	12:30	188	14	5	5	0	2	214
0:45	9	1	0	1	0	0	11	12:45	220	8	4	2	0	0	234
1:00	11	0	1	1	0	0	13	13:00	170	10	0	1	0	1	182
1:15	1	0	0	0	0	0	1	13:15	199	10	2	1	0	0	212
1:30	5	0	0	0	0	0	5	13:30	165	8	1	1	0	0	175
1:45	3	1	0	0	0	0	4	13:45	179	3	1	1	0	0	184
2:00	4	0	0	0	0	0	4	14:00	199	6	3	3	0	0	211
2:15	13	0	1	2	0	0	16	14:15	189	15	3	8	0	2	217
2:30	7	1	0	0	0	0	8	14:30	223	9	2	3	0	0	237
2:45	5	1	0	0	0	0	6	14:45	197	8	1	3	0	1	210
3:00	4	0	0	0	0	0	4	15:00	197	9	2	1	0	2	211
3:15	8	0	0	0	0	0	8	15:15	216	9	4	5	0	1	235
3:30	15	0	1	1	0	0	17	15:30	275	12	2	2	0	4	295
3:45	19	0	0	0	0	0	19	15:45	231	13	2	1	0	0	247
4:00	18	1	1	2	0	0	22	16:00	253	5	1	2	0	2	263
4:15	13	0	0	0	0	0	13	16:15	247	8	1	1	0	1	258
4:30	31	1	0	3	0	0	35	16:30	261	7	2	4	0	0	274
4:45	31	2	0	1	0	0	34	16:45	262	8	3	2	0	0	275
5:00	37	4	0	1	0	0	42	17:00	262	5	0	0	0	0	267
5:15	36	4	0	1	0	0	41	17:15	276	3	0	0	0	1	280
5:30	60	3	0	3	0	0	66	17:30	261	5	0	0	0	0	266
5:45	67	5	1	1	0	0	74	17:45	260	3	0	0	0	0	263
6:00	59	4	0	2	0	0	65	18:00	243	0	0	1	0	0	244
6:15	63	8	0	4	0	0	75	18:15	210	2	0	2	0	1	215
6:30	93	12	0	2	0	0	107	18:30	213	5	0	2	0	0	220
6:45	123	4	3	2	0	1	133	18:45	177	2	1	1	0	0	181
7:00	101	11	2	7	0	1	122	19:00	189	0	0	1	0	0	190
7:15	121	10	4	4	0	1	140	19:15	184	0	0	1	0	1	186
7:30	144	10	3	4	0	0	161	19:30	158	0	0	1	0	0	159
7:45	159	11	1	1	0	1	173	19:45	150	0	0	0	0	0	150
8:00	141	11	2	2	0	2	158	20:00	133	0	0	1	0	1	135
8:15	191	14	2	5	0	1	213	20:15	138	1	0	2	0	0	141
8:30	146	10	1	4	0	0	161	20:30	119	2	0	0	0	0	121
8:45	138	7	1	4	0	0	150	20:45	108	3	0	0	0	0	111
9:00	112	9	1	3	0	0	125	21:00	100	0	1	1	0	1	103
9:15	117	11	2	6	0	1	137	21:15	95	0	0	1	0	0	96
9:30	104	6	1	5	0	0	116	21:30	83	0	0	0	0	1	84
9:45	116	9	0	0	0	0	125	21:45	75	0	0	0	0	0	75
10:00	134	11	1	4	1	2	153	22:00	68	0	0	0	0	2	70
10:15	160	15	3	3	0	0	181	22:15	43	0	0	0	0	0	43
10:30	131	15	2	3	0	0	151	22:30	52	0	0	0	0	0	52
10:45	149	10	2	5	0	0	166	22:45	25	0	0	0	0	0	25
11:00	131	9	0	3	0	2	145	23:00	41	0	0	0	0	0	41
11:15	161	13	0	0	0	0	174	23:15	25	0	0	0	0	0	25
11:30	180	18	1	2	0	0	201	23:30	21	0	0	1	0	0	22
11:45	182	8	1	1	0	0	192	23:45	31	0	0	2	0	0	33
TOTAL	3,598	270	38	95	1	12	4,014	**TOTAL**	7,961	211	45	67	0	25	8,309

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	712

PM PEAK HOUR	4:30 PM
PM PEAK VOLUME	1,096

CLASS 1	PASSENGER VEHICLES	**TOTAL: AM+PM**	11,559	481	83	162	1	37	12,323
CLASS 2	2-AXLE TRUCKS	**% OF TOTAL**	93.8%	3.9%	0.7%	1.3%	0.0%	0.3%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	**TOTAL: ALL**	23,071	897	140	268	3	80	24,459
CLASS 6	Buses	**% OF TOTAL**	94.3%	3.7%	0.6%	1.1%	0.0%	0.3%	100.0%

11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, February 20, 2025 **CITY:** Bakersfield

JOB #: SC5147 **LOCATION:** CLASS8 Coffee Rd between Hageman Rd and Meany Ave

AM TIME	NORTHBOUND 1	2	3	4	5	6	TOTAL	PM Time	NORTHBOUND 1	2	3	4	5	6	TOTAL
0:00	22	1	0	2	0	0	25	12:00	261	8	1	1	0	0	271
0:15	15	0	0	1	0	0	16	12:15	253	12	4	1	0	1	271
0:30	24	0	0	0	0	0	24	12:30	288	14	2	4	0	1	309
0:45	12	1	0	1	0	0	14	12:45	277	7	4	2	0	0	290
1:00	12	0	1	1	0	0	14	13:00	253	11	0	1	0	2	267
1:15	7	0	0	0	0	0	7	13:15	277	11	3	2	0	0	293
1:30	8	0	0	0	0	0	8	13:30	230	12	2	1	0	0	245
1:45	5	1	0	0	0	0	6	13:45	245	6	1	1	0	1	254
2:00	3	0	0	0	0	0	3	14:00	295	6	4	3	0	0	308
2:15	10	0	1	2	0	0	13	14:15	243	15	2	8	0	2	270
2:30	7	1	0	0	0	0	8	14:30	281	10	0	3	0	2	296
2:45	4	2	0	0	0	0	6	14:45	274	12	2	3	0	1	292
3:00	4	0	0	0	0	0	4	15:00	268	13	1	1	1	2	286
3:15	7	0	0	0	0	0	7	15:15	296	9	3	3	0	3	314
3:30	14	0	1	1	0	0	16	15:30	302	11	1	2	0	4	320
3:45	19	0	0	0	0	0	19	15:45	304	14	3	0	0	0	321
4:00	18	1	1	3	0	0	23	16:00	333	8	0	1	0	2	344
4:15	16	0	0	0	0	0	16	16:15	337	9	1	0	0	0	347
4:30	33	2	0	2	0	0	37	16:30	345	6	1	4	0	0	356
4:45	30	1	0	1	0	0	32	16:45	349	10	2	1	0	0	362
5:00	30	4	0	1	0	0	35	17:00	358	7	0	0	0	0	365
5:15	35	3	0	1	0	0	39	17:15	326	4	0	0	0	1	331
5:30	57	4	0	3	0	0	64	17:30	338	6	0	1	0	1	346
5:45	70	1	1	1	0	0	73	17:45	329	4	1	0	0	0	334
6:00	63	4	0	2	0	0	69	18:00	334	1	0	1	0	1	337
6:15	68	8	0	3	0	1	80	18:15	291	3	0	2	0	1	297
6:30	97	10	1	4	0	1	113	18:30	295	6	0	2	0	0	303
6:45	131	8	2	2	0	1	144	18:45	243	3	1	1	0	0	248
7:00	104	11	2	4	0	1	122	19:00	262	0	0	1	0	0	263
7:15	141	11	4	5	0	1	162	19:15	264	1	0	2	0	1	268
7:30	173	9	2	4	0	0	188	19:30	234	1	0	1	0	0	236
7:45	220	15	1	1	0	2	239	19:45	206	0	1	0	0	0	207
8:00	155	12	4	2	0	1	174	20:00	196	0	0	1	0	1	198
8:15	205	14	2	6	0	2	229	20:15	201	1	0	2	0	0	204
8:30	163	10	1	4	0	1	179	20:30	182	2	0	0	0	0	184
8:45	195	12	1	4	0	0	212	20:45	145	2	0	0	0	0	147
9:00	146	8	1	2	0	0	157	21:00	132	0	1	1	0	1	135
9:15	152	14	2	7	0	1	176	21:15	116	1	0	1	0	0	118
9:30	158	8	0	5	0	1	172	21:30	124	0	0	1	0	0	125
9:45	155	8	2	1	0	0	166	21:45	88	0	0	0	0	0	88
10:00	187	13	1	5	1	1	208	22:00	89	0	0	0	0	1	90
10:15	201	14	1	3	0	0	219	22:15	72	0	0	0	0	0	72
10:30	189	13	2	3	0	1	208	22:30	65	0	0	0	0	0	65
10:45	206	12	1	5	0	1	225	22:45	34	0	0	0	0	0	34
11:00	207	8	1	2	0	2	220	23:00	53	0	0	0	0	0	53
11:15	244	14	0	0	0	0	258	23:15	33	1	0	0	0	0	34
11:30	268	17	1	2	0	0	288	23:30	32	0	0	1	0	0	33
11:45	279	11	3	2	0	0	295	23:45	46	1	0	2	0	0	49
TOTAL	4,569	286	40	98	1	18	5,012	TOTAL	10,799	248	41	62	1	29	11,180

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	1,061

PM PEAK HOUR	4:15 PM
PM PEAK VOLUME	1,430

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	15,368	534	81	160	2	47	16,192
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	94.9%	3.3%	0.5%	1.0%	0.0%	0.3%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	27,632	942	133	271	5	83	29,066
CLASS 6	Buses	% OF TOTAL	95.1%	3.2%	0.5%	0.9%	0.0%	0.3%	100.0%

11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, February 20, 2025 **CITY:** Bakersfield

JOB #: SC5147 **LOCATION:** CLASS9 Coffee Rd between Meany Ave and Downing Ave

AM TIME	NORTHBOUND 1	2	3	4	5	6	TOTAL	PM Time	NORTHBOUND 1	2	3	4	5	6	TOTAL
0:00	23	2	0	1	0	0	26	12:00	303	11	2	2	0	0	318
0:15	14	0	0	1	0	0	15	12:15	299	13	3	2	0	2	319
0:30	24	0	0	0	0	0	24	12:30	280	11	2	3	0	1	297
0:45	13	0	0	0	0	0	13	12:45	308	6	3	7	0	0	324
1:00	14	0	1	1	0	0	16	13:00	325	6	0	1	0	2	334
1:15	6	0	0	0	0	0	6	13:15	309	9	3	1	0	0	322
1:30	9	0	0	0	0	0	9	13:30	261	10	2	2	0	0	275
1:45	6	1	0	0	0	0	7	13:45	314	9	2	1	0	1	327
2:00	5	1	0	0	0	0	6	14:00	320	7	3	4	0	0	334
2:15	8	0	1	2	0	0	11	14:15	303	10	3	6	0	2	324
2:30	11	2	0	0	0	0	13	14:30	304	13	1	6	1	3	328
2:45	5	0	0	0	0	0	5	14:45	314	10	2	5	0	3	334
3:00	12	0	0	0	0	0	12	15:00	333	14	1	4	1	3	356
3:15	9	0	0	0	0	0	9	15:15	375	7	2	4	0	6	394
3:30	13	0	2	0	0	0	15	15:30	364	14	2	3	0	1	384
3:45	23	0	0	0	0	0	23	15:45	390	18	1	5	0	2	416
4:00	24	1	1	3	0	0	29	16:00	359	12	1	1	0	3	376
4:15	20	1	1	0	0	0	22	16:15	384	8	0	1	0	1	394
4:30	41	1	0	2	0	0	44	16:30	386	8	2	6	0	1	403
4:45	49	1	1	1	0	0	52	16:45	391	9	0	0	0	0	400
5:00	56	3	0	2	0	0	61	17:00	374	9	1	0	0	0	384
5:15	50	4	0	2	0	0	56	17:15	360	10	0	0	0	1	371
5:30	67	4	1	3	0	0	75	17:30	390	8	0	2	0	0	400
5:45	100	2	1	2	0	0	105	17:45	357	5	0	0	0	1	363
6:00	75	3	2	1	0	1	82	18:00	323	3	0	1	0	1	328
6:15	85	5	0	4	0	0	94	18:15	295	5	2	2	0	1	305
6:30	97	6	3	3	0	1	110	18:30	301	4	1	1	0	0	307
6:45	155	5	0	3	0	1	164	18:45	243	2	0	2	0	0	247
7:00	124	11	3	4	0	1	143	19:00	263	2	0	1	0	0	266
7:15	190	14	4	5	0	2	215	19:15	268	2	0	1	0	2	273
7:30	225	10	2	3	0	0	240	19:30	235	3	0	2	0	0	240
7:45	310	13	1	2	0	4	330	19:45	207	1	0	0	0	0	208
8:00	257	9	4	1	0	1	272	20:00	208	1	0	1	0	1	211
8:15	270	14	1	6	0	4	295	20:15	211	2	0	2	0	0	215
8:30	204	9	1	4	0	0	218	20:30	185	3	0	0	0	0	188
8:45	238	17	1	3	0	0	259	20:45	138	2	0	0	0	0	140
9:00	180	10	1	2	0	1	194	21:00	151	0	1	1	0	1	154
9:15	203	20	4	8	0	1	236	21:15	110	1	0	1	0	1	113
9:30	216	9	1	5	0	3	234	21:30	96	0	0	1	0	0	97
9:45	207	9	1	6	0	3	226	21:45	103	0	0	0	0	0	103
10:00	222	12	3	3	1	2	243	22:00	99	1	0	0	0	1	101
10:15	236	18	1	4	0	0	259	22:15	70	0	0	0	0	0	70
10:30	242	11	2	5	0	4	264	22:30	76	0	0	0	0	0	76
10:45	261	16	2	4	0	3	286	22:45	68	0	0	1	0	0	69
11:00	246	7	1	1	0	4	259	23:00	60	2	0	0	0	0	62
11:15	282	13	3	0	0	1	299	23:15	45	1	0	0	0	0	46
11:30	281	19	2	3	0	1	306	23:30	39	0	0	1	0	0	40
11:45	283	9	2	3	0	0	297	23:45	35	2	0	1	0	0	38
TOTAL	5,691	292	54	103	1	38	6,179	**TOTAL**	11,932	274	40	85	2	41	12,374

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	1,161

PM PEAK HOUR	3:45 PM
PM PEAK VOLUME	1,589

CLASS 1	PASSENGER VEHICLES	**TOTAL: AM+PM**	17,623	566	94	188	3	79	18,553
CLASS 2	2-AXLE TRUCKS	**% OF TOTAL**	95.0%	3.1%	0.5%	1.0%	0.0%	0.4%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	**TOTAL: ALL**	34,139	1,037	180	326	7	152	35,841
CLASS 6	Buses	**% OF TOTAL**	95.3%	2.9%	0.5%	0.9%	0.0%	0.4%	100.0%

11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, February 20, 2025 **CITY:** Bakersfield

JOB #: SC5147 **LOCATION:** CLASS10 Coffee Rd between Downing Ave and Granite Falls Dr

AM TIME	NORTHBOUND 1	2	3	4	5	6	TOTAL	PM Time	NORTHBOUND 1	2	3	4	5	6	TOTAL
0:00	26	2	0	1	0	0	29	12:00	314	10	3	1	0	0	328
0:15	15	0	0	3	0	0	18	12:15	345	13	4	4	0	3	369
0:30	20	0	0	0	0	0	20	12:30	297	11	2	4	0	0	314
0:45	10	2	0	0	0	0	12	12:45	304	11	2	4	0	0	321
1:00	12	0	1	1	0	0	14	13:00	332	9	1	2	0	2	346
1:15	7	0	0	0	0	0	7	13:15	306	12	2	2	0	0	322
1:30	9	0	0	0	0	0	9	13:30	295	15	1	3	0	0	314
1:45	5	1	0	1	0	0	7	13:45	353	6	1	4	0	1	365
2:00	5	1	0	0	0	0	6	14:00	316	15	4	9	0	0	344
2:15	10	0	0	2	0	0	12	14:15	329	15	4	5	0	2	355
2:30	11	2	0	0	0	0	13	14:30	326	19	2	7	0	3	357
2:45	6	0	0	0	0	0	6	14:45	346	14	4	6	0	3	373
3:00	10	0	0	0	0	0	10	15:00	375	14	3	4	0	4	400
3:15	9	0	0	0	0	0	9	15:15	397	16	1	7	0	5	426
3:30	14	0	1	1	0	0	16	15:30	387	11	2	5	0	1	406
3:45	41	0	0	0	0	0	41	15:45	398	11	4	5	0	1	419
4:00	30	1	0	1	0	0	32	16:00	371	6	1	0	0	3	381
4:15	23	2	0	2	0	0	27	16:15	386	9	0	3	0	1	399
4:30	50	1	1	0	0	0	52	16:30	376	5	2	4	0	1	388
4:45	74	3	1	1	0	0	79	16:45	422	8	0	1	0	0	431
5:00	66	1	0	2	0	0	69	17:00	353	10	1	0	0	0	364
5:15	60	3	0	2	0	0	65	17:15	423	7	0	0	0	1	431
5:30	72	7	1	1	0	0	81	17:30	410	9	0	2	0	0	421
5:45	119	3	1	2	0	0	125	17:45	353	4	0	2	0	2	361
6:00	90	10	2	5	0	1	108	18:00	329	1	3	4	0	0	337
6:15	106	6	0	2	0	1	115	18:15	316	6	1	2	0	1	326
6:30	121	9	2	0	0	1	133	18:30	326	1	1	2	0	0	330
6:45	178	7	1	6	0	1	193	18:45	256	3	0	2	0	0	261
7:00	143	14	3	4	0	1	165	19:00	286	0	1	1	1	1	290
7:15	201	8	6	3	0	1	219	19:15	263	1	0	0	0	0	264
7:30	235	11	3	5	0	1	255	19:30	230	1	0	2	0	0	233
7:45	361	10	1	3	0	3	378	19:45	220	0	1	0	0	0	221
8:00	301	13	4	3	0	2	323	20:00	206	0	0	2	0	1	209
8:15	282	17	1	4	0	3	307	20:15	127	0	0	1	0	0	128
8:30	254	10	2	4	0	0	270	20:30	198	0	0	0	0	0	198
8:45	289	14	1	4	0	0	308	20:45	139	3	0	0	0	0	142
9:00	212	14	3	3	0	1	233	21:00	153	2	0	1	0	1	157
9:15	235	18	4	9	0	1	267	21:15	117	1	0	1	0	1	120
9:30	233	8	1	3	0	4	249	21:30	113	0	0	2	0	0	115
9:45	234	10	3	6	0	2	255	21:45	100	0	0	0	0	0	100
10:00	242	15	4	2	0	2	265	22:00	102	1	0	0	0	1	104
10:15	247	18	1	4	0	0	270	22:15	65	0	0	0	0	0	65
10:30	272	14	3	4	0	4	297	22:30	77	0	0	0	0	0	77
10:45	267	11	2	4	0	3	287	22:45	63	0	0	1	0	0	64
11:00	279	12	3	4	0	2	300	23:00	45	1	0	0	0	0	46
11:15	339	15	3	0	0	1	358	23:15	45	0	0	0	0	0	45
11:30	288	24	2	3	0	1	318	23:30	42	1	1	0	0	0	44
11:45	348	12	2	4	0	0	366	23:45	38	1	0	1	0	0	40
TOTAL	6,461	329	63	109	0	36	6,998	TOTAL	12,370	283	52	106	1	39	12,851

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	1,342

PM PEAK HOUR	3:00 PM
PM PEAK VOLUME	1,651

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

	1	2	3	4	5	6	TOTAL
TOTAL: AM+PM	18,831	612	115	215	1	75	19,849
% OF TOTAL	94.9%	3.1%	0.6%	1.1%	0.0%	0.4%	100.0%
TOTAL: ALL	35,909	1,224	206	375	3	150	37,867
% OF TOTAL	94.8%	3.2%	0.5%	1.0%	0.0%	0.4%	100.0%

11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, February 20, 2025 **CITY:** Bakersfield

JOB #: SC5147 **LOCATION:** CLASS11 Coffee Rd between Granite Falls Dr and Rosedale Hwy

AM TIME	NORTHBOUND 1	2	3	4	5	6	TOTAL	PM Time	NORTHBOUND 1	2	3	4	5	6	TOTAL
0:00	25	2	0	1	0	0	28	12:00	278	8	3	1	0	0	290
0:15	13	0	0	4	0	0	17	12:15	304	11	4	5	0	1	325
0:30	21	0	0	0	0	0	21	12:30	265	12	1	5	0	0	283
0:45	12	2	0	0	0	0	14	12:45	276	12	1	5	0	0	294
1:00	10	0	1	1	0	0	12	13:00	300	8	1	3	0	1	313
1:15	8	0	0	0	0	0	8	13:15	270	12	2	3	0	0	287
1:30	7	0	0	0	0	0	7	13:30	255	12	1	3	0	0	271
1:45	6	1	0	1	0	0	8	13:45	322	7	1	4	0	1	335
2:00	7	1	0	0	0	0	8	14:00	303	12	4	9	0	0	328
2:15	9	1	0	1	0	0	11	14:15	289	16	3	5	0	1	314
2:30	10	2	0	0	0	0	12	14:30	295	16	1	8	0	4	324
2:45	6	0	0	0	0	0	6	14:45	325	15	4	7	0	2	353
3:00	12	0	0	0	0	0	12	15:00	358	18	3	4	0	2	385
3:15	8	1	0	0	0	0	9	15:15	376	14	1	5	0	6	402
3:30	13	0	0	1	0	0	14	15:30	376	5	2	5	0	1	389
3:45	36	0	0	0	0	0	36	15:45	401	10	4	5	0	1	421
4:00	29	1	0	0	0	0	30	16:00	360	5	1	0	0	2	368
4:15	23	2	0	3	0	0	28	16:15	382	7	0	4	0	1	394
4:30	51	2	1	0	0	0	54	16:30	355	7	4	4	0	1	371
4:45	68	1	1	1	0	0	71	16:45	429	10	0	1	0	0	440
5:00	62	1	0	2	0	0	65	17:00	347	12	1	1	0	0	361
5:15	59	2	0	2	0	0	63	17:15	446	8	0	1	0	0	455
5:30	67	6	0	2	0	0	75	17:30	413	10	1	3	0	0	427
5:45	120	3	2	3	0	0	128	17:45	328	4	0	3	0	1	336
6:00	90	7	2	5	0	1	105	18:00	319	3	4	5	0	0	331
6:15	99	6	0	2	0	1	108	18:15	295	4	1	2	0	0	302
6:30	116	7	2	0	0	1	126	18:30	289	1	1	2	0	0	293
6:45	179	5	3	6	0	1	194	18:45	234	4	0	3	0	0	241
7:00	145	11	2	3	0	0	161	19:00	244	0	1	1	1	0	247
7:15	216	7	6	3	0	1	233	19:15	237	1	0	0	0	0	238
7:30	252	12	4	7	0	1	276	19:30	207	2	0	2	0	0	211
7:45	374	11	1	1	0	3	390	19:45	193	1	1	0	0	0	195
8:00	308	13	6	3	0	1	331	20:00	179	0	0	2	0	0	181
8:15	285	14	1	4	0	4	308	20:15	130	1	0	1	0	0	132
8:30	253	10	2	4	0	0	269	20:30	199	0	0	0	0	0	199
8:45	294	13	1	4	0	0	312	20:45	134	3	0	0	0	0	137
9:00	202	12	2	4	0	1	221	21:00	144	2	0	1	0	0	147
9:15	210	18	3	8	0	1	240	21:15	111	0	0	1	0	1	113
9:30	225	6	2	3	0	3	239	21:30	98	1	0	2	0	0	101
9:45	229	11	3	4	0	2	249	21:45	102	0	0	0	0	0	102
10:00	222	13	4	2	0	2	243	22:00	100	1	0	0	0	0	101
10:15	233	18	1	4	0	1	257	22:15	62	0	0	0	0	0	62
10:30	256	13	3	4	0	3	279	22:30	78	0	0	0	0	0	78
10:45	260	15	2	4	0	3	284	22:45	65	0	0	1	0	0	66
11:00	248	9	1	5	0	2	265	23:00	45	1	0	0	0	0	46
11:15	300	17	3	1	0	1	322	23:15	44	0	0	0	0	0	44
11:30	253	19	2	3	0	1	278	23:30	42	1	1	0	0	0	44
11:45	304	9	2	4	0	0	319	23:45	39	1	0	1	0	0	41
TOTAL	6,235	304	63	110	0	34	6,746	TOTAL	11,643	278	52	118	1	26	12,118

AM PEAK HOUR	7:30 AM
AM PEAK VOLUME	1,305

PM PEAK HOUR	4:45 PM
PM PEAK VOLUME	1,683

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	17,878	582	115	228	1	60	18,864
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	94.8%	3.1%	0.6%	1.2%	0.0%	0.3%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	33,893	1,144	199	403	3	172	35,814
CLASS 6	Buses	% OF TOTAL	94.6%	3.2%	0.6%	1.1%	0.0%	0.5%	100.0%

11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, February 20, 2025 **CITY:** Bakersfield

JOB #: SC5147 **LOCATION:** CLASS12 Coffee Rd between Rosedale Hwy and Jet Way

AM TIME	NORTHBOUND 1	2	3	4	5	6	TOTAL	PM Time	NORTHBOUND 1	2	3	4	5	6	TOTAL
0:00	23	4	0	0	0	0	27	12:00	336	22	4	6	0	2	370
0:15	18	0	0	1	0	0	19	12:15	353	17	4	7	0	1	382
0:30	18	0	0	0	0	0	18	12:30	336	20	1	7	0	1	365
0:45	13	0	0	1	0	0	14	12:45	343	13	2	8	0	1	367
1:00	7	0	1	3	0	0	11	13:00	355	17	2	3	0	1	378
1:15	9	0	0	0	0	0	9	13:15	336	27	5	5	0	0	373
1:30	10	0	0	1	0	0	11	13:30	322	20	2	5	0	0	349
1:45	3	1	0	0	0	0	4	13:45	346	30	4	11	0	3	394
2:00	7	1	0	0	0	0	8	14:00	359	16	8	7	0	1	391
2:15	9	2	0	2	0	0	13	14:15	352	17	3	4	0	1	377
2:30	11	1	0	2	0	0	14	14:30	356	28	1	14	0	5	404
2:45	11	1	0	1	0	0	13	14:45	411	20	3	7	0	3	444
3:00	13	0	0	0	0	0	13	15:00	431	34	7	8	1	3	484
3:15	9	1	0	0	0	0	10	15:15	421	22	4	5	0	6	458
3:30	20	0	0	0	0	0	20	15:30	415	13	4	4	0	3	439
3:45	40	2	0	1	0	0	43	15:45	413	20	1	4	0	2	440
4:00	39	2	0	0	0	0	41	16:00	446	10	1	3	0	5	465
4:15	38	2	0	0	0	0	40	16:15	455	10	1	6	0	2	474
4:30	66	2	1	1	0	0	70	16:30	450	13	1	6	0	2	472
4:45	89	4	1	2	0	0	96	16:45	432	13	0	4	0	0	449
5:00	89	3	1	3	0	0	96	17:00	387	10	1	0	0	1	399
5:15	86	3	0	1	0	0	90	17:15	501	13	2	2	0	0	518
5:30	89	6	1	4	0	0	100	17:30	444	8	0	6	0	0	458
5:45	150	5	3	3	0	0	161	17:45	413	3	2	6	0	2	426
6:00	117	9	0	5	0	2	133	18:00	345	4	1	5	0	1	356
6:15	136	12	0	3	0	0	151	18:15	344	7	1	2	0	0	354
6:30	158	10	2	5	0	1	176	18:30	322	6	2	2	0	0	332
6:45	244	16	3	5	0	1	269	18:45	262	6	0	2	0	1	271
7:00	192	9	1	2	0	0	204	19:00	260	5	0	1	0	0	266
7:15	260	12	0	10	0	0	282	19:15	282	3	0	2	0	0	287
7:30	347	11	4	3	0	0	365	19:30	229	6	1	4	0	0	240
7:45	448	18	2	6	0	2	476	19:45	215	4	1	0	0	1	221
8:00	386	15	2	6	0	3	412	20:00	210	1	1	4	0	1	217
8:15	312	16	0	5	0	9	342	20:15	218	0	2	1	0	0	221
8:30	319	17	0	3	0	3	342	20:30	212	1	0	0	0	0	213
8:45	309	17	4	7	0	0	337	20:45	149	4	0	0	0	0	153
9:00	242	15	2	6	0	1	266	21:00	136	3	0	2	0	1	142
9:15	239	21	1	7	0	2	270	21:15	103	2	0	1	0	1	107
9:30	290	15	3	6	0	3	317	21:30	101	1	0	1	0	0	103
9:45	291	16	3	6	0	3	319	21:45	120	0	0	0	0	0	120
10:00	277	16	3	2	0	2	300	22:00	82	1	0	0	0	1	84
10:15	261	28	2	2	0	2	295	22:15	61	2	0	0	0	0	63
10:30	269	21	1	1	0	6	298	22:30	67	0	0	0	0	0	67
10:45	311	23	2	5	0	5	346	22:45	76	0	0	0	0	0	76
11:00	325	12	2	5	0	1	345	23:00	50	1	0	0	0	0	51
11:15	330	24	4	2	0	1	361	23:15	45	0	0	0	0	0	45
11:30	313	19	2	6	0	1	341	23:30	37	1	1	1	0	0	40
11:45	355	13	7	5	0	0	380	23:45	43	2	0	1	0	0	46
TOTAL	7,598	425	58	139	0	48	8,268	**TOTAL**	13,382	476	73	167	1	52	14,151

AM PEAK HOUR	7:30 AM
AM PEAK VOLUME	1,595

PM PEAK HOUR	4:00 PM
PM PEAK VOLUME	1,860

CLASS 1	PASSENGER VEHICLES	**TOTAL: AM+PM**	20,980	901	131	306	1	100	22,419
CLASS 2	2-AXLE TRUCKS	**% OF TOTAL**	93.6%	4.0%	0.6%	1.4%	0.0%	0.4%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	**TOTAL: ALL**	39,846	1,623	258	526	2	171	42,426
CLASS 6	Buses	**% OF TOTAL**	93.9%	3.8%	0.6%	1.2%	0.0%	0.4%	100.0%

11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, February 20, 2025 **CITY:** Bakersfield

JOB #: SC5147 **LOCATION:** CLASS13 Coffee Rd between Jet Way and Brimhall Road

AM TIME	NORTHBOUND 1	2	3	4	5	6	TOTAL	PM Time	NORTHBOUND 1	2	3	4	5	6	TOTAL
0:00	22	4	0	0	0	0	26	12:00	312	21	4	6	0	2	345
0:15	14	0	0	1	0	0	15	12:15	335	17	4	7	0	1	364
0:30	17	0	0	0	0	0	17	12:30	320	20	1	7	0	1	349
0:45	14	0	0	1	0	0	15	12:45	321	10	2	8	0	1	342
1:00	7	0	1	3	0	0	11	13:00	332	16	2	2	0	1	353
1:15	9	0	0	0	0	0	9	13:15	320	26	5	5	0	0	356
1:30	10	0	0	1	0	0	11	13:30	304	20	2	5	0	0	331
1:45	4	1	0	0	0	0	5	13:45	336	29	4	11	0	3	383
2:00	6	1	0	0	0	0	7	14:00	363	15	8	8	0	1	395
2:15	9	2	0	2	0	0	13	14:15	357	20	2	4	0	1	384
2:30	11	1	0	2	0	0	14	14:30	375	28	1	13	0	5	422
2:45	11	1	0	1	0	0	13	14:45	411	20	3	7	0	3	444
3:00	13	0	0	0	0	0	13	15:00	458	39	7	9	1	3	517
3:15	9	1	0	0	0	0	10	15:15	421	23	3	5	0	6	458
3:30	20	0	0	0	0	0	20	15:30	430	14	5	4	0	3	456
3:45	40	1	0	1	0	0	42	15:45	429	20	2	4	0	2	457
4:00	40	2	0	0	0	0	42	16:00	457	9	1	3	0	6	476
4:15	38	2	0	0	0	0	40	16:15	473	9	1	6	0	2	491
4:30	66	2	1	1	0	0	70	16:30	457	13	1	6	0	2	479
4:45	89	3	1	2	0	0	95	16:45	436	13	0	4	0	0	453
5:00	88	3	1	3	0	0	95	17:00	397	10	1	0	0	1	409
5:15	86	3	0	1	0	0	90	17:15	510	13	1	2	0	0	526
5:30	89	6	1	3	0	0	99	17:30	456	8	0	6	0	0	470
5:45	150	5	3	3	0	0	161	17:45	415	4	2	6	0	2	429
6:00	116	9	0	5	0	2	132	18:00	348	5	1	5	0	1	360
6:15	136	12	0	3	0	0	151	18:15	357	7	1	2	0	0	367
6:30	158	10	2	5	0	1	176	18:30	320	8	2	2	0	0	332
6:45	247	16	3	5	0	1	272	18:45	269	6	0	2	0	1	278
7:00	199	10	1	2	0	0	212	19:00	266	6	0	1	0	0	273
7:15	275	13	0	10	0	1	299	19:15	282	4	0	2	0	0	288
7:30	363	11	4	3	0	0	381	19:30	225	7	1	4	0	0	237
7:45	457	18	2	7	0	2	486	19:45	204	5	1	0	0	1	211
8:00	402	15	3	7	0	3	430	20:00	206	1	1	5	0	1	214
8:15	323	19	0	4	0	9	355	20:15	226	0	2	1	0	0	229
8:30	328	18	0	4	0	3	353	20:30	215	1	0	0	0	0	216
8:45	320	21	4	7	0	0	352	20:45	154	4	0	0	0	0	158
9:00	239	15	2	5	0	1	262	21:00	132	3	0	2	0	1	138
9:15	231	21	1	7	0	2	262	21:15	104	2	0	1	0	1	108
9:30	287	15	3	6	0	3	314	21:30	98	1	0	1	0	0	100
9:45	283	16	2	6	0	3	310	21:45	118	0	0	0	0	0	118
10:00	269	15	3	2	0	2	291	22:00	82	1	0	0	0	1	84
10:15	249	28	2	2	0	2	283	22:15	64	2	0	0	0	0	66
10:30	259	20	1	1	0	6	287	22:30	69	0	0	0	0	0	69
10:45	299	23	2	5	0	5	334	22:45	71	1	0	0	0	0	72
11:00	299	12	2	5	0	1	319	23:00	52	1	0	0	0	0	53
11:15	314	24	4	2	0	1	345	23:15	45	0	0	0	0	0	45
11:30	296	18	1	6	0	1	322	23:30	36	1	1	1	0	0	39
11:45	333	12	7	5	0	0	357	23:45	41	2	0	1	0	0	44
TOTAL	7,544	429	57	139	0	49	8,218	**TOTAL**	13,409	485	72	168	1	53	14,188

AM PEAK HOUR	7:30 AM
AM PEAK VOLUME	1,652

PM PEAK HOUR	3:45 PM
PM PEAK VOLUME	1,903

CLASS 1	PASSENGER VEHICLES	**TOTAL: AM+PM**	20,953	914	129	307	1	102	22,406
CLASS 2	2-AXLE TRUCKS	**% OF TOTAL**	93.5%	4.1%	0.6%	1.4%	0.0%	0.5%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	**TOTAL: ALL**	40,312	1,657	261	536	2	173	42,941
CLASS 6	Buses	**% OF TOTAL**	93.9%	3.9%	0.6%	1.2%	0.0%	0.4%	100.0%

11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, February 20, 2025 **CITY:** Bakersfield

JOB #: SC5147 **LOCATION:** CLASS14 Coffee Rd between Brimhall Rd and Westside Pkwy EB Ramps

AM TIME	NORTHBOUND 1	2	3	4	5	6	TOTAL	PM Time	NORTHBOUND 1	2	3	4	5	6	TOTAL
0:00	22	0	0	0	0	0	22	12:00	376	18	5	7	0	0	406
0:15	14	2	1	0	0	0	17	12:15	382	26	5	3	0	1	417
0:30	19	0	0	0	0	0	19	12:30	352	15	4	12	0	0	383
0:45	18	1	0	0	0	0	19	12:45	368	4	1	3	0	3	379
1:00	12	1	0	2	0	0	15	13:00	394	20	2	5	0	1	422
1:15	10	0	0	0	0	0	10	13:15	362	15	3	6	0	0	386
1:30	5	0	0	0	0	0	5	13:30	341	20	2	5	0	1	369
1:45	6	1	0	0	0	0	7	13:45	381	24	7	8	0	0	420
2:00	11	0	0	0	0	0	11	14:00	402	28	5	4	0	2	441
2:15	14	1	0	0	0	0	15	14:15	401	25	0	6	0	6	438
2:30	14	1	0	0	0	0	15	14:30	404	20	0	9	0	6	439
2:45	10	0	0	1	0	0	11	14:45	449	30	4	4	0	3	490
3:00	13	4	0	0	0	0	17	15:00	421	21	8	4	0	2	456
3:15	11	1	0	0	0	0	12	15:15	421	23	2	6	0	1	453
3:30	24	0	0	0	0	0	24	15:30	416	20	7	5	0	4	452
3:45	44	1	0	1	0	0	46	15:45	465	18	2	1	0	2	488
4:00	39	3	0	0	0	0	42	16:00	487	21	2	3	0	5	518
4:15	42	4	0	2	0	0	48	16:15	491	16	1	7	0	3	518
4:30	77	2	1	4	0	0	84	16:30	453	20	0	2	0	4	479
4:45	101	3	0	1	0	0	105	16:45	479	13	2	1	0	2	497
5:00	106	5	1	1	0	0	113	17:00	481	12	1	3	1	1	499
5:15	102	1	1	1	0	0	105	17:15	544	15	3	1	0	0	563
5:30	133	9	0	5	0	0	147	17:30	477	11	3	5	0	0	496
5:45	149	6	2	2	0	0	159	17:45	454	7	2	2	0	1	466
6:00	147	10	0	3	0	0	160	18:00	380	3	1	2	0	1	387
6:15	151	14	1	1	0	0	167	18:15	372	5	1	3	0	0	381
6:30	211	15	3	2	0	0	231	18:30	364	10	1	1	0	0	376
6:45	276	17	6	4	0	0	303	18:45	272	5	1	0	0	1	279
7:00	235	11	4	1	0	0	251	19:00	279	6	0	0	0	0	285
7:15	405	20	5	6	0	4	440	19:15	270	3	0	2	0	0	275
7:30	470	11	4	2	0	3	490	19:30	253	3	2	2	0	0	260
7:45	491	22	1	1	0	1	516	19:45	198	4	0	1	0	0	203
8:00	399	22	4	6	0	3	434	20:00	202	0	0	3	0	1	206
8:15	383	17	1	1	0	2	404	20:15	236	1	2	1	0	0	240
8:30	330	14	3	8	0	2	357	20:30	219	0	0	0	0	0	219
8:45	322	27	7	10	0	3	369	20:45	170	4	0	1	0	0	175
9:00	236	20	4	4	0	2	266	21:00	158	3	0	0	0	1	162
9:15	293	19	3	6	0	2	323	21:15	120	1	0	1	0	0	122
9:30	326	18	5	6	0	0	355	21:30	98	3	0	1	0	0	102
9:45	299	19	3	9	0	3	333	21:45	130	1	0	1	0	2	134
10:00	299	25	3	2	0	0	329	22:00	101	1	0	0	0	1	103
10:15	302	21	4	4	0	0	331	22:15	75	1	0	0	0	0	76
10:30	283	20	1	3	0	3	310	22:30	70	0	0	0	0	0	70
10:45	338	15	0	6	0	2	361	22:45	56	0	0	0	0	0	56
11:00	367	16	2	2	0	0	387	23:00	42	1	0	0	0	0	43
11:15	364	24	7	5	0	0	400	23:15	38	0	0	2	0	0	40
11:30	355	19	0	8	0	1	383	23:30	43	1	0	1	0	0	45
11:45	374	16	6	2	0	1	399	23:45	32	1	0	0	0	0	33
TOTAL	8,652	478	83	122	0	32	9,367	TOTAL	14,379	499	79	134	1	55	15,147

AM PEAK HOUR	7:15 AM
AM PEAK VOLUME	1,880

PM PEAK HOUR	4:45 PM
PM PEAK VOLUME	2,055

			1	2	3	4	5	6	TOTAL
CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	23,031	977	162	256	1	87	24,514
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	94.0%	4.0%	0.7%	1.0%	0.0%	0.4%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	48,823	1,923	312	488	2	186	51,734
CLASS 6	Buses	% OF TOTAL	94.4%	3.7%	0.6%	0.9%	0.0%	0.4%	100.0%

11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, February 20, 2025 **CITY:** Bakersfield

JOB #: SC5147 **LOCATION:** CLASS15 Coffee Rd between Westside Pkwy EB Ramps and Truxtun Rd

AM TIME	NORTHBOUND 1	2	3	4	5	6	TOTAL	PM Time	NORTHBOUND 1	2	3	4	5	6	TOTAL
0:00	21	0	0	0	0	0	21	12:00	333	16	4	4	0	0	357
0:15	12	2	1	0	0	0	15	12:15	348	25	3	3	0	1	380
0:30	17	0	0	0	0	0	17	12:30	320	15	2	7	0	0	344
0:45	17	1	0	0	0	0	18	12:45	331	3	1	1	0	3	339
1:00	10	1	0	0	0	0	11	13:00	359	17	2	4	0	1	383
1:15	10	0	0	0	0	0	10	13:15	322	8	3	5	0	0	338
1:30	2	0	0	0	0	0	2	13:30	306	16	1	3	0	1	327
1:45	4	1	0	0	0	0	5	13:45	335	20	7	5	0	0	367
2:00	11	0	0	0	0	0	11	14:00	375	24	4	1	0	2	406
2:15	13	1	0	0	0	0	14	14:15	358	19	0	5	0	6	388
2:30	11	1	0	0	0	0	12	14:30	363	12	0	2	0	6	383
2:45	7	0	0	1	0	0	8	14:45	393	18	4	2	0	3	420
3:00	11	2	0	0	0	0	13	15:00	367	16	4	1	0	2	390
3:15	10	1	0	0	0	0	11	15:15	372	15	2	5	0	1	395
3:30	21	0	0	0	0	0	21	15:30	358	12	5	2	0	4	381
3:45	40	1	0	1	0	0	42	15:45	417	14	1	1	0	2	435
4:00	36	3	0	0	0	0	39	16:00	438	14	2	3	0	4	461
4:15	37	3	0	2	0	0	42	16:15	430	11	1	3	0	2	447
4:30	65	1	1	4	0	0	71	16:30	419	14	0	1	0	4	438
4:45	81	2	0	1	0	0	84	16:45	427	8	2	1	0	2	440
5:00	86	5	1	1	0	0	93	17:00	423	5	1	2	0	1	432
5:15	83	1	1	0	0	0	85	17:15	481	9	2	1	0	0	493
5:30	117	5	0	5	0	0	127	17:30	436	6	3	1	0	0	446
5:45	121	4	1	1	0	0	127	17:45	400	7	2	1	0	1	411
6:00	128	7	0	2	0	0	137	18:00	327	3	1	1	0	1	333
6:15	129	9	1	1	0	0	140	18:15	328	4	1	3	0	0	336
6:30	191	12	2	2	0	0	207	18:30	326	8	1	0	0	0	335
6:45	231	14	6	3	0	0	254	18:45	232	5	1	0	0	1	239
7:00	203	9	2	1	0	0	215	19:00	258	6	0	0	0	0	264
7:15	357	14	5	2	0	4	382	19:15	248	2	0	1	0	0	251
7:30	418	9	3	1	0	3	434	19:30	237	1	1	1	0	0	240
7:45	410	21	1	1	0	1	434	19:45	179	2	0	0	0	0	181
8:00	335	16	4	4	0	2	361	20:00	172	0	0	0	0	1	173
8:15	324	15	0	0	0	2	341	20:15	218	1	2	1	0	0	222
8:30	272	11	3	6	0	2	294	20:30	194	0	0	0	0	0	194
8:45	280	24	7	7	0	3	321	20:45	159	4	0	1	0	0	164
9:00	208	16	2	4	0	2	232	21:00	146	1	0	0	0	1	148
9:15	259	14	3	6	0	2	284	21:15	117	0	0	1	0	0	118
9:30	267	16	1	2	0	0	286	21:30	83	3	0	0	0	0	86
9:45	263	14	3	6	0	3	289	21:45	121	1	0	1	0	2	125
10:00	263	24	2	1	0	0	290	22:00	95	1	0	0	0	1	97
10:15	273	17	3	3	0	0	296	22:15	66	1	0	0	0	0	67
10:30	252	15	1	3	0	3	274	22:30	64	0	0	0	0	0	64
10:45	296	13	0	3	0	2	314	22:45	51	0	0	0	0	0	51
11:00	322	12	1	1	0	0	336	23:00	41	1	0	0	0	0	42
11:15	327	16	4	4	0	0	351	23:15	35	0	0	2	0	0	37
11:30	313	17	0	3	0	1	334	23:30	40	1	0	0	0	0	41
11:45	327	13	5	1	0	1	347	23:45	29	1	0	0	0	0	30
TOTAL	7,491	383	64	83	0	31	8,052	TOTAL	12,877	370	63	76	0	53	13,439

AM PEAK HOUR	7:15 AM
AM PEAK VOLUME	1,611

PM PEAK HOUR	4:45 PM
PM PEAK VOLUME	1,811

			1	2	3	4	5	6	TOTAL
CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	20,368	753	127	159	0	84	21,491
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	94.8%	3.5%	0.6%	0.7%	0.0%	0.4%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	40,977	1,467	257	308	0	157	43,166
CLASS 6	Buses	% OF TOTAL	94.9%	3.4%	0.6%	0.7%	0.0%	0.4%	100.0%

11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, February 20, 2025 **CITY:** Bakersfield

JOB #: SC5147 **LOCATION:** CLASS16 Coffee Rd between Truxtun Rd and Stockdale Hwy

AM TIME	NORTHBOUND 1	2	3	4	5	6	TOTAL	PM Time	NORTHBOUND 1	2	3	4	5	6	TOTAL
0:00	31	1	0	0	0	0	32	12:00	383	23	2	4	0	0	412
0:15	17	1	1	0	0	0	19	12:15	411	26	3	3	0	1	444
0:30	24	0	0	0	0	0	24	12:30	394	19	1	7	0	1	422
0:45	19	1	0	0	0	0	20	12:45	421	9	1	1	0	3	435
1:00	13	1	0	0	0	0	14	13:00	456	22	3	4	0	1	486
1:15	12	1	0	0	0	0	13	13:15	399	13	3	5	0	0	420
1:30	3	0	0	0	0	0	3	13:30	386	14	0	3	0	1	404
1:45	4	1	0	0	0	0	5	13:45	380	24	7	5	0	0	416
2:00	10	0	0	0	0	0	10	14:00	427	27	4	1	0	2	461
2:15	16	1	0	0	0	0	17	14:15	464	22	0	4	0	6	496
2:30	12	1	0	0	0	0	13	14:30	432	16	0	3	0	6	457
2:45	13	0	0	1	0	0	14	14:45	450	20	5	2	0	4	481
3:00	12	3	0	0	0	0	15	15:00	414	16	4	1	0	2	437
3:15	11	1	0	0	0	0	12	15:15	409	22	2	5	0	1	439
3:30	23	0	0	0	0	0	23	15:30	396	18	5	2	0	4	425
3:45	47	1	0	1	0	0	49	15:45	496	16	1	1	0	3	517
4:00	40	4	0	0	0	0	44	16:00	466	13	3	3	0	4	489
4:15	45	4	0	2	0	0	51	16:15	477	14	1	3	0	2	497
4:30	75	2	1	4	0	0	82	16:30	459	14	0	1	0	3	477
4:45	103	2	0	1	0	0	106	16:45	465	11	2	1	0	2	481
5:00	100	4	1	1	0	0	106	17:00	447	5	1	2	0	1	456
5:15	101	1	1	0	0	0	103	17:15	549	12	2	1	0	0	564
5:30	147	7	0	5	0	0	159	17:30	499	9	3	1	0	0	512
5:45	156	5	1	1	0	0	163	17:45	449	10	2	1	0	1	463
6:00	169	9	0	2	0	0	180	18:00	376	4	1	1	0	1	383
6:15	177	13	1	1	0	0	192	18:15	398	6	1	4	0	0	409
6:30	272	16	2	2	0	0	292	18:30	384	12	1	0	0	0	397
6:45	332	16	7	3	0	0	358	18:45	294	5	1	0	0	1	301
7:00	328	13	1	1	0	0	343	19:00	313	6	0	0	0	1	320
7:15	515	15	5	3	0	3	541	19:15	293	3	0	1	0	0	297
7:30	616	12	3	2	0	3	636	19:30	295	0	1	1	0	0	297
7:45	600	24	1	1	0	1	627	19:45	219	2	0	0	0	0	221
8:00	461	18	4	4	0	2	489	20:00	203	1	0	0	0	1	205
8:15	450	18	0	0	0	3	471	20:15	264	3	2	1	0	0	270
8:30	377	10	3	6	0	3	399	20:30	227	2	0	0	0	0	229
8:45	368	24	6	7	0	3	408	20:45	184	5	0	1	0	0	190
9:00	279	20	3	5	0	2	309	21:00	160	1	0	0	0	1	162
9:15	334	18	3	5	0	2	362	21:15	136	1	0	1	0	0	138
9:30	331	18	1	2	0	0	352	21:30	98	4	0	0	0	0	102
9:45	330	18	3	5	1	4	361	21:45	142	1	0	1	0	2	146
10:00	308	27	2	1	0	2	340	22:00	106	1	0	0	0	1	108
10:15	315	19	4	3	0	0	341	22:15	79	2	0	0	0	2	83
10:30	303	13	1	3	0	4	324	22:30	66	1	0	0	0	0	67
10:45	351	16	0	3	0	2	372	22:45	62	0	0	1	0	2	65
11:00	386	14	1	1	0	1	403	23:00	56	1	0	0	0	0	57
11:15	394	17	4	5	0	0	420	23:15	44	0	0	2	0	0	46
11:30	355	22	0	3	0	1	381	23:30	43	1	0	1	0	0	45
11:45	378	18	5	1	0	1	403	23:45	35	1	0	0	0	0	36
TOTAL	9,763	450	65	85	1	37	10,401	TOTAL	15,006	458	62	79	0	60	15,665

AM PEAK HOUR	7:15 AM
AM PEAK VOLUME	2,293

PM PEAK HOUR	4:45 PM
PM PEAK VOLUME	2,013

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

	1	2	3	4	5	6	TOTAL
TOTAL: AM+PM	24,769	908	127	164	1	97	26,066
% OF TOTAL	95.0%	3.5%	0.5%	0.6%	0.0%	0.4%	100.0%
TOTAL: ALL	49,594	1,799	276	315	2	179	52,165
% OF TOTAL	95.1%	3.4%	0.5%	0.6%	0.0%	0.3%	100.0%

11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, February 20, 2025 **CITY:** Bakersfield

JOB #: SC5147 **LOCATION:** CLASS17 Calloway Dr between Noriega Rd and Hageman Rd

AM TIME	NORTHBOUND 1	2	3	4	5	6	TOTAL	PM Time	NORTHBOUND 1	2	3	4	5	6	TOTAL
0:00	20	0	0	0	0	0	20	12:00	213	7	2	1	0	0	223
0:15	11	0	0	0	0	0	11	12:15	209	5	0	3	0	0	217
0:30	12	0	0	0	0	0	12	12:30	215	12	1	3	0	0	231
0:45	14	0	0	0	0	0	14	12:45	179	9	0	2	0	0	190
1:00	11	0	0	0	0	0	11	13:00	231	6	1	0	0	1	239
1:15	13	0	0	0	0	0	13	13:15	210	6	2	3	0	0	221
1:30	7	1	0	0	0	0	8	13:30	216	8	5	1	0	0	230
1:45	4	1	0	0	0	0	5	13:45	184	8	2	6	0	0	200
2:00	6	0	0	0	0	0	6	14:00	223	10	1	1	0	1	236
2:15	9	0	0	0	0	0	9	14:15	225	8	2	3	0	1	239
2:30	6	1	0	0	0	0	7	14:30	241	5	3	2	0	1	252
2:45	8	0	0	0	0	0	8	14:45	237	7	1	1	0	1	247
3:00	5	0	0	0	0	0	5	15:00	220	8	2	0	0	2	232
3:15	9	1	0	0	0	0	10	15:15	264	4	4	1	0	0	273
3:30	12	0	0	1	0	0	13	15:30	248	8	3	0	0	1	260
3:45	12	0	0	0	0	0	12	15:45	283	9	0	0	0	0	292
4:00	14	0	0	0	0	0	14	16:00	288	7	1	1	0	1	298
4:15	18	1	0	1	0	0	20	16:15	283	5	0	1	0	0	289
4:30	27	0	0	1	0	0	28	16:30	293	6	1	1	0	0	301
4:45	33	1	0	2	0	0	36	16:45	306	2	1	0	0	0	309
5:00	35	2	0	1	0	0	38	17:00	352	2	0	0	0	0	354
5:15	50	1	0	0	0	0	51	17:15	330	3	2	0	0	0	335
5:30	42	0	0	1	0	0	43	17:30	330	3	1	0	0	1	335
5:45	62	3	1	1	0	0	67	17:45	335	2	0	0	0	0	337
6:00	57	3	1	1	0	0	62	18:00	278	8	1	2	0	0	289
6:15	60	4	1	1	0	0	66	18:15	292	3	0	1	0	0	296
6:30	86	2	2	1	0	0	91	18:30	254	0	0	0	0	0	254
6:45	99	16	5	3	0	0	123	18:45	271	3	1	1	0	0	276
7:00	100	14	4	3	0	1	122	19:00	227	1	0	0	0	0	228
7:15	111	5	0	4	0	0	120	19:15	186	0	0	0	0	0	186
7:30	146	7	0	2	0	1	156	19:30	166	1	1	0	0	0	168
7:45	171	5	2	1	0	1	180	19:45	214	1	1	0	0	0	216
8:00	180	4	1	3	0	2	190	20:00	193	1	0	0	0	0	194
8:15	186	11	2	2	0	2	203	20:15	184	1	0	0	0	0	185
8:30	147	5	3	1	0	0	156	20:30	173	2	0	0	0	0	175
8:45	134	7	1	2	0	0	144	20:45	138	3	0	0	0	0	141
9:00	140	7	2	4	0	1	154	21:00	155	0	0	0	0	0	155
9:15	127	9	3	4	0	0	143	21:15	114	0	0	0	0	0	114
9:30	148	5	4	4	0	0	161	21:30	74	1	0	1	0	0	76
9:45	159	7	0	4	0	0	170	21:45	79	1	0	1	0	0	81
10:00	129	9	1	3	0	0	142	22:00	64	1	0	0	0	0	65
10:15	164	11	1	2	0	0	178	22:15	47	3	0	0	0	0	50
10:30	155	8	0	1	0	0	164	22:30	50	1	0	0	0	0	51
10:45	178	6	1	2	0	0	187	22:45	39	0	0	0	0	0	39
11:00	164	8	2	0	0	0	174	23:00	26	0	0	0	0	0	26
11:15	185	5	3	1	0	0	194	23:15	31	1	0	1	0	0	33
11:30	188	3	0	3	0	0	194	23:30	25	3	0	0	0	0	28
11:45	189	8	1	0	0	1	199	23:45	14	0	0	0	0	0	14
TOTAL	3,843	181	41	60	0	9	4,134	TOTAL	9,409	185	39	37	0	10	9,680

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	761

PM PEAK HOUR	5:00 PM
PM PEAK VOLUME	1,361

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

	1	2	3	4	5	6	TOTAL
TOTAL: AM+PM	13,252	366	80	97	0	19	13,814
% OF TOTAL	95.9%	2.6%	0.6%	0.7%	0.0%	0.1%	100.0%
TOTAL: ALL	25,506	746	173	169	2	43	26,639
% OF TOTAL	95.7%	2.8%	0.6%	0.6%	0.0%	0.2%	100.0%

11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, February 20, 2025 **CITY:** Bakersfield

JOB #: SC5147 **LOCATION:** CLASS18 Calloway Dr between Hageman Rd and Meacham Rd

AM TIME	NORTHBOUND 1	2	3	4	5	6	TOTAL	PM Time	NORTHBOUND 1	2	3	4	5	6	TOTAL
0:00	26	0	0	0	0	0	26	12:00	215	5	2	1	0	0	223
0:15	15	0	0	0	0	0	15	12:15	209	8	2	2	0	0	221
0:30	14	0	0	0	0	0	14	12:30	217	8	2	3	0	0	230
0:45	15	0	0	0	0	0	15	12:45	194	9	1	2	0	0	206
1:00	10	0	0	0	0	0	10	13:00	237	6	1	0	0	1	245
1:15	9	0	0	0	0	0	9	13:15	232	5	1	2	0	0	240
1:30	6	1	0	0	0	0	7	13:30	194	6	3	1	0	1	205
1:45	7	1	0	0	0	0	8	13:45	186	8	2	6	0	1	203
2:00	8	0	0	0	0	0	8	14:00	224	10	1	1	0	1	237
2:15	10	0	0	0	0	0	10	14:15	229	7	2	2	0	2	242
2:30	6	1	0	0	0	0	7	14:30	239	4	0	1	0	1	245
2:45	6	0	0	0	0	0	6	14:45	265	7	0	0	0	3	275
3:00	4	0	0	0	0	0	4	15:00	222	10	0	1	0	1	234
3:15	10	1	0	0	0	0	11	15:15	241	5	4	2	0	0	252
3:30	16	0	0	0	0	0	16	15:30	249	10	3	0	0	0	262
3:45	13	0	0	0	0	0	13	15:45	299	11	1	0	0	1	312
4:00	17	1	0	0	0	0	18	16:00	294	8	0	1	0	1	304
4:15	15	1	0	0	0	0	16	16:15	302	7	0	2	0	0	311
4:30	20	0	0	1	0	0	21	16:30	299	8	2	2	0	0	311
4:45	33	0	0	1	0	0	34	16:45	312	3	1	1	1	0	318
5:00	31	2	0	1	0	0	34	17:00	364	4	0	0	0	0	368
5:15	52	1	0	0	0	0	53	17:15	324	5	2	0	0	0	331
5:30	39	0	0	0	0	0	39	17:30	303	3	0	0	0	1	307
5:45	61	3	1	1	0	0	66	17:45	345	5	0	0	0	0	350
6:00	67	2	2	1	0	2	74	18:00	285	10	0	2	0	0	297
6:15	62	5	2	1	0	1	71	18:15	323	6	0	1	0	0	330
6:30	77	3	2	2	0	0	84	18:30	269	0	1	0	0	0	270
6:45	100	11	3	4	0	0	118	18:45	266	2	1	1	0	0	270
7:00	109	13	2	2	0	0	126	19:00	257	1	0	0	0	0	258
7:15	104	4	1	3	0	0	112	19:15	184	1	0	0	0	0	185
7:30	146	5	0	1	0	2	154	19:30	166	2	0	0	0	0	168
7:45	167	4	1	1	0	2	175	19:45	223	1	1	0	0	0	225
8:00	183	3	2	1	0	1	190	20:00	205	1	0	1	0	0	207
8:15	209	8	3	2	0	3	225	20:15	194	2	0	0	0	0	196
8:30	141	6	4	1	0	0	152	20:30	162	2	0	0	0	0	164
8:45	141	5	1	2	0	0	149	20:45	141	2	0	0	0	0	143
9:00	145	10	0	3	0	0	158	21:00	162	0	0	0	0	0	162
9:15	125	10	3	4	0	0	142	21:15	121	0	0	0	0	0	121
9:30	159	9	2	5	0	0	175	21:30	65	1	0	1	0	0	67
9:45	154	8	0	3	0	0	165	21:45	82	3	0	1	0	0	86
10:00	132	9	1	1	0	0	143	22:00	68	1	0	0	0	0	69
10:15	171	12	1	2	0	0	186	22:15	63	1	0	0	0	0	64
10:30	147	9	2	1	0	0	159	22:30	57	1	0	0	0	0	58
10:45	168	2	2	1	0	0	173	22:45	44	0	0	0	0	0	44
11:00	199	6	1	2	0	0	208	23:00	30	0	0	0	0	0	30
11:15	192	7	4	1	0	0	204	23:15	31	1	0	1	0	0	33
11:30	186	8	0	2	0	0	196	23:30	26	4	0	0	0	0	30
11:45	191	8	0	0	0	1	200	23:45	20	0	0	0	0	0	20
TOTAL	3,918	179	40	50	0	12	4,199	TOTAL	9,639	204	33	38	1	14	9,929

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	808

PM PEAK HOUR	5:00 PM
PM PEAK VOLUME	1,356

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

	1	2	3	4	5	6	TOTAL
TOTAL: AM+PM	13,557	383	73	88	1	26	14,128
% OF TOTAL	96.0%	2.7%	0.5%	0.6%	0.0%	0.2%	100.0%
TOTAL: ALL	26,848	800	171	168	2	48	28,037
% OF TOTAL	95.8%	2.9%	0.6%	0.6%	0.0%	0.2%	100.0%

11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, February 20, 2025 **CITY:** Bakersfield

JOB #: SC5147 **LOCATION:** CLASS19 Calloway Dr between Meacham Rd and Rosedale Hwy

AM TIME	NORTHBOUND 1	2	3	4	5	6	TOTAL	PM Time	NORTHBOUND 1	2	3	4	5	6	TOTAL
0:00	17	0	0	1	0	0	18	12:00	227	3	2	2	0	0	234
0:15	15	0	0	0	0	0	15	12:15	187	7	1	3	0	0	198
0:30	10	0	1	0	0	0	11	12:30	256	6	2	1	0	0	265
0:45	21	0	0	0	0	0	21	12:45	213	7	2	2	0	1	225
1:00	9	0	0	0	0	0	9	13:00	219	6	3	1	0	0	229
1:15	8	0	0	0	0	0	8	13:15	197	8	1	0	0	0	206
1:30	5	0	1	0	0	0	6	13:30	233	10	2	1	0	0	246
1:45	8	1	0	0	0	0	9	13:45	230	10	0	0	0	0	240
2:00	6	0	0	0	0	0	6	14:00	218	7	0	2	0	1	228
2:15	9	0	0	0	0	0	9	14:15	259	9	3	2	0	0	273
2:30	8	1	0	0	0	1	10	14:30	267	8	3	3	0	3	284
2:45	6	0	0	0	0	0	6	14:45	248	2	2	3	0	1	256
3:00	11	0	0	1	0	0	12	15:00	268	8	2	4	0	0	282
3:15	10	0	0	0	0	0	10	15:15	283	4	1	2	0	0	290
3:30	11	0	0	0	0	0	11	15:30	314	6	1	2	0	2	325
3:45	11	0	0	0	0	0	11	15:45	319	7	1	0	0	0	327
4:00	20	1	0	0	0	0	21	16:00	341	6	0	1	0	1	349
4:15	21	2	0	1	0	0	24	16:15	341	4	1	2	0	0	348
4:30	33	1	0	0	0	0	34	16:30	388	6	2	2	0	0	398
4:45	70	0	0	0	0	0	70	16:45	343	4	2	2	0	0	351
5:00	35	2	0	0	0	0	37	17:00	392	4	0	0	0	0	396
5:15	57	2	0	0	0	0	59	17:15	385	6	1	0	0	1	393
5:30	71	4	0	1	0	0	76	17:30	376	4	1	0	0	0	381
5:45	98	2	0	3	0	0	103	17:45	340	6	1	0	0	0	347
6:00	75	10	3	1	0	0	89	18:00	297	3	1	1	0	0	302
6:15	92	2	2	2	0	0	98	18:15	280	4	3	1	0	0	288
6:30	137	3	2	2	0	0	144	18:30	241	5	0	1	0	3	250
6:45	180	6	2	1	0	1	190	18:45	239	0	0	0	0	0	239
7:00	102	14	2	2	0	0	120	19:00	202	4	0	0	0	0	206
7:15	118	3	1	3	0	0	125	19:15	147	1	0	0	0	0	148
7:30	149	5	0	1	0	2	157	19:30	190	1	0	1	0	0	192
7:45	213	8	2	1	0	2	226	19:45	150	1	0	0	0	0	151
8:00	191	6	3	1	0	0	201	20:00	152	1	0	1	0	0	154
8:15	192	10	1	2	0	3	208	20:15	153	3	1	1	0	0	158
8:30	139	5	3	2	0	0	149	20:30	114	5	0	0	0	0	119
8:45	156	6	2	5	0	0	169	20:45	116	1	0	0	0	0	117
9:00	191	9	1	1	0	1	203	21:00	93	2	0	0	0	0	95
9:15	185	18	1	2	0	3	209	21:15	82	2	0	0	0	0	84
9:30	206	7	2	1	0	1	217	21:30	81	1	0	0	0	0	82
9:45	205	7	2	2	0	1	217	21:45	66	1	1	2	0	0	70
10:00	161	4	3	3	1	0	172	22:00	37	1	0	0	0	0	38
10:15	204	7	2	1	0	0	214	22:15	38	0	0	0	0	0	38
10:30	174	10	2	4	0	0	190	22:30	23	1	0	0	0	0	24
10:45	210	9	3	1	0	1	224	22:45	24	1	0	0	0	0	25
11:00	211	13	0	2	0	0	226	23:00	29	1	0	0	0	0	30
11:15	245	2	3	7	0	0	257	23:15	21	0	0	0	0	0	21
11:30	205	8	1	1	0	0	215	23:30	20	0	0	0	0	0	20
11:45	248	10	1	3	0	1	263	23:45	22	0	0	0	0	0	22
TOTAL	4,759	198	46	58	1	17	5,079	TOTAL	9,661	187	40	43	0	13	9,944

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	961

PM PEAK HOUR	4:30 PM
PM PEAK VOLUME	1,538

CLASS 1	PASSENGER VEHICLES	**TOTAL: AM+PM**	14,420	385	86	101	1	30	15,023
CLASS 2	2-AXLE TRUCKS	**% OF TOTAL**	96.0%	2.6%	0.6%	0.7%	0.0%	0.2%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	**TOTAL: ALL**	30,086	773	166	196	2	63	31,286
CLASS 6	Buses	**% OF TOTAL**	96.2%	2.5%	0.5%	0.6%	0.0%	0.2%	100.0%

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, February 20, 2025 **CITY:** Bakersfield

JOB #: SC5147 **LOCATION:** CLASS20 Calloway Dr between Rosedale Hwy and Brimhall Rd

AM TIME	NORTHBOUND 1	2	3	4	5	6	TOTAL	PM Time	NORTHBOUND 1	2	3	4	5	6	TOTAL
0:00	17	0	0	0	0	0	17	12:00	320	4	1	6	0	0	331
0:15	17	0	0	0	0	0	17	12:15	306	5	1	1	0	0	313
0:30	20	0	0	0	0	0	20	12:30	243	8	2	5	0	1	259
0:45	12	1	0	0	0	0	13	12:45	317	6	2	5	0	1	331
1:00	9	0	0	1	0	0	10	13:00	321	15	1	4	0	1	342
1:15	5	0	0	0	0	0	5	13:15	274	7	1	7	0	0	289
1:30	8	0	0	0	0	0	8	13:30	268	9	1	1	0	4	283
1:45	10	0	0	0	0	0	10	13:45	311	15	1	5	0	2	334
2:00	6	0	0	0	0	0	6	14:00	268	11	2	3	0	1	285
2:15	11	0	0	0	0	0	11	14:15	344	12	0	5	0	6	367
2:30	5	0	0	0	0	0	5	14:30	354	8	3	6	0	1	372
2:45	7	0	0	0	0	0	7	14:45	352	9	0	3	0	4	368
3:00	8	0	0	0	0	0	8	15:00	371	11	3	3	0	1	389
3:15	10	0	0	0	0	0	10	15:15	352	9	3	2	0	3	369
3:30	20	0	0	0	0	0	20	15:30	442	8	5	3	0	1	459
3:45	21	0	0	0	0	0	21	15:45	453	7	1	1	0	1	463
4:00	17	0	0	0	0	0	17	16:00	390	9	1	2	0	0	402
4:15	25	1	0	0	0	0	26	16:15	435	4	2	1	0	0	442
4:30	29	0	0	2	0	0	31	16:30	392	8	1	1	0	0	402
4:45	58	1	0	0	0	0	59	16:45	413	5	2	2	0	1	423
5:00	47	0	0	1	0	0	48	17:00	434	8	4	2	0	0	448
5:15	44	0	0	0	0	0	44	17:15	437	3	0	1	0	0	441
5:30	63	4	0	1	0	0	68	17:30	436	2	2	1	0	0	441
5:45	99	3	0	2	0	0	104	17:45	431	2	3	3	0	0	439
6:00	72	1	1	2	0	2	78	18:00	393	1	3	2	0	0	399
6:15	103	3	2	2	0	1	111	18:15	354	1	1	1	0	0	357
6:30	106	9	2	6	0	0	123	18:30	333	1	2	1	0	0	337
6:45	155	10	0	2	0	2	169	18:45	306	2	1	1	0	0	310
7:00	145	8	2	5	0	3	163	19:00	256	4	0	0	0	0	260
7:15	188	2	0	4	0	0	194	19:15	240	0	0	1	0	0	241
7:30	260	3	1	1	0	4	269	19:30	206	1	0	0	0	0	207
7:45	345	11	2	2	0	2	362	19:45	205	0	0	2	0	0	207
8:00	308	11	1	2	0	2	324	20:00	173	1	0	0	0	1	175
8:15	264	9	3	4	0	1	281	20:15	187	2	0	1	0	0	190
8:30	271	9	5	3	0	1	289	20:30	165	1	1	1	0	0	168
8:45	255	15	2	6	0	1	279	20:45	148	1	0	0	0	0	149
9:00	204	11	2	2	0	0	219	21:00	126	0	0	0	0	0	126
9:15	204	10	3	5	0	1	223	21:15	103	1	0	2	0	0	106
9:30	249	11	2	5	0	0	267	21:30	91	1	0	0	0	0	92
9:45	279	10	0	2	0	0	291	21:45	75	1	0	1	0	0	77
10:00	224	5	4	3	0	0	236	22:00	80	0	0	1	0	0	81
10:15	255	12	3	5	0	1	276	22:15	75	0	0	0	0	0	75
10:30	243	8	1	0	0	1	253	22:30	59	0	0	0	0	0	59
10:45	272	8	0	3	0	0	283	22:45	40	1	0	0	0	0	41
11:00	283	7	1	3	0	0	294	23:00	39	0	0	0	0	0	39
11:15	287	14	2	2	0	0	305	23:15	40	0	0	1	0	0	41
11:30	281	9	1	1	0	1	293	23:30	31	1	0	0	0	0	32
11:45	312	3	0	5	0	1	321	23:45	17	0	0	0	0	0	17
TOTAL	6,133	209	40	82	0	24	6,488	**TOTAL**	12,406	205	50	88	0	29	12,778

AM PEAK HOUR	7:45 AM
AM PEAK VOLUME	1,256

PM PEAK HOUR	5:00 PM
PM PEAK VOLUME	1,769

CLASS 1	PASSENGER VEHICLES	**TOTAL: AM+PM**	18,539	414	90	170	0	53	19,266
CLASS 2	2-AXLE TRUCKS	**% OF TOTAL**	96.2%	2.1%	0.5%	0.9%	0.0%	0.3%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	**TOTAL: ALL**	36,731	889	195	313	2	107	38,237
CLASS 6	Buses	**% OF TOTAL**	96.1%	2.3%	0.5%	0.8%	0.0%	0.3%	100.0%

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, February 20, 2025 **CITY:** Bakersfield

JOB #: SC5147 **LOCATION:** CLASS21 Brimhall Rd between Allen Rd and Old Farm Rd

AM TIME	EASTBOUND 1	2	3	4	5	6	TOTAL	PM Time	EASTBOUND 1	2	3	4	5	6	TOTAL
0:00	1	0	0	0	0	0	1	12:00	44	4	0	0	0	0	48
0:15	3	0	0	0	0	0	3	12:15	65	1	1	0	0	0	67
0:30	3	0	0	0	0	0	3	12:30	57	2	1	0	0	1	61
0:45	2	0	0	0	0	0	2	12:45	37	4	0	1	0	0	42
1:00	1	0	0	0	0	0	1	13:00	54	2	2	0	0	1	59
1:15	1	0	0	0	0	0	1	13:15	58	2	1	0	0	3	64
1:30	1	0	0	0	0	0	1	13:30	52	5	1	1	0	1	60
1:45	1	0	0	0	0	0	1	13:45	56	4	0	0	0	1	61
2:00	1	0	0	0	0	0	1	14:00	55	1	1	0	0	1	58
2:15	2	0	0	0	0	0	2	14:15	78	3	0	2	0	0	83
2:30	1	0	0	0	0	0	1	14:30	73	5	1	2	0	1	82
2:45	3	0	0	0	0	0	3	14:45	85	6	0	0	0	2	93
3:00	2	0	0	0	0	0	2	15:00	88	4	0	0	0	0	92
3:15	2	0	0	0	0	0	2	15:15	130	2	1	1	0	0	134
3:30	2	0	0	0	0	0	2	15:30	89	1	0	0	0	1	91
3:45	4	1	0	0	0	0	5	15:45	83	2	0	0	0	0	85
4:00	4	0	0	0	0	0	4	16:00	102	4	1	1	0	0	108
4:15	4	0	0	0	0	0	4	16:15	73	3	0	0	0	1	77
4:30	1	0	0	0	0	0	1	16:30	82	3	0	0	0	1	86
4:45	7	0	0	0	0	0	7	16:45	76	2	2	0	0	0	80
5:00	5	0	0	0	0	0	5	17:00	85	1	0	1	0	0	87
5:15	4	0	0	0	0	0	4	17:15	95	2	2	0	0	0	99
5:30	4	3	0	0	0	0	7	17:30	100	1	0	1	0	1	103
5:45	16	1	0	1	0	0	18	17:45	112	1	0	1	0	0	114
6:00	23	3	0	0	0	0	26	18:00	64	2	0	0	0	0	66
6:15	13	0	0	1	0	0	14	18:15	68	0	2	2	0	0	72
6:30	29	0	0	0	0	1	30	18:30	72	0	0	0	0	1	73
6:45	51	0	1	0	0	1	53	18:45	59	0	0	0	0	0	59
7:00	40	1	0	3	0	2	46	19:00	43	1	0	0	0	0	44
7:15	62	0	1	0	0	0	63	19:15	39	0	0	0	0	0	39
7:30	83	3	1	3	0	2	92	19:30	40	0	0	0	0	0	40
7:45	90	5	2	0	0	3	100	19:45	44	0	0	0	0	0	44
8:00	200	2	1	2	0	3	208	20:00	33	0	0	0	0	0	33
8:15	232	1	1	1	0	0	235	20:15	41	0	0	0	0	0	41
8:30	76	2	2	2	0	1	83	20:30	42	1	0	0	0	0	43
8:45	61	1	1	1	0	0	64	20:45	28	0	0	0	0	0	28
9:00	42	6	0	0	0	0	48	21:00	28	0	0	0	0	0	28
9:15	56	5	3	0	0	1	65	21:15	21	0	0	0	0	0	21
9:30	41	1	0	0	0	1	43	21:30	17	0	0	0	0	0	17
9:45	41	5	0	0	0	0	46	21:45	8	2	0	0	0	0	10
10:00	46	2	0	0	0	0	48	22:00	18	0	0	0	0	0	18
10:15	47	3	1	0	0	0	51	22:15	6	0	0	0	0	0	6
10:30	32	2	1	0	0	1	36	22:30	8	1	0	0	0	0	9
10:45	57	5	1	0	0	0	63	22:45	3	0	0	0	0	0	3
11:00	47	4	0	1	0	2	54	23:00	3	0	0	0	0	0	3
11:15	48	3	3	0	0	0	54	23:15	4	0	0	0	0	0	4
11:30	55	1	1	1	0	1	59	23:30	4	0	0	0	0	0	4
11:45	49	4	1	3	0	1	58	23:45	5	0	0	0	0	0	5
TOTAL	1,596	64	21	19	0	20	1,720	**TOTAL**	2,527	72	16	13	0	16	2,644

AM PEAK HOUR	7:30 AM
AM PEAK VOLUME	635

PM PEAK HOUR	3:15 PM
PM PEAK VOLUME	418

CLASS 1	PASSENGER VEHICLES	**TOTAL: AM+PM**	4,123	136	37	32	0	36	4,364
CLASS 2	2-AXLE TRUCKS	**% OF TOTAL**	94.5%	3.1%	0.8%	0.7%	0.0%	0.8%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	**TOTAL: ALL**	8,211	272	85	61	2	78	8,709
CLASS 6	Buses	**% OF TOTAL**	94.3%	3.1%	1.0%	0.7%	0.0%	0.9%	100.0%

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, February 20, 2025 **CITY:** Bakersfield

JOB #: SC5147 **LOCATION:** CLASS22 Brimhall Rd between Old Farm Rd and Jewetta Ave

AM TIME	EASTBOUND 1	2	3	4	5	6	TOTAL	PM Time	EASTBOUND 1	2	3	4	5	6	TOTAL
0:00	2	0	0	0	0	0	2	12:00	53	4	1	0	0	0	58
0:15	3	0	0	0	0	0	3	12:15	69	2	1	0	0	0	72
0:30	3	0	0	0	0	0	3	12:30	70	3	3	1	0	1	78
0:45	2	0	0	0	0	0	2	12:45	58	5	0	1	0	1	65
1:00	1	0	0	0	0	0	1	13:00	67	2	5	0	0	1	75
1:15	2	0	0	0	0	0	2	13:15	81	2	2	0	0	3	88
1:30	0	0	0	0	0	0	0	13:30	69	9	2	1	0	2	83
1:45	2	0	0	0	0	0	2	13:45	69	5	1	0	0	1	76
2:00	2	0	0	0	0	0	2	14:00	68	2	1	0	0	1	72
2:15	3	0	0	0	0	0	3	14:15	92	5	0	0	0	0	97
2:30	1	0	0	0	0	0	1	14:30	86	7	1	2	0	2	98
2:45	3	0	0	0	0	0	3	14:45	90	8	0	1	0	1	100
3:00	2	0	0	0	0	0	2	15:00	131	5	0	1	0	1	138
3:15	3	0	0	0	0	0	3	15:15	168	4	2	0	0	1	175
3:30	2	0	0	0	0	0	2	15:30	124	2	0	0	0	1	127
3:45	5	1	0	0	0	0	6	15:45	101	3	2	2	0	0	108
4:00	5	0	0	0	0	0	5	16:00	123	4	1	1	0	0	129
4:15	5	0	0	0	0	0	5	16:15	110	3	1	2	0	1	117
4:30	2	0	0	0	0	0	2	16:30	99	2	0	0	0	1	102
4:45	9	0	0	0	0	0	9	16:45	80	2	2	0	0	0	84
5:00	9	0	0	0	0	0	9	17:00	103	2	0	1	0	0	106
5:15	8	1	0	0	0	0	9	17:15	113	2	1	0	0	0	116
5:30	7	3	0	0	0	0	10	17:30	121	0	0	1	0	1	123
5:45	19	1	0	1	0	0	21	17:45	136	1	0	1	0	0	138
6:00	35	0	1	1	0	0	37	18:00	76	1	0	0	0	0	77
6:15	23	0	0	1	0	0	24	18:15	88	1	2	2	0	0	93
6:30	32	1	2	0	0	1	36	18:30	71	0	0	0	0	1	72
6:45	68	1	0	0	0	1	70	18:45	68	0	0	0	0	0	68
7:00	72	1	2	3	0	3	81	19:00	50	1	0	0	0	0	51
7:15	95	0	0	0	0	1	96	19:15	40	0	0	0	0	0	40
7:30	143	5	1	1	0	2	152	19:30	53	0	0	0	0	0	53
7:45	161	3	2	1	0	4	171	19:45	44	1	0	0	0	0	45
8:00	280	6	1	1	0	3	291	20:00	44	0	0	0	0	0	44
8:15	322	2	3	1	0	0	328	20:15	44	0	0	0	0	0	44
8:30	107	2	3	1	0	1	114	20:30	47	1	0	0	0	0	48
8:45	72	1	3	2	0	0	78	20:45	32	0	0	0	0	0	32
9:00	53	6	0	0	0	0	59	21:00	25	0	0	0	0	0	25
9:15	74	10	3	0	0	2	89	21:15	21	0	0	0	0	0	21
9:30	61	0	0	0	0	1	62	21:30	16	0	0	0	0	0	16
9:45	58	8	1	0	0	0	67	21:45	7	2	0	0	0	0	9
10:00	56	4	1	0	0	0	61	22:00	20	0	0	0	0	0	20
10:15	66	4	1	0	0	0	71	22:15	6	0	0	0	0	0	6
10:30	51	4	1	1	0	1	58	22:30	7	1	0	0	0	0	8
10:45	78	6	1	0	0	0	85	22:45	5	0	0	0	0	0	5
11:00	54	4	0	1	0	0	59	23:00	2	0	0	0	0	0	2
11:15	58	5	3	1	0	0	67	23:15	5	0	0	0	0	0	5
11:30	57	3	1	2	0	1	64	23:30	5	0	0	0	0	0	5
11:45	65	6	0	3	0	1	75	23:45	6	0	0	0	0	0	6
TOTAL	2,241	88	30	21	0	22	2,402	**TOTAL**	3,063	92	28	17	0	20	3,220

AM PEAK HOUR	7:30 AM
AM PEAK VOLUME	942

PM PEAK HOUR	3:00 PM
PM PEAK VOLUME	548

CLASS 1	PASSENGER VEHICLES	**TOTAL: AM+PM**	5,304	180	58	38	0	42	5,622
CLASS 2	2-AXLE TRUCKS	**% OF TOTAL**	94.3%	3.2%	1.0%	0.7%	0.0%	0.7%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	**TOTAL: ALL**	9,979	337	130	71	1	86	10,604
CLASS 6	Buses	**% OF TOTAL**	94.1%	3.2%	1.2%	0.7%	0.0%	0.8%	100.0%

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, February 20, 2025 **CITY:** Bakersfield

JOB #: SC5147 **LOCATION:** CLASS23 Brimhall Rd between Jewetta Ave and Verdugo Ln

AM TIME	EASTBOUND 1	2	3	4	5	6	TOTAL	PM Time	EASTBOUND 1	2	3	4	5	6	TOTAL
0:00	2	0	0	0	0	0	2	12:00	82	7	1	1	0	0	91
0:15	7	0	0	0	0	0	7	12:15	88	2	1	1	0	0	92
0:30	3	0	0	0	0	0	3	12:30	81	2	0	1	0	1	85
0:45	3	0	0	0	0	0	3	12:45	100	2	2	0	0	0	104
1:00	2	0	0	0	0	0	2	13:00	62	0	1	0	0	1	64
1:15	2	0	0	0	0	0	2	13:15	103	1	3	0	0	3	110
1:30	1	0	0	0	0	0	1	13:30	82	6	1	0	0	0	89
1:45	1	0	0	0	0	0	1	13:45	91	7	1	0	0	1	100
2:00	4	0	0	0	0	0	4	14:00	92	2	0	1	0	2	97
2:15	3	0	0	0	0	0	3	14:15	103	4	1	1	0	0	109
2:30	3	1	0	0	0	0	4	14:30	112	3	2	2	0	1	120
2:45	4	0	0	0	0	0	4	14:45	91	6	0	0	0	1	98
3:00	5	0	0	0	0	0	5	15:00	85	7	0	0	0	2	94
3:15	3	0	0	0	0	0	3	15:15	127	5	0	0	0	2	134
3:30	2	0	0	0	0	0	2	15:30	235	1	2	0	0	0	238
3:45	6	0	0	0	0	0	6	15:45	117	2	0	0	0	0	119
4:00	6	0	0	0	0	0	6	16:00	120	4	3	2	0	0	129
4:15	5	0	0	0	0	0	5	16:15	124	3	2	2	0	0	131
4:30	9	0	0	0	0	0	9	16:30	94	0	1	0	0	0	95
4:45	19	0	0	0	0	0	19	16:45	90	2	0	0	0	0	92
5:00	13	0	0	0	0	0	13	17:00	111	2	2	2	0	0	117
5:15	8	0	0	0	0	0	8	17:15	120	2	0	0	0	0	122
5:30	17	4	0	0	0	0	21	17:30	120	5	1	1	0	1	128
5:45	30	3	0	1	0	0	34	17:45	119	1	0	1	0	0	121
6:00	27	2	0	2	0	0	31	18:00	113	3	0	0	0	0	116
6:15	37	1	0	1	0	0	39	18:15	102	1	2	0	0	0	105
6:30	35	1	1	2	0	1	40	18:30	81	1	0	0	0	2	84
6:45	66	1	2	0	0	1	70	18:45	64	1	0	0	0	0	65
7:00	96	1	0	3	0	2	102	19:00	70	1	0	0	0	0	71
7:15	93	4	0	0	0	1	98	19:15	59	2	0	0	0	0	61
7:30	157	4	2	0	0	2	165	19:30	58	1	0	0	0	0	59
7:45	190	3	2	2	0	1	198	19:45	72	1	0	0	0	0	73
8:00	172	2	0	0	0	5	179	20:00	77	0	0	0	0	1	78
8:15	173	1	4	1	0	0	179	20:15	46	1	0	0	0	0	47
8:30	147	3	4	1	0	2	157	20:30	55	1	0	0	0	0	56
8:45	89	1	1	2	0	0	93	20:45	40	0	0	0	0	0	40
9:00	77	4	1	0	0	0	82	21:00	27	0	0	0	0	0	27
9:15	77	6	0	0	0	1	84	21:15	28	0	0	1	0	0	29
9:30	69	2	0	0	0	1	72	21:30	24	1	0	0	0	0	25
9:45	73	3	1	1	0	0	78	21:45	9	1	0	0	0	0	10
10:00	75	10	1	0	0	1	87	22:00	18	0	0	0	0	0	18
10:15	70	4	1	0	0	1	76	22:15	12	0	0	0	0	0	12
10:30	80	4	1	0	0	0	85	22:30	10	0	0	0	0	0	10
10:45	88	5	1	0	0	1	95	22:45	7	0	0	0	0	0	7
11:00	77	3	0	1	0	0	81	23:00	7	0	0	0	0	0	7
11:15	89	4	2	1	0	2	98	23:15	5	0	0	0	0	0	5
11:30	65	1	0	1	0	0	67	23:30	6	0	0	0	0	0	6
11:45	87	3	1	3	0	0	94	23:45	8	0	0	0	0	0	8
TOTAL	2,367	81	25	22	0	22	2,517	**TOTAL**	3,547	91	26	16	0	18	3,698

AM PEAK HOUR	7:30 AM
AM PEAK VOLUME	721

PM PEAK HOUR	3:15 PM
PM PEAK VOLUME	620

CLASS 1	PASSENGER VEHICLES	**TOTAL: AM+PM**	5,914	172	51	38	0	40	6,215
CLASS 2	2-AXLE TRUCKS	**% OF TOTAL**	95.2%	2.8%	0.8%	0.6%	0.0%	0.6%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	**TOTAL: ALL**	11,865	330	126	77	1	86	12,485
CLASS 6	Buses	**% OF TOTAL**	95.0%	2.6%	1.0%	0.6%	0.0%	0.7%	100.0%

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, February 20, 2025 **CITY:** Bakersfield

JOB #: SC5147 **LOCATION:** CLASS24 Brimhall Rd between Verdugo Ln and Calloway Dr

AM TIME	EASTBOUND 1	2	3	4	5	6	TOTAL	PM Time	EASTBOUND 1	2	3	4	5	6	TOTAL
0:00	2	0	0	0	0	0	2	12:00	104	2	1	2	0	0	109
0:15	11	0	0	0	0	0	11	12:15	101	5	4	1	0	0	111
0:30	3	0	0	0	0	0	3	12:30	106	4	0	1	0	1	112
0:45	4	0	0	0	0	0	4	12:45	131	3	2	1	0	0	137
1:00	2	0	0	0	0	0	2	13:00	84	3	1	0	0	1	89
1:15	2	0	0	0	0	0	2	13:15	104	3	3	0	0	0	110
1:30	3	0	0	0	0	0	3	13:30	117	6	0	0	0	0	123
1:45	3	0	0	0	0	0	3	13:45	104	7	2	0	0	0	113
2:00	4	0	0	0	0	0	4	14:00	83	4	2	1	0	1	91
2:15	3	0	0	0	0	0	3	14:15	116	6	2	1	0	1	126
2:30	3	0	0	1	0	0	4	14:30	154	2	2	3	0	0	161
2:45	5	0	0	0	0	0	5	14:45	109	6	0	0	0	2	117
3:00	3	0	0	0	0	0	3	15:00	105	6	0	1	0	0	112
3:15	5	0	0	0	0	0	5	15:15	113	8	1	0	0	2	124
3:30	4	0	0	0	0	0	4	15:30	234	0	1	0	0	0	235
3:45	10	0	0	0	0	0	10	15:45	155	5	0	0	0	0	160
4:00	9	0	0	0	0	0	9	16:00	114	5	2	1	0	0	122
4:15	10	0	0	0	0	0	10	16:15	138	3	1	1	0	0	143
4:30	14	0	0	0	0	0	14	16:30	109	0	1	2	0	0	112
4:45	20	1	0	0	0	0	21	16:45	109	2	0	0	0	0	111
5:00	14	0	0	2	0	0	16	17:00	119	1	1	1	0	0	122
5:15	16	0	2	2	0	0	20	17:15	136	3	1	0	0	0	140
5:30	26	1	2	3	0	0	32	17:30	161	4	1	1	0	2	169
5:45	29	2	3	0	0	0	34	17:45	115	3	0	1	0	0	119
6:00	40	2	1	5	0	0	48	18:00	140	2	1	2	0	0	145
6:15	51	2	1	2	0	0	56	18:15	119	1	1	1	0	0	122
6:30	56	4	1	2	0	2	65	18:30	97	1	0	0	0	2	100
6:45	67	1	1	1	0	1	71	18:45	89	1	0	0	0	0	90
7:00	125	2	0	2	0	0	129	19:00	72	2	0	0	0	0	74
7:15	114	1	0	2	0	1	118	19:15	78	0	0	0	0	0	78
7:30	146	6	1	1	0	0	154	19:30	55	2	0	0	0	0	57
7:45	209	3	3	3	0	1	219	19:45	78	1	0	1	0	0	80
8:00	202	3	0	0	0	4	209	20:00	67	0	0	0	0	1	68
8:15	176	3	3	2	0	1	185	20:15	41	0	0	0	0	0	41
8:30	175	6	6	0	0	2	189	20:30	62	1	0	0	0	0	63
8:45	112	2	1	3	0	0	118	20:45	38	2	0	1	0	0	41
9:00	81	3	0	2	0	0	86	21:00	11	0	0	0	0	0	11
9:15	99	5	0	0	0	2	106	21:15	24	0	0	1	0	0	25
9:30	94	4	0	1	0	2	101	21:30	29	0	0	0	0	0	29
9:45	99	6	1	1	0	0	107	21:45	11	0	0	0	0	0	11
10:00	86	4	2	0	0	1	93	22:00	25	0	0	0	0	0	25
10:15	106	8	1	2	0	1	118	22:15	11	0	0	1	0	0	12
10:30	119	3	0	0	0	0	122	22:30	8	0	0	0	0	0	8
10:45	118	0	0	0	0	1	119	22:45	7	0	0	0	0	0	7
11:00	91	0	0	2	0	0	93	23:00	6	0	0	0	0	0	6
11:15	123	6	1	1	0	1	132	23:15	6	1	0	0	0	0	7
11:30	76	3	0	1	0	0	80	23:30	5	0	0	0	0	0	5
11:45	112	5	1	3	0	0	121	23:45	7	0	0	0	0	0	7
TOTAL	2,882	86	31	44	0	20	3,063	**TOTAL**	4,007	105	30	25	0	13	4,180

AM PEAK HOUR	7:45 AM
AM PEAK VOLUME	802

PM PEAK HOUR	3:30 PM
PM PEAK VOLUME	660

			1	2	3	4	5	6	TOTAL
CLASS 1	PASSENGER VEHICLES	**TOTAL: AM+PM**	6,889	191	61	69	0	33	7,243
CLASS 2	2-AXLE TRUCKS	**% OF TOTAL**	95.1%	2.6%	0.8%	1.0%	0.0%	0.5%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	**TOTAL: ALL**	14,197	336	138	145	0	76	14,892
CLASS 6	Buses	**% OF TOTAL**	95.3%	2.3%	0.9%	1.0%	0.0%	0.5%	100.0%

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, February 20, 2025 **CITY:** Bakersfield

JOB #: SC5147 **LOCATION:** CLASS25 Brimhall Rd between Calloway Dr and Harvest Creek Rd

AM TIME	EASTBOUND 1	2	3	4	5	6	TOTAL	PM Time	EASTBOUND 1	2	3	4	5	6	TOTAL
0:00	3	0	0	0	0	0	3	12:00	109	2	1	2	0	0	114
0:15	7	1	0	0	0	0	8	12:15	102	5	1	3	0	0	111
0:30	2	0	0	0	0	0	2	12:30	126	4	2	0	0	1	133
0:45	5	0	0	0	0	0	5	12:45	122	2	1	1	0	0	126
1:00	5	0	0	0	0	0	5	13:00	100	2	1	0	0	0	103
1:15	4	0	0	0	0	0	4	13:15	120	6	3	0	0	0	129
1:30	1	0	0	0	0	0	1	13:30	96	3	0	0	0	0	99
1:45	1	0	0	0	0	0	1	13:45	111	4	2	1	0	1	119
2:00	3	0	0	0	0	0	3	14:00	126	3	2	0	0	1	132
2:15	1	0	1	0	0	0	2	14:15	98	5	1	1	0	0	105
2:30	3	0	0	0	0	0	3	14:30	132	3	0	2	0	0	137
2:45	1	0	0	0	0	0	1	14:45	151	4	0	0	0	2	157
3:00	2	0	0	0	0	0	2	15:00	156	6	0	0	0	1	163
3:15	5	0	0	0	0	0	5	15:15	125	4	2	0	0	0	131
3:30	3	0	0	0	0	0	3	15:30	188	0	1	0	0	0	189
3:45	8	0	0	0	0	0	8	15:45	152	5	1	1	0	2	161
4:00	6	0	0	0	0	0	6	16:00	137	4	1	1	0	2	145
4:15	5	0	0	0	0	0	5	16:15	147	2	1	1	0	0	151
4:30	17	0	0	0	0	0	17	16:30	135	0	1	3	0	0	139
4:45	10	0	0	0	0	0	10	16:45	115	0	0	0	0	0	115
5:00	13	0	0	0	0	0	13	17:00	140	0	0	1	0	0	141
5:15	14	0	0	1	0	0	15	17:15	148	3	3	0	0	0	154
5:30	20	0	0	1	0	0	21	17:30	130	4	0	0	0	0	134
5:45	22	1	2	0	0	0	25	17:45	106	4	0	1	0	0	111
6:00	29	1	1	1	0	0	32	18:00	120	1	0	2	0	0	123
6:15	40	4	1	4	0	0	49	18:15	101	1	0	0	0	0	102
6:30	31	2	0	2	0	0	35	18:30	96	2	0	0	0	0	98
6:45	62	1	1	1	0	0	65	18:45	87	1	0	0	0	0	88
7:00	81	1	0	2	0	1	85	19:00	102	1	0	0	0	0	103
7:15	80	2	0	1	0	1	84	19:15	63	0	0	0	0	0	63
7:30	123	4	0	0	0	0	127	19:30	53	1	0	0	0	0	54
7:45	228	1	2	1	0	3	235	19:45	63	1	0	1	0	0	65
8:00	182	1	0	0	0	6	189	20:00	62	0	0	1	0	0	63
8:15	144	3	2	0	0	0	149	20:15	57	0	0	0	0	0	57
8:30	132	7	3	0	0	1	143	20:30	50	0	0	0	0	0	50
8:45	114	3	1	1	0	0	119	20:45	51	1	0	0	0	0	52
9:00	92	5	1	3	0	0	101	21:00	14	0	0	0	0	0	14
9:15	101	3	1	0	0	1	106	21:15	32	0	0	0	0	0	32
9:30	88	3	1	1	0	3	96	21:30	38	1	0	0	0	0	39
9:45	119	3	1	0	0	0	123	21:45	12	0	0	0	0	0	12
10:00	91	5	0	0	0	0	96	22:00	28	0	0	0	0	0	28
10:15	114	4	2	1	0	1	122	22:15	14	0	0	0	0	0	14
10:30	135	2	0	3	0	0	140	22:30	21	0	0	0	0	0	21
10:45	116	2	0	0	0	0	118	22:45	10	1	0	0	0	0	11
11:00	99	6	0	0	0	0	105	23:00	5	0	0	0	0	0	5
11:15	124	4	1	1	0	1	131	23:15	10	0	0	0	0	0	10
11:30	109	3	0	0	0	0	112	23:30	5	1	0	0	0	0	6
11:45	104	6	0	4	0	0	114	23:45	8	0	0	0	0	0	8
TOTAL	2,699	78	21	28	0	18	2,844	TOTAL	4,174	87	24	22	0	10	4,317

AM PEAK HOUR	7:45 AM
AM PEAK VOLUME	716

PM PEAK HOUR	3:30 PM
PM PEAK VOLUME	646

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

	1	2	3	4	5	6	TOTAL
TOTAL: AM+PM	6,873	165	45	50	0	28	7,161
% OF TOTAL	96.0%	2.3%	0.6%	0.7%	0.0%	0.4%	100.0%
TOTAL: ALL	15,359	362	117	124	0	67	16,029
% OF TOTAL	95.8%	2.3%	0.7%	0.8%	0.0%	0.4%	100.0%

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, February 20, 2025 **CITY:** Bakersfield

JOB #: SC5147 **LOCATION:** CLASS26 Brimhall Rd between Harvest Creek Rd and Coffee Rd

AM TIME	EASTBOUND 1	2	3	4	5	6	TOTAL	PM Time	EASTBOUND 1	2	3	4	5	6	TOTAL
0:00	3	0	0	0	0	0	3	12:00	122	3	0	2	0	0	127
0:15	5	1	0	0	0	0	6	12:15	123	4	2	3	0	0	132
0:30	2	0	0	0	0	0	2	12:30	134	8	1	0	0	0	143
0:45	7	0	0	0	0	0	7	12:45	125	5	2	0	0	0	132
1:00	6	0	0	0	0	0	6	13:00	123	4	1	1	0	1	130
1:15	3	0	0	0	0	0	3	13:15	114	7	3	2	0	0	126
1:30	0	0	0	0	0	0	0	13:30	114	5	1	0	0	0	120
1:45	2	0	0	0	0	0	2	13:45	103	2	1	4	0	0	110
2:00	3	0	0	0	0	0	3	14:00	134	3	2	1	0	1	141
2:15	3	0	0	1	0	0	4	14:15	112	10	0	2	0	0	124
2:30	3	0	0	0	0	0	3	14:30	140	5	0	4	0	0	149
2:45	1	0	0	0	0	0	1	14:45	133	3	0	2	0	3	141
3:00	4	0	0	0	0	0	4	15:00	157	7	0	0	0	0	164
3:15	5	0	0	0	0	0	5	15:15	142	5	2	0	0	0	149
3:30	4	1	0	0	0	0	5	15:30	189	4	1	1	0	0	195
3:45	12	0	0	0	0	0	12	15:45	144	10	0	3	0	2	159
4:00	11	1	0	0	0	0	12	16:00	138	4	1	1	0	1	145
4:15	9	0	0	0	0	0	9	16:15	129	1	1	0	0	1	132
4:30	19	0	0	0	0	0	19	16:30	157	2	2	2	0	0	163
4:45	14	0	0	0	0	0	14	16:45	129	4	0	0	0	0	133
5:00	11	0	0	0	0	0	11	17:00	150	1	0	0	0	0	151
5:15	27	1	1	0	0	0	29	17:15	149	1	2	0	0	0	152
5:30	33	1	1	0	0	0	35	17:30	149	0	0	0	0	0	149
5:45	42	1	1	1	0	0	45	17:45	115	3	0	1	0	1	120
6:00	47	0	0	2	0	0	49	18:00	115	3	1	1	0	0	120
6:15	57	6	1	4	0	0	68	18:15	119	0	0	0	0	0	119
6:30	56	2	0	1	0	0	59	18:30	99	1	0	0	0	0	100
6:45	93	1	1	3	0	0	98	18:45	99	0	0	0	0	0	99
7:00	103	1	0	2	0	0	106	19:00	95	1	0	0	0	0	96
7:15	129	1	1	1	0	2	134	19:15	71	0	0	0	0	0	71
7:30	167	1	0	0	0	0	168	19:30	57	0	0	0	0	0	57
7:45	227	2	2	1	0	1	233	19:45	61	1	0	0	0	0	62
8:00	229	1	0	0	0	6	236	20:00	71	0	1	0	0	0	72
8:15	179	2	0	0	0	3	184	20:15	68	1	0	1	0	0	70
8:30	168	6	1	1	0	0	176	20:30	55	0	0	0	0	0	55
8:45	133	2	1	1	0	0	137	20:45	49	1	0	0	0	0	50
9:00	121	3	1	1	0	0	126	21:00	49	0	1	1	0	0	51
9:15	118	1	1	0	0	1	121	21:15	23	0	0	0	0	0	23
9:30	126	4	0	3	0	3	136	21:30	26	0	0	0	0	0	26
9:45	112	2	1	1	0	0	116	21:45	21	0	0	0	0	0	21
10:00	118	4	0	1	0	0	123	22:00	18	1	0	0	0	0	19
10:15	121	11	0	1	0	0	133	22:15	20	0	0	0	0	0	20
10:30	146	4	0	0	0	0	150	22:30	15	1	0	0	0	0	16
10:45	127	5	2	0	0	0	134	22:45	18	0	0	0	0	0	18
11:00	115	4	0	0	0	0	119	23:00	10	0	0	0	0	0	10
11:15	132	5	1	0	0	1	139	23:15	13	0	0	0	0	0	13
11:30	126	4	1	0	0	0	131	23:30	10	0	0	0	0	0	10
11:45	120	8	2	3	0	0	133	23:45	11	0	0	0	0	0	11
TOTAL	3,299	86	19	28	0	17	3,449	**TOTAL**	4,418	111	25	32	0	10	4,596

AM PEAK HOUR	7:45 AM
AM PEAK VOLUME	829

PM PEAK HOUR	3:00 PM
PM PEAK VOLUME	667

CLASS 1	PASSENGER VEHICLES	**TOTAL: AM+PM**	7,717	197	44	60	0	27	8,045
CLASS 2	2-AXLE TRUCKS	**% OF TOTAL**	95.9%	2.4%	0.5%	0.7%	0.0%	0.3%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	**TOTAL: ALL**	15,892	428	121	137	0	66	16,644
CLASS 6	Buses	**% OF TOTAL**	95.5%	2.6%	0.7%	0.8%	0.0%	0.4%	100.0%

11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, February 20, 2025 **CITY:** Bakersfield

JOB #: SC5147 **LOCATION:** CLASS27 Hageman Rd between Calloway Dr and Coffee Rd

AM TIME	EASTBOUND 1	2	3	4	5	6	TOTAL	PM Time	EASTBOUND 1	2	3	4	5	6	TOTAL
0:00	13	0	0	0	0	0	13	12:00	174	8	2	2	0	1	187
0:15	11	1	0	0	0	0	12	12:15	185	5	1	1	0	0	192
0:30	11	0	0	0	0	0	11	12:30	182	6	4	0	0	1	193
0:45	6	0	0	0	0	0	6	12:45	159	5	0	2	0	0	166
1:00	2	0	1	0	0	0	3	13:00	178	10	0	1	0	0	189
1:15	5	0	0	0	0	0	5	13:15	150	3	4	2	0	0	159
1:30	4	0	0	0	0	0	4	13:30	140	10	1	1	0	2	154
1:45	9	0	0	0	0	0	9	13:45	164	6	2	1	0	1	174
2:00	4	0	0	0	0	0	4	14:00	179	6	1	2	0	2	190
2:15	3	0	0	0	0	0	3	14:15	165	7	3	4	0	2	181
2:30	4	0	0	0	0	0	4	14:30	195	9	1	1	0	1	207
2:45	5	0	0	0	0	0	5	14:45	206	9	2	1	0	4	222
3:00	6	0	0	0	0	0	6	15:00	210	12	1	1	0	4	228
3:15	3	0	0	0	0	0	3	15:15	209	6	1	2	0	1	219
3:30	6	0	0	0	0	0	6	15:30	223	6	1	1	0	3	234
3:45	17	0	0	0	0	0	17	15:45	226	3	1	1	0	1	232
4:00	16	1	2	0	0	0	19	16:00	213	4	0	2	0	3	222
4:15	18	0	0	0	0	0	18	16:15	238	8	3	2	0	0	251
4:30	20	0	0	0	0	0	20	16:30	184	3	5	1	0	0	193
4:45	51	0	0	0	0	0	51	16:45	217	9	0	2	1	1	230
5:00	27	2	0	0	0	0	29	17:00	226	6	0	1	0	1	234
5:15	36	1	0	0	0	0	37	17:15	202	2	1	1	0	0	206
5:30	42	2	0	0	0	0	44	17:30	233	1	4	0	0	0	238
5:45	64	7	0	1	0	0	72	17:45	224	1	0	0	0	0	225
6:00	67	3	1	2	0	0	73	18:00	219	5	1	1	0	0	226
6:15	77	2	2	1	0	1	83	18:15	192	2	0	0	0	0	194
6:30	129	5	2	2	0	0	138	18:30	196	2	0	0	0	1	199
6:45	137	4	1	3	0	1	146	18:45	154	2	0	0	0	0	156
7:00	148	4	1	2	0	0	155	19:00	155	1	0	1	0	0	157
7:15	191	2	3	1	0	0	197	19:15	134	0	0	0	0	0	134
7:30	256	6	4	2	0	0	268	19:30	98	2	0	0	0	0	100
7:45	320	5	1	1	0	3	330	19:45	115	0	1	0	0	0	116
8:00	366	6	0	1	0	2	375	20:00	90	2	0	0	0	0	92
8:15	304	7	2	0	2	0	315	20:15	91	0	0	0	0	0	91
8:30	186	5	4	1	0	0	196	20:30	78	0	0	0	0	0	78
8:45	177	6	0	0	0	3	186	20:45	74	1	0	0	0	0	75
9:00	146	2	0	3	0	1	152	21:00	65	0	0	0	0	0	65
9:15	157	9	0	1	0	0	167	21:15	51	0	0	0	0	0	51
9:30	140	10	1	3	0	1	155	21:30	42	0	0	0	0	0	42
9:45	179	8	3	3	0	0	193	21:45	47	0	0	0	0	0	47
10:00	139	16	0	3	0	0	158	22:00	36	0	0	0	0	0	36
10:15	136	7	0	0	0	0	143	22:15	34	0	0	0	0	0	34
10:30	142	9	3	2	0	0	156	22:30	31	2	0	0	0	0	33
10:45	166	6	1	0	0	0	173	22:45	20	0	0	0	0	0	20
11:00	180	5	2	2	0	1	190	23:00	24	0	0	0	0	0	24
11:15	182	6	3	0	0	0	191	23:15	19	0	0	0	0	0	19
11:30	162	7	4	0	0	0	173	23:30	16	1	0	0	0	0	17
11:45	170	14	1	2	0	1	188	23:45	15	0	0	0	0	0	15
TOTAL	4,640	168	42	36	2	14	4,902	**TOTAL**	6,678	165	40	34	1	29	6,947

AM PEAK HOUR	7:30 AM
AM PEAK VOLUME	1,288

PM PEAK HOUR	3:30 PM
PM PEAK VOLUME	939

CLASS 1	PASSENGER VEHICLES	**TOTAL: AM+PM**	11,318	333	82	70	3	43	11,849
CLASS 2	2-AXLE TRUCKS	**% OF TOTAL**	95.5%	2.8%	0.7%	0.6%	0.0%	0.4%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	**TOTAL: ALL**	23,327	641	164	136	3	89	24,360
CLASS 6	Buses	**% OF TOTAL**	95.8%	2.6%	0.7%	0.6%	0.0%	0.4%	100.0%

ITE Excerpts and Information

Land Use: 820
Shopping Center (>150k)

Description

A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has at least 150,000 square feet of gross leasable area (GLA). It often has more than one anchor store. Various names can be assigned to a shopping center within this size range, depending on its specific size and tenants, such as community center, regional center, superregional center, fashion center, and power center.

A shopping center of this size typically contains more than retail merchandising facilities. Office space, a movie theater, restaurants, a post office, banks, a health club, and recreational facilities are common tenants.

A shopping center of this size can be enclosed or open-air. The vehicle trips generated at a shopping center are based upon the total GLA of the center. In the case of a smaller center without an enclosed mall or peripheral buildings, the GLA is the same as the gross floor area of the building.

The 150,000 square feet GLA threshold value between community/regional shopping center and shopping plaza (Land Use 821) is based on an examination of trip generation data. For a shopping plaza that is smaller than the threshold value, the presence or absence of a supermarket within the plaza has a measurable effect on site trip generation. For a shopping center that is larger than the threshold value, the trips generated by its other major tenants mask any effects of the presence or absence of an on-site supermarket.

Shopping plaza (40-150k) (Land Use 821), strip retail plaza (<40k) (Land Use 822), and factory outlet center (Land Use 823) are related uses.

Additional Data

Many shopping centers—in addition to the integrated unit of shops in one building or enclosed around a mall—include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied include peripheral buildings, it can be assumed that some of the data show their effect.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky,

6 Trip Generation for Mixed-Use Development

6.1 Background

Most data presented in *Trip Generation Manual* were collected at single-use, free-standing sites. However, development sites with two or more complementary land uses are now much more common and a method to accurately estimate the external trip generation effects of these types of developments is needed. At a development site consisting of two or more land uses, there is potential for interaction among those uses (referred to as "internal capture trips"), particularly where the trip can be made by walking. As a result, the total generation of external trips (that is, those entering and exiting the overall site) may be less than the simple sum of the trips generated by each discrete land use.

The recommended methodology is the same recommended procedure presented in NCHRP Report 684*: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments.*[7] The NCHRP report provides details on the development of the recommended estimation procedure, its underlying data, and validation of the estimation procedure. The report includes a summary of past research on trip generation and internal trip capture at mixed-use developments, as well as a discussion of other estimation methods that may be appropriate for the analyst to consider.

The recommended approach conforms to the Chapter 3 flow chart for estimation of site trip generation (see Figure 3.1):

- The baseline vehicle trip generation estimates are produced using the procedures presented in Chapters 4 and 9, as appropriate;
- Vehicle trip estimates are converted to person trips using methods presented in Chapter 5;
- The product of the process recommended in this chapter is an estimate of the total person trips entering or exiting the study site, after trips internal to the site (by walking, bicycle, transit, or personal passenger vehicle) are subtracted from total person trips generated by the study site;
- If the mixed-use site is located in an urban infill setting or near a rail transit station or a multi-route bus transit center with high-frequency service, the procedures presented in Chapters 7 and 8 should be applied to the product of the person trip estimates produced in this chapter; and
- Mixed-use development can attract vehicle traffic that is currently on adjacent or nearby streets. Refer to Chapter 10 for guidance on estimating pass-by and diverted trips.

6.2 Definition of Mixed-Use Development

For the purpose of this *Handbook*, a mixed-use development is typically a single real-estate development that consists of land uses corresponding to two or more ITE land use types between which trips can be made without using the off-site road system. A mixed-use development may also be referred to as a multi-use development.

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[7] Bochner, B., K. Hooper, B. Sperry, and R. Dunphy. NCHRP Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments.* Washington, DC: Transportation Research Board, 2011.

Because of the complementary nature of these land uses, some trips are made among the on-site uses. This capture of trips internal to the site has the net effect of reducing vehicle trip generation between the overall development site and the external street system (compared to the total number of trips generated by comparable land uses developed individually on stand-alone sites).

Mixed-use developments are commonly found ***ranging in size between 100,000 and 2 million sq. ft. of gross floor area within an overall area of up to roughly 300 acres***. The data presented in this chapter correspond to mixed-use developments in this size range. The recommended procedures for estimating trip generation at mixed-use developments are likely applicable at even larger sites, but the analyst is encouraged to collect and consider additional data.

A key characteristic of a mixed-use development is that trips between the various land uses can be made on site and these ***internal trips do not utilize the major street system***. In some mixed-use developments, these internal trips can be made either by walking or by vehicles using internal roadways without using external streets.

An ***internal capture rate*** can generally be defined as the percentage of total person trips generated by a site that are made entirely within the site. The trip origin, destination, and travel path are all within the site.

The trip reduction for internally captured trips is separate from the reduction for *pass-by trips*. These are two distinct components of trip-making behavior and both could be applicable for a proposed development. The internal trips, if present, should be subtracted *before* pass-by trip reductions are applied (refer to Chapter 10 for a complete discussion of pass-by trip estimation).

6.3 Mixed-Use Development Classified as a Single Land Use

A mixed-use development could consist of any combination of different land use types within a defined, congruous area. But that definition would encompass a wide range of potential applications, many of which are not intended to be the focus of this chapter.

A traditional **downtown or central business district** is ***not*** considered a mixed-use development for the purposes of this *Handbook*. Downtown areas typically have a mixture of diverse employment, retail, residential, commercial, recreation, and hotel uses. Extensive pedestrian interaction occurs because of the scale of the downtown area, ease of access, and proximity of the various uses. Automobile occupancy, particularly during peak commuting hours, is usually higher in the CBD than in outlying areas. Some downtowns have excellent transit service. For these reasons, trip generation characteristics in a downtown environment are different from those found in general urban or suburban areas. Most data presented throughout *Trip Generation Manual* from sites in suburban or outlying business district settings with limited or no transit service and free or inexpensive parking. **Accordingly, trip generation characteristics in this chapter, and specifically in the case of capture rates at mixed-use developments, are directly *applicable only to sites outside the traditional downtown***. Chapter 7 presents a recommended approach for estimating person trips generated in any urban setting including a downtown.

A **shopping center** could also be considered a mixed-use development because it typically includes uses other than general retail such as restaurants, banks, and office. However, because data have

been collected directly for them as a-stand-alone developments, shopping centers are considered in *Trip Generation Manual* as a single land use. The associated trip generation data presented in the *Manual* already reflect the effects of internal capture and the mixed-use nature of the center. ***Accordingly, internal capture rates are not applicable and should not be used to estimate trips for shopping centers if using statistics and data for Land Use Code 820***. However, if the shopping center is part of a larger mixed-use development or if it is planned to have out-parcel development of a significantly different land use type, such as residential, the site could be considered a mixed-use development for the purpose of estimating site trip generation.

A subdivision or planned unit development containing general office buildings and support services such as banks, restaurants, and gasoline service stations arranged in a park- or campus-like atmosphere should be considered an **office park** (Land Use Code 750), not a mixed-use development. An office building with support retail or restaurant facilities contained inside the building should be treated as a **general office building** (Land Use Code 710) because the *Manual* data already reflect such support uses. A **hotel with an on-site restaurant and small retail** falls within Land Use Code 310 and should not be treated as mixed-use development.

6.4 Underlying Assumptions about Internal Capture at a Mixed-Use Site

The internal trip-making characteristics of a mixed-use development site are directly related to its mix of on-site land uses (which are typically a combination of office, retail, restaurant, cinema/entertainment, residential, or hotel). When combined within a single mixed-use development, these land uses tend to interact and thus attract a portion of each other's trip generation. As should be expected, the observed internal capture rates for mixed-use developments vary by time of day, mix of on-site land uses, and size of the development.

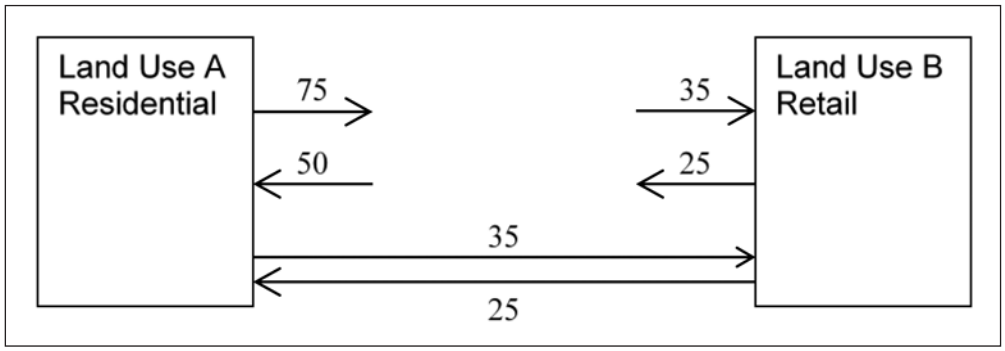
Four premises form the basis for the recommended methodology:

- **Premise 1:** The distribution of trip purposes among persons entering or exiting a development site is relatively stable. In other words, the ratios of commute trips, work trips, and visitor trips to or from an office building is roughly the same whether the building is stand-alone or within a mixed-use development.
- **Premise 2:** The distribution of destination land uses (that is, at the other end of a trip from the development site) is likewise assumed to be relatively stable. For example, the destinations of trips from an office building are distributed among the many potential destinations (such as retail or residential) in roughly the same pattern whether the office is a stand-alone site or in a mixed-use development.
- **Premise 3:** The converse of Premise 2 is also true, that the distribution of origins for trips to a particular land use is assumed to be relatively stable.
- **Premise 4:** The number of trips from a land use within a mixed-use development to another land use within the same mixed-use development (that is, an internal trip) is a function of the size of the "receiving" land use and the number of trips it attracts, as well as the size of the "originating" land use and the number of trips it sends. ***The number of trips between a particular pair of internal land uses is limited to the smaller of these two values.***

Key to the success of this methodology in replicating internal capture patterns at mixed-use sites is its balancing step that constrains internal trip-making to realistic levels given the mix of land uses. Figure

6.1 shows an example of this balancing. Assume Land Use A is a large residential development and Land Use B is a smaller retail component of a mixed-use development. The residential development is large enough to generate 75 peak hour outbound trips that could go to an on-site retail destination, and could attract 50 inbound trips from an on-site retail origin. However, in this particular mixed-use development, the retail portion of the development is only large enough to generate 25 peak hour outbound trips to an on-site residential destination and 35 peak hour inbound trips from an on-site residential origin. Therefore with this particular combination of size and type of land uses, the mixed-use development internally captures a maximum of 35 trips from Land Use A to Land Use B and 25 trips from B to A. The remainder of the potential residential-to-retail on-site trips become external trips.

Figure 6.1 Balanced Internal Trips in Mixed-Use Development Example



Source: Bochner, B., K. Hooper, B. Sperry, and R. Dunphy. NCHRP Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*. Washington, DC: Transportation Research Board, Figure 19, 2011.

6.5 Process for Estimating Mixed-Use Trip Generation

The recommended procedure for estimating internal trip capture and trip generation for a mixed-use development is a series of nine steps:

- Step 1: Determine whether methodology is appropriate for study site.
- Step 2: Estimate person trip generation for individual on-site land uses.
- Step 3: Estimate proximity between on-site land use pairs.
- Step 4: Estimate unconstrained internal person trip capture rates with proximity adjustment.
- Step 5: Estimate unconstrained demand between on-site land use pairs.
- Step 6: Estimate balanced demand between on-site land use pairs.
- Step 7: Estimate total internal person trips between on-site land use pairs.
- Step 8: Estimate total external person trips for each land use.
- Step 9: Calculate overall internal capture and total external vehicle trip generation.

A ***spreadsheet tool*** is available which automatically performs many of the required calculations based on input data. The spreadsheet tool can be downloaded from within the Other Resources link in the Trip and Parking Generation section of the ITE website (www.ite.org/tripgeneration/index.asp).

If using the spreadsheet tool, the analyst needs to complete Steps 1 through 3. The estimation tool automatically calculates overall internal capture and total external vehicle trips in Steps 4 through 8 and summarizes the results. The complete step-by-step procedure is provided here

if the analyst chooses to do the calculations manually (if the analyst, for example, is using local data to supplement the national database). Appendix F contains an example application of the recommended process.

The step-by-step procedure and spreadsheet contain data that enable the analyst to evaluate internal capture at a mixed-use site with any combination of office, retail, restaurant, cinema/ entertainment, residential, and hotel land uses. Because data are not currently available for other land use categories, internal capture to and from those uses is assumed to be zero in the spreadsheet tool.

The analyst is cautioned that each mixed-use development has unique characteristics that influence the extent of internal trip capture. Such characteristics include, but are not limited to, the following:

- The number and magnitudes of complementary land uses;
- The layout of the land uses relative to each other;
- Specific businesses, residence types, and other component characteristics within each land use category;
- Proximity and connectivity between each pair of land uses;
- Design characteristics of the development and its internal transportation system;
- Specific characteristics of the development's access and parking; and
- Competing opportunities outside the development.

6.5.1 Step 1: Determine Whether Methodology Is Appropriate for Study Site

The procedure should be used for estimating internal capture only at a mixed-use development that has characteristics resembling the sites from which the internal capture rates have been derived. In determining if the recommended procedure is appropriate for a particular mixed-use development, the analyst should consider at least the following factors:

- **Development Type:** The mixed-use development should be a single, physically and functionally integrated development on a single development block or a group of contiguous blocks with two or more uses, with internal pedestrian and vehicular connectivity, and with shared parking among some or all uses. The site should have sufficient parking supply to meet demand although the most convenient parking may sometimes fill during peak demand periods.
- **Development Location:** The mixed-use development should be downtown fringe, general urban, or suburban. It should not be located either within or adjacent to a central business district. Trip generation for a study site in a CBD setting is addressed in Chapter 7.
- **Development Size:** The data that form the bases for the internal capture methodology are from mixed-use development sites that have between 100,000 and 2 million sq. ft. of building space and an overall acreage of up to roughly 300 acres. The mixed-use development should fall within those ranges. It can be a single site, a block, or a district or neighborhood (with multiple interconnected or interactive blocks within a defined boundary); however, this procedure should not be used for a development composed of different adjacent, but not directly connected, land uses. Adjacent blocks can be considered to be directly connected if there is an internal street, driveway, alley system, or pedestrianway by which person trips can be made to travel from one block to another. If the development site has multiple land uses and the blocks are configured in such a way that internal trips must exit the site and use an external street system, then the site is not a mixed-use development.

- **Land Use Mix:** The mixed-use development should consist of a combination of at least two of the following uses: retail, restaurant, office, residential, hotel, and cinema/entertainment. Internal capture for land uses beyond these six should be considered to be zero (unless comparable survey data for other land uses are provided) because there are no supporting data from which to derive an appropriate percentage. In addition, if a substantial portion of the land use at a mixed-use site is outside these six land uses, the *Handbook* internal capture rates might not be appropriate. Alternatively, the analyst can collect internal capture data at proxy sites with similar land use and setting characteristics.
- **ITE *Trip Generation Manual* Database:** The mixed-use development should not already be covered in the ITE trip generation database as reported in the latest edition of *Trip Generation Manual*. Current ITE Land Use types that already account for internal trip-making include shopping center, office park with retail, office building with ground floor retail or on-site cafeteria, and hotel with limited retail and restaurant space.
- **Time Period for Analysis:** The internal capture rates contained in this *Handbook* cover the weekday AM and PM peak periods for adjacent street traffic. Internal capture rates for weekend peak periods, for weekday midday peak periods, or for a daily period should not be assumed to be the same as or even a simple, direct function of the weekday AM and PM peak period rates. The analyst should collect additional data. Refer to section 6.7 of this chapter for guidance.

If the mixed-use development type, location, or size is not compatible with the sites in the internal capture database or if an estimate of internal capture during the midday or on a weekend is desired.

6.5.2 Step 2: Estimate Person Trip Generation for Individual On-Site Land Uses

The purpose of the second step is to estimate the **person** trips generated for each on-site land use. Person trips can be estimated from

- Directional (in, out) vehicle trip generation estimates for each land use;
- Mode share (percent of external person trips in personal passenger vehicle, truck, transit, and non-motorized) for each land use; and
- Vehicle occupancy for each land use.

These are **baseline** assumptions. They are used to factor baseline vehicle trip estimates to baseline person trip estimates which are assumed to be the same as study site person trip estimates. These should not reflect anticipated or potential changes in study site external mode shares (for example, walk trips to/from a mixed-use development in an infill setting or transit trips to/from a mixed-use development near a transit station). Those **external** mode share calculations are addressed in Chapters 7 and 8.

The following paragraphs describe the data requirements for each set of inputs, including references to the appropriate location on the spreadsheet tool where each data item should be entered. Figure 6.2 presents the PM peak hour input and output pages in the spreadsheet model. The spreadsheet also includes AM peak hour input and output pages and internal capture rate look-up tables for both AM and PM.

Vehicle Trip Generation by Land Use. The analyst should estimate vehicle trip generation for each component land use using the procedures presented in Chapters 3 and 4 of this *Handbook*.

The recommended procedure can estimate internal trip capture for the following generic land use categories: office, retail, restaurant, residential, hotel, and cinema/entertainment.

Therefore, for the purpose of estimating internal capture, the analyst must consolidate individual appropriate land uses into the above land use categories. As an example, for a mixed-use development containing apartments and townhouses, compute vehicle trips generated for each and total them to estimate the total residential vehicle trips. The vehicle trip generation estimates should be entered in Table 1 of the spreadsheet tool shown in Figure 6.2 as entering or exiting vehicle trips.

The recommended procedure estimates internal capture only for trips to/from land uses that fall into one of the above six categories. Also included in Table 1 of the estimator spreadsheet is a row for the analyst to input the inbound and outbound vehicle trip generation data for all other land uses that are not subject to internal trip capture computations. If there are multiple on-site land uses that are not subject to internal trip capture, the individual land use estimates should be combined before entering into the “All Other Land Uses” row. These trips are automatically assumed to be external trips (that is, with no internal capture) in subsequent computations.

The spreadsheet calculates the total of the entering and exiting vehicle trips for the individual land uses.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	SWC Rosedale & Coffee	**Organization:**	
Project Location:	Rosedale Hwy & Coffee Rd	**Performed By:**	
Scenario Description:	Project	**Date:**	
Analysis Year:	2025	**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				28	22	6
Retail				978	528	450
Restaurant				561	286	275
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses[2]				0		
Total				1567	836	731

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office	1.00			1.00		
Retail	1.00			1.00		
Restaurant	1.00			1.00		
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		2	3	0	0	0
Retail	1		59	0	0	0
Restaurant	3	39		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	1,567	836	731
Internal Capture Percentage	14%	13%	15%
External Vehicle-Trips[3]	1,353	729	624
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	18%	83%
Retail	8%	13%
Restaurant	22%	15%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	SWC Rosedale & Coffee
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	22	22	1.00	6	6
Retail	1.00	528	528	1.00	450	450
Restaurant	1.00	286	286	1.00	275	275
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		2	4	0	0	0
Retail	131		59	0	63	0
Restaurant	85	39		0	11	8
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		169	66	0	0	0
Retail	1		143	0	0	0
Restaurant	3	42		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	90	57	0		0
Hotel	1	21	17	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	4	18	22	18	0	0
Retail	41	487	528	487	0	0
Restaurant	62	224	286	224	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	5	1	6	1	0	0
Retail	60	390	450	390	0	0
Restaurant	42	233	275	233	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	SWC Rosedale & Coffee	**Organization:**	
Project Location:	Rosedale Hwy & Coffee Rd	**Performed By:**	
Scenario Description:	Existing	**Date:**	
Analysis Year:	2025	**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				28	8	20
Retail				2111	1045	1066
Restaurant				533	277	256
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses[2]				0		
Total				2672	1330	1342

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office	1.00			1.00		
Retail	1.00			1.00		
Restaurant	1.00			1.00		
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		4	1	0	0	0
Retail	2		80	0	0	0
Restaurant	2	105		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	2,672	1,330	1,342
Internal Capture Percentage	15%	15%	14%
External Vehicle-Trips[3]	2,284	1,136	1,148
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	50%	25%
Retail	10%	8%
Restaurant	29%	42%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	SWC Rosedale & Coffee
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	8	8	1.00	20	20
Retail	1.00	1045	1045	1.00	1066	1066
Restaurant	1.00	277	277	1.00	256	256
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		4	1	0	0	0
Retail	21		309	43	277	53
Restaurant	8	105		20	46	18
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		84	6	0	0	0
Retail	2		80	0	0	0
Restaurant	2	523		0	0	0
Cinema/Entertainment	0	42	8		0	0
Residential	5	105	39	0		0
Hotel	0	21	14	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	4	4	8	4	0	0
Retail	109	936	1045	936	0	0
Restaurant	81	196	277	196	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	5	15	20	15	0	0
Retail	82	984	1066	984	0	0
Restaurant	107	149	256	149	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Land Use	Unadjusted Project Trips[1]			Internal Capture %[2]		Internal Capture Project Trips[3]			PM Total %[4]
	PM In	PM Out	PM Total	PM In	PM Out	PM In	PM Out	PM Total	
Office	8	20	28	50%	25%	4	5	9	32%
Retail	1,045	1,066	2111	10%	8%	105	85	190	9%
Restaurant	277	256	533	29%	42%	80	108	188	35%

[1]Trip generation based on rates from Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021)

[2]Internal Capture percentage is based on NCHRP Report 684, as recommended in the ITE Trip Generation Handbook, 3rd Edition.

[3]Internal Capture percentage from footnote 2 applied to trip generation from footnote 1

[4]Calculated internal capture percentage for total PM trips based on internal capture PM total trips column divided by unadjusted PM total trips column

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 12th Edition

Land Use Code	934
Land Use	Fast-Food Restaurant with Drive-Through Window
Setting	General Urban/Suburban
Time Period	Weekday AM Peak Period
# Data Sites	5
Average Pass-By Rate	50%

Pass-By Characteristics for Individual Sites

GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
1.4	Kentucky	1993	—	62	22	16	38	1407	2
3	Kentucky	1993	—	43	14	43	57	2903	2
3.3	--	1996	—	68	—	—	32	—	21
3.6	Kentucky	1993	—	32	47	21	68	437	2
4.2	Indiana	1993	—	46	23	31	54	1049	2

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 12th Edition

Land Use Code	934
Land Use	Fast-Food Restaurant with Drive-Through Window
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	11
Average Pass-By Rate	55%

Pass-By Characteristics for Individual Sites

GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
1.3	Kentucky	1993	—	68	22	10	32	2055	2
1.9	Kentucky	1993	33	67	24	9	33	2447	2
2.8	Florida	1995	47	66	—	—	34	—	30
2.9	Florida	1996	271	41	41	18	59	—	30
3	Kentucky	1993	—	31	31	38	69	4250	2
3.1	Florida	1995	28	71	—	—	29	—	30
3.1	Florida	1996	29	38	—	—	62	—	30
3.2	Florida	1996	202	40	39	21	60	—	30
3.3	—	1996	—	62	—	—	38	—	21
4.2	Indiana	1993	—	56	25	19	44	1632	2
4.3	Florida	1994	304	62	—	—	38	—	30

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 12th Edition

Land Use Code	820								
Land Use	Shopping Center (> 150k)								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	8 Sites with GLA between 150 and 300k				16 Sites with GLA between 300 and 900k				
Average Pass-By Rate	29% for Sites with GLA between 150 and 300k				19% for Sites with GLA between 300 and 900k				
	Pass-By Characteristics for Individual Sites								
		Survey		Pass-By	Non-Pass-By Trips			Adj Street Peak	
GLA (000)	State or Province	Year	# Interviews	Trip (%)	Primary (%)	Diverted (%)	Total (%)	Hour Volume	Source
213	Florida	1990	312	28	31	41	72	—	33
225	Illinois	1994	264	35	32	33	65	1970	24
227.9	Kentucky	1993	—	34	35	31	66	—	34
235	Kentucky	1993	211	35	29	36	65	2593	2
255	Iowa	1994	222	23	38	39	77	3706	24
256	Connecticut	1994	208	27	51	22	73	3422	24
293	Illinois	1994	282	24	70	6	76	4606	13
294	Pennsylvania	1994	213	24	48	18	76	4055	24
350	Massachusetts	1994	224	18	45	37	82	2112	24
361	Virginia	1994	315	17	54	29	83	2034	24
375	North Carolina	1994	214	29	48	23	71	2053	24
413	Texas	1994	228	28	51	21	72	589	24
418	Maryland	1994	281	20	50	30	80	5610	24
450	California	1994	321	23	49	28	77	2787	24
476	Washington	1994	234	25	53	22	75	3427	24
488	Texas	1994	257	12	75	13	88	1094	13
560	Virginia	1994	437	19	49	32	81	3051	24
581	Colorado	1994	296	18	53	29	82	2939	24
598	Colorado	1994	205	17	55	28	83	3840	24
633	Texas	1994	257	10	64	26	90	—	24

667	Illinois	1994	200	16	53	31	84	2770	24
738	New Jersey	1994	283	13	75	12	87	8059	24
800	California	1994	205	21	51	28	79	7474	24
808	California	1994	240	13	73	14	87	4035	24

Costco Data

Costco Facilities Trip Generation

The following presents the methodology and data used to estimate project trips from the proposed Costco fuel facility and car wash and summarizes the peak hour and daily trips on weekday and Saturday conditions. The following also describes the assumptions and methodologies to calculate each trip generation component associated with the Costco project components.

Proposed Costco Fuel Facility Trip Generation

Costco Fuel Facility Database

For more than 20 years, Kittelson has maintained a database of traffic data and travel characteristics for Costco Wholesale, including its fuel facilities. The database contains transportation information such as trip rates, trip type percentages, and parking demand for Costco locations throughout the United States. The database is updated periodically as new Costco traffic counts or other related information becomes available to Kittelson.

The Costco transportation database contains a large quantity of data related to Costco fuel facilities. Trip generation rates and trip type information for over 80 Costco fuel facilities located throughout the US are included. Costco has invested significant effort into developing this use-specific trip generation database because of the unique characteristics of Costco member travel that exist due to membership requirements and the nature of Costco sales. The transportation database consists of fuel facilities ranging from 12 to 32 fueling positions, at locations where the fuel facility is part of a Costco Warehouse or Costco Business Center site. These unique elements apply to the trip generation for Costco warehouses, Costco fuel facilities, and the interaction of trips between the two.

For this Project, Costco is proposing a fuel station with 40 fueling positions as an independent facility where the nearest Costco Warehouse is located approximately 3 miles away. As such, the Project generated a need to assess site trip generation and queuing impacts based on a facility type that is outside the range of currently available Costco data. Despite a lack of empirical data for a site with 40 fueling positions and its unique characteristic as an independent fuel facility, the current database can still inform projections of trips and queues by investigating trends and through extrapolation. Just as the *Trip Generation Manual* is used by practitioners to estimate trips outside of available empirical data (through trend lines/regression curves), a similar approach can be taken with the available Costco data.

There are currently no independent Costco fueling facilities for data collection with more than 30 or 32 fueling positions open in California, or other states in comparable metropolitan areas such as Kern County. The largest Costco Gasoline sites contained within Kittelson's Costco trip database are currently 32 fueling positions. As such, a conservative extrapolation approach was used to project the existing data for sites in the database to estimate a trip generation for an independent fuel facility with 40 fueling positions.

The following discussion presents trends observed from trip generation studies at Costco Gasoline facilities in California and demonstrates that fuel facility trip generation is 1) not directly related to the number of islands (or fueling positions) at a facility and 2) does not have a linear relationship to the number of fuel pumps.

The Costco-specific trip generation data presented herein follows nationally accepted practices for trip generation data collection as recommended by the Institute of Transportation Engineers (ITE) and presents a robust data set upon which to confidently and accurately predict the trip generation of the expansion of the fuel facility.

Fuel Facility Trips

Although standard reference materials such as the ITE *Trip Generation Manual* currently report trip generation for fuel facilities based on the independent variable of fueling positions, data for the Costco Gasoline facilities show that the correlation between trips and number of pumps isn't a linear relationship and therefore requires additional consideration. In particular for Costco Gasoline facilities, membership base (since they are member-only facilities), market area, and adjacent warehouse activity appear to have a much greater influence on the activity levels of the associated fuel facilities than whether the facility offers 12, 16, 18, 20, 24, 30, 32, or 40 fueling positions. To further investigate the correlation between trip generation and fueling positions, an analysis was conducted comparing the average trip generation determined by counts at the various sized California Costco fuel facilities to the key variable of number of fueling positions.

Regression Analysis

For this analysis, the available Costco trip generation data was extrapolated to provide a conservative estimate in trips. As discussed above there are four Costco Warehouses with fuel facilities within a 10-mile radius of the project site. Costco fuel facility demand is fundamentally constrained by the membership nature of the land use. In an existing/established trade area a new fuel facility does not lead to a direct linear/proportional increase in demand because the number of members within that trade area is already established and has not been observed to change/increase in the "with project" condition. Hypothetically, we expect that because of this constrained demand, the relationship between the number of fueling positions added to the number of trips generated is not linear.

Both a linear and logarithmic regression analysis were conducted on the trip generation data with the logarithmic trendline found to offer a better fit to the dataset, as reflected by the resulting R^2 values. The R^2 value is a statistical value (referred to as the coefficient of determination) that is used by the ITE *Trip Generation Manual* in the context of statistical models whose main purpose is to predict future outcomes based on other related information. It is the proportion of variability in a data set that is accounted for by the statistical model and provides a measure of how well future outcomes are likely to be predicted by a model. An R^2 value of 1.00 indicates that the regression line (or model) perfectly fits the data and an R^2 value of 0.00 indicates there is no relationship between the data and a given independent variable. The R^2 of 0.70 may be interpreted as indicating that the model fits 70% of the data and that for 70% of situations the model will predict the future outcome. The remaining 30% can be explained by unknown or inherent variability. The ITE *Trip Generation Manual* also presents liner and logarithmic regression analysis for the trip generation data it contains. A typical guideline when applying the ITE *Trip Generation Manual* is that data does not show a strong or reasonably predictive correlation or trend where the R^2 value is less than 0.75. In other words, if at least 75% of the data does not fit the statistical model, then the relationship between trip generation and the given variable should not be used for predicting future outcomes for trip generation. *Appendix A* includes graphs illustrating the comparison of average trip generation versus number of fueling positions for the weekday AM, weekday PM, and Saturday midday peak hours as well as weekday daily conditions.

As shown in Appendix A, the R^2 values for the logarithmic regression analysis for trip generation against fueling positions was greater than 0.75 for all time periods analyzed, except for the AM peak hour with a R factor of 0.66. This is expected as the AM peak hour has a greater variability with lower than average activity compared to the PM peak hour and midday on Saturdays. Although the AM peak hour has a higher R value, there are substantially less trips compared to the weekday PM and Saturday peak hours. As such, the trendline fits the data set well and the projection to 40 fueling positions can be inferred from this data set. **Table 1** presents the expected trip generation for a 44-position Costco fuel facility in California.

Table 1. Trip Generation for a 40-Fueling Positions Based on Regression Analysis

Number of Fueling Positions	Weekday Daily	Saturday Daily	Weekday AM Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
40	10,196	10,150	570	819	928

Source: Kittelson & Associates, Inc., 2025

As summarized in **Table 1**, a 40-position fuel facility is forecast to generate 570 trips during the AM peak hour, 819 during the PM peak hour, and 928 during the Saturday midday peak hour. On a weekday, it would generate 10,196 daily trips and 10,150 on a Saturday.

Trip Type

The unique nature of Costco operations and its membership requirements result in different trip characteristics than those observed at typical fuel facilities summarized in the ITE *Trip Generation Manual*. In addition to the number of trips, the Costco trip generation database also documents trip type based on member survey information that provides the percentage of primary, internal, pass-by, and diverted trips, as further described below.

Internal Trips

Internal capture trips account for members who patronize both the fuel pumps and the nearby commercial and retail shops during a single visit to the project site. As such, although they account for a trip to both the fuel station and the other commercial/retail shops, they only account for one overall vehicle trip to the site and on the surrounding transportation system. This trip generation for the Costco fuel facility and car wash does not take into account internal trip credits. Internal trips credits will be calculated separately as part of the overall trip generation for the project.

Pass-By Trips

Pass-by trips represent members (and trips) that are currently traveling on the surrounding street network for some other primary purpose (such as a trip from work to home) and stop into the site enroute during their normal travel. As such, pass-by trips do not result in a net increase in traffic on the surrounding transportation system and their only effect occurs at the immediate intersections and site access driveways where they become turning movements.

Based on studies of customer surveys at Costco fuel facilities, an average of 30% and 29% of the members who purchase fuel during the weekday PM and Saturday midday peak hours, respectively, can be classified as pass-by trip capture from the surrounding street system. This is lower than the average pass-by rate quoted in the ITE *Trip Generation Manual* for typical fuel facilities (45%) and is attributable to the unique travel characteristics that result from Costco's membership requirements as well as typical building placement relative to major transportation facilities.

Diverted Trips

Diverted trips are similar to pass-by trips in that they represent members (and trips) that are currently traveling on the surrounding street network for some other primary purpose and stop into the fuel facility site en route during their travel. However, as the name indicates, diverted trips divert from the normal roadways they would be traveling on to go to the Costco site.

For the purposes of this analysis, an estimate of internal, pass-by, and diverted trip types was established based on Kittelson's database of Costco fuel facilities. **Table 2** shows the assumed percentages for internal, pass-by, and diverted trips.

Table 2. Trip Generation Pass-by and Diverted Credits

Trip Type	Weekday Daily	Saturday Daily	Weekday AM Peak	Weekday PM Peak	Saturday Midday Peak
Pass-By Trip	32%	30%	36%	32%	30%
Diverted Trip	40%	35%	40%	40%	35%

Fuel Facility Trip Generation Summary

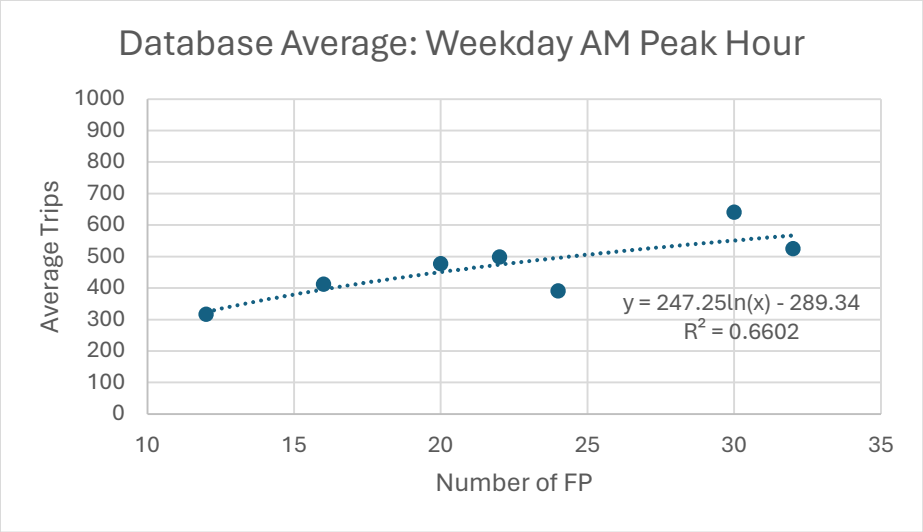
Table 3 presents the trip generation estimate for the fuel facility considering the number and type of trips. The 40-fueling position facility is estimated to generate a total of 10196 weekday daily trips (570 in the AM peak hour, 819 in the PM peak hour). On Saturday, the daily trips would be 10,150 (928 in the peak hour). These total trips will be used to evaluate site access, nearby intersections[1] and internal circulation.

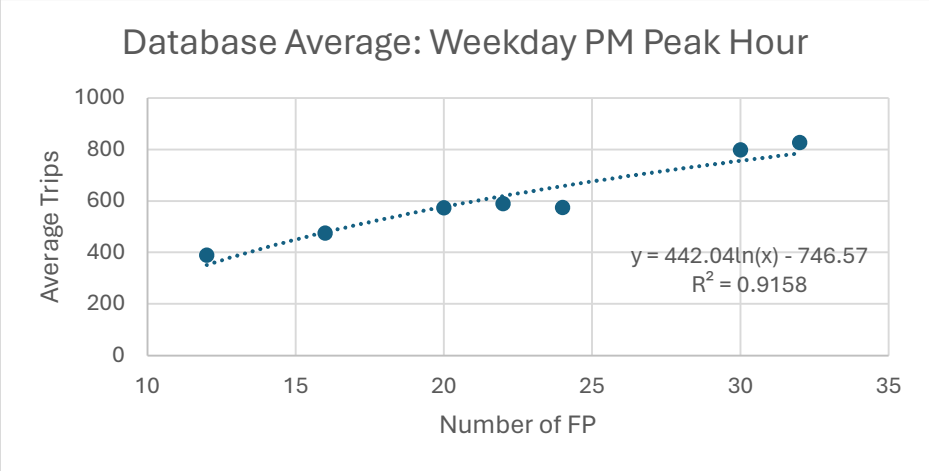
Table 3. Project Trip Generation Estimate for 40 Fueling Positions

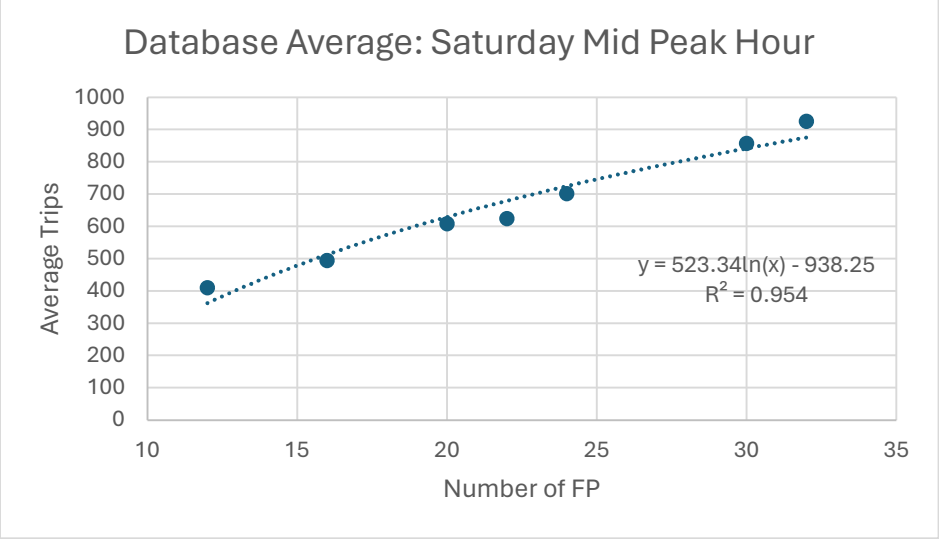
Land Use	Weekday Daily	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Daily	Saturday Midday Peak Hour		
		In	Out	Total	In	Out	Total		In	Out	Total
Total External Trips	10,196	285	285	570	410	409	819	10,150	464	464	928
Pass-By Trips	(3,254)	(103)	(102)	(205)	(130)	(130)	(260)	(3,092)	(142)	(141)	(283)
Diverted Trips	(4,062)	(113)	(112)	(225)	(163)	(162)	(325)	(3,581)	(164)	(163)	(327)
Pass-By +Diverted Trips	(7,316)	(216)	(214)	(430)	(293)	(292)	(585)	(6,673)	(306)	(304)	(610)
Net New Trips	2,880	69	71	140	117	118	234	3,477	158	160	318

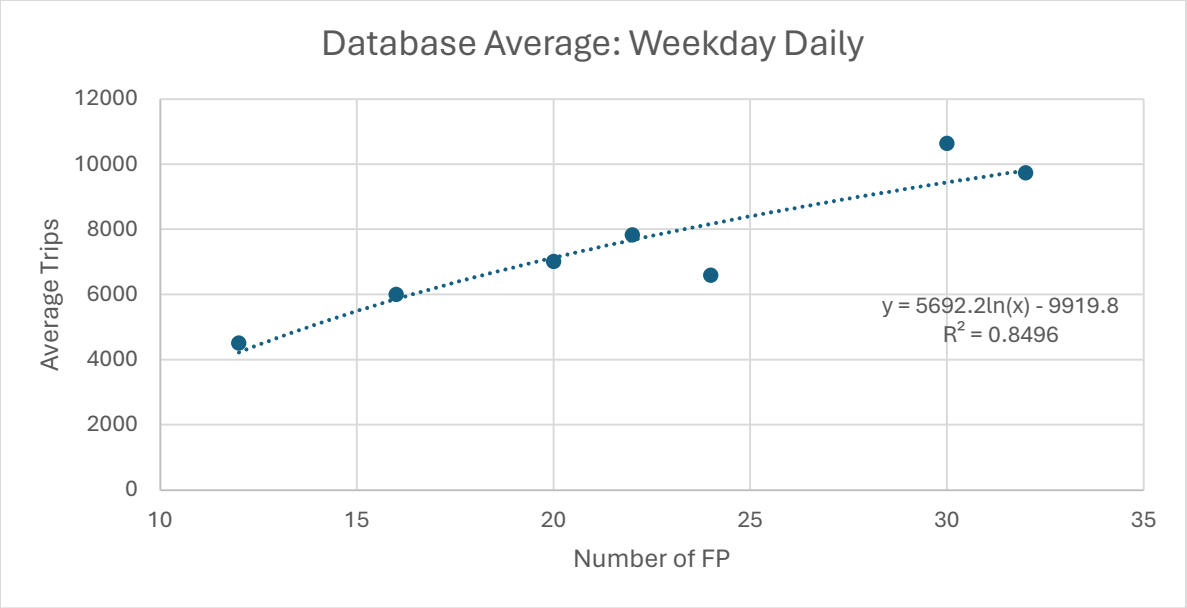
The project trip assignment to the broader off-site circulation system (such as California State Route 178 and roads outside the study area) can be determined by accounting for diverted and pass-by trip assignment. As shown in **Table 3**, the project is estimated to generate 2880 weekday net new daily trips (140 in the AM peak hour, 234 in the PM peak hour). On Saturday, the net new daily trips are estimated at 3477 (318 of which occur during the peak hour).

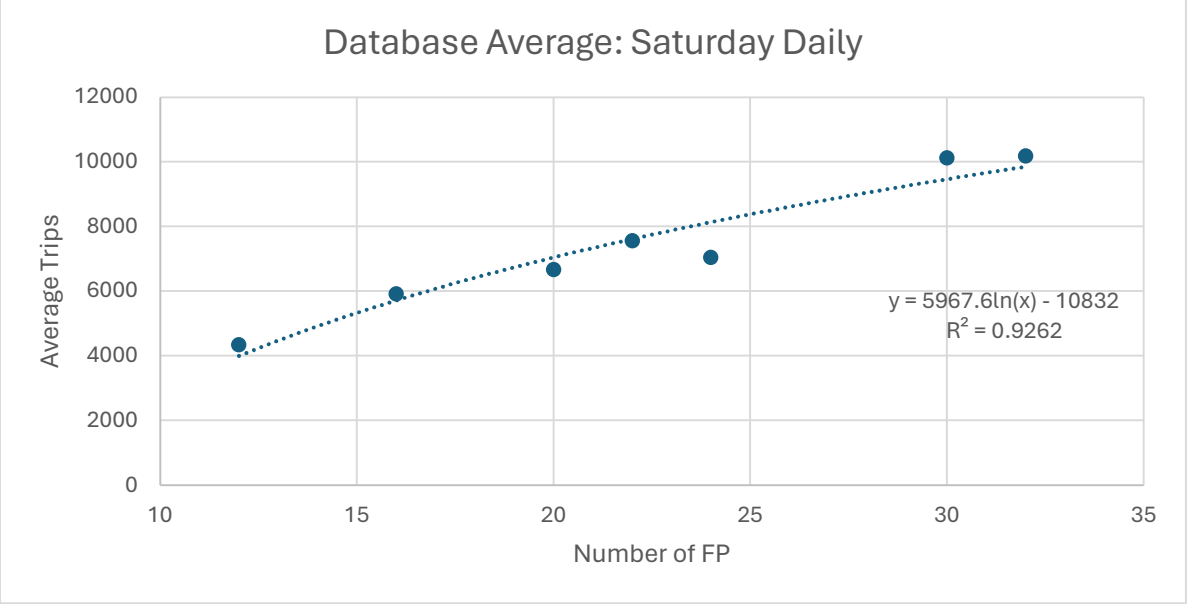
Appendix A:
Trip Generation Database Comparison and Project Estimation


Database Average: Weekday AM Peak Hour
Average Trips
1000
900
800
700
600
500
400
300
200
100
0
10
15
20
25
30
35
Number of FP
y = 247.25ln(x) - 289.34
R² = 0.6602


Database Average: Weekday PM Peak Hour
Average Trips
1000
800
600
400
200
0
10
15
20
25
30
35
Number of FP
y = 442.04ln(x) - 746.57
R² = 0.9158

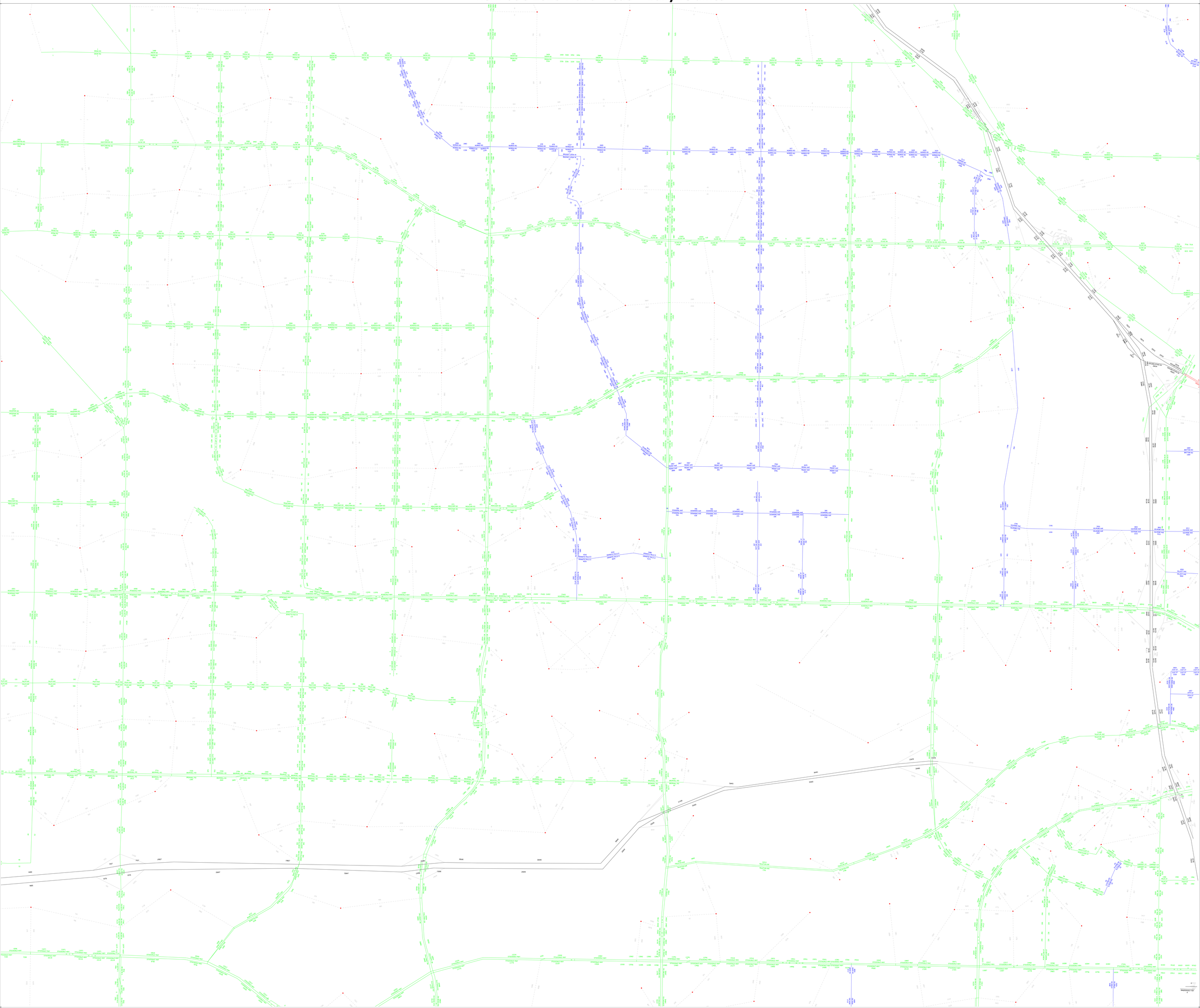

Database Average: Saturday Mid Peak Hour
Average Trips
1000
900
800
700
600
500
400
300
200
100
0
10
15
20
25
30
35
Number of FP
y = 523.34ln(x) - 938.25
R² = 0.954


Database Average: Weekday Daily
Average Trips
12000
10000
8000
6000
4000
2000
0
10
15
20
25
30
35
Number of FP
y = 5692.2ln(x) - 9919.8
R² = 0.8496

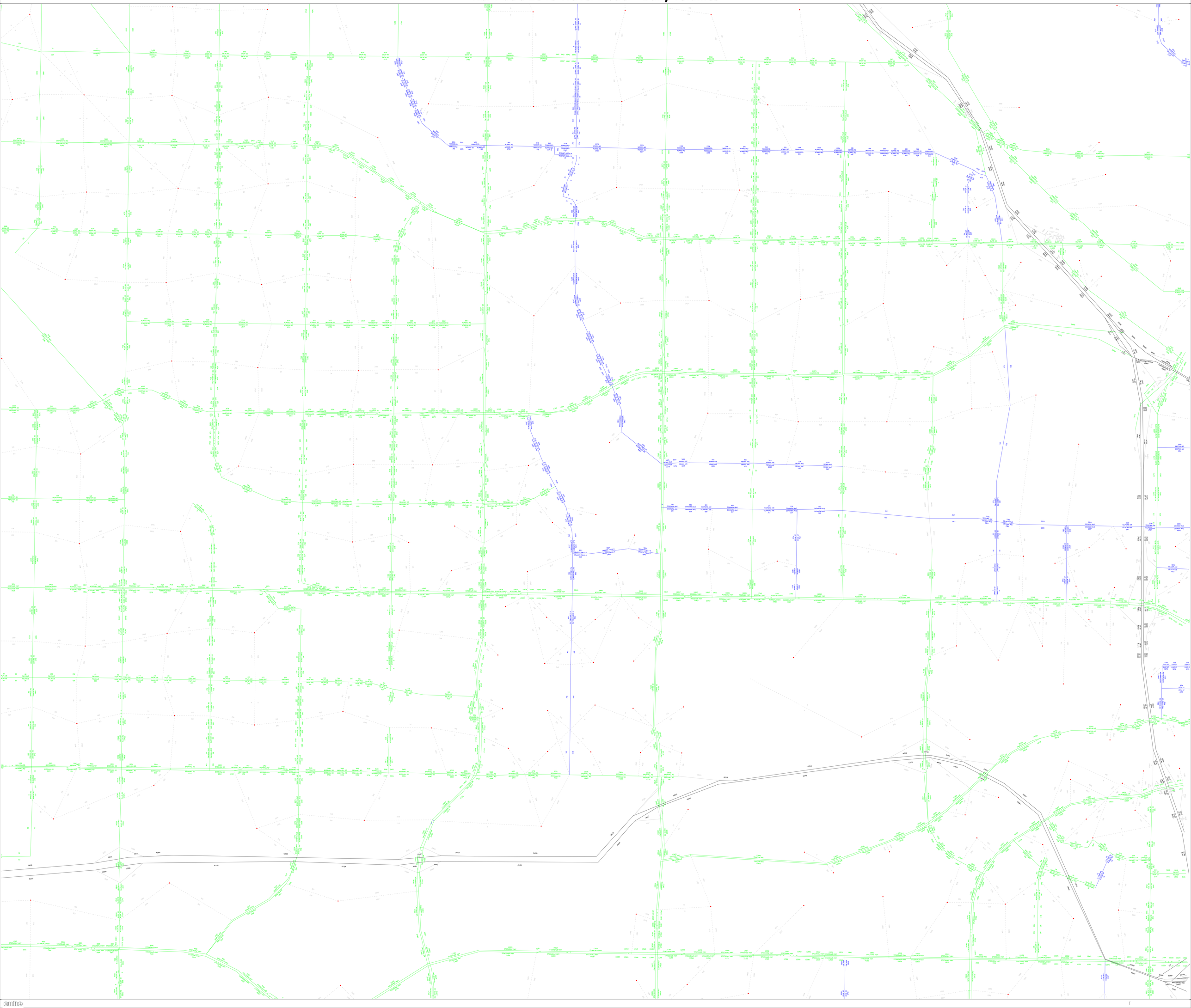

Database Average: Saturday Daily
Average Trips
12000
10000
8000
6000
4000
2000
0
10
15
20
25
30
35
Number of FP
y = 5967.6ln(x) - 10832
R² = 0.9262

Transportation Model Information

Kern COG 2020 Travel Model - Daily volumes



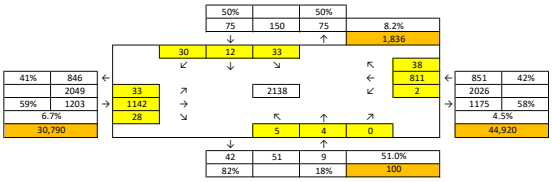
Kern COG 2046 Travel Model - Daily volumes


SNOW RD
NORRIS RD
OLIVE DR
RENA RD
KRATZMEYER RD
HALEVIMA RD
MEACHAM RD
ROSEDALE HWY
BOWMALL RD
PALM AVE
STOCKDALE HWY
HEART AVE
DOWLING AVE
GILMORE AVE
CALLOWAY DR
TAFT HWY
CALIFORNIA AVE
GARZOTA LN
SELECT AVE
ROBERTS LN
ROSEMEAD BLVD
MILLTOWN RD
ROSEDALE HWY
CAMINITO HALO D
CAMINITO HALO E
CAMINITO HALO F
CAMINITO HALO G
HEART AVE
CALIFORNIA AVE
CALLOWAY DR
GILMORE AVE
DOWLING AVE
TAFT HWY
STOCKDALE HWY
BOWMALL RD
HALEVIMA RD
MEACHAM RD
NORRIS RD
SNOW RD
OLIVE DR
RENA RD
KRATZMEYER RD
PALM AVE
ROSEDALE HWY
SELECT AVE
GARZOTA LN
ROBERTS LN
ROSEMEAD BLVD
MILLTOWN RD

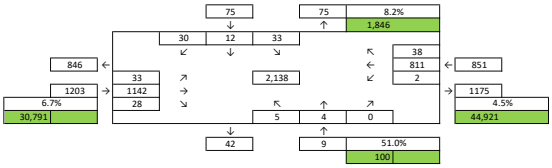
Model ADT

Segment	2020	2046	2046-2020 Annual Growth Rate	2025 Count	Forecast 2027	Forecast 2028	Forecast 2046
Rosedale Highway (CA-58)							
Allen Road and Old Farm Road	14,488	19,432	1.14%	15311	15659	15833	18962
Old Farm Road and Verdugo Lane	20,084	20,089	0.00%	22291	22291	22292	22295
Verdugo Lane and Calloway Drive	29,746	29,562	-0.02%	25807	25807	25808	25812
Calloway Drive and El Toro Viejo Road/Clay Patrick Farr Way	43,562	41,310	-0.20%	31761	31762	31762	31767
El Toro Viejo Road/Clay Patrick Farr Way and NW Promenade	43,785	41,756	-0.18%	33172	33173	33173	33179
NW Promenade and Coffee Road	51,148	48,111	-0.24%	34182	34183	34183	34189
Coffee Road and Patton Way	46,321	38,447	-0.71%	30790	30791	30791	30796
Patton Way and Fruitvale Avenue	44,918	39,380	-0.50%	44920	44921	44921	44929
Coffee Road				0	0	0	0
Norris Road and Olive Drive	20,774	22,379	0.29%	21072	21193	21253	22340
Olive Drive and Hageman Road	26,842	34,433	0.96%	24459	24930	25165	29403
Hageman Road and Meany Avenue/Riverlakes Drive	21,534	20,729	-0.15%	29066	29626	29905	34941
Meany Avenue/Riverlakes Drive and Downing Avenue	37,294	34,283	-0.32%	35841	36531	36876	43085
Downing Avenue and Granite Falls Drive	36,108	33,222	-0.32%	37867	38596	38960	45521
Granite Falls Drive and Rosedale Highway (CA-58)	39,071	36,145	-0.30%	35814	36414	36714	42111
Rosedale Highway (CA-58) and Jet Way	42,290	52,528	0.84%	42426	43136	43492	49886
Jet Way and Brimhall Road	42,410	53,396	0.89%	42941	43705	44087	50966
Brimhall Road and Westside Parkway EB Ramps	46,436	56881	0.78%	51734	52545	52950	60245
Westside Parkway EB Ramps and Truxtun Avenue	43,138	42400	-0.07%	43166	43842	44180	50267
Truxtun Avenue and Stockdale Highway	52,762	53735	0.07%	52165	52238	52275	52935
Gosford Road				0	0	0	0
Stockdale Highway and Kroll Way	48,427	48859	0.03%	48510	48543	48560	48858
Calloway Drive				0	0	0	0
North of Noriega Road	18941	21966	0.57%	19482	19705	19816	21820
Noriega Road and Hageman Road	22,169	26259	0.65%	26639	26987	27161	30294
Hageman Road and Meacham Road	32,786	33784	0.12%	28037	28102	28134	28716
Meacham Road and Rosedale Highway (CA-58)	36,520	35939	-0.06%	31286	31358	31394	32044
Rosedale Highway (CA-58) and Brimhall Road	29,366	32529	0.39%	38237	38538	38689	41402
Brimhall Road and Marby Grange Way	27,929	31926	0.52%	28649	28945	29092	31752
Brimhall Road				0	0	0	0
West of Allen Road	7,501	6933	-0.30%	7388	7473	7516	8284
Allen Road and Old Farm Road	5,345	5795	0.31%	8709	8810	8860	9766
Old Farm Road and Jewetta Avenue	4,519	3644	-0.82%	10604	10727	10788	11891
Jewetta Avenue and Verdugo Lane	7,804	7379	-0.22%	12485	12629	12701	14000
Verdugo Lane and Calloway Drive	13,618	13168	-0.13%	14892	15064	15150	16699
Calloway Drive and Harvest Creek Road	15,917	18489	0.58%	16029	16214	16307	17974
Harvest Creek Road and Coffee Road	22,413	27981	0.86%	16644	16929	17072	19640
Coffee Road and Uhaul Dwy	9,496	18570	2.61%	10737	11298	11579	16629
Hageman Road				0	0	0	0
Verdugo Lane and Calloway Drive	16,575	20452	0.81%	17248	17528	17668	20188
Calloway Drive and Coffee Road	16,493	23388	1.35%	24360	25019	25348	31279
Coffee Road and Patton Way	25,562	37077	1.44%	27403	28193	28587	35693
Stockdale Highway				0	0	0	0
Don Hart Drive East and Coffee Road/Gosford Road	25,347	25723	0.06%	25419	25448	25462	25721
Coffee Road/Gosford Road and El Rio Drive	27,256	23059	-0.64%	26382	26412	26427	26696
Meacham Road				0	0	0	0
Jewetta Avenue and Verdugo Lane	1,899	1593	-0.67%	1835	1839	1840	1872
Verdugo Lane and Calloway Drive	1,842	646	-3.95%	1478	1481	1482	1508
Calloway Drive and Clay Patrick Farr Way	1,144	1173	0.10%	1150	1152	1153	1173
Verdugo Lane				0	0	0	0
North of Rosedale Highway (CA-58)	6,666	6754	0.05%	6683	6690	6693	6754
South of Rosedale Highway (CA-58)	4,354	4162	-0.17%	4316	4320	4323	4362
North of Brimhall	2,631	2,494	-0.21%	2604	2607	2608	2632
South of Brimhall	1,308	1,270	-0.11%	1301	1302	1303	1315
				0	0	0	0
NW Promenade; north of Rosedale	18,512	19126	0.13%	18628	18675	18698	19119
NW Promenade; south of Rosedale	1,088	961	-0.48%	1062	1065	1066	1090
Clay Patrick Farr Way; north of Rosedale	2,111	1639	-0.97%	2009	2014	2017	2062
El Toro Viejo Road; south of Rosedale	504	992	2.64%	570	600	615	886
Old Farm Road; north of Rosedale	3,865	3120	-0.82%	3706	3778	3814	4463
Old Farm Road; south of Rosedale	1,570	2019	0.97%	1646	1678	1694	1982
Old Farm Road; north of Brimhall	1,241	937	-1.07%	1174	1184	1190	1284
Old Farm Road; south of Brimhall	874	981	0.45%	893	901	905	976
Patton Way; north of Rosedale	1,819	1921	0.21%	1838	1846	1850	1919
Patton Way; south of Rosedale	100	100	0.00%	100	100	100	100
Granite Falls Drive; west of Coffee Road	8,753	7896	-0.40%	8580	8636	8664	9165
Downing Avenue; west of Coffee Road	59	29	-2.69%	51	51	51	54
Downing Avenue; east of Coffee Road	1,342	1190	-0.46%	1311	1320	1324	1400
Riverlakes Drive; west of Coffee Road	9,203	7986	-0.54%	8953	9011	9040	9563
Meany Avenue; east of Coffee Road	7,855	7,704	-0.07%	7826	7877	7902	8360
Olive Drive; west of Coffee Road	25,160	27372	0.32%	25568	25734	25817	27311
Olive Drive; east of Coffee Road	26,693	23834	-0.43%	26113	26283	26367	27893
Jet Way; east of Coffee Road	60	63	0.19%	61	61	61	63
Westside Parkway EB Ramps @ Coffee Road	4,019	5297	1.07%	4234	4324	4370	5183
Truxtun Avenue, east of Coffee Road	17,255	24777	1.40%	18464	18981	19240	23898
Harvest Creek Road; south of Brimhall Road	8,890	13120	1.51%	9560	9848	9993	12588
Jewetta Avenue; north of Brimhall Road	3,034	3210	0.22%	3067	3080	3087	3207
Jewetta Avenue; south of Brimhall Road	4,235	4753	0.44%	4329	4368	4387	4733
Noriega Road; west of Calloway Drive	7,111	7787	0.35%	7235	7286	7311	7767
Allen Road; north of Brimhall Road	28,548	29538	0.13%	28735	28810	28848	29527
Allen Road; south of Brimhall Road	31,700	32914	0.14%	31929	32021	32068	32899

Scenario: Existing 2025
N/S Street: Patton Way
E/W Street: Rosedale Highway (CA-58)
Intersection #: 1 AM



Scenario: Year 2027 Cumulative
N/S Street: Patton Way
E/W Street: Rosedale Highway (CA-58)



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		1175	75	846	42
		1175	75	846	42
851	851	0	38	811	2
75	75	33	0	30	12
1203	1203	1142	33	0	28
9	9	0	4	5	0

First Row Iteration

	1175	75	846	42	% diff
851	0	38	811	2	0%
75	33	0	30	12	-1%
1203	1142	33	0	28	0%
9	0	4	5	0	0%

First Column Iteration

	1175	75	846	42	% diff
851	0	38	811	2	0%
75	33	0	30	12	0%
1203	1142	33	0	28	0%
9	0	4	5	0	0%

Second Row Iteration

	1175	75	846	42	% diff
851	0	38	811	2	0.0%
75	33	0	30	12	0.0%
1203	1142	33	0	28	0.0%
9	0	4	5	0	0.0%

Second Column Iteration

	1175	75	846	42	% diff
851	0	38	811	2	0.0%
75	33	0	30	12	0.0%
1203	1142	33	0	28	0.0%
9	0	4	5	0	0.0%

Third Row Iteration

	1175	75	846	42	% diff
851	0	38	811	2	0.0%
75	33	0	30	12	0.0%
1203	1142	33	0	28	0.0%
9	0	4	5	0	0.0%

Third Column Iteration

	1175	75	846	42	% diff
851	0	38	811	2	0.0%
75	33	0	30	12	0.0%
1203	1142	33	0	28	0.0%
9	0	4	5	0	0.0%

Fourth Row Iteration

	1175	75	846	42	% diff
851	0	38	811	2	0.0%
75	33	0	30	12	0.0%
1203	1142	33	0	28	0.0%
9	0	4	5	0	0.0%

Fourth Column Iteration

	1175	75	846	42	% diff
851	0	38	811	2	0.0%
75	33	0	30	12	0.0%
1203	1142	33	0	28	0.0%
9	0	4	5	0	0.0%

Fifth Row Iteration

	1175	75	846	42	% diff
851	0	38	811	2	0.0%
75	33	0	30	12	0.0%
1203	1142	33	0	28	0.0%
9	0	4	5	0	0.0%

Fifth Column Iteration

	1175	75	846	42	% diff
851	0	38	811	2	0.0%
75	33	0	30	12	0.0%
1203	1142	33	0	28	0.0%
9	0	4	5	0	0.0%

Sixth Row Iteration

	1175	75	846	42	% diff
851	0	38	811	2	0.0%
75	33	0	30	12	0.0%
1203	1142	33	0	28	0.0%
9	0	4	5	0	0.0%

Sixth Column Iteration

	1175	75	846	42	% diff
851	0	38	811	2	0.0%
75	33	0	30	12	0.0%
1203	1142	33	0	28	0.0%
9	0	4	5	0	0.0%

Seventh Row Iteration

	1175	75	846	42	% diff
851	0	38	811	2	0.0%
75	33	0	30	12	0.0%
1203	1142	33	0	28	0.0%
9	0	4	5	0	0.0%

Seventh Column Iteration

	1175	75	846	42	% diff
851	0	38	811	2	0.0%
75	33	0	30	12	0.0%
1203	1142	33	0	28	0.0%
9	0	4	5	0	0.0%

Eighth Row Iteration

	1175	75	846	42	% diff
851	0	38	811	2	0.0%
75	33	0	30	12	0.0%
1203	1142	33	0	28	0.0%
9	0	4	5	0	0.0%

Eighth Column Iteration

	1175	75	846	42	% diff
851	0	38	811	2	0.0%
75	33	0	30	12	0.0%
1203	1142	33	0	28	0.0%
9	0	4	5	0	0.0%

Ninth Row Iteration

	1175	75	846	42	% diff
851	0	38	811	2	0.0%
75	33	0	30	12	0.0%
1203	1142	33	0	28	0.0%
9	0	4	5	0	0.0%

Ninth Column Iteration

	1175	75	846	42	% diff
851	0	38	811	2	0.0%
75	33	0	30	12	0.0%
1203	1142	33	0	28	0.0%
9	0	4	5	0	0.0%

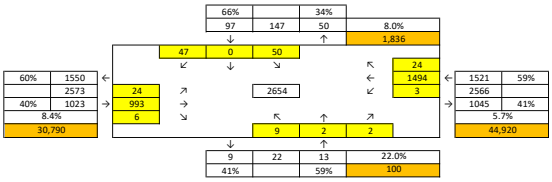
Tenth Row Iteration

	1175	75	846	42	% diff
851	0	38	811	2	0.0%
75	33	0	30	12	0.0%
1203	1142	33	0	28	0.0%
9	0	4	5	0	0.0%

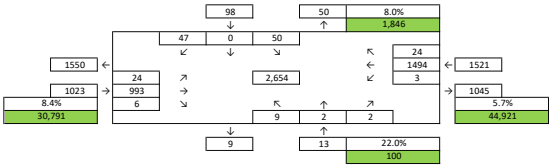
Tenth Column Iteration

	1175	75	846	42	% diff
851	0	38	811	2	0.0%
75	33	0	30	12	0.0%
1203	1142	33	0	28	0.0%
9	0	4	5	0	0.0%

Scenario: Existing 2025
N/S Street: Patton Way
E/W Street: Rosedale Highway (CA-58)
Intersection #: 1 PM



Scenario: Year 2027 Cumulative
N/S Street: Patton Way
E/W Street: Rosedale Highway (CA-58)



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		1045	50	1550	9
		1045	50	1550	9
1521	1521	0	24	1494	3
98	97	50	0	47	0
1023	1023	993	24	0	6
13	13	2	2	9	0

First Row Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0%
98	50	0	47	0	-1%
1023	993	24	0	6	0%
13	2	2	9	0	0%

First Column Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0%
98	50	0	47	0	0%
1023	993	24	0	6	0%
13	2	2	9	0	0%

Second Row Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

Second Column Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

Third Row Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

Third Column Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

Fourth Row Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

Fourth Column Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

Fifth Row Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

Fifth Column Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

Sixth Row Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

Sixth Column Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

Seventh Row Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

Seventh Column Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

Eighth Row Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

Eighth Column Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

Ninth Row Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

Ninth Column Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

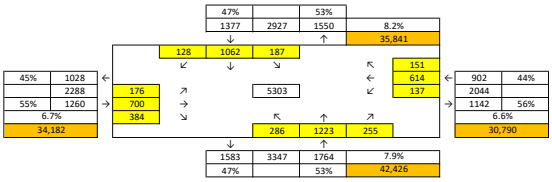
Tenth Row Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

Tenth Column Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Rosedale Highway (CA-58)
Intersection #: 2 AM



Base Year Intersection

		1142	1575	1028	1609
		1142	1550	1028	1583
902	902	0	151	614	137
1399	1377	187	0	128	1062
1260	1260	700	176	0	384
1794	1764	255	1223	286	0

First Row Iteration

	1149	1570	1035	1600	% diff
902	0	151	614	137	1%
1399	190	0	130	1079	0%
1260	700	176	0	384	1%
1794	259	1243	291	0	-1%

Sixth Row Iteration

	1142	1575	1028	1609	% diff
902	0	152	611	139	0.0%
1399	188	0	128	1083	0.0%
1260	696	176	0	388	0.0%
1794	258	1247	289	0	0.0%

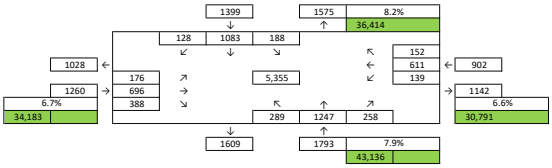
First Column Iteration

	1142	1575	1028	1609	% diff
899	0	151	610	138	0%
1403	189	0	129	1085	0%
1258	696	176	0	386	0%
1793	258	1247	289	0	0%

Sixth Column Iteration

	1142	1575	1028	1609	% diff
902	0	152	611	139	0.0%
1399	188	0	128	1083	0.0%
1260	696	176	0	388	0.0%
1793	258	1247	289	0	0.0%

Scenario: Year 2027 Cumulative
N/S Street: Coffee Road
E/W Street: Rosedale Highway (CA-58)



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Second Row Iteration

	1142	1576	1030	1607	% diff
902	0	152	612	138	0.0%
1399	188	0	129	1082	0.1%
1260	697	177	0	387	0.1%
1794	258	1247	289	0	-0.2%

Seventh Row Iteration

	1142	1575	1028	1609	% diff
902	0	152	611	139	0.0%
1399	188	0	128	1083	0.0%
1260	696	176	0	388	0.0%
1794	258	1247	289	0	0.0%

Second Column Iteration

	1142	1575	1028	1609	% diff
901	0	152	611	138	-0.1%
1400	188	0	129	1084	0.1%
1260	696	177	0	387	0.0%
1792	258	1246	288	0	-0.1%

Seventh Column Iteration

	1142	1575	1028	1609	% diff
902	0	152	611	139	0.0%
1399	188	0	128	1083	0.0%
1260	696	176	0	388	0.0%
1793	258	1247	289	0	0.0%

Third Row Iteration

	1142	1576	1029	1608	% diff
902	0	152	612	139	0.0%
1399	188	0	128	1083	0.1%
1260	696	177	0	387	0.1%
1794	258	1247	289	0	-0.1%

Eighth Row Iteration

	1142	1575	1028	1610	% diff
902	0	152	611	139	0.0%
1399	188	0	128	1083	0.0%
1260	696	176	0	388	0.0%
1794	258	1247	289	0	0.0%

Third Column Iteration

	1142	1575	1028	1609	% diff
902	0	152	611	139	0.0%
1400	188	0	128	1083	0.0%
1260	696	176	0	388	0.0%
1793	258	1246	288	0	0.0%

Eighth Column Iteration

	1142	1575	1028	1609	% diff
902	0	152	611	139	0.0%
1399	188	0	128	1083	0.0%
1260	696	176	0	388	0.0%
1793	258	1247	289	0	0.0%

Fourth Row Iteration

	1142	1575	1028	1609	% diff
902	0	152	611	139	0.0%
1399	188	0	128	1083	0.0%
1260	696	176	0	387	0.0%
1794	258	1247	289	0	0.0%

Ninth Row Iteration

	1142	1575	1028	1610	% diff
902	0	152	611	139	0.0%
1399	188	0	128	1083	0.0%
1260	696	176	0	388	0.0%
1794	258	1247	289	0	0.0%

Fourth Column Iteration

	1142	1575	1028	1609	% diff
902	0	152	611	139	0.0%
1399	188	0	128	1083	0.0%
1260	696	176	0	388	0.0%
1793	258	1247	289	0	0.0%

Ninth Column Iteration

	1142	1575	1028	1609	% diff
902	0	152	611	139	0.0%
1399	188	0	128	1083	0.0%
1260	696	176	0	388	0.0%
1793	258	1247	289	0	0.0%

Fifth Row Iteration

	1142	1575	1028	1609	% diff
902	0	152	611	139	0.0%
1399	188	0	128	1083	0.0%
1260	696	176	0	388	0.0%
1794	258	1247	289	0	0.0%

Tenth Row Iteration

	1142	1575	1028	1610	% diff
902	0	152	611	139	0.0%
1399	188	0	128	1083	0.0%
1260	696	176	0	388	0.0%
1794	258	1247	289	0	0.0%

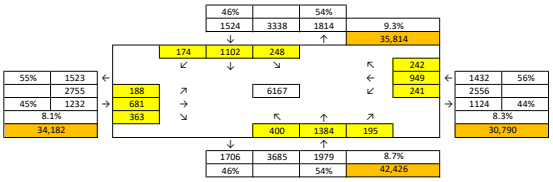
Fifth Column Iteration

	1142	1575	1028	1609	% diff
902	0	152	611	139	0.0%
1399	188	0	128	1083	0.0%
1260	696	176	0	388	0.0%
1793	258	1247	289	0	0.0%

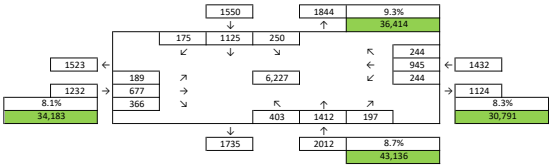
Tenth Column Iteration

	1142	1575	1028	1609	% diff
902	0	152	611	139	0.0%
1399	188	0	128	1083	0.0%
1260	696	176	0	388	0.0%
1793	258	1247	289	0	0.0%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Rosedale Highway (CA-58)
Intersection #: 2 PM



Scenario: Year 2027 Cumulative
N/S Street: Coffee Road
E/W Street: Rosedale Highway (CA-58)



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		1124	1844	1523	1735
		1124	1814	1523	1706
1432	1432	0	242	949	241
1550	1524	248	0	174	1102
1232	1232	681	188	0	363
2012	1979	195	1384	400	0

First Row Iteration

	1131	1837	1533	1724	% diff
1432	0	242	949	241	1%
1550	252	0	177	1120	0%
1232	681	188	0	363	1%
2012	198	1407	407	0	-1%

First Column Iteration

	1124	1844	1523	1735	% diff
1428	0	243	943	242	0%
1553	251	0	176	1127	0%
1230	677	189	0	365	0%
2014	197	1413	404	0	0%

Second Row Iteration

	1124	1844	1525	1733	% diff
1432	0	244	945	243	0.0%
1550	250	0	175	1124	0.0%
1232	677	189	0	366	0.1%
2012	197	1412	404	0	-0.1%

Second Column Iteration

	1124	1844	1523	1735	% diff
1431	0	244	944	243	0.0%
1550	250	0	175	1125	0.1%
1232	677	189	0	366	0.0%
2012	197	1412	403	0	0.0%

Third Row Iteration

	1124	1845	1523	1734	% diff
1432	0	244	945	243	0.0%
1550	250	0	175	1125	0.0%
1232	677	189	0	366	0.0%
2012	197	1412	403	0	0.0%

Third Column Iteration

	1124	1844	1523	1735	% diff
1432	0	244	945	243	0.0%
1550	250	0	175	1125	0.0%
1232	677	189	0	366	0.0%
2012	197	1412	403	0	0.0%

Fourth Row Iteration

	1124	1845	1523	1734	% diff
1432	0	244	945	243	0.0%
1550	250	0	175	1125	0.0%
1232	677	189	0	366	0.0%
2012	197	1412	403	0	0.0%

Fourth Column Iteration

	1124	1844	1523	1735	% diff
1432	0	244	945	244	0.0%
1550	250	0	175	1125	0.0%
1232	677	189	0	366	0.0%
2012	197	1412	403	0	0.0%

Fifth Row Iteration

	1124	1844	1523	1734	% diff
1432	0	244	945	244	0.0%
1550	250	0	175	1125	0.0%
1232	677	189	0	366	0.0%
2012	197	1412	403	0	0.0%

Fifth Column Iteration

	1124	1844	1523	1735	% diff
1432	0	244	945	244	0.0%
1550	250	0	175	1125	0.0%
1232	677	189	0	366	0.0%
2012	197	1412	403	0	0.0%

Sixth Row Iteration

	1124	1844	1523	1734	% diff
1432	0	244	945	244	0.0%
1550	250	0	175	1125	0.0%
1232	677	189	0	366	0.0%
2012	197	1412	403	0	0.0%

Sixth Column Iteration

	1124	1844	1523	1735	% diff
1432	0	244	945	244	0.0%
1550	250	0	175	1125	0.0%
1232	677	189	0	366	0.0%
2012	197	1412	403	0	0.0%

Seventh Row Iteration

	1124	1844	1523	1734	% diff
1432	0	244	945	244	0.0%
1550	250	0	175	1125	0.0%
1232	677	189	0	366	0.0%
2012	197	1412	403	0	0.0%

Seventh Column Iteration

	1124	1844	1523	1735	% diff
1432	0	244	945	244	0.0%
1550	250	0	175	1125	0.0%
1232	677	189	0	366	0.0%
2012	197	1412	403	0	0.0%

Eighth Row Iteration

	1124	1844	1523	1734	% diff
1432	0	244	945	244	0.0%
1550	250	0	175	1125	0.0%
1232	677	189	0	366	0.0%
2012	197	1412	403	0	0.0%

Eighth Column Iteration

	1124	1844	1523	1735	% diff
1432	0	244	945	244	0.0%
1550	250	0	175	1125	0.0%
1232	677	189	0	366	0.0%
2012	197	1412	403	0	0.0%

Ninth Row Iteration

	1124	1844	1523	1734	% diff
1432	0	244	945	244	0.0%
1550	250	0	175	1125	0.0%
1232	677	189	0	366	0.0%
2012	197	1412	403	0	0.0%

Ninth Column Iteration

	1124	1844	1523	1735	% diff
1432	0	244	945	244	0.0%
1550	250	0	175	1125	0.0%
1232	677	189	0	366	0.0%
2012	197	1412	403	0	0.0%

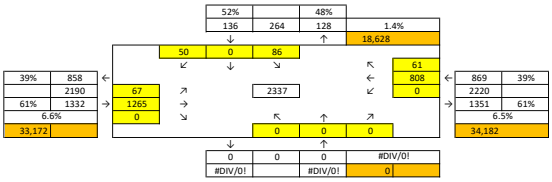
Tenth Row Iteration

	1124	1844	1523	1734	% diff
1432	0	244	945	244	0.0%
1550	250	0	175	1125	0.0%
1232	677	189	0	366	0.0%
2012	197	1412	403	0	0.0%

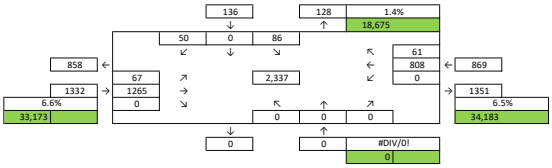
Tenth Column Iteration

	1124	1844	1523	1735	% diff
1432	0	244	945	244	0.0%
1550	250	0	175	1125	0.0%
1232	677	189	0	366	0.0%
2012	197	1412	403	0	0.0%

Scenario: Existing 2025
N/S Street: Project Driveway/Northwest Promenade
E/W Street: Rosedale Highway (CA-58)
Intersection #: 3 AM



Scenario: Year 2027 Cumulative
N/S Street: Project Driveway/Northwest Promenade
E/W Street: Rosedale Highway (CA-58)



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		1351	128	858	0
		1351	128	858	0
869	869	0	61	808	0
136	136	86	0	50	0
1332	1332	1265	67	0	0
0	0	0	0	0	0

First Row Iteration

	1351	128	858	0	% diff
869	0	61	808	0	0%
136	86	0	50	0	0%
1332	1265	67	0	0	0%
0	0	0	0	0	#DIV/0!

Sixth Row Iteration

1351	128	858	0	% diff
869	0	61	808	0	0.0%
136	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

First Column Iteration

	1351	128	858	0	% diff
869	0	61	808	0	0%
136	86	0	50	0	0%
1332	1265	67	0	0	0%
0	0	0	0	0	#DIV/0!

Sixth Column Iteration

1351	128	858	0	% diff
869	0	61	808	0	0.0%
136	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

Second Row Iteration

	1351	128	858	0	% diff
869	0	61	808	0	0.0%
136	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

Seventh Row Iteration

1351	128	858	0	% diff
869	0	61	808	0	0.0%
136	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

Second Column Iteration

	1351	128	858	0	% diff
869	0	61	808	0	0.0%
136	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

Seventh Column Iteration

1351	128	858	0	% diff
869	0	61	808	0	0.0%
136	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

Third Row Iteration

	1351	128	858	0	% diff
869	0	61	808	0	0.0%
136	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

Eighth Row Iteration

1351	128	858	0	% diff
869	0	61	808	0	0.0%
136	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

Third Column Iteration

	1351	128	858	0	% diff
869	0	61	808	0	0.0%
136	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

Eighth Column Iteration

1351	128	858	0	% diff
869	0	61	808	0	0.0%
136	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

Fourth Row Iteration

	1351	128	858	0	% diff
869	0	61	808	0	0.0%
136	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

Ninth Row Iteration

1351	128	858	0	% diff
869	0	61	808	0	0.0%
136	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

Fourth Column Iteration

	1351	128	858	0	% diff
869	0	61	808	0	0.0%
136	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

Ninth Column Iteration

1351	128	858	0	% diff
869	0	61	808	0	0.0%
136	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

Fifth Row Iteration

	1351	128	858	0	% diff
869	0	61	808	0	0.0%
136	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

Tenth Row Iteration

1351	128	858	0	% diff
869	0	61	808	0	0.0%
136	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

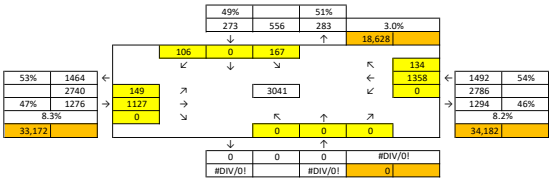
Fifth Column Iteration

	1351	128	858	0	% diff
869	0	61	808	0	0.0%
136	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

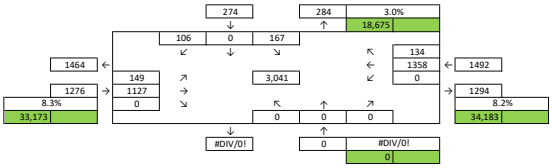
Tenth Column Iteration

1351	128	858	0	% diff
869	0	61	808	0	0.0%
136	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

Scenario: Existing 2025
N/S Street: Project Driveway/Northwest Promenade
E/W Street: Rosedale Highway (CA-58)
Intersection #: 3 PM



Scenario: Year 2027 Cumulative
N/S Street: Project Driveway/Northwest Promenade
E/W Street: Rosedale Highway (CA-58)



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		1294	284	1464	#DIV/0!
		1294	283	1464	0
1492	1492	0	134	1358	0
274	273	167	0	106	0
1276	1276	1127	149	0	0
#DIV/0!	0	0	0	0	0

First Row Iteration

	1294	283	1464	0	% diff
1492	0	134	1358	0	0%
274	167	0	106	0	0%
1276	1127	149	0	0	0%
#DIV/0!	0	0	0	0	#DIV/0!

First Column Iteration

	1294	284	1464	#DIV/0!	% diff
1492	0	134	1358	0	0%
274	167	0	106	0	0%
1276	1127	149	0	0	0%
0	0	0	0	0	#DIV/0!

Second Row Iteration

	1294	284	1464	0	% diff
1492	0	134	1358	0	0.0%
274	167	0	106	0	0.0%
1276	1127	149	0	0	0.0%
#DIV/0!	0	0	0	0	#DIV/0!

Second Column Iteration

	1294	284	1464	#DIV/0!	% diff
1492	0	134	1358	0	0.0%
274	167	0	106	0	0.0%
1276	1127	149	0	0	0.0%
0	0	0	0	0	#DIV/0!

Third Row Iteration

	1294	284	1464	0	% diff
1492	0	134	1358	0	0.0%
274	167	0	106	0	0.0%
1276	1127	149	0	0	0.0%
#DIV/0!	0	0	0	0	#DIV/0!

Third Column Iteration

	1294	284	1464	#DIV/0!	% diff
1492	0	134	1358	0	0.0%
274	167	0	106	0	0.0%
1276	1127	149	0	0	0.0%
0	0	0	0	0	#DIV/0!

Fourth Row Iteration

	1294	284	1464	0	% diff
1492	0	134	1358	0	0.0%
274	167	0	106	0	0.0%
1276	1127	149	0	0	0.0%
#DIV/0!	0	0	0	0	#DIV/0!

Fourth Column Iteration

	1294	284	1464	#DIV/0!	% diff
1492	0	134	1358	0	0.0%
274	167	0	106	0	0.0%
1276	1127	149	0	0	0.0%
0	0	0	0	0	#DIV/0!

Fifth Row Iteration

	1294	284	1464	0	% diff
1492	0	134	1358	0	0.0%
274	167	0	106	0	0.0%
1276	1127	149	0	0	0.0%
#DIV/0!	0	0	0	0	#DIV/0!

Fifth Column Iteration

	1294	284	1464	#DIV/0!	% diff
1492	0	134	1358	0	0.0%
274	167	0	106	0	0.0%
1276	1127	149	0	0	0.0%
0	0	0	0	0	#DIV/0!

Sixth Row Iteration

	1294	284	1464	0	% diff
1492	0	134	1358	0	0.0%
274	167	0	106	0	0.0%
1276	1127	149	0	0	0.0%
#DIV/0!	0	0	0	0	#DIV/0!

Sixth Column Iteration

	1294	284	1464	#DIV/0!	% diff
1492	0	134	1358	0	0.0%
274	167	0	106	0	0.0%
1276	1127	149	0	0	0.0%
0	0	0	0	0	#DIV/0!

Seventh Row Iteration

	1294	284	1464	0	% diff
1492	0	134	1358	0	0.0%
274	167	0	106	0	0.0%
1276	1127	149	0	0	0.0%
#DIV/0!	0	0	0	0	#DIV/0!

Seventh Column Iteration

	1294	284	1464	#DIV/0!	% diff
1492	0	134	1358	0	0.0%
274	167	0	106	0	0.0%
1276	1127	149	0	0	0.0%
0	0	0	0	0	#DIV/0!

Eighth Row Iteration

	1294	284	1464	0	% diff
1492	0	134	1358	0	0.0%
274	167	0	106	0	0.0%
1276	1127	149	0	0	0.0%
#DIV/0!	0	0	0	0	#DIV/0!

Eighth Column Iteration

	1294	284	1464	#DIV/0!	% diff
1492	0	134	1358	0	0.0%
274	167	0	106	0	0.0%
1276	1127	149	0	0	0.0%
0	0	0	0	0	#DIV/0!

Ninth Row Iteration

	1294	284	1464	0	% diff
1492	0	134	1358	0	0.0%
274	167	0	106	0	0.0%
1276	1127	149	0	0	0.0%
#DIV/0!	0	0	0	0	#DIV/0!

Ninth Column Iteration

	1294	284	1464	#DIV/0!	% diff
1492	0	134	1358	0	0.0%
274	167	0	106	0	0.0%
1276	1127	149	0	0	0.0%
0	0	0	0	0	#DIV/0!

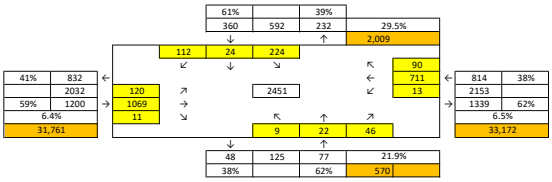
Tenth Row Iteration

	1294	284	1464	0	% diff
1492	0	134	1358	0	0.0%
274	167	0	106	0	0.0%
1276	1127	149	0	0	0.0%
#DIV/0!	0	0	0	0	#DIV/0!

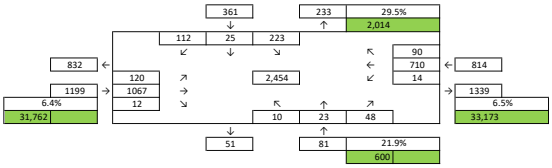
Tenth Column Iteration

	1294	284	1464	#DIV/0!	% diff
1492	0	134	1358	0	0.0%
274	167	0	106	0	0.0%
1276	1127	149	0	0	0.0%
0	0	0	0	0	#DIV/0!

Scenario: Existing 2025
N/S Street: El Toro Viejo Road/Clay Patrick Farr Way
E/W Street: Rosedale Highway (CA-58)
Intersection #: 4 AM



Scenario: Year 2027 Cumulative
N/S Street: El Toro Viejo Road/Clay Patrick Farr Way
E/W Street: Rosedale Highway (CA-58)



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		1339	233	832	51
		1339	232	832	48
814	814	0	90	711	13
361	360	224	0	112	24
1200	1200	1069	120	0	11
81	77	46	22	9	0

First Row Iteration

	1342	233	833	48	% diff
814	0	90	711	13	0%
361	225	0	112	24	0%
1200	1069	120	0	11	0%
81	48	23	9	0	-5%

First Column Iteration

	1339	233	832	51	% diff
814	0	90	710	14	0%
362	224	0	112	25	0%
1198	1067	120	0	12	0%
81	48	23	9	0	0%

Second Row Iteration

	1341	233	832	51	% diff
814	0	90	711	14	0.1%
361	224	0	112	25	0.1%
1200	1069	120	0	12	0.0%
81	48	23	9	0	0.0%

Second Column Iteration

	1339	233	832	51	% diff
814	0	90	711	14	0.0%
361	223	0	112	25	-0.1%
1199	1067	120	0	12	-0.1%
81	48	23	9	0	-0.1%

Third Row Iteration

	1340	233	832	51	% diff
814	0	90	711	14	0.1%
361	224	0	112	25	0.1%
1200	1069	120	0	12	0.0%
81	48	23	9	0	0.1%

Third Column Iteration

	1339	233	832	51	% diff
814	0	90	710	14	0.0%
361	223	0	112	25	-0.1%
1199	1067	120	0	12	-0.1%
81	48	23	9	0	-0.1%

Fourth Row Iteration

	1340	233	832	51	% diff
814	0	90	711	14	0.1%
361	223	0	112	25	0.1%
1200	1068	120	0	12	0.0%
81	48	23	10	0	0.1%

Fourth Column Iteration

	1339	233	832	51	% diff
814	0	90	710	14	0.0%
361	223	0	112	25	-0.1%
1199	1067	120	0	12	-0.1%
81	48	23	9	0	-0.1%

Fifth Row Iteration

	1340	233	832	51	% diff
814	0	90	711	14	0.1%
361	223	0	112	25	0.1%
1200	1068	120	0	12	0.0%
81	48	23	10	0	0.1%

Fifth Column Iteration

	1339	233	832	51	% diff
814	0	90	710	14	0.0%
361	223	0	112	25	-0.1%
1199	1067	120	0	12	-0.1%
81	48	23	10	0	-0.1%

Sixth Row Iteration

	1340	233	832	51	% diff
814	0	90	711	14	0.1%
361	223	0	112	25	0.1%
1200	1068	120	0	12	0.1%
81	48	23	10	0	0.1%

Sixth Column Iteration

	1339	233	832	51	% diff
814	0	90	710	14	-0.1%
361	223	0	112	25	-0.1%
1199	1067	120	0	12	-0.1%
81	48	23	10	0	-0.1%

Seventh Row Iteration

	1340	233	833	51	% diff
814	0	90	711	14	0.1%
361	223	0	112	25	0.1%
1200	1068	120	0	12	0.1%
81	48	23	10	0	0.1%

Seventh Column Iteration

	1339	233	832	51	% diff
814	0	90	710	14	-0.1%
361	223	0	112	25	-0.1%
1199	1068	120	0	12	-0.1%
81	48	23	10	0	-0.1%

Eighth Row Iteration

	1340	233	833	51	% diff
814	0	90	711	14	0.1%
361	223	0	112	25	0.1%
1200	1068	120	0	12	0.1%
81	48	23	10	0	0.1%

Eighth Column Iteration

	1339	233	832	51	% diff
813	0	90	710	14	-0.1%
361	223	0	112	25	-0.1%
1199	1068	120	0	12	-0.1%
81	48	23	10	0	-0.1%

Ninth Row Iteration

	1340	233	833	51	% diff
814	0	90	711	14	0.1%
361	223	0	112	25	0.1%
1200	1068	120	0	12	0.1%
81	48	23	10	0	0.1%

Ninth Column Iteration

	1339	233	832	51	% diff
813	0	90	710	14	-0.1%
361	223	0	112	25	-0.1%
1199	1068	120	0	12	-0.1%
81	48	23	10	0	-0.1%

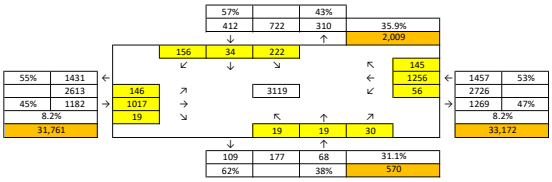
Tenth Row Iteration

	1340	233	833	51	% diff
814	0	90	711	14	0.1%
361	223	0	112	25	0.1%
1200	1068	120	0	12	0.1%
81	48	23	10	0	0.1%

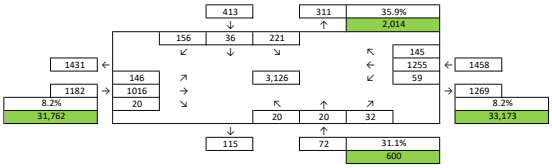
Tenth Column Iteration

	1339	233	832	51	% diff
813	0	89	710	14	-0.1%
361	223	0	112	25	-0.1%
1199	1068	120	0	12	-0.1%
81	48	23	10	0	-0.1%

Scenario: Existing 2025
N/S Street: El Toro Viejo Road/Clay Patrick Farr Way
E/W Street: Rosedale Highway (CA-58)
Intersection #: 4 PM



Scenario: Year 2027 Cumulative
N/S Street: El Toro Viejo Road/Clay Patrick Farr Way
E/W Street: Rosedale Highway (CA-58)



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		1269	311	1431	115
		1269	310	1431	109
1457	1457	0	145	1256	56
413	412	222	0	156	34
1182	1182	1017	146	0	19
72	68	30	19	19	0

First Row Iteration

	1271	311	1432	109	% diff
1457	0	145	1256	56	0%
413	223	0	156	34	0%
1182	1017	146	0	19	0%
72	32	20	20	0	-5%

First Column Iteration

	1269	311	1431	115	% diff
1459	0	145	1255	59	0%
414	222	0	156	36	0%
1181	1015	146	0	20	0%
71	32	20	20	0	0%

Second Row Iteration

	1269	311	1429	115	% diff
1457	0	145	1253	59	0.0%
413	222	0	156	36	0.0%
1182	1016	146	0	20	-0.1%
72	32	20	20	0	-0.1%

Second Column Iteration

	1269	311	1431	115	% diff
1459	0	145	1255	59	0.1%
413	221	0	156	36	0.1%
1182	1016	146	0	20	0.0%
72	32	20	20	0	0.0%

Third Row Iteration

	1269	311	1430	115	% diff
1457	0	145	1254	59	0.0%
413	221	0	156	36	-0.1%
1182	1016	146	0	20	-0.1%
72	32	20	20	0	-0.1%

Third Column Iteration

	1269	311	1431	115	% diff
1459	0	145	1255	59	0.1%
413	221	0	156	36	0.1%
1182	1016	146	0	20	0.0%
72	32	20	20	0	0.0%

Fourth Row Iteration

	1269	311	1430	115	% diff
1457	0	145	1254	59	0.0%
413	221	0	156	36	-0.1%
1182	1016	146	0	20	-0.1%
72	32	20	20	0	-0.1%

Fourth Column Iteration

	1269	311	1431	115	% diff
1458	0	145	1255	59	0.1%
413	221	0	156	36	0.1%
1182	1016	146	0	20	0.0%
72	32	20	20	0	0.1%

Fifth Row Iteration

	1269	311	1430	115	% diff
1457	0	144	1254	59	0.0%
413	221	0	156	36	-0.1%
1182	1016	146	0	20	-0.1%
72	32	20	20	0	-0.1%

Fifth Column Iteration

	1269	311	1431	115	% diff
1458	0	145	1255	59	0.1%
413	221	0	156	36	0.1%
1182	1016	146	0	20	0.0%
72	32	20	20	0	0.1%

Sixth Row Iteration

	1269	311	1430	115	% diff
1457	0	144	1254	59	0.0%
413	221	0	156	36	-0.1%
1182	1016	146	0	20	-0.1%
72	32	20	20	0	-0.1%

Sixth Column Iteration

	1269	311	1431	115	% diff
1458	0	145	1255	59	0.1%
413	221	0	156	36	0.1%
1183	1016	146	0	20	0.0%
72	32	20	20	0	0.1%

Seventh Row Iteration

	1268	311	1430	115	% diff
1457	0	144	1254	59	0.0%
413	221	0	156	36	-0.1%
1182	1016	146	0	20	-0.1%
72	32	20	20	0	-0.1%

Seventh Column Iteration

	1269	311	1431	115	% diff
1458	0	144	1255	59	0.1%
413	221	0	156	36	0.1%
1183	1016	146	0	20	0.0%
72	32	20	20	0	0.1%

Eighth Row Iteration

	1268	311	1430	115	% diff
1457	0	144	1254	59	-0.1%
413	221	0	156	36	-0.1%
1182	1016	146	0	20	-0.1%
72	32	20	20	0	-0.1%

Eighth Column Iteration

	1269	311	1431	115	% diff
1458	0	144	1255	59	0.1%
413	221	0	156	36	0.1%
1183	1016	146	0	20	0.1%
72	32	20	20	0	0.1%

Ninth Row Iteration

	1268	311	1430	115	% diff
1457	0	144	1254	59	-0.1%
413	221	0	156	36	-0.1%
1182	1016	146	0	20	-0.1%
72	32	20	20	0	-0.1%

Ninth Column Iteration

	1269	311	1431	115	% diff
1458	0	144	1255	59	0.1%
413	221	0	156	36	0.1%
1183	1016	146	0	20	0.1%
72	32	20	20	0	0.1%

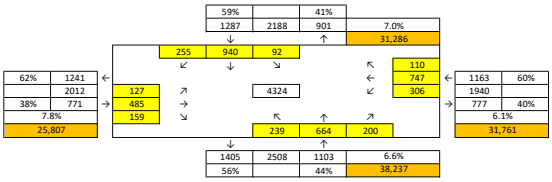
Tenth Row Iteration

	1268	311	1430	115	% diff
1457	0	144	1254	59	-0.1%
413	221	0	156	36	-0.1%
1182	1016	146	0	20	-0.1%
72	32	20	20	0	-0.1%

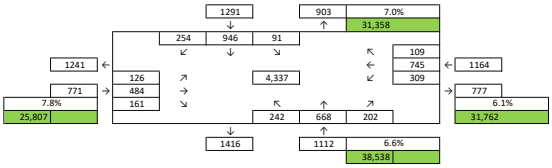
Tenth Column Iteration

	1269	311	1431	115	% diff
1458	0	144	1255	59	0.1%
413	221	0	156	36	0.1%
1183	1016	146	0	20	0.1%
72	32	20	20	0	0.1%

Scenario: Existing 2025
N/S Street: Calloway Drive
E/W Street: Rosedale Highway (CA-58)
Intersection #: 5 AM



Scenario: Year 2027 Cumulative
N/S Street: Calloway Drive
E/W Street: Rosedale Highway (CA-58)



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		777	903	1241	1416
		777	901	1241	1405
1163	1163	0	110	747	306
1290	1287	92	0	255	940
771	771	485	127	0	159
1112	1103	200	664	239	0

First Row Iteration

	779	906	1243	1407	% diff
1163	0	110	747	306	0%
1290	92	0	256	942	0%
771	485	127	0	159	0%
1112	202	669	241	0	-1%

Sixth Row Iteration

	777	903	1241	1415	% diff
1163	0	109	745	309	0.0%
1290	91	0	253	945	0.0%
771	484	126	0	161	0.0%
1112	202	668	242	0	0.0%

First Column Iteration

	777	903	1241	1416	% diff
1163	0	110	746	308	0%
1295	92	0	255	948	0%
770	484	127	0	160	0%
1108	201	667	240	0	0%

Sixth Column Iteration

	777	903	1241	1416	% diff
1163	0	109	745	309	0.0%
1291	91	0	253	946	0.0%
771	484	126	0	161	0.0%
1112	202	668	242	0	0.0%

Second Row Iteration

	778	905	1241	1412	% diff
1163	0	110	745	308	0.1%
1290	92	0	254	944	0.2%
771	484	127	0	160	0.0%
1112	202	669	241	0	-0.3%

Seventh Row Iteration

	777	903	1241	1415	% diff
1163	0	109	745	309	0.0%
1290	91	0	253	945	0.0%
771	484	126	0	161	0.0%
1112	202	668	242	0	0.0%

Second Column Iteration

	777	903	1241	1416	% diff
1164	0	109	746	309	0.1%
1292	92	0	254	947	0.2%
771	484	126	0	161	0.0%
1110	202	667	241	0	-0.1%

Seventh Column Iteration

	777	903	1241	1416	% diff
1163	0	109	745	309	0.0%
1290	91	0	253	946	0.0%
771	484	126	0	161	0.0%
1112	202	668	242	0	0.0%

Third Row Iteration

	777	904	1240	1414	% diff
1163	0	109	745	309	0.0%
1290	91	0	254	945	0.1%
771	484	126	0	161	-0.1%
1112	202	668	242	0	-0.1%

Eighth Row Iteration

	777	903	1241	1416	% diff
1163	0	109	745	309	0.0%
1290	91	0	253	945	0.0%
771	484	126	0	161	0.0%
1112	202	668	242	0	0.0%

Third Column Iteration

	777	903	1241	1416	% diff
1164	0	109	746	309	0.1%
1291	91	0	254	946	0.1%
771	484	126	0	161	0.0%
1111	202	668	242	0	-0.1%

Eighth Column Iteration

	777	903	1241	1416	% diff
1163	0	109	745	309	0.0%
1290	91	0	253	946	0.0%
771	484	126	0	161	0.0%
1112	202	668	242	0	0.0%

Fourth Row Iteration

	777	903	1240	1415	% diff
1163	0	109	745	309	0.0%
1290	91	0	253	945	0.0%
771	484	126	0	161	0.0%
1112	202	668	242	0	-0.1%

Ninth Row Iteration

	777	903	1241	1416	% diff
1163	0	109	745	309	0.0%
1290	91	0	253	945	0.0%
771	484	126	0	161	0.0%
1112	202	668	242	0	0.0%

Fourth Column Iteration

	777	903	1241	1416	% diff
1164	0	109	746	309	0.1%
1291	91	0	254	946	0.1%
771	484	126	0	161	0.0%
1112	202	668	242	0	0.0%

Ninth Column Iteration

	777	903	1241	1416	% diff
1163	0	109	745	309	0.0%
1290	91	0	253	946	0.0%
771	484	126	0	161	0.0%
1112	202	668	242	0	0.0%

Fifth Row Iteration

	777	903	1240	1415	% diff
1163	0	109	745	309	0.0%
1290	91	0	253	945	0.0%
771	484	126	0	161	0.0%
1112	202	668	242	0	-0.1%

Tenth Row Iteration

	777	903	1241	1416	% diff
1163	0	109	745	309	0.0%
1290	91	0	253	945	0.0%
771	484	126	0	161	0.0%
1112	202	668	242	0	0.0%

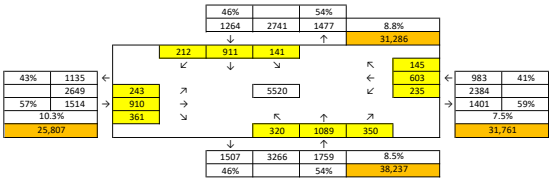
Fifth Column Iteration

	777	903	1241	1416	% diff
1164	0	109	745	309	0.0%
1291	91	0	254	946	0.1%
771	484	126	0	161	0.0%
1112	202	668	242	0	0.0%

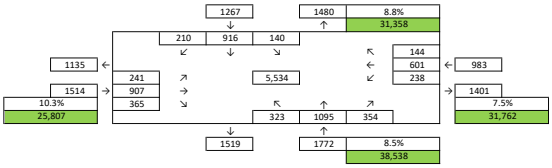
Tenth Column Iteration

	777	903	1241	1416	% diff
1163	0	109	745	309	0.0%
1290	91	0	253	946	0.0%
771	484	126	0	161	0.0%
1112	202	668	242	0	0.0%

Scenario: Existing 2025
N/S Street: Calloway Drive
E/W Street: Rosedale Highway (CA-58)
Intersection #: 5 PM



Scenario: Year 2027 Cumulative
N/S Street: Calloway Drive
E/W Street: Rosedale Highway (CA-58)



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		1401	1480	1135	1519
		1401	1477	1135	1507
983	983	0	145	603	235
1267	1264	141	0	212	911
1514	1514	910	243	0	361
1773	1759	350	1089	320	0

First Row Iteration

	1404	1486	1138	1509	% diff
983	0	145	603	235	0%
1267	141	0	212	913	0%
1514	910	243	0	361	0%
1773	353	1098	323	0	-1%

First Column Iteration

	1401	1480	1135	1519	% diff
982	0	144	601	237	0%
1272	141	0	212	919	0%
1514	908	242	0	363	0%
1767	352	1094	322	0	0%

Second Row Iteration

	1402	1484	1136	1515	% diff
983	0	145	602	237	0.1%
1267	140	0	211	915	0.2%
1514	908	242	0	363	0.0%
1773	353	1097	323	0	-0.2%

Second Column Iteration

	1401	1480	1135	1519	% diff
983	0	144	602	237	0.0%
1269	140	0	211	917	0.1%
1514	908	242	0	364	0.0%
1770	353	1095	323	0	-0.2%

Third Row Iteration

	1402	1482	1135	1518	% diff
983	0	144	602	237	0.0%
1267	140	0	211	916	0.1%
1514	908	242	0	364	0.0%
1773	353	1096	323	0	-0.1%

Third Column Iteration

	1401	1480	1135	1519	% diff
983	0	144	601	237	0.0%
1268	140	0	211	917	0.1%
1514	908	241	0	365	0.0%
1771	353	1095	323	0	-0.1%

Fourth Row Iteration

	1402	1481	1135	1519	% diff
983	0	144	601	237	0.0%
1267	140	0	211	916	0.1%
1514	908	241	0	365	0.0%
1773	354	1096	323	0	0.0%

Fourth Column Iteration

	1401	1480	1135	1519	% diff
983	0	144	601	238	0.0%
1267	140	0	210	917	0.0%
1514	908	241	0	365	0.0%
1772	354	1095	323	0	-0.1%

Fifth Row Iteration

	1401	1481	1135	1519	% diff
983	0	144	601	238	0.0%
1267	140	0	210	916	0.0%
1514	908	241	0	365	0.0%
1773	354	1096	323	0	0.0%

Fifth Column Iteration

	1401	1480	1135	1519	% diff
983	0	144	601	238	0.0%
1267	140	0	210	916	0.0%
1514	907	241	0	365	0.0%
1772	354	1095	323	0	0.0%

Sixth Row Iteration

	1401	1481	1135	1519	% diff
983	0	144	601	238	0.0%
1267	140	0	210	917	0.0%
1514	908	241	0	365	0.0%
1773	354	1096	323	0	0.0%

Sixth Column Iteration

	1401	1480	1135	1519	% diff
983	0	144	601	238	0.0%
1267	140	0	210	916	0.0%
1514	907	241	0	365	0.0%
1772	354	1095	323	0	0.0%

Seventh Row Iteration

	1401	1481	1135	1519	% diff
983	0	144	601	238	0.0%
1267	140	0	210	917	0.0%
1514	908	241	0	365	0.0%
1773	354	1096	323	0	0.0%

Seventh Column Iteration

	1401	1480	1135	1519	% diff
983	0	144	601	238	0.0%
1267	140	0	210	916	0.0%
1514	907	241	0	365	0.0%
1772	354	1095	323	0	0.0%

Eighth Row Iteration

	1401	1481	1135	1519	% diff
983	0	144	601	238	0.0%
1267	140	0	210	917	0.0%
1514	908	241	0	365	0.0%
1773	354	1096	323	0	0.0%

Eighth Column Iteration

	1401	1480	1135	1519	% diff
983	0	144	601	238	0.0%
1267	140	0	210	916	0.0%
1514	907	241	0	365	0.0%
1772	354	1095	323	0	0.0%

Ninth Row Iteration

	1401	1481	1135	1519	% diff
983	0	144	601	238	0.0%
1267	140	0	210	917	0.0%
1514	908	241	0	365	0.0%
1773	354	1096	323	0	0.0%

Ninth Column Iteration

	1401	1480	1135	1519	% diff
983	0	144	601	238	0.0%
1267	140	0	210	916	0.0%
1514	907	241	0	365	0.0%
1772	354	1095	323	0	0.0%

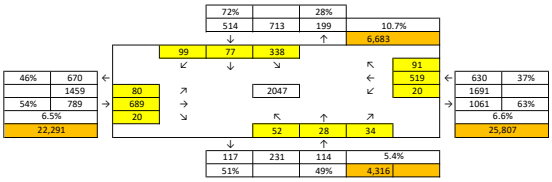
Tenth Row Iteration

	1401	1481	1135	1519	% diff
983	0	144	601	238	0.0%
1267	140	0	210	917	0.0%
1514	908	241	0	365	0.0%
1773	354	1096	323	0	0.0%

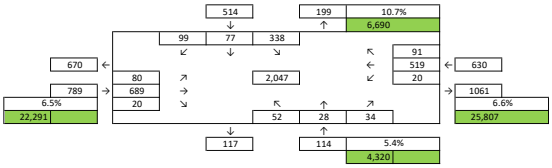
Tenth Column Iteration

	1401	1480	1135	1519	% diff
983	0	144	601	238	0.0%
1267	140	0	210	916	0.0%
1514	907	241	0	365	0.0%
1772	354	1095	323	0	0.0%

Scenario: Existing 2025
N/S Street: Verdugo Lane
E/W Street: Rosedale Highway (CA-58)
Intersection #: 6 AM



Scenario: Year 2027 Cumulative
N/S Street: Verdugo Lane
E/W Street: Rosedale Highway (CA-58)



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		1061	199	670	117
		1061	199	670	117
630	630	0	91	519	20
515	514	338	0	99	77
789	789	689	80	0	20
114	114	34	28	52	0

First Row Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0%
515	338	0	99	77	0%
789	689	80	0	20	0%
114	34	28	52	0	0%

First Column Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0%
514	338	0	99	77	0%
789	689	80	0	20	0%
114	34	28	52	0	0%

Second Row Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
515	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

Second Column Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
514	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

Third Row Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
515	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

Third Column Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
514	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

Fourth Row Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
515	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

Fourth Column Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
514	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

Fifth Row Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
515	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

Fifth Column Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
514	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

Sixth Row Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
515	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

Sixth Column Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
514	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

Seventh Row Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
515	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

Seventh Column Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
514	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

Eighth Row Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
515	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

Eighth Column Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
514	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

Ninth Row Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
515	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

Ninth Column Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
514	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

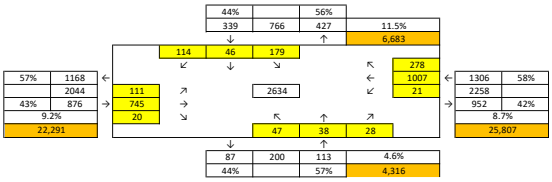
Tenth Row Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
515	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

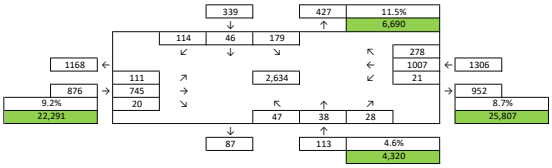
Tenth Column Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
514	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

Scenario: Existing 2025
N/S Street: Verdugo Lane
E/W Street: Rosedale Highway (CA-58)
Intersection #: 6 PM



Scenario: Year 2027 Cumulative
N/S Street: Verdugo Lane
E/W Street: Rosedale Highway (CA-58)



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		952	427	1168	87
		952	427	1168	87
1306	1306	0	278	1007	21
339	339	179	0	114	46
876	876	745	111	0	20
113	113	28	38	47	0

First Row Iteration

	952	427	1168	87	% diff
1306	0	278	1007	21	0%
339	179	0	114	46	0%
876	745	111	0	20	0%
113	28	38	47	0	0%

First Column Iteration

	952	427	1168	87	% diff
1306	0	278	1007	21	0%
339	179	0	114	46	0%
876	745	111	0	20	0%
113	28	38	47	0	0%

Second Row Iteration

	952	427	1168	87	% diff
1306	0	278	1007	21	0.0%
339	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

Second Column Iteration

	952	427	1168	87	% diff
1306	0	278	1007	21	0.0%
339	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

Third Row Iteration

	952	427	1168	87	% diff
1306	0	278	1007	21	0.0%
339	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

Third Column Iteration

	952	427	1168	87	% diff
1306	0	278	1007	21	0.0%
339	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

Fourth Row Iteration

	952	427	1168	87	% diff
1306	0	278	1007	21	0.0%
339	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

Fourth Column Iteration

	952	427	1168	87	% diff
1306	0	278	1007	21	0.0%
339	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

Fifth Row Iteration

	952	427	1168	87	% diff
1306	0	278	1007	21	0.0%
339	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

Fifth Column Iteration

	952	427	1168	87	% diff
1306	0	278	1007	21	0.0%
339	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

Sixth Row Iteration

	952	427	1168	87	% diff
1306	0	278	1007	21	0.0%
339	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

Sixth Column Iteration

	952	427	1168	87	% diff
1306	0	278	1007	21	0.0%
339	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

Seventh Row Iteration

	952	427	1168	87	% diff
1306	0	278	1007	21	0.0%
339	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

Seventh Column Iteration

	952	427	1168	87	% diff
1306	0	278	1007	21	0.0%
339	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

Eighth Row Iteration

	952	427	1168	87	% diff
1306	0	278	1007	21	0.0%
339	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

Eighth Column Iteration

	952	427	1168	87	% diff
1306	0	278	1007	21	0.0%
339	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

Ninth Row Iteration

	952	427	1168	87	% diff
1306	0	278	1007	21	0.0%
339	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

Ninth Column Iteration

	952	427	1168	87	% diff
1306	0	278	1007	21	0.0%
339	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

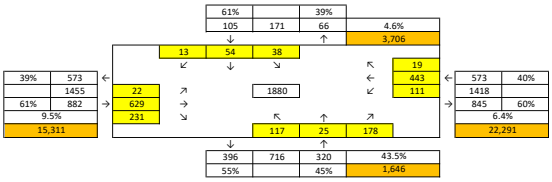
Tenth Row Iteration

	952	427	1168	87	% diff
1306	0	278	1007	21	0.0%
339	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

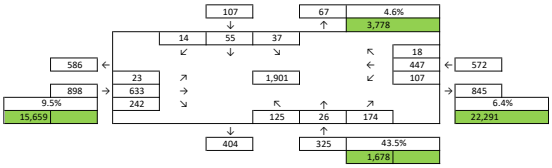
Tenth Column Iteration

	952	427	1168	87	% diff
1306	0	278	1007	21	0.0%
339	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

Scenario: Existing 2025
N/S Street: Old Farm Road
E/W Street: Rosedale Highway (CA-58)
Intersection #: 7 AM



Scenario: Year 2027 Cumulative
N/S Street: Old Farm Road
E/W Street: Rosedale Highway (CA-58)



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		845	67	586	404
		845	66	573	396
573	573	0	19	443	111
107	105	38	0	13	54
902	882	629	22	0	231
326	320	178	25	117	0

First Row Iteration

	863	67	576	402	% diff
573	0	19	443	111	2%
107	39	0	13	55	0%
902	643	23	0	236	-2%
326	181	25	119	0	0%

First Column Iteration

	845	67	586	404	% diff
582	0	19	451	111	1%
107	38	0	13	55	0%
889	630	23	0	237	-1%
325	178	26	121	0	0%

Second Row Iteration

	855	67	580	406	% diff
573	0	19	444	110	1.2%
107	38	0	14	55	0.3%
902	639	23	0	241	-1.0%
326	178	26	122	0	0.5%

Second Column Iteration

	845	67	586	404	% diff
577	0	19	449	109	0.7%
106	38	0	14	55	-0.5%
893	631	23	0	239	-1.0%
325	176	26	123	0	-0.3%

Third Row Iteration

	852	67	583	406	% diff
573	0	19	446	108	0.8%
107	38	0	14	55	0.2%
902	637	23	0	242	-0.5%
326	177	26	124	0	0.5%

Third Column Iteration

	845	67	586	404	% diff
574	0	19	448	108	0.3%
107	37	0	14	55	-0.5%
896	632	23	0	241	-0.7%
325	175	26	124	0	-0.3%

Fourth Row Iteration

	850	67	585	405	% diff
573	0	19	447	108	0.6%
107	38	0	14	55	0.3%
902	637	23	0	242	-0.1%
326	176	26	125	0	0.4%

Fourth Column Iteration

	845	67	586	404	% diff
573	0	18	447	107	0.0%
107	37	0	14	55	-0.4%
897	633	23	0	241	-0.5%
325	175	26	125	0	-0.3%

Fifth Row Iteration

	849	67	586	405	% diff
573	0	18	447	107	0.5%
107	38	0	14	55	0.3%
902	636	23	0	243	0.1%
326	175	26	125	0	0.4%

Fifth Column Iteration

	845	67	586	404	% diff
572	0	18	447	107	-0.1%
107	37	0	14	55	-0.4%
898	633	23	0	242	-0.5%
325	174	26	125	0	-0.3%

Sixth Row Iteration

	849	67	587	405	% diff
573	0	18	448	107	0.4%
107	38	0	14	55	0.3%
902	636	23	0	243	0.2%
326	175	26	125	0	0.4%

Sixth Column Iteration

	845	67	586	404	% diff
572	0	18	447	107	-0.2%
107	37	0	14	55	-0.4%
898	633	23	0	242	-0.4%
325	174	26	125	0	-0.3%

Seventh Row Iteration

	848	67	587	405	% diff
573	0	18	448	107	0.4%
107	38	0	14	55	0.3%
902	636	23	0	243	0.2%
326	175	26	126	0	0.3%

Seventh Column Iteration

	845	67	586	404	% diff
571	0	18	447	106	-0.3%
107	37	0	14	55	-0.3%
899	633	23	0	242	-0.4%
325	174	26	125	0	-0.3%

Eighth Row Iteration

	848	68	588	405	% diff
573	0	18	448	107	0.4%
107	38	0	14	55	0.3%
902	636	23	0	243	0.3%
326	175	26	126	0	0.3%

Eighth Column Iteration

	845	67	586	404	% diff
571	0	18	447	106	-0.3%
107	37	0	14	55	-0.3%
899	633	23	0	242	-0.4%
325	174	26	125	0	-0.3%

Ninth Row Iteration

	848	68	588	405	% diff
573	0	18	448	107	0.3%
107	38	0	14	55	0.3%
902	636	23	0	243	0.3%
326	175	26	126	0	0.3%

Ninth Column Iteration

	845	67	586	404	% diff
571	0	18	447	106	-0.3%
107	37	0	14	55	-0.3%
899	634	23	0	242	-0.3%
325	174	26	125	0	-0.3%

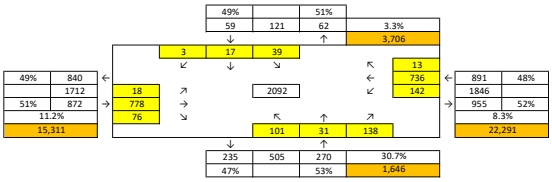
Tenth Row Iteration

	848	68	588	405	% diff
573	0	18	448	107	0.3%
107	38	0	14	55	0.3%
902	636	23	0	243	0.3%
326	175	26	126	0	0.3%

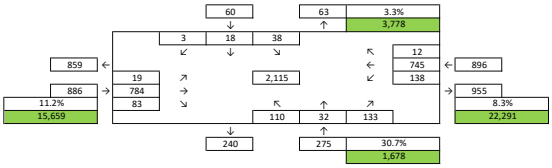
Tenth Column Iteration

	845	67	586	404	% diff
571	0	18	447	106	-0.3%
107	37	0	14	55	-0.3%
899	634	23	0	242	-0.3%
325	174	26	125	0	-0.3%

Scenario: Existing 2025
N/S Street: Old Farm Road
E/W Street: Rosedale Highway (CA-58)
Intersection #: 7 PM



Scenario: Year 2027 Cumulative
N/S Street: Old Farm Road
E/W Street: Rosedale Highway (CA-58)



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		955	63	859	240
		955	62	840	235
891	891	0	13	736	142
60	59	39	0	3	17
892	872	778	18	0	76
275	270	138	31	101	0

First Row Iteration

	976	63	842	237	% diff
891	0	13	736	142	2%
60	40	0	3	17	0%
892	796	18	0	78	-2%
275	141	32	103	0	-1%

First Column Iteration

	955	63	859	240	% diff
907	0	13	751	144	2%
60	39	0	3	18	-1%
875	778	18	0	79	-2%
274	138	32	105	0	0%

Second Row Iteration

	970	63	846	239	% diff
891	0	13	737	141	1.6%
60	39	0	3	18	0.3%
892	793	19	0	80	-1.5%
275	138	32	105	0	-0.4%

Second Column Iteration

	955	63	859	240	% diff
903	0	13	749	141	1.4%
60	39	0	3	18	-0.8%
880	780	19	0	80	-1.4%
275	136	32	107	0	-0.2%

Third Row Iteration

	967	63	849	239	% diff
891	0	13	739	140	1.2%
60	39	0	3	18	0.3%
892	791	19	0	81	-1.1%
275	136	32	107	0	-0.3%

Third Column Iteration

	955	63	859	240	% diff
900	0	13	747	140	1.0%
60	39	0	3	18	-0.6%
883	782	19	0	82	-1.0%
275	135	32	109	0	-0.2%

Fourth Row Iteration

	964	63	852	239	% diff
891	0	12	740	139	0.9%
60	39	0	3	18	0.2%
892	790	19	0	83	-0.8%
275	135	32	109	0	-0.2%

Fourth Column Iteration

	955	63	859	240	% diff
897	0	12	746	139	0.7%
60	38	0	3	18	-0.5%
885	783	19	0	83	-0.8%
275	134	32	110	0	-0.1%

Fifth Row Iteration

	962	63	854	239	% diff
891	0	12	741	138	0.7%
60	39	0	3	18	0.2%
892	789	19	0	83	-0.6%
275	134	32	110	0	-0.1%

Fifth Column Iteration

	955	63	859	240	% diff
896	0	12	745	138	0.5%
60	38	0	3	18	-0.4%
886	784	19	0	83	-0.6%
275	133	32	110	0	-0.1%

Sixth Row Iteration

	960	63	855	239	% diff
891	0	12	742	137	0.5%
60	39	0	3	18	0.1%
892	789	19	0	84	-0.4%
275	133	32	111	0	-0.1%

Sixth Column Iteration

	955	63	859	240	% diff
894	0	12	745	137	0.4%
60	38	0	3	18	-0.3%
888	784	19	0	84	-0.5%
275	132	32	111	0	-0.1%

Seventh Row Iteration

	959	63	857	240	% diff
891	0	12	742	137	0.4%
60	38	0	3	18	0.1%
892	788	19	0	84	-0.3%
275	132	32	111	0	0.0%

Seventh Column Iteration

	955	63	859	240	% diff
893	0	12	744	137	0.3%
60	38	0	3	18	-0.2%
889	785	19	0	84	-0.4%
275	132	32	111	0	-0.1%

Eighth Row Iteration

	958	63	857	240	% diff
891	0	12	742	137	0.3%
60	38	0	3	18	0.1%
892	788	19	0	85	-0.2%
275	132	32	112	0	0.0%

Eighth Column Iteration

	955	63	859	240	% diff
893	0	12	744	137	0.2%
60	38	0	3	18	-0.2%
889	785	19	0	85	-0.3%
275	132	32	112	0	-0.1%

Ninth Row Iteration

	957	63	858	240	% diff
891	0	12	743	136	0.3%
60	38	0	3	18	0.1%
892	787	20	0	85	-0.1%
275	132	32	112	0	0.0%

Ninth Column Iteration

	955	63	859	240	% diff
892	0	12	744	136	0.1%
60	38	0	3	18	-0.2%
890	785	19	0	85	-0.2%
275	131	32	112	0	-0.1%

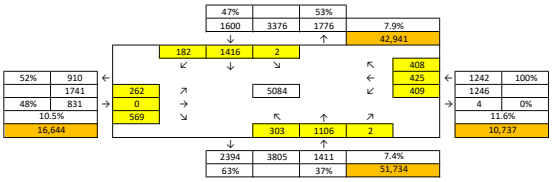
Tenth Row Iteration

	957	63	858	240	% diff
891	0	12	743	136	0.2%
60	38	0	3	18	0.1%
892	787	20	0	85	-0.1%
275	131	32	112	0	0.0%

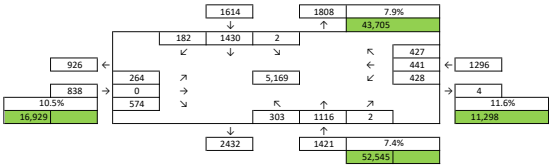
Tenth Column Iteration

	955	63	859	240	% diff
892	0	12	743	136	0.1%
60	38	0	3	18	-0.1%
890	786	20	0	85	-0.2%
275	131	32	112	0	-0.1%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Brimhall Road
Intersection #: 8 AM



Scenario: Year 2027 Cumulative
N/S Street: Coffee Road
E/W Street: Brimhall Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		4	1808	926	2432
		4	1776	910	2394
1307	1242	0	408	425	409
1628	1600	2	0	182	1416
845	831	0	262	0	569
1433	1411	2	1106	303	0

First Row Iteration

	4	1819	940	2450	% diff
1307	0	429	447	430	-3%
1628	2	0	185	1441	1%
845	0	266	0	579	2%
1433	2	1123	308	0	1%

First Column Iteration

	4	1808	926	2432	% diff
1294	0	427	440	427	-1%
1615	2	0	182	1430	-1%
839	0	265	0	574	-1%
1421	2	1116	303	0	-1%

Second Row Iteration

	4	1823	934	2452	% diff
1307	0	431	445	431	0.8%
1628	2	0	184	1442	0.9%
845	0	267	0	579	0.9%
1433	2	1126	305	0	0.9%

Second Column Iteration

	4	1808	926	2432	% diff
1296	0	427	441	428	-0.9%
1615	2	0	182	1430	-0.9%
838	0	264	0	574	-0.8%
1421	2	1116	303	0	-0.9%

Third Row Iteration

	4	1823	934	2452	% diff
1307	0	431	444	431	0.9%
1628	2	0	184	1443	0.9%
845	0	267	0	579	0.9%
1433	2	1126	305	0	0.9%

Third Column Iteration

	4	1808	926	2432	% diff
1296	0	427	441	428	-0.9%
1615	2	0	182	1430	-0.9%
838	0	264	0	574	-0.9%
1421	2	1116	303	0	-0.9%

Fourth Row Iteration

	4	1823	934	2453	% diff
1307	0	431	444	431	0.9%
1628	2	0	184	1443	0.9%
845	0	267	0	579	0.9%
1433	2	1126	305	0	0.9%

Fourth Column Iteration

	4	1808	926	2432	% diff
1296	0	427	441	428	-0.9%
1615	2	0	182	1430	-0.9%
838	0	264	0	574	-0.9%
1421	2	1116	303	0	-0.9%

Fifth Row Iteration

	4	1823	934	2453	% diff
1307	0	431	444	431	0.9%
1628	2	0	184	1443	0.9%
845	0	267	0	579	0.9%
1433	2	1126	305	0	0.9%

Fifth Column Iteration

	4	1808	926	2432	% diff
1296	0	427	441	428	-0.9%
1614	2	0	182	1430	-0.9%
838	0	264	0	574	-0.9%
1421	2	1116	303	0	-0.9%

Sixth Row Iteration

	4	1823	934	2453	% diff
1307	0	431	444	431	0.9%
1628	2	0	184	1443	0.9%
845	0	267	0	579	0.9%
1433	2	1126	305	0	0.9%

Sixth Column Iteration

	4	1808	926	2432	% diff
1296	0	427	441	428	-0.9%
1614	2	0	182	1430	-0.9%
838	0	264	0	574	-0.9%
1421	2	1116	303	0	-0.9%

Seventh Row Iteration

	4	1823	934	2453	% diff
1307	0	431	444	432	0.9%
1628	2	0	184	1443	0.9%
845	0	267	0	579	0.9%
1433	2	1126	305	0	0.9%

Seventh Column Iteration

	4	1808	926	2432	% diff
1296	0	427	441	428	-0.9%
1614	2	0	182	1430	-0.9%
838	0	264	0	574	-0.9%
1421	2	1116	303	0	-0.9%

Eighth Row Iteration

	4	1823	934	2453	% diff
1307	0	431	444	432	0.9%
1628	2	0	184	1443	0.9%
845	0	267	0	579	0.9%
1433	2	1126	305	0	0.9%

Eighth Column Iteration

	4	1808	926	2432	% diff
1296	0	427	441	428	-0.9%
1614	2	0	182	1430	-0.9%
838	0	264	0	574	-0.9%
1421	2	1116	303	0	-0.9%

Ninth Row Iteration

	4	1823	934	2453	% diff
1307	0	431	444	432	0.9%
1628	2	0	184	1443	0.9%
845	0	267	0	579	0.9%
1433	2	1126	305	0	0.9%

Ninth Column Iteration

	4	1808	926	2432	% diff
1296	0	427	441	428	-0.9%
1614	2	0	182	1430	-0.9%
838	0	264	0	574	-0.9%
1421	2	1116	303	0	-0.9%

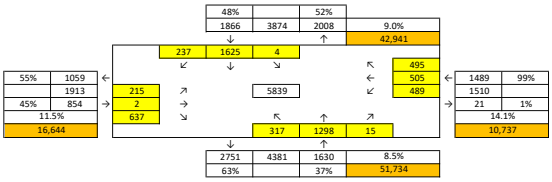
Tenth Row Iteration

	4	1823	934	2453	% diff
1307	0	431	444	432	0.9%
1628	2	0	184	1443	0.9%
845	0	267	0	579	0.9%
1433	2	1126	305	0	0.9%

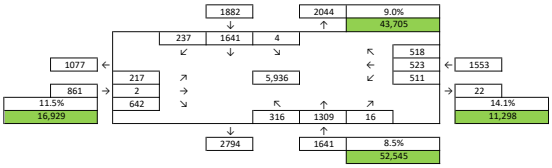
Tenth Column Iteration

	4	1808	926	2432	% diff
1296	0	427	441	428	-0.9%
1614	2	0	182	1430	-0.9%
838	0	264	0	574	-0.9%
1421	2	1116	303	0	-0.9%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Brimhall Road
Intersection #: 8 PM



Scenario: Year 2027 Cumulative
N/S Street: Coffee Road
E/W Street: Brimhall Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		22	2044	1077	2794
		21	2008	1059	2751
1567	1489	0	495	505	489
1899	1866	4	0	237	1625
869	854	2	215	0	637
1656	1630	15	1298	317	0

First Row Iteration

	21	2058	1095	2816	% diff
1567	0	521	531	515	-3%
1899	4	0	241	1654	1%
869	2	219	0	648	2%
1656	15	1318	322	0	1%

First Column Iteration

	22	2044	1077	2794	% diff
1551	0	517	523	510	-1%
1882	4	0	237	1641	-1%
862	2	217	0	643	-1%
1642	16	1309	317	0	-1%

Second Row Iteration

	22	2062	1087	2819	% diff
1567	0	523	528	516	0.8%
1899	4	0	239	1655	0.9%
869	2	219	0	648	0.9%
1656	16	1320	319	0	0.9%

Second Column Iteration

	22	2044	1077	2794	% diff
1553	0	518	523	511	-0.9%
1882	4	0	237	1641	-0.9%
861	2	217	0	642	-0.9%
1641	16	1309	316	0	-0.9%

Third Row Iteration

	22	2062	1087	2819	% diff
1567	0	523	528	516	0.9%
1899	4	0	239	1656	0.9%
869	2	219	0	648	0.9%
1656	16	1320	319	0	0.9%

Third Column Iteration

	22	2044	1077	2794	% diff
1553	0	518	523	511	-0.9%
1882	4	0	237	1641	-0.9%
861	2	217	0	642	-0.9%
1641	16	1309	316	0	-0.9%

Fourth Row Iteration

	22	2062	1087	2819	% diff
1567	0	523	528	516	0.9%
1899	4	0	239	1656	0.9%
869	2	219	0	648	0.9%
1656	16	1320	319	0	0.9%

Fourth Column Iteration

	22	2044	1077	2794	% diff
1553	0	518	523	511	-0.9%
1882	4	0	237	1641	-0.9%
861	2	217	0	642	-0.9%
1641	16	1309	316	0	-0.9%

Fifth Row Iteration

	22	2062	1087	2819	% diff
1567	0	523	528	516	0.9%
1899	4	0	239	1656	0.9%
869	2	219	0	648	0.9%
1656	16	1320	319	0	0.9%

Fifth Column Iteration

	22	2044	1077	2794	% diff
1553	0	518	523	511	-0.9%
1882	4	0	237	1641	-0.9%
861	2	217	0	642	-0.9%
1641	16	1309	316	0	-0.9%

Sixth Row Iteration

	22	2062	1087	2819	% diff
1567	0	523	528	516	0.9%
1899	4	0	239	1656	0.9%
869	2	219	0	648	0.9%
1656	16	1320	319	0	0.9%

Sixth Column Iteration

	22	2044	1077	2794	% diff
1553	0	518	523	511	-0.9%
1882	4	0	237	1641	-0.9%
861	2	217	0	642	-0.9%
1641	16	1309	316	0	-0.9%

Seventh Row Iteration

	22	2062	1087	2819	% diff
1567	0	523	528	516	0.9%
1899	4	0	239	1656	0.9%
869	2	219	0	648	0.9%
1656	16	1320	319	0	0.9%

Seventh Column Iteration

	22	2044	1077	2794	% diff
1553	0	518	523	511	-0.9%
1882	4	0	237	1641	-0.9%
861	2	217	0	642	-0.9%
1641	16	1309	316	0	-0.9%

Eighth Row Iteration

	22	2062	1087	2819	% diff
1567	0	523	528	516	0.9%
1899	4	0	239	1656	0.9%
869	2	219	0	648	0.9%
1656	16	1320	319	0	0.9%

Eighth Column Iteration

	22	2044	1077	2794	% diff
1553	0	518	523	511	-0.9%
1882	4	0	237	1641	-0.9%
861	2	217	0	642	-0.9%
1641	16	1309	316	0	-0.9%

Ninth Row Iteration

	22	2062	1087	2819	% diff
1567	0	523	528	516	0.9%
1899	4	0	239	1656	0.9%
869	2	219	0	648	0.9%
1656	16	1320	319	0	0.9%

Ninth Column Iteration

	22	2044	1077	2794	% diff
1553	0	518	523	511	-0.9%
1882	4	0	237	1641	-0.9%
861	2	217	0	642	-0.9%
1641	16	1309	316	0	-0.9%

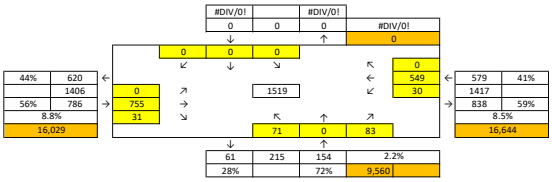
Tenth Row Iteration

	22	2062	1087	2819	% diff
1567	0	523	528	516	0.9%
1899	4	0	239	1656	0.9%
869	2	219	0	648	0.9%
1656	16	1320	319	0	0.9%

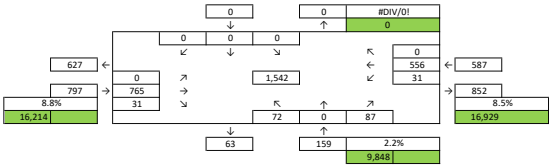
Tenth Column Iteration

	22	2044	1077	2794	% diff
1553	0	518	523	511	-0.9%
1882	4	0	237	1641	-0.9%
861	2	217	0	642	-0.9%
1641	16	1309	316	0	-0.9%

Scenario: Existing 2025
N/S Street: Harvest Creek Road
E/W Street: Brimhall Road
Intersection #: 9 AM



Scenario: Year 2027 Cumulative
N/S Street: Harvest Creek Road
E/W Street: Brimhall Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		852	0	627	63
		838	0	620	61
589	579	0	0	549	30
0	0	0	0	0	0
795	786	755	0	0	31
159	154	83	0	71	0

First Row Iteration

	849	0	632	62	% diff
589	0	0	558	31	0%
0	0	0	0	0	#DIV/0!
795	764	0	0	31	1%
159	86	0	73	0	-2%

First Column Iteration

	852	0	627	63	% diff
586	0	0	555	31	-1%
0	0	0	0	0	#DIV/0!
798	767	0	0	32	0%
158	86	0	73	0	0%

Second Row Iteration

	849	0	630	63	% diff
589	0	0	558	31	-0.4%
0	0	0	0	0	#DIV/0!
795	763	0	0	32	0.5%
159	86	0	73	0	0.1%

Second Column Iteration

	852	0	627	63	% diff
586	0	0	555	31	-0.5%
0	0	0	0	0	#DIV/0!
798	766	0	0	32	0.3%
159	86	0	72	0	0.0%

Third Row Iteration

	850	0	630	63	% diff
589	0	0	558	31	-0.3%
0	0	0	0	0	#DIV/0!
795	763	0	0	32	0.5%
159	86	0	72	0	0.1%

Third Column Iteration

	852	0	627	63	% diff
586	0	0	555	31	-0.4%
0	0	0	0	0	#DIV/0!
797	766	0	0	32	0.3%
159	87	0	72	0	0.0%

Fourth Row Iteration

	850	0	630	63	% diff
589	0	0	558	31	-0.3%
0	0	0	0	0	#DIV/0!
795	764	0	0	31	0.4%
159	87	0	72	0	0.1%

Fourth Column Iteration

	852	0	627	63	% diff
587	0	0	555	31	-0.4%
0	0	0	0	0	#DIV/0!
797	766	0	0	31	0.2%
159	87	0	72	0	0.0%

Fifth Row Iteration

	851	0	629	63	% diff
589	0	0	557	32	-0.2%
0	0	0	0	0	#DIV/0!
795	764	0	0	31	0.3%
159	87	0	72	0	0.1%

Fifth Column Iteration

	852	0	627	63	% diff
587	0	0	556	32	-0.3%
0	0	0	0	0	#DIV/0!
797	765	0	0	31	0.2%
159	87	0	72	0	0.0%

Sixth Row Iteration

	851	0	629	63	% diff
589	0	0	557	32	-0.2%
0	0	0	0	0	#DIV/0!
795	764	0	0	31	0.3%
159	87	0	72	0	0.1%

Sixth Column Iteration

	852	0	627	63	% diff
587	0	0	556	32	-0.3%
0	0	0	0	0	#DIV/0!
796	765	0	0	31	0.2%
159	87	0	71	0	0.0%

Seventh Row Iteration

	851	0	629	63	% diff
589	0	0	557	32	-0.1%
0	0	0	0	0	#DIV/0!
795	764	0	0	31	0.2%
159	87	0	71	0	0.1%

Seventh Column Iteration

	852	0	627	63	% diff
588	0	0	556	32	-0.2%
0	0	0	0	0	#DIV/0!
796	765	0	0	31	0.1%
159	87	0	71	0	0.0%

Eighth Row Iteration

	851	0	628	63	% diff
589	0	0	557	32	-0.1%
0	0	0	0	0	#DIV/0!
795	764	0	0	31	0.2%
159	87	0	71	0	0.0%

Eighth Column Iteration

	852	0	627	63	% diff
588	0	0	556	32	-0.2%
0	0	0	0	0	#DIV/0!
796	765	0	0	31	0.1%
159	87	0	71	0	0.0%

Ninth Row Iteration

	851	0	628	63	% diff
589	0	0	557	32	-0.1%
0	0	0	0	0	#DIV/0!
795	764	0	0	31	0.2%
159	87	0	71	0	0.0%

Ninth Column Iteration

	852	0	627	63	% diff
588	0	0	556	32	-0.2%
0	0	0	0	0	#DIV/0!
796	765	0	0	31	0.1%
159	88	0	71	0	0.0%

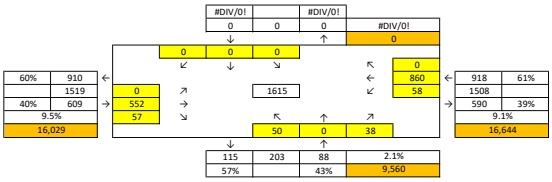
Tenth Row Iteration

	852	0	628	63	% diff
589	0	0	557	32	-0.1%
0	0	0	0	0	#DIV/0!
795	764	0	0	31	0.2%
159	88	0	71	0	0.0%

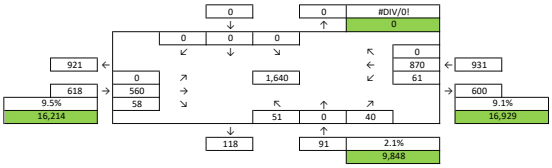
Tenth Column Iteration

	852	0	627	63	% diff
588	0	0	556	32	-0.2%
0	0	0	0	0	#DIV/0!
796	765	0	0	31	0.1%
159	88	0	71	0	0.0%

Scenario: Existing 2025
N/S Street: Harvest Creek Road
E/W Street: Brimhall Road
Intersection #: 9 PM



Scenario: Year 2027 Cumulative
N/S Street: Harvest Creek Road
E/W Street: Brimhall Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		600	0	921	118
		590	0	910	115
934	918	0	0	860	58
0	0	0	0	0	0
616	609	552	0	0	57
91	88	38	0	50	0

First Row Iteration

	598	0	926	117	% diff
934	0	0	875	59	0%
0	0	0	0	0	#DIV/0!
616	558	0	0	58	1%
91	39	0	52	0	-2%

Sixth Row Iteration

	599	0	923	119	% diff
934	0	0	873	61	-0.2%
0	0	0	0	0	#DIV/0!
616	559	0	0	57	0.3%
91	40	0	51	0	0.0%

First Column Iteration

	600	0	921	118	% diff
929	0	0	869	60	0%
0	0	0	0	0	#DIV/0!
619	561	0	0	59	1%
91	39	0	51	0	0%

Sixth Column Iteration

	600	0	921	118	% diff
931	0	0	870	61	-0.3%
0	0	0	0	0	#DIV/0!
617	560	0	0	57	0.2%
91	40	0	50	0	-0.1%

Second Row Iteration

	597	0	925	118	% diff
934	0	0	874	60	-0.5%
0	0	0	0	0	#DIV/0!
616	558	0	0	58	0.5%
91	39	0	51	0	0.0%

Seventh Row Iteration

	599	0	923	119	% diff
934	0	0	872	61	-0.2%
0	0	0	0	0	#DIV/0!
616	559	0	0	57	0.3%
91	40	0	50	0	0.0%

Second Column Iteration

	600	0	921	118	% diff
930	0	0	869	60	-0.4%
0	0	0	0	0	#DIV/0!
619	561	0	0	58	0.4%
91	40	0	51	0	0.0%

Seventh Column Iteration

	600	0	921	118	% diff
931	0	0	870	61	-0.3%
0	0	0	0	0	#DIV/0!
617	560	0	0	57	0.2%
91	40	0	50	0	-0.1%

Third Row Iteration

	598	0	924	118	% diff
934	0	0	873	60	-0.4%
0	0	0	0	0	#DIV/0!
616	558	0	0	58	0.4%
91	40	0	51	0	0.0%

Eighth Row Iteration

	599	0	923	119	% diff
934	0	0	872	61	-0.2%
0	0	0	0	0	#DIV/0!
616	559	0	0	57	0.2%
91	40	0	50	0	0.0%

Third Column Iteration

	600	0	921	118	% diff
930	0	0	870	60	-0.4%
0	0	0	0	0	#DIV/0!
618	560	0	0	58	0.4%
91	40	0	51	0	-0.1%

Eighth Column Iteration

	600	0	921	118	% diff
932	0	0	870	61	-0.2%
0	0	0	0	0	#DIV/0!
617	560	0	0	57	0.1%
91	40	0	50	0	-0.1%

Fourth Row Iteration

	598	0	924	118	% diff
934	0	0	873	61	-0.3%
0	0	0	0	0	#DIV/0!
616	558	0	0	58	0.4%
91	40	0	51	0	0.0%

Ninth Row Iteration

	599	0	923	119	% diff
934	0	0	872	61	-0.1%
0	0	0	0	0	#DIV/0!
616	559	0	0	57	0.2%
91	40	0	50	0	0.1%

Fourth Column Iteration

	600	0	921	118	% diff
931	0	0	870	61	-0.3%
0	0	0	0	0	#DIV/0!
618	560	0	0	58	0.3%
91	40	0	51	0	-0.1%

Ninth Column Iteration

	600	0	921	118	% diff
932	0	0	870	61	-0.2%
0	0	0	0	0	#DIV/0!
617	560	0	0	57	0.1%
91	40	0	50	0	-0.1%

Fifth Row Iteration

	598	0	924	118	% diff
934	0	0	873	61	-0.3%
0	0	0	0	0	#DIV/0!
616	558	0	0	58	0.3%
91	40	0	51	0	0.0%

Tenth Row Iteration

	600	0	922	119	% diff
934	0	0	872	62	-0.1%
0	0	0	0	0	#DIV/0!
616	559	0	0	57	0.2%
91	40	0	50	0	0.1%

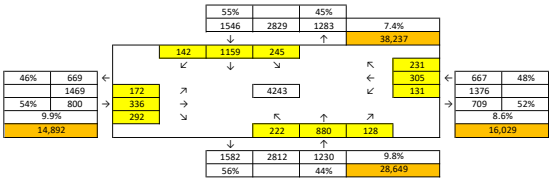
Fifth Column Iteration

	600	0	921	118	% diff
931	0	0	870	61	-0.3%
0	0	0	0	0	#DIV/0!
618	560	0	0	58	0.3%
91	40	0	51	0	-0.1%

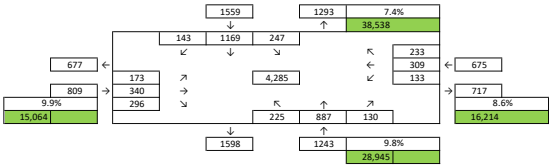
Tenth Column Iteration

	600	0	921	118	% diff
932	0	0	870	62	-0.2%
0	0	0	0	0	#DIV/0!
617	560	0	0	57	0.1%
91	40	0	50	0	-0.1%

Scenario: Existing 2025
N/S Street: Calloway Drive
E/W Street: Brimhall Road
Intersection #: 10 AM



Scenario: Year 2027 Cumulative
N/S Street: Calloway Drive
E/W Street: Brimhall Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		717	1293	677	1598
		709	1283	669	1582
675	667	0	231	305	131
1558	1546	245	0	142	1159
809	800	336	172	0	292
1243	1230	128	880	222	0

First Row Iteration

	716	1297	676	1596	% diff
675	0	234	309	133	0%
1558	247	0	143	1168	0%
809	340	174	0	295	0%
1243	129	889	224	0	0%

First Column Iteration

	717	1293	677	1598	% diff
675	0	233	309	133	0%
1560	247	0	143	1170	0%
810	340	173	0	296	0%
1241	130	887	225	0	0%

Second Row Iteration

	717	1295	677	1597	% diff
675	0	233	309	133	0.0%
1558	247	0	143	1168	0.1%
809	340	173	0	296	0.0%
1243	130	888	225	0	-0.1%

Second Column Iteration

	717	1293	677	1598	% diff
675	0	233	309	133	0.0%
1560	247	0	143	1169	0.1%
810	340	173	0	296	0.0%
1242	130	887	225	0	-0.1%

Third Row Iteration

	717	1294	677	1597	% diff
675	0	233	309	133	0.0%
1558	247	0	143	1168	0.1%
809	340	173	0	296	0.0%
1243	130	888	225	0	-0.1%

Third Column Iteration

	717	1293	677	1598	% diff
675	0	233	309	133	0.0%
1559	247	0	143	1169	0.1%
809	340	173	0	296	0.0%
1242	130	887	225	0	0.0%

Fourth Row Iteration

	717	1293	677	1598	% diff
675	0	233	309	133	0.0%
1558	247	0	143	1169	0.0%
809	340	173	0	296	0.0%
1243	130	888	225	0	0.0%

Fourth Column Iteration

	717	1293	677	1598	% diff
675	0	233	309	133	0.0%
1559	247	0	143	1169	0.0%
809	340	173	0	296	0.0%
1243	130	887	225	0	0.0%

Fifth Row Iteration

	717	1293	677	1598	% diff
675	0	233	309	133	0.0%
1558	247	0	143	1169	0.0%
809	340	173	0	296	0.0%
1243	130	888	225	0	0.0%

Fifth Column Iteration

	717	1293	677	1598	% diff
675	0	233	309	133	0.0%
1559	247	0	143	1169	0.0%
809	340	173	0	296	0.0%
1243	130	887	225	0	0.0%

Sixth Row Iteration

	717	1293	677	1598	% diff
675	0	233	309	133	0.0%
1558	247	0	143	1169	0.0%
809	340	173	0	296	0.0%
1243	130	888	225	0	0.0%

Sixth Column Iteration

	717	1293	677	1598	% diff
675	0	233	309	133	0.0%
1558	247	0	143	1169	0.0%
809	340	173	0	296	0.0%
1243	130	888	225	0	0.0%

Seventh Row Iteration

	717	1293	677	1598	% diff
675	0	233	309	133	0.0%
1558	247	0	143	1169	0.0%
809	340	173	0	296	0.0%
1243	130	888	225	0	0.0%

Seventh Column Iteration

	717	1293	677	1598	% diff
675	0	233	309	133	0.0%
1558	247	0	143	1169	0.0%
809	340	173	0	296	0.0%
1243	130	888	225	0	0.0%

Eighth Row Iteration

	717	1293	677	1598	% diff
675	0	233	309	133	0.0%
1558	247	0	143	1169	0.0%
809	340	173	0	296	0.0%
1243	130	887	225	0	0.0%

Eighth Column Iteration

	717	1293	677	1598	% diff
675	0	233	309	133	0.0%
1558	247	0	143	1169	0.0%
809	340	173	0	296	0.0%
1243	130	888	225	0	0.0%

Ninth Row Iteration

	717	1293	677	1598	% diff
675	0	233	309	133	0.0%
1558	247	0	143	1169	0.0%
809	340	173	0	296	0.0%
1243	130	887	225	0	0.0%

Ninth Column Iteration

	717	1293	677	1598	% diff
675	0	233	309	133	0.0%
1558	247	0	143	1169	0.0%
809	340	173	0	296	0.0%
1243	130	887	225	0	0.0%

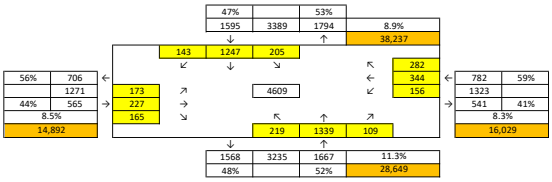
Tenth Row Iteration

	717	1293	677	1598	% diff
675	0	233	309	133	0.0%
1558	247	0	143	1169	0.0%
809	340	173	0	296	0.0%
1243	130	887	225	0	0.0%

Tenth Column Iteration

	717	1293	677	1598	% diff
675	0	233	309	133	0.0%
1558	247	0	143	1169	0.0%
809	340	173	0	296	0.0%
1243	130	888	225	0	0.0%

Scenario: Existing 2025
N/S Street: Calloway Drive
E/W Street: Brimhall Road
Intersection #: 10 PM



Base Year Intersection

		547	1808	714	1584
		541	1794	706	1568
791	782	0	282	344	156
1608	1595	205	0	143	1247
572	565	227	173	0	165
1684	1667	109	1339	219	0

First Row Iteration

		546	1813	713	1582	% diff
791		0	285	348	158	0%
1608		207	0	144	1257	0%
572		230	175	0	167	0%
1684		110	1353	221	0	0%

Sixth Row Iteration

		547	1809	714	1584	% diff
791		0	284	348	159	0.0%
1608		206	0	144	1258	0.0%
572		230	174	0	168	0.0%
1684		111	1351	222	0	0.0%

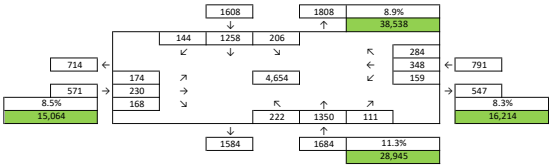
First Column Iteration

		547	1808	714	1584	% diff
791		0	284	348	158	0%
1610		207	0	144	1259	0%
572		230	175	0	167	0%
1681		110	1349	222	0	0%

Sixth Column Iteration

		547	1808	714	1584	% diff
791		0	284	348	159	0.0%
1608		206	0	144	1258	0.0%
571		230	174	0	168	0.0%
1684		111	1351	222	0	0.0%

Scenario: Year 2027 Cumulative
N/S Street: Calloway Drive
E/W Street: Brimhall Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Second Row Iteration

		547	1811	714	1582	% diff
791		0	285	348	158	0.0%
1608		207	0	144	1257	0.1%
572		230	174	0	167	0.0%
1684		111	1352	222	0	-0.1%

Seventh Row Iteration

		547	1809	714	1584	% diff
791		0	284	348	159	0.0%
1608		206	0	144	1258	0.0%
572		230	174	0	168	0.0%
1684		111	1351	222	0	0.0%

Second Column Iteration

		547	1808	714	1584	% diff
791		0	284	348	158	0.0%
1609		207	0	144	1259	0.1%
572		230	174	0	167	0.0%
1682		111	1350	222	0	-0.1%

Seventh Column Iteration

		547	1808	714	1584	% diff
791		0	284	348	159	0.0%
1608		206	0	144	1258	0.0%
571		230	174	0	168	0.0%
1684		111	1351	222	0	0.0%

Third Row Iteration

		547	1810	714	1583	% diff
791		0	284	348	158	0.0%
1608		206	0	144	1257	0.1%
572		230	174	0	167	0.0%
1684		111	1351	222	0	-0.1%

Eighth Row Iteration

		547	1809	714	1584	% diff
791		0	284	348	159	0.0%
1608		206	0	144	1258	0.0%
572		230	174	0	168	0.0%
1684		111	1351	222	0	0.0%

Third Column Iteration

		547	1808	714	1584	% diff
791		0	284	348	158	0.0%
1609		207	0	144	1258	0.1%
572		230	174	0	167	0.0%
1683		111	1350	222	0	-0.1%

Eighth Column Iteration

		547	1808	714	1584	% diff
791		0	284	348	159	0.0%
1607		206	0	143	1258	0.0%
571		230	174	0	168	0.0%
1684		111	1351	222	0	0.0%

Fourth Row Iteration

		547	1809	714	1583	% diff
791		0	284	348	159	0.0%
1608		206	0	144	1257	0.1%
572		230	174	0	167	0.0%
1684		111	1351	222	0	0.0%

Ninth Row Iteration

		547	1808	714	1584	% diff
791		0	284	348	159	0.0%
1608		206	0	143	1258	0.0%
572		230	174	0	168	0.0%
1684		111	1351	222	0	0.0%

Fourth Column Iteration

		547	1808	714	1584	% diff
791		0	284	348	159	0.0%
1608		206	0	144	1258	0.0%
572		230	174	0	168	0.0%
1683		111	1350	222	0	-0.1%

Ninth Column Iteration

		547	1808	714	1584	% diff
791		0	284	348	159	0.0%
1607		206	0	143	1258	0.0%
571		230	174	0	168	0.0%
1684		111	1351	222	0	0.0%

Fifth Row Iteration

		547	1809	714	1584	% diff
791		0	284	348	159	0.0%
1608		206	0	144	1258	0.0%
572		230	174	0	168	0.0%
1684		111	1351	222	0	0.0%

Tenth Row Iteration

		547	1808	714	1584	% diff
791		0	284	348	159	0.0%
1608		206	0	143	1258	0.0%
572		230	174	0	168	0.0%
1684		111	1351	222	0	0.0%

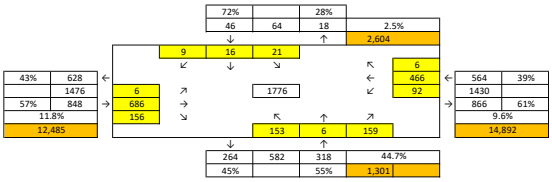
Fifth Column Iteration

		547	1808	714	1584	% diff
791		0	284	348	159	0.0%
1608		206	0	144	1258	0.0%
571		230	174	0	168	0.0%
1684		111	1350	222	0	0.0%

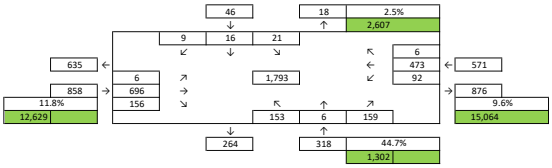
Tenth Column Iteration

		547	1808	714	1584	% diff
791		0	284	348	159	0.0%
1607		206	0	143	1258	0.0%
571		230	174	0	168	0.0%
1684		111	1351	222	0	0.0%

Scenario: Existing 2025
N/S Street: Verdugo Lane
E/W Street: Brimhall Road
Intersection #: 11 AM



Scenario: Year 2027 Cumulative
N/S Street: Verdugo Lane
E/W Street: Brimhall Road



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		876	18	635	264
		866	18	628	264
571	564	0	6	466	92
46	46	21	0	9	16
858	848	686	6	0	156
318	318	159	6	153	0

First Row Iteration

	874	18	634	267	% diff
571	0	6	471	93	0%
46	21	0	9	16	1%
858	694	6	0	158	0%
318	159	6	153	0	1%

First Column Iteration

	876	18	635	264	% diff
571	0	6	473	92	0%
46	21	0	9	16	0%
858	695	6	0	156	0%
319	159	6	154	0	0%

Second Row Iteration

	876	18	635	264	% diff
571	0	6	472	92	0.0%
46	21	0	9	16	-0.1%
858	696	6	0	156	-0.1%
318	159	6	153	0	0.0%

Second Column Iteration

	876	18	635	264	% diff
571	0	6	473	92	0.1%
46	21	0	9	16	0.0%
858	696	6	0	156	0.0%
318	159	6	153	0	0.1%

Third Row Iteration

	876	18	635	264	% diff
571	0	6	472	92	0.0%
46	21	0	9	16	-0.1%
858	696	6	0	156	-0.1%
318	159	6	153	0	0.0%

Third Column Iteration

	876	18	635	264	% diff
571	0	6	473	92	0.1%
46	21	0	9	16	0.0%
858	696	6	0	156	0.0%
318	159	6	153	0	0.1%

Fourth Row Iteration

	876	18	635	264	% diff
571	0	6	473	92	0.0%
46	21	0	9	16	-0.1%
858	696	6	0	156	-0.1%
318	159	6	153	0	0.0%

Fourth Column Iteration

	876	18	635	264	% diff
571	0	6	473	92	0.1%
46	21	0	9	16	0.0%
858	696	6	0	156	0.0%
318	159	6	153	0	0.1%

Fifth Row Iteration

	876	18	635	264	% diff
571	0	6	473	92	0.0%
46	21	0	9	16	-0.1%
858	696	6	0	156	-0.1%
318	159	6	153	0	0.0%

Fifth Column Iteration

	876	18	635	264	% diff
571	0	6	473	92	0.1%
46	21	0	9	16	0.0%
858	696	6	0	156	0.0%
318	159	6	153	0	0.1%

Sixth Row Iteration

	876	18	635	264	% diff
571	0	6	473	92	0.0%
46	21	0	9	16	-0.1%
858	696	6	0	156	-0.1%
318	159	6	153	0	0.0%

Sixth Column Iteration

	876	18	635	264	% diff
571	0	6	473	92	0.1%
46	21	0	9	16	0.0%
858	696	6	0	156	0.0%
318	159	6	153	0	0.0%

Seventh Row Iteration

	876	18	635	264	% diff
571	0	6	473	92	0.0%
46	21	0	9	16	0.0%
858	696	6	0	156	-0.1%
318	159	6	153	0	0.0%

Seventh Column Iteration

	876	18	635	264	% diff
571	0	6	473	92	0.1%
46	21	0	9	16	0.0%
858	696	6	0	156	0.0%
318	159	6	153	0	0.0%

Eighth Row Iteration

	876	18	635	264	% diff
571	0	6	473	92	0.0%
46	21	0	9	16	0.0%
858	696	6	0	156	-0.1%
318	159	6	153	0	0.0%

Eighth Column Iteration

	876	18	635	264	% diff
571	0	6	473	92	0.1%
46	21	0	9	16	0.0%
858	696	6	0	156	0.0%
318	159	6	153	0	0.0%

Ninth Row Iteration

	876	18	635	264	% diff
571	0	6	473	92	0.0%
46	21	0	9	16	0.0%
858	696	6	0	156	-0.1%
318	159	6	153	0	0.0%

Ninth Column Iteration

	876	18	635	264	% diff
571	0	6	473	92	0.1%
46	21	0	9	16	0.0%
858	696	6	0	156	0.0%
318	159	6	153	0	0.0%

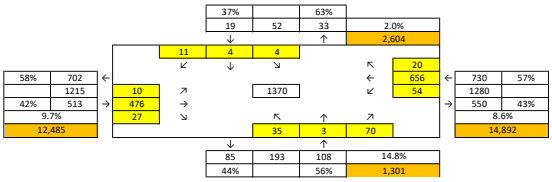
Tenth Row Iteration

	876	18	635	264	% diff
571	0	6	473	92	0.0%
46	21	0	9	16	0.0%
858	696	6	0	156	0.0%
318	159	6	153	0	0.0%

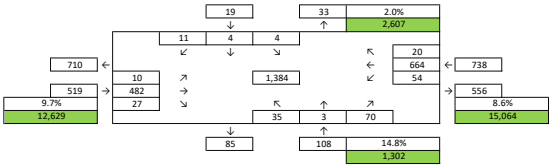
Tenth Column Iteration

	876	18	635	264	% diff
571	0	6	473	92	0.0%
46	21	0	9	16	0.0%
858	696	6	0	156	0.0%
318	159	6	153	0	0.0%

Scenario: Year 2027 Cumulative
N/S Street: Verdugo Lane
E/W Street: Brimhall Road
Intersection #: 11 PM



Scenario: Year 2027 Cumulative
N/S Street: Verdugo Lane
E/W Street: Brimhall Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		556	33	710	85
		550	33	702	85
738	730	0	20	656	54
19	19	4	0	11	4
519	513	476	10	0	27
108	108	70	3	35	0

First Row Iteration

						% diff
	556	33	710	86		
738	0	20	664	55		0%
19	4	0	11	4		1%
519	481	10	0	27		0%
108	70	3	35	0		1%

First Column Iteration

						% diff
	556	33	710	85		
738	0	20	664	54		0%
19	4	0	11	4		0%
519	482	10	0	27		0%
108	70	3	35	0		0%

Second Row Iteration

						% diff
	556	33	710	85		
738	0	20	664	54		-0.1%
19	4	0	11	4		0.0%
519	482	10	0	27		0.0%
108	70	3	35	0		0.0%

Second Column Iteration

						% diff
	556	33	710	85		
738	0	20	664	54		0.0%
19	4	0	11	4		0.0%
519	482	10	0	27		0.1%
108	70	3	35	0		0.0%

Third Row Iteration

						% diff
	556	33	710	85		
738	0	20	664	54		-0.1%
19	4	0	11	4		0.0%
519	482	10	0	27		0.0%
108	70	3	35	0		0.0%

Third Column Iteration

						% diff
	556	33	710	85		
738	0	20	664	54		0.0%
19	4	0	11	4		0.0%
519	482	10	0	27		0.1%
108	70	3	35	0		0.0%

Fourth Row Iteration

						% diff
	556	33	710	85		
738	0	20	664	54		0.0%
19	4	0	11	4		0.0%
519	482	10	0	27		0.0%
108	70	3	35	0		0.0%

Fourth Column Iteration

						% diff
	556	33	710	85		
738	0	20	664	54		0.0%
19	4	0	11	4		0.0%
519	482	10	0	27		0.0%
108	70	3	35	0		0.0%

Fifth Row Iteration

						% diff
	556	33	710	85		
738	0	20	664	54		0.0%
19	4	0	11	4		0.0%
519	482	10	0	27		0.0%
108	70	3	35	0		0.0%

Fifth Column Iteration

						% diff
	556	33	710	85		
738	0	20	664	54		0.0%
19	4	0	11	4		0.0%
519	482	10	0	27		0.0%
108	70	3	35	0		0.0%

Sixth Row Iteration

						% diff
	556	33	710	85		
738	0	20	664	54		0.0%
19	4	0	11	4		0.0%
519	482	10	0	27		0.0%
108	70	3	35	0		0.0%

Sixth Column Iteration

						% diff
	556	33	710	85		
738	0	20	664	54		0.0%
19	4	0	11	4		0.0%
519	482	10	0	27		0.0%
108	70	3	35	0		0.0%

Seventh Row Iteration

						% diff
	556	33	710	85		
738	0	20	664	54		0.0%
19	4	0	11	4		0.0%
519	482	10	0	27		0.0%
108	70	3	35	0		0.0%

Seventh Column Iteration

						% diff
	556	33	710	85		
738	0	20	664	54		0.0%
19	4	0	11	4		0.0%
519	482	10	0	27		0.0%
108	70	3	35	0		0.0%

Eighth Row Iteration

						% diff
	556	33	710	85		
738	0	20	664	54		0.0%
19	4	0	11	4		0.0%
519	482	10	0	27		0.0%
108	70	3	35	0		0.0%

Eighth Column Iteration

						% diff
	556	33	710	85		
738	0	20	664	54		0.0%
19	4	0	11	4		0.0%
519	482	10	0	27		0.0%
108	70	3	35	0		0.0%

Ninth Row Iteration

						% diff
	556	33	710	85		
738	0	20	664	54		0.0%
19	4	0	11	4		0.0%
519	482	10	0	27		0.0%
108	70	3	35	0		0.0%

Ninth Column Iteration

						% diff
	556	33	710	85		
738	0	20	664	54		0.0%
19	4	0	11	4		0.0%
519	482	10	0	27		0.0%
108	70	3	35	0		0.0%

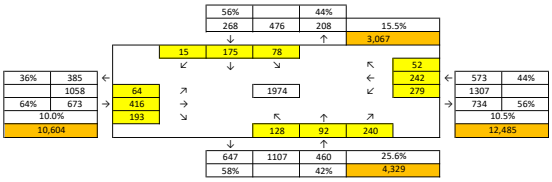
Tenth Row Iteration

						% diff
	556	33	710	85		
738	0	20	664	54		0.0%
19	4	0	11	4		0.0%
519	482	10	0	27		0.0%
108	70	3	35	0		0.0%

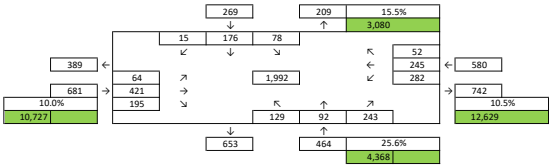
Tenth Column Iteration

						% diff
	556	33	710	85		
738	0	20	664	54		0.0%
19	4	0	11	4		0.0%
519	482	10	0	27		0.0%
108	70	3	35	0		0.0%

Scenario: Existing 2025
N/S Street: Jewetta Avenue
E/W Street: Brimhall Road
Intersection #: 12 AM



Scenario: Year 2027 Cumulative
N/S Street: Jewetta Avenue
E/W Street: Brimhall Road



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		742	209	389	653
		734	208	385	647
580	573	0	52	242	279
269	268	78	0	15	175
681	673	416	64	0	193
464	460	240	92	128	0

First Row Iteration

	741	210	389	653	% diff
580	0	53	245	282	0%
269	78	0	15	176	1%
681	421	65	0	195	0%
464	242	93	129	0	0%

First Column Iteration

	742	209	389	653	% diff
579	0	52	245	282	0%
269	78	0	15	176	0%
681	421	64	0	195	0%
464	243	92	129	0	0%

Second Row Iteration

	742	209	390	653	% diff
580	0	52	245	282	0.0%
269	78	0	15	176	0.0%
681	421	64	0	195	0.0%
464	243	92	129	0	0.0%

Second Column Iteration

	742	209	389	653	% diff
580	0	52	245	282	0.0%
269	78	0	15	176	0.0%
681	421	64	0	195	0.0%
464	243	92	129	0	0.0%

Third Row Iteration

	742	209	389	653	% diff
580	0	52	245	282	0.0%
269	78	0	15	176	0.0%
681	421	64	0	195	0.0%
464	243	92	129	0	0.0%

Third Column Iteration

	742	209	389	653	% diff
580	0	52	245	282	0.0%
269	78	0	15	176	0.0%
681	421	64	0	195	0.0%
464	243	92	129	0	0.0%

Fourth Row Iteration

	742	209	389	653	% diff
580	0	52	245	282	0.0%
269	78	0	15	176	0.0%
681	421	64	0	195	0.0%
464	243	92	129	0	0.0%

Fourth Column Iteration

	742	209	389	653	% diff
580	0	52	245	282	0.0%
269	78	0	15	176	0.0%
681	421	64	0	195	0.0%
464	243	92	129	0	0.0%

Fifth Row Iteration

	742	209	389	653	% diff
580	0	52	245	282	0.0%
269	78	0	15	176	0.0%
681	421	64	0	195	0.0%
464	243	92	129	0	0.0%

Fifth Column Iteration

	742	209	389	653	% diff
580	0	52	245	282	0.0%
269	78	0	15	176	0.0%
681	421	64	0	195	0.0%
464	243	92	129	0	0.0%

Sixth Row Iteration

	742	209	389	653	% diff
580	0	52	245	282	0.0%
269	78	0	15	176	0.0%
681	421	64	0	195	0.0%
464	243	92	129	0	0.0%

Sixth Column Iteration

	742	209	389	653	% diff
580	0	52	245	282	0.0%
269	78	0	15	176	0.0%
681	421	64	0	195	0.0%
464	243	92	129	0	0.0%

Seventh Row Iteration

	742	209	389	653	% diff
580	0	52	245	282	0.0%
269	78	0	15	176	0.0%
681	421	64	0	195	0.0%
464	243	92	129	0	0.0%

Seventh Column Iteration

	742	209	389	653	% diff
580	0	52	245	282	0.0%
269	78	0	15	176	0.0%
681	421	64	0	195	0.0%
464	243	92	129	0	0.0%

Eighth Row Iteration

	742	209	389	653	% diff
580	0	52	245	282	0.0%
269	78	0	15	176	0.0%
681	421	64	0	195	0.0%
464	243	92	129	0	0.0%

Eighth Column Iteration

	742	209	389	653	% diff
580	0	52	245	282	0.0%
269	78	0	15	176	0.0%
681	421	64	0	195	0.0%
464	243	92	129	0	0.0%

Ninth Row Iteration

	742	209	389	653	% diff
580	0	52	245	282	0.0%
269	78	0	15	176	0.0%
681	421	64	0	195	0.0%
464	243	92	129	0	0.0%

Ninth Column Iteration

	742	209	389	653	% diff
580	0	52	245	282	0.0%
269	78	0	15	176	0.0%
681	421	64	0	195	0.0%
464	243	92	129	0	0.0%

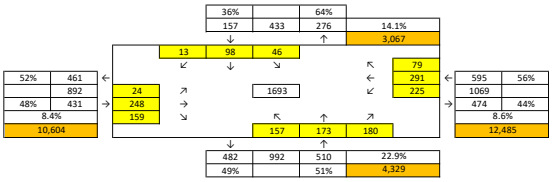
Tenth Row Iteration

	742	209	389	653	% diff
580	0	52	245	282	0.0%
269	78	0	15	176	0.0%
681	421	64	0	195	0.0%
464	243	92	129	0	0.0%

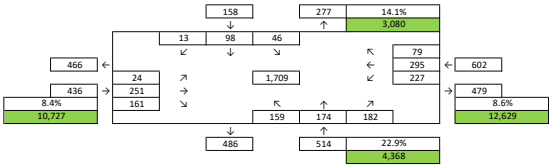
Tenth Column Iteration

	742	209	389	653	% diff
580	0	52	245	282	0.0%
269	78	0	15	176	0.0%
681	421	64	0	195	0.0%
464	243	92	129	0	0.0%

Scenario: Existing 2025
N/S Street: Jewetta Avenue
E/W Street: Brimhall Road
Intersection #: 12 PM



Scenario: Year 2027 Cumulative
N/S Street: Jewetta Avenue
E/W Street: Brimhall Road



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		479	277	466	486
		474	276	461	482
602	595	0	79	291	225
158	157	46	0	13	98
436	431	248	24	0	159
515	510	180	173	157	0

First Row Iteration

	479	279	466	487	% diff
602	0	80	294	228	0%
158	46	0	13	98	1%
436	251	24	0	161	0%
515	182	175	158	0	0%

First Column Iteration

	479	277	466	486	% diff
602	0	79	295	227	0%
158	46	0	13	98	0%
436	251	24	0	161	0%
514	182	174	159	0	0%

Second Row Iteration

	480	277	467	486	% diff
602	0	80	295	227	0.0%
158	46	0	13	98	0.1%
436	251	24	0	161	0.1%
515	182	174	159	0	0.0%

Second Column Iteration

	479	277	466	486	% diff
602	0	79	295	227	-0.1%
158	46	0	13	98	0.0%
436	251	24	0	161	0.0%
514	182	174	159	0	-0.1%

Third Row Iteration

	480	277	467	487	% diff
602	0	79	295	228	0.0%
158	46	0	13	98	0.1%
436	251	24	0	161	0.1%
515	182	174	159	0	0.0%

Third Column Iteration

	479	277	466	486	% diff
602	0	79	295	227	0.0%
158	46	0	13	98	0.0%
436	251	24	0	161	0.0%
514	182	174	159	0	0.0%

Fourth Row Iteration

	480	277	467	487	% diff
602	0	79	295	228	0.0%
158	46	0	13	98	0.0%
436	251	24	0	161	0.0%
515	182	174	159	0	0.0%

Fourth Column Iteration

	479	277	466	486	% diff
602	0	79	295	227	0.0%
158	46	0	13	98	0.0%
436	251	24	0	161	0.0%
514	182	174	159	0	0.0%

Fifth Row Iteration

	480	277	467	487	% diff
602	0	79	295	228	0.0%
158	46	0	13	98	0.0%
436	251	24	0	161	0.0%
515	182	174	159	0	0.0%

Fifth Column Iteration

	479	277	466	486	% diff
602	0	79	295	227	0.0%
158	46	0	13	98	0.0%
436	251	24	0	161	0.0%
514	182	174	159	0	0.0%

Sixth Row Iteration

	480	277	467	487	% diff
602	0	79	295	228	0.0%
158	46	0	13	98	0.0%
436	251	24	0	161	0.0%
515	182	174	159	0	0.0%

Sixth Column Iteration

	479	277	466	486	% diff
602	0	79	295	227	0.0%
158	46	0	13	98	0.0%
436	251	24	0	161	0.0%
514	182	174	159	0	0.0%

Seventh Row Iteration

	480	277	467	487	% diff
602	0	79	295	228	0.0%
158	46	0	13	98	0.0%
436	251	24	0	161	0.0%
515	182	174	159	0	0.0%

Seventh Column Iteration

	479	277	466	486	% diff
602	0	79	295	227	0.0%
158	46	0	13	98	0.0%
436	251	24	0	161	0.0%
514	182	174	159	0	0.0%

Eighth Row Iteration

	480	277	467	487	% diff
602	0	79	295	228	0.0%
158	46	0	13	98	0.0%
436	251	24	0	161	0.0%
515	182	174	159	0	0.0%

Eighth Column Iteration

	479	277	466	486	% diff
602	0	79	295	227	0.0%
158	46	0	13	98	0.0%
436	251	24	0	161	0.0%
514	182	174	159	0	0.0%

Ninth Row Iteration

	480	277	467	487	% diff
602	0	79	295	228	0.0%
158	46	0	13	98	0.0%
436	251	24	0	161	0.0%
515	182	174	159	0	0.0%

Ninth Column Iteration

	479	277	466	486	% diff
602	0	79	295	227	0.0%
158	46	0	13	98	0.0%
436	251	24	0	161	0.0%
514	182	174	159	0	0.0%

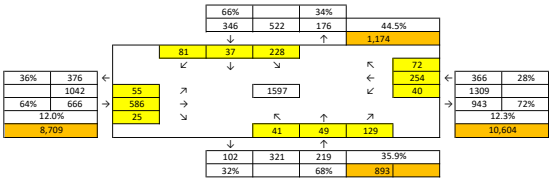
Tenth Row Iteration

	480	277	467	487	% diff
602	0	79	295	228	0.0%
158	46	0	13	98	0.0%
436	251	24	0	161	0.0%
515	182	174	159	0	0.0%

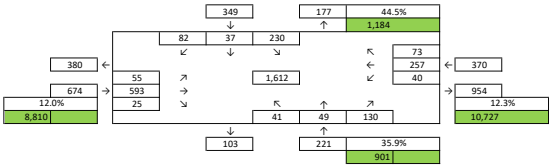
Tenth Column Iteration

	479	277	466	486	% diff
602	0	79	295	227	0.0%
158	46	0	13	98	0.0%
436	251	24	0	161	0.0%
514	182	174	159	0	0.0%

Scenario: Existing 2025
N/S Street: Old Farm Road
E/W Street: Brimhall Road
Intersection #: 13 AM



Scenario: Year 2027 Cumulative
N/S Street: Old Farm Road
E/W Street: Brimhall Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		954	177	380	103
		943	176	376	102
370	366	0	72	254	40
349	346	228	0	81	37
674	666	586	55	0	25
221	219	129	49	41	0

First Row Iteration

	953	178	380	103	% diff
370	0	73	257	40	0%
349	230	0	82	37	0%
674	593	56	0	25	0%
221	130	49	41	0	0%

Sixth Row Iteration

	953	177	380	103	% diff
370	0	73	257	40	-0.1%
349	230	0	82	37	-0.1%
674	593	55	0	25	0.0%
221	130	49	41	0	-0.1%

First Column Iteration

	954	177	380	103	% diff
370	0	73	257	40	0%
349	230	0	82	37	0%
674	593	56	0	25	0%
221	130	49	41	0	0%

Sixth Column Iteration

	954	177	380	103	% diff
370	0	73	257	40	0.0%
349	230	0	82	37	0.1%
674	593	55	0	25	0.1%
221	130	49	41	0	0.1%

Second Row Iteration

	953	177	380	103	% diff
370	0	73	257	40	-0.1%
349	230	0	82	37	0.0%
674	593	55	0	25	0.0%
221	130	49	41	0	0.0%

Seventh Row Iteration

	953	177	380	103	% diff
370	0	73	257	40	-0.1%
349	230	0	82	37	-0.1%
674	593	55	0	25	-0.1%
221	130	49	41	0	-0.1%

Second Column Iteration

	954	177	380	103	% diff
370	0	73	257	40	0.0%
349	230	0	82	37	0.1%
674	593	55	0	25	0.1%
221	130	49	41	0	0.1%

Seventh Column Iteration

	954	177	380	103	% diff
370	0	73	257	40	0.1%
349	230	0	82	37	0.1%
674	593	55	0	25	0.1%
221	130	49	41	0	0.1%

Third Row Iteration

	953	177	380	103	% diff
370	0	73	257	40	-0.1%
349	230	0	82	37	0.0%
674	593	55	0	25	0.0%
221	130	49	41	0	0.0%

Eighth Row Iteration

	953	177	380	103	% diff
370	0	73	257	40	-0.1%
349	230	0	82	37	-0.1%
674	593	55	0	25	-0.1%
221	130	49	41	0	-0.1%

Third Column Iteration

	954	177	380	103	% diff
370	0	73	257	40	0.0%
349	230	0	82	37	0.1%
674	593	55	0	25	0.1%
221	130	49	41	0	0.1%

Eighth Column Iteration

	954	177	380	103	% diff
370	0	73	257	40	0.1%
349	230	0	82	37	0.1%
674	593	55	0	25	0.1%
221	130	49	41	0	0.1%

Fourth Row Iteration

	953	177	380	103	% diff
370	0	73	257	40	-0.1%
349	230	0	82	37	0.0%
674	593	55	0	25	0.0%
221	130	49	41	0	0.0%

Ninth Row Iteration

	953	177	380	103	% diff
370	0	73	257	40	-0.1%
349	230	0	82	37	-0.1%
674	593	55	0	25	-0.1%
221	130	49	41	0	-0.1%

Fourth Column Iteration

	954	177	380	103	% diff
370	0	73	257	40	0.0%
349	230	0	82	37	0.1%
674	593	55	0	25	0.1%
221	130	49	41	0	0.1%

Ninth Column Iteration

	954	177	380	103	% diff
370	0	73	257	40	0.1%
349	230	0	82	37	0.1%
674	593	55	0	25	0.1%
221	130	49	41	0	0.1%

Fifth Row Iteration

	953	177	380	103	% diff
370	0	73	257	40	-0.1%
349	230	0	82	37	0.0%
674	593	55	0	25	0.0%
221	130	49	41	0	0.0%

Tenth Row Iteration

	953	177	380	103	% diff
370	0	73	257	40	-0.1%
349	230	0	82	37	-0.1%
674	593	55	0	25	-0.1%
221	130	49	41	0	-0.1%

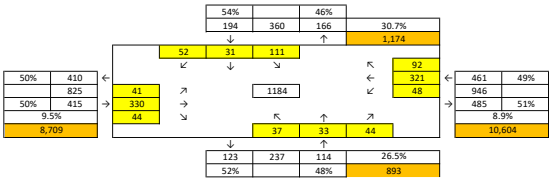
Fifth Column Iteration

	954	177	380	103	% diff
370	0	73	257	40	0.0%
349	230	0	82	37	0.1%
674	593	55	0	25	0.1%
221	130	49	41	0	0.1%

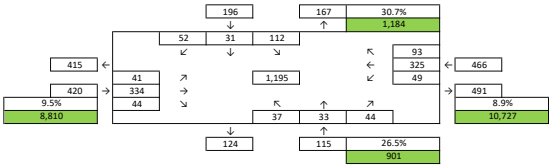
Tenth Column Iteration

	954	177	380	103	% diff
370	0	73	257	40	0.1%
349	230	0	82	37	0.1%
674	593	55	0	25	0.1%
221	130	49	41	0	0.1%

Scenario: Existing 2025
N/S Street: Old Farm Road
E/W Street: Brimhall Road
Intersection #: 13 PM



Scenario: Year 2027 Cumulative
N/S Street: Old Farm Road
E/W Street: Brimhall Road



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		491	167	415	124
		485	166	410	123
466	461	0	92	321	48
196	194	111	0	52	31
420	415	330	41	0	44
115	114	44	33	37	0

First Row Iteration

		490	168	414	124	% diff
466		0	93	325	49	0%
196		112	0	52	31	0%
420		334	41	0	45	0%
115		44	33	37	0	0%

First Column Iteration

		491	167	415	124	% diff
466		0	93	325	48	0%
196		112	0	52	31	0%
420		334	41	0	44	0%
115		44	33	37	0	0%

Second Row Iteration

		490	167	415	124	% diff
466		0	93	325	48	0.0%
196		112	0	52	31	0.0%
420		334	41	0	44	0.0%
115		44	33	37	0	0.0%

Second Column Iteration

		491	167	415	124	% diff
466		0	93	325	48	0.0%
196		112	0	52	31	0.0%
420		334	41	0	44	0.0%
115		44	33	37	0	0.0%

Third Row Iteration

		491	167	415	124	% diff
466		0	93	325	48	0.0%
196		112	0	52	31	0.0%
420		334	41	0	44	0.0%
115		44	33	37	0	0.0%

Third Column Iteration

		491	167	415	124	% diff
466		0	93	325	48	0.0%
196		112	0	52	31	0.0%
420		334	41	0	44	0.0%
115		44	33	37	0	0.0%

Fourth Row Iteration

		491	167	415	124	% diff
466		0	93	325	48	0.0%
196		112	0	52	31	0.0%
420		334	41	0	44	0.0%
115		44	33	37	0	0.0%

Fourth Column Iteration

		491	167	415	124	% diff
466		0	93	325	48	0.0%
196		112	0	52	31	0.0%
420		334	41	0	44	0.0%
115		44	33	37	0	0.0%

Fifth Row Iteration

		491	167	415	124	% diff
466		0	93	325	49	0.0%
196		112	0	52	31	0.0%
420		334	41	0	44	0.0%
115		44	33	37	0	0.0%

Fifth Column Iteration

		491	167	415	124	% diff
466		0	93	325	49	0.0%
196		112	0	52	31	0.0%
420		334	41	0	44	0.0%
115		44	33	37	0	0.0%

Sixth Row Iteration

		491	167	415	124	% diff
466		0	93	325	49	0.0%
196		112	0	52	31	0.0%
420		334	41	0	44	0.0%
115		44	33	37	0	0.0%

Sixth Column Iteration

		491	167	415	124	% diff
466		0	93	325	49	0.0%
196		112	0	52	31	0.0%
420		334	41	0	44	0.0%
115		44	33	37	0	0.0%

Seventh Row Iteration

		491	167	415	124	% diff
466		0	93	325	49	0.0%
196		112	0	52	31	0.0%
420		334	41	0	44	0.0%
115		44	33	37	0	0.0%

Seventh Column Iteration

		491	167	415	124	% diff
466		0	93	325	49	0.0%
196		112	0	52	31	0.0%
420		334	41	0	44	0.0%
115		44	33	37	0	0.0%

Eighth Row Iteration

		491	167	415	124	% diff
466		0	93	325	49	0.0%
196		112	0	52	31	0.0%
420		334	41	0	44	0.0%
115		44	33	37	0	0.0%

Eighth Column Iteration

		491	167	415	124	% diff
466		0	93	325	49	0.0%
196		112	0	52	31	0.0%
420		334	41	0	44	0.0%
115		44	33	37	0	0.0%

Ninth Row Iteration

		491	167	415	124	% diff
466		0	93	325	49	0.0%
196		112	0	52	31	0.0%
420		334	41	0	44	0.0%
115		44	33	37	0	0.0%

Ninth Column Iteration

		491	167	415	124	% diff
466		0	93	325	49	0.0%
196		112	0	52	31	0.0%
420		334	41	0	44	0.0%
115		44	33	37	0	0.0%

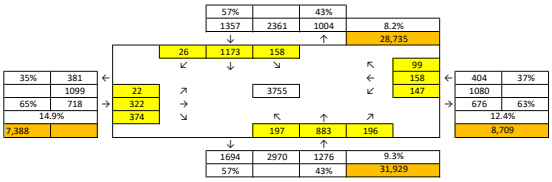
Tenth Row Iteration

		491	167	415	124	% diff
466		0	93	325	49	0.0%
196		112	0	52	31	0.0%
420		334	41	0	44	0.0%
115		44	33	37	0	0.0%

Tenth Column Iteration

		491	167	415	124	% diff
466		0	93	325	49	0.0%
196		112	0	52	31	0.0%
420		334	41	0	44	0.0%
115		44	33	37	0	0.0%

Scenario: Existing 2025
N/S Street: Allen Road
E/W Street: Brimhall Road
Intersection #: 14 AM



Base Year Intersection

		684	1007	385	1699
		676	1004	381	1694
409	404	0	99	158	147
1361	1357	158	0	26	1173
726	718	322	22	0	374
1280	1276	196	883	197	0

First Row Iteration

	681	1008	383	1703	% diff
409	0	100	160	149	0%
1361	158	0	26	1176	0%
726	326	22	0	378	0%
1280	197	886	198	0	0%

Sixth Row Iteration

	684	1007	385	1699	% diff
409	0	100	161	148	0.0%
1361	160	0	26	1175	0.0%
726	327	22	0	377	0.0%
1280	197	884	198	0	0.0%

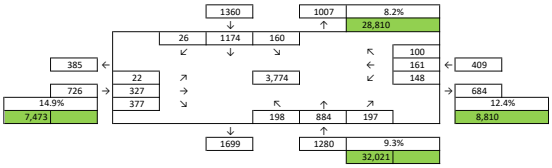
First Column Iteration

	684	1007	385	1699	% diff
409	0	100	161	148	0%
1359	159	0	26	1173	0%
727	327	22	0	377	0%
1280	197	884	199	0	0%

Sixth Column Iteration

	684	1007	385	1699	% diff
409	0	100	161	148	0.0%
1360	160	0	26	1174	0.0%
726	327	22	0	377	0.0%
1280	197	884	198	0	0.0%

Scenario: Year 2027 Cumulative
N/S Street: Allen Road
E/W Street: Brimhall Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Second Row Iteration

	684	1006	385	1700	% diff
409	0	100	161	148	0.0%
1361	159	0	26	1175	-0.1%
726	327	22	0	377	-0.1%
1280	197	884	198	0	0.1%

Seventh Row Iteration

	684	1007	385	1699	% diff
409	0	100	161	148	0.0%
1361	160	0	26	1175	0.0%
726	327	22	0	377	0.0%
1280	197	884	198	0	0.0%

Second Column Iteration

	684	1007	385	1699	% diff
409	0	100	161	148	0.0%
1360	159	0	26	1174	-0.1%
726	327	22	0	377	0.0%
1280	197	884	199	0	0.1%

Seventh Column Iteration

	684	1007	385	1699	% diff
409	0	100	161	148	0.0%
1360	160	0	26	1174	0.0%
726	327	22	0	377	0.0%
1280	197	884	198	0	0.0%

Third Row Iteration

	684	1006	385	1700	% diff
409	0	100	161	148	0.0%
1361	160	0	26	1175	0.0%
726	327	22	0	377	0.0%
1280	197	884	198	0	0.1%

Eighth Row Iteration

	684	1007	385	1699	% diff
409	0	100	161	148	0.0%
1361	160	0	26	1175	0.0%
726	327	22	0	377	0.0%
1280	197	884	198	0	0.0%

Third Column Iteration

	684	1007	385	1699	% diff
409	0	100	161	148	0.0%
1360	159	0	26	1174	0.0%
726	327	22	0	377	0.0%
1280	197	884	198	0	0.0%

Eighth Column Iteration

	684	1007	385	1699	% diff
409	0	100	161	148	0.0%
1360	160	0	26	1174	0.0%
726	327	22	0	377	0.0%
1280	197	884	198	0	0.0%

Fourth Row Iteration

	684	1006	385	1700	% diff
409	0	100	161	148	0.0%
1361	160	0	26	1175	0.0%
726	327	22	0	377	0.0%
1280	197	884	198	0	0.0%

Ninth Row Iteration

	684	1007	385	1699	% diff
409	0	100	161	148	0.0%
1361	160	0	26	1175	0.0%
726	327	22	0	377	0.0%
1280	197	884	198	0	0.0%

Fourth Column Iteration

	684	1007	385	1699	% diff
409	0	100	161	148	0.0%
1360	160	0	26	1174	0.0%
726	327	22	0	377	0.0%
1280	197	884	198	0	0.0%

Ninth Column Iteration

	684	1007	385	1699	% diff
409	0	100	161	148	0.0%
1360	160	0	26	1174	0.0%
726	327	22	0	377	0.0%
1280	197	884	198	0	0.0%

Fifth Row Iteration

	684	1006	385	1699	% diff
409	0	100	161	148	0.0%
1361	160	0	26	1175	0.0%
726	327	22	0	377	0.0%
1280	197	884	198	0	0.0%

Tenth Row Iteration

	684	1007	385	1699	% diff
409	0	100	161	148	0.0%
1361	160	0	26	1175	0.0%
726	327	22	0	377	0.0%
1280	197	884	198	0	0.0%

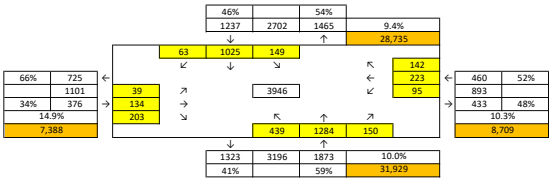
Fifth Column Iteration

	684	1007	385	1699	% diff
409	0	100	161	148	0.0%
1360	160	0	26	1174	0.0%
726	327	22	0	377	0.0%
1280	197	884	198	0	0.0%

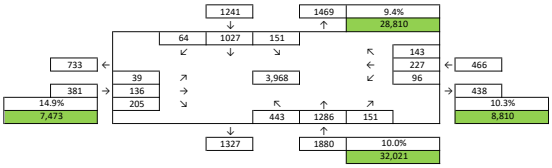
Tenth Column Iteration

	684	1007	385	1699	% diff
409	0	100	161	148	0.0%
1360	160	0	26	1174	0.0%
726	327	22	0	377	0.0%
1280	197	884	198	0	0.0%

Scenario: Existing 2025
N/S Street: Allen Road
E/W Street: Brimhall Road
Intersection #: 14 PM



Scenario: Year 2027 Cumulative
N/S Street: Allen Road
E/W Street: Brimhall Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		438	1469	733	1327
		433	1465	725	1323
465	460	0	142	223	95
1240	1237	149	0	63	1025
380	376	134	39	0	203
1878	1873	150	1284	439	0

First Row Iteration

	435	1471	729	1329	% diff
465	0	144	226	96	-1%
1240	149	0	63	1028	0%
380	136	39	0	205	-1%
1878	150	1288	440	0	0%

First Column Iteration

	438	1469	733	1327	% diff
466	0	143	227	96	0%
1240	150	0	64	1026	0%
381	136	39	0	205	0%
1880	151	1286	443	0	0%

Second Row Iteration

	438	1467	732	1327	% diff
465	0	143	226	96	-0.1%
1240	150	0	64	1026	-0.1%
380	136	39	0	205	-0.1%
1878	151	1285	442	0	0.0%

Second Column Iteration

	438	1469	733	1327	% diff
466	0	143	227	96	0.1%
1240	150	0	64	1026	0.0%
380	136	39	0	205	0.0%
1880	151	1286	443	0	0.1%

Third Row Iteration

	438	1467	733	1327	% diff
465	0	143	227	96	-0.1%
1240	150	0	64	1026	-0.1%
380	136	39	0	205	-0.1%
1878	151	1285	443	0	0.0%

Third Column Iteration

	438	1469	733	1327	% diff
466	0	143	227	96	0.1%
1241	150	0	64	1026	0.0%
380	136	39	0	205	0.0%
1880	151	1286	443	0	0.1%

Fourth Row Iteration

	438	1467	733	1326	% diff
465	0	143	227	96	-0.1%
1240	150	0	64	1026	-0.1%
380	136	39	0	205	-0.1%
1878	151	1285	442	0	0.0%

Fourth Column Iteration

	438	1469	733	1327	% diff
466	0	143	227	96	0.1%
1241	151	0	64	1026	0.0%
381	136	39	0	205	0.0%
1880	151	1286	443	0	0.1%

Fifth Row Iteration

	438	1468	733	1326	% diff
465	0	143	227	96	-0.1%
1240	150	0	64	1026	-0.1%
380	136	39	0	205	-0.1%
1878	151	1285	442	0	0.0%

Fifth Column Iteration

	438	1469	733	1327	% diff
466	0	143	227	96	0.1%
1241	151	0	64	1027	0.0%
381	136	39	0	205	0.1%
1880	151	1286	443	0	0.1%

Sixth Row Iteration

	438	1468	733	1326	% diff
465	0	143	227	96	-0.1%
1240	150	0	64	1026	-0.1%
380	136	39	0	205	-0.1%
1878	151	1285	442	0	-0.1%

Sixth Column Iteration

	438	1469	733	1327	% diff
466	0	143	227	96	0.1%
1241	151	0	64	1027	0.1%
381	136	39	0	205	0.1%
1880	151	1286	443	0	0.1%

Seventh Row Iteration

	438	1468	733	1326	% diff
465	0	143	227	95	-0.1%
1240	151	0	64	1026	-0.1%
380	136	39	0	205	-0.1%
1878	151	1285	442	0	-0.1%

Seventh Column Iteration

	438	1469	733	1327	% diff
466	0	143	227	96	0.1%
1241	151	0	64	1027	0.1%
381	136	39	0	205	0.1%
1880	151	1286	443	0	0.1%

Eighth Row Iteration

	438	1468	733	1326	% diff
465	0	143	227	95	-0.1%
1240	151	0	64	1026	-0.1%
380	136	39	0	205	-0.1%
1878	151	1285	442	0	-0.1%

Eighth Column Iteration

	438	1469	733	1327	% diff
466	0	143	227	96	0.1%
1241	151	0	64	1027	0.1%
381	136	39	0	205	0.1%
1880	151	1286	443	0	0.1%

Ninth Row Iteration

	438	1468	733	1326	% diff
465	0	143	227	95	-0.1%
1240	151	0	64	1026	-0.1%
380	136	39	0	205	-0.1%
1878	151	1285	442	0	-0.1%

Ninth Column Iteration

	438	1469	733	1327	% diff
466	0	143	227	96	0.1%
1241	151	0	64	1027	0.1%
381	136	39	0	205	0.1%
1880	151	1286	443	0	0.1%

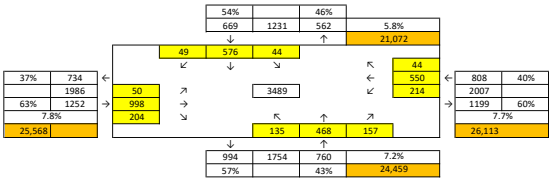
Tenth Row Iteration

	438	1468	733	1326	% diff
465	0	143	227	95	-0.1%
1240	151	0	64	1026	-0.1%
380	136	39	0	205	-0.1%
1878	151	1285	442	0	-0.1%

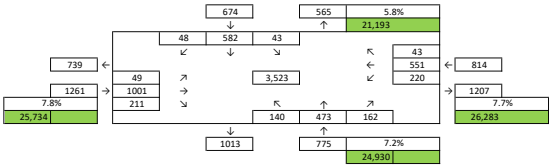
Tenth Column Iteration

	438	1469	733	1327	% diff
466	0	143	227	96	0.1%
1241	151	0	64	1027	0.1%
381	136	39	0	205	0.1%
1880	151	1286	443	0	0.1%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Olive Drive
Intersection #: 15 AM



Scenario: Year 2027 Cumulative
N/S Street: Coffee Road
E/W Street: Olive Drive



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		1207	565	739	1013
		1199	562	734	994
813	808	0	44	550	214
673	669	44	0	49	576
1260	1252	998	50	0	204
775	760	157	468	135	0

First Row Iteration

	1209	572	740	1000	% diff
813	0	44	554	215	0%
673	44	0	49	579	1%
1260	1004	50	0	205	0%
775	160	477	138	0	-1%

First Column Iteration

	1207	565	739	1013	% diff
814	0	44	552	218	0%
680	44	0	49	587	1%
1261	1003	50	0	208	0%
769	160	472	137	0	-1%

Second Row Iteration

	1207	569	739	1006	% diff
813	0	44	552	218	0.0%
673	44	0	49	581	0.6%
1260	1002	50	0	208	0.0%
775	161	475	138	0	-0.7%

Second Column Iteration

	1207	565	739	1013	% diff
815	0	43	552	219	0.2%
677	44	0	49	584	0.6%
1261	1002	49	0	209	0.1%
772	161	472	138	0	-0.4%

Third Row Iteration

	1207	567	738	1009	% diff
813	0	43	551	219	0.0%
673	43	0	48	581	0.3%
1260	1002	49	0	209	-0.1%
775	162	474	139	0	-0.4%

Third Column Iteration

	1207	565	739	1013	% diff
814	0	43	551	220	0.1%
675	43	0	48	583	0.3%
1261	1002	49	0	210	0.1%
773	162	473	139	0	-0.2%

Fourth Row Iteration

	1206	566	738	1011	% diff
813	0	43	551	220	0.0%
673	43	0	48	581	0.1%
1260	1001	49	0	210	-0.1%
775	162	473	139	0	-0.2%

Fourth Column Iteration

	1207	565	739	1013	% diff
814	0	43	551	220	0.1%
674	43	0	48	583	0.2%
1261	1002	49	0	210	0.1%
774	162	473	139	0	0.0%

Fifth Row Iteration

	1206	565	738	1011	% diff
813	0	43	550	220	-0.1%
673	43	0	48	581	0.0%
1260	1001	49	0	210	-0.1%
775	162	473	139	0	-0.2%

Fifth Column Iteration

	1207	565	739	1013	% diff
814	0	43	551	220	0.1%
674	43	0	48	582	0.2%
1261	1001	49	0	211	0.1%
775	162	473	140	0	0.0%

Sixth Row Iteration

	1206	565	738	1012	% diff
813	0	43	550	220	-0.1%
673	43	0	48	581	0.0%
1260	1001	49	0	210	-0.1%
775	162	473	140	0	-0.1%

Sixth Column Iteration

	1207	565	739	1013	% diff
814	0	43	551	220	0.1%
674	43	0	48	582	0.1%
1261	1001	49	0	211	0.1%
775	162	473	140	0	0.1%

Seventh Row Iteration

	1206	565	738	1012	% diff
813	0	43	550	220	-0.1%
673	43	0	48	582	-0.1%
1260	1001	49	0	211	-0.1%
775	162	473	140	0	-0.1%

Seventh Column Iteration

	1207	565	739	1013	% diff
814	0	43	551	220	0.1%
674	43	0	48	582	0.1%
1261	1001	49	0	211	0.1%
775	162	473	140	0	0.1%

Eighth Row Iteration

	1206	565	738	1012	% diff
813	0	43	550	220	-0.1%
673	43	0	48	582	-0.1%
1260	1001	49	0	211	-0.1%
775	162	473	140	0	-0.1%

Eighth Column Iteration

	1207	565	739	1013	% diff
814	0	43	551	220	0.1%
674	43	0	48	582	0.1%
1261	1001	49	0	211	0.1%
775	162	473	140	0	0.1%

Ninth Row Iteration

	1206	565	738	1012	% diff
813	0	43	550	220	-0.1%
673	43	0	48	582	-0.1%
1260	1001	49	0	211	-0.1%
775	162	473	140	0	-0.1%

Ninth Column Iteration

	1207	565	739	1013	% diff
814	0	43	551	220	0.1%
673	43	0	48	582	0.1%
1261	1001	49	0	211	0.1%
775	162	473	140	0	0.1%

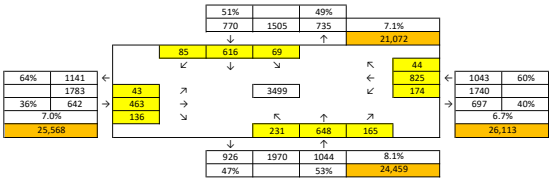
Tenth Row Iteration

	1206	565	738	1012	% diff
813	0	43	550	220	-0.1%
673	43	0	48	582	-0.1%
1260	1000	49	0	211	-0.1%
775	162	473	140	0	-0.1%

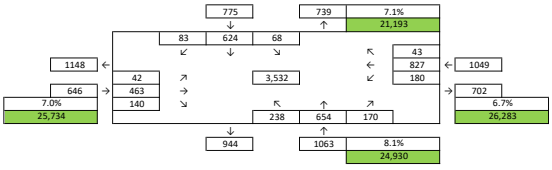
Tenth Column Iteration

	1207	565	739	1013	% diff
814	0	43	551	220	0.1%
673	43	0	48	582	0.1%
1261	1001	49	0	211	0.1%
775	162	473	140	0	0.1%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Olive Drive
Intersection #: 15 PM



Scenario: Year 2027 Cumulative
N/S Street: Coffee Road
E/W Street: Olive Drive



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		702	739	1148	944
		697	735	1141	926
1050	1043	0	44	825	174
774	770	69	0	85	616
646	642	463	43	0	136
1064	1044	165	648	231	0

First Row Iteration

	704	748	1151	932	% diff
1050	0	44	830	175	0%
774	69	0	85	620	1%
646	466	43	0	137	0%
1064	168	660	235	0	-1%

First Column Iteration

	702	739	1148	944	% diff
1049	0	44	828	177	0%
782	69	0	85	628	1%
646	465	43	0	139	0%
1055	168	653	235	0	-1%

Second Row Iteration

	702	745	1150	938	% diff
1050	0	44	829	177	0.1%
774	69	0	84	621	0.7%
646	465	43	0	139	0.1%
1064	169	658	237	0	-0.7%

Second Column Iteration

	702	739	1148	944	% diff
1050	0	43	828	179	0.0%
778	68	0	84	626	0.5%
646	464	42	0	140	0.0%
1059	169	653	237	0	-0.5%

Third Row Iteration

	702	743	1149	941	% diff
1050	0	43	828	179	0.1%
774	68	0	84	622	0.4%
646	464	42	0	140	0.1%
1064	170	657	238	0	-0.3%

Third Column Iteration

	702	739	1148	944	% diff
1050	0	43	827	179	0.0%
776	68	0	84	624	0.3%
646	464	42	0	140	0.0%
1061	170	654	238	0	-0.3%

Fourth Row Iteration

	702	741	1149	942	% diff
1050	0	43	827	179	0.1%
774	68	0	84	623	0.3%
646	464	42	0	140	0.1%
1064	170	656	238	0	-0.2%

Fourth Column Iteration

	702	739	1148	944	% diff
1049	0	43	827	180	0.0%
775	68	0	84	624	0.1%
646	464	42	0	140	0.0%
1062	170	654	238	0	-0.2%

Fifth Row Iteration

	702	740	1149	943	% diff
1050	0	43	827	180	0.0%
774	68	0	83	623	0.2%
646	464	42	0	140	0.1%
1064	170	655	239	0	-0.1%

Fifth Column Iteration

	702	739	1148	944	% diff
1049	0	43	827	180	0.0%
775	68	0	83	624	0.0%
646	463	42	0	140	0.0%
1063	170	654	238	0	-0.1%

Sixth Row Iteration

	702	740	1149	944	% diff
1050	0	43	827	180	0.0%
774	68	0	83	623	0.1%
646	464	42	0	140	0.0%
1064	171	655	239	0	0.0%

Sixth Column Iteration

	702	739	1148	944	% diff
1049	0	43	826	180	0.0%
774	68	0	83	623	0.0%
646	463	42	0	140	0.0%
1063	170	654	239	0	-0.1%

Seventh Row Iteration

	702	740	1149	944	% diff
1050	0	43	827	180	0.0%
774	68	0	83	623	0.1%
646	464	42	0	141	0.0%
1064	171	655	239	0	0.0%

Seventh Column Iteration

	702	739	1148	944	% diff
1049	0	43	826	180	0.0%
774	68	0	83	623	0.0%
646	463	42	0	141	0.0%
1063	171	654	239	0	-0.1%

Eighth Row Iteration

	702	740	1149	944	% diff
1050	0	43	827	180	0.0%
774	68	0	83	623	0.1%
646	464	42	0	141	0.0%
1064	171	655	239	0	0.0%

Eighth Column Iteration

	702	739	1148	944	% diff
1049	0	43	826	180	0.0%
774	68	0	83	623	0.0%
646	463	42	0	141	0.0%
1064	171	654	239	0	-0.1%

Ninth Row Iteration

	702	740	1149	944	% diff
1050	0	43	827	180	0.0%
774	68	0	83	623	0.1%
646	464	42	0	141	0.0%
1064	171	655	239	0	0.0%

Ninth Column Iteration

	702	739	1148	944	% diff
1049	0	43	826	180	0.0%
774	68	0	83	623	0.0%
646	463	42	0	141	0.0%
1064	171	654	239	0	0.0%

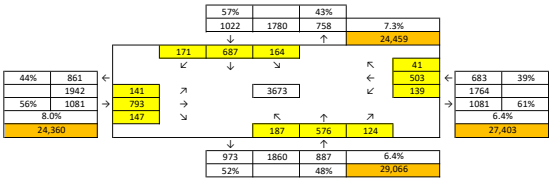
Tenth Row Iteration

	702	740	1149	944	% diff
1050	0	43	827	180	0.0%
774	68	0	83	623	0.0%
646	464	42	0	141	0.0%
1064	171	654	239	0	0.0%

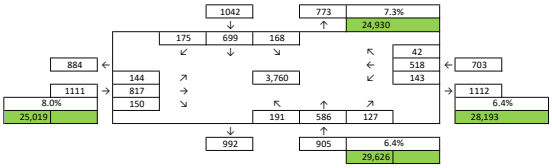
Tenth Column Iteration

	702	739	1148	944	% diff
1049	0	43	826	180	0.0%
774	68	0	83	623	0.0%
646	463	42	0	141	0.0%
1064	171	654	239	0	0.0%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Hageman Road
Intersection #: 16 AM



Scenario: Year 2027 Cumulative
N/S Street: Coffee Road
E/W Street: Hageman Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		1112	773	884	992
		1081	758	861	973
703	683	0	41	503	139
1042	1022	164	0	171	687
1110	1081	793	141	0	147
904	887	124	576	187	0

First Row Iteration

	1108	774	882	994	% diff
703	0	42	518	143	0%
1042	167	0	174	700	0%
1110	814	145	0	151	0%
904	126	587	191	0	0%

First Column Iteration

	1112	773	884	992	% diff
703	0	42	519	143	0%
1041	168	0	175	698	0%
1113	818	145	0	151	0%
904	127	586	191	0	0%

Second Row Iteration

	1111	772	884	992	% diff
703	0	42	518	143	-0.1%
1042	168	0	175	699	0.0%
1110	816	144	0	150	0.0%
904	127	586	191	0	0.0%

Second Column Iteration

	1112	773	884	992	% diff
703	0	42	518	143	0.0%
1042	168	0	175	699	0.0%
1111	817	144	0	150	0.1%
904	127	586	191	0	0.0%

Third Row Iteration

	1111	772	884	991	% diff
703	0	42	518	142	-0.1%
1042	168	0	175	699	-0.1%
1110	816	144	0	150	0.0%
904	127	586	191	0	0.0%

Third Column Iteration

	1112	773	884	992	% diff
703	0	42	518	143	0.0%
1042	168	0	175	699	0.0%
1111	817	144	0	150	0.1%
905	127	586	191	0	0.1%

Fourth Row Iteration

	1111	772	884	991	% diff
703	0	42	518	142	-0.1%
1042	168	0	175	699	-0.1%
1110	816	144	0	150	0.0%
904	127	586	191	0	0.0%

Fourth Column Iteration

	1112	773	884	992	% diff
703	0	42	518	143	0.0%
1042	168	0	175	699	0.1%
1111	817	144	0	150	0.1%
905	127	586	191	0	0.1%

Fifth Row Iteration

	1111	772	884	991	% diff
703	0	42	518	142	-0.1%
1042	168	0	175	699	-0.1%
1110	816	144	0	150	0.0%
904	127	586	191	0	-0.1%

Fifth Column Iteration

	1112	773	884	992	% diff
703	0	42	518	143	0.0%
1042	168	0	175	699	0.1%
1111	817	144	0	150	0.1%
905	127	586	191	0	0.1%

Sixth Row Iteration

	1112	772	884	991	% diff
703	0	42	518	142	-0.1%
1042	168	0	175	699	-0.1%
1110	816	144	0	150	-0.1%
904	127	586	191	0	-0.1%

Sixth Column Iteration

	1112	773	884	992	% diff
703	0	42	518	143	0.1%
1042	168	0	175	699	0.1%
1111	817	144	0	150	0.1%
905	127	586	191	0	0.1%

Seventh Row Iteration

	1112	772	884	991	% diff
703	0	42	518	142	-0.1%
1042	168	0	175	699	-0.1%
1110	816	144	0	150	-0.1%
904	127	586	191	0	-0.1%

Seventh Column Iteration

	1112	773	884	992	% diff
703	0	42	518	143	0.1%
1042	168	0	175	699	0.1%
1111	817	144	0	150	0.1%
905	127	586	191	0	0.1%

Eighth Row Iteration

	1112	772	884	991	% diff
703	0	42	518	142	-0.1%
1042	168	0	175	699	-0.1%
1110	816	144	0	150	-0.1%
904	127	586	191	0	-0.1%

Eighth Column Iteration

	1112	773	884	992	% diff
703	0	42	518	143	0.1%
1042	168	0	175	699	0.1%
1111	817	144	0	150	0.1%
905	127	586	191	0	0.1%

Ninth Row Iteration

	1112	772	884	991	% diff
703	0	42	518	142	-0.1%
1042	168	0	175	699	-0.1%
1110	816	144	0	150	-0.1%
904	127	586	191	0	-0.1%

Ninth Column Iteration

	1112	773	884	992	% diff
703	0	42	518	143	0.1%
1042	168	0	175	699	0.1%
1111	817	144	0	150	0.1%
905	127	586	191	0	0.1%

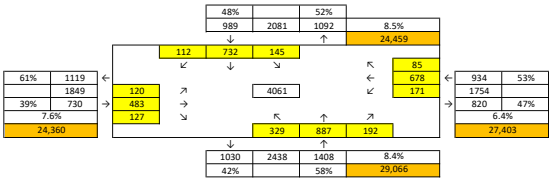
Tenth Row Iteration

	1112	772	884	991	% diff
703	0	42	518	142	-0.1%
1042	168	0	175	699	-0.1%
1110	816	144	0	150	-0.1%
904	127	586	191	0	-0.1%

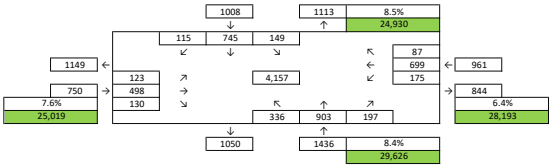
Tenth Column Iteration

	1112	773	884	992	% diff
703	0	42	518	143	0.1%
1042	168	0	175	699	0.1%
1111	817	144	0	150	0.1%
905	127	586	191	0	0.1%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Hageman Road
Intersection #: 16 PM



Scenario: Year 2027 Cumulative
N/S Street: Coffee Road
E/W Street: Hageman Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		844	1113	1149	1050
		820	1092	1119	1030
961	934	0	85	678	171
1008	989	145	0	112	732
750	730	483	120	0	127
1435	1408	192	887	329	0

First Row Iteration

	840	1115	1147	1052	% diff
961	0	87	698	176	0%
1008	148	0	114	746	0%
750	496	123	0	130	0%
1435	196	904	335	0	0%

First Column Iteration

	844	1113	1149	1050	% diff
962	0	87	699	175	0%
1007	149	0	114	744	0%
752	498	123	0	130	0%
1435	197	903	336	0	0%

Second Row Iteration

	842	1113	1149	1050	% diff
961	0	87	698	175	-0.1%
1008	149	0	114	745	0.0%
750	497	123	0	130	0.0%
1435	197	903	336	0	0.0%

Second Column Iteration

	844	1113	1149	1050	% diff
961	0	87	699	175	0.0%
1008	149	0	115	745	0.0%
750	498	123	0	130	0.1%
1436	197	903	336	0	0.1%

Third Row Iteration

	843	1112	1149	1050	% diff
961	0	87	698	175	-0.1%
1008	149	0	115	745	-0.1%
750	497	123	0	130	0.0%
1435	197	902	336	0	0.0%

Third Column Iteration

	844	1113	1149	1050	% diff
961	0	87	699	175	0.0%
1008	149	0	115	745	0.0%
750	498	123	0	130	0.1%
1436	197	903	336	0	0.1%

Fourth Row Iteration

	843	1112	1149	1049	% diff
961	0	87	698	175	-0.1%
1008	149	0	115	745	-0.1%
750	497	123	0	130	0.0%
1435	197	902	336	0	0.0%

Fourth Column Iteration

	844	1113	1149	1050	% diff
961	0	87	699	175	0.0%
1008	149	0	115	745	0.0%
750	498	123	0	130	0.1%
1436	197	903	336	0	0.1%

Fifth Row Iteration

	843	1112	1149	1049	% diff
961	0	87	698	175	0.0%
1008	149	0	115	745	-0.1%
750	497	123	0	130	0.0%
1435	197	902	336	0	0.0%

Fifth Column Iteration

	844	1113	1149	1050	% diff
961	0	87	699	175	0.0%
1008	149	0	115	745	0.0%
750	498	123	0	130	0.0%
1436	197	903	336	0	0.0%

Sixth Row Iteration

	843	1112	1149	1049	% diff
961	0	87	698	175	0.0%
1008	149	0	115	745	0.0%
750	498	123	0	130	0.0%
1435	197	903	336	0	0.0%

Sixth Column Iteration

	844	1113	1149	1050	% diff
961	0	87	699	175	0.0%
1008	149	0	115	745	0.0%
750	498	123	0	130	0.0%
1436	197	903	336	0	0.0%

Seventh Row Iteration

	843	1112	1149	1049	% diff
961	0	87	698	175	0.0%
1008	149	0	115	745	0.0%
750	498	123	0	130	0.0%
1435	197	903	336	0	0.0%

Seventh Column Iteration

	844	1113	1149	1050	% diff
961	0	87	699	175	0.0%
1009	149	0	115	745	0.0%
750	498	123	0	130	0.0%
1436	197	903	336	0	0.0%

Eighth Row Iteration

	843	1113	1149	1049	% diff
961	0	87	698	175	0.0%
1008	149	0	115	745	0.0%
750	498	123	0	130	0.0%
1435	197	903	336	0	0.0%

Eighth Column Iteration

	844	1113	1149	1050	% diff
961	0	87	699	175	0.0%
1009	149	0	115	745	0.0%
750	498	123	0	130	0.0%
1436	197	903	336	0	0.0%

Ninth Row Iteration

	843	1113	1149	1049	% diff
961	0	87	698	175	0.0%
1008	149	0	115	745	0.0%
750	498	123	0	130	0.0%
1435	197	903	336	0	0.0%

Ninth Column Iteration

	844	1113	1149	1050	% diff
961	0	87	699	175	0.0%
1009	149	0	115	745	0.0%
750	498	123	0	130	0.0%
1436	197	903	336	0	0.0%

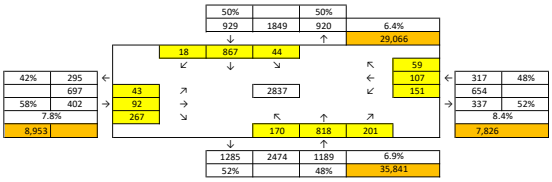
Tenth Row Iteration

	843	1113	1149	1049	% diff
961	0	87	698	175	0.0%
1008	149	0	115	745	0.0%
750	498	123	0	130	0.0%
1435	197	903	336	0	0.0%

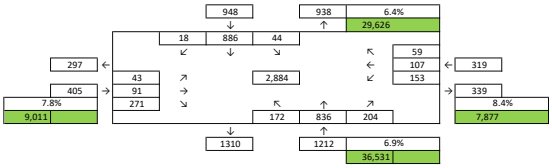
Tenth Column Iteration

	844	1113	1149	1050	% diff
961	0	87	699	175	0.0%
1009	149	0	115	745	0.0%
750	498	123	0	130	0.0%
1436	197	903	336	0	0.0%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Riverlakes Drive/Meany Avenue
Intersection #: 17 AM



Scenario: Year 2027 Cumulative
N/S Street: Coffee Road
E/W Street: Riverlakes Drive/Meany Avenue



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		339	938	297	1310
		337	920	295	1285
319	317	0	59	107	151
947	929	44	0	18	867
405	402	92	43	0	267
1212	1189	201	818	170	0

First Row Iteration

	342	936	299	1304	% diff
319	0	59	108	152	1%
947	45	0	18	884	0%
405	93	43	0	269	1%
1212	205	834	173	0	0%

Sixth Row Iteration

	339	938	297	1309	% diff
319	0	59	107	153	0.0%
947	44	0	18	885	0.0%
405	91	43	0	270	0.0%
1212	204	836	172	0	-0.1%

First Column Iteration

	339	938	297	1310	% diff
319	0	59	107	153	0%
950	44	0	18	887	0%
405	92	43	0	270	0%
1210	203	835	172	0	0%

Sixth Column Iteration

	339	938	297	1310	% diff
319	0	59	107	154	0.0%
948	44	0	18	886	0.1%
405	91	43	0	271	0.1%
1212	204	836	172	0	0.0%

Second Row Iteration

	339	939	297	1307	% diff
319	0	59	107	153	0.0%
947	44	0	18	884	0.2%
405	92	43	0	270	0.1%
1212	203	836	172	0	-0.2%

Seventh Row Iteration

	339	938	297	1309	% diff
319	0	59	106	153	0.0%
947	44	0	18	885	0.0%
405	91	43	0	270	0.0%
1212	204	836	172	0	-0.1%

Second Column Iteration

	339	938	297	1310	% diff
319	0	59	107	153	0.0%
949	44	0	18	886	0.2%
405	92	43	0	270	0.1%
1210	203	835	172	0	-0.1%

Seventh Column Iteration

	339	938	297	1310	% diff
319	0	59	106	154	0.0%
948	44	0	18	886	0.1%
405	91	43	0	271	0.1%
1212	204	836	172	0	0.0%

Third Row Iteration

	339	939	297	1307	% diff
319	0	59	107	153	0.0%
947	44	0	18	885	0.1%
405	92	43	0	270	0.0%
1212	204	836	172	0	-0.2%

Eighth Row Iteration

	339	938	297	1309	% diff
319	0	59	106	153	0.0%
947	44	0	18	885	0.0%
405	91	43	0	270	0.0%
1212	204	836	172	0	-0.1%

Third Column Iteration

	339	938	297	1310	% diff
319	0	59	107	153	0.0%
948	44	0	18	886	0.2%
405	92	43	0	270	0.1%
1211	204	835	172	0	-0.1%

Eighth Column Iteration

	339	938	297	1310	% diff
319	0	59	106	154	0.0%
947	44	0	18	886	0.1%
405	91	43	0	271	0.1%
1212	204	836	172	0	0.0%

Fourth Row Iteration

	339	938	297	1308	% diff
319	0	59	107	153	0.0%
947	44	0	18	885	0.1%
405	91	43	0	270	0.0%
1212	204	836	172	0	-0.1%

Ninth Row Iteration

	339	938	297	1309	% diff
319	0	59	106	154	0.0%
947	44	0	18	885	0.0%
405	91	43	0	270	0.0%
1212	204	836	172	0	-0.1%

Fourth Column Iteration

	339	938	297	1310	% diff
319	0	59	107	153	0.0%
948	44	0	18	886	0.1%
405	91	43	0	270	0.1%
1211	204	835	172	0	0.0%

Ninth Column Iteration

	339	938	297	1310	% diff
319	0	59	106	154	0.0%
947	44	0	18	885	0.1%
405	91	43	0	271	0.0%
1212	204	836	172	0	0.0%

Fifth Row Iteration

	339	938	297	1308	% diff
319	0	59	107	153	0.0%
947	44	0	18	885	0.0%
405	91	43	0	270	0.0%
1212	204	836	172	0	-0.1%

Tenth Row Iteration

	339	937	297	1309	% diff
319	0	59	106	154	0.0%
947	44	0	18	885	0.0%
405	91	43	0	271	0.0%
1212	204	836	172	0	-0.1%

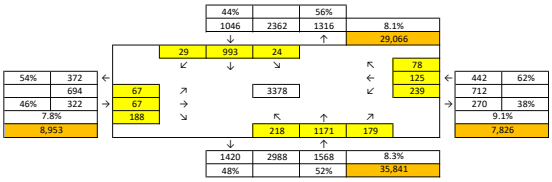
Fifth Column Iteration

	339	938	297	1310	% diff
319	0	59	107	153	0.0%
948	44	0	18	886	0.1%
405	91	43	0	271	0.1%
1212	204	836	172	0	0.0%

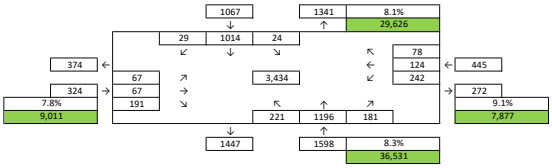
Tenth Column Iteration

	339	938	297	1310	% diff
319	0	59	106	154	0.0%
947	44	0	18	885	0.1%
405	91	43	0	271	0.0%
1212	204	836	172	0	0.0%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Riverlakes Drive/Meany Avenue
Intersection #: 17 PM



Scenario: Year 2027 Cumulative
N/S Street: Coffee Road
E/W Street: Riverlakes Drive/Meany Avenue



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		272	1341	374	1447
		270	1316	372	1420
445	442	0	78	125	239
1066	1046	24	0	29	993
324	322	67	67	0	188
1598	1568	179	1171	218	0

First Row Iteration

	274	1339	378	1442	% diff
445	0	79	126	241	1%
1066	24	0	30	1012	0%
324	67	67	0	189	1%
1598	182	1194	222	0	0%

First Column Iteration

	272	1341	374	1447	% diff
445	0	79	125	241	0%
1069	24	0	29	1016	0%
324	67	68	0	190	0%
1596	181	1195	220	0	0%

Second Row Iteration

	272	1343	375	1444	% diff
445	0	79	125	241	0.0%
1066	24	0	29	1013	0.1%
324	67	67	0	190	0.0%
1598	181	1197	221	0	-0.2%

Second Column Iteration

	272	1341	374	1447	% diff
445	0	79	125	242	0.1%
1068	24	0	29	1015	0.2%
324	67	67	0	190	0.1%
1597	181	1195	220	0	-0.1%

Third Row Iteration

	272	1342	374	1445	% diff
445	0	78	125	242	0.0%
1066	24	0	29	1013	0.1%
324	67	67	0	190	0.0%
1598	181	1196	221	0	-0.2%

Third Column Iteration

	272	1341	374	1447	% diff
445	0	78	125	242	0.1%
1068	24	0	29	1015	0.2%
324	67	67	0	190	0.1%
1597	181	1196	221	0	-0.1%

Fourth Row Iteration

	272	1342	374	1445	% diff
445	0	78	124	242	0.0%
1066	24	0	29	1013	0.0%
324	67	67	0	190	0.0%
1598	181	1196	221	0	-0.1%

Fourth Column Iteration

	272	1341	374	1447	% diff
445	0	78	124	242	0.1%
1068	24	0	29	1014	0.1%
324	67	67	0	191	0.1%
1598	181	1196	221	0	0.0%

Fifth Row Iteration

	272	1342	374	1446	% diff
445	0	78	124	242	0.0%
1066	24	0	29	1013	0.0%
324	67	67	0	190	0.0%
1598	181	1196	221	0	-0.1%

Fifth Column Iteration

	272	1341	374	1447	% diff
445	0	78	124	242	0.1%
1067	24	0	29	1014	0.1%
324	67	67	0	191	0.1%
1598	181	1196	221	0	0.0%

Sixth Row Iteration

	272	1341	374	1446	% diff
445	0	78	124	242	0.0%
1066	24	0	29	1013	0.0%
324	67	67	0	190	0.0%
1598	181	1196	221	0	-0.1%

Sixth Column Iteration

	272	1341	374	1447	% diff
445	0	78	124	243	0.1%
1067	24	0	29	1014	0.1%
324	67	67	0	191	0.1%
1598	181	1196	221	0	0.0%

Seventh Row Iteration

	272	1341	374	1446	% diff
445	0	78	124	242	0.0%
1066	24	0	29	1013	0.0%
324	66	67	0	191	0.0%
1598	181	1196	221	0	-0.1%

Seventh Column Iteration

	272	1341	374	1447	% diff
445	0	78	124	243	0.1%
1067	24	0	29	1014	0.1%
324	67	67	0	191	0.1%
1598	181	1196	221	0	0.0%

Eighth Row Iteration

	272	1341	374	1446	% diff
445	0	78	124	242	0.0%
1066	24	0	29	1013	0.0%
324	66	67	0	191	0.0%
1598	181	1196	221	0	-0.1%

Eighth Column Iteration

	272	1341	374	1447	% diff
445	0	78	124	243	0.1%
1067	24	0	29	1014	0.1%
324	66	67	0	191	0.1%
1599	181	1196	221	0	0.0%

Ninth Row Iteration

	272	1341	374	1446	% diff
445	0	78	124	243	0.0%
1066	24	0	29	1013	0.0%
324	66	67	0	191	0.0%
1598	181	1196	221	0	-0.1%

Ninth Column Iteration

	272	1341	374	1447	% diff
445	0	78	124	243	0.1%
1067	24	0	29	1014	0.1%
324	66	67	0	191	0.1%
1599	181	1196	221	0	0.0%

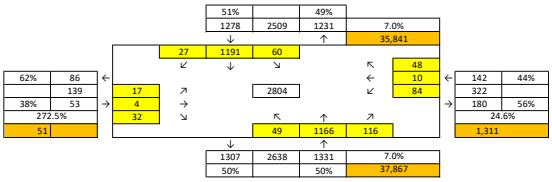
Tenth Row Iteration

	272	1341	374	1446	% diff
445	0	78	124	243	0.0%
1066	24	0	29	1013	0.0%
324	66	67	0	191	0.0%
1598	181	1196	221	0	-0.1%

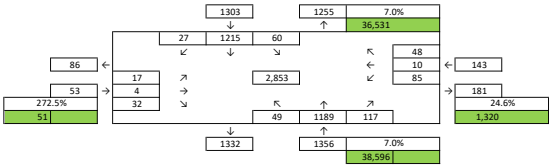
Tenth Column Iteration

	272	1341	374	1447	% diff
445	0	78	124	243	0.0%
1067	24	0	29	1014	0.1%
324	66	67	0	191	0.1%
1599	181	1196	221	0	0.0%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Downing Avenue
Intersection #: 18 AM



Scenario: Year 2027 Cumulative
N/S Street: Coffee Road
E/W Street: Downing Avenue



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		181	1255	86	1332
		180	1231	86	1307
143	142	0	48	10	84
1303	1278	60	0	27	1191
53	53	4	17	0	32
1357	1331	116	1166	49	0

First Row Iteration

	183	1254	88	1331	% diff
143	0	48	10	85	1%
1303	61	0	28	1214	0%
53	4	17	0	32	2%
1357	118	1188	50	0	0%

First Column Iteration

	181	1255	86	1332	% diff
143	0	48	10	85	0%
1303	60	0	27	1215	0%
53	4	17	0	32	0%
1355	117	1189	49	0	0%

Second Row Iteration

	181	1256	86	1332	% diff
143	0	48	10	85	0.1%
1303	60	0	27	1215	0.1%
53	4	17	0	32	0.1%
1357	117	1191	49	0	0.0%

Second Column Iteration

	181	1255	86	1332	% diff
143	0	48	10	85	0.0%
1303	60	0	27	1215	0.0%
53	4	17	0	32	0.0%
1355	117	1189	49	0	-0.1%

Third Row Iteration

	181	1256	86	1332	% diff
143	0	48	10	85	0.1%
1303	60	0	27	1215	0.1%
53	4	17	0	32	0.1%
1357	117	1190	49	0	0.0%

Third Column Iteration

	181	1255	86	1332	% diff
143	0	48	10	85	0.0%
1303	60	0	27	1215	0.0%
53	4	17	0	32	0.0%
1355	117	1189	49	0	-0.1%

Fourth Row Iteration

	181	1256	86	1332	% diff
143	0	48	10	85	0.1%
1303	60	0	27	1215	0.1%
53	4	17	0	32	0.0%
1357	117	1190	49	0	0.0%

Fourth Column Iteration

	181	1255	86	1332	% diff
143	0	48	10	85	0.0%
1303	60	0	27	1215	0.0%
53	4	17	0	32	0.0%
1356	117	1189	49	0	-0.1%

Fifth Row Iteration

	181	1256	86	1332	% diff
143	0	48	10	85	0.1%
1303	60	0	27	1215	0.1%
53	4	17	0	32	0.0%
1357	117	1190	49	0	0.0%

Fifth Column Iteration

	181	1255	86	1332	% diff
143	0	48	10	85	0.0%
1303	60	0	27	1215	0.0%
53	4	17	0	32	0.0%
1356	117	1189	49	0	-0.1%

Sixth Row Iteration

	181	1256	86	1332	% diff
143	0	48	10	85	0.0%
1303	60	0	27	1215	0.1%
53	4	17	0	32	0.0%
1357	117	1190	49	0	0.0%

Sixth Column Iteration

	181	1255	86	1332	% diff
143	0	48	10	85	0.0%
1302	60	0	27	1215	0.0%
53	4	17	0	32	0.0%
1356	117	1190	49	0	-0.1%

Seventh Row Iteration

	181	1256	86	1332	% diff
143	0	48	10	85	0.0%
1303	60	0	27	1215	0.1%
53	4	17	0	32	0.0%
1357	117	1190	49	0	0.0%

Seventh Column Iteration

	181	1255	86	1332	% diff
143	0	48	10	85	0.0%
1302	60	0	27	1215	0.0%
53	4	17	0	32	0.0%
1356	117	1190	49	0	-0.1%

Eighth Row Iteration

	181	1255	86	1332	% diff
143	0	48	10	85	0.0%
1303	60	0	27	1215	0.1%
53	4	17	0	32	0.0%
1357	117	1190	49	0	0.0%

Eighth Column Iteration

	181	1255	86	1332	% diff
143	0	48	10	85	0.0%
1302	60	0	27	1215	0.0%
53	4	17	0	32	0.0%
1356	117	1190	49	0	-0.1%

Ninth Row Iteration

	181	1255	86	1332	% diff
143	0	48	10	85	0.0%
1303	60	0	27	1215	0.1%
53	4	17	0	32	0.0%
1357	117	1190	49	0	0.0%

Ninth Column Iteration

	181	1255	86	1332	% diff
143	0	48	10	85	0.0%
1302	60	0	27	1215	0.0%
53	4	17	0	32	0.0%
1356	117	1190	49	0	-0.1%

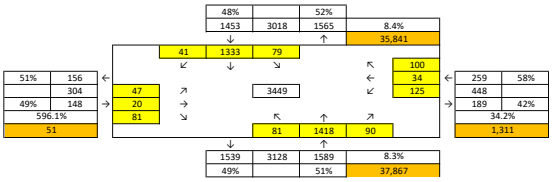
Tenth Row Iteration

	181	1255	86	1332	% diff
143	0	48	10	85	0.0%
1303	60	0	27	1215	0.1%
53	4	17	0	32	0.0%
1357	117	1190	49	0	0.0%

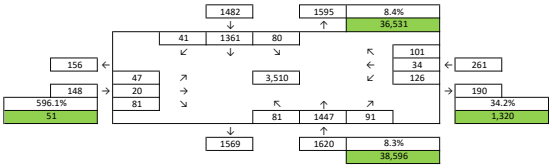
Tenth Column Iteration

	181	1255	86	1332	% diff
143	0	48	10	85	0.0%
1302	60	0	27	1215	0.0%
53	4	17	0	32	0.0%
1356	117	1190	49	0	-0.1%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Downing Avenue
Intersection #: 18 PM



Scenario: Year 2027 Cumulative
N/S Street: Coffee Road
E/W Street: Downing Avenue



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		190	1595	156	1569
		189	1565	156	1539
261	259	0	100	34	125
1481	1453	79	0	41	1333
148	148	20	47	0	81
1620	1589	90	1418	81	0

First Row Iteration

	192	1593	159	1566	% diff
261	0	101	34	126	1%
1481	81	0	42	1359	0%
148	20	47	0	81	2%
1620	92	1445	83	0	0%

First Column Iteration

	190	1595	156	1569	% diff
261	0	101	34	126	0%
1482	80	0	41	1361	0%
148	20	47	0	81	0%
1619	91	1447	81	0	0%

Second Row Iteration

	190	1595	156	1568	% diff
261	0	101	34	126	0.0%
1481	80	0	41	1360	0.0%
148	20	47	0	81	0.0%
1620	91	1448	81	0	-0.1%

Second Column Iteration

	190	1595	156	1569	% diff
261	0	101	34	126	0.0%
1482	80	0	41	1361	0.1%
148	20	47	0	81	0.0%
1619	91	1447	81	0	0.0%

Third Row Iteration

	190	1595	156	1568	% diff
261	0	101	34	126	0.0%
1481	80	0	41	1360	0.0%
148	20	47	0	81	0.0%
1620	91	1447	81	0	-0.1%

Third Column Iteration

	190	1595	156	1569	% diff
261	0	101	34	126	0.0%
1482	80	0	41	1361	0.1%
148	20	47	0	81	0.0%
1619	91	1447	81	0	0.0%

Fourth Row Iteration

	190	1595	156	1568	% diff
261	0	101	34	126	0.0%
1481	80	0	41	1360	0.0%
148	20	47	0	81	0.0%
1620	91	1447	81	0	0.0%

Fourth Column Iteration

	190	1595	156	1569	% diff
261	0	101	34	126	0.0%
1482	80	0	41	1361	0.0%
148	20	47	0	81	0.0%
1620	91	1447	81	0	0.0%

Fifth Row Iteration

	190	1595	156	1568	% diff
261	0	101	34	126	0.0%
1481	80	0	41	1360	0.0%
148	20	47	0	81	0.0%
1620	91	1447	81	0	0.0%

Fifth Column Iteration

	190	1595	156	1569	% diff
261	0	101	34	126	0.0%
1482	80	0	41	1361	0.0%
148	20	47	0	81	0.0%
1620	91	1447	81	0	0.0%

Sixth Row Iteration

	190	1595	156	1568	% diff
261	0	101	34	126	0.0%
1481	80	0	41	1360	0.0%
148	20	47	0	81	0.0%
1620	91	1447	81	0	0.0%

Sixth Column Iteration

	190	1595	156	1569	% diff
261	0	101	34	126	0.0%
1482	80	0	41	1361	0.0%
148	20	47	0	81	0.0%
1620	91	1447	81	0	0.0%

Seventh Row Iteration

	190	1595	156	1568	% diff
261	0	101	34	126	0.0%
1481	80	0	41	1360	0.0%
148	20	47	0	81	0.0%
1620	91	1447	81	0	0.0%

Seventh Column Iteration

	190	1595	156	1569	% diff
261	0	101	34	126	0.0%
1481	80	0	41	1361	0.0%
148	20	47	0	81	0.0%
1620	91	1447	81	0	0.0%

Eighth Row Iteration

	190	1595	156	1568	% diff
261	0	101	34	126	0.0%
1481	80	0	41	1360	0.0%
148	20	47	0	81	0.0%
1620	91	1447	81	0	0.0%

Eighth Column Iteration

	190	1595	156	1569	% diff
261	0	101	34	126	0.0%
1481	80	0	41	1361	0.0%
148	20	47	0	81	0.0%
1620	91	1447	81	0	0.0%

Ninth Row Iteration

	190	1595	156	1568	% diff
261	0	101	34	126	0.0%
1481	80	0	41	1360	0.0%
148	20	47	0	81	0.0%
1620	91	1447	81	0	0.0%

Ninth Column Iteration

	190	1595	156	1569	% diff
261	0	101	34	126	0.0%
1481	80	0	41	1361	0.0%
148	20	47	0	81	0.0%
1620	91	1447	81	0	0.0%

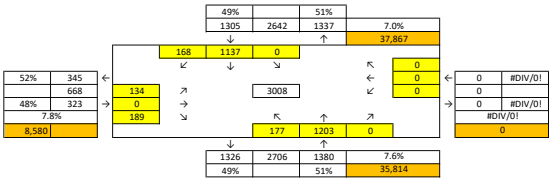
Tenth Row Iteration

	190	1595	156	1568	% diff
261	0	101	34	126	0.0%
1481	80	0	41	1360	0.0%
148	20	47	0	81	0.0%
1620	91	1447	81	0	0.0%

Tenth Column Iteration

	190	1595	156	1569	% diff
261	0	101	34	126	0.0%
1481	80	0	41	1361	0.0%
148	20	47	0	81	0.0%
1620	91	1447	81	0	0.0%

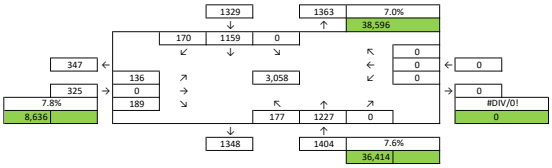
Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Granite Falls Drive
Intersection #: 19 AM



Base Year Intersection

		0	1363	347	1348
		0	1337	345	1326
0	0	0	0	0	0
1330	1305	0	0	168	1137
325	323	0	134	0	189
1403	1380	0	1203	177	0

Scenario: Year 2027 Cumulative
N/S Street: Coffee Road
E/W Street: Granite Falls Drive



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

First Row Iteration

	0	1358	351	1349	% diff
0	0	0	0	0	#DIV/0!
1330	0	0	171	1159	0%
325	0	135	0	190	1%
1403	0	1223	180	0	0%

First Column Iteration

	0	1363	347	1348	% diff
0	0	0	0	0	#DIV/0!
1327	0	0	169	1158	0%
325	0	135	0	190	0%
1405	0	1227	178	0	0%

Second Row Iteration

	0	1361	347	1350	% diff
0	0	0	0	0	#DIV/0!
1330	0	0	170	1160	-0.2%
325	0	135	0	190	0.0%
1403	0	1225	178	0	0.2%

Second Column Iteration

	0	1363	347	1348	% diff
0	0	0	0	0	#DIV/0!
1328	0	0	170	1159	-0.1%
325	0	135	0	190	0.0%
1405	0	1227	178	0	0.1%

Third Row Iteration

	0	1361	347	1350	% diff
0	0	0	0	0	#DIV/0!
1330	0	0	170	1160	-0.1%
325	0	135	0	190	0.0%
1403	0	1226	177	0	0.1%

Third Column Iteration

	0	1363	347	1348	% diff
0	0	0	0	0	#DIV/0!
1329	0	0	170	1159	-0.1%
325	0	136	0	189	0.0%
1405	0	1227	177	0	0.1%

Fourth Row Iteration

	0	1362	347	1350	% diff
0	0	0	0	0	#DIV/0!
1330	0	0	170	1160	-0.1%
325	0	136	0	189	0.0%
1403	0	1226	177	0	0.1%

Fourth Column Iteration

	0	1363	347	1348	% diff
0	0	0	0	0	#DIV/0!
1329	0	0	170	1159	-0.1%
325	0	136	0	189	0.0%
1404	0	1227	177	0	0.1%

Fifth Row Iteration

	0	1362	347	1349	% diff
0	0	0	0	0	#DIV/0!
1330	0	0	170	1160	-0.1%
325	0	136	0	189	0.0%
1403	0	1226	177	0	0.1%

Fifth Column Iteration

	0	1363	347	1348	% diff
0	0	0	0	0	#DIV/0!
1329	0	0	170	1159	-0.1%
325	0	136	0	189	0.0%
1404	0	1227	177	0	0.1%

Sixth Row Iteration

	0	1362	347	1349	% diff
0	0	0	0	0	#DIV/0!
1330	0	0	170	1160	-0.1%
325	0	136	0	189	0.0%
1403	0	1226	177	0	0.1%

Sixth Column Iteration

	0	1363	347	1348	% diff
0	0	0	0	0	#DIV/0!
1329	0	0	170	1159	-0.1%
325	0	136	0	189	0.0%
1404	0	1227	177	0	0.0%

Seventh Row Iteration

	0	1362	347	1349	% diff
0	0	0	0	0	#DIV/0!
1330	0	0	170	1160	0.0%
325	0	136	0	189	0.0%
1403	0	1226	177	0	0.0%

Seventh Column Iteration

	0	1363	347	1348	% diff
0	0	0	0	0	#DIV/0!
1330	0	0	170	1159	0.0%
325	0	136	0	189	0.0%
1404	0	1227	177	0	0.0%

Eighth Row Iteration

	0	1362	347	1349	% diff
0	0	0	0	0	#DIV/0!
1330	0	0	170	1160	0.0%
325	0	136	0	189	0.0%
1403	0	1226	177	0	0.0%

Eighth Column Iteration

	0	1363	347	1348	% diff
0	0	0	0	0	#DIV/0!
1330	0	0	170	1159	0.0%
325	0	136	0	189	0.0%
1403	0	1227	177	0	0.0%

Ninth Row Iteration

	0	1362	347	1349	% diff
0	0	0	0	0	#DIV/0!
1330	0	0	170	1160	0.0%
325	0	136	0	189	0.0%
1403	0	1226	177	0	0.0%

Ninth Column Iteration

	0	1363	347	1348	% diff
0	0	0	0	0	#DIV/0!
1330	0	0	170	1159	0.0%
325	0	136	0	189	0.0%
1403	0	1227	177	0	0.0%

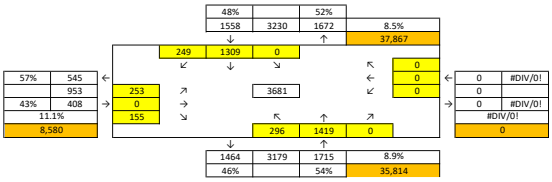
Tenth Row Iteration

	0	1363	347	1349	% diff
0	0	0	0	0	#DIV/0!
1330	0	0	171	1160	0.0%
325	0	136	0	189	0.0%
1403	0	1226	177	0	0.0%

Tenth Column Iteration

	0	1363	347	1348	% diff
0	0	0	0	0	#DIV/0!
1330	0	0	171	1159	0.0%
325	0	136	0	189	0.0%
1403	0	1227	177	0	0.0%

Scenario: Year 2027 Cumulative
N/S Street: Coffee Road
E/W Street: Granite Falls Drive
Intersection #: 19 PM



Base Year Intersection

		0	1704	549	1489
		0	1672	545	1464
0	0	0	0	0	0
1588	1558	0	0	249	1309
411	408	0	253	0	155
1744	1715	0	1419	296	0

First Row Iteration

	0	1697	555	1490	% diff
0	0	0	0	0	#DIV/0!
1588	0	0	254	1334	0%
411	0	255	0	156	1%
1744	0	1443	301	0	0%

First Column Iteration

	0	1704	549	1489	% diff
0	0	0	0	0	#DIV/0!
1584	0	0	251	1333	0%
412	0	256	0	156	0%
1746	0	1449	298	0	0%

Second Row Iteration

	0	1702	549	1492	% diff
0	0	0	0	0	#DIV/0!
1588	0	0	252	1336	-0.1%
411	0	255	0	156	0.1%
1744	0	1447	297	0	0.2%

Second Column Iteration

	0	1704	549	1489	% diff
0	0	0	0	0	#DIV/0!
1585	0	0	252	1333	-0.2%
411	0	256	0	155	0.0%
1746	0	1449	297	0	0.1%

Third Row Iteration

	0	1703	549	1491	% diff
0	0	0	0	0	#DIV/0!
1588	0	0	252	1336	-0.1%
411	0	256	0	155	0.0%
1744	0	1447	297	0	0.2%

Third Column Iteration

	0	1704	549	1489	% diff
0	0	0	0	0	#DIV/0!
1586	0	0	252	1334	-0.2%
411	0	256	0	155	0.0%
1745	0	1448	297	0	0.1%

Fourth Row Iteration

	0	1703	549	1491	% diff
0	0	0	0	0	#DIV/0!
1588	0	0	252	1336	-0.1%
411	0	256	0	155	0.0%
1744	0	1447	296	0	0.1%

Fourth Column Iteration

	0	1704	549	1489	% diff
0	0	0	0	0	#DIV/0!
1586	0	0	252	1334	-0.1%
411	0	256	0	155	0.0%
1745	0	1448	296	0	0.0%

Fifth Row Iteration

	0	1704	549	1490	% diff
0	0	0	0	0	#DIV/0!
1588	0	0	253	1335	0.0%
411	0	256	0	155	0.0%
1744	0	1448	296	0	0.1%

Fifth Column Iteration

	0	1704	549	1489	% diff
0	0	0	0	0	#DIV/0!
1586	0	0	252	1334	-0.1%
411	0	256	0	155	0.0%
1744	0	1448	296	0	0.0%

Sixth Row Iteration

	0	1704	549	1490	% diff
0	0	0	0	0	#DIV/0!
1588	0	0	253	1335	0.0%
411	0	256	0	155	0.0%
1744	0	1448	296	0	0.1%

Sixth Column Iteration

	0	1704	549	1489	% diff
0	0	0	0	0	#DIV/0!
1587	0	0	253	1334	-0.1%
411	0	256	0	154	0.0%
1744	0	1448	296	0	0.0%

Seventh Row Iteration

	0	1704	549	1490	% diff
0	0	0	0	0	#DIV/0!
1588	0	0	253	1335	0.0%
411	0	256	0	154	0.0%
1744	0	1448	296	0	0.1%

Seventh Column Iteration

	0	1704	549	1489	% diff
0	0	0	0	0	#DIV/0!
1587	0	0	253	1334	-0.1%
411	0	256	0	154	0.0%
1744	0	1448	296	0	0.0%

Eighth Row Iteration

	0	1704	549	1489	% diff
0	0	0	0	0	#DIV/0!
1588	0	0	253	1335	0.0%
411	0	256	0	154	0.0%
1744	0	1448	296	0	0.1%

Eighth Column Iteration

	0	1704	549	1489	% diff
0	0	0	0	0	#DIV/0!
1587	0	0	253	1334	-0.1%
411	0	256	0	154	0.0%
1744	0	1448	296	0	0.0%

Ninth Row Iteration

	0	1704	549	1489	% diff
0	0	0	0	0	#DIV/0!
1588	0	0	253	1335	0.0%
411	0	256	0	154	0.0%
1744	0	1448	296	0	0.1%

Ninth Column Iteration

	0	1704	549	1489	% diff
0	0	0	0	0	#DIV/0!
1587	0	0	253	1334	0.0%
411	0	256	0	154	0.0%
1744	0	1448	296	0	0.0%

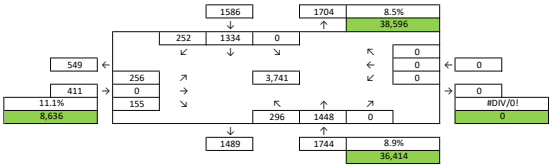
Tenth Row Iteration

	0	1704	549	1489	% diff
0	0	0	0	0	#DIV/0!
1588	0	0	253	1335	0.0%
411	0	256	0	154	0.0%
1744	0	1448	296	0	0.0%

Tenth Column Iteration

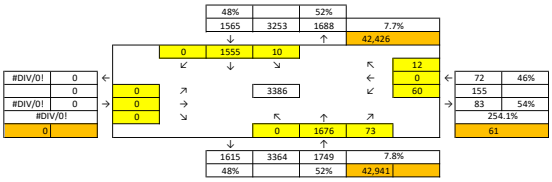
	0	1704	549	1489	% diff
0	0	0	0	0	#DIV/0!
1587	0	0	253	1334	0.0%
411	0	256	0	154	0.0%
1743	0	1448	296	0	0.0%

Scenario: Year 2027 Cumulative
N/S Street: Coffee Road
E/W Street: Granite Falls Drive

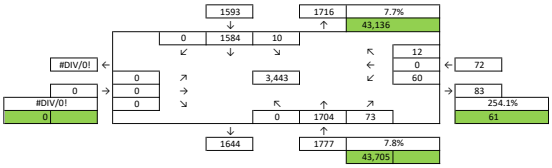


Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Project Driveway/Jet Way
Intersection #: 20 AM



Scenario: Year 2027 Cumulative
N/S Street: Coffee Road
E/W Street: Project Driveway/Jet Way



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		83	1716	#DIV/0!	1644
		83	1688	0	1615
72	72	0	12	0	60
1591	1565	10	0	0	1555
#DIV/0!	0	0	0	0	0
1780	1749	73	1676	0	0

First Row Iteration

					% diff
84	1718	0	1641		
72	0	12	0	60	2%
1591	10	0	0	1581	0%
#DIV/0!	0	0	0	0	#DIV/0!
1780	74	1706	0	0	0%

First Column Iteration

					% diff
83	1716	#DIV/0!	1644		
72	0	12	0	60	0%
1594	10	0	0	1584	0%
0	0	0	0	0	#DIV/0!
1777	73	1704	0	0	0%

Second Row Iteration

					% diff
83	1719	0	1641		
72	0	12	0	60	0.1%
1591	10	0	0	1581	0.2%
#DIV/0!	0	0	0	0	#DIV/0!
1780	73	1707	0	0	-0.2%

Second Column Iteration

					% diff
83	1716	#DIV/0!	1644		
72	0	12	0	60	0.1%
1594	10	0	0	1584	0.2%
0	0	0	0	0	#DIV/0!
1777	73	1704	0	0	-0.2%

Third Row Iteration

					% diff
83	1719	0	1641		
72	0	12	0	60	0.1%
1591	10	0	0	1581	0.2%
#DIV/0!	0	0	0	0	#DIV/0!
1780	73	1707	0	0	-0.1%

Third Column Iteration

					% diff
83	1716	#DIV/0!	1644		
72	0	12	0	60	0.1%
1594	10	0	0	1584	0.1%
0	0	0	0	0	#DIV/0!
1777	73	1704	0	0	-0.2%

Fourth Row Iteration

					% diff
83	1719	0	1641		
72	0	12	0	60	0.1%
1591	10	0	0	1581	0.2%
#DIV/0!	0	0	0	0	#DIV/0!
1780	73	1707	0	0	-0.1%

Fourth Column Iteration

					% diff
83	1716	#DIV/0!	1644		
72	0	12	0	60	0.1%
1593	10	0	0	1584	0.1%
0	0	0	0	0	#DIV/0!
1777	73	1704	0	0	-0.2%

Fifth Row Iteration

					% diff
83	1719	0	1641		
72	0	12	0	60	0.1%
1591	10	0	0	1581	0.1%
#DIV/0!	0	0	0	0	#DIV/0!
1780	73	1707	0	0	-0.1%

Fifth Column Iteration

					% diff
83	1716	#DIV/0!	1644		
72	0	12	0	60	0.1%
1593	10	0	0	1584	0.1%
0	0	0	0	0	#DIV/0!
1777	73	1704	0	0	-0.1%

Sixth Row Iteration

					% diff
83	1719	0	1641		
72	0	12	0	60	0.1%
1591	10	0	0	1581	0.1%
#DIV/0!	0	0	0	0	#DIV/0!
1780	73	1707	0	0	-0.1%

Sixth Column Iteration

					% diff
83	1716	#DIV/0!	1644		
72	0	12	0	60	0.1%
1593	10	0	0	1584	0.1%
0	0	0	0	0	#DIV/0!
1778	73	1704	0	0	-0.1%

Seventh Row Iteration

					% diff
83	1719	0	1642		
72	0	12	0	60	0.1%
1591	10	0	0	1581	0.1%
#DIV/0!	0	0	0	0	#DIV/0!
1780	73	1707	0	0	-0.1%

Seventh Column Iteration

					% diff
83	1716	#DIV/0!	1644		
72	0	12	0	60	0.1%
1593	10	0	0	1583	0.1%
0	0	0	0	0	#DIV/0!
1778	73	1704	0	0	-0.1%

Eighth Row Iteration

					% diff
83	1719	0	1642		
72	0	12	0	60	0.1%
1591	10	0	0	1581	0.1%
#DIV/0!	0	0	0	0	#DIV/0!
1780	73	1707	0	0	-0.1%

Eighth Column Iteration

					% diff
83	1716	#DIV/0!	1644		
72	0	12	0	60	0.1%
1593	10	0	0	1583	0.1%
0	0	0	0	0	#DIV/0!
1778	73	1704	0	0	-0.1%

Ninth Row Iteration

					% diff
83	1719	0	1642		
72	0	12	0	60	0.1%
1591	10	0	0	1581	0.1%
#DIV/0!	0	0	0	0	#DIV/0!
1780	73	1707	0	0	-0.1%

Ninth Column Iteration

					% diff
83	1716	#DIV/0!	1644		
72	0	12	0	60	0.1%
1593	10	0	0	1583	0.1%
0	0	0	0	0	#DIV/0!
1778	73	1704	0	0	-0.1%

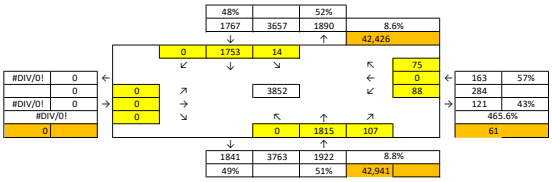
Tenth Row Iteration

					% diff
83	1719	0	1642		
72	0	12	0	60	0.1%
1591	10	0	0	1581	0.1%
#DIV/0!	0	0	0	0	#DIV/0!
1780	73	1707	0	0	-0.1%

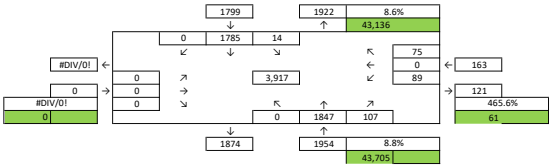
Tenth Column Iteration

					% diff
83	1716	#DIV/0!	1644		
72	0	12	0	60	0.1%
1593	10	0	0	1583	0.1%
0	0	0	0	0	#DIV/0!
1778	73	1705	0	0	-0.1%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Project Driveway/Jet Way
Intersection #: 20 PM



Scenario: Year 2027 Cumulative
N/S Street: Coffee Road
E/W Street: Project Driveway/Jet Way



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		121	1922	#DIV/0!	1874
		121	1890	0	1841
163	163	0	75	0	88
1797	1767	14	0	0	1753
#DIV/0!	0	0	0	0	0
1956	1922	107	1815	0	0

First Row Iteration

	123	1922	0	1870	% diff
163	0	75	0	88	2%
1797	14	0	0	1782	0%
#DIV/0!	0	0	0	0	#DIV/0!
1956	109	1847	0	0	0%

First Column Iteration

121	1922	#DIV/0!	1874	% diff
0	75	0	88	0%
14	0	0	1786	0%
0	0	0	0	#DIV/0!
107	1847	0	0	0%

Second Row Iteration

	121	1924	0	1871	% diff
163	0	75	0	88	0.1%
1797	14	0	0	1783	0.1%
#DIV/0!	0	0	0	0	#DIV/0!
1956	107	1849	0	0	-0.2%

Second Column Iteration

121	1922	#DIV/0!	1874	% diff
0	75	0	88	0.0%
14	0	0	1786	0.2%
0	0	0	0	#DIV/0!
107	1847	0	0	-0.1%

Third Row Iteration

	121	1924	0	1871	% diff
163	0	75	0	88	0.1%
1797	14	0	0	1783	0.1%
#DIV/0!	0	0	0	0	#DIV/0!
1956	107	1849	0	0	-0.2%

Third Column Iteration

121	1922	#DIV/0!	1874	% diff
0	75	0	88	0.0%
14	0	0	1785	0.2%
0	0	0	0	#DIV/0!
107	1847	0	0	-0.1%

Fourth Row Iteration

	121	1924	0	1871	% diff
163	0	75	0	88	0.1%
1797	14	0	0	1783	0.1%
#DIV/0!	0	0	0	0	#DIV/0!
1956	107	1849	0	0	-0.1%

Fourth Column Iteration

121	1922	#DIV/0!	1874	% diff
0	75	0	88	0.0%
14	0	0	1785	0.1%
0	0	0	0	#DIV/0!
107	1847	0	0	-0.1%

Fifth Row Iteration

	121	1924	0	1871	% diff
163	0	75	0	88	0.1%
1797	14	0	0	1783	0.1%
#DIV/0!	0	0	0	0	#DIV/0!
1956	107	1849	0	0	-0.1%

Fifth Column Iteration

121	1922	#DIV/0!	1874	% diff
0	75	0	89	0.0%
14	0	0	1785	0.1%
0	0	0	0	#DIV/0!
107	1847	0	0	-0.1%

Sixth Row Iteration

	121	1923	0	1871	% diff
163	0	74	0	89	0.1%
1797	14	0	0	1783	0.1%
#DIV/0!	0	0	0	0	#DIV/0!
1956	107	1849	0	0	-0.1%

Sixth Column Iteration

121	1922	#DIV/0!	1874	% diff
0	74	0	89	0.0%
14	0	0	1785	0.1%
0	0	0	0	#DIV/0!
107	1847	0	0	-0.1%

Seventh Row Iteration

	121	1923	0	1871	% diff
163	0	74	0	89	0.1%
1797	14	0	0	1783	0.1%
#DIV/0!	0	0	0	0	#DIV/0!
1956	107	1849	0	0	-0.1%

Seventh Column Iteration

121	1922	#DIV/0!	1874	% diff
0	74	0	89	0.0%
14	0	0	1785	0.1%
0	0	0	0	#DIV/0!
107	1847	0	0	-0.1%

Eighth Row Iteration

	121	1923	0	1871	% diff
163	0	74	0	89	0.1%
1797	14	0	0	1783	0.1%
#DIV/0!	0	0	0	0	#DIV/0!
1956	107	1849	0	0	-0.1%

Eighth Column Iteration

121	1922	#DIV/0!	1874	% diff
0	74	0	89	0.0%
14	0	0	1785	0.1%
0	0	0	0	#DIV/0!
107	1847	0	0	-0.1%

Ninth Row Iteration

	121	1923	0	1872	% diff
163	0	74	0	89	0.1%
1797	14	0	0	1783	0.1%
#DIV/0!	0	0	0	0	#DIV/0!
1956	107	1849	0	0	-0.1%

Ninth Column Iteration

121	1922	#DIV/0!	1874	% diff
0	74	0	89	0.0%
14	0	0	1785	0.1%
0	0	0	0	#DIV/0!
107	1847	0	0	-0.1%

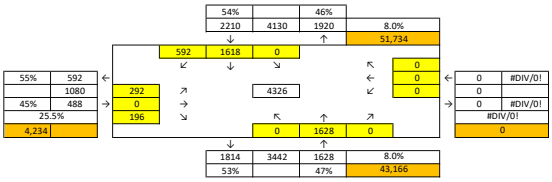
Tenth Row Iteration

	121	1923	0	1872	% diff
163	0	74	0	89	0.1%
1797	14	0	0	1783	0.1%
#DIV/0!	0	0	0	0	#DIV/0!
1956	107	1849	0	0	-0.1%

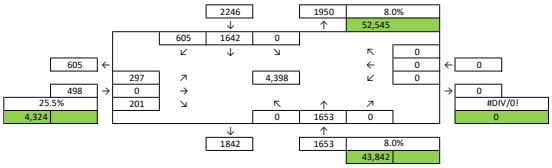
Tenth Column Iteration

121	1922	#DIV/0!	1874	% diff
0	74	0	89	0.0%
14	0	0	1785	0.1%
0	0	0	0	#DIV/0!
107	1848	0	0	-0.1%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Westside Parkway EB Ramps
Intersection #: 21 AM



Scenario: Year 2027 Cumulative
N/S Street: Coffee Road
E/W Street: Westside Parkway EB Ramps



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		0	1950	605	1842
		0	1920	592	1814
0	0	0	0	0	0
2245	2210	0	0	592	1618
498	488	0	292	0	196
1653	1628	0	1628	0	0

First Row Iteration

	0	1952	601	1844	% diff
0	0	0	0	0	#DIV/0!
2245	0	0	601	1643	0%
498	0	298	0	200	-1%
1653	0	1653	0	0	0%

First Column Iteration

	0	1950	605	1842	% diff
0	0	0	0	0	#DIV/0!
2247	0	0	605	1642	0%
498	0	298	0	200	0%
1652	0	1652	0	0	0%

Second Row Iteration

	0	1952	604	1841	% diff
0	0	0	0	0	#DIV/0!
2245	0	0	604	1641	0.1%
498	0	298	0	200	-0.1%
1653	0	1653	0	0	-0.1%

Second Column Iteration

	0	1950	605	1842	% diff
0	0	0	0	0	#DIV/0!
2247	0	0	605	1642	0.1%
498	0	298	0	200	0.0%
1652	0	1652	0	0	-0.1%

Third Row Iteration

	0	1951	604	1841	% diff
0	0	0	0	0	#DIV/0!
2245	0	0	604	1641	0.1%
498	0	298	0	200	-0.1%
1653	0	1653	0	0	-0.1%

Third Column Iteration

	0	1950	605	1842	% diff
0	0	0	0	0	#DIV/0!
2246	0	0	605	1642	0.1%
498	0	298	0	201	0.0%
1652	0	1652	0	0	-0.1%

Fourth Row Iteration

	0	1951	604	1841	% diff
0	0	0	0	0	#DIV/0!
2245	0	0	604	1641	0.1%
498	0	298	0	201	-0.1%
1653	0	1653	0	0	-0.1%

Fourth Column Iteration

	0	1950	605	1842	% diff
0	0	0	0	0	#DIV/0!
2246	0	0	605	1642	0.1%
498	0	298	0	201	0.0%
1652	0	1652	0	0	-0.1%

Fifth Row Iteration

	0	1951	604	1841	% diff
0	0	0	0	0	#DIV/0!
2245	0	0	604	1641	0.1%
498	0	298	0	201	-0.1%
1653	0	1653	0	0	-0.1%

Fifth Column Iteration

	0	1950	605	1842	% diff
0	0	0	0	0	#DIV/0!
2246	0	0	605	1642	0.1%
498	0	297	0	201	0.0%
1653	0	1653	0	0	-0.1%

Sixth Row Iteration

	0	1951	604	1841	% diff
0	0	0	0	0	#DIV/0!
2245	0	0	604	1640	0.0%
498	0	298	0	201	-0.1%
1653	0	1653	0	0	-0.1%

Sixth Column Iteration

	0	1950	605	1842	% diff
0	0	0	0	0	#DIV/0!
2246	0	0	605	1641	0.1%
498	0	297	0	201	0.0%
1653	0	1653	0	0	0.0%

Seventh Row Iteration

	0	1951	604	1841	% diff
0	0	0	0	0	#DIV/0!
2245	0	0	604	1640	0.0%
498	0	297	0	201	-0.1%
1653	0	1653	0	0	-0.1%

Seventh Column Iteration

	0	1950	605	1842	% diff
0	0	0	0	0	#DIV/0!
2246	0	0	605	1641	0.1%
498	0	297	0	201	0.0%
1653	0	1653	0	0	0.0%

Eighth Row Iteration

	0	1951	604	1842	% diff
0	0	0	0	0	#DIV/0!
2245	0	0	604	1640	0.0%
498	0	297	0	201	-0.1%
1653	0	1653	0	0	0.0%

Eighth Column Iteration

	0	1950	605	1842	% diff
0	0	0	0	0	#DIV/0!
2246	0	0	605	1641	0.1%
498	0	297	0	201	0.0%
1653	0	1653	0	0	0.0%

Ninth Row Iteration

	0	1951	604	1842	% diff
0	0	0	0	0	#DIV/0!
2245	0	0	604	1640	0.0%
498	0	297	0	201	-0.1%
1653	0	1653	0	0	0.0%

Ninth Column Iteration

	0	1950	605	1842	% diff
0	0	0	0	0	#DIV/0!
2246	0	0	605	1641	0.0%
498	0	297	0	201	0.0%
1653	0	1653	0	0	0.0%

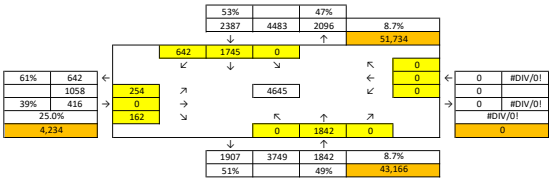
Tenth Row Iteration

	0	1951	604	1842	% diff
0	0	0	0	0	#DIV/0!
2245	0	0	604	1640	0.0%
498	0	297	0	201	0.0%
1653	0	1653	0	0	0.0%

Tenth Column Iteration

	0	1950	605	1842	% diff
0	0	0	0	0	#DIV/0!
2246	0	0	605	1641	0.0%
498	0	297	0	201	0.0%
1653	0	1653	0	0	0.0%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Westside Parkway EB Ramps
Intersection #: 21 PM



Base Year Intersection

		0	2129	656	1937
		0	2096	642	1907
0	0	0	0	0	0
2424	2387	0	0	642	1745
425	416	0	254	0	162
1871	1842	0	1842	0	0

First Row Iteration

	0	2130	652	1938	% diff
0	0	0	0	0	#DIV/0!
2424	0	0	652	1772	0%
425	0	259	0	165	-1%
1871	0	1871	0	0	0%

First Column Iteration

	0	2129	656	1937	% diff
0	0	0	0	0	#DIV/0!
2427	0	0	656	1772	0%
425	0	259	0	165	0%
1870	0	1870	0	0	0%

Second Row Iteration

	0	2130	655	1935	% diff
0	0	0	0	0	#DIV/0!
2424	0	0	655	1770	0.1%
425	0	259	0	165	-0.1%
1871	0	1871	0	0	-0.1%

Second Column Iteration

	0	2129	656	1937	% diff
0	0	0	0	0	#DIV/0!
2427	0	0	656	1771	0.1%
425	0	259	0	166	0.0%
1870	0	1870	0	0	-0.1%

Third Row Iteration

	0	2130	655	1935	% diff
0	0	0	0	0	#DIV/0!
2424	0	0	655	1769	0.1%
425	0	259	0	166	-0.1%
1871	0	1871	0	0	-0.1%

Third Column Iteration

	0	2129	656	1937	% diff
0	0	0	0	0	#DIV/0!
2427	0	0	656	1771	0.1%
425	0	259	0	166	0.0%
1870	0	1870	0	0	-0.1%

Fourth Row Iteration

	0	2130	655	1935	% diff
0	0	0	0	0	#DIV/0!
2424	0	0	655	1769	0.0%
425	0	259	0	166	-0.1%
1871	0	1871	0	0	-0.1%

Fourth Column Iteration

	0	2129	656	1937	% diff
0	0	0	0	0	#DIV/0!
2427	0	0	656	1771	0.1%
425	0	259	0	166	0.0%
1870	0	1870	0	0	0.0%

Fifth Row Iteration

	0	2130	655	1935	% diff
0	0	0	0	0	#DIV/0!
2424	0	0	655	1769	0.0%
425	0	259	0	166	-0.1%
1871	0	1871	0	0	-0.1%

Fifth Column Iteration

	0	2129	656	1937	% diff
0	0	0	0	0	#DIV/0!
2426	0	0	656	1771	0.1%
425	0	259	0	166	0.0%
1870	0	1870	0	0	0.0%

Sixth Row Iteration

	0	2130	655	1935	% diff
0	0	0	0	0	#DIV/0!
2424	0	0	655	1769	0.0%
425	0	259	0	166	-0.1%
1871	0	1871	0	0	-0.1%

Sixth Column Iteration

	0	2129	656	1937	% diff
0	0	0	0	0	#DIV/0!
2426	0	0	656	1771	0.1%
425	0	259	0	166	0.0%
1870	0	1870	0	0	0.0%

Seventh Row Iteration

	0	2130	655	1935	% diff
0	0	0	0	0	#DIV/0!
2424	0	0	655	1769	0.0%
425	0	259	0	166	-0.1%
1871	0	1871	0	0	-0.1%

Seventh Column Iteration

	0	2129	656	1937	% diff
0	0	0	0	0	#DIV/0!
2426	0	0	656	1771	0.1%
425	0	259	0	166	0.0%
1870	0	1870	0	0	0.0%

Eighth Row Iteration

	0	2129	655	1936	% diff
0	0	0	0	0	#DIV/0!
2424	0	0	655	1769	0.0%
425	0	259	0	166	-0.1%
1871	0	1871	0	0	-0.1%

Eighth Column Iteration

	0	2129	656	1937	% diff
0	0	0	0	0	#DIV/0!
2426	0	0	656	1770	0.1%
425	0	259	0	166	0.0%
1870	0	1870	0	0	0.0%

Ninth Row Iteration

	0	2129	655	1936	% diff
0	0	0	0	0	#DIV/0!
2424	0	0	655	1769	0.0%
425	0	258	0	166	-0.1%
1871	0	1871	0	0	-0.1%

Ninth Column Iteration

	0	2129	656	1937	% diff
0	0	0	0	0	#DIV/0!
2426	0	0	656	1770	0.1%
425	0	258	0	166	0.0%
1870	0	1870	0	0	0.0%

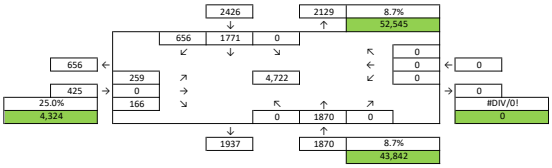
Tenth Row Iteration

	0	2129	655	1936	% diff
0	0	0	0	0	#DIV/0!
2424	0	0	655	1769	0.0%
425	0	258	0	166	-0.1%
1871	0	1871	0	0	-0.1%

Tenth Column Iteration

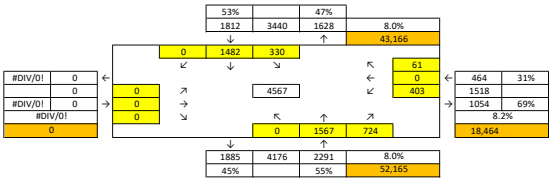
	0	2129	656	1937	% diff
0	0	0	0	0	#DIV/0!
2426	0	0	656	1770	0.1%
425	0	258	0	167	0.0%
1871	0	1871	0	0	0.0%

Scenario: Year 2027 Cumulative
N/S Street: Coffee Road
E/W Street: Westside Parkway EB Ramps



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Truxtun Avenue
Intersection #: 22 AM



Base Year Intersection

		1084	1653	0	1888
		1054	1628	0	1885
477	464	0	61	0	403
1840	1812	330	0	0	1482
0	0	0	0	0	0
2294	2291	724	1567	0	0

First Row Iteration

	1060	1632	0	1919	% diff
477	0	63	0	414	-2%
1840	335	0	0	1505	-1%
0	0	0	0	0	#DIV/0!
2294	725	1569	0	0	2%

First Column Iteration

	1084	1653	0	1888	% diff
471	0	64	0	407	-1%
1823	343	0	0	1480	-1%
0	0	0	0	0	#DIV/0!
2331	741	1590	0	0	2%

Second Row Iteration

	1075	1629	0	1907	% diff
477	0	64	0	413	-0.8%
1840	346	0	0	1495	-1.5%
0	0	0	0	0	#DIV/0!
2294	729	1565	0	0	1.0%

Second Column Iteration

	1084	1653	0	1888	% diff
474	0	65	0	408	-0.7%
1828	349	0	0	1479	-0.7%
0	0	0	0	0	#DIV/0!
2323	735	1588	0	0	1.3%

Third Row Iteration

	1077	1634	0	1901	% diff
477	0	66	0	411	-0.6%
1840	351	0	0	1489	-1.2%
0	0	0	0	0	#DIV/0!
2294	726	1568	0	0	0.7%

Third Column Iteration

	1084	1653	0	1888	% diff
475	0	67	0	408	-0.4%
1832	353	0	0	1479	-0.4%
0	0	0	0	0	#DIV/0!
2317	730	1587	0	0	1.0%

Fourth Row Iteration

	1078	1638	0	1896	% diff
477	0	67	0	410	-0.5%
1840	355	0	0	1486	-0.9%
0	0	0	0	0	#DIV/0!
2294	723	1571	0	0	0.4%

Fourth Column Iteration

	1084	1653	0	1888	% diff
476	0	67	0	408	-0.2%
1836	357	0	0	1479	-0.2%
0	0	0	0	0	#DIV/0!
2313	727	1586	0	0	0.8%

Fifth Row Iteration

	1078	1641	0	1892	% diff
477	0	68	0	409	-0.5%
1840	357	0	0	1483	-0.8%
0	0	0	0	0	#DIV/0!
2294	721	1573	0	0	0.2%

Fifth Column Iteration

	1084	1653	0	1888	% diff
477	0	68	0	408	-0.1%
1838	359	0	0	1479	-0.1%
0	0	0	0	0	#DIV/0!
2310	724	1585	0	0	0.7%

Sixth Row Iteration

	1079	1643	0	1890	% diff
477	0	68	0	409	-0.4%
1840	360	0	0	1481	-0.6%
0	0	0	0	0	#DIV/0!
2294	720	1575	0	0	0.1%

Sixth Column Iteration

	1084	1653	0	1888	% diff
477	0	69	0	408	0.0%
1840	361	0	0	1479	0.0%
0	0	0	0	0	#DIV/0!
2307	723	1585	0	0	0.6%

Seventh Row Iteration

	1079	1644	0	1888	% diff
477	0	69	0	408	-0.4%
1840	361	0	0	1479	-0.5%
0	0	0	0	0	#DIV/0!
2294	718	1576	0	0	0.0%

Seventh Column Iteration

	1084	1653	0	1888	% diff
477	0	69	0	408	0.1%
1842	362	0	0	1479	0.1%
0	0	0	0	0	#DIV/0!
2306	721	1584	0	0	0.5%

Eighth Row Iteration

	1080	1646	0	1886	% diff
477	0	69	0	408	-0.4%
1840	362	0	0	1478	-0.5%
0	0	0	0	0	#DIV/0!
2294	718	1577	0	0	-0.1%

Eighth Column Iteration

	1084	1653	0	1888	% diff
478	0	69	0	408	0.1%
1843	363	0	0	1479	0.1%
0	0	0	0	0	#DIV/0!
2304	720	1584	0	0	0.4%

Ninth Row Iteration

	1080	1646	0	1885	% diff
477	0	69	0	408	-0.3%
1840	363	0	0	1477	-0.4%
0	0	0	0	0	#DIV/0!
2294	717	1577	0	0	-0.1%

Ninth Column Iteration

	1084	1653	0	1888	% diff
478	0	70	0	408	0.2%
1843	364	0	0	1479	0.2%
0	0	0	0	0	#DIV/0!
2303	719	1584	0	0	0.4%

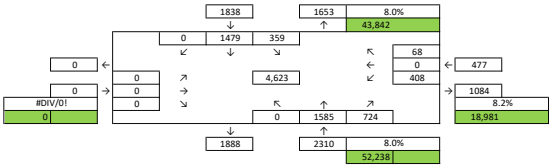
Tenth Row Iteration

	1080	1647	0	1884	% diff
477	0	69	0	408	-0.3%
1840	364	0	0	1477	-0.4%
0	0	0	0	0	#DIV/0!
2294	716	1578	0	0	-0.2%

Tenth Column Iteration

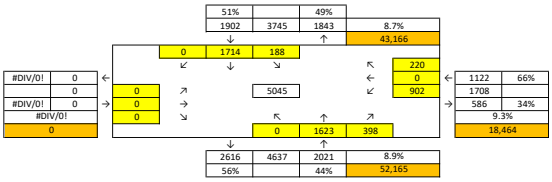
	1084	1653	0	1888	% diff
478	0	70	0	408	0.2%
1844	365	0	0	1479	0.2%
0	0	0	0	0	#DIV/0!
2303	719	1584	0	0	0.4%

Scenario: Year 2027 Cumulative
N/S Street: Coffee Road
E/W Street: Truxtun Avenue

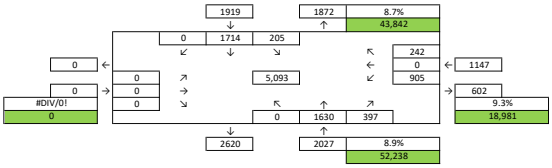


Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Truxtun Avenue
Intersection #: 22 PM



Scenario: Year 2027 Cumulative
N/S Street: Coffee Road
E/W Street: Truxtun Avenue



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		602	1872	0	2620
		586	1843	0	2616
1153	1122	0	220	0	902
1932	1902	188	0	0	1714
0	0	0	0	0	0
2024	2021	398	1623	0	0

First Row Iteration

		590	1851	0	2668	% diff
1153		0	226	0	927	-2%
1932		191	0	0	1741	-1%
0		0	0	0	0	#DIV/0!
2024		399	1625	0	0	2%

First Column Iteration

		602	1872	0	2620	% diff
1139		0	229	0	910	-1%
1904		195	0	0	1709	-1%
0		0	0	0	0	#DIV/0!
2050		407	1643	0	0	1%

Second Row Iteration

		600	1853	0	2656	% diff
1153		0	232	0	922	-0.4%
1932		198	0	0	1734	-1.0%
0		0	0	0	0	#DIV/0!
2024		402	1622	0	0	1.4%

Second Column Iteration

		602	1872	0	2620	% diff
1143		0	234	0	909	-0.9%
1909		199	0	0	1710	-1.2%
0		0	0	0	0	#DIV/0!
2042		404	1638	0	0	0.9%

Third Row Iteration

		601	1860	0	2648	% diff
1153		0	236	0	917	-0.2%
1932		201	0	0	1731	-0.7%
0		0	0	0	0	#DIV/0!
2024		400	1624	0	0	1.1%

Third Column Iteration

		602	1872	0	2620	% diff
1145		0	237	0	908	-0.7%
1914		202	0	0	1712	-0.9%
0		0	0	0	0	#DIV/0!
2035		401	1634	0	0	0.6%

Fourth Row Iteration

		602	1864	0	2643	% diff
1153		0	239	0	914	-0.1%
1932		203	0	0	1728	-0.4%
0		0	0	0	0	#DIV/0!
2024		399	1625	0	0	0.9%

Fourth Column Iteration

		602	1872	0	2620	% diff
1146		0	240	0	906	-0.6%
1917		204	0	0	1713	-0.8%
0		0	0	0	0	#DIV/0!
2031		399	1632	0	0	0.3%

Fifth Row Iteration

		603	1868	0	2638	% diff
1153		0	242	0	912	0.0%
1932		205	0	0	1727	-0.2%
0		0	0	0	0	#DIV/0!
2024		398	1626	0	0	0.7%

Fifth Column Iteration

		602	1872	0	2620	% diff
1147		0	242	0	905	-0.5%
1919		205	0	0	1714	-0.6%
0		0	0	0	0	#DIV/0!
2027		397	1630	0	0	0.2%

Sixth Row Iteration

		603	1870	0	2635	% diff
1153		0	243	0	910	0.1%
1932		206	0	0	1725	-0.1%
0		0	0	0	0	#DIV/0!
2024		397	1627	0	0	0.6%

Sixth Column Iteration

		602	1872	0	2620	% diff
1148		0	244	0	905	-0.5%
1921		206	0	0	1715	-0.5%
0		0	0	0	0	#DIV/0!
2025		396	1628	0	0	0.0%

Seventh Row Iteration

		603	1872	0	2633	% diff
1153		0	245	0	909	0.2%
1932		207	0	0	1725	0.0%
0		0	0	0	0	#DIV/0!
2024		396	1628	0	0	0.5%

Seventh Column Iteration

		602	1872	0	2620	% diff
1149		0	245	0	904	-0.4%
1923		207	0	0	1716	-0.5%
0		0	0	0	0	#DIV/0!
2023		395	1627	0	0	-0.1%

Eighth Row Iteration

		604	1874	0	2632	% diff
1153		0	246	0	908	0.2%
1932		208	0	0	1724	0.1%
0		0	0	0	0	#DIV/0!
2024		396	1628	0	0	0.5%

Eighth Column Iteration

		602	1872	0	2620	% diff
1149		0	245	0	904	-0.4%
1924		207	0	0	1716	-0.4%
0		0	0	0	0	#DIV/0!
2021		395	1626	0	0	-0.1%

Ninth Row Iteration

		604	1875	0	2630	% diff
1153		0	246	0	907	0.2%
1932		208	0	0	1723	0.2%
0		0	0	0	0	#DIV/0!
2024		395	1628	0	0	0.4%

Ninth Column Iteration

		602	1872	0	2620	% diff
1149		0	246	0	903	-0.4%
1924		208	0	0	1716	-0.4%
0		0	0	0	0	#DIV/0!
2020		394	1626	0	0	-0.2%

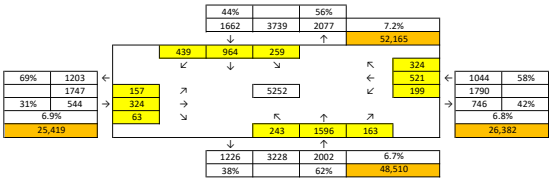
Tenth Row Iteration

		604	1875	0	2630	% diff
1153		0	247	0	907	0.2%
1932		209	0	0	1723	0.2%
0		0	0	0	0	#DIV/0!
2024		395	1629	0	0	0.4%

Tenth Column Iteration

		602	1872	0	2620	% diff
1149		0	246	0	903	-0.3%
1925		208	0	0	1717	-0.4%
0		0	0	0	0	#DIV/0!
2020		394	1626	0	0	-0.2%

Scenario: Existing 2025
N/S Street: Coffee Road/Gosford Road
E/W Street: Stockdale Highway
Intersection #: 23 AM



Base Year Intersection

		747	2080	1204	1227
		746	2077	1203	1226
1045	1044	0	324	521	199
1664	1662	259	0	439	964
545	544	324	157	0	63
2003	2002	163	1596	243	0

First Row Iteration

	747	2079	1204	1228	% diff
1045	0	324	522	199	0%
1664	259	0	440	965	0%
545	324	157	0	63	0%
2003	163	1597	243	0	0%

First Column Iteration

	747	2080	1204	1227	% diff
1045	0	325	522	199	0%
1664	259	0	440	965	0%
545	324	157	0	63	0%
2004	163	1598	243	0	0%

Second Row Iteration

	747	2079	1204	1227	% diff
1045	0	325	522	199	0.0%
1664	259	0	440	965	0.0%
545	324	157	0	63	0.0%
2003	163	1597	243	0	0.0%

Second Column Iteration

	747	2080	1204	1227	% diff
1045	0	325	522	199	0.0%
1664	259	0	440	965	0.0%
545	324	157	0	63	0.0%
2004	163	1598	243	0	0.0%

Third Row Iteration

	747	2079	1204	1227	% diff
1045	0	325	522	199	0.0%
1664	260	0	440	965	0.0%
545	324	157	0	63	0.0%
2003	163	1597	243	0	0.0%

Third Column Iteration

	747	2080	1204	1227	% diff
1045	0	325	522	199	0.0%
1664	260	0	440	965	0.0%
545	324	157	0	63	0.0%
2004	163	1598	243	0	0.0%

Fourth Row Iteration

	747	2080	1204	1227	% diff
1045	0	325	521	199	0.0%
1664	260	0	440	965	0.0%
545	324	157	0	63	0.0%
2003	163	1597	243	0	0.0%

Fourth Column Iteration

	747	2080	1204	1227	% diff
1045	0	325	522	199	0.0%
1664	260	0	440	965	0.0%
545	324	157	0	63	0.0%
2004	163	1598	243	0	0.0%

Fifth Row Iteration

	747	2080	1204	1227	% diff
1045	0	325	521	199	0.0%
1664	260	0	440	965	0.0%
545	324	157	0	63	0.0%
2003	163	1598	243	0	0.0%

Fifth Column Iteration

	747	2080	1204	1227	% diff
1045	0	325	522	199	0.0%
1664	260	0	440	965	0.0%
545	324	157	0	63	0.0%
2004	163	1598	243	0	0.0%

Sixth Row Iteration

	747	2080	1204	1227	% diff
1045	0	325	521	199	0.0%
1664	260	0	440	965	0.0%
545	324	157	0	63	0.0%
2003	163	1598	243	0	0.0%

Sixth Column Iteration

	747	2080	1204	1227	% diff
1045	0	325	522	199	0.0%
1664	260	0	440	965	0.0%
545	324	157	0	63	0.0%
2004	163	1598	243	0	0.0%

Seventh Row Iteration

	747	2080	1204	1227	% diff
1045	0	325	521	199	0.0%
1664	260	0	440	965	0.0%
545	324	157	0	63	0.0%
2003	163	1598	243	0	0.0%

Seventh Column Iteration

	747	2080	1204	1227	% diff
1045	0	325	522	199	0.0%
1664	260	0	440	965	0.0%
545	324	157	0	63	0.0%
2004	163	1598	243	0	0.0%

Eighth Row Iteration

	747	2080	1204	1227	% diff
1045	0	325	521	199	0.0%
1664	260	0	440	965	0.0%
545	324	157	0	63	0.0%
2003	163	1598	243	0	0.0%

Eighth Column Iteration

	747	2080	1204	1227	% diff
1045	0	325	522	199	0.0%
1664	260	0	440	965	0.0%
545	324	157	0	63	0.0%
2004	163	1598	243	0	0.0%

Ninth Row Iteration

	747	2080	1204	1227	% diff
1045	0	325	521	199	0.0%
1664	260	0	440	965	0.0%
545	324	157	0	63	0.0%
2003	163	1598	243	0	0.0%

Ninth Column Iteration

	747	2080	1204	1227	% diff
1045	0	325	522	199	0.0%
1664	260	0	440	965	0.0%
545	324	157	0	63	0.0%
2004	163	1598	243	0	0.0%

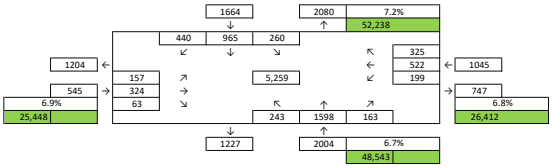
Tenth Row Iteration

	747	2080	1204	1227	% diff
1045	0	325	521	199	0.0%
1664	260	0	440	965	0.0%
545	324	157	0	63	0.0%
2003	163	1598	243	0	0.0%

Tenth Column Iteration

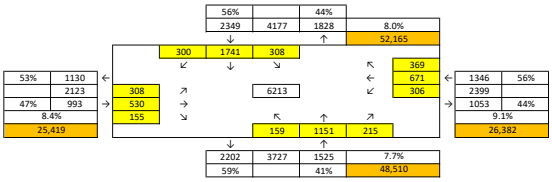
	747	2080	1204	1227	% diff
1045	0	325	522	199	0.0%
1664	260	0	440	965	0.0%
545	324	157	0	63	0.0%
2004	163	1598	243	0	0.0%

Scenario: Year 2027 Cumulative
N/S Street: Coffee Road/Gosford Road
E/W Street: Stockdale Highway

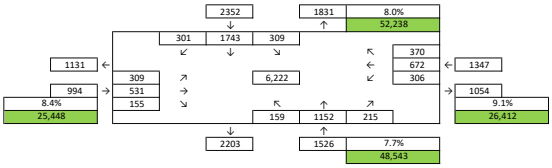


Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Scenario: Existing 2025
N/S Street: Coffee Road/Gosford Road
E/W Street: Stockdale Highway
Intersection #: 23 PM



Scenario: Year 2027 Cumulative
N/S Street: Coffee Road/Gosford Road
E/W Street: Stockdale Highway



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		1054	1831	1131	2203
		1053	1828	1130	2202
1348	1346	0	369	671	306
2352	2349	308	0	300	1741
994	993	530	308	0	155
1526	1525	215	1151	159	0

First Row Iteration

	1054	1830	1131	2205	% diff
1348	0	369	672	306	0%
2352	308	0	300	1743	0%
994	531	308	0	155	0%
1526	215	1152	159	0	0%

First Column Iteration

	1054	1831	1131	2203	% diff
1348	0	370	672	306	0%
2351	308	0	300	1742	0%
994	531	309	0	155	0%
1527	215	1152	159	0	0%

Second Row Iteration

	1054	1830	1131	2204	% diff
1348	0	370	672	306	0.0%
2352	309	0	301	1743	0.0%
994	531	308	0	155	0.0%
1526	215	1152	159	0	0.0%

Second Column Iteration

	1054	1831	1131	2203	% diff
1347	0	370	672	306	0.0%
2352	309	0	301	1742	0.0%
994	531	309	0	155	0.0%
1526	215	1152	159	0	0.0%

Third Row Iteration

	1054	1830	1131	2204	% diff
1348	0	370	672	306	0.0%
2352	309	0	301	1743	0.0%
994	531	309	0	155	0.0%
1526	215	1152	159	0	0.0%

Third Column Iteration

	1054	1831	1131	2203	% diff
1347	0	370	672	306	0.0%
2352	309	0	301	1743	0.0%
994	531	309	0	155	0.0%
1526	215	1152	159	0	0.0%

Fourth Row Iteration

	1054	1831	1131	2204	% diff
1348	0	370	672	306	0.0%
2352	309	0	301	1743	0.0%
994	531	309	0	155	0.0%
1526	215	1152	159	0	0.0%

Fourth Column Iteration

	1054	1831	1131	2203	% diff
1347	0	370	672	306	0.0%
2352	309	0	301	1743	0.0%
994	531	309	0	155	0.0%
1526	215	1152	159	0	0.0%

Fifth Row Iteration

	1054	1831	1131	2204	% diff
1348	0	370	672	306	0.0%
2352	309	0	301	1743	0.0%
994	531	309	0	155	0.0%
1526	215	1152	159	0	0.0%

Fifth Column Iteration

	1054	1831	1131	2203	% diff
1347	0	370	672	306	0.0%
2352	309	0	301	1743	0.0%
994	531	309	0	155	0.0%
1526	215	1152	159	0	0.0%

Sixth Row Iteration

	1054	1831	1131	2204	% diff
1348	0	370	672	306	0.0%
2352	309	0	301	1743	0.0%
994	531	309	0	155	0.0%
1526	215	1152	159	0	0.0%

Sixth Column Iteration

	1054	1831	1131	2203	% diff
1347	0	370	672	306	0.0%
2352	309	0	301	1743	0.0%
994	531	309	0	155	0.0%
1526	215	1152	159	0	0.0%

Seventh Row Iteration

	1054	1831	1131	2204	% diff
1348	0	370	672	306	0.0%
2352	309	0	301	1743	0.0%
994	531	309	0	155	0.0%
1526	215	1152	159	0	0.0%

Seventh Column Iteration

	1054	1831	1131	2203	% diff
1347	0	370	672	306	0.0%
2352	309	0	301	1743	0.0%
994	531	309	0	155	0.0%
1526	215	1152	159	0	0.0%

Eighth Row Iteration

	1054	1831	1131	2204	% diff
1348	0	370	672	306	0.0%
2352	309	0	301	1743	0.0%
994	531	309	0	155	0.0%
1526	215	1152	159	0	0.0%

Eighth Column Iteration

	1054	1831	1131	2203	% diff
1347	0	370	672	306	0.0%
2352	309	0	301	1743	0.0%
994	530	309	0	155	0.0%
1526	215	1152	159	0	0.0%

Ninth Row Iteration

	1054	1831	1131	2204	% diff
1348	0	370	672	306	0.0%
2352	309	0	301	1743	0.0%
994	531	309	0	155	0.0%
1526	215	1152	159	0	0.0%

Ninth Column Iteration

	1054	1831	1131	2203	% diff
1347	0	370	672	306	0.0%
2352	309	0	301	1743	0.0%
994	530	309	0	155	0.0%
1526	215	1152	159	0	0.0%

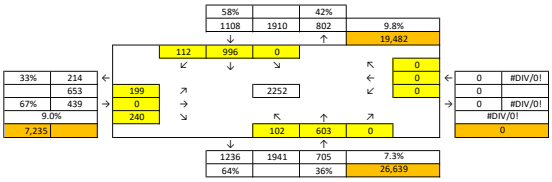
Tenth Row Iteration

	1054	1831	1131	2204	% diff
1348	0	370	672	306	0.0%
2352	309	0	301	1743	0.0%
994	531	309	0	155	0.0%
1526	215	1152	159	0	0.0%

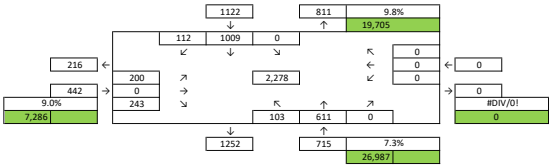
Tenth Column Iteration

	1054	1831	1131	2203	% diff
1347	0	370	672	306	0.0%
2352	309	0	301	1743	0.0%
994	530	309	0	155	0.0%
1526	215	1152	159	0	0.0%

Scenario: Existing 2025
N/S Street: Calloway Drive
E/W Street: Noriega Road
Intersection #: 24 AM



Scenario: Year 2027 Cumulative
N/S Street: Calloway Drive
E/W Street: Noriega Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		0	811	216	1252
		0	802	214	1236
0	0	0	0	0	0
1121	1108	0	0	112	996
442	439	0	199	0	240
714	705	0	603	102	0

First Row Iteration

	0	811	217	1249	% diff
0	0	0	0	0	#DIV/0!
1121	0	0	113	1007	0%
442	0	200	0	242	1%
714	0	611	103	0	0%

First Column Iteration

	0	811	216	1252	% diff
0	0	0	0	0	#DIV/0!
1123	0	0	113	1010	0%
443	0	200	0	242	0%
714	0	611	103	0	0%

Second Row Iteration

	0	811	215	1250	% diff
0	0	0	0	0	0.0%
1121	0	0	113	1008	0.0%
442	0	200	0	242	0.0%
714	0	611	103	0	-0.2%

Second Column Iteration

	0	811	216	1252	% diff
0	0	0	0	0	#DIV/0!
1122	0	0	113	1010	0.1%
442	0	200	0	242	0.1%
714	0	611	103	0	0.0%

Third Row Iteration

	0	811	215	1250	% diff
0	0	0	0	0	#DIV/0!
1121	0	0	112	1008	0.0%
442	0	200	0	242	-0.1%
714	0	611	103	0	-0.1%

Third Column Iteration

	0	811	216	1252	% diff
0	0	0	0	0	#DIV/0!
1122	0	0	112	1010	0.1%
442	0	200	0	243	0.1%
714	0	611	103	0	0.0%

Fourth Row Iteration

	0	811	215	1251	% diff
0	0	0	0	0	#DIV/0!
1121	0	0	112	1008	0.0%
442	0	200	0	242	-0.1%
714	0	611	103	0	-0.1%

Fourth Column Iteration

	0	811	216	1252	% diff
0	0	0	0	0	#DIV/0!
1122	0	0	112	1010	0.1%
442	0	200	0	243	0.1%
714	0	611	103	0	0.0%

Fifth Row Iteration

	0	811	215	1251	% diff
0	0	0	0	0	#DIV/0!
1121	0	0	112	1008	0.0%
442	0	200	0	242	-0.1%
714	0	611	103	0	-0.1%

Fifth Column Iteration

	0	811	216	1252	% diff
0	0	0	0	0	#DIV/0!
1122	0	0	112	1009	0.1%
442	0	200	0	243	0.1%
715	0	611	103	0	0.1%

Sixth Row Iteration

	0	811	215	1251	% diff
0	0	0	0	0	#DIV/0!
1121	0	0	112	1008	-0.1%
442	0	200	0	242	-0.1%
714	0	611	103	0	-0.1%

Sixth Column Iteration

	0	811	216	1252	% diff
0	0	0	0	0	#DIV/0!
1122	0	0	112	1009	0.1%
442	0	200	0	243	0.1%
715	0	611	103	0	0.1%

Seventh Row Iteration

	0	811	215	1251	% diff
0	0	0	0	0	#DIV/0!
1121	0	0	112	1008	-0.1%
442	0	200	0	243	-0.1%
714	0	611	103	0	-0.1%

Seventh Column Iteration

	0	811	216	1252	% diff
0	0	0	0	0	#DIV/0!
1122	0	0	112	1009	0.1%
442	0	200	0	243	0.1%
715	0	611	103	0	0.1%

Eighth Row Iteration

	0	811	215	1251	% diff
0	0	0	0	0	#DIV/0!
1121	0	0	112	1008	-0.1%
442	0	200	0	243	-0.1%
714	0	611	103	0	-0.1%

Eighth Column Iteration

	0	811	216	1252	% diff
0	0	0	0	0	#DIV/0!
1122	0	0	112	1009	0.1%
442	0	200	0	243	0.1%
715	0	612	103	0	0.1%

Ninth Row Iteration

	0	811	215	1251	% diff
0	0	0	0	0	#DIV/0!
1121	0	0	112	1008	-0.1%
442	0	200	0	243	-0.1%
714	0	611	103	0	-0.1%

Ninth Column Iteration

	0	811	216	1252	% diff
0	0	0	0	0	#DIV/0!
1122	0	0	112	1009	0.1%
442	0	200	0	243	0.1%
715	0	612	103	0	0.1%

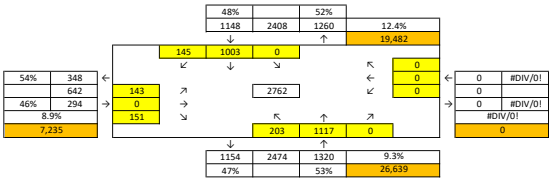
Tenth Row Iteration

	0	811	215	1251	% diff
0	0	0	0	0	#DIV/0!
1121	0	0	112	1008	-0.1%
442	0	199	0	243	-0.1%
714	0	611	103	0	-0.1%

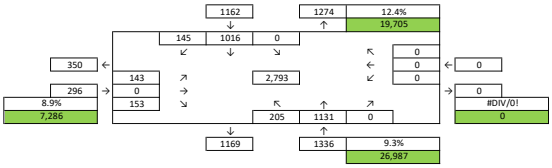
Tenth Column Iteration

	0	811	216	1252	% diff
0	0	0	0	0	#DIV/0!
1122	0	0	112	1009	0.1%
442	0	200	0	243	0.1%
715	0	612	103	0	0.1%

Scenario: Existing 2025
N/S Street: Calloway Drive
E/W Street: Noriega Road
Intersection #: 24 PM



Scenario: Year 2027 Cumulative
N/S Street: Calloway Drive
E/W Street: Noriega Road



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		0	1274	350	1169
		0	1260	348	1154
0	0	0	0	0	0
1161	1148	0	0	145	1003
296	294	0	143	0	151
1337	1320	0	1117	203	0

First Row Iteration

	0	1276	352	1167	% diff
0	0	0	0	0	#DIV/0!
1161	0	0	147	1014	0%
296	0	144	0	152	1%
1337	0	1132	206	0	0%

Sixth Row Iteration

	0	1275	351	1169	% diff
0	0	0	0	0	#DIV/0!
1161	0	0	145	1016	0.1%
296	0	143	0	153	0.0%
1337	0	1132	205	0	0.0%

First Column Iteration

	0	1274	350	1169	% diff
0	0	0	0	0	#DIV/0!
1163	0	0	146	1017	0%
296	0	144	0	152	0%
1335	0	1131	205	0	0%

Sixth Column Iteration

	0	1274	350	1169	% diff
0	0	0	0	0	#DIV/0!
1161	0	0	145	1016	0.0%
296	0	143	0	153	0.0%
1337	0	1131	205	0	-0.1%

Second Row Iteration

	0	1276	351	1168	% diff
0	0	0	0	0	0.0%
1161	0	0	146	1015	0.1%
296	0	144	0	152	0.0%
1337	0	1132	205	0	-0.1%

Seventh Row Iteration

	0	1275	351	1169	% diff
0	0	0	0	0	#DIV/0!
1161	0	0	145	1016	0.0%
296	0	143	0	153	0.0%
1337	0	1132	205	0	0.0%

Second Column Iteration

	0	1274	350	1169	% diff
0	0	0	0	0	#DIV/0!
1162	0	0	146	1017	0.1%
296	0	144	0	152	0.0%
1336	0	1131	205	0	-0.1%

Seventh Column Iteration

	0	1274	350	1169	% diff
0	0	0	0	0	#DIV/0!
1161	0	0	145	1016	0.0%
296	0	143	0	153	0.0%
1337	0	1131	205	0	0.0%

Third Row Iteration

	0	1276	351	1168	% diff
0	0	0	0	0	#DIV/0!
1161	0	0	146	1016	0.1%
296	0	144	0	152	0.0%
1337	0	1132	205	0	-0.1%

Eighth Row Iteration

	0	1275	351	1169	% diff
0	0	0	0	0	#DIV/0!
1161	0	0	145	1016	0.0%
296	0	143	0	153	0.0%
1337	0	1132	205	0	0.0%

Third Column Iteration

	0	1274	350	1169	% diff
0	0	0	0	0	#DIV/0!
1162	0	0	145	1016	0.1%
296	0	143	0	153	0.0%
1336	0	1131	205	0	-0.1%

Eighth Column Iteration

	0	1274	350	1169	% diff
0	0	0	0	0	#DIV/0!
1161	0	0	145	1016	0.0%
296	0	143	0	153	0.0%
1337	0	1131	205	0	0.0%

Fourth Row Iteration

	0	1276	351	1168	% diff
0	0	0	0	0	#DIV/0!
1161	0	0	145	1016	0.1%
296	0	143	0	153	0.0%
1337	0	1132	205	0	-0.1%

Ninth Row Iteration

	0	1275	351	1169	% diff
0	0	0	0	0	#DIV/0!
1161	0	0	145	1016	0.0%
296	0	143	0	153	0.0%
1337	0	1132	205	0	0.0%

Fourth Column Iteration

	0	1274	350	1169	% diff
0	0	0	0	0	#DIV/0!
1162	0	0	145	1016	0.0%
296	0	143	0	153	0.0%
1336	0	1131	205	0	-0.1%

Ninth Column Iteration

	0	1274	350	1169	% diff
0	0	0	0	0	#DIV/0!
1161	0	0	145	1016	0.0%
296	0	143	0	153	0.0%
1337	0	1131	205	0	0.0%

Fifth Row Iteration

	0	1275	351	1169	% diff
0	0	0	0	0	#DIV/0!
1161	0	0	145	1016	0.1%
296	0	143	0	153	0.0%
1337	0	1132	205	0	0.0%

Tenth Row Iteration

	0	1275	351	1169	% diff
0	0	0	0	0	#DIV/0!
1161	0	0	145	1016	0.0%
296	0	143	0	153	0.0%
1337	0	1132	206	0	0.0%

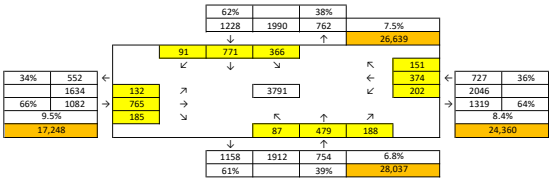
Fifth Column Iteration

	0	1274	350	1169	% diff
0	0	0	0	0	#DIV/0!
1162	0	0	145	1016	0.0%
296	0	143	0	153	0.0%
1336	0	1131	205	0	-0.1%

Tenth Column Iteration

	0	1274	350	1169	% diff
0	0	0	0	0	#DIV/0!
1161	0	0	145	1016	0.0%
296	0	143	0	153	0.0%
1337	0	1131	205	0	0.0%

Scenario: Existing 2025
N/S Street: Calloway Drive
E/W Street: Hageman Road
Intersection #: 25 AM



Base Year Intersection

		1355	772	561	1161
		1319	762	552	1158
747	727	0	151	374	202
1244	1228	366	0	91	771
1100	1082	765	132	0	185
756	754	188	479	87	0

First Row Iteration

	1337	769	564	1177	% diff
747	0	155	384	207	-1%
1244	371	0	92	781	0%
1100	777	134	0	188	0%
756	188	480	87	0	1%

First Column Iteration

	1355	772	561	1161	% diff
743	0	156	382	205	-1%
1238	376	0	92	771	0%
1108	788	135	0	185	1%
760	191	482	87	0	1%

Second Row Iteration

	1350	769	563	1164	% diff
747	0	156	384	206	-0.4%
1244	378	0	92	774	-0.3%
1100	782	134	0	184	0.4%
756	190	479	86	0	0.3%

Second Column Iteration

	1355	772	561	1161	% diff
745	0	157	383	205	-0.2%
1243	379	0	92	772	-0.1%
1102	785	134	0	184	0.3%
758	191	481	86	0	0.3%

Third Row Iteration

	1352	771	562	1161	% diff
747	0	157	384	206	-0.2%
1244	379	0	92	773	-0.2%
1100	783	134	0	183	0.1%
756	190	480	86	0	0.1%

Third Column Iteration

	1355	772	561	1161	% diff
746	0	158	383	205	0.0%
1244	380	0	92	772	0.0%
1101	784	134	0	183	0.1%
757	191	480	86	0	0.1%

Fourth Row Iteration

	1353	771	561	1160	% diff
747	0	158	384	206	-0.1%
1244	380	0	92	772	-0.1%
1100	783	134	0	183	0.0%
756	190	480	86	0	0.0%

Fourth Column Iteration

	1355	772	561	1161	% diff
747	0	158	383	206	0.0%
1245	380	0	92	772	0.0%
1100	784	134	0	183	0.1%
756	190	480	86	0	0.1%

Fifth Row Iteration

	1354	771	561	1160	% diff
747	0	158	383	206	-0.1%
1244	380	0	92	772	-0.1%
1100	783	134	0	183	0.0%
756	190	480	86	0	0.0%

Fifth Column Iteration

	1355	772	561	1161	% diff
747	0	158	384	206	0.0%
1245	380	0	92	772	0.1%
1100	784	134	0	183	0.1%
756	190	480	86	0	0.1%

Sixth Row Iteration

	1354	771	561	1160	% diff
747	0	158	383	206	-0.1%
1244	380	0	92	772	-0.1%
1100	783	134	0	183	-0.1%
756	190	480	86	0	-0.1%

Sixth Column Iteration

	1355	772	561	1161	% diff
747	0	158	384	206	0.1%
1245	380	0	92	772	0.1%
1100	784	134	0	183	0.1%
756	190	480	86	0	0.1%

Seventh Row Iteration

	1354	771	561	1160	% diff
747	0	158	383	206	-0.1%
1244	380	0	92	772	-0.1%
1100	783	134	0	183	-0.1%
756	190	480	86	0	-0.1%

Seventh Column Iteration

	1355	772	561	1161	% diff
747	0	158	384	206	0.1%
1245	381	0	92	772	0.1%
1100	784	134	0	183	0.1%
756	190	480	86	0	0.1%

Eighth Row Iteration

	1354	771	561	1160	% diff
747	0	158	383	206	-0.1%
1244	380	0	92	772	-0.1%
1100	783	134	0	183	-0.1%
756	190	480	85	0	-0.1%

Eighth Column Iteration

	1355	772	561	1161	% diff
747	0	158	384	206	0.1%
1245	381	0	92	772	0.1%
1100	784	134	0	183	0.1%
756	190	480	86	0	0.1%

Ninth Row Iteration

	1354	771	561	1160	% diff
747	0	158	383	206	-0.1%
1244	380	0	92	772	-0.1%
1100	783	134	0	183	-0.1%
756	190	480	85	0	-0.1%

Ninth Column Iteration

	1355	772	561	1161	% diff
747	0	158	384	206	0.1%
1245	381	0	92	772	0.1%
1100	784	134	0	183	0.1%
756	190	480	86	0	0.1%

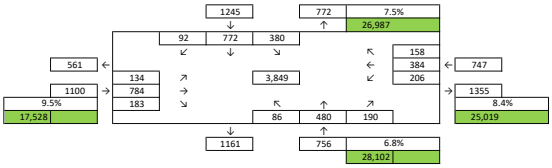
Tenth Row Iteration

	1354	772	561	1160	% diff
747	0	158	383	206	-0.1%
1244	380	0	92	772	-0.1%
1100	783	134	0	183	-0.1%
756	190	480	85	0	-0.1%

Tenth Column Iteration

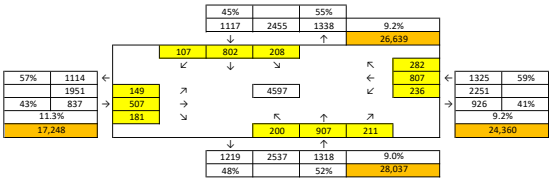
	1355	772	561	1161	% diff
747	0	158	384	206	0.1%
1245	381	0	92	772	0.1%
1100	784	134	0	183	0.1%
756	190	480	86	0	0.1%

Scenario: Year 2027 Cumulative
N/S Street: Calloway Drive
E/W Street: Hageman Road

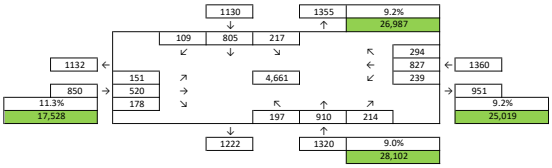


Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Scenario: Existing 2025
N/S Street: Calloway Drive
E/W Street: Hageman Road
Intersection #: 25 PM



Scenario: Year 2027 Cumulative
N/S Street: Calloway Drive
E/W Street: Hageman Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		951	1355	1132	1222
		926	1338	1114	1219
1361	1325	0	282	807	236
1132	1117	208	0	107	802
851	837	507	149	0	181
1321	1318	211	907	200	0

First Row Iteration

	937	1350	1138	1239	% diff
1361	0	290	829	242	-1%
1132	211	0	108	812	0%
851	515	151	0	184	0%
1321	211	909	200	0	1%

First Column Iteration

	951	1355	1132	1222	% diff
1355	0	291	825	239	0%
1123	214	0	108	801	-1%
856	523	152	0	181	1%
1327	215	913	199	0	0%

Second Row Iteration

	948	1352	1136	1228	% diff
1361	0	292	829	240	-0.3%
1132	215	0	109	807	-0.3%
851	519	151	0	180	0.3%
1321	214	909	199	0	0.5%

Second Column Iteration

	951	1355	1132	1222	% diff
1358	0	293	826	239	-0.2%
1128	216	0	108	803	-0.3%
852	521	151	0	179	0.1%
1323	214	911	198	0	0.2%

Third Row Iteration

	951	1354	1134	1225	% diff
1361	0	294	828	240	0.0%
1132	217	0	109	806	-0.1%
851	520	151	0	179	0.2%
1321	214	910	198	0	0.2%

Third Column Iteration

	951	1355	1132	1222	% diff
1359	0	294	826	239	-0.1%
1129	217	0	109	804	-0.2%
850	520	151	0	179	0.0%
1322	214	910	197	0	0.0%

Fourth Row Iteration

	951	1356	1133	1224	% diff
1361	0	294	827	239	0.0%
1132	217	0	109	806	0.0%
851	520	151	0	179	0.1%
1321	214	910	197	0	0.2%

Fourth Column Iteration

	951	1355	1132	1222	% diff
1360	0	294	827	239	-0.1%
1130	217	0	109	804	-0.1%
850	520	151	0	178	-0.1%
1321	214	910	197	0	0.0%

Fifth Row Iteration

	952	1356	1133	1223	% diff
1361	0	294	827	239	0.1%
1132	217	0	109	805	0.0%
851	521	151	0	179	0.1%
1321	214	910	197	0	0.1%

Fifth Column Iteration

	951	1355	1132	1222	% diff
1360	0	294	827	239	-0.1%
1130	217	0	109	805	-0.1%
850	520	151	0	178	-0.1%
1320	214	910	197	0	-0.1%

Sixth Row Iteration

	952	1356	1133	1223	% diff
1361	0	295	827	239	0.1%
1132	217	0	109	805	0.1%
851	521	152	0	179	0.1%
1321	214	910	197	0	0.1%

Sixth Column Iteration

	951	1355	1132	1222	% diff
1360	0	294	827	239	-0.1%
1131	217	0	109	805	-0.1%
850	520	151	0	178	-0.1%
1320	214	910	197	0	-0.1%

Seventh Row Iteration

	952	1356	1133	1223	% diff
1361	0	295	827	239	0.1%
1132	217	0	109	805	0.1%
851	521	152	0	178	0.1%
1321	214	910	197	0	0.1%

Seventh Column Iteration

	951	1355	1132	1222	% diff
1360	0	294	827	239	-0.1%
1131	217	0	109	805	-0.1%
850	520	151	0	178	-0.1%
1320	214	910	197	0	-0.1%

Eighth Row Iteration

	952	1356	1133	1223	% diff
1361	0	295	827	239	0.1%
1132	217	0	109	805	0.1%
851	521	152	0	178	0.1%
1321	214	910	197	0	0.1%

Eighth Column Iteration

	951	1355	1132	1222	% diff
1360	0	294	827	239	-0.1%
1131	217	0	109	805	-0.1%
850	520	151	0	178	-0.1%
1320	214	910	197	0	-0.1%

Ninth Row Iteration

	952	1357	1133	1223	% diff
1361	0	295	827	239	0.1%
1132	217	0	109	805	0.1%
851	521	152	0	178	0.1%
1321	214	910	197	0	0.1%

Ninth Column Iteration

	951	1355	1132	1222	% diff
1360	0	294	827	239	-0.1%
1131	217	0	109	805	-0.1%
850	520	151	0	178	-0.1%
1320	214	910	197	0	-0.1%

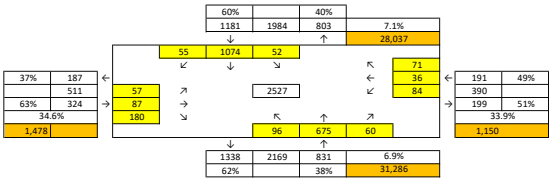
Tenth Row Iteration

	952	1357	1133	1223	% diff
1361	0	295	827	239	0.1%
1132	217	0	109	805	0.1%
851	521	152	0	178	0.1%
1321	214	910	197	0	0.1%

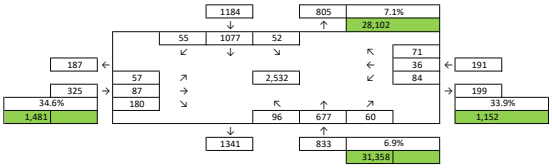
Tenth Column Iteration

	951	1355	1132	1222	% diff
1360	0	294	827	239	-0.1%
1131	217	0	109	805	-0.1%
850	520	151	0	178	-0.1%
1320	214	910	197	0	-0.1%

Scenario: Existing 2025
N/S Street: Calloway Drive
E/W Street: Meacham Road
Intersection #: 26 AM



Scenario: Year 2027 Cumulative
N/S Street: Calloway Drive
E/W Street: Meacham Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		199	805	187	1341
		199	803	187	1338
191	191	0	71	36	84
1184	1181	52	0	55	1074
325	324	87	57	0	180
833	831	60	675	96	0

First Row Iteration

	199	805	187	1341	% diff
191	0	71	36	84	0%
1184	52	0	55	1076	0%
325	87	57	0	180	0%
833	60	677	96	0	0%

First Column Iteration

	199	805	187	1341	% diff
191	0	71	36	84	0%
1184	52	0	55	1077	0%
325	87	57	0	180	0%
833	60	677	96	0	0%

Second Row Iteration

	199	805	187	1341	% diff
191	0	71	36	84	0.0%
1184	52	0	55	1077	0.0%
325	87	57	0	180	0.0%
833	60	677	96	0	0.0%

Second Column Iteration

	199	805	187	1341	% diff
191	0	71	36	84	0.0%
1184	52	0	55	1077	0.0%
325	87	57	0	180	0.0%
833	60	677	96	0	0.0%

Third Row Iteration

	199	805	187	1341	% diff
191	0	71	36	84	0.0%
1184	52	0	55	1077	0.0%
325	87	57	0	180	0.0%
833	60	677	96	0	0.0%

Third Column Iteration

	199	805	187	1341	% diff
191	0	71	36	84	0.0%
1184	52	0	55	1077	0.0%
325	87	57	0	180	0.0%
833	60	677	96	0	0.0%

Fourth Row Iteration

	199	805	187	1341	% diff
191	0	71	36	84	0.0%
1184	52	0	55	1077	0.0%
325	87	57	0	180	0.0%
833	60	677	96	0	0.0%

Fourth Column Iteration

	199	805	187	1341	% diff
191	0	71	36	84	0.0%
1184	52	0	55	1077	0.0%
325	87	57	0	180	0.0%
833	60	677	96	0	0.0%

Fifth Row Iteration

	199	805	187	1341	% diff
191	0	71	36	84	0.0%
1184	52	0	55	1077	0.0%
325	87	57	0	180	0.0%
833	60	677	96	0	0.0%

Fifth Column Iteration

	199	805	187	1341	% diff
191	0	71	36	84	0.0%
1184	52	0	55	1077	0.0%
325	87	57	0	180	0.0%
833	60	677	96	0	0.0%

Sixth Row Iteration

	199	805	187	1341	% diff
191	0	71	36	84	0.0%
1184	52	0	55	1077	0.0%
325	87	57	0	180	0.0%
833	60	677	96	0	0.0%

Sixth Column Iteration

	199	805	187	1341	% diff
191	0	71	36	84	0.0%
1184	52	0	55	1077	0.0%
325	87	57	0	180	0.0%
833	60	677	96	0	0.0%

Seventh Row Iteration

	199	805	187	1341	% diff
191	0	71	36	84	0.0%
1184	52	0	55	1077	0.0%
325	87	57	0	180	0.0%
833	60	677	96	0	0.0%

Seventh Column Iteration

	199	805	187	1341	% diff
191	0	71	36	84	0.0%
1184	52	0	55	1077	0.0%
325	87	57	0	180	0.0%
833	60	677	96	0	0.0%

Eighth Row Iteration

	199	805	187	1341	% diff
191	0	71	36	84	0.0%
1184	52	0	55	1077	0.0%
325	87	57	0	180	0.0%
833	60	677	96	0	0.0%

Eighth Column Iteration

	199	805	187	1341	% diff
191	0	71	36	84	0.0%
1184	52	0	55	1077	0.0%
325	87	57	0	180	0.0%
833	60	677	96	0	0.0%

Ninth Row Iteration

	199	805	187	1341	% diff
191	0	71	36	84	0.0%
1184	52	0	55	1077	0.0%
325	87	57	0	180	0.0%
833	60	677	96	0	0.0%

Ninth Column Iteration

	199	805	187	1341	% diff
191	0	71	36	84	0.0%
1184	52	0	55	1077	0.0%
325	87	57	0	180	0.0%
833	60	677	96	0	0.0%

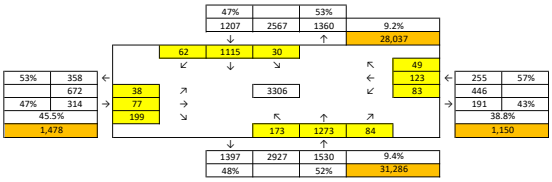
Tenth Row Iteration

	199	805	187	1341	% diff
191	0	71	36	84	0.0%
1184	52	0	55	1077	0.0%
325	87	57	0	180	0.0%
833	60	677	96	0	0.0%

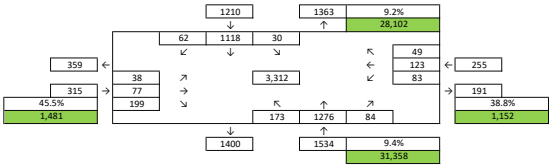
Tenth Column Iteration

	199	805	187	1341	% diff
191	0	71	36	84	0.0%
1184	52	0	55	1077	0.0%
325	87	57	0	180	0.0%
833	60	677	96	0	0.0%

Scenario: Existing 2025
N/S Street: Calloway Drive
E/W Street: Meacham Road
Intersection #: 26 PM



Scenario: Year 2027 Cumulative
N/S Street: Calloway Drive
E/W Street: Meacham Road



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		191	1363	359	1400
		191	1360	358	1397
255	255	0	49	123	83
1210	1207	30	0	62	1115
315	314	77	38	0	199
1534	1530	84	1273	173	0

First Row Iteration

	191	1363	359	1400	% diff
255	0	49	123	83	0%
1210	30	0	62	1118	0%
315	77	38	0	199	0%
1534	84	1276	173	0	0%

First Column Iteration

	191	1363	359	1400	% diff
255	0	49	123	83	0%
1210	30	0	62	1118	0%
315	77	38	0	199	0%
1534	84	1276	173	0	0%

Second Row Iteration

	191	1363	359	1400	% diff
255	0	49	123	83	0.0%
1210	30	0	62	1118	0.0%
315	77	38	0	199	0.0%
1534	84	1276	173	0	0.0%

Second Column Iteration

	191	1363	359	1400	% diff
255	0	49	123	83	0.0%
1210	30	0	62	1118	0.0%
315	77	38	0	199	0.0%
1534	84	1276	173	0	0.0%

Third Row Iteration

	191	1363	359	1400	% diff
255	0	49	123	83	0.0%
1210	30	0	62	1118	0.0%
315	77	38	0	199	0.0%
1534	84	1276	173	0	0.0%

Year 2027 Cumulative

Third Column Iteration

	191	1363	359	1400	% diff
255	0	49	123	83	0.0%
1210	30	0	62	1118	0.0%
315	77	38	0	199	0.0%
1534	84	1276	173	0	0.0%

Fourth Row Iteration

	191	1363	359	1400	% diff
255	0	49	123	83	0.0%
1210	30	0	62	1118	0.0%
315	77	38	0	199	0.0%
1534	84	1276	173	0	0.0%

Fourth Column Iteration

	191	1363	359	1400	% diff
255	0	49	123	83	0.0%
1210	30	0	62	1118	0.0%
315	77	38	0	199	0.0%
1534	84	1276	173	0	0.0%

Fifth Row Iteration

	191	1363	359	1400	% diff
255	0	49	123	83	0.0%
1210	30	0	62	1118	0.0%
315	77	38	0	199	0.0%
1534	84	1276	173	0	0.0%

Fifth Column Iteration

	191	1363	359	1400	% diff
255	0	49	123	83	0.0%
1210	30	0	62	1118	0.0%
315	77	38	0	199	0.0%
1534	84	1276	173	0	0.0%

Sixth Row Iteration

	191	1363	359	1400	% diff
255	0	49	123	83	0.0%
1210	30	0	62	1118	0.0%
315	77	38	0	199	0.0%
1534	84	1276	173	0	0.0%

Sixth Column Iteration

	191	1363	359	1400	% diff
255	0	49	123	83	0.0%
1210	30	0	62	1118	0.0%
315	77	38	0	199	0.0%
1534	84	1276	173	0	0.0%

Seventh Row Iteration

	191	1363	359	1400	% diff
255	0	49	123	83	0.0%
1210	30	0	62	1118	0.0%
315	77	38	0	199	0.0%
1534	84	1276	173	0	0.0%

Seventh Column Iteration

	191	1363	359	1400	% diff
255	0	49	123	83	0.0%
1210	30	0	62	1118	0.0%
315	77	38	0	199	0.0%
1534	84	1276	173	0	0.0%

Eighth Row Iteration

	191	1363	359	1400	% diff
255	0	49	123	83	0.0%
1210	30	0	62	1118	0.0%
315	77	38	0	199	0.0%
1534	84	1276	173	0	0.0%

Eighth Column Iteration

	191	1363	359	1400	% diff
255	0	49	123	83	0.0%
1210	30	0	62	1118	0.0%
315	77	38	0	199	0.0%
1534	84	1276	173	0	0.0%

Ninth Row Iteration

	191	1363	359	1400	% diff
255	0	49	123	83	0.0%
1210	30	0	62	1118	0.0%
315	77	38	0	199	0.0%
1534	84	1276	173	0	0.0%

Ninth Column Iteration

	191	1363	359	1400	% diff
255	0	49	123	83	0.0%
1210	30	0	62	1118	0.0%
315	77	38	0	199	0.0%
1534	84	1276	173	0	0.0%

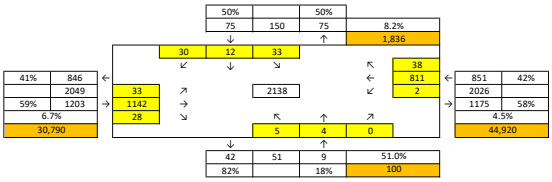
Tenth Row Iteration

	191	1363	359	1400	% diff
255	0	49	123	83	0.0%
1210	30	0	62	1118	0.0%
315	77	38	0	199	0.0%
1534	84	1276	173	0	0.0%

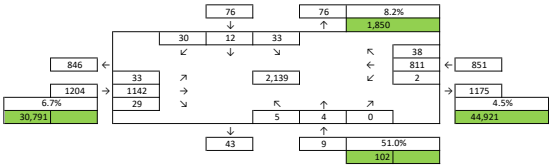
Tenth Column Iteration

	191	1363	359	1400	% diff
255	0	49	123	83	0.0%
1210	30	0	62	1118	0.0%
315	77	38	0	199	0.0%
1534	84	1276	173	0	0.0%

Scenario: Existing 2025
N/S Street: Patton Way
E/W Street: Rosedale Highway (CA-58)
Intersection #: 1 AM



Scenario: Year 2028 Cumulative
N/S Street: Patton Way
E/W Street: Rosedale Highway (CA-58)



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		1175	76	846	43
		1175	75	846	42
851	851	0	38	811	2
76	75	33	0	30	12
1203	1203	1142	33	0	28
9	9	0	4	5	0

First Row Iteration

	1175	75	846	42	% diff
851	0	38	811	2	0%
76	33	0	30	12	-1%
1203	1142	33	0	28	0%
9	0	4	5	0	-2%

First Column Iteration

	1175	76	846	43	% diff
851	0	38	811	2	0%
76	33	0	30	12	0%
1203	1142	33	0	28	0%
9	0	4	5	0	0%

Second Row Iteration

	1175	76	846	43	% diff
851	0	38	811	2	0.0%
76	33	0	30	12	0.0%
1203	1141	33	0	28	0.0%
9	0	4	5	0	-0.1%

Second Column Iteration

	1175	76	846	43	% diff
851	0	38	811	2	0.0%
76	33	0	30	12	0.0%
1204	1142	33	0	29	0.0%
9	0	4	5	0	0.0%

Third Row Iteration

	1174	76	846	43	% diff
851	0	38	811	2	0.0%
76	33	0	30	12	0.0%
1203	1141	33	0	29	0.0%
9	0	4	5	0	0.0%

Third Column Iteration

	1175	76	846	43	% diff
851	0	38	811	2	0.0%
76	33	0	30	12	0.0%
1204	1142	33	0	29	0.0%
9	0	4	5	0	0.0%

Fourth Row Iteration

	1175	76	846	43	% diff
851	0	38	811	2	0.0%
76	33	0	30	12	0.0%
1203	1141	33	0	29	0.0%
9	0	4	5	0	0.0%

Fourth Column Iteration

	1175	76	846	43	% diff
851	0	38	811	2	0.0%
76	33	0	30	12	0.0%
1204	1142	33	0	29	0.0%
9	0	4	5	0	0.0%

Fifth Row Iteration

	1175	76	846	43	% diff
851	0	38	811	2	0.0%
76	33	0	30	12	0.0%
1203	1141	33	0	29	0.0%
9	0	4	5	0	0.0%

Fifth Column Iteration

	1175	76	846	43	% diff
851	0	38	811	2	0.0%
76	33	0	30	12	0.0%
1204	1142	33	0	29	0.0%
9	0	4	5	0	0.0%

Sixth Row Iteration

	1175	76	846	43	% diff
851	0	38	811	2	0.0%
76	33	0	30	12	0.0%
1203	1141	33	0	28	0.0%
9	0	4	5	0	0.0%

Sixth Column Iteration

	1175	76	846	43	% diff
851	0	38	811	2	0.0%
76	33	0	30	12	0.0%
1204	1142	33	0	29	0.0%
9	0	4	5	0	0.0%

Seventh Row Iteration

	1175	76	846	43	% diff
851	0	38	811	2	0.0%
76	33	0	30	12	0.0%
1203	1141	33	0	28	0.0%
9	0	4	5	0	0.0%

Seventh Column Iteration

	1175	76	846	43	% diff
851	0	38	811	2	0.0%
76	33	0	30	12	0.0%
1204	1142	33	0	29	0.0%
9	0	4	5	0	0.0%

Eighth Row Iteration

	1175	76	846	43	% diff
851	0	38	811	2	0.0%
76	33	0	30	12	0.0%
1203	1141	33	0	28	0.0%
9	0	4	5	0	0.0%

Eighth Column Iteration

	1175	76	846	43	% diff
851	0	38	811	2	0.0%
76	33	0	30	12	0.0%
1204	1142	33	0	29	0.0%
9	0	4	5	0	0.0%

Ninth Row Iteration

	1175	76	846	43	% diff
851	0	38	811	2	0.0%
76	33	0	30	12	0.0%
1203	1141	33	0	28	0.0%
9	0	4	5	0	0.0%

Ninth Column Iteration

	1175	76	846	43	% diff
851	0	38	811	2	0.0%
76	33	0	30	12	0.0%
1204	1142	33	0	29	0.0%
9	0	4	5	0	0.0%

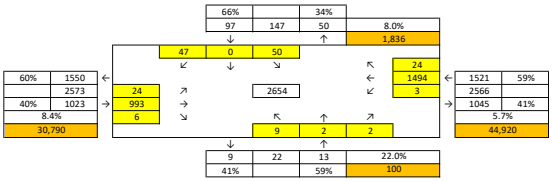
Tenth Row Iteration

	1175	76	846	43	% diff
851	0	38	811	2	0.0%
76	33	0	30	12	0.0%
1203	1141	33	0	28	0.0%
9	0	4	5	0	0.0%

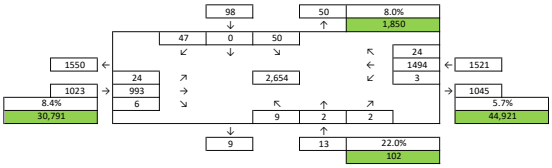
Tenth Column Iteration

	1175	76	846	43	% diff
851	0	38	811	2	0.0%
76	33	0	30	12	0.0%
1204	1142	33	0	29	0.0%
9	0	4	5	0	0.0%

Scenario: Existing 2025
N/S Street: Patton Way
E/W Street: Rosedale Highway (CA-58)
Intersection #: 1 PM



Scenario: Year 2028 Cumulative
N/S Street: Patton Way
E/W Street: Rosedale Highway (CA-58)



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		1045	50	1550	9
		1045	50	1550	9
1521	1521	0	24	1494	3
98	97	50	0	47	0
1023	1023	993	24	0	6
13	13	2	2	9	0

First Row Iteration

	1045	50	1551	9	% diff
1521	0	24	1494	3	0%
98	50	0	47	0	-1%
1023	993	24	0	6	0%
13	2	2	9	0	-2%

Sixth Row Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

First Column Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0%
98	50	0	47	0	0%
1023	993	24	0	6	0%
13	2	2	9	0	0%

Sixth Column Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

Second Row Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

Seventh Row Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

Second Column Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

Seventh Column Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

Third Row Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

Eighth Row Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

Third Column Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

Eighth Column Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

Fourth Row Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

Ninth Row Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

Fourth Column Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

Ninth Column Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

Fifth Row Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

Tenth Row Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

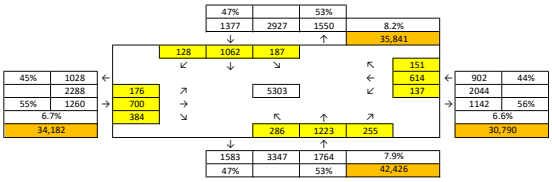
Fifth Column Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

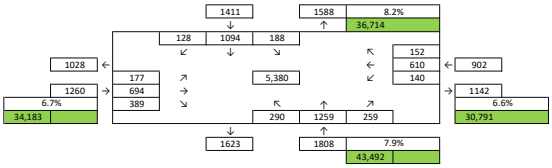
Tenth Column Iteration

	1045	50	1550	9	% diff
1521	0	24	1494	3	0.0%
98	50	0	47	0	0.0%
1023	993	24	0	6	0.0%
13	2	2	9	0	0.0%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Rosedale Highway (CA-58)
Intersection #: 2 AM



Scenario: Year 2028 Cumulative
N/S Street: Coffee Road
E/W Street: Rosedale Highway (CA-58)



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		1142	1588	1028	1623
		1142	1550	1028	1583
902	902	0	151	614	137
1411	1377	187	0	128	1062
1260	1260	700	176	0	384
1808	1764	255	1223	286	0

First Row Iteration

	1153	1581	1038	1609	% diff
902	0	151	614	137	1%
1411	192	0	131	1088	0%
1260	700	176	0	384	1%
1808	261	1254	293	0	-1%

Sixth Row Iteration

	1142	1588	1028	1623	% diff
902	0	152	610	140	0.0%
1411	188	0	128	1094	0.0%
1260	694	177	0	389	0.0%
1808	259	1259	290	0	0.0%

First Column Iteration

	1142	1588	1028	1623	% diff
898	0	152	608	138	0%
1417	190	0	130	1097	0%
1257	693	177	0	387	0%
1808	259	1259	290	0	0%

Sixth Column Iteration

	1142	1588	1028	1623	% diff
902	0	152	610	140	0.0%
1411	188	0	128	1094	0.0%
1260	694	177	0	389	0.0%
1808	259	1259	290	0	0.0%

Second Row Iteration

	1143	1589	1030	1619	% diff
902	0	152	611	139	0.0%
1411	189	0	129	1092	0.1%
1260	695	177	0	388	0.2%
1808	259	1259	290	0	-0.2%

Seventh Row Iteration

	1142	1588	1028	1623	% diff
902	0	152	610	140	0.0%
1411	188	0	128	1094	0.0%
1260	694	177	0	389	0.0%
1808	259	1259	290	0	0.0%

Second Column Iteration

	1142	1588	1028	1623	% diff
901	0	152	609	139	-0.1%
1412	189	0	129	1095	0.1%
1260	694	177	0	389	0.0%
1807	259	1258	290	0	-0.1%

Seventh Column Iteration

	1142	1588	1028	1623	% diff
902	0	152	610	140	0.0%
1411	188	0	128	1094	0.0%
1260	694	177	0	389	0.0%
1808	259	1259	290	0	0.0%

Third Row Iteration

	1142	1589	1029	1621	% diff
902	0	152	610	139	0.0%
1411	189	0	129	1093	0.1%
1260	694	177	0	389	0.1%
1808	259	1259	290	0	-0.1%

Eighth Row Iteration

	1142	1588	1028	1623	% diff
902	0	152	610	140	0.0%
1411	188	0	128	1094	0.0%
1260	694	177	0	389	0.0%
1808	260	1259	290	0	0.0%

Third Column Iteration

	1142	1588	1028	1623	% diff
902	0	152	610	139	-0.1%
1411	189	0	129	1094	0.1%
1260	694	177	0	389	0.0%
1807	259	1259	290	0	-0.1%

Eighth Column Iteration

	1142	1588	1028	1623	% diff
902	0	152	610	140	0.0%
1411	188	0	128	1094	0.0%
1260	694	177	0	389	0.0%
1808	260	1259	290	0	0.0%

Fourth Row Iteration

	1142	1589	1028	1622	% diff
902	0	152	610	140	0.0%
1411	188	0	129	1093	0.1%
1260	694	177	0	389	0.0%
1808	259	1259	290	0	0.0%

Ninth Row Iteration

	1142	1588	1028	1623	% diff
902	0	152	610	140	0.0%
1411	188	0	128	1094	0.0%
1260	694	177	0	389	0.0%
1808	260	1259	290	0	0.0%

Fourth Column Iteration

	1142	1588	1028	1623	% diff
902	0	152	610	140	0.0%
1411	188	0	129	1094	0.0%
1260	694	177	0	389	0.0%
1808	259	1259	290	0	0.0%

Ninth Column Iteration

	1142	1588	1028	1623	% diff
902	0	152	610	140	0.0%
1410	188	0	128	1094	0.0%
1260	694	177	0	389	0.0%
1808	260	1259	290	0	0.0%

Fifth Row Iteration

	1142	1588	1028	1622	% diff
902	0	152	610	140	0.0%
1411	188	0	128	1094	0.0%
1260	694	177	0	389	0.0%
1808	259	1259	290	0	0.0%

Tenth Row Iteration

	1142	1588	1028	1623	% diff
902	0	152	610	140	0.0%
1411	188	0	128	1094	0.0%
1260	694	177	0	389	0.0%
1808	260	1259	290	0	0.0%

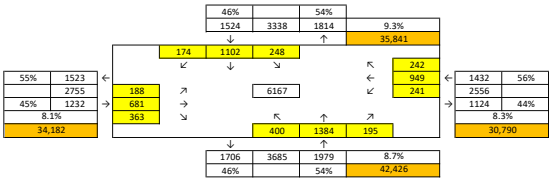
Fifth Column Iteration

	1142	1588	1028	1623	% diff
902	0	152	610	140	0.0%
1411	188	0	128	1094	0.0%
1260	694	177	0	389	0.0%
1808	259	1259	290	0	0.0%

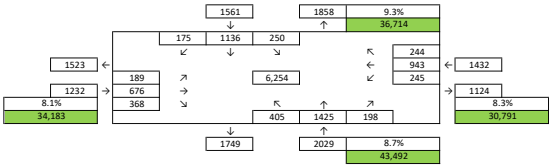
Tenth Column Iteration

	1142	1588	1028	1623	% diff
902	0	152	610	140	0.0%
1410	188	0	128	1094	0.0%
1260	694	177	0	389	0.0%
1808	260	1259	290	0	0.0%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Rosedale Highway (CA-58)
Intersection #: 2 PM



Scenario: Year 2028 Cumulative
N/S Street: Coffee Road
E/W Street: Rosedale Highway (CA-58)



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		1124	1858	1523	1749
		1124	1814	1523	1706
1432	1432	0	242	949	241
1561	1524	248	0	174	1102
1232	1232	681	188	0	363
2029	1979	195	1384	400	0

First Row Iteration

	1135	1849	1537	1733	% diff
1432	0	242	949	241	1%
1561	254	0	178	1129	-1%
1232	681	188	0	363	1%
2029	200	1419	410	0	-1%

First Column Iteration

	1124	1858	1523	1749	% diff
1427	0	243	940	243	0%
1567	252	0	177	1139	0%
1230	674	189	0	366	0%
2030	198	1426	406	0	0%

Second Row Iteration

	1124	1858	1526	1746	% diff
1432	0	244	944	244	0.0%
1561	251	0	176	1135	0.0%
1232	676	189	0	367	0.2%
2029	198	1425	406	0	-0.2%

Second Column Iteration

	1124	1858	1523	1749	% diff
1431	0	244	942	245	-0.1%
1563	251	0	176	1137	0.1%
1233	676	189	0	368	0.0%
2028	198	1425	405	0	0.0%

Third Row Iteration

	1124	1859	1524	1748	% diff
1432	0	244	943	245	0.0%
1561	250	0	175	1135	0.0%
1232	675	189	0	367	0.0%
2029	198	1425	405	0	-0.1%

Third Column Iteration

	1124	1858	1523	1749	% diff
1432	0	244	942	245	0.0%
1562	250	0	175	1136	0.1%
1233	676	189	0	368	0.0%
2028	198	1425	405	0	0.0%

Fourth Row Iteration

	1124	1859	1523	1748	% diff
1432	0	244	943	245	0.0%
1561	250	0	175	1136	0.0%
1232	675	189	0	368	0.0%
2029	198	1425	405	0	0.0%

Fourth Column Iteration

	1124	1858	1523	1749	% diff
1432	0	244	943	245	0.0%
1562	250	0	175	1136	0.0%
1232	676	189	0	368	0.0%
2028	198	1425	405	0	0.0%

Fifth Row Iteration

	1124	1858	1523	1748	% diff
1432	0	244	943	245	0.0%
1561	250	0	175	1136	0.0%
1232	675	189	0	368	0.0%
2029	198	1425	405	0	0.0%

Fifth Column Iteration

	1124	1858	1523	1749	% diff
1432	0	244	943	245	0.0%
1561	250	0	175	1136	0.0%
1232	676	189	0	368	0.0%
2029	198	1425	405	0	0.0%

Sixth Row Iteration

	1124	1858	1523	1749	% diff
1432	0	244	943	245	0.0%
1561	250	0	175	1136	0.0%
1232	675	189	0	368	0.0%
2029	198	1425	405	0	0.0%

Sixth Column Iteration

	1124	1858	1523	1749	% diff
1432	0	244	943	245	0.0%
1561	250	0	175	1136	0.0%
1232	676	189	0	368	0.0%
2029	198	1425	405	0	0.0%

Seventh Row Iteration

	1124	1858	1523	1749	% diff
1432	0	244	943	245	0.0%
1561	250	0	175	1136	0.0%
1232	675	189	0	368	0.0%
2029	198	1425	405	0	0.0%

Seventh Column Iteration

	1124	1858	1523	1749	% diff
1432	0	244	943	245	0.0%
1561	250	0	175	1136	0.0%
1232	675	189	0	368	0.0%
2029	198	1425	405	0	0.0%

Eighth Row Iteration

	1124	1858	1523	1749	% diff
1432	0	244	943	245	0.0%
1561	250	0	175	1136	0.0%
1232	675	189	0	368	0.0%
2029	198	1425	405	0	0.0%

Eighth Column Iteration

	1124	1858	1523	1749	% diff
1432	0	244	943	245	0.0%
1561	250	0	175	1136	0.0%
1232	675	189	0	368	0.0%
2029	198	1425	405	0	0.0%

Ninth Row Iteration

	1124	1858	1523	1749	% diff
1432	0	244	943	245	0.0%
1561	250	0	175	1136	0.0%
1232	675	189	0	368	0.0%
2029	198	1425	405	0	0.0%

Ninth Column Iteration

	1124	1858	1523	1749	% diff
1432	0	244	943	245	0.0%
1561	250	0	175	1136	0.0%
1232	675	189	0	368	0.0%
2029	198	1425	405	0	0.0%

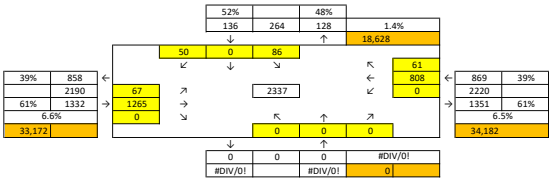
Tenth Row Iteration

	1124	1858	1523	1749	% diff
1432	0	244	943	245	0.0%
1561	250	0	175	1136	0.0%
1232	675	189	0	368	0.0%
2029	198	1425	405	0	0.0%

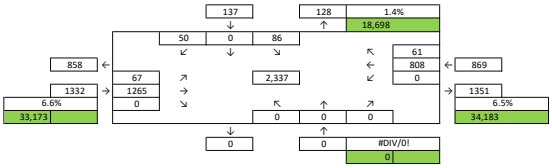
Tenth Column Iteration

	1124	1858	1523	1749	% diff
1432	0	244	943	245	0.0%
1561	250	0	175	1136	0.0%
1232	675	189	0	368	0.0%
2029	198	1425	405	0	0.0%

Scenario: Existing 2025
N/S Street: Project Driveway/Northwest Promenade
E/W Street: Rosedale Highway (CA-58)
Intersection #: 3 AM



Scenario: Year 2028 Cumulative
N/S Street: Project Driveway/Northwest Promenade
E/W Street: Rosedale Highway (CA-58)



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		1351	128	858	0
		1351	128	858	0
869	869	0	61	808	0
137	136	86	0	50	0
1332	1332	1265	67	0	0
0	0	0	0	0	0

First Row Iteration

	1351	128	858	0	% diff
869	0	61	808	0	0%
137	86	0	50	0	0%
1332	1265	67	0	0	0%
0	0	0	0	0	#DIV/0!

First Column Iteration

	1351	128	858	0	% diff
869	0	61	808	0	0%
136	86	0	50	0	0%
1332	1265	67	0	0	0%
0	0	0	0	0	#DIV/0!

Second Row Iteration

	1351	128	858	0	% diff
869	0	61	808	0	0.0%
137	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

Second Column Iteration

	1351	128	858	0	% diff
869	0	61	808	0	0.0%
137	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

Third Row Iteration

	1351	128	858	0	% diff
869	0	61	808	0	0.0%
137	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

Third Column Iteration

	1351	128	858	0	% diff
869	0	61	808	0	0.0%
137	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

Fourth Row Iteration

	1351	128	858	0	% diff
869	0	61	808	0	0.0%
137	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

Fourth Column Iteration

	1351	128	858	0	% diff
869	0	61	808	0	0.0%
137	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

Fifth Row Iteration

	1351	128	858	0	% diff
869	0	61	808	0	0.0%
137	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

Fifth Column Iteration

	1351	128	858	0	% diff
869	0	61	808	0	0.0%
137	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

Sixth Row Iteration

	1351	128	858	0	% diff
869	0	61	808	0	0.0%
137	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

Sixth Column Iteration

	1351	128	858	0	% diff
869	0	61	808	0	0.0%
137	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

Seventh Row Iteration

	1351	128	858	0	% diff
869	0	61	808	0	0.0%
137	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

Seventh Column Iteration

	1351	128	858	0	% diff
869	0	61	808	0	0.0%
137	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

Eighth Row Iteration

	1351	128	858	0	% diff
869	0	61	808	0	0.0%
137	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

Eighth Column Iteration

	1351	128	858	0	% diff
869	0	61	808	0	0.0%
137	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

Ninth Row Iteration

	1351	128	858	0	% diff
869	0	61	808	0	0.0%
137	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

Ninth Column Iteration

	1351	128	858	0	% diff
869	0	61	808	0	0.0%
137	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

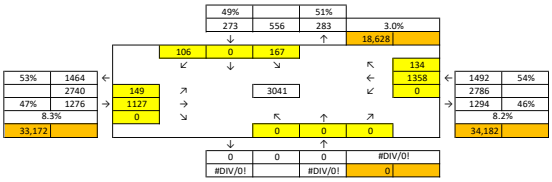
Tenth Row Iteration

	1351	128	858	0	% diff
869	0	61	808	0	0.0%
137	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

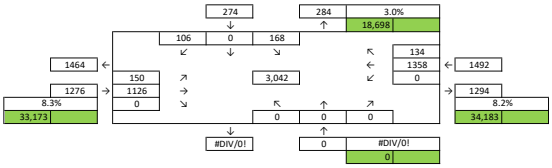
Tenth Column Iteration

	1351	128	858	0	% diff
869	0	61	808	0	0.0%
137	86	0	50	0	0.0%
1332	1265	67	0	0	0.0%
0	0	0	0	0	#DIV/0!

Scenario: Existing 2025
N/S Street: Project Driveway/Northwest Promenade
E/W Street: Rosedale Highway (CA-58)
Intersection #: 3 PM



Scenario: Year 2028 Cumulative
N/S Street: Project Driveway/Northwest Promenade
E/W Street: Rosedale Highway (CA-58)



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		1294	284	1464	#DIV/0!
		1294	283	1464	0
1492	1492	0	134	1358	0
274	273	167	0	106	0
1276	1276	1127	149	0	0
#DIV/0!	0	0	0	0	0

First Row Iteration

	1295	283	1464	0	% diff
1492	0	134	1358	0	0%
274	168	0	106	0	0%
1276	1127	149	0	0	0%
#DIV/0!	0	0	0	0	#DIV/0!

Sixth Row Iteration

	1294	284	1464	0	% diff
1492	0	134	1358	0	0.0%
274	168	0	106	0	0.0%
1276	1126	150	0	0	0.0%
#DIV/0!	0	0	0	0	#DIV/0!

First Column Iteration

	1294	284	1464	#DIV/0!	% diff
1492	0	135	1358	0	0%
274	168	0	106	0	0%
1276	1126	150	0	0	0%
0	0	0	0	0	#DIV/0!

Sixth Column Iteration

	1294	284	1464	#DIV/0!	% diff
1492	0	134	1358	0	0.0%
274	168	0	106	0	0.0%
1276	1126	150	0	0	0.0%
0	0	0	0	0	#DIV/0!

Second Row Iteration

	1294	284	1464	0	% diff
1492	0	134	1358	0	0.0%
274	168	0	106	0	0.0%
1276	1126	150	0	0	0.0%
#DIV/0!	0	0	0	0	#DIV/0!

Seventh Row Iteration

	1294	284	1464	0	% diff
1492	0	134	1358	0	0.0%
274	168	0	106	0	0.0%
1276	1126	150	0	0	0.0%
#DIV/0!	0	0	0	0	#DIV/0!

Second Column Iteration

	1294	284	1464	#DIV/0!	% diff
1492	0	134	1358	0	0.0%
274	168	0	106	0	0.0%
1276	1126	150	0	0	0.0%
0	0	0	0	0	#DIV/0!

Seventh Column Iteration

	1294	284	1464	#DIV/0!	% diff
1492	0	134	1358	0	0.0%
274	168	0	106	0	0.0%
1276	1126	150	0	0	0.0%
0	0	0	0	0	#DIV/0!

Third Row Iteration

	1294	284	1464	0	% diff
1492	0	134	1358	0	0.0%
274	168	0	106	0	0.0%
1276	1126	150	0	0	0.0%
#DIV/0!	0	0	0	0	#DIV/0!

Eighth Row Iteration

	1294	284	1464	0	% diff
1492	0	134	1358	0	0.0%
274	168	0	106	0	0.0%
1276	1126	150	0	0	0.0%
#DIV/0!	0	0	0	0	#DIV/0!

Third Column Iteration

	1294	284	1464	#DIV/0!	% diff
1492	0	134	1358	0	0.0%
274	168	0	106	0	0.0%
1276	1126	150	0	0	0.0%
0	0	0	0	0	#DIV/0!

Eighth Column Iteration

	1294	284	1464	#DIV/0!	% diff
1492	0	134	1358	0	0.0%
274	168	0	106	0	0.0%
1276	1126	150	0	0	0.0%
0	0	0	0	0	#DIV/0!

Fourth Row Iteration

	1294	284	1464	0	% diff
1492	0	134	1358	0	0.0%
274	168	0	106	0	0.0%
1276	1126	150	0	0	0.0%
#DIV/0!	0	0	0	0	#DIV/0!

Ninth Row Iteration

	1294	284	1464	0	% diff
1492	0	134	1358	0	0.0%
274	168	0	106	0	0.0%
1276	1126	150	0	0	0.0%
#DIV/0!	0	0	0	0	#DIV/0!

Fourth Column Iteration

	1294	284	1464	#DIV/0!	% diff
1492	0	134	1358	0	0.0%
274	168	0	106	0	0.0%
1276	1126	150	0	0	0.0%
0	0	0	0	0	#DIV/0!

Ninth Column Iteration

	1294	284	1464	#DIV/0!	% diff
1492	0	134	1358	0	0.0%
274	168	0	106	0	0.0%
1276	1126	150	0	0	0.0%
0	0	0	0	0	#DIV/0!

Fifth Row Iteration

	1294	284	1464	0	% diff
1492	0	134	1358	0	0.0%
274	168	0	106	0	0.0%
1276	1126	150	0	0	0.0%
#DIV/0!	0	0	0	0	#DIV/0!

Tenth Row Iteration

	1294	284	1464	0	% diff
1492	0	134	1358	0	0.0%
274	168	0	106	0	0.0%
1276	1126	150	0	0	0.0%
#DIV/0!	0	0	0	0	#DIV/0!

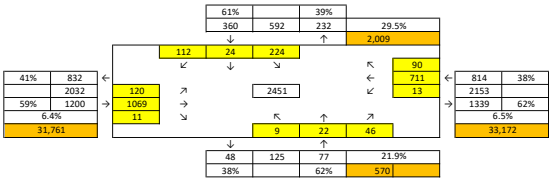
Fifth Column Iteration

	1294	284	1464	#DIV/0!	% diff
1492	0	134	1358	0	0.0%
274	168	0	106	0	0.0%
1276	1126	150	0	0	0.0%
0	0	0	0	0	#DIV/0!

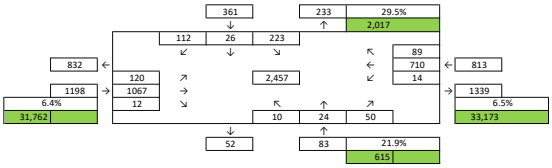
Tenth Column Iteration

	1294	284	1464	#DIV/0!	% diff
1492	0	134	1358	0	0.0%
274	168	0	106	0	0.0%
1276	1126	150	0	0	0.0%
0	0	0	0	0	#DIV/0!

Scenario: Existing 2025
N/S Street: El Toro Viejo Road/Clay Patrick Farr Way
E/W Street: Rosedale Highway (CA-58)
Intersection #: 4 AM



Scenario: Year 2028 Cumulative
N/S Street: El Toro Viejo Road/Clay Patrick Farr Way
E/W Street: Rosedale Highway (CA-58)



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		1339	233	832	52
		1339	232	832	48
814	814	0	90	711	13
361	360	224	0	112	24
1200	1200	1069	120	0	11
83	77	46	22	9	0

First Row Iteration

	1344	234	833	48	% diff
814	0	90	711	13	0%
361	225	0	112	24	0%
1200	1069	120	0	11	0%
83	50	24	10	0	-7%

Sixth Row Iteration

	1341	233	833	52	% diff
814	0	89	711	14	0.1%
361	223	0	112	26	0.1%
1200	1068	120	0	12	0.1%
83	50	24	10	0	0.1%

First Column Iteration

	1339	233	832	52	% diff
814	0	90	710	14	0%
362	224	0	112	26	0%
1197	1065	120	0	12	0%
83	49	24	10	0	0%

Sixth Column Iteration

	1339	233	832	52	% diff
813	0	89	710	14	-0.1%
361	223	0	112	26	-0.1%
1198	1067	120	0	12	-0.1%
83	50	24	10	0	-0.1%

Second Row Iteration

	1341	233	832	52	% diff
814	0	90	710	14	0.2%
361	224	0	112	26	0.2%
1200	1068	120	0	12	0.0%
83	50	24	10	0	-0.1%

Seventh Row Iteration

	1341	233	833	52	% diff
814	0	89	711	14	0.1%
361	223	0	112	26	0.1%
1200	1068	120	0	12	0.1%
83	50	24	10	0	0.1%

Second Column Iteration

	1339	233	832	52	% diff
814	0	90	710	14	0.0%
361	223	0	112	26	-0.1%
1198	1066	120	0	12	-0.2%
83	50	24	10	0	-0.2%

Seventh Column Iteration

	1339	233	832	52	% diff
813	0	89	710	14	-0.1%
361	223	0	112	26	-0.1%
1199	1067	120	0	12	-0.1%
83	50	24	10	0	-0.1%

Third Row Iteration

	1341	233	832	52	% diff
814	0	90	710	14	0.2%
361	223	0	112	26	0.1%
1200	1068	120	0	12	0.0%
83	50	24	10	0	0.1%

Eighth Row Iteration

	1341	233	833	52	% diff
814	0	89	711	14	0.1%
361	223	0	112	26	0.1%
1200	1068	120	0	12	0.1%
83	50	24	10	0	0.1%

Third Column Iteration

	1339	233	832	52	% diff
814	0	89	710	14	0.0%
361	223	0	112	26	-0.1%
1198	1066	120	0	12	-0.2%
83	50	24	10	0	-0.1%

Eighth Column Iteration

	1339	233	832	52	% diff
813	0	89	710	14	-0.1%
361	223	0	112	26	-0.1%
1199	1067	120	0	12	-0.1%
83	50	24	10	0	-0.1%

Fourth Row Iteration

	1341	233	832	52	% diff
814	0	90	711	14	0.2%
361	223	0	112	26	0.1%
1200	1068	120	0	12	0.1%
83	50	24	10	0	0.1%

Ninth Row Iteration

	1341	233	833	52	% diff
814	0	89	711	14	0.1%
361	223	0	112	26	0.1%
1200	1068	120	0	12	0.1%
83	50	24	10	0	0.1%

Fourth Column Iteration

	1339	233	832	52	% diff
814	0	89	710	14	-0.1%
361	223	0	112	26	-0.1%
1198	1067	120	0	12	-0.1%
83	50	24	10	0	-0.1%

Ninth Column Iteration

	1339	233	832	52	% diff
813	0	89	710	14	-0.1%
361	223	0	112	26	-0.1%
1199	1067	120	0	12	-0.1%
83	50	24	10	0	-0.1%

Fifth Row Iteration

	1341	233	833	52	% diff
814	0	89	711	14	0.1%
361	223	0	112	26	0.1%
1200	1068	120	0	12	0.1%
83	50	24	10	0	0.1%

Tenth Row Iteration

	1341	233	833	52	% diff
814	0	89	711	14	0.1%
361	223	0	112	26	0.1%
1200	1068	120	0	12	0.1%
83	50	24	10	0	0.1%

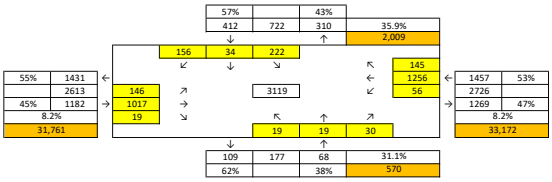
Fifth Column Iteration

	1339	233	832	52	% diff
813	0	89	710	14	-0.1%
361	223	0	112	26	-0.1%
1198	1067	120	0	12	-0.1%
83	50	24	10	0	-0.1%

Tenth Column Iteration

	1339	233	832	52	% diff
813	0	89	710	14	-0.1%
361	223	0	112	26	-0.1%
1199	1067	120	0	12	-0.1%
83	50	24	10	0	-0.1%

Scenario: Existing 2025
N/S Street: El Toro Viejo Road/Clay Patrick Farr Way
E/W Street: Rosedale Highway (CA-58)
Intersection #: 4 PM



Base Year Intersection

		1269	311	1431	118
		1269	310	1431	109
1457	1457	0	145	1256	56
414	412	222	0	156	34
1182	1182	1017	146	0	19
73	68	30	19	19	0

First Row Iteration

	1272	312	1433	109	% diff
1457	0	145	1256	56	0%
414	223	0	157	34	0%
1182	1017	146	0	19	0%
73	32	21	21	0	-7%

Sixth Row Iteration

	1268	311	1429	117	% diff
1457	0	144	1253	60	-0.1%
414	221	0	156	37	-0.1%
1182	1015	146	0	21	-0.1%
73	32	21	21	0	-0.1%

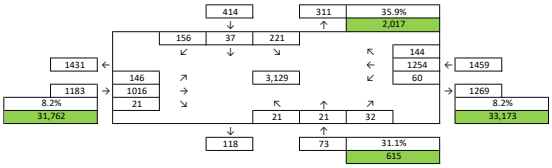
First Column Iteration

	1269	311	1431	118	% diff
1459	0	145	1254	60	0%
415	222	0	156	37	0%
1181	1014	146	0	20	0%
73	32	20	20	0	0%

Sixth Column Iteration

	1269	311	1431	118	% diff
1459	0	144	1254	60	0.1%
414	221	0	156	37	0.1%
1183	1016	146	0	21	0.1%
73	32	21	21	0	0.1%

Scenario: Year 2028 Cumulative
N/S Street: El Toro Viejo Road/Clay Patrick Farr Way
E/W Street: Rosedale Highway (CA-58)



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Second Row Iteration

	1269	311	1428	117	% diff
1457	0	145	1252	60	0.0%
414	221	0	156	37	0.0%
1182	1016	146	0	20	-0.2%
73	32	21	21	0	-0.2%

Seventh Row Iteration

	1268	311	1429	117	% diff
1457	0	144	1253	60	-0.1%
414	221	0	156	37	-0.1%
1182	1015	146	0	21	-0.1%
73	32	21	21	0	-0.1%

Second Column Iteration

	1269	311	1431	118	% diff
1460	0	145	1255	60	0.2%
414	221	0	156	37	0.1%
1182	1015	146	0	21	0.0%
73	32	21	21	0	0.1%

Seventh Column Iteration

	1269	311	1431	118	% diff
1459	0	144	1254	60	0.1%
414	221	0	156	37	0.1%
1183	1016	146	0	21	0.1%
73	32	21	21	0	0.1%

Third Row Iteration

	1269	311	1429	117	% diff
1457	0	144	1252	60	0.0%
414	221	0	156	37	-0.1%
1182	1015	146	0	21	-0.2%
73	32	21	21	0	-0.1%

Eighth Row Iteration

	1268	311	1430	117	% diff
1457	0	144	1253	60	-0.1%
414	221	0	156	37	-0.1%
1182	1015	146	0	21	-0.1%
73	32	21	21	0	-0.1%

Third Column Iteration

	1269	311	1431	118	% diff
1459	0	145	1254	60	0.2%
414	221	0	156	37	0.1%
1182	1016	146	0	21	0.0%
73	32	21	21	0	0.1%

Eighth Column Iteration

	1269	311	1431	118	% diff
1459	0	144	1254	60	0.1%
414	221	0	156	37	0.1%
1183	1016	146	0	21	0.1%
73	32	21	21	0	0.1%

Fourth Row Iteration

	1269	311	1429	117	% diff
1457	0	144	1252	60	0.0%
414	221	0	156	37	-0.1%
1182	1015	146	0	21	-0.1%
73	32	21	21	0	-0.1%

Ninth Row Iteration

	1268	311	1430	117	% diff
1457	0	144	1253	60	-0.1%
414	221	0	156	37	-0.1%
1182	1015	146	0	21	-0.1%
73	32	21	21	0	-0.1%

Fourth Column Iteration

	1269	311	1431	118	% diff
1459	0	144	1254	60	0.1%
414	221	0	156	37	0.1%
1183	1016	146	0	21	0.0%
73	32	21	21	0	0.1%

Ninth Column Iteration

	1269	311	1431	118	% diff
1458	0	144	1254	60	0.1%
414	221	0	156	37	0.1%
1183	1016	146	0	21	0.1%
73	32	21	21	0	0.1%

Fifth Row Iteration

	1268	311	1429	117	% diff
1457	0	144	1253	60	0.0%
414	221	0	156	37	-0.1%
1182	1015	146	0	21	-0.1%
73	32	21	21	0	-0.1%

Tenth Row Iteration

	1268	311	1430	117	% diff
1457	0	144	1253	60	-0.1%
414	221	0	156	37	-0.1%
1182	1015	146	0	21	-0.1%
73	32	21	21	0	-0.1%

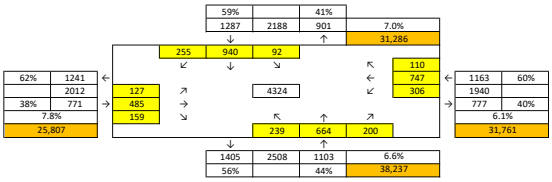
Fifth Column Iteration

	1269	311	1431	118	% diff
1459	0	144	1254	60	0.1%
414	221	0	156	37	0.1%
1183	1016	146	0	21	0.1%
73	32	21	21	0	0.1%

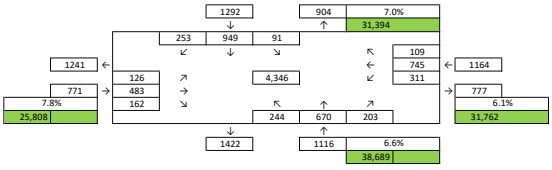
Tenth Column Iteration

	1269	311	1431	118	% diff
1458	0	144	1254	60	0.1%
414	221	0	156	37	0.1%
1183	1016	146	0	21	0.1%
73	32	21	21	0	0.1%

Scenario: Existing 2025
N/S Street: Calloway Drive
E/W Street: Rosedale Highway (CA-58)
Intersection #: 5 AM



Scenario: Year 2028 Cumulative
N/S Street: Calloway Drive
E/W Street: Rosedale Highway (CA-58)



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		777	904	1241	1422
		777	901	1241	1405
1163	1163	0	110	747	306
1291	1287	92	0	255	940
771	771	485	127	0	159
1116	1103	200	664	239	0

First Row Iteration

	780	909	1245	1408	% diff
1163	0	110	747	306	0%
1291	92	0	256	943	1%
771	485	127	0	159	0%
1116	202	672	242	0	-1%

First Column Iteration

	777	904	1241	1422	% diff
1163	0	109	745	309	0%
1299	92	0	255	952	1%
770	483	126	0	161	0%
1111	202	668	241	0	0%

Second Row Iteration

	778	907	1240	1416	% diff
1163	0	109	745	309	0.1%
1291	91	0	254	946	0.3%
771	484	126	0	161	0.0%
1116	203	671	242	0	-0.4%

Second Column Iteration

	777	904	1241	1422	% diff
1164	0	109	745	310	0.1%
1295	91	0	254	950	0.3%
771	483	126	0	161	0.0%
1114	202	669	242	0	-0.2%

Third Row Iteration

	777	905	1240	1419	% diff
1163	0	109	744	310	0.0%
1291	91	0	253	947	0.2%
771	484	126	0	161	-0.1%
1116	203	670	243	0	-0.2%

Third Column Iteration

	777	904	1241	1422	% diff
1164	0	109	745	310	0.1%
1294	91	0	253	949	0.2%
771	483	126	0	162	0.0%
1115	203	669	243	0	-0.1%

Fourth Row Iteration

	777	905	1240	1420	% diff
1163	0	109	744	310	0.0%
1291	91	0	253	948	0.1%
771	483	126	0	162	-0.1%
1116	203	670	243	0	-0.1%

Fourth Column Iteration

	777	904	1241	1422	% diff
1164	0	109	745	311	0.1%
1293	91	0	253	949	0.1%
771	483	126	0	162	0.0%
1116	203	670	243	0	0.0%

Fifth Row Iteration

	777	904	1240	1420	% diff
1163	0	109	744	310	0.0%
1291	91	0	253	948	0.0%
771	483	126	0	162	-0.1%
1116	203	670	243	0	-0.1%

Fifth Column Iteration

	777	904	1241	1422	% diff
1164	0	109	745	311	0.1%
1292	91	0	253	949	0.1%
771	483	126	0	162	0.0%
1116	203	670	244	0	0.0%

Sixth Row Iteration

	777	904	1240	1421	% diff
1163	0	108	744	310	0.0%
1291	91	0	253	948	0.0%
771	483	126	0	162	-0.1%
1116	203	670	244	0	-0.1%

Sixth Column Iteration

	777	904	1241	1422	% diff
1164	0	108	745	311	0.1%
1292	91	0	253	949	0.1%
771	483	126	0	162	0.0%
1116	203	670	244	0	0.0%

Seventh Row Iteration

	777	904	1240	1421	% diff
1163	0	108	744	310	0.0%
1291	91	0	253	948	0.0%
771	483	126	0	162	-0.1%
1116	203	670	244	0	-0.1%

Seventh Column Iteration

	777	904	1241	1422	% diff
1164	0	108	745	311	0.1%
1292	91	0	253	949	0.1%
771	483	126	0	162	0.0%
1117	203	670	244	0	0.0%

Eighth Row Iteration

	777	904	1240	1421	% diff
1163	0	108	744	310	0.0%
1291	91	0	253	948	0.0%
771	483	126	0	162	-0.1%
1116	203	670	244	0	-0.1%

Eighth Column Iteration

	777	904	1241	1422	% diff
1164	0	108	745	311	0.1%
1292	91	0	253	949	0.1%
771	483	126	0	162	0.0%
1117	203	670	244	0	0.0%

Ninth Row Iteration

	777	904	1240	1421	% diff
1163	0	108	744	310	0.0%
1291	91	0	253	948	0.0%
771	483	126	0	162	-0.1%
1116	203	670	244	0	-0.1%

Ninth Column Iteration

	777	904	1241	1422	% diff
1164	0	108	745	311	0.1%
1292	91	0	253	949	0.1%
771	483	126	0	162	0.0%
1117	203	670	244	0	0.0%

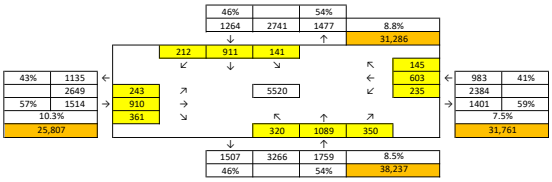
Tenth Row Iteration

	777	904	1240	1421	% diff
1163	0	108	744	310	-0.1%
1291	91	0	253	948	0.0%
771	483	126	0	162	-0.1%
1116	203	670	244	0	-0.1%

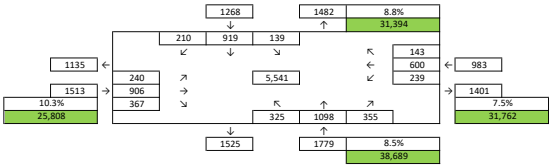
Tenth Column Iteration

	777	904	1241	1422	% diff
1164	0	108	745	311	0.1%
1292	91	0	253	949	0.1%
771	483	126	0	162	0.1%
1117	203	670	244	0	0.1%

Scenario: Existing 2025
N/S Street: Calloway Drive
E/W Street: Rosedale Highway (CA-58)
Intersection #: 5 PM



Scenario: Year 2028 Cumulative
N/S Street: Calloway Drive
E/W Street: Rosedale Highway (CA-58)



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		1401	1482	1135	1525
		1401	1477	1135	1507
983	983	0	145	603	235
1268	1264	141	0	212	911
1514	1514	910	243	0	361
1780	1759	350	1089	320	0

First Row Iteration

	1406	1490	1140	1510	% diff
983	0	145	603	235	0%
1268	141	0	213	914	1%
1514	910	243	0	361	0%
1780	354	1102	324	0	-1%

First Column Iteration

	1401	1482	1135	1525	% diff
982	0	144	601	237	0%
1276	141	0	212	923	1%
1513	907	242	0	365	0%
1772	353	1096	323	0	0%

Second Row Iteration

	1402	1487	1136	1520	% diff
983	0	144	601	237	0.1%
1268	140	0	211	918	0.4%
1514	908	242	0	365	0.1%
1780	355	1101	324	0	-0.3%

Second Column Iteration

	1401	1482	1135	1525	% diff
983	0	144	601	238	0.0%
1271	140	0	210	921	0.2%
1514	907	241	0	366	0.0%
1775	354	1097	324	0	-0.3%

Third Row Iteration

	1402	1485	1135	1523	% diff
983	0	144	601	238	0.1%
1268	140	0	210	919	0.2%
1514	907	241	0	366	0.0%
1780	355	1100	325	0	-0.1%

Third Column Iteration

	1401	1482	1135	1525	% diff
983	0	144	601	239	0.0%
1269	140	0	210	920	0.1%
1513	906	241	0	366	0.0%
1777	355	1098	324	0	-0.1%

Fourth Row Iteration

	1402	1484	1135	1524	% diff
983	0	144	601	239	0.1%
1268	140	0	210	919	0.1%
1514	907	241	0	367	0.0%
1780	355	1099	325	0	0.0%

Fourth Column Iteration

	1401	1482	1135	1525	% diff
983	0	143	601	239	0.0%
1269	139	0	210	919	0.0%
1513	906	240	0	367	0.0%
1778	355	1098	325	0	-0.1%

Fifth Row Iteration

	1402	1483	1135	1525	% diff
983	0	144	601	239	0.0%
1268	139	0	210	919	0.1%
1514	907	241	0	367	0.0%
1780	356	1099	325	0	0.0%

Fifth Column Iteration

	1401	1482	1135	1525	% diff
983	0	143	600	239	0.0%
1268	139	0	210	919	0.0%
1513	906	240	0	367	0.0%
1779	355	1098	325	0	-0.1%

Sixth Row Iteration

	1402	1483	1135	1525	% diff
983	0	143	601	239	0.0%
1268	139	0	210	919	0.1%
1514	907	240	0	367	0.0%
1780	356	1099	325	0	0.0%

Sixth Column Iteration

	1401	1482	1135	1525	% diff
983	0	143	600	239	0.0%
1268	139	0	210	919	0.0%
1513	906	240	0	367	0.0%
1779	355	1098	325	0	0.0%

Seventh Row Iteration

	1402	1483	1135	1525	% diff
983	0	143	601	239	0.0%
1268	139	0	210	919	0.0%
1514	907	240	0	367	0.0%
1780	356	1099	325	0	0.0%

Seventh Column Iteration

	1401	1482	1135	1525	% diff
983	0	143	600	239	0.0%
1268	139	0	210	919	0.0%
1513	906	240	0	367	0.0%
1779	356	1098	325	0	0.0%

Eighth Row Iteration

	1402	1483	1135	1525	% diff
983	0	143	601	239	0.0%
1268	139	0	210	919	0.0%
1514	907	240	0	367	0.0%
1780	356	1099	325	0	0.0%

Eighth Column Iteration

	1401	1482	1135	1525	% diff
983	0	143	600	239	0.0%
1268	139	0	210	919	0.0%
1513	906	240	0	367	0.0%
1779	356	1098	325	0	0.0%

Ninth Row Iteration

	1402	1483	1136	1525	% diff
983	0	143	601	239	0.0%
1268	139	0	210	919	0.0%
1514	907	240	0	367	0.0%
1780	356	1099	325	0	0.0%

Ninth Column Iteration

	1401	1482	1135	1525	% diff
983	0	143	600	239	0.0%
1268	139	0	210	919	0.0%
1513	906	240	0	367	0.0%
1779	356	1098	325	0	0.0%

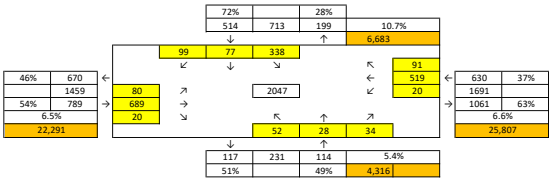
Tenth Row Iteration

	1402	1483	1136	1525	% diff
983	0	143	601	239	0.0%
1268	139	0	210	919	0.0%
1514	907	240	0	367	0.0%
1780	356	1099	325	0	0.0%

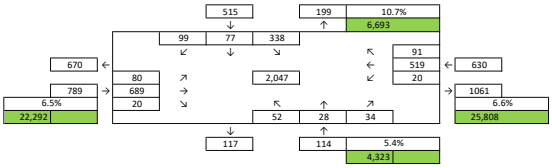
Tenth Column Iteration

	1401	1482	1135	1525	% diff
983	0	143	600	239	0.0%
1268	139	0	210	919	0.0%
1513	906	240	0	367	0.0%
1779	356	1098	325	0	0.0%

Scenario: Existing 2025
N/S Street: Verdugo Lane
E/W Street: Rosedale Highway (CA-58)
Intersection #: 6 AM



Scenario: Year 2028 Cumulative
N/S Street: Verdugo Lane
E/W Street: Rosedale Highway (CA-58)



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		1061	199	670	117
		1061	199	670	117
630	630	0	91	519	20
515	514	338	0	99	77
789	789	689	80	0	20
114	114	34	28	52	0

First Row Iteration

	1062	199	670	117	% diff
630	0	91	519	20	0%
515	339	0	99	77	0%
789	689	80	0	20	0%
114	34	28	52	0	0%

First Column Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0%
515	338	0	99	77	0%
789	689	80	0	20	0%
114	34	28	52	0	0%

Second Row Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
515	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

Second Column Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
515	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

Third Row Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
515	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

Third Column Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
515	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

Fourth Row Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
515	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

Fourth Column Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
515	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

Fifth Row Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
515	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

Fifth Column Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
515	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

Sixth Row Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
515	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

Sixth Column Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
515	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

Seventh Row Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
515	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

Seventh Column Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
515	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

Eighth Row Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
515	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

Eighth Column Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
515	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

Ninth Row Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
515	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

Ninth Column Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
515	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

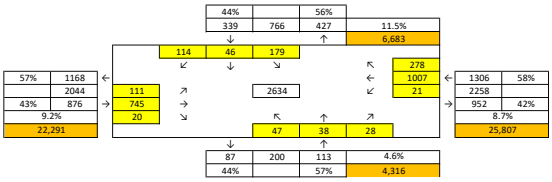
Tenth Row Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
515	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

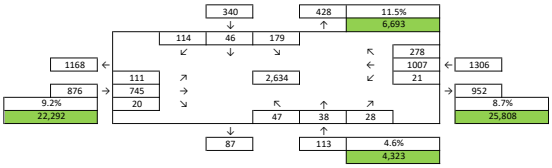
Tenth Column Iteration

	1061	199	670	117	% diff
630	0	91	519	20	0.0%
515	338	0	99	77	0.0%
789	689	80	0	20	0.0%
114	34	28	52	0	0.0%

Scenario: Existing 2025
N/S Street: Verdugo Lane
E/W Street: Rosedale Highway (CA-58)
Intersection #: 6 PM



Scenario: Year 2028 Cumulative
N/S Street: Verdugo Lane
E/W Street: Rosedale Highway (CA-58)



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		952	428	1168	87
		952	427	1168	87
1306	1306	0	278	1007	21
340	339	179	0	114	46
876	876	745	111	0	20
113	113	28	38	47	0

First Row Iteration

	952	427	1168	87	% diff
1306	0	278	1007	21	0%
340	179	0	114	46	0%
876	745	111	0	20	0%
113	28	38	47	0	0%

First Column Iteration

	952	428	1168	87	% diff
1306	0	278	1007	21	0%
339	179	0	114	46	0%
876	745	111	0	20	0%
113	28	38	47	0	0%

Second Row Iteration

	952	428	1168	87	% diff
1306	0	278	1007	21	0.0%
340	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

Second Column Iteration

	952	428	1168	87	% diff
1306	0	278	1007	21	0.0%
340	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

Third Row Iteration

	952	428	1168	87	% diff
1306	0	278	1007	21	0.0%
340	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

Third Column Iteration

	952	428	1168	87	% diff
1306	0	278	1007	21	0.0%
340	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

Fourth Row Iteration

	952	428	1168	87	% diff
1306	0	278	1007	21	0.0%
340	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

Fourth Column Iteration

	952	428	1168	87	% diff
1306	0	278	1007	21	0.0%
340	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

Fifth Row Iteration

	952	428	1168	87	% diff
1306	0	278	1007	21	0.0%
340	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

Fifth Column Iteration

	952	428	1168	87	% diff
1306	0	278	1007	21	0.0%
340	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

Sixth Row Iteration

	952	428	1168	87	% diff
1306	0	278	1007	21	0.0%
340	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

Sixth Column Iteration

	952	428	1168	87	% diff
1306	0	278	1007	21	0.0%
340	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

Seventh Row Iteration

	952	428	1168	87	% diff
1306	0	278	1007	21	0.0%
340	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

Seventh Column Iteration

	952	428	1168	87	% diff
1306	0	278	1007	21	0.0%
340	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

Eighth Row Iteration

	952	428	1168	87	% diff
1306	0	278	1007	21	0.0%
340	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

Eighth Column Iteration

	952	428	1168	87	% diff
1306	0	278	1007	21	0.0%
340	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

Ninth Row Iteration

	952	428	1168	87	% diff
1306	0	278	1007	21	0.0%
340	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

Ninth Column Iteration

	952	428	1168	87	% diff
1306	0	278	1007	21	0.0%
340	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

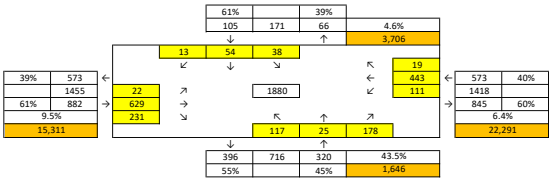
Tenth Row Iteration

	952	428	1168	87	% diff
1306	0	278	1007	21	0.0%
340	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

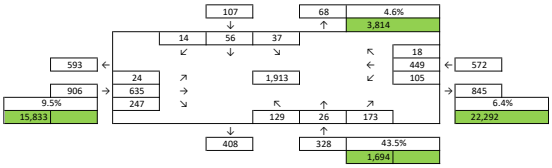
Tenth Column Iteration

	952	428	1168	87	% diff
1306	0	278	1007	21	0.0%
340	179	0	114	46	0.0%
876	745	111	0	20	0.0%
113	28	38	47	0	0.0%

Scenario: Existing 2025
N/S Street: Old Farm Road
E/W Street: Rosedale Highway (CA-58)
Intersection #: 7 AM



Scenario: Year 2028 Cumulative
N/S Street: Old Farm Road
E/W Street: Rosedale Highway (CA-58)



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		845	68	593	408
		845	66	573	396
573	573	0	19	443	111
108	105	38	0	13	54
912	882	629	22	0	231
329	320	178	25	117	0

First Row Iteration

	873	67	577	405	% diff
573	0	19	443	111	3%
108	39	0	13	56	-1%
912	650	23	0	239	-3%
329	183	26	120	0	-1%

First Column Iteration

	845	68	593	408	% diff
586	0	19	455	112	2%
107	38	0	14	56	-1%
893	630	23	0	240	-2%
327	177	26	124	0	-1%

Second Row Iteration

	860	68	584	411	% diff
573	0	19	445	109	1.8%
108	38	0	14	56	0.4%
912	643	23	0	245	-1.5%
329	179	26	125	0	0.7%

Second Column Iteration

	845	68	593	408	% diff
579	0	19	452	108	1.0%
107	37	0	14	56	-0.8%
899	632	23	0	243	-1.4%
328	176	26	127	0	-0.4%

Third Row Iteration

	855	68	589	410	% diff
573	0	18	447	107	1.2%
108	38	0	14	56	0.4%
912	641	24	0	247	-0.7%
329	176	26	127	0	0.7%

Third Column Iteration

	845	68	593	408	% diff
575	0	18	450	106	0.4%
107	37	0	14	56	-0.7%
903	634	24	0	245	-1.0%
328	174	26	128	0	-0.4%

Fourth Row Iteration

	853	68	591	410	% diff
573	0	18	449	106	0.9%
108	38	0	14	56	0.4%
912	640	24	0	248	-0.2%
329	175	26	128	0	0.6%

Fourth Column Iteration

	845	68	593	408	% diff
573	0	18	450	105	0.0%
107	37	0	14	56	-0.6%
905	635	24	0	246	-0.8%
328	173	26	129	0	-0.4%

Fifth Row Iteration

	851	68	593	410	% diff
573	0	18	449	105	0.7%
108	37	0	14	56	0.5%
912	640	24	0	248	0.1%
329	174	26	129	0	0.6%

Fifth Column Iteration

	845	68	593	408	% diff
572	0	18	449	105	-0.2%
107	37	0	14	56	-0.6%
906	635	24	0	247	-0.7%
328	173	26	129	0	-0.5%

Sixth Row Iteration

	850	68	594	410	% diff
573	0	18	450	105	0.6%
108	37	0	15	56	0.5%
912	639	24	0	249	0.3%
329	174	26	130	0	0.5%

Sixth Column Iteration

	845	68	593	408	% diff
571	0	18	449	104	-0.3%
107	37	0	14	56	-0.5%
907	635	24	0	247	-0.6%
328	172	26	129	0	-0.5%

Seventh Row Iteration

	850	68	595	410	% diff
573	0	18	450	105	0.6%
108	37	0	15	56	0.5%
912	639	24	0	249	0.4%
329	173	26	130	0	0.5%

Seventh Column Iteration

	845	68	593	408	% diff
571	0	18	449	104	-0.4%
108	37	0	15	56	-0.5%
907	636	24	0	247	-0.6%
328	172	26	129	0	-0.5%

Eighth Row Iteration

	850	68	595	410	% diff
573	0	18	450	105	0.5%
108	37	0	15	56	0.5%
912	639	24	0	249	0.4%
329	173	26	130	0	0.5%

Eighth Column Iteration

	845	68	593	408	% diff
571	0	18	448	104	-0.4%
108	37	0	15	56	-0.5%
907	636	24	0	248	-0.5%
328	172	26	130	0	-0.5%

Ninth Row Iteration

	849	68	595	410	% diff
573	0	18	450	105	0.5%
108	37	0	15	56	0.5%
912	639	24	0	249	0.4%
329	173	26	130	0	0.5%

Ninth Column Iteration

	845	68	593	408	% diff
570	0	18	448	104	-0.5%
108	37	0	15	56	-0.5%
907	636	24	0	248	-0.5%
328	172	26	130	0	-0.5%

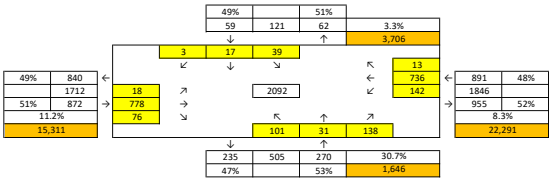
Tenth Row Iteration

	849	68	595	410	% diff
573	0	18	450	104	0.5%
108	37	0	15	56	0.5%
912	639	24	0	249	0.5%
329	173	26	130	0	0.5%

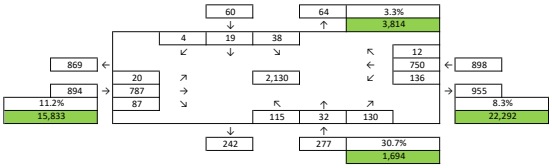
Tenth Column Iteration

	845	68	593	408	% diff
570	0	18	448	104	-0.5%
108	37	0	15	56	-0.5%
907	636	24	0	248	-0.5%
328	172	26	130	0	-0.5%

Scenario: Existing 2025
N/S Street: Old Farm Road
E/W Street: Rosedale Highway (CA-58)
Intersection #: 7 PM



Scenario: Year 2028 Cumulative
N/S Street: Old Farm Road
E/W Street: Rosedale Highway (CA-58)



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		955	64	869	242
		955	62	840	235
891	891	0	13	736	142
61	59	39	0	3	17
902	872	778	18	0	76
278	270	138	31	101	0

First Row Iteration

	987	64	843	238	% diff
891	0	13	736	142	3%
61	40	0	3	17	0%
902	805	19	0	79	-3%
278	142	32	104	0	-2%

First Column Iteration

	955	64	869	242	% diff
916	0	13	758	144	3%
60	39	0	3	18	-2%
877	779	19	0	80	-3%
277	137	32	107	0	0%

Second Row Iteration

	978	64	849	240	% diff
891	0	13	738	140	2.4%
61	39	0	3	18	0.5%
902	800	19	0	82	-2.3%
278	138	32	108	0	-0.6%

Second Column Iteration

	955	64	869	242	% diff
909	0	13	755	141	2.0%
60	39	0	3	18	-1.2%
883	782	19	0	83	-2.0%
277	135	32	110	0	-0.3%

Third Row Iteration

	972	64	854	241	% diff
891	0	12	740	138	1.8%
61	39	0	3	18	0.4%
902	798	20	0	84	-1.7%
278	135	32	110	0	-0.4%

Third Column Iteration

	955	64	869	242	% diff
904	0	12	753	139	1.5%
60	38	0	3	18	-0.9%
888	784	19	0	85	-1.5%
277	133	32	112	0	-0.2%

Fourth Row Iteration

	968	64	858	241	% diff
891	0	12	742	137	1.4%
61	39	0	3	19	0.3%
902	796	20	0	86	-1.2%
278	133	32	113	0	-0.2%

Fourth Column Iteration

	955	64	869	242	% diff
900	0	12	751	137	1.1%
60	38	0	3	19	-0.7%
891	785	20	0	86	-1.2%
277	131	32	114	0	-0.2%

Fifth Row Iteration

	965	64	861	242	% diff
891	0	12	743	136	1.0%
61	38	0	4	19	0.3%
902	795	20	0	87	-0.9%
278	132	32	114	0	-0.1%

Fifth Column Iteration

	955	64	869	242	% diff
898	0	12	750	136	0.8%
60	38	0	4	19	-0.6%
894	787	20	0	87	-0.9%
277	130	32	115	0	-0.1%

Sixth Row Iteration

	962	64	863	242	% diff
891	0	12	744	135	0.8%
61	38	0	4	19	0.2%
902	794	20	0	88	-0.6%
278	131	32	115	0	-0.1%

Sixth Column Iteration

	955	64	869	242	% diff
896	0	12	749	135	0.5%
60	38	0	4	19	-0.4%
896	788	20	0	88	-0.7%
278	129	32	116	0	-0.1%

Seventh Row Iteration

	961	64	865	242	% diff
891	0	12	745	134	0.6%
61	38	0	4	19	0.2%
902	793	20	0	89	-0.4%
278	130	32	116	0	0.0%

Seventh Column Iteration

	955	64	869	242	% diff
894	0	12	748	134	0.4%
61	38	0	4	19	-0.3%
897	788	20	0	89	-0.5%
278	129	32	117	0	-0.1%

Eighth Row Iteration

	959	64	866	242	% diff
891	0	12	746	134	0.5%
61	38	0	4	19	0.2%
902	792	20	0	89	-0.3%
278	129	32	117	0	0.0%

Eighth Column Iteration

	955	64	869	242	% diff
893	0	12	748	134	0.2%
61	38	0	4	19	-0.3%
898	789	20	0	89	-0.4%
278	128	32	117	0	-0.1%

Ninth Row Iteration

	959	64	867	242	% diff
891	0	12	746	133	0.4%
61	38	0	4	19	0.1%
902	792	20	0	89	-0.2%
278	129	32	117	0	0.0%

Ninth Column Iteration

	955	64	869	242	% diff
892	0	12	747	133	0.2%
61	38	0	4	19	-0.2%
899	789	20	0	89	-0.3%
278	128	32	118	0	-0.1%

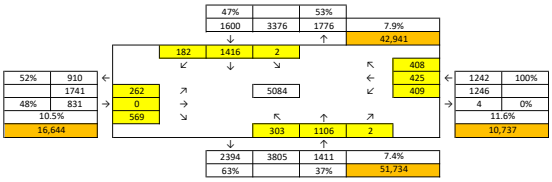
Tenth Row Iteration

	958	64	868	242	% diff
891	0	12	746	133	0.3%
61	38	0	4	19	0.1%
902	792	20	0	90	-0.1%
278	128	32	118	0	0.1%

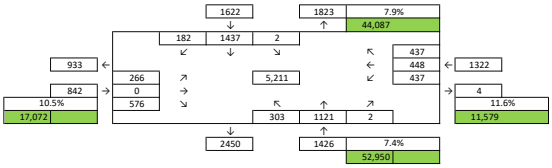
Tenth Column Iteration

	955	64	869	242	% diff
892	0	12	747	133	0.1%
61	38	0	4	19	-0.2%
899	789	20	0	90	-0.3%
278	128	32	118	0	-0.1%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Brimhall Road
Intersection #: 8 AM



Scenario: Year 2028 Cumulative
N/S Street: Coffee Road
E/W Street: Brimhall Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		4	1823	933	2450
		4	1776	910	2394
1339	1242	0	408	425	409
1643	1600	2	0	182	1416
852	831	0	262	0	569
1444	1411	2	1106	303	0

First Row Iteration

	4	1841	955	2478	% diff
1339	0	440	458	441	-5%
1643	2	0	187	1454	1%
852	0	269	0	584	2%
1444	2	1132	310	0	1%

Sixth Row Iteration

	4	1847	945	2482	% diff
1339	0	442	454	443	1.3%
1643	2	0	185	1456	1.3%
852	0	269	0	583	1.3%
1444	2	1135	307	0	1.3%

First Column Iteration

	4	1823	933	2450	% diff
1320	0	436	448	436	-1%
1622	2	0	183	1437	-1%
843	0	266	0	577	-1%
1427	2	1121	303	0	-1%

Sixth Column Iteration

	4	1823	933	2450	% diff
1322	0	437	448	437	-1.3%
1622	2	0	182	1437	-1.3%
842	0	266	0	576	-1.3%
1426	2	1121	303	0	-1.3%

Second Row Iteration

	4	1847	946	2481	% diff
1339	0	442	454	443	1.3%
1643	2	0	185	1456	1.3%
852	0	269	0	583	1.4%
1444	2	1135	307	0	1.3%

Seventh Row Iteration

	4	1847	945	2482	% diff
1339	0	442	454	443	1.3%
1643	2	0	185	1456	1.3%
852	0	269	0	583	1.3%
1444	2	1135	307	0	1.3%

Second Column Iteration

	4	1823	933	2450	% diff
1322	0	437	448	437	-1.3%
1622	2	0	182	1437	-1.3%
842	0	266	0	576	-1.3%
1426	2	1121	303	0	-1.3%

Seventh Column Iteration

	4	1823	933	2450	% diff
1322	0	437	448	437	-1.3%
1622	2	0	182	1437	-1.3%
842	0	266	0	576	-1.3%
1426	2	1121	303	0	-1.3%

Third Row Iteration

	4	1847	946	2482	% diff
1339	0	442	454	443	1.3%
1643	2	0	185	1456	1.3%
852	0	269	0	583	1.3%
1444	2	1135	307	0	1.3%

Eighth Row Iteration

	4	1847	945	2482	% diff
1339	0	442	454	443	1.3%
1643	2	0	185	1456	1.3%
852	0	269	0	583	1.3%
1444	2	1135	307	0	1.3%

Third Column Iteration

	4	1823	933	2450	% diff
1322	0	437	448	437	-1.3%
1622	2	0	182	1437	-1.3%
842	0	266	0	576	-1.3%
1426	2	1121	303	0	-1.3%

Eighth Column Iteration

	4	1823	933	2450	% diff
1322	0	437	448	437	-1.3%
1622	2	0	182	1437	-1.3%
842	0	266	0	576	-1.3%
1426	2	1121	303	0	-1.3%

Fourth Row Iteration

	4	1847	945	2482	% diff
1339	0	442	454	443	1.3%
1643	2	0	185	1456	1.3%
852	0	269	0	583	1.3%
1444	2	1135	307	0	1.3%

Ninth Row Iteration

	4	1847	945	2482	% diff
1339	0	442	454	443	1.3%
1643	2	0	185	1456	1.3%
852	0	269	0	583	1.3%
1444	2	1135	307	0	1.3%

Fourth Column Iteration

	4	1823	933	2450	% diff
1322	0	437	448	437	-1.3%
1622	2	0	182	1437	-1.3%
842	0	266	0	576	-1.3%
1426	2	1121	303	0	-1.3%

Ninth Column Iteration

	4	1823	933	2450	% diff
1322	0	437	448	437	-1.3%
1622	2	0	182	1437	-1.3%
842	0	266	0	576	-1.3%
1426	2	1121	303	0	-1.3%

Fifth Row Iteration

	4	1847	945	2482	% diff
1339	0	442	454	443	1.3%
1643	2	0	185	1456	1.3%
852	0	269	0	583	1.3%
1444	2	1135	307	0	1.3%

Tenth Row Iteration

	4	1847	945	2482	% diff
1339	0	442	454	443	1.3%
1643	2	0	185	1456	1.3%
852	0	269	0	583	1.3%
1444	2	1135	307	0	1.3%

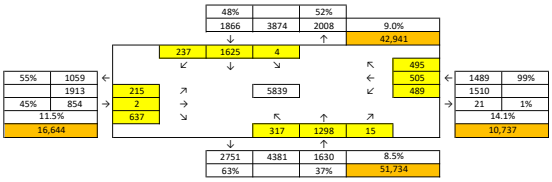
Fifth Column Iteration

	4	1823	933	2450	% diff
1322	0	437	448	437	-1.3%
1622	2	0	182	1437	-1.3%
842	0	266	0	576	-1.3%
1426	2	1121	303	0	-1.3%

Tenth Column Iteration

	4	1823	933	2450	% diff
1322	0	437	448	437	-1.3%
1622	2	0	182	1437	-1.3%
842	0	266	0	576	-1.3%
1426	2	1121	303	0	-1.3%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Brimhall Road
Intersection #: 8 PM



Base Year Intersection

		23	2062	1086	2816
		21	2008	1059	2751
1606	1489	0	495	505	489
1916	1866	4	0	237	1625
876	854	2	215	0	637
1668	1630	15	1298	317	0

First Row Iteration

	22	2083	1112	2849	% diff
1606	0	534	545	527	-5%
1916	4	0	243	1668	1%
876	2	221	0	653	2%
1668	15	1329	324	0	1%

First Column Iteration

	23	2062	1086	2816	% diff
1581	0	528	532	521	-2%
1891	4	0	238	1649	-1%
866	2	218	0	646	-1%
1648	16	1315	317	0	-1%

Second Row Iteration

	23	2088	1102	2853	% diff
1606	0	537	540	529	1.2%
1916	4	0	241	1671	1.3%
876	2	221	0	653	1.4%
1668	16	1331	321	0	1.3%

Second Column Iteration

	23	2062	1086	2816	% diff
1584	0	530	533	522	-1.3%
1891	4	0	237	1649	-1.3%
865	2	218	0	645	-1.3%
1647	16	1314	316	0	-1.3%

Third Row Iteration

	23	2089	1101	2853	% diff
1606	0	537	540	529	1.3%
1916	4	0	241	1671	1.3%
876	2	221	0	653	1.3%
1668	16	1331	320	0	1.3%

Third Column Iteration

	23	2062	1086	2816	% diff
1585	0	530	533	522	-1.3%
1891	4	0	237	1649	-1.3%
864	2	218	0	644	-1.3%
1646	16	1314	316	0	-1.3%

Fourth Row Iteration

	23	2089	1101	2853	% diff
1606	0	537	540	529	1.3%
1916	4	0	241	1671	1.3%
876	2	221	0	653	1.3%
1668	16	1331	320	0	1.3%

Fourth Column Iteration

	23	2062	1086	2816	% diff
1585	0	530	533	522	-1.3%
1891	4	0	237	1649	-1.3%
864	2	218	0	644	-1.3%
1646	16	1314	316	0	-1.3%

Fifth Row Iteration

	23	2089	1101	2853	% diff
1606	0	537	540	529	1.3%
1916	4	0	241	1671	1.3%
876	2	221	0	653	1.3%
1668	16	1331	320	0	1.3%

Fifth Column Iteration

	23	2062	1086	2816	% diff
1585	0	530	533	522	-1.3%
1891	4	0	237	1649	-1.3%
864	2	218	0	644	-1.3%
1646	16	1314	316	0	-1.3%

Sixth Row Iteration

	23	2089	1101	2853	% diff
1606	0	537	540	529	1.3%
1916	4	0	241	1671	1.3%
876	2	221	0	653	1.3%
1668	16	1331	320	0	1.3%

Sixth Column Iteration

	23	2062	1086	2816	% diff
1585	0	530	533	522	-1.3%
1891	4	0	237	1649	-1.3%
864	2	218	0	644	-1.3%
1646	16	1314	316	0	-1.3%

Seventh Row Iteration

	23	2089	1101	2853	% diff
1606	0	537	540	529	1.3%
1916	4	0	241	1671	1.3%
876	2	221	0	653	1.3%
1668	16	1331	320	0	1.3%

Seventh Column Iteration

	23	2062	1086	2816	% diff
1585	0	530	533	522	-1.3%
1891	4	0	237	1649	-1.3%
864	2	218	0	644	-1.3%
1646	16	1314	316	0	-1.3%

Eighth Row Iteration

	23	2089	1101	2853	% diff
1606	0	537	540	529	1.3%
1916	4	0	241	1671	1.3%
876	2	221	0	653	1.3%
1668	16	1331	320	0	1.3%

Eighth Column Iteration

	23	2062	1086	2816	% diff
1585	0	530	533	522	-1.3%
1891	4	0	237	1649	-1.3%
864	2	218	0	644	-1.3%
1646	16	1314	316	0	-1.3%

Ninth Row Iteration

	23	2089	1101	2853	% diff
1606	0	537	540	529	1.3%
1916	4	0	241	1671	1.3%
876	2	221	0	653	1.3%
1668	16	1331	320	0	1.3%

Ninth Column Iteration

	23	2062	1086	2816	% diff
1585	0	530	533	522	-1.3%
1891	4	0	237	1649	-1.3%
864	2	218	0	644	-1.3%
1646	16	1314	316	0	-1.3%

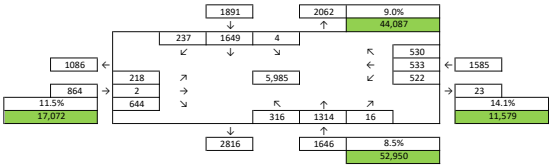
Tenth Row Iteration

	23	2089	1101	2853	% diff
1606	0	537	540	529	1.3%
1916	4	0	241	1671	1.3%
876	2	221	0	653	1.3%
1668	16	1331	320	0	1.3%

Tenth Column Iteration

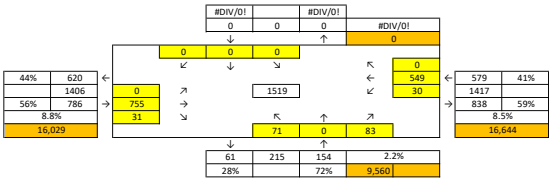
	23	2062	1086	2816	% diff
1585	0	530	533	522	-1.3%
1891	4	0	237	1649	-1.3%
864	2	218	0	644	-1.3%
1646	16	1314	316	0	-1.3%

Scenario: Year 2028 Cumulative
N/S Street: Coffee Road
E/W Street: Brimhall Road

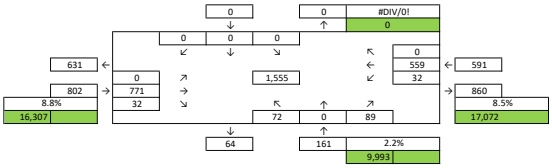


Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Scenario: Existing 2025
N/S Street: Harvest Creek Road
E/W Street: Brimhall Road
Intersection #: 9 AM



Scenario: Year 2028 Cumulative
N/S Street: Harvest Creek Road
E/W Street: Brimhall Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		860	0	631	64
		838	0	620	61
594	579	0	0	549	30
0	0	0	0	0	0
800	786	755	0	0	31
161	154	83	0	71	0

First Row Iteration

	855	0	637	62	% diff
594	0	0	563	31	-1%
0	0	0	0	0	#DIV/0!
800	768	0	0	32	1%
161	87	0	74	0	-2%

First Column Iteration

	860	0	631	64	% diff
589	0	0	557	31	-1%
0	0	0	0	0	#DIV/0!
805	772	0	0	32	1%
161	87	0	73	0	0%

Second Row Iteration

	855	0	636	64	% diff
594	0	0	562	32	-0.5%
0	0	0	0	0	#DIV/0!
800	768	0	0	32	0.8%
161	87	0	74	0	0.1%

Second Column Iteration

	860	0	631	64	% diff
589	0	0	558	32	-0.7%
0	0	0	0	0	#DIV/0!
804	772	0	0	32	0.5%
161	88	0	73	0	-0.1%

Third Row Iteration

	856	0	635	64	% diff
594	0	0	562	32	-0.5%
0	0	0	0	0	#DIV/0!
800	768	0	0	32	0.7%
161	88	0	73	0	0.1%

Third Column Iteration

	860	0	631	64	% diff
590	0	0	558	32	-0.6%
0	0	0	0	0	#DIV/0!
803	771	0	0	32	0.4%
161	88	0	73	0	-0.1%

Fourth Row Iteration

	856	0	634	64	% diff
594	0	0	562	32	-0.4%
0	0	0	0	0	#DIV/0!
800	768	0	0	32	0.6%
161	88	0	73	0	0.1%

Fourth Column Iteration

	860	0	631	64	% diff
591	0	0	559	32	-0.5%
0	0	0	0	0	#DIV/0!
803	771	0	0	32	0.4%
161	89	0	72	0	0.0%

Fifth Row Iteration

	857	0	634	64	% diff
594	0	0	562	32	-0.3%
0	0	0	0	0	#DIV/0!
800	768	0	0	32	0.5%
161	89	0	72	0	0.1%

Fifth Column Iteration

	860	0	631	64	% diff
591	0	0	559	32	-0.5%
0	0	0	0	0	#DIV/0!
802	771	0	0	32	0.3%
161	89	0	72	0	0.0%

Sixth Row Iteration

	857	0	633	64	% diff
594	0	0	561	32	-0.3%
0	0	0	0	0	#DIV/0!
800	768	0	0	31	0.4%
161	89	0	72	0	0.1%

Sixth Column Iteration

	860	0	631	64	% diff
592	0	0	559	32	-0.4%
0	0	0	0	0	#DIV/0!
802	770	0	0	31	0.3%
161	89	0	72	0	0.0%

Seventh Row Iteration

	858	0	633	64	% diff
594	0	0	561	32	-0.2%
0	0	0	0	0	#DIV/0!
800	768	0	0	31	0.4%
161	89	0	72	0	0.1%

Seventh Column Iteration

	860	0	631	64	% diff
592	0	0	559	32	-0.3%
0	0	0	0	0	#DIV/0!
801	770	0	0	31	0.2%
161	90	0	71	0	0.0%

Eighth Row Iteration

	858	0	633	64	% diff
594	0	0	561	33	-0.2%
0	0	0	0	0	#DIV/0!
800	768	0	0	31	0.3%
161	90	0	71	0	0.1%

Eighth Column Iteration

	860	0	631	64	% diff
592	0	0	560	33	-0.3%
0	0	0	0	0	#DIV/0!
801	770	0	0	31	0.2%
161	90	0	71	0	0.0%

Ninth Row Iteration

	858	0	632	64	% diff
594	0	0	561	33	-0.2%
0	0	0	0	0	#DIV/0!
800	768	0	0	31	0.3%
161	90	0	71	0	0.1%

Ninth Column Iteration

	860	0	631	64	% diff
592	0	0	560	33	-0.3%
0	0	0	0	0	#DIV/0!
801	770	0	0	31	0.1%
161	90	0	71	0	0.0%

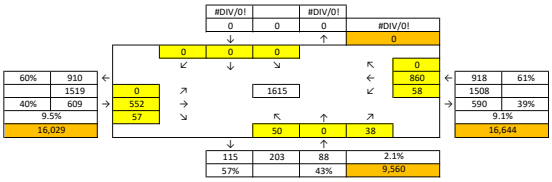
Tenth Row Iteration

	858	0	632	64	% diff
594	0	0	561	33	-0.1%
0	0	0	0	0	#DIV/0!
800	769	0	0	31	0.2%
161	90	0	71	0	0.1%

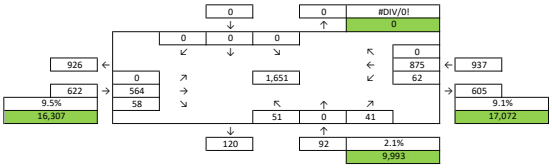
Tenth Column Iteration

	860	0	631	64	% diff
593	0	0	560	33	-0.2%
0	0	0	0	0	#DIV/0!
801	770	0	0	31	0.1%
161	90	0	71	0	0.0%

Scenario: Existing 2025
N/S Street: Harvest Creek Road
E/W Street: Brimhall Road
Intersection #: 9 PM



Scenario: Year 2028 Cumulative
N/S Street: Harvest Creek Road
E/W Street: Brimhall Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		605	0	926	120
		590	0	910	115
942	918	0	0	860	58
0	0	0	0	0	0
620	609	552	0	0	57
92	88	38	0	50	0

First Row Iteration

	601	0	934	117	% diff
942	0	0	882	59	-1%
0	0	0	0	0	#DIV/0!
620	562	0	0	58	1%
92	40	0	52	0	-2%

Sixth Row Iteration

	603	0	930	120	% diff
942	0	0	879	63	-0.4%
0	0	0	0	0	#DIV/0!
620	562	0	0	58	0.4%
92	41	0	51	0	0.1%

First Column Iteration

	605	0	926	120	% diff
935	0	0	874	61	-1%
0	0	0	0	0	#DIV/0!
625	565	0	0	59	1%
92	40	0	52	0	0%

Sixth Column Iteration

	605	0	926	120	% diff
938	0	0	875	63	-0.4%
0	0	0	0	0	#DIV/0!
622	564	0	0	58	0.3%
92	41	0	51	0	-0.1%

Second Row Iteration

	601	0	932	120	% diff
942	0	0	880	61	-0.7%
0	0	0	0	0	#DIV/0!
620	561	0	0	59	0.7%
92	40	0	52	0	0.0%

Seventh Row Iteration

	603	0	929	120	% diff
942	0	0	879	63	-0.3%
0	0	0	0	0	#DIV/0!
620	562	0	0	57	0.4%
92	41	0	51	0	0.1%

Second Column Iteration

	605	0	926	120	% diff
936	0	0	874	61	-0.6%
0	0	0	0	0	#DIV/0!
624	565	0	0	59	0.7%
92	40	0	52	0	-0.1%

Seventh Column Iteration

	605	0	926	120	% diff
938	0	0	875	63	-0.4%
0	0	0	0	0	#DIV/0!
621	564	0	0	57	0.3%
92	41	0	50	0	-0.1%

Third Row Iteration

	601	0	931	120	% diff
942	0	0	880	62	-0.6%
0	0	0	0	0	#DIV/0!
620	561	0	0	58	0.6%
92	40	0	52	0	0.0%

Eighth Row Iteration

	604	0	929	120	% diff
942	0	0	879	63	-0.2%
0	0	0	0	0	#DIV/0!
620	562	0	0	57	0.4%
92	41	0	51	0	0.1%

Third Column Iteration

	605	0	926	120	% diff
936	0	0	875	62	-0.6%
0	0	0	0	0	#DIV/0!
623	565	0	0	58	0.6%
92	41	0	51	0	-0.1%

Eighth Column Iteration

	605	0	926	120	% diff
938	0	0	875	63	-0.3%
0	0	0	0	0	#DIV/0!
621	564	0	0	57	0.2%
92	42	0	50	0	-0.1%

Fourth Row Iteration

	602	0	931	120	% diff
942	0	0	880	62	-0.5%
0	0	0	0	0	#DIV/0!
620	561	0	0	58	0.5%
92	41	0	51	0	0.0%

Ninth Row Iteration

	604	0	929	120	% diff
942	0	0	878	63	-0.2%
0	0	0	0	0	#DIV/0!
620	562	0	0	57	0.3%
92	42	0	50	0	0.1%

Fourth Column Iteration

	605	0	926	120	% diff
937	0	0	875	62	-0.5%
0	0	0	0	0	#DIV/0!
622	564	0	0	58	0.5%
92	41	0	51	0	-0.1%

Ninth Column Iteration

	605	0	926	120	% diff
939	0	0	876	63	-0.3%
0	0	0	0	0	#DIV/0!
621	564	0	0	57	0.2%
92	42	0	50	0	-0.1%

Fifth Row Iteration

	603	0	930	120	% diff
942	0	0	879	62	-0.4%
0	0	0	0	0	#DIV/0!
620	562	0	0	58	0.5%
92	41	0	51	0	0.0%

Tenth Row Iteration

	604	0	929	120	% diff
942	0	0	878	63	-0.1%
0	0	0	0	0	#DIV/0!
620	563	0	0	57	0.3%
92	42	0	50	0	0.1%

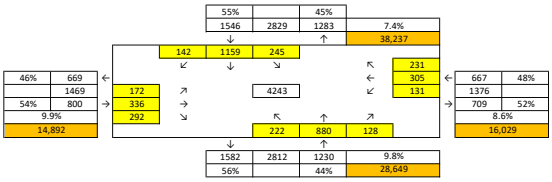
Fifth Column Iteration

	605	0	926	120	% diff
937	0	0	875	62	-0.5%
0	0	0	0	0	#DIV/0!
622	564	0	0	58	0.4%
92	41	0	51	0	-0.1%

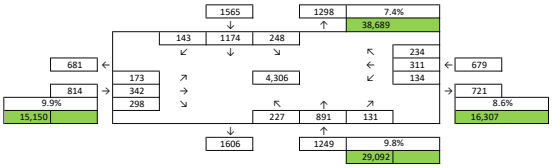
Tenth Column Iteration

	605	0	926	120	% diff
939	0	0	876	63	-0.3%
0	0	0	0	0	#DIV/0!
620	563	0	0	57	0.1%
92	42	0	50	0	-0.1%

Scenario: Existing 2025
N/S Street: Calloway Drive
E/W Street: Brimhall Road
Intersection #: 10 AM



Scenario: Year 2028 Cumulative
N/S Street: Calloway Drive
E/W Street: Brimhall Road



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		721	1298	681	1606
		709	1283	669	1582
679	667	0	231	305	131
1564	1546	245	0	142	1159
814	800	336	172	0	292
1249	1230	128	880	222	0

First Row Iteration

	720	1304	679	1603	% diff
679	0	235	310	133	0%
1564	248	0	144	1173	0%
814	342	175	0	297	0%
1249	130	894	225	0	0%

First Column Iteration

	721	1298	681	1606	% diff
678	0	234	311	134	0%
1568	248	0	144	1175	0%
815	343	174	0	298	0%
1246	130	890	226	0	0%

Second Row Iteration

	721	1300	681	1604	% diff
679	0	234	311	134	-0.1%
1564	248	0	144	1173	0.2%
814	342	174	0	297	0.0%
1249	131	892	226	0	-0.2%

Second Column Iteration

	721	1298	681	1606	% diff
678	0	234	311	134	0.0%
1566	248	0	144	1175	0.1%
814	343	174	0	298	0.1%
1248	131	891	226	0	-0.1%

Third Row Iteration

	721	1299	681	1605	% diff
679	0	234	311	134	-0.1%
1564	248	0	143	1173	0.1%
814	342	174	0	298	0.0%
1249	131	892	227	0	-0.1%

Third Column Iteration

	721	1298	681	1606	% diff
678	0	234	311	134	0.0%
1566	248	0	143	1174	0.1%
814	343	174	0	298	0.0%
1248	131	891	226	0	-0.1%

Fourth Row Iteration

	721	1299	681	1605	% diff
679	0	234	311	134	0.0%
1564	248	0	143	1173	0.0%
814	342	174	0	298	0.0%
1249	131	891	227	0	-0.1%

Fourth Column Iteration

	721	1298	681	1606	% diff
679	0	234	311	134	0.0%
1565	248	0	143	1174	0.1%
814	343	173	0	298	0.0%
1249	131	891	227	0	0.0%

Fifth Row Iteration

	721	1298	681	1606	% diff
679	0	234	311	134	0.0%
1564	248	0	143	1174	0.0%
814	342	173	0	298	0.0%
1249	131	891	227	0	0.0%

Fifth Column Iteration

	721	1298	681	1606	% diff
679	0	234	311	134	0.0%
1565	248	0	143	1174	0.0%
814	342	173	0	298	0.0%
1249	131	891	227	0	0.0%

Sixth Row Iteration

	721	1298	681	1606	% diff
679	0	234	311	134	0.0%
1564	248	0	143	1174	0.0%
814	342	173	0	298	0.0%
1249	131	891	227	0	0.0%

Sixth Column Iteration

	721	1298	681	1606	% diff
679	0	234	311	134	0.0%
1565	248	0	143	1174	0.0%
814	342	173	0	298	0.0%
1249	131	891	227	0	0.0%

Seventh Row Iteration

	721	1298	681	1606	% diff
679	0	234	311	134	0.0%
1564	248	0	143	1174	0.0%
814	342	173	0	298	0.0%
1249	131	891	227	0	0.0%

Seventh Column Iteration

	721	1298	681	1606	% diff
679	0	234	311	134	0.0%
1565	248	0	143	1174	0.0%
814	342	173	0	298	0.0%
1249	131	891	227	0	0.0%

Eighth Row Iteration

	721	1298	680	1606	% diff
679	0	234	311	134	0.0%
1564	248	0	143	1174	0.0%
814	342	173	0	298	0.0%
1249	131	891	227	0	0.0%

Eighth Column Iteration

	721	1298	681	1606	% diff
679	0	234	311	134	0.0%
1565	248	0	143	1174	0.0%
814	342	173	0	298	0.0%
1249	131	891	227	0	0.0%

Ninth Row Iteration

	721	1298	680	1606	% diff
679	0	234	311	134	0.0%
1564	248	0	143	1174	0.0%
814	342	173	0	298	0.0%
1249	131	891	227	0	0.0%

Ninth Column Iteration

	721	1298	681	1606	% diff
679	0	234	311	134	0.0%
1565	248	0	143	1174	0.0%
814	342	173	0	298	0.0%
1249	131	891	227	0	0.0%

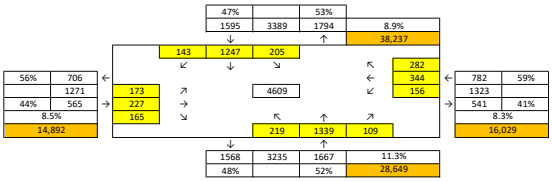
Tenth Row Iteration

	721	1298	680	1606	% diff
679	0	233	311	134	0.0%
1564	248	0	143	1174	0.0%
814	342	173	0	298	0.0%
1249	131	891	227	0	0.0%

Tenth Column Iteration

	721	1298	681	1606	% diff
679	0	234	311	134	0.0%
1565	248	0	143	1174	0.0%
814	342	173	0	298	0.0%
1249	131	891	227	0	0.0%

Scenario: Existing 2025
N/S Street: Calloway Drive
E/W Street: Brimhall Road
Intersection #: 10 PM



Base Year Intersection

		550	1815	718	1592
		541	1794	706	1568
796	782	0	282	344	156
1614	1595	205	0	143	1247
575	565	227	173	0	165
1693	1667	109	1339	219	0

First Row Iteration

	549	1823	717	1588	% diff
796	0	287	350	159	0%
1614	207	0	145	1262	0%
575	231	176	0	168	0%
1693	111	1360	222	0	0%

Sixth Row Iteration

	550	1816	718	1592	% diff
796	0	285	351	160	0.0%
1614	207	0	144	1263	0.0%
575	232	174	0	169	0.0%
1693	112	1357	224	0	0.0%

First Column Iteration

	550	1815	718	1592	% diff
795	0	286	351	159	0%
1618	208	0	145	1265	0%
575	231	175	0	168	0%
1688	111	1354	223	0	0%

Sixth Column Iteration

	550	1815	718	1592	% diff
795	0	285	351	160	0.0%
1614	207	0	144	1263	0.0%
575	232	174	0	169	0.0%
1692	112	1356	224	0	0.0%

Second Row Iteration

	550	1819	719	1589	% diff
796	0	286	351	159	-0.1%
1614	207	0	145	1262	0.2%
575	231	175	0	168	0.1%
1693	111	1358	223	0	-0.2%

Seventh Row Iteration

	550	1816	718	1592	% diff
796	0	285	351	160	0.0%
1614	207	0	144	1263	0.0%
575	232	174	0	169	0.0%
1693	112	1357	224	0	0.0%

Second Column Iteration

	550	1815	718	1592	% diff
795	0	285	350	159	-0.1%
1616	208	0	145	1264	0.2%
575	232	175	0	169	0.0%
1690	111	1355	223	0	-0.2%

Seventh Column Iteration

	550	1815	718	1592	% diff
795	0	285	351	160	0.0%
1614	207	0	144	1263	0.0%
575	232	174	0	169	0.0%
1692	112	1356	224	0	0.0%

Third Row Iteration

	550	1818	719	1590	% diff
796	0	285	351	160	0.0%
1614	207	0	144	1262	0.1%
575	231	175	0	169	0.1%
1693	112	1358	224	0	-0.1%

Eighth Row Iteration

	550	1816	718	1592	% diff
796	0	285	351	160	0.0%
1614	207	0	144	1263	0.0%
575	232	174	0	169	0.0%
1693	112	1357	224	0	0.0%

Third Column Iteration

	550	1815	718	1592	% diff
795	0	285	350	160	-0.1%
1615	207	0	144	1264	0.1%
575	232	175	0	169	0.0%
1691	112	1356	224	0	-0.1%

Eighth Column Iteration

	550	1815	718	1592	% diff
795	0	285	351	160	0.0%
1614	207	0	144	1263	0.0%
575	232	174	0	169	0.0%
1692	112	1356	224	0	0.0%

Fourth Row Iteration

	550	1817	719	1591	% diff
796	0	285	351	160	0.0%
1614	207	0	144	1263	0.1%
575	232	175	0	169	0.0%
1693	112	1357	224	0	-0.1%

Ninth Row Iteration

	550	1816	718	1592	% diff
796	0	285	351	160	0.0%
1614	207	0	144	1263	0.0%
575	232	174	0	169	0.0%
1693	112	1357	224	0	0.0%

Fourth Column Iteration

	550	1815	718	1592	% diff
795	0	285	350	160	0.0%
1615	207	0	144	1264	0.0%
575	232	174	0	169	0.0%
1691	112	1356	224	0	-0.1%

Ninth Column Iteration

	550	1815	718	1592	% diff
795	0	285	351	160	0.0%
1614	207	0	144	1263	0.0%
575	232	174	0	169	0.0%
1692	112	1356	224	0	0.0%

Fifth Row Iteration

	550	1816	718	1592	% diff
796	0	285	351	160	0.0%
1614	207	0	144	1263	0.1%
575	232	174	0	169	0.0%
1693	112	1357	224	0	0.0%

Tenth Row Iteration

	550	1816	718	1592	% diff
796	0	285	351	160	0.0%
1614	207	0	144	1263	0.0%
575	232	174	0	169	0.0%
1693	112	1357	224	0	0.0%

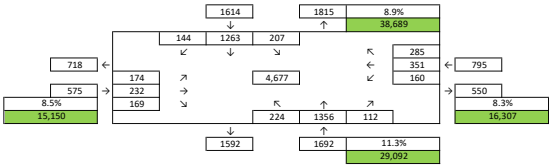
Fifth Column Iteration

	550	1815	718	1592	% diff
795	0	285	351	160	0.0%
1614	207	0	144	1263	0.0%
575	232	174	0	169	0.0%
1692	112	1356	224	0	-0.1%

Tenth Column Iteration

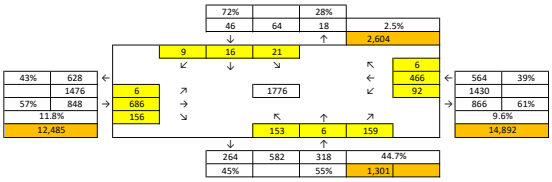
	550	1815	718	1592	% diff
795	0	285	351	160	0.0%
1614	207	0	144	1263	0.0%
575	232	174	0	169	0.0%
1692	112	1356	224	0	0.0%

Scenario: Year 2028 Cumulative
N/S Street: Calloway Drive
E/W Street: Brimhall Road

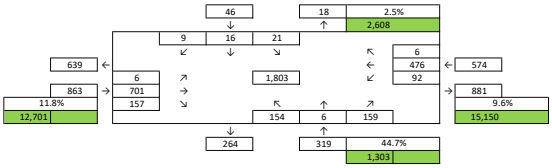


Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Scenario: Existing 2025
N/S Street: Verdugo Lane
E/W Street: Brimhall Road
Intersection #: 11 AM



Scenario: Year 2028 Cumulative
N/S Street: Verdugo Lane
E/W Street: Brimhall Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		881	18	639	264
		866	18	628	264
574	564	0	6	466	92
46	46	21	0	9	16
863	848	686	6	0	156
318	318	159	6	153	0

First Row Iteration

	878	18	636	268	% diff
574	0	6	474	94	0%
46	21	0	9	16	1%
863	698	6	0	159	0%
318	159	6	153	0	1%

First Column Iteration

	881	18	639	264	% diff
574	0	6	476	92	0%
46	21	0	9	16	0%
863	700	6	0	156	0%
320	160	6	154	0	0%

Second Row Iteration

	881	18	638	264	% diff
574	0	6	476	92	0.0%
46	21	0	9	16	-0.1%
863	700	6	0	156	-0.1%
318	159	6	153	0	0.0%

Second Column Iteration

	881	18	639	264	% diff
574	0	6	476	92	0.1%
46	21	0	9	16	0.0%
863	701	6	0	156	0.0%
319	159	6	154	0	0.1%

Third Row Iteration

	881	18	638	264	% diff
574	0	6	476	92	0.0%
46	21	0	9	16	-0.1%
863	700	6	0	156	-0.1%
318	159	6	153	0	-0.1%

Third Column Iteration

	881	18	639	264	% diff
574	0	6	476	92	0.1%
46	21	0	9	16	0.1%
863	701	6	0	156	0.1%
319	159	6	154	0	0.1%

Fourth Row Iteration

	881	18	638	264	% diff
574	0	6	476	92	-0.1%
46	21	0	9	16	-0.1%
863	700	6	0	156	-0.1%
318	159	6	153	0	-0.1%

Fourth Column Iteration

	881	18	639	264	% diff
574	0	6	476	92	0.1%
46	21	0	9	16	0.1%
863	701	6	0	156	0.1%
319	159	6	154	0	0.1%

Fifth Row Iteration

	880	18	638	264	% diff
574	0	6	476	92	-0.1%
46	21	0	9	16	-0.1%
863	700	6	0	156	-0.1%
318	159	6	153	0	-0.1%

Fifth Column Iteration

	881	18	639	264	% diff
574	0	6	476	92	0.1%
46	21	0	9	16	0.1%
863	701	6	0	157	0.1%
319	159	6	154	0	0.1%

Sixth Row Iteration

	880	18	638	264	% diff
574	0	6	476	92	-0.1%
46	21	0	9	16	-0.1%
863	700	6	0	156	-0.1%
318	159	6	154	0	-0.1%

Sixth Column Iteration

	881	18	639	264	% diff
574	0	6	476	92	0.1%
46	21	0	9	16	0.1%
863	701	6	0	157	0.1%
319	159	6	154	0	0.1%

Seventh Row Iteration

	880	18	638	264	% diff
574	0	6	476	92	-0.1%
46	21	0	9	16	-0.1%
863	700	6	0	156	-0.1%
318	159	6	154	0	-0.1%

Seventh Column Iteration

	881	18	639	264	% diff
574	0	6	476	92	0.1%
46	21	0	9	16	0.1%
863	701	6	0	157	0.1%
319	159	6	154	0	0.1%

Eighth Row Iteration

	880	18	638	264	% diff
574	0	6	476	92	-0.1%
46	21	0	9	16	-0.1%
863	700	6	0	156	-0.1%
318	159	6	154	0	-0.1%

Eighth Column Iteration

	881	18	639	264	% diff
574	0	6	476	92	0.1%
46	21	0	9	16	0.1%
863	701	6	0	157	0.1%
319	159	6	154	0	0.1%

Ninth Row Iteration

	880	18	638	264	% diff
574	0	6	476	92	-0.1%
46	21	0	9	16	-0.1%
863	700	6	0	156	-0.1%
318	159	6	154	0	-0.1%

Ninth Column Iteration

	881	18	639	264	% diff
574	0	6	476	92	0.1%
46	21	0	9	16	0.1%
863	701	6	0	157	0.1%
319	159	6	154	0	0.1%

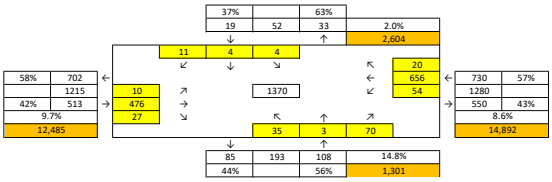
Tenth Row Iteration

	880	18	638	264	% diff
574	0	6	476	92	-0.1%
46	21	0	9	16	-0.1%
863	700	6	0	156	-0.1%
318	159	6	154	0	-0.1%

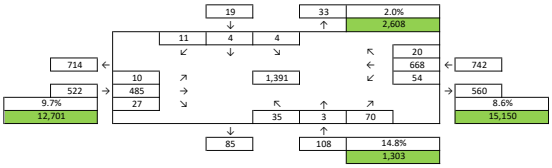
Tenth Column Iteration

	881	18	639	264	% diff
574	0	6	476	92	0.1%
46	21	0	9	16	0.1%
863	701	6	0	157	0.1%
319	159	6	154	0	0.1%

Scenario: Year 2027 Cumulative
N/S Street: Verdugo Lane
E/W Street: Brimhall Road
Intersection #: 11 PM



Scenario: Year 2028 Cumulative
N/S Street: Verdugo Lane
E/W Street: Brimhall Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		560	33	714	85
		550	33	702	85
743	730	0	20	656	54
19	19	4	0	11	4
522	513	476	10	0	27
108	108	70	3	35	0

First Row Iteration

	558	34	713	86	% diff
743	0	20	667	55	0%
19	4	0	11	4	1%
522	484	10	0	27	0%
108	70	3	35	0	2%

Sixth Row Iteration

	559	33	714	85	% diff
743	0	20	668	54	-0.1%
19	4	0	11	4	0.0%
522	485	10	0	27	0.0%
108	70	3	35	0	0.0%

First Column Iteration

	560	33	714	85	% diff
742	0	20	668	54	0%
19	4	0	11	4	0%
522	485	10	0	27	0%
108	70	3	35	0	0%

Sixth Column Iteration

	560	33	714	85	% diff
743	0	20	668	54	0.0%
19	4	0	11	4	0.0%
522	485	10	0	27	0.0%
108	70	3	35	0	0.0%

Second Row Iteration

	559	33	715	85	% diff
743	0	20	668	54	-0.1%
19	4	0	11	4	0.0%
522	485	10	0	27	0.1%
108	70	3	35	0	0.0%

Seventh Row Iteration

	559	33	714	85	% diff
743	0	20	668	54	0.0%
19	4	0	11	4	0.0%
522	485	10	0	27	0.0%
108	70	3	35	0	0.0%

Second Column Iteration

	560	33	714	85	% diff
742	0	20	668	54	0.0%
19	4	0	11	4	0.0%
522	485	10	0	27	0.1%
108	70	3	35	0	0.0%

Seventh Column Iteration

	560	33	714	85	% diff
743	0	20	668	54	0.0%
19	4	0	11	4	0.0%
522	485	10	0	27	0.0%
108	70	3	35	0	0.0%

Third Row Iteration

	559	33	714	85	% diff
743	0	20	668	54	-0.1%
19	4	0	11	4	0.0%
522	485	10	0	27	0.0%
108	70	3	35	0	0.0%

Eighth Row Iteration

	559	33	714	85	% diff
743	0	20	668	54	0.0%
19	4	0	11	4	0.0%
522	485	10	0	27	0.0%
108	70	3	35	0	0.0%

Third Column Iteration

	560	33	714	85	% diff
742	0	20	668	54	0.0%
19	4	0	11	4	0.0%
522	485	10	0	27	0.1%
108	70	3	35	0	0.0%

Eighth Column Iteration

	560	33	714	85	% diff
743	0	20	668	54	0.0%
19	4	0	11	4	0.0%
522	485	10	0	27	0.0%
108	70	3	35	0	0.0%

Fourth Row Iteration

	559	33	714	85	% diff
743	0	20	668	54	-0.1%
19	4	0	11	4	0.0%
522	485	10	0	27	0.0%
108	70	3	35	0	0.0%

Ninth Row Iteration

	559	33	714	85	% diff
743	0	20	668	54	0.0%
19	4	0	11	4	0.0%
522	485	10	0	27	0.0%
108	70	3	35	0	0.0%

Fourth Column Iteration

	560	33	714	85	% diff
742	0	20	668	54	0.0%
19	4	0	11	4	0.0%
522	485	10	0	27	0.1%
108	70	3	35	0	0.0%

Ninth Column Iteration

	560	33	714	85	% diff
743	0	20	668	54	0.0%
19	4	0	11	4	0.0%
522	485	10	0	27	0.0%
108	70	3	35	0	0.0%

Fifth Row Iteration

	559	33	714	85	% diff
743	0	20	668	54	-0.1%
19	4	0	11	4	0.0%
522	485	10	0	27	0.0%
108	70	3	35	0	0.0%

Tenth Row Iteration

	559	33	714	85	% diff
743	0	20	668	54	0.0%
19	4	0	11	4	0.0%
522	485	10	0	27	0.0%
108	70	3	35	0	0.0%

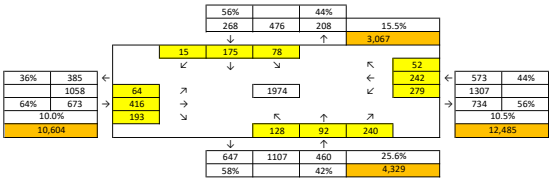
Fifth Column Iteration

	560	33	714	85	% diff
742	0	20	668	54	0.0%
19	4	0	11	4	0.0%
522	485	10	0	27	0.1%
108	70	3	35	0	0.0%

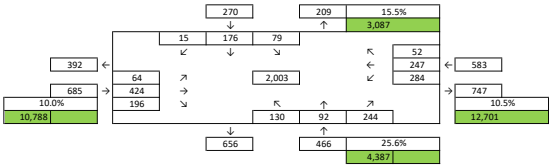
Tenth Column Iteration

	560	33	714	85	% diff
743	0	20	668	54	0.0%
19	4	0	11	4	0.0%
522	485	10	0	27	0.0%
108	70	3	35	0	0.0%

Scenario: Existing 2025
N/S Street: Jewetta Avenue
E/W Street: Brimhall Road
Intersection #: 12 AM



Scenario: Year 2028 Cumulative
N/S Street: Jewetta Avenue
E/W Street: Brimhall Road



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		747	209	392	656
		734	208	385	647
583	573	0	52	242	279
270	268	78	0	15	175
685	673	416	64	0	193
466	460	240	92	128	0

First Row Iteration

	745	211	391	656	% diff
583	0	53	246	284	0%
270	79	0	15	176	1%
685	423	65	0	196	0%
466	243	93	130	0	0%

First Column Iteration

	747	209	392	656	% diff
583	0	52	247	284	0%
270	79	0	15	176	0%
685	424	65	0	196	0%
466	244	92	130	0	0%

Second Row Iteration

	747	209	392	656	% diff
583	0	52	247	284	0.0%
270	79	0	15	176	0.0%
685	424	65	0	196	0.0%
466	244	92	130	0	0.0%

Second Column Iteration

	747	209	392	656	% diff
583	0	52	247	284	0.0%
270	79	0	15	176	0.0%
685	424	65	0	196	0.0%
466	244	92	130	0	0.0%

Third Row Iteration

	747	209	392	656	% diff
583	0	52	247	284	0.0%
270	79	0	15	176	0.0%
685	424	64	0	196	0.0%
466	244	92	130	0	0.0%

Third Column Iteration

	747	209	392	656	% diff
583	0	52	247	284	0.0%
270	79	0	15	176	0.0%
685	424	64	0	196	0.0%
466	244	92	130	0	0.0%

Fourth Row Iteration

	747	209	392	656	% diff
583	0	52	247	284	0.0%
270	79	0	15	176	0.0%
685	424	64	0	196	0.0%
466	244	92	130	0	0.0%

Fourth Column Iteration

	747	209	392	656	% diff
583	0	52	247	284	0.0%
270	79	0	15	176	0.0%
685	424	64	0	196	0.0%
466	244	92	130	0	0.0%

Fifth Row Iteration

	747	209	392	656	% diff
583	0	52	247	284	0.0%
270	79	0	15	176	0.0%
685	424	64	0	196	0.0%
466	244	92	130	0	0.0%

Fifth Column Iteration

	747	209	392	656	% diff
583	0	52	247	284	0.0%
270	79	0	15	176	0.0%
685	424	64	0	196	0.0%
466	244	92	130	0	0.0%

Sixth Row Iteration

	747	209	392	656	% diff
583	0	52	247	284	0.0%
270	79	0	15	176	0.0%
685	424	64	0	196	0.0%
466	244	92	130	0	0.0%

Sixth Column Iteration

	747	209	392	656	% diff
583	0	52	247	284	0.0%
270	79	0	15	176	0.0%
685	424	64	0	196	0.0%
466	244	92	130	0	0.0%

Seventh Row Iteration

	747	209	392	656	% diff
583	0	52	247	284	0.0%
270	79	0	15	176	0.0%
685	424	64	0	196	0.0%
466	244	92	130	0	0.0%

Seventh Column Iteration

	747	209	392	656	% diff
583	0	52	247	284	0.0%
270	79	0	15	176	0.0%
685	424	64	0	196	0.0%
466	244	92	130	0	0.0%

Eighth Row Iteration

	747	209	392	656	% diff
583	0	52	247	284	0.0%
270	79	0	15	176	0.0%
685	424	64	0	196	0.0%
466	244	92	130	0	0.0%

Eighth Column Iteration

	747	209	392	656	% diff
583	0	52	247	284	0.0%
270	79	0	15	176	0.0%
685	424	64	0	196	0.0%
466	244	92	130	0	0.0%

Ninth Row Iteration

	747	209	392	656	% diff
583	0	52	247	284	0.0%
270	79	0	15	176	0.0%
685	424	64	0	196	0.0%
466	244	92	130	0	0.0%

Ninth Column Iteration

	747	209	392	656	% diff
583	0	52	247	284	0.0%
270	79	0	15	176	0.0%
685	424	64	0	196	0.0%
466	244	92	130	0	0.0%

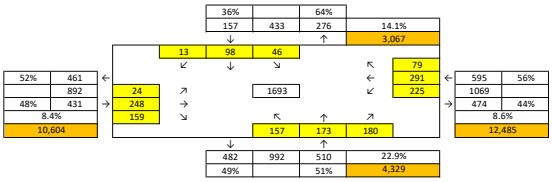
Tenth Row Iteration

	747	209	392	656	% diff
583	0	52	247	284	0.0%
270	79	0	15	176	0.0%
685	424	64	0	196	0.0%
466	244	92	130	0	0.0%

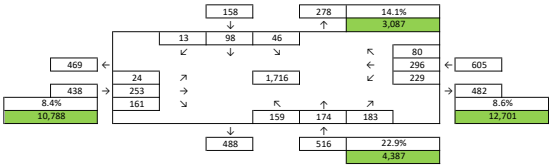
Tenth Column Iteration

	747	209	392	656	% diff
583	0	52	247	284	0.0%
270	79	0	15	176	0.0%
685	424	64	0	196	0.0%
466	244	92	130	0	0.0%

Scenario: Existing 2025
N/S Street: Jewetta Avenue
E/W Street: Brimhall Road
Intersection #: 12 PM



Scenario: Year 2028 Cumulative
N/S Street: Jewetta Avenue
E/W Street: Brimhall Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		482	278	469	488
		474	276	461	482
605	595	0	79	291	225
158	157	46	0	13	98
438	431	248	24	0	159
517	510	180	173	157	0

First Row Iteration

	481	280	468	489	% diff
605	0	80	296	229	0%
158	46	0	13	99	1%
438	252	24	0	162	0%
517	182	175	159	0	0%

First Column Iteration

	482	278	469	488	% diff
605	0	80	297	229	0%
158	46	0	13	98	0%
439	253	24	0	161	0%
516	183	174	159	0	0%

Second Row Iteration

	482	278	470	489	% diff
605	0	80	297	229	0.0%
158	46	0	13	98	0.1%
438	253	24	0	161	0.1%
517	183	174	160	0	0.0%

Second Column Iteration

	482	278	469	488	% diff
605	0	80	296	229	-0.1%
158	46	0	13	98	0.0%
438	253	24	0	161	0.0%
516	183	174	159	0	-0.1%

Third Row Iteration

	482	278	469	489	% diff
605	0	80	297	229	0.1%
158	46	0	13	98	0.1%
438	253	24	0	161	0.1%
517	183	174	160	0	0.1%

Third Column Iteration

	482	278	469	488	% diff
605	0	80	296	229	-0.1%
158	46	0	13	98	-0.1%
438	253	24	0	161	-0.1%
516	183	174	159	0	-0.1%

Fourth Row Iteration

	483	278	469	489	% diff
605	0	80	297	229	0.1%
158	46	0	13	98	0.1%
438	253	24	0	161	0.1%
517	183	174	160	0	0.1%

Fourth Column Iteration

	482	278	469	488	% diff
605	0	80	296	229	-0.1%
158	46	0	13	98	-0.1%
438	253	24	0	161	-0.1%
516	183	174	159	0	-0.1%

Fifth Row Iteration

	483	278	469	489	% diff
605	0	80	297	229	0.1%
158	46	0	13	98	0.1%
438	253	24	0	161	0.1%
517	183	174	160	0	0.1%

Fifth Column Iteration

	482	278	469	488	% diff
605	0	80	296	229	-0.1%
158	46	0	13	98	-0.1%
438	253	24	0	161	-0.1%
516	183	174	159	0	-0.1%

Sixth Row Iteration

	483	278	469	489	% diff
605	0	80	297	229	0.1%
158	46	0	13	98	0.1%
438	253	24	0	161	0.1%
517	183	174	160	0	0.1%

Sixth Column Iteration

	482	278	469	488	% diff
605	0	80	296	229	-0.1%
158	46	0	13	98	-0.1%
438	253	24	0	161	-0.1%
516	183	174	159	0	-0.1%

Seventh Row Iteration

	483	278	469	489	% diff
605	0	80	297	229	0.1%
158	46	0	13	98	0.1%
438	253	24	0	161	0.1%
517	183	174	160	0	0.1%

Seventh Column Iteration

	482	278	469	488	% diff
605	0	80	296	229	-0.1%
158	46	0	13	98	-0.1%
438	253	24	0	161	-0.1%
516	183	174	159	0	-0.1%

Eighth Row Iteration

	483	278	469	489	% diff
605	0	80	297	229	0.1%
158	46	0	13	98	0.1%
438	253	24	0	161	0.1%
517	183	174	160	0	0.1%

Eighth Column Iteration

	482	278	469	488	% diff
605	0	80	296	229	-0.1%
158	46	0	13	98	-0.1%
438	253	24	0	161	-0.1%
516	183	174	159	0	-0.1%

Ninth Row Iteration

	483	278	469	489	% diff
605	0	80	297	229	0.1%
158	46	0	13	98	0.1%
438	253	24	0	161	0.1%
517	183	174	160	0	0.1%

Ninth Column Iteration

	482	278	469	488	% diff
605	0	80	296	229	-0.1%
158	46	0	13	98	-0.1%
438	253	24	0	161	-0.1%
516	183	174	159	0	-0.1%

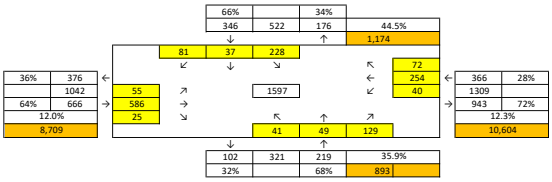
Tenth Row Iteration

	483	278	469	489	% diff
605	0	80	297	229	0.1%
158	46	0	13	98	0.1%
438	253	24	0	161	0.1%
517	183	174	160	0	0.1%

Tenth Column Iteration

	482	278	469	488	% diff
605	0	80	296	229	-0.1%
158	46	0	13	98	-0.1%
438	253	24	0	161	-0.1%
516	183	174	159	0	-0.1%

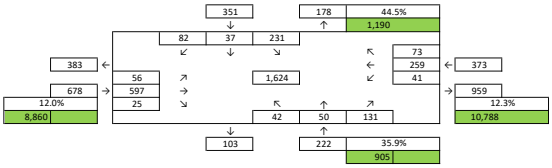
Scenario: Existing 2025
N/S Street: Old Farm Road
E/W Street: Brimhall Road
Intersection #: 13 AM



Base Year Intersection

		959	178	383	103
		943	176	376	102
372	366	0	72	254	40
351	346	228	0	81	37
678	666	586	55	0	25
222	219	129	49	41	0

Scenario: Year 2028 Cumulative
N/S Street: Old Farm Road
E/W Street: Brimhall Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

First Row Iteration

	958	179	382	104	% diff
372	0	73	258	41	0%
351	231	0	82	38	0%
678	596	56	0	25	0%
222	131	50	42	0	0%

First Column Iteration

	959	178	383	103	% diff
372	0	73	259	41	0%
351	231	0	82	37	0%
678	597	56	0	25	0%
222	131	50	42	0	0%

Second Row Iteration

	959	178	382	103	% diff
372	0	73	259	41	-0.1%
351	231	0	82	37	0.0%
678	596	56	0	25	0.0%
222	131	50	42	0	-0.1%

Second Column Iteration

	959	178	383	103	% diff
372	0	73	259	41	0.0%
351	231	0	82	37	0.1%
678	597	56	0	25	0.1%
222	131	50	42	0	0.1%

Third Row Iteration

	959	178	382	103	% diff
372	0	73	259	41	-0.1%
351	231	0	82	37	-0.1%
678	596	56	0	25	0.0%
222	131	49	42	0	-0.1%

Third Column Iteration

	959	178	383	103	% diff
373	0	73	259	41	0.1%
351	231	0	82	37	0.1%
678	597	56	0	25	0.1%
222	131	50	42	0	0.1%

Fourth Row Iteration

	959	178	382	103	% diff
372	0	73	259	41	-0.1%
351	231	0	82	37	-0.1%
678	596	56	0	25	-0.1%
222	131	49	42	0	-0.1%

Fourth Column Iteration

	959	178	383	103	% diff
373	0	73	259	41	0.1%
351	231	0	82	37	0.1%
678	597	56	0	25	0.1%
222	131	50	42	0	0.1%

Fifth Row Iteration

	959	178	382	103	% diff
372	0	73	259	41	-0.1%
351	231	0	82	37	-0.1%
678	596	56	0	25	-0.1%
222	131	49	42	0	-0.1%

Fifth Column Iteration

	959	178	383	103	% diff
373	0	73	259	41	0.1%
351	231	0	82	37	0.1%
678	597	56	0	25	0.1%
222	131	50	42	0	0.1%

Sixth Row Iteration

	959	178	382	103	% diff
372	0	73	259	41	-0.1%
351	231	0	82	37	-0.1%
678	596	56	0	25	-0.1%
222	131	49	42	0	-0.1%

Sixth Column Iteration

	959	178	383	103	% diff
373	0	73	259	41	0.1%
351	231	0	82	37	0.1%
678	597	56	0	25	0.1%
222	131	50	42	0	0.1%

Seventh Row Iteration

	959	178	382	103	% diff
372	0	73	259	41	-0.1%
351	231	0	82	37	-0.1%
678	596	56	0	25	-0.1%
222	131	49	42	0	-0.1%

Seventh Column Iteration

	959	178	383	103	% diff
373	0	73	259	41	0.1%
351	231	0	82	37	0.1%
678	597	56	0	25	0.1%
222	131	50	42	0	0.1%

Eighth Row Iteration

	959	178	382	103	% diff
372	0	73	259	41	-0.1%
351	231	0	82	37	-0.1%
678	597	56	0	25	-0.1%
222	131	49	42	0	-0.1%

Eighth Column Iteration

	959	178	383	103	% diff
373	0	73	259	41	0.1%
351	231	0	82	37	0.1%
678	597	56	0	25	0.1%
222	131	50	42	0	0.1%

Ninth Row Iteration

	959	178	382	103	% diff
372	0	73	259	41	-0.1%
351	231	0	82	37	-0.1%
678	597	56	0	25	-0.1%
222	131	49	42	0	-0.1%

Ninth Column Iteration

	959	178	383	103	% diff
373	0	73	259	41	0.1%
351	231	0	82	37	0.1%
678	597	56	0	25	0.1%
222	131	50	42	0	0.1%

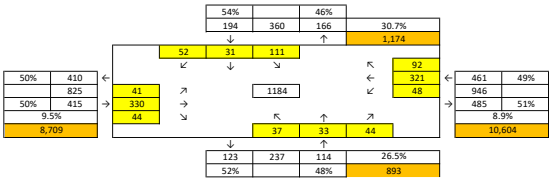
Tenth Row Iteration

	959	178	382	103	% diff
372	0	73	259	41	-0.1%
351	231	0	82	37	-0.1%
678	597	56	0	25	-0.1%
222	131	49	42	0	-0.1%

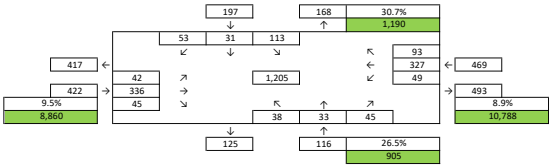
Tenth Column Iteration

	959	178	383	103	% diff
373	0	73	259	41	0.1%
351	231	0	82	37	0.1%
678	597	56	0	25	0.1%
222	131	50	42	0	0.1%

Scenario: Existing 2025
N/S Street: Old Farm Road
E/W Street: Brimhall Road
Intersection #: 13 PM



Scenario: Year 2028 Cumulative
N/S Street: Old Farm Road
E/W Street: Brimhall Road



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		493	168	417	125
		485	166	410	123
469	461	0	92	321	48
197	194	111	0	52	31
422	415	330	41	0	44
116	114	44	33	37	0

First Row Iteration

	493	169	417	125	% diff
469	0	94	327	49	0%
197	113	0	53	31	0%
422	336	42	0	45	0%
116	45	33	37	0	0%

First Column Iteration

	493	168	417	125	% diff
469	0	93	327	49	0%
197	113	0	53	31	0%
422	336	42	0	45	0%
116	45	33	38	0	0%

Second Row Iteration

	493	168	417	125	% diff
469	0	93	327	49	0.0%
197	113	0	53	31	0.0%
422	336	42	0	45	0.0%
116	45	33	38	0	0.0%

Second Column Iteration

	493	168	417	125	% diff
469	0	93	327	49	0.0%
197	113	0	53	31	0.0%
422	336	42	0	45	0.0%
116	45	33	38	0	0.0%

Third Row Iteration

	493	168	417	125	% diff
469	0	93	327	49	0.0%
197	113	0	53	31	0.0%
422	336	42	0	45	0.0%
116	45	33	38	0	0.0%

Third Column Iteration

	493	168	417	125	% diff
469	0	93	327	49	0.0%
197	113	0	53	31	0.0%
422	336	42	0	45	0.0%
116	45	33	38	0	0.0%

Fourth Row Iteration

	493	168	417	125	% diff
469	0	93	327	49	0.0%
197	113	0	53	31	0.0%
422	336	42	0	45	0.0%
116	45	33	38	0	0.0%

Fourth Column Iteration

	493	168	417	125	% diff
469	0	93	327	49	0.0%
197	113	0	53	31	0.0%
422	336	42	0	45	0.0%
116	45	33	38	0	0.0%

Fifth Row Iteration

	493	168	417	125	% diff
469	0	93	327	49	0.0%
197	113	0	53	31	0.0%
422	336	42	0	45	0.0%
116	45	33	38	0	0.0%

Fifth Column Iteration

	493	168	417	125	% diff
469	0	93	327	49	0.0%
197	113	0	53	31	0.0%
422	336	42	0	45	0.0%
116	45	33	38	0	0.0%

Sixth Row Iteration

	493	168	417	125	% diff
469	0	93	327	49	0.0%
197	113	0	53	31	0.0%
422	336	42	0	45	0.0%
116	45	33	38	0	0.0%

Sixth Column Iteration

	493	168	417	125	% diff
469	0	93	327	49	0.0%
197	113	0	53	31	0.0%
422	336	42	0	45	0.0%
116	45	33	38	0	0.0%

Seventh Row Iteration

	493	168	417	125	% diff
469	0	93	327	49	0.0%
197	113	0	53	31	0.0%
422	336	42	0	45	0.0%
116	45	33	38	0	0.0%

Seventh Column Iteration

	493	168	417	125	% diff
469	0	93	327	49	0.0%
197	113	0	53	31	0.0%
422	336	42	0	45	0.0%
116	45	33	38	0	0.0%

Eighth Row Iteration

	493	168	417	125	% diff
469	0	93	327	49	0.0%
197	113	0	53	31	0.0%
422	336	42	0	45	0.0%
116	45	33	38	0	0.0%

Eighth Column Iteration

	493	168	417	125	% diff
469	0	93	327	49	0.0%
197	113	0	53	31	0.0%
422	336	42	0	45	0.0%
116	45	33	38	0	0.0%

Ninth Row Iteration

	493	168	417	125	% diff
469	0	93	327	49	0.0%
197	113	0	53	31	0.0%
422	336	42	0	45	0.0%
116	45	33	38	0	0.0%

Ninth Column Iteration

	493	168	417	125	% diff
469	0	93	327	49	0.0%
197	113	0	53	31	0.0%
422	336	42	0	45	0.0%
116	45	33	38	0	0.0%

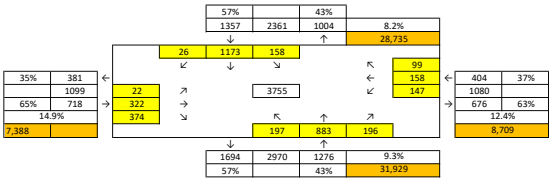
Tenth Row Iteration

	493	168	417	125	% diff
469	0	93	327	49	0.0%
197	113	0	53	31	0.0%
422	336	42	0	45	0.0%
116	45	33	38	0	0.0%

Tenth Column Iteration

	493	168	417	125	% diff
469	0	93	327	49	0.0%
197	113	0	53	31	0.0%
422	336	42	0	45	0.0%
116	45	33	38	0	0.0%

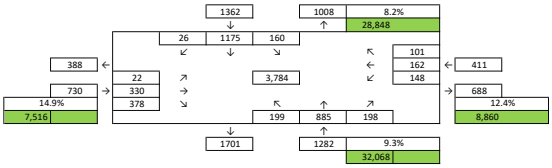
Scenario: Existing 2025
N/S Street: Allen Road
E/W Street: Brimhall Road
Intersection #: 14 AM



Base Year Intersection

		688	1008	388	1701
		676	1004	381	1694
411	404	0	99	158	147
1362	1357	158	0	26	1173
730	718	322	22	0	374
1282	1276	196	883	197	0

Scenario: Year 2028 Cumulative
N/S Street: Allen Road
E/W Street: Brimhall Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

First Row Iteration

	683	1010	385	1708	% diff
411	0	101	161	150	-1%
1362	159	0	26	1178	0%
730	328	22	0	380	-1%
1282	197	887	198	0	0%

First Column Iteration

	688	1008	388	1701	% diff
411	0	101	162	149	0%
1359	160	0	26	1173	0%
731	330	22	0	379	0%
1283	198	885	199	0	0%

Second Row Iteration

	688	1007	387	1703	% diff
411	0	100	162	149	0.0%
1362	160	0	26	1176	-0.1%
730	329	22	0	379	-0.1%
1282	198	884	199	0	0.1%

Second Column Iteration

	688	1008	388	1701	% diff
411	0	100	162	149	0.0%
1361	160	0	26	1175	-0.1%
730	330	22	0	378	0.0%
1283	198	885	199	0	0.1%

Third Row Iteration

	688	1007	387	1703	% diff
411	0	100	162	149	0.0%
1362	160	0	26	1176	-0.1%
730	330	22	0	378	0.0%
1282	198	884	199	0	0.1%

Third Column Iteration

	688	1008	388	1701	% diff
411	0	101	162	149	0.0%
1361	160	0	26	1175	-0.1%
730	330	22	0	378	0.0%
1282	198	885	199	0	0.0%

Fourth Row Iteration

	688	1008	388	1702	% diff
411	0	101	162	149	0.0%
1362	160	0	26	1176	0.0%
730	330	22	0	378	0.0%
1282	198	885	199	0	0.1%

Fourth Column Iteration

	688	1008	388	1701	% diff
411	0	101	162	148	0.0%
1362	160	0	26	1175	-0.1%
730	330	22	0	378	0.0%
1282	198	885	199	0	0.0%

Fifth Row Iteration

	688	1008	388	1702	% diff
411	0	101	162	148	0.0%
1362	160	0	26	1176	0.0%
730	330	22	0	378	0.0%
1282	198	885	199	0	0.0%

Fifth Column Iteration

	688	1008	388	1701	% diff
411	0	101	162	148	0.0%
1362	160	0	26	1175	0.0%
730	330	22	0	378	0.0%
1282	198	885	199	0	0.0%

Sixth Row Iteration

	688	1008	388	1702	% diff
411	0	101	162	148	0.0%
1362	160	0	26	1175	0.0%
730	330	22	0	378	0.0%
1282	198	885	199	0	0.0%

Sixth Column Iteration

	688	1008	388	1701	% diff
411	0	101	162	148	0.0%
1362	160	0	26	1175	0.0%
730	330	22	0	378	0.0%
1282	198	885	199	0	0.0%

Seventh Row Iteration

	688	1008	388	1702	% diff
411	0	101	162	148	0.0%
1362	160	0	26	1175	0.0%
730	330	22	0	378	0.0%
1282	198	885	199	0	0.0%

Seventh Column Iteration

	688	1008	388	1701	% diff
411	0	101	162	148	0.0%
1362	160	0	26	1175	0.0%
730	330	22	0	378	0.0%
1282	198	885	199	0	0.0%

Eighth Row Iteration

	688	1008	388	1702	% diff
411	0	101	162	148	0.0%
1362	160	0	26	1175	0.0%
730	330	22	0	378	0.0%
1282	198	885	199	0	0.0%

Eighth Column Iteration

	688	1008	388	1701	% diff
411	0	101	162	148	0.0%
1362	160	0	26	1175	0.0%
730	330	22	0	378	0.0%
1281	197	885	199	0	0.0%

Ninth Row Iteration

	688	1008	388	1702	% diff
411	0	101	162	148	0.0%
1362	160	0	26	1175	0.0%
730	330	22	0	378	0.0%
1282	197	885	199	0	0.0%

Ninth Column Iteration

	688	1008	388	1701	% diff
411	0	101	162	148	0.0%
1362	160	0	26	1175	0.0%
730	330	22	0	378	0.0%
1281	197	885	199	0	0.0%

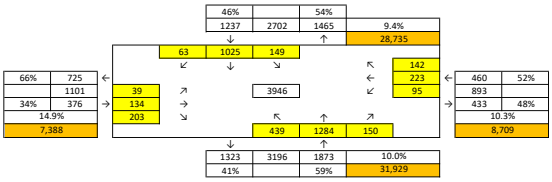
Tenth Row Iteration

	688	1008	388	1702	% diff
411	0	101	162	148	0.0%
1362	160	0	26	1175	0.0%
730	330	22	0	378	0.0%
1282	197	885	199	0	0.0%

Tenth Column Iteration

	688	1008	388	1701	% diff
411	0	101	162	148	0.0%
1362	160	0	26	1175	0.0%
730	330	22	0	378	0.0%
1281	197	885	199	0	0.0%

Scenario: Existing 2025
N/S Street: Allen Road
E/W Street: Brimhall Road
Intersection #: 14 PM



Base Year Intersection

		441	1471	738	1329
		433	1465	725	1323
468	460	0	142	223	95
1242	1237	149	0	63	1025
383	376	134	39	0	203
1881	1873	150	1284	439	0

First Row Iteration

	437	1474	731	1332	% diff
468	0	144	227	97	-1%
1242	150	0	63	1029	0%
383	136	40	0	207	-1%
1881	151	1290	441	0	0%

First Column Iteration

	441	1471	738	1329	% diff
469	0	144	229	96	0%
1241	151	0	64	1026	0%
383	138	40	0	206	0%
1884	152	1287	445	0	0%

Second Row Iteration

	440	1468	736	1329	% diff
468	0	144	228	96	-0.1%
1242	151	0	64	1027	-0.2%
383	137	40	0	206	-0.2%
1881	152	1285	444	0	0.0%

Second Column Iteration

	441	1471	738	1329	% diff
469	0	144	229	96	0.1%
1242	151	0	64	1027	0.0%
383	137	40	0	206	0.0%
1884	152	1287	445	0	0.2%

Third Row Iteration

	440	1468	737	1328	% diff
468	0	144	228	96	-0.1%
1242	151	0	64	1027	-0.2%
383	137	40	0	206	-0.1%
1881	152	1285	444	0	0.0%

Third Column Iteration

	441	1471	738	1329	% diff
469	0	144	229	96	0.1%
1242	151	0	64	1027	0.0%
383	137	40	0	206	0.1%
1884	152	1287	445	0	0.1%

Fourth Row Iteration

	440	1469	737	1328	% diff
468	0	144	228	96	-0.1%
1242	151	0	64	1027	-0.1%
383	137	40	0	206	-0.1%
1881	152	1285	444	0	-0.1%

Fourth Column Iteration

	441	1471	738	1329	% diff
469	0	144	229	96	0.1%
1243	151	0	64	1027	0.1%
383	138	40	0	206	0.1%
1884	152	1287	445	0	0.1%

Fifth Row Iteration

	440	1469	737	1328	% diff
468	0	144	228	96	-0.1%
1242	151	0	64	1027	-0.1%
383	137	40	0	205	-0.1%
1881	151	1285	444	0	-0.1%

Fifth Column Iteration

	441	1471	738	1329	% diff
469	0	144	229	96	0.1%
1243	151	0	64	1027	0.1%
383	138	40	0	206	0.1%
1884	152	1287	445	0	0.1%

Sixth Row Iteration

	440	1469	737	1328	% diff
468	0	144	228	96	-0.1%
1242	151	0	64	1027	-0.1%
383	137	40	0	205	-0.1%
1881	151	1285	444	0	-0.1%

Sixth Column Iteration

	441	1471	738	1329	% diff
468	0	144	229	96	0.1%
1243	151	0	64	1027	0.1%
383	138	40	0	206	0.1%
1883	152	1287	445	0	0.1%

Seventh Row Iteration

	440	1469	737	1328	% diff
468	0	144	228	96	-0.1%
1242	151	0	64	1027	-0.1%
383	137	40	0	205	-0.1%
1881	151	1285	444	0	-0.1%

Seventh Column Iteration

	441	1471	738	1329	% diff
468	0	144	229	96	0.1%
1243	151	0	64	1027	0.1%
383	138	40	0	206	0.1%
1883	152	1287	445	0	0.1%

Eighth Row Iteration

	440	1469	737	1328	% diff
468	0	144	228	96	-0.1%
1242	151	0	64	1026	-0.1%
383	137	40	0	205	-0.1%
1881	151	1286	444	0	-0.1%

Eighth Column Iteration

	441	1471	738	1329	% diff
468	0	144	229	96	0.1%
1243	151	0	64	1027	0.1%
383	138	40	0	206	0.1%
1883	152	1287	445	0	0.1%

Ninth Row Iteration

	440	1469	737	1328	% diff
468	0	144	228	96	-0.1%
1242	151	0	64	1026	-0.1%
383	137	40	0	205	-0.1%
1881	151	1286	444	0	-0.1%

Ninth Column Iteration

	441	1471	738	1329	% diff
468	0	144	229	96	0.1%
1243	151	0	64	1027	0.1%
383	138	40	0	206	0.1%
1883	152	1287	445	0	0.1%

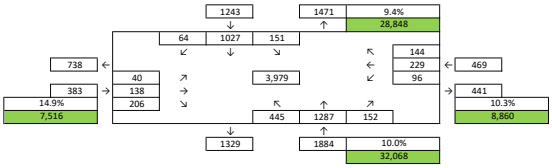
Tenth Row Iteration

	440	1469	737	1327	% diff
468	0	144	228	96	-0.1%
1242	151	0	64	1026	-0.1%
383	137	40	0	205	-0.1%
1881	151	1286	444	0	-0.1%

Tenth Column Iteration

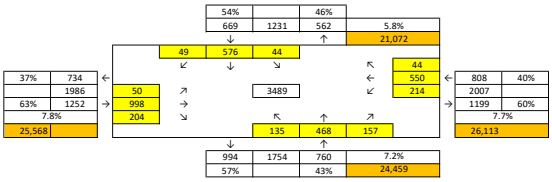
	441	1471	738	1329	% diff
468	0	144	229	96	0.1%
1243	151	0	64	1027	0.1%
383	138	40	0	206	0.1%
1883	151	1287	445	0	0.1%

Scenario: Year 2028 Cumulative
N/S Street: Allen Road
E/W Street: Brimhall Road

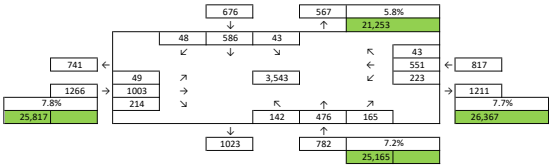


Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Olive Drive
Intersection #: 15 AM



Scenario: Year 2028 Cumulative
N/S Street: Coffee Road
E/W Street: Olive Drive



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		1211	567	741	1023
		1199	562	734	994
816	808	0	44	550	214
675	669	44	0	49	576
1264	1252	998	50	0	204
782	760	157	468	135	0

First Row Iteration

	1214	576	744	1003	% diff	
816	0	44	555	216	0%	
675	44	0	49	581	2%	
1264	1008	50	0	206	0%	
782	162	482	139	0	-2%	

First Column Iteration

1211	567	741	1023	% diff	
817	0	44	553	220	0%
686	44	0	49	592	2%
1265	1005	50	0	210	0%
773	161	473	138	0	-1%

Second Row Iteration

1211	572	741	1013	% diff	
816	0	44	552	220	0.0%
675	44	0	48	583	0.9%
1264	1005	50	0	210	0.0%
782	163	479	140	0	-1.0%

Second Column Iteration

1211	567	741	1023	% diff	
818	0	43	553	222	0.2%
681	44	0	48	589	0.9%
1265	1004	49	0	212	0.1%
777	163	474	140	0	-0.6%

Third Row Iteration

1210	569	740	1017	% diff	
816	0	43	551	222	0.0%
675	43	0	48	584	0.5%
1264	1003	49	0	212	-0.1%
782	164	477	141	0	-0.6%

Third Column Iteration

1211	567	741	1023	% diff	
818	0	43	552	223	0.2%
678	43	0	48	587	0.5%
1265	1004	49	0	213	0.1%
780	164	475	141	0	-0.2%

Fourth Row Iteration

1210	568	740	1019	% diff	
816	0	43	551	222	-0.1%
675	43	0	48	584	0.2%
1264	1003	49	0	213	-0.1%
782	164	476	141	0	-0.4%

Fourth Column Iteration

1211	567	741	1023	% diff	
817	0	43	552	223	0.2%
677	43	0	48	586	0.3%
1266	1003	49	0	214	0.1%
781	164	475	142	0	-0.1%

Fifth Row Iteration

1210	567	740	1020	% diff	
816	0	43	551	223	-0.1%
675	43	0	48	584	0.0%
1264	1002	49	0	213	-0.1%
782	165	476	142	0	-0.3%

Fifth Column Iteration

1211	567	741	1023	% diff	
817	0	43	551	223	0.2%
676	43	0	48	586	0.2%
1266	1003	49	0	214	0.1%
782	165	476	142	0	0.0%

Sixth Row Iteration

1209	567	740	1021	% diff	
816	0	43	550	223	-0.1%
675	43	0	48	584	0.0%
1264	1002	49	0	214	-0.1%
782	165	475	142	0	-0.2%

Sixth Column Iteration

1211	567	741	1023	% diff	
817	0	43	551	223	0.2%
676	43	0	48	585	0.2%
1266	1003	49	0	214	0.1%
783	165	476	142	0	0.1%

Seventh Row Iteration

1209	566	740	1021	% diff	
816	0	43	550	223	-0.1%
675	43	0	48	584	-0.1%
1264	1002	49	0	214	-0.1%
782	165	475	142	0	-0.2%

Seventh Column Iteration

1211	567	741	1023	% diff	
817	0	43	551	223	0.1%
676	43	0	48	585	0.2%
1266	1003	49	0	214	0.1%
783	165	476	142	0	0.1%

Eighth Row Iteration

1209	566	740	1021	% diff	
816	0	42	550	223	-0.1%
675	43	0	48	584	-0.1%
1264	1002	49	0	214	-0.1%
782	165	475	142	0	-0.1%

Eighth Column Iteration

1211	567	741	1023	% diff	
817	0	43	551	223	0.1%
676	43	0	48	585	0.1%
1266	1003	49	0	214	0.1%
783	165	476	142	0	0.1%

Ninth Row Iteration

1209	566	740	1021	% diff	
816	0	42	550	223	-0.1%
675	43	0	48	584	-0.1%
1264	1002	49	0	214	-0.1%
782	165	475	142	0	-0.1%

Ninth Column Iteration

1211	567	741	1023	% diff	
817	0	43	551	223	0.1%
676	43	0	48	585	0.1%
1266	1003	49	0	214	0.1%
783	165	476	142	0	0.1%

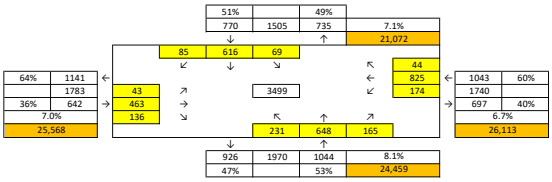
Tenth Row Iteration

1209	566	740	1021	% diff	
816	0	42	550	223	-0.1%
675	43	0	48	584	-0.1%
1264	1002	49	0	214	-0.1%
782	165	475	142	0	-0.1%

Tenth Column Iteration

1211	567	741	1023	% diff	
817	0	43	551	223	0.1%
676	43	0	48	585	0.1%
1266	1003	49	0	214	0.1%
783	165	476	142	0	0.1%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Olive Drive
Intersection #: 15 PM



Base Year Intersection

		704	741	1152	953
		697	735	1141	926
1053	1043	0	44	825	174
777	770	69	0	85	616
648	642	463	43	0	136
1074	1044	165	648	231	0

First Row Iteration

	707	755	1156	934	% diff
1053	0	44	833	176	0%
777	70	0	86	621	2%
648	468	43	0	137	0%
1074	170	667	238	0	-2%

First Column Iteration

	704	741	1152	953	% diff
1053	0	44	830	179	0%
788	69	0	85	634	1%
648	465	43	0	140	0%
1061	169	655	237	0	-1%

Second Row Iteration

	705	750	1154	943	% diff
1053	0	44	830	179	0.2%
777	68	0	84	624	1.1%
648	466	43	0	140	0.2%
1074	171	663	240	0	-1.0%

Second Column Iteration

	704	741	1152	953	% diff
1053	0	43	829	181	0.0%
782	68	0	84	630	0.8%
648	465	42	0	141	0.0%
1066	171	656	239	0	-0.7%

Third Row Iteration

	704	746	1153	948	% diff
1053	0	43	829	181	0.1%
777	68	0	83	626	0.7%
648	465	42	0	141	0.1%
1074	172	661	241	0	-0.5%

Third Column Iteration

	704	741	1152	953	% diff
1053	0	43	828	182	0.0%
780	68	0	83	629	0.4%
648	464	42	0	142	0.0%
1069	172	656	241	0	-0.4%

Fourth Row Iteration

	704	744	1153	950	% diff
1053	0	43	828	182	0.1%
777	67	0	83	626	0.4%
648	464	42	0	142	0.1%
1074	173	659	242	0	-0.2%

Fourth Column Iteration

	704	741	1152	953	% diff
1053	0	43	828	182	0.0%
778	67	0	83	628	0.2%
648	464	42	0	142	0.0%
1071	173	657	242	0	-0.3%

Fifth Row Iteration

	704	743	1153	952	% diff
1053	0	43	828	183	0.1%
777	67	0	83	627	0.3%
648	464	42	0	142	0.1%
1074	173	659	242	0	-0.1%

Fifth Column Iteration

	704	741	1152	953	% diff
1053	0	43	827	183	-0.1%
777	67	0	83	627	0.1%
648	464	42	0	143	0.1%
1072	173	657	242	0	-0.2%

Sixth Row Iteration

	704	743	1153	952	% diff
1053	0	43	828	183	0.1%
777	67	0	83	627	0.2%
648	464	42	0	143	0.1%
1074	173	658	243	0	0.0%

Sixth Column Iteration

	704	741	1152	953	% diff
1053	0	43	827	183	-0.1%
777	67	0	83	627	0.0%
648	464	42	0	143	-0.1%
1073	173	657	242	0	-0.1%

Seventh Row Iteration

	704	742	1153	953	% diff
1053	0	43	828	183	0.1%
777	67	0	83	627	0.1%
648	464	42	0	143	0.1%
1074	173	658	243	0	0.0%

Seventh Column Iteration

	704	741	1152	953	% diff
1053	0	43	827	183	-0.1%
776	67	0	82	627	0.0%
648	464	42	0	143	-0.1%
1073	173	657	243	0	-0.1%

Eighth Row Iteration

	704	742	1153	953	% diff
1053	0	43	827	183	0.1%
777	67	0	83	627	0.1%
648	464	42	0	143	0.1%
1074	173	658	243	0	0.0%

Eighth Column Iteration

	704	741	1152	953	% diff
1053	0	43	827	183	-0.1%
776	67	0	82	627	0.0%
648	463	42	0	143	-0.1%
1073	173	657	243	0	-0.1%

Ninth Row Iteration

	704	742	1153	953	% diff
1053	0	43	827	183	0.1%
777	67	0	82	627	0.1%
648	464	42	0	143	0.1%
1074	174	658	243	0	0.0%

Ninth Column Iteration

	704	741	1152	953	% diff
1052	0	43	827	183	-0.1%
776	67	0	82	627	0.0%
648	463	42	0	143	-0.1%
1073	173	657	243	0	-0.1%

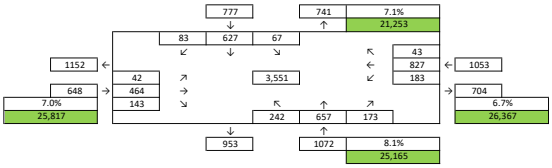
Tenth Row Iteration

	704	742	1153	953	% diff
1053	0	43	827	183	0.1%
777	67	0	82	627	0.1%
648	464	42	0	143	0.1%
1074	174	658	243	0	0.1%

Tenth Column Iteration

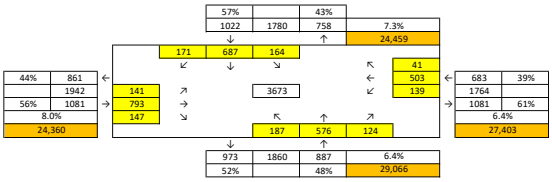
	704	741	1152	953	% diff
1052	0	43	827	183	-0.1%
776	67	0	82	627	-0.1%
648	463	42	0	143	-0.1%
1073	173	657	243	0	-0.1%

Scenario: Year 2028 Cumulative
N/S Street: Coffee Road
E/W Street: Olive Drive

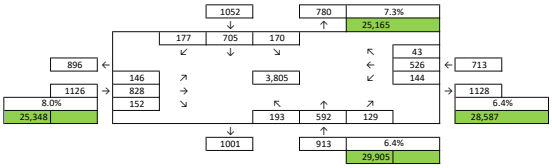


Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Hageman Road
Intersection #: 16 AM



Scenario: Year 2028 Cumulative
N/S Street: Coffee Road
E/W Street: Hageman Road



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		1128	780	896	1001
		1081	758	861	973
713	683	0	41	503	139
1051	1022	164	0	171	687
1125	1081	793	141	0	147
913	887	124	576	187	0

First Row Iteration

	1121	782	893	1005	% diff
713	0	43	525	145	-1%
1051	169	0	176	707	0%
1125	825	147	0	153	0%
913	128	593	192	0	0%

First Column Iteration

	1128	780	896	1001	% diff
714	0	43	526	144	0%
1050	170	0	176	704	0%
1128	830	146	0	152	0%
912	128	591	193	0	0%

Second Row Iteration

	1125	780	895	1001	% diff
713	0	43	526	144	-0.2%
1051	170	0	177	705	0.0%
1125	827	146	0	152	-0.1%
913	128	591	193	0	0.0%

Second Column Iteration

	1128	780	896	1001	% diff
713	0	43	526	144	0.0%
1052	170	0	177	705	0.0%
1127	829	146	0	152	0.2%
913	129	591	193	0	0.1%

Third Row Iteration

	1126	779	896	1000	% diff
713	0	43	526	144	-0.1%
1051	170	0	177	705	-0.1%
1125	828	146	0	152	0.0%
913	129	591	193	0	-0.1%

Third Column Iteration

	1128	780	896	1001	% diff
713	0	43	526	144	0.1%
1052	170	0	177	705	0.1%
1126	829	146	0	152	0.1%
913	129	591	193	0	0.1%

Fourth Row Iteration

	1127	779	895	1000	% diff
713	0	43	526	144	-0.1%
1051	170	0	177	705	-0.1%
1125	828	146	0	152	-0.1%
913	129	591	193	0	-0.1%

Fourth Column Iteration

	1128	780	896	1001	% diff
713	0	43	526	144	0.1%
1052	170	0	177	705	0.1%
1126	829	146	0	152	0.1%
913	129	592	193	0	0.1%

Fifth Row Iteration

	1127	779	895	1000	% diff
713	0	43	526	144	-0.1%
1051	170	0	177	705	-0.1%
1125	828	146	0	152	-0.1%
913	129	591	193	0	-0.1%

Fifth Column Iteration

	1128	780	896	1001	% diff
713	0	43	526	144	0.1%
1052	170	0	177	705	0.1%
1126	828	146	0	152	0.1%
913	129	592	193	0	0.1%

Sixth Row Iteration

	1127	779	895	1000	% diff
713	0	43	526	144	-0.1%
1051	170	0	177	705	-0.1%
1125	828	146	0	152	-0.1%
913	129	591	193	0	-0.1%

Sixth Column Iteration

	1128	780	896	1001	% diff
713	0	43	526	144	0.1%
1052	170	0	177	705	0.1%
1126	828	146	0	152	0.1%
913	129	592	193	0	0.1%

Seventh Row Iteration

	1127	779	895	1000	% diff
713	0	43	526	144	-0.1%
1051	170	0	177	705	-0.1%
1125	828	146	0	152	-0.1%
913	129	591	193	0	-0.1%

Seventh Column Iteration

	1128	780	896	1001	% diff
713	0	43	526	144	0.1%
1052	170	0	177	705	0.1%
1126	828	146	0	152	0.1%
913	129	592	193	0	0.1%

Eighth Row Iteration

	1127	779	895	1000	% diff
713	0	43	526	144	-0.1%
1051	170	0	177	705	-0.1%
1125	828	146	0	152	-0.1%
913	129	591	193	0	-0.1%

Eighth Column Iteration

	1128	780	896	1001	% diff
713	0	43	526	144	0.1%
1052	170	0	177	705	0.1%
1126	828	146	0	152	0.1%
913	129	592	193	0	0.1%

Ninth Row Iteration

	1127	779	895	1000	% diff
713	0	43	526	144	-0.1%
1051	170	0	177	705	-0.1%
1125	828	146	0	151	-0.1%
913	129	591	193	0	-0.1%

Ninth Column Iteration

	1128	780	896	1001	% diff
713	0	43	526	144	0.1%
1052	170	0	177	705	0.1%
1126	828	146	0	152	0.1%
913	129	592	193	0	0.1%

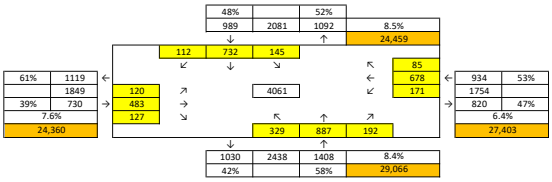
Tenth Row Iteration

	1127	779	895	1000	% diff
713	0	43	526	144	-0.1%
1051	170	0	177	705	-0.1%
1125	828	146	0	151	-0.1%
913	129	591	193	0	-0.1%

Tenth Column Iteration

	1128	780	896	1001	% diff
713	0	43	526	144	0.1%
1052	170	0	177	705	0.1%
1126	828	146	0	152	0.1%
913	129	592	193	0	0.1%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Hageman Road
Intersection #: 16 PM



Base Year Intersection

		855	1124	1164	1060
		820	1092	1119	1030
974	934	0	85	678	171
1018	989	145	0	112	732
760	730	483	120	0	127
1449	1408	192	887	329	0

First Row Iteration

	849	1126	1161	1064	% diff
974	0	89	707	178	-1%
1018	149	0	115	753	0%
760	503	125	0	132	0%
1449	198	913	338	0	0%

Sixth Row Iteration

	855	1123	1164	1059	% diff
974	0	88	709	177	-0.1%
1018	151	0	116	751	-0.1%
760	505	124	0	131	-0.1%
1449	199	910	339	0	-0.1%

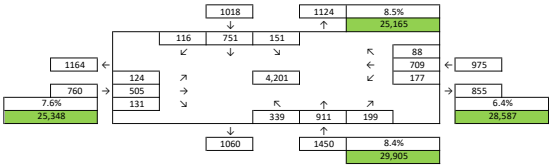
First Column Iteration

	855	1124	1164	1060	% diff
976	0	88	709	178	0%
1016	150	0	116	750	0%
762	506	125	0	132	0%
1449	199	910	339	0	0%

Sixth Column Iteration

	855	1124	1164	1060	% diff
975	0	88	709	177	0.1%
1018	151	0	116	751	0.1%
760	505	124	0	131	0.1%
1450	199	911	339	0	0.1%

Scenario: Year 2028 Cumulative
N/S Street: Coffee Road
E/W Street: Hageman Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Second Row Iteration

	854	1123	1164	1060	% diff
974	0	88	708	178	-0.2%
1018	150	0	116	751	-0.1%
760	504	124	0	131	-0.1%
1449	199	910	339	0	0.0%

Seventh Row Iteration

	855	1123	1164	1059	% diff
974	0	88	709	177	-0.1%
1018	151	0	116	751	-0.1%
760	505	124	0	131	-0.1%
1449	199	910	339	0	-0.1%

Second Column Iteration

	855	1124	1164	1060	% diff
975	0	88	709	177	0.0%
1018	151	0	116	751	0.0%
761	505	124	0	131	0.1%
1450	199	911	340	0	0.1%

Seventh Column Iteration

	855	1124	1164	1060	% diff
975	0	88	709	177	0.1%
1018	151	0	116	751	0.1%
760	505	124	0	131	0.1%
1450	199	911	339	0	0.1%

Third Row Iteration

	855	1123	1164	1059	% diff
974	0	88	709	177	-0.1%
1018	151	0	116	751	-0.1%
760	505	124	0	131	-0.1%
1449	199	910	339	0	0.0%

Eighth Row Iteration

	855	1123	1164	1059	% diff
974	0	88	709	177	-0.1%
1018	151	0	116	751	-0.1%
760	505	124	0	131	-0.1%
1449	199	910	339	0	-0.1%

Third Column Iteration

	855	1124	1164	1060	% diff
975	0	88	709	177	0.1%
1018	151	0	116	751	0.0%
760	505	124	0	131	0.1%
1450	199	911	340	0	0.1%

Eighth Column Iteration

	855	1124	1164	1060	% diff
975	0	88	709	177	0.1%
1018	151	0	116	751	0.1%
760	505	124	0	131	0.1%
1450	199	911	339	0	0.1%

Fourth Row Iteration

	855	1123	1164	1059	% diff
974	0	88	709	177	-0.1%
1018	151	0	116	751	-0.1%
760	505	124	0	131	-0.1%
1449	199	910	339	0	-0.1%

Ninth Row Iteration

	855	1123	1164	1059	% diff
974	0	88	709	177	-0.1%
1018	151	0	116	751	-0.1%
760	505	124	0	131	-0.1%
1449	199	910	339	0	-0.1%

Fourth Column Iteration

	855	1124	1164	1060	% diff
975	0	88	709	177	0.1%
1018	151	0	116	751	0.1%
760	505	124	0	131	0.1%
1450	199	911	339	0	0.1%

Ninth Column Iteration

	855	1124	1164	1060	% diff
975	0	88	709	177	0.1%
1018	151	0	116	751	0.1%
760	505	124	0	131	0.1%
1450	199	911	339	0	0.1%

Fifth Row Iteration

	855	1123	1164	1059	% diff
974	0	88	709	177	-0.1%
1018	151	0	116	751	-0.1%
760	505	124	0	131	-0.1%
1449	199	910	339	0	-0.1%

Tenth Row Iteration

	855	1123	1164	1059	% diff
974	0	88	709	177	-0.1%
1018	151	0	116	751	-0.1%
760	505	124	0	131	-0.1%
1449	199	910	339	0	-0.1%

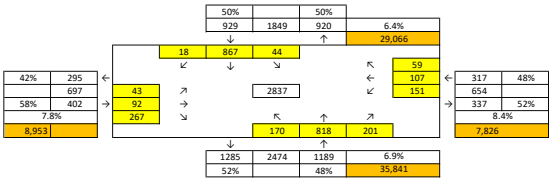
Fifth Column Iteration

	855	1124	1164	1060	% diff
975	0	88	709	177	0.1%
1018	151	0	116	751	0.1%
760	505	124	0	131	0.1%
1450	199	911	339	0	0.1%

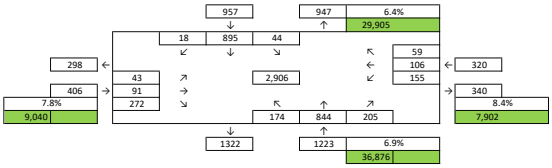
Tenth Column Iteration

	855	1124	1164	1060	% diff
975	0	88	709	177	0.1%
1018	151	0	116	751	0.1%
760	505	124	0	131	0.1%
1450	199	911	339	0	0.1%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Riverlakes Drive/Meany Avenue
Intersection #: 17 AM



Scenario: Year 2028 Cumulative
N/S Street: Coffee Road
E/W Street: Riverlakes Drive/Meany Avenue



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		340	947	298	1322
		337	920	295	1285
320	317	0	59	107	151
956	929	44	0	18	867
406	402	92	43	0	267
1223	1189	201	818	170	0

First Row Iteration

	345	945	301	1314	% diff
320	0	60	108	152	1%
956	45	0	19	892	0%
406	93	43	0	270	1%
1223	207	842	175	0	-1%

Sixth Row Iteration

	340	947	298	1320	% diff
320	0	59	106	155	0.0%
956	44	0	18	894	0.0%
406	91	43	0	272	0.0%
1223	205	845	174	0	-0.1%

First Column Iteration

	340	947	298	1322	% diff
320	0	60	107	153	0%
960	45	0	18	897	0%
406	92	44	0	271	0%
1220	204	843	173	0	0%

Sixth Column Iteration

	340	947	298	1322	% diff
320	0	59	106	155	0.1%
957	44	0	18	895	0.1%
406	91	43	0	272	0.1%
1223	205	844	174	0	0.0%

Second Row Iteration

	340	949	298	1318	% diff
320	0	60	107	154	0.1%
956	44	0	18	893	0.2%
406	92	43	0	271	0.1%
1223	205	846	173	0	-0.3%

Seventh Row Iteration

	340	947	298	1321	% diff
320	0	59	106	155	0.0%
956	44	0	18	894	0.0%
406	91	43	0	272	0.0%
1223	205	844	174	0	-0.1%

Second Column Iteration

	340	947	298	1322	% diff
320	0	60	107	154	0.1%
959	44	0	18	896	0.3%
407	91	43	0	272	0.2%
1221	204	844	173	0	-0.2%

Seventh Column Iteration

	340	947	298	1322	% diff
320	0	59	106	155	0.1%
957	44	0	18	895	0.1%
406	91	43	0	272	0.1%
1223	205	844	174	0	0.0%

Third Row Iteration

	340	948	298	1319	% diff
320	0	60	107	154	0.0%
956	44	0	18	893	0.2%
406	91	43	0	271	0.1%
1223	205	845	173	0	-0.3%

Eighth Row Iteration

	340	946	298	1321	% diff
320	0	59	106	155	0.0%
956	44	0	18	894	0.0%
406	91	43	0	272	0.0%
1223	205	844	174	0	-0.1%

Third Column Iteration

	340	947	298	1322	% diff
320	0	59	107	154	0.1%
958	44	0	18	896	0.2%
407	91	43	0	272	0.2%
1222	205	844	173	0	-0.1%

Eighth Column Iteration

	340	947	298	1322	% diff
320	0	59	106	155	0.1%
957	44	0	18	895	0.1%
406	91	43	0	272	0.1%
1224	205	844	174	0	0.0%

Fourth Row Iteration

	340	947	298	1319	% diff
320	0	59	106	154	0.0%
956	44	0	18	894	0.1%
406	91	43	0	272	0.0%
1223	205	845	173	0	-0.2%

Ninth Row Iteration

	340	946	298	1321	% diff
320	0	59	106	155	0.0%
956	44	0	18	894	0.0%
406	91	43	0	272	0.0%
1223	205	844	174	0	-0.1%

Fourth Column Iteration

	340	947	298	1322	% diff
320	0	59	106	155	0.1%
958	44	0	18	895	0.2%
406	91	43	0	272	0.1%
1222	205	844	173	0	-0.1%

Ninth Column Iteration

	340	947	298	1322	% diff
320	0	59	106	155	0.1%
957	44	0	18	895	0.1%
406	91	43	0	272	0.1%
1224	205	845	174	0	0.0%

Fifth Row Iteration

	340	947	298	1320	% diff
320	0	59	106	154	0.0%
956	44	0	18	894	0.1%
406	91	43	0	272	0.0%
1223	205	845	174	0	-0.2%

Tenth Row Iteration

	340	946	298	1321	% diff
320	0	59	106	155	0.0%
956	44	0	18	894	0.0%
406	91	43	0	272	0.0%
1223	205	844	174	0	-0.1%

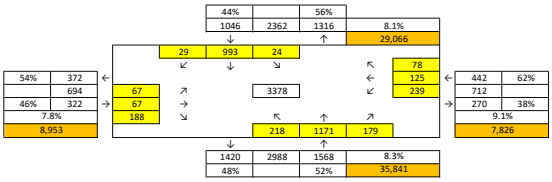
Fifth Column Iteration

	340	947	298	1322	% diff
320	0	59	106	155	0.1%
957	44	0	18	895	0.2%
406	91	43	0	272	0.1%
1223	205	844	174	0	0.0%

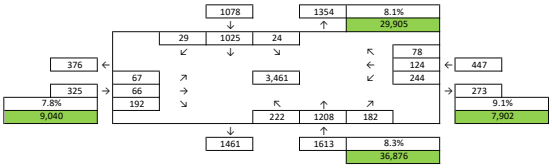
Tenth Column Iteration

	340	947	298	1322	% diff
320	0	59	106	155	0.1%
957	44	0	18	895	0.1%
406	91	43	0	272	0.1%
1224	206	845	174	0	0.0%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Riverlakes Drive/Meany Avenue
Intersection #: 17 PM



Scenario: Year 2028 Cumulative
N/S Street: Coffee Road
E/W Street: Riverlakes Drive/Meany Avenue



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		273	1354	376	1461
		270	1316	372	1420
446	442	0	78	125	239
1076	1046	24	0	29	993
325	322	67	67	0	188
1613	1568	179	1171	218	0

First Row Iteration

	277	1351	380	1453	% diff
446	0	79	126	241	1%
1076	25	0	30	1022	0%
325	68	68	0	190	1%
1613	184	1205	224	0	-1%

First Column Iteration

	273	1354	376	1461	% diff
446	0	79	125	243	0%
1081	24	0	29	1027	0%
325	67	68	0	191	0%
1610	182	1207	222	0	0%

Second Row Iteration

	273	1356	376	1456	% diff
446	0	79	125	243	0.1%
1076	24	0	29	1023	0.2%
325	67	68	0	191	0.1%
1613	182	1209	222	0	-0.3%

Second Column Iteration

	273	1354	376	1461	% diff
447	0	79	125	244	0.1%
1080	24	0	29	1026	0.3%
326	67	68	0	191	0.2%
1611	182	1208	222	0	-0.1%

Third Row Iteration

	273	1355	376	1457	% diff
446	0	79	124	243	0.0%
1076	24	0	29	1023	0.1%
325	67	68	0	191	0.0%
1613	182	1209	222	0	-0.3%

Third Column Iteration

	273	1354	376	1461	% diff
447	0	79	124	244	0.1%
1079	24	0	29	1026	0.3%
326	66	67	0	192	0.1%
1612	182	1208	222	0	-0.1%

Fourth Row Iteration

	273	1355	376	1458	% diff
446	0	79	124	244	0.0%
1076	24	0	29	1023	0.1%
325	66	67	0	191	0.0%
1613	182	1209	222	0	-0.2%

Fourth Column Iteration

	273	1354	376	1461	% diff
447	0	78	124	244	0.1%
1078	24	0	29	1025	0.2%
325	66	67	0	192	0.1%
1613	182	1208	222	0	0.0%

Fifth Row Iteration

	273	1354	376	1458	% diff
446	0	78	124	244	0.0%
1076	24	0	29	1023	0.0%
325	66	67	0	192	0.0%
1613	182	1209	222	0	-0.2%

Fifth Column Iteration

	273	1354	376	1461	% diff
447	0	78	124	244	0.1%
1078	24	0	29	1025	0.2%
325	66	67	0	192	0.1%
1613	182	1208	222	0	0.0%

Sixth Row Iteration

	273	1354	375	1459	% diff
446	0	78	124	244	0.0%
1076	24	0	29	1023	0.0%
325	66	67	0	192	0.0%
1613	182	1209	222	0	-0.1%

Sixth Column Iteration

	273	1354	376	1461	% diff
447	0	78	124	244	0.1%
1078	24	0	29	1025	0.1%
325	66	67	0	192	0.1%
1613	182	1209	222	0	0.0%

Seventh Row Iteration

	273	1354	375	1459	% diff
446	0	78	124	244	0.0%
1076	24	0	29	1023	0.0%
325	66	67	0	192	0.0%
1613	182	1208	222	0	-0.1%

Seventh Column Iteration

	273	1354	376	1461	% diff
447	0	78	124	244	0.1%
1078	24	0	29	1025	0.1%
325	66	67	0	192	0.1%
1614	182	1209	223	0	0.0%

Eighth Row Iteration

	272	1354	375	1459	% diff
446	0	78	124	244	0.0%
1076	24	0	29	1023	0.0%
325	66	67	0	192	-0.1%
1613	182	1208	223	0	-0.1%

Eighth Column Iteration

	273	1354	376	1461	% diff
447	0	78	124	245	0.1%
1077	24	0	29	1024	0.1%
325	66	67	0	192	0.1%
1614	182	1209	223	0	0.0%

Ninth Row Iteration

	272	1353	375	1460	% diff
446	0	78	124	244	-0.1%
1076	24	0	29	1023	0.0%
325	66	67	0	192	-0.1%
1613	182	1208	223	0	-0.1%

Ninth Column Iteration

	273	1354	376	1461	% diff
447	0	78	124	245	0.1%
1077	24	0	29	1024	0.1%
325	66	67	0	192	0.1%
1614	182	1209	223	0	0.0%

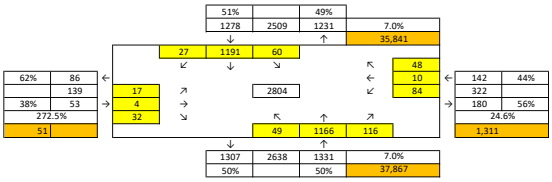
Tenth Row Iteration

	272	1353	375	1460	% diff
446	0	78	124	244	-0.1%
1076	24	0	29	1023	0.0%
325	66	67	0	192	-0.1%
1613	182	1208	223	0	-0.1%

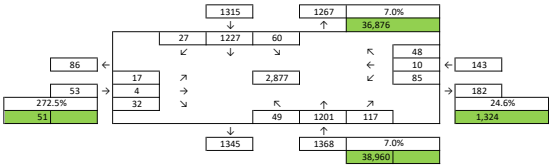
Tenth Column Iteration

	273	1354	376	1461	% diff
447	0	78	124	245	0.1%
1077	24	0	29	1024	0.1%
325	66	67	0	192	0.1%
1614	182	1209	223	0	0.0%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Downing Avenue
Intersection #: 18 AM



Scenario: Year 2028 Cumulative
N/S Street: Coffee Road
E/W Street: Downing Avenue



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		182	1267	86	1345
		180	1231	86	1307
143	142	0	48	10	84
1315	1278	60	0	27	1191
53	53	4	17	0	32
1369	1331	116	1166	49	0

First Row Iteration

	185	1265	88	1342	% diff
143	0	48	10	85	2%
1315	62	0	28	1225	0%
53	4	17	0	32	3%
1369	119	1200	50	0	0%

First Column Iteration

	182	1267	86	1345	% diff
143	0	49	10	85	0%
1315	61	0	27	1228	0%
53	4	17	0	32	0%
1367	117	1201	49	0	0%

Second Row Iteration

	182	1268	86	1344	% diff
143	0	49	10	85	0.1%
1315	61	0	27	1227	0.1%
53	4	17	0	32	0.1%
1369	117	1203	49	0	0.0%

Second Column Iteration

	182	1267	86	1345	% diff
143	0	48	10	85	0.0%
1315	61	0	27	1228	0.0%
53	4	17	0	32	0.0%
1368	117	1201	49	0	-0.1%

Third Row Iteration

	182	1268	86	1344	% diff
143	0	48	10	85	0.1%
1315	61	0	27	1227	0.1%
53	4	17	0	32	0.1%
1369	117	1203	49	0	0.0%

Third Column Iteration

	182	1267	86	1345	% diff
143	0	48	10	85	0.0%
1315	60	0	27	1228	0.0%
53	4	17	0	32	0.0%
1368	117	1201	49	0	-0.1%

Fourth Row Iteration

	182	1268	86	1345	% diff
143	0	48	10	85	0.1%
1315	60	0	27	1227	0.1%
53	4	17	0	32	0.1%
1369	118	1203	49	0	0.0%

Fourth Column Iteration

	182	1267	86	1345	% diff
143	0	48	10	85	0.0%
1315	60	0	27	1227	0.0%
53	4	17	0	32	0.0%
1368	117	1201	49	0	-0.1%

Fifth Row Iteration

	182	1268	86	1345	% diff
143	0	48	10	85	0.1%
1315	60	0	27	1227	0.1%
53	4	17	0	32	0.1%
1369	118	1203	49	0	0.0%

Fifth Column Iteration

	182	1267	86	1345	% diff
143	0	48	10	85	0.0%
1315	60	0	27	1227	0.0%
53	4	17	0	32	0.0%
1368	117	1201	49	0	-0.1%

Sixth Row Iteration

	182	1268	86	1345	% diff
143	0	48	10	85	0.1%
1315	60	0	27	1228	0.1%
53	4	17	0	32	0.1%
1369	118	1203	49	0	0.0%

Sixth Column Iteration

	182	1267	86	1345	% diff
143	0	48	10	85	0.0%
1315	60	0	27	1227	0.0%
53	4	17	0	32	0.0%
1368	118	1201	49	0	-0.1%

Seventh Row Iteration

	182	1268	86	1345	% diff
143	0	48	10	85	0.1%
1315	60	0	27	1228	0.1%
53	4	17	0	32	0.1%
1369	118	1202	49	0	0.0%

Seventh Column Iteration

	182	1267	86	1345	% diff
143	0	48	10	85	0.0%
1315	60	0	27	1227	0.0%
53	4	17	0	32	0.0%
1368	118	1201	49	0	-0.1%

Eighth Row Iteration

	182	1268	86	1345	% diff
143	0	48	10	85	0.1%
1315	60	0	27	1228	0.1%
53	4	17	0	32	0.1%
1369	118	1202	49	0	0.0%

Eighth Column Iteration

	182	1267	86	1345	% diff
143	0	48	10	85	0.0%
1315	60	0	27	1227	0.0%
53	4	17	0	32	0.0%
1368	118	1201	49	0	-0.1%

Ninth Row Iteration

	182	1268	86	1345	% diff
143	0	48	10	85	0.1%
1315	60	0	27	1228	0.1%
53	4	17	0	32	0.1%
1369	118	1202	49	0	0.0%

Ninth Column Iteration

	182	1267	86	1345	% diff
143	0	48	10	85	-0.1%
1314	60	0	27	1227	0.0%
53	4	17	0	32	-0.1%
1368	118	1201	49	0	-0.1%

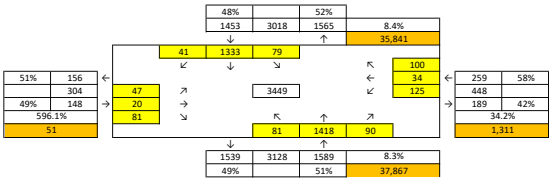
Tenth Row Iteration

	182	1268	86	1345	% diff
143	0	48	10	85	0.1%
1315	60	0	27	1228	0.1%
53	4	17	0	32	0.1%
1369	118	1202	49	0	0.0%

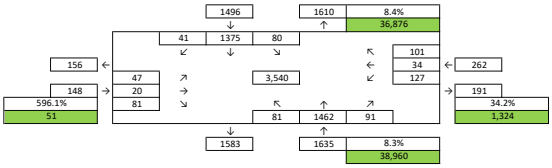
Tenth Column Iteration

	182	1267	86	1345	% diff
143	0	48	10	85	-0.1%
1314	60	0	27	1227	0.0%
53	4	17	0	32	-0.1%
1368	118	1201	49	0	-0.1%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Downing Avenue
Intersection #: 18 PM



Scenario: Year 2028 Cumulative
N/S Street: Coffee Road
E/W Street: Downing Avenue



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		191	1610	156	1583
		189	1565	156	1539
262	259	0	100	34	125
1495	1453	79	0	41	1333
148	148	20	47	0	81
1635	1589	90	1418	81	0

First Row Iteration

		194	1607	160	1579	% diff
262		0	101	34	126	2%
1495		81	0	42	1371	0%
148		20	47	0	81	2%
1635		93	1459	83	0	0%

First Column Iteration

		191	1610	156	1583	% diff
261		0	101	34	127	0%
1497		80	0	41	1376	0%
148		20	47	0	81	0%
1634		91	1462	81	0	0%

Second Row Iteration

		191	1611	156	1582	% diff
262		0	101	34	127	0.0%
1495		80	0	41	1374	0.0%
148		20	47	0	81	0.0%
1635		91	1462	81	0	-0.1%

Second Column Iteration

		191	1610	156	1583	% diff
262		0	101	34	127	0.0%
1496		80	0	41	1375	0.1%
148		20	47	0	81	0.0%
1634		91	1462	81	0	0.0%

Third Row Iteration

		191	1611	156	1582	% diff
262		0	101	34	127	0.0%
1495		80	0	41	1374	0.0%
148		20	47	0	81	0.0%
1635		91	1462	81	0	-0.1%

Third Column Iteration

		191	1610	156	1583	% diff
262		0	101	34	127	0.0%
1496		80	0	41	1375	0.1%
148		20	47	0	81	0.0%
1635		91	1462	81	0	0.0%

Fourth Row Iteration

		191	1610	156	1582	% diff
262		0	101	34	127	0.0%
1495		80	0	41	1374	0.0%
148		20	47	0	81	0.0%
1635		91	1462	81	0	-0.1%

Fourth Column Iteration

		191	1610	156	1583	% diff
262		0	101	34	127	0.0%
1496		80	0	41	1375	0.1%
148		20	47	0	81	0.0%
1635		91	1462	81	0	0.0%

Fifth Row Iteration

		191	1610	156	1582	% diff
262		0	101	34	127	0.0%
1495		80	0	41	1374	0.0%
148		20	47	0	81	0.0%
1635		91	1462	81	0	-0.1%

Fifth Column Iteration

		191	1610	156	1583	% diff
262		0	101	34	127	0.0%
1496		80	0	41	1375	0.1%
148		20	47	0	81	0.0%
1635		91	1462	81	0	0.0%

Sixth Row Iteration

		191	1610	156	1582	% diff
262		0	101	34	127	0.0%
1495		80	0	41	1374	0.0%
148		20	47	0	81	0.0%
1635		91	1462	81	0	-0.1%

Sixth Column Iteration

		191	1610	156	1583	% diff
262		0	101	34	127	0.0%
1496		80	0	41	1375	0.1%
148		20	47	0	81	0.0%
1635		91	1462	81	0	0.0%

Seventh Row Iteration

		191	1610	156	1583	% diff
262		0	101	34	127	0.0%
1495		80	0	41	1374	0.0%
148		20	47	0	81	0.0%
1635		91	1462	81	0	-0.1%

Seventh Column Iteration

		191	1610	156	1583	% diff
262		0	101	34	127	0.0%
1496		80	0	41	1375	0.1%
148		20	47	0	81	0.0%
1635		91	1462	81	0	0.0%

Eighth Row Iteration

		191	1610	156	1583	% diff
262		0	101	34	127	0.0%
1495		80	0	41	1374	0.0%
148		20	47	0	81	0.0%
1635		91	1462	81	0	0.0%

Eighth Column Iteration

		191	1610	156	1583	% diff
262		0	101	34	127	0.0%
1496		80	0	41	1375	0.0%
148		20	47	0	81	0.0%
1635		91	1462	81	0	0.0%

Ninth Row Iteration

		191	1610	156	1583	% diff
262		0	101	34	127	0.0%
1495		80	0	41	1374	0.0%
148		20	47	0	81	0.0%
1635		91	1462	81	0	0.0%

Ninth Column Iteration

		191	1610	156	1583	% diff
262		0	101	34	127	0.0%
1496		80	0	41	1375	0.0%
148		20	47	0	81	0.0%
1635		91	1462	81	0	0.0%

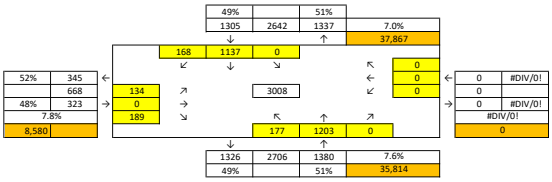
Tenth Row Iteration

		191	1610	156	1583	% diff
262		0	101	34	127	0.0%
1495		80	0	41	1374	0.0%
148		20	47	0	81	0.0%
1635		91	1462	81	0	0.0%

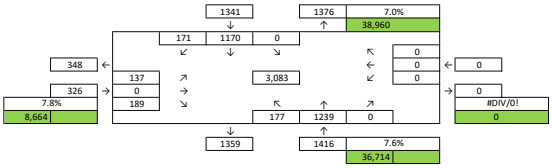
Tenth Column Iteration

		191	1610	156	1583	% diff
262		0	101	34	127	0.0%
1496		80	0	41	1375	0.0%
148		20	47	0	81	0.0%
1635		91	1462	82	0	0.0%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Granite Falls Drive
Intersection #: 19 AM



Scenario: Year 2028 Cumulative
N/S Street: Coffee Road
E/W Street: Granite Falls Drive



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		0	1376	348	1359
		0	1337	345	1326
0	0	0	0	0	0
1343	1305	0	0	168	1137
326	323	0	134	0	189
1415	1380	0	1203	177	0

First Row Iteration

	0	1369	354	1361	% diff
0	0	0	0	0	#DIV/0!
1343	0	0	173	1170	-1%
326	0	135	0	191	2%
1415	0	1233	181	0	0%

First Column Iteration

	0	1376	348	1359	% diff
0	0	0	0	0	#DIV/0!
1339	0	0	170	1169	0%
327	0	136	0	191	0%
1418	0	1240	178	0	0%

Second Row Iteration

	0	1372	348	1363	% diff
0	0	0	0	0	#DIV/0!
1343	0	0	170	1172	-0.2%
326	0	136	0	190	0.0%
1415	0	1237	178	0	0.2%

Second Column Iteration

	0	1376	348	1359	% diff
0	0	0	0	0	#DIV/0!
1340	0	0	170	1169	-0.2%
326	0	136	0	190	0.0%
1417	0	1239	178	0	0.2%

Third Row Iteration

	0	1373	348	1362	% diff
0	0	0	0	0	#DIV/0!
1343	0	0	171	1172	-0.2%
326	0	136	0	190	0.0%
1415	0	1237	178	0	0.2%

Third Column Iteration

	0	1376	348	1359	% diff
0	0	0	0	0	#DIV/0!
1340	0	0	171	1170	-0.2%
326	0	136	0	190	0.0%
1417	0	1239	178	0	0.1%

Fourth Row Iteration

	0	1374	348	1361	% diff
0	0	0	0	0	#DIV/0!
1343	0	0	171	1172	-0.1%
326	0	136	0	190	0.0%
1415	0	1237	177	0	0.1%

Fourth Column Iteration

	0	1376	348	1359	% diff
0	0	0	0	0	#DIV/0!
1341	0	0	171	1170	-0.1%
326	0	137	0	189	0.0%
1416	0	1239	177	0	0.1%

Fifth Row Iteration

	0	1374	348	1361	% diff
0	0	0	0	0	#DIV/0!
1343	0	0	171	1171	-0.1%
326	0	137	0	189	0.0%
1415	0	1238	177	0	0.1%

Fifth Column Iteration

	0	1376	348	1359	% diff
0	0	0	0	0	#DIV/0!
1341	0	0	171	1170	-0.1%
326	0	137	0	189	0.0%
1416	0	1239	177	0	0.1%

Sixth Row Iteration

	0	1375	348	1361	% diff
0	0	0	0	0	#DIV/0!
1343	0	0	171	1171	-0.1%
326	0	137	0	189	0.0%
1415	0	1238	177	0	0.1%

Sixth Column Iteration

	0	1376	348	1359	% diff
0	0	0	0	0	#DIV/0!
1342	0	0	171	1170	-0.1%
326	0	137	0	189	0.0%
1416	0	1239	177	0	0.1%

Seventh Row Iteration

	0	1375	348	1360	% diff
0	0	0	0	0	#DIV/0!
1343	0	0	172	1171	-0.1%
326	0	137	0	189	0.0%
1415	0	1238	177	0	0.1%

Seventh Column Iteration

	0	1376	348	1359	% diff
0	0	0	0	0	#DIV/0!
1342	0	0	172	1170	-0.1%
326	0	137	0	189	0.0%
1415	0	1239	177	0	0.0%

Eighth Row Iteration

	0	1375	348	1360	% diff
0	0	0	0	0	#DIV/0!
1343	0	0	172	1171	0.0%
326	0	137	0	189	0.0%
1415	0	1238	177	0	0.1%

Eighth Column Iteration

	0	1376	348	1359	% diff
0	0	0	0	0	#DIV/0!
1342	0	0	172	1170	-0.1%
326	0	137	0	189	0.0%
1415	0	1238	177	0	0.0%

Ninth Row Iteration

	0	1375	348	1360	% diff
0	0	0	0	0	#DIV/0!
1343	0	0	172	1171	0.0%
326	0	137	0	189	0.0%
1415	0	1238	177	0	0.0%

Ninth Column Iteration

	0	1376	348	1359	% diff
0	0	0	0	0	#DIV/0!
1342	0	0	172	1170	0.0%
326	0	137	0	189	0.0%
1415	0	1238	177	0	0.0%

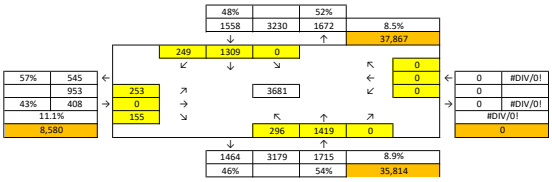
Tenth Row Iteration

	0	1375	348	1360	% diff
0	0	0	0	0	#DIV/0!
1343	0	0	172	1171	0.0%
326	0	137	0	189	0.0%
1415	0	1238	177	0	0.0%

Tenth Column Iteration

	0	1376	348	1359	% diff
0	0	0	0	0	#DIV/0!
1342	0	0	172	1170	0.0%
326	0	137	0	189	0.0%
1415	0	1238	177	0	0.0%

Scenario: Year 2027 Cumulative
N/S Street: Coffee Road
E/W Street: Granite Falls Drive
Intersection #: 19 PM



Base Year Intersection

		0	1720	550	1501
		0	1672	545	1464
0	0	0	0	0	0
1603	1558	0	0	249	1309
412	408	0	253	0	155
1758	1715	0	1419	296	0

First Row Iteration

	0	1710	560	1503	% diff
0	0	0	0	0	#DIV/0!
1603	0	0	256	1347	-1%
412	0	255	0	157	2%
1758	0	1455	303	0	0%

First Column Iteration

	0	1720	550	1501	% diff
0	0	0	0	0	#DIV/0!
1596	0	0	252	1345	0%
413	0	257	0	156	0%
1762	0	1463	298	0	0%

Second Row Iteration

	0	1717	551	1506	% diff
0	0	0	0	0	#DIV/0!
1603	0	0	253	1350	-0.2%
412	0	256	0	156	0.1%
1758	0	1460	298	0	0.3%

Second Column Iteration

	0	1720	550	1501	% diff
0	0	0	0	0	#DIV/0!
1598	0	0	253	1346	-0.3%
412	0	257	0	155	0.0%
1761	0	1463	298	0	0.2%

Third Row Iteration

	0	1718	551	1505	% diff
0	0	0	0	0	#DIV/0!
1603	0	0	254	1349	-0.1%
412	0	257	0	155	0.0%
1758	0	1461	297	0	0.3%

Third Column Iteration

	0	1720	550	1501	% diff
0	0	0	0	0	#DIV/0!
1599	0	0	253	1346	-0.2%
412	0	257	0	155	0.0%
1760	0	1463	297	0	0.1%

Fourth Row Iteration

	0	1719	551	1504	% diff
0	0	0	0	0	#DIV/0!
1603	0	0	254	1349	-0.1%
412	0	257	0	155	0.0%
1758	0	1461	297	0	0.2%

Fourth Column Iteration

	0	1720	550	1501	% diff
0	0	0	0	0	#DIV/0!
1600	0	0	254	1346	-0.2%
412	0	257	0	155	0.0%
1759	0	1463	296	0	0.1%

Fifth Row Iteration

	0	1719	551	1503	% diff
0	0	0	0	0	#DIV/0!
1603	0	0	254	1349	-0.1%
412	0	257	0	155	0.0%
1758	0	1462	296	0	0.2%

Fifth Column Iteration

	0	1720	550	1501	% diff
0	0	0	0	0	#DIV/0!
1601	0	0	254	1346	-0.1%
412	0	258	0	154	0.0%
1759	0	1463	296	0	0.0%

Sixth Row Iteration

	0	1720	551	1503	% diff
0	0	0	0	0	#DIV/0!
1603	0	0	255	1348	0.0%
412	0	258	0	154	0.0%
1758	0	1462	296	0	0.1%

Sixth Column Iteration

	0	1720	550	1501	% diff
0	0	0	0	0	#DIV/0!
1601	0	0	254	1347	-0.1%
412	0	258	0	154	0.0%
1758	0	1463	296	0	0.0%

Seventh Row Iteration

	0	1720	551	1502	% diff
0	0	0	0	0	#DIV/0!
1603	0	0	255	1348	0.0%
412	0	258	0	154	0.0%
1758	0	1462	296	0	0.1%

Seventh Column Iteration

	0	1720	550	1501	% diff
0	0	0	0	0	#DIV/0!
1601	0	0	255	1347	-0.1%
412	0	258	0	154	0.0%
1758	0	1462	296	0	0.0%

Eighth Row Iteration

	0	1720	551	1502	% diff
0	0	0	0	0	#DIV/0!
1603	0	0	255	1348	0.0%
412	0	258	0	154	0.0%
1758	0	1462	296	0	0.1%

Eighth Column Iteration

	0	1720	550	1501	% diff
0	0	0	0	0	#DIV/0!
1602	0	0	255	1347	-0.1%
412	0	258	0	154	0.0%
1758	0	1462	296	0	0.0%

Ninth Row Iteration

	0	1721	551	1502	% diff
0	0	0	0	0	#DIV/0!
1603	0	0	255	1348	0.0%
412	0	258	0	154	0.0%
1758	0	1463	296	0	0.1%

Ninth Column Iteration

	0	1720	550	1501	% diff
0	0	0	0	0	#DIV/0!
1602	0	0	255	1347	-0.1%
412	0	258	0	154	0.0%
1758	0	1462	295	0	0.0%

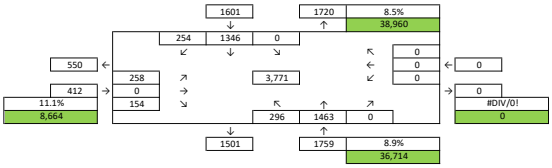
Tenth Row Iteration

	0	1721	551	1502	% diff
0	0	0	0	0	#DIV/0!
1603	0	0	255	1348	0.0%
412	0	258	0	154	0.0%
1758	0	1463	296	0	0.1%

Tenth Column Iteration

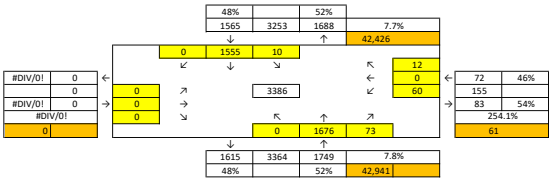
	0	1720	550	1501	% diff
0	0	0	0	0	#DIV/0!
1602	0	0	255	1347	-0.1%
412	0	258	0	154	0.0%
1758	0	1462	295	0	0.0%

Scenario: Year 2028 Cumulative
N/S Street: Coffee Road
E/W Street: Granite Falls Drive

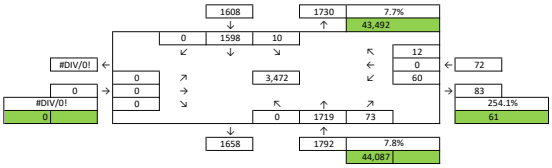


Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Project Driveway/Jet Way
Intersection #: 20 AM



Scenario: Year 2028 Cumulative
N/S Street: Coffee Road
E/W Street: Project Driveway/Jet Way



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		83	1730	#DIV/0!	1658
		83	1688	0	1615
72	72	0	12	0	60
1604	1565	10	0	0	1555
#DIV/0!	0	0	0	0	0
1796	1749	73	1676	0	0

First Row Iteration

	85	1733	0	1654	% diff
72	0	12	0	60	3%
1604	10	0	0	1594	0%
#DIV/0!	0	0	0	0	#DIV/0!
1796	75	1721	0	0	0%

First Column Iteration

	83	1730	#DIV/0!	1658	% diff
72	0	12	0	60	0%
1608	10	0	0	1598	0%
0	0	0	0	0	#DIV/0!
1791	73	1718	0	0	0%

Second Row Iteration

	83	1734	0	1654	% diff
72	0	12	0	60	0.2%
1604	10	0	0	1594	0.2%
#DIV/0!	0	0	0	0	#DIV/0!
1796	73	1722	0	0	-0.2%

Second Column Iteration

	83	1730	#DIV/0!	1658	% diff
72	0	12	0	60	0.1%
1608	10	0	0	1598	0.2%
0	0	0	0	0	#DIV/0!
1792	73	1718	0	0	-0.2%

Third Row Iteration

	83	1734	0	1654	% diff
72	0	12	0	60	0.2%
1604	10	0	0	1594	0.2%
#DIV/0!	0	0	0	0	#DIV/0!
1796	73	1722	0	0	-0.2%

Third Column Iteration

	83	1730	#DIV/0!	1658	% diff
72	0	12	0	60	0.1%
1608	10	0	0	1598	0.2%
0	0	0	0	0	#DIV/0!
1792	73	1719	0	0	-0.2%

Fourth Row Iteration

	83	1734	0	1655	% diff
72	0	12	0	60	0.2%
1604	10	0	0	1594	0.2%
#DIV/0!	0	0	0	0	#DIV/0!
1796	73	1722	0	0	-0.2%

Fourth Column Iteration

	83	1730	#DIV/0!	1658	% diff
72	0	12	0	60	0.1%
1608	10	0	0	1598	0.2%
0	0	0	0	0	#DIV/0!
1792	73	1719	0	0	-0.2%

Fifth Row Iteration

	83	1734	0	1655	% diff
72	0	12	0	60	0.2%
1604	10	0	0	1594	0.2%
#DIV/0!	0	0	0	0	#DIV/0!
1796	73	1722	0	0	-0.2%

Fifth Column Iteration

	83	1730	#DIV/0!	1658	% diff
72	0	12	0	60	0.1%
1608	10	0	0	1598	0.2%
0	0	0	0	0	#DIV/0!
1792	73	1719	0	0	-0.2%

Sixth Row Iteration

	83	1734	0	1655	% diff
72	0	12	0	60	0.2%
1604	10	0	0	1595	0.2%
#DIV/0!	0	0	0	0	#DIV/0!
1796	73	1722	0	0	-0.2%

Sixth Column Iteration

	83	1730	#DIV/0!	1658	% diff
72	0	12	0	60	0.1%
1608	10	0	0	1598	0.2%
0	0	0	0	0	#DIV/0!
1792	73	1719	0	0	-0.2%

Seventh Row Iteration

	83	1734	0	1655	% diff
72	0	12	0	60	0.2%
1604	10	0	0	1595	0.2%
#DIV/0!	0	0	0	0	#DIV/0!
1796	73	1722	0	0	-0.2%

Seventh Column Iteration

	83	1730	#DIV/0!	1658	% diff
72	0	12	0	60	0.1%
1607	10	0	0	1598	0.2%
0	0	0	0	0	#DIV/0!
1792	73	1719	0	0	-0.2%

Eighth Row Iteration

	83	1734	0	1655	% diff
72	0	12	0	60	0.2%
1604	10	0	0	1595	0.2%
#DIV/0!	0	0	0	0	#DIV/0!
1796	73	1722	0	0	-0.2%

Eighth Column Iteration

	83	1730	#DIV/0!	1658	% diff
72	0	12	0	60	0.1%
1607	10	0	0	1598	0.2%
0	0	0	0	0	#DIV/0!
1792	73	1719	0	0	-0.2%

Ninth Row Iteration

	83	1734	0	1655	% diff
72	0	12	0	60	0.2%
1604	10	0	0	1595	0.2%
#DIV/0!	0	0	0	0	#DIV/0!
1796	73	1722	0	0	-0.2%

Ninth Column Iteration

	83	1730	#DIV/0!	1658	% diff
72	0	12	0	60	0.1%
1607	10	0	0	1598	0.2%
0	0	0	0	0	#DIV/0!
1792	73	1719	0	0	-0.2%

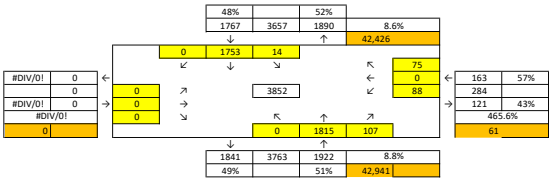
Tenth Row Iteration

	83	1734	0	1655	% diff
72	0	12	0	60	0.2%
1604	10	0	0	1595	0.2%
#DIV/0!	0	0	0	0	#DIV/0!
1796	73	1722	0	0	-0.2%

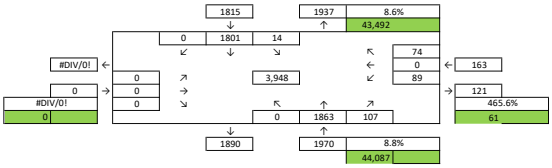
Tenth Column Iteration

	83	1730	#DIV/0!	1658	% diff
72	0	12	0	60	0.1%
1607	10	0	0	1598	0.2%
0	0	0	0	0	#DIV/0!
1792	73	1719	0	0	-0.2%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Project Driveway/Jet Way
Intersection #: 20 PM



Scenario: Year 2028 Cumulative
N/S Street: Coffee Road
E/W Street: Project Driveway/Jet Way



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		121	1937	#DIV/0!	1890
		121	1890	0	1841
163	163	0	75	0	88
1811	1767	14	0	0	1753
#DIV/0!	0	0	0	0	0
1973	1922	107	1815	0	0

First Row Iteration

	124	1938	0	1885	% diff
163	0	75	0	88	3%
1811	14	0	0	1797	0%
#DIV/0!	0	0	0	0	#DIV/0!
1973	110	1863	0	0	0%

Sixth Row Iteration

	121	1940	0	1886	% diff
163	0	74	0	89	0.1%
1811	14	0	0	1798	0.1%
#DIV/0!	0	0	0	0	#DIV/0!
1973	107	1866	0	0	-0.2%

First Column Iteration

	121	1937	#DIV/0!	1890	% diff
163	0	75	0	88	0%
1816	14	0	0	1802	0%
0	0	0	0	0	#DIV/0!
1970	107	1863	0	0	0%

Sixth Column Iteration

	121	1937	#DIV/0!	1890	% diff
163	0	74	0	89	0.0%
1815	14	0	0	1801	0.2%
0	0	0	0	0	#DIV/0!
1971	107	1863	0	0	-0.1%

Second Row Iteration

	121	1941	0	1886	% diff
163	0	75	0	88	0.1%
1811	14	0	0	1797	0.2%
#DIV/0!	0	0	0	0	#DIV/0!
1973	107	1866	0	0	-0.2%

Seventh Row Iteration

	121	1940	0	1887	% diff
163	0	74	0	89	0.1%
1811	14	0	0	1798	0.1%
#DIV/0!	0	0	0	0	#DIV/0!
1973	107	1866	0	0	-0.2%

Second Column Iteration

	121	1937	#DIV/0!	1890	% diff
163	0	75	0	88	0.0%
1816	14	0	0	1802	0.2%
0	0	0	0	0	#DIV/0!
1970	107	1863	0	0	-0.2%

Seventh Column Iteration

	121	1937	#DIV/0!	1890	% diff
163	0	74	0	89	0.0%
1815	14	0	0	1801	0.2%
0	0	0	0	0	#DIV/0!
1971	107	1863	0	0	-0.1%

Third Row Iteration

	121	1941	0	1886	% diff
163	0	75	0	88	0.1%
1811	14	0	0	1798	0.2%
#DIV/0!	0	0	0	0	#DIV/0!
1973	107	1866	0	0	-0.2%

Eighth Row Iteration

	121	1940	0	1887	% diff
163	0	74	0	89	0.1%
1811	14	0	0	1798	0.1%
#DIV/0!	0	0	0	0	#DIV/0!
1973	107	1866	0	0	-0.2%

Third Column Iteration

	121	1937	#DIV/0!	1890	% diff
163	0	75	0	89	0.0%
1816	14	0	0	1802	0.2%
0	0	0	0	0	#DIV/0!
1970	107	1863	0	0	-0.2%

Eighth Column Iteration

	121	1937	#DIV/0!	1890	% diff
163	0	74	0	89	0.0%
1815	14	0	0	1801	0.2%
0	0	0	0	0	#DIV/0!
1971	107	1864	0	0	-0.1%

Fourth Row Iteration

	121	1941	0	1886	% diff
163	0	75	0	88	0.1%
1811	14	0	0	1798	0.2%
#DIV/0!	0	0	0	0	#DIV/0!
1973	107	1866	0	0	-0.2%

Ninth Row Iteration

	121	1940	0	1887	% diff
163	0	74	0	89	0.1%
1811	14	0	0	1798	0.1%
#DIV/0!	0	0	0	0	#DIV/0!
1973	107	1866	0	0	-0.2%

Fourth Column Iteration

	121	1937	#DIV/0!	1890	% diff
163	0	74	0	89	0.0%
1815	14	0	0	1801	0.2%
0	0	0	0	0	#DIV/0!
1970	107	1863	0	0	-0.2%

Ninth Column Iteration

	121	1937	#DIV/0!	1890	% diff
163	0	74	0	89	0.0%
1814	14	0	0	1801	0.2%
0	0	0	0	0	#DIV/0!
1971	107	1864	0	0	-0.1%

Fifth Row Iteration

	121	1940	0	1886	% diff
163	0	74	0	89	0.1%
1811	14	0	0	1798	0.1%
#DIV/0!	0	0	0	0	#DIV/0!
1973	107	1866	0	0	-0.2%

Tenth Row Iteration

	121	1940	0	1887	% diff
163	0	74	0	89	0.1%
1811	14	0	0	1798	0.1%
#DIV/0!	0	0	0	0	#DIV/0!
1973	107	1866	0	0	-0.2%

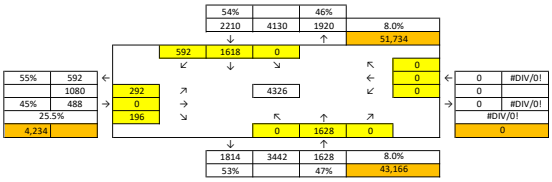
Fifth Column Iteration

	121	1937	#DIV/0!	1890	% diff
163	0	74	0	89	0.0%
1815	14	0	0	1801	0.2%
0	0	0	0	0	#DIV/0!
1970	107	1863	0	0	-0.1%

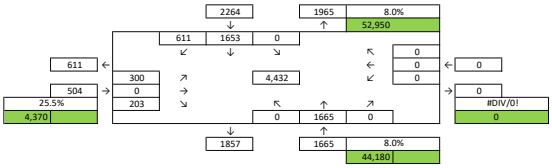
Tenth Column Iteration

	121	1937	#DIV/0!	1890	% diff
163	0	74	0	89	0.0%
1814	14	0	0	1801	0.2%
0	0	0	0	0	#DIV/0!
1971	107	1864	0	0	-0.1%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Westside Parkway EB Ramps
Intersection #: 21 AM



Scenario: Year 2028 Cumulative
N/S Street: Coffee Road
E/W Street: Westside Parkway EB Ramps



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		0	1965	611	1857
		0	1920	592	1814
0	0	0	0	0	0
2262	2210	0	0	592	1618
504	488	0	292	0	196
1666	1628	0	1628	0	0

First Row Iteration

	0	1968	606	1858	% diff
0	0	0	0	0	#DIV/0!
2262	0	0	606	1656	0%
504	0	301	0	202	-1%
1666	0	1666	0	0	0%

First Column Iteration

	0	1965	611	1857	% diff
0	0	0	0	0	#DIV/0!
2266	0	0	611	1655	0%
503	0	301	0	202	0%
1664	0	1664	0	0	0%

Second Row Iteration

	0	1968	610	1854	% diff
0	0	0	0	0	#DIV/0!
2262	0	0	610	1652	0.1%
504	0	301	0	202	-0.2%
1666	0	1666	0	0	-0.1%

Second Column Iteration

	0	1965	611	1857	% diff
0	0	0	0	0	#DIV/0!
2265	0	0	611	1654	0.1%
504	0	301	0	203	0.0%
1664	0	1664	0	0	-0.1%

Third Row Iteration

	0	1967	610	1854	% diff
0	0	0	0	0	#DIV/0!
2262	0	0	610	1652	0.1%
504	0	301	0	203	-0.1%
1666	0	1666	0	0	-0.1%

Third Column Iteration

	0	1965	611	1857	% diff
0	0	0	0	0	#DIV/0!
2265	0	0	611	1654	0.1%
504	0	301	0	203	0.0%
1664	0	1664	0	0	-0.1%

Fourth Row Iteration

	0	1967	610	1855	% diff
0	0	0	0	0	#DIV/0!
2262	0	0	610	1652	0.1%
504	0	301	0	203	-0.1%
1666	0	1666	0	0	-0.1%

Fourth Column Iteration

	0	1965	611	1857	% diff
0	0	0	0	0	#DIV/0!
2264	0	0	611	1653	0.1%
504	0	300	0	203	0.0%
1665	0	1665	0	0	-0.1%

Fifth Row Iteration

	0	1967	610	1855	% diff
0	0	0	0	0	#DIV/0!
2262	0	0	610	1652	0.1%
504	0	301	0	203	-0.1%
1666	0	1666	0	0	-0.1%

Fifth Column Iteration

	0	1965	611	1857	% diff
0	0	0	0	0	#DIV/0!
2264	0	0	611	1653	0.1%
504	0	300	0	203	0.0%
1665	0	1665	0	0	-0.1%

Sixth Row Iteration

	0	1967	610	1855	% diff
0	0	0	0	0	#DIV/0!
2262	0	0	610	1652	0.1%
504	0	300	0	203	-0.1%
1666	0	1666	0	0	-0.1%

Sixth Column Iteration

	0	1965	611	1857	% diff
0	0	0	0	0	#DIV/0!
2264	0	0	611	1653	0.1%
504	0	300	0	204	0.0%
1665	0	1665	0	0	-0.1%

Seventh Row Iteration

	0	1966	610	1855	% diff
0	0	0	0	0	#DIV/0!
2262	0	0	610	1652	0.1%
504	0	300	0	204	-0.1%
1666	0	1666	0	0	-0.1%

Seventh Column Iteration

	0	1965	611	1857	% diff
0	0	0	0	0	#DIV/0!
2264	0	0	611	1653	0.1%
504	0	300	0	204	0.0%
1665	0	1665	0	0	-0.1%

Eighth Row Iteration

	0	1966	610	1855	% diff
0	0	0	0	0	#DIV/0!
2262	0	0	610	1651	0.1%
504	0	300	0	204	-0.1%
1666	0	1666	0	0	-0.1%

Eighth Column Iteration

	0	1965	611	1857	% diff
0	0	0	0	0	#DIV/0!
2264	0	0	611	1653	0.1%
504	0	300	0	204	0.0%
1665	0	1665	0	0	-0.1%

Ninth Row Iteration

	0	1966	611	1855	% diff
0	0	0	0	0	#DIV/0!
2262	0	0	611	1651	0.0%
504	0	300	0	204	-0.1%
1666	0	1666	0	0	-0.1%

Ninth Column Iteration

	0	1965	611	1857	% diff
0	0	0	0	0	#DIV/0!
2264	0	0	611	1653	0.1%
504	0	300	0	204	0.0%
1665	0	1665	0	0	0.0%

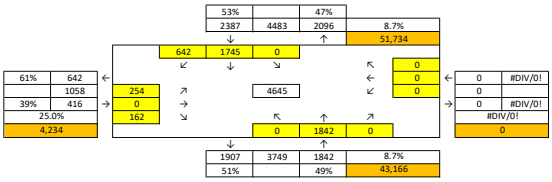
Tenth Row Iteration

	0	1966	611	1855	% diff
0	0	0	0	0	#DIV/0!
2262	0	0	611	1651	0.0%
504	0	300	0	204	-0.1%
1666	0	1666	0	0	-0.1%

Tenth Column Iteration

	0	1965	611	1857	% diff
0	0	0	0	0	#DIV/0!
2263	0	0	611	1652	0.1%
504	0	300	0	204	0.0%
1666	0	1666	0	0	0.0%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Westside Parkway EB Ramps
Intersection #: 21 PM



Base Year Intersection

		0	2145	663	1952
		0	2096	642	1907
0	0	0	0	0	0
2443	2387	0	0	642	1745
429	416	0	254	0	162
1885	1842	0	1842	0	0

First Row Iteration

	0	2147	657	1953	% diff
0	0	0	0	0	#DIV/0!
2443	0	0	657	1786	0%
429	0	262	0	167	-1%
1885	0	1885	0	0	0%

First Column Iteration

	0	2145	663	1952	% diff
0	0	0	0	0	#DIV/0!
2447	0	0	663	1785	0%
429	0	262	0	167	0%
1883	0	1883	0	0	0%

Second Row Iteration

	0	2147	661	1949	% diff
0	0	0	0	0	#DIV/0!
2443	0	0	661	1782	0.1%
429	0	262	0	167	-0.2%
1885	0	1885	0	0	-0.2%

Second Column Iteration

	0	2145	663	1952	% diff
0	0	0	0	0	#DIV/0!
2447	0	0	663	1784	0.2%
429	0	262	0	167	0.0%
1883	0	1883	0	0	-0.1%

Third Row Iteration

	0	2147	662	1949	% diff
0	0	0	0	0	#DIV/0!
2443	0	0	662	1782	0.1%
429	0	262	0	167	-0.2%
1885	0	1885	0	0	-0.1%

Third Column Iteration

	0	2145	663	1952	% diff
0	0	0	0	0	#DIV/0!
2447	0	0	663	1784	0.1%
429	0	262	0	168	0.0%
1884	0	1884	0	0	-0.1%

Fourth Row Iteration

	0	2147	662	1949	% diff
0	0	0	0	0	#DIV/0!
2443	0	0	662	1781	0.1%
429	0	262	0	168	-0.1%
1885	0	1885	0	0	-0.1%

Fourth Column Iteration

	0	2145	663	1952	% diff
0	0	0	0	0	#DIV/0!
2446	0	0	663	1784	0.1%
429	0	261	0	168	0.0%
1884	0	1884	0	0	-0.1%

Fifth Row Iteration

	0	2147	662	1949	% diff
0	0	0	0	0	#DIV/0!
2443	0	0	662	1781	0.1%
429	0	261	0	168	-0.1%
1885	0	1885	0	0	-0.1%

Fifth Column Iteration

	0	2145	663	1952	% diff
0	0	0	0	0	#DIV/0!
2446	0	0	663	1784	0.1%
429	0	261	0	168	0.0%
1884	0	1884	0	0	-0.1%

Sixth Row Iteration

	0	2146	662	1949	% diff
0	0	0	0	0	#DIV/0!
2443	0	0	662	1781	0.1%
429	0	261	0	168	-0.1%
1885	0	1885	0	0	-0.1%

Sixth Column Iteration

	0	2145	663	1952	% diff
0	0	0	0	0	#DIV/0!
2446	0	0	663	1783	0.1%
429	0	261	0	168	0.0%
1884	0	1884	0	0	-0.1%

Seventh Row Iteration

	0	2146	662	1950	% diff
0	0	0	0	0	#DIV/0!
2443	0	0	662	1781	0.0%
429	0	261	0	168	-0.1%
1885	0	1885	0	0	-0.1%

Seventh Column Iteration

	0	2145	663	1952	% diff
0	0	0	0	0	#DIV/0!
2446	0	0	663	1783	0.1%
429	0	261	0	169	0.0%
1884	0	1884	0	0	0.0%

Eighth Row Iteration

	0	2146	662	1950	% diff
0	0	0	0	0	#DIV/0!
2443	0	0	662	1781	0.0%
429	0	261	0	168	-0.1%
1885	0	1885	0	0	-0.1%

Eighth Column Iteration

	0	2145	663	1952	% diff
0	0	0	0	0	#DIV/0!
2446	0	0	663	1783	0.1%
429	0	261	0	169	0.0%
1884	0	1884	0	0	0.0%

Ninth Row Iteration

	0	2146	662	1950	% diff
0	0	0	0	0	#DIV/0!
2443	0	0	662	1781	0.0%
429	0	261	0	169	-0.1%
1885	0	1885	0	0	-0.1%

Ninth Column Iteration

	0	2145	663	1952	% diff
0	0	0	0	0	#DIV/0!
2446	0	0	663	1783	0.1%
429	0	261	0	169	0.0%
1885	0	1885	0	0	0.0%

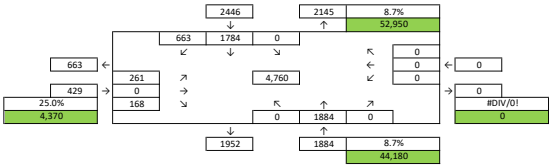
Tenth Row Iteration

	0	2146	662	1950	% diff
0	0	0	0	0	#DIV/0!
2443	0	0	662	1781	0.0%
429	0	261	0	169	-0.1%
1885	0	1885	0	0	-0.1%

Tenth Column Iteration

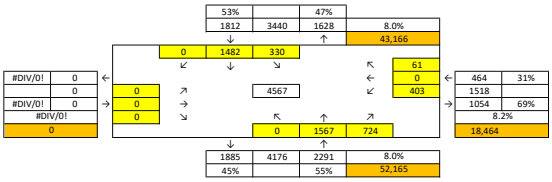
	0	2145	663	1952	% diff
0	0	0	0	0	#DIV/0!
2445	0	0	663	1783	0.1%
429	0	261	0	169	0.0%
1885	0	1885	0	0	0.0%

Scenario: Year 2028 Cumulative
N/S Street: Coffee Road
E/W Street: Westside Parkway EB Ramps

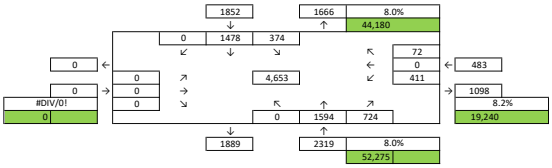


Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Truxtun Avenue
Intersection #: 22 AM



Scenario: Year 2028 Cumulative
N/S Street: Coffee Road
E/W Street: Truxtun Avenue



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		1098	1666	0	1889
		1054	1628	0	1885
484	464	0	61	0	403
1855	1812	330	0	0	1482
0	0	0	0	0	0
2296	2291	724	1567	0	0

First Row Iteration

	1063	1634	0	1937	% diff
484	0	64	0	420	-3%
1855	338	0	0	1517	-2%
0	0	0	0	0	#DIV/0!
2296	726	1570	0	0	3%

First Column Iteration

	1098	1666	0	1889	% diff
474	0	65	0	410	-2%
1828	349	0	0	1479	-1%
0	0	0	0	0	#DIV/0!
2351	749	1601	0	0	2%

Second Row Iteration

	1086	1630	0	1918	% diff
484	0	66	0	417	-1.1%
1855	354	0	0	1501	-2.2%
0	0	0	0	0	#DIV/0!
2296	732	1564	0	0	1.5%

Second Column Iteration

	1098	1666	0	1889	% diff
479	0	68	0	411	-1.0%
1836	358	0	0	1478	-1.0%
0	0	0	0	0	#DIV/0!
2339	740	1599	0	0	1.9%

Third Row Iteration

	1088	1637	0	1908	% diff
484	0	68	0	415	-0.9%
1855	362	0	0	1493	-1.7%
0	0	0	0	0	#DIV/0!
2296	727	1569	0	0	1.0%

Third Column Iteration

	1098	1666	0	1889	% diff
481	0	69	0	411	-0.6%
1843	365	0	0	1478	-0.6%
0	0	0	0	0	#DIV/0!
2330	733	1597	0	0	1.5%

Fourth Row Iteration

	1090	1643	0	1901	% diff
484	0	70	0	414	-0.8%
1855	367	0	0	1487	-1.4%
0	0	0	0	0	#DIV/0!
2296	723	1573	0	0	0.6%

Fourth Column Iteration

	1098	1666	0	1889	% diff
482	0	71	0	411	-0.3%
1848	370	0	0	1478	-0.4%
0	0	0	0	0	#DIV/0!
2324	728	1595	0	0	1.2%

Fifth Row Iteration

	1091	1647	0	1896	% diff
484	0	71	0	412	-0.7%
1855	371	0	0	1483	-1.1%
0	0	0	0	0	#DIV/0!
2296	719	1576	0	0	0.3%

Fifth Column Iteration

	1098	1666	0	1889	% diff
483	0	72	0	411	-0.1%
1852	374	0	0	1478	-0.1%
0	0	0	0	0	#DIV/0!
2319	724	1594	0	0	1.0%

Sixth Row Iteration

	1092	1651	0	1892	% diff
484	0	72	0	412	-0.6%
1855	374	0	0	1480	-0.9%
0	0	0	0	0	#DIV/0!
2296	717	1579	0	0	0.1%

Sixth Column Iteration

	1098	1666	0	1889	% diff
484	0	73	0	411	0.0%
1855	377	0	0	1478	0.0%
0	0	0	0	0	#DIV/0!
2315	722	1594	0	0	0.8%

Seventh Row Iteration

	1092	1653	0	1889	% diff
484	0	73	0	411	-0.6%
1855	377	0	0	1478	-0.8%
0	0	0	0	0	#DIV/0!
2296	716	1580	0	0	0.0%

Seventh Column Iteration

	1098	1666	0	1889	% diff
484	0	73	0	411	0.1%
1857	379	0	0	1478	0.1%
0	0	0	0	0	#DIV/0!
2313	719	1593	0	0	0.7%

Eighth Row Iteration

	1093	1655	0	1887	% diff
484	0	73	0	410	-0.5%
1855	378	0	0	1476	-0.7%
0	0	0	0	0	#DIV/0!
2296	714	1582	0	0	-0.1%

Eighth Column Iteration

	1098	1666	0	1889	% diff
485	0	74	0	411	0.2%
1858	380	0	0	1478	0.2%
0	0	0	0	0	#DIV/0!
2311	718	1593	0	0	0.6%

Ninth Row Iteration

	1093	1656	0	1885	% diff
484	0	73	0	410	-0.5%
1855	380	0	0	1475	-0.6%
0	0	0	0	0	#DIV/0!
2296	713	1582	0	0	-0.2%

Ninth Column Iteration

	1098	1666	0	1889	% diff
485	0	74	0	411	0.3%
1859	381	0	0	1478	0.3%
0	0	0	0	0	#DIV/0!
2309	717	1592	0	0	0.6%

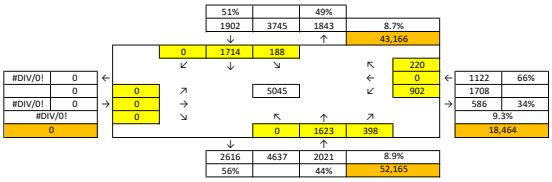
Tenth Row Iteration

	1093	1657	0	1884	% diff
484	0	74	0	410	-0.5%
1855	380	0	0	1474	-0.6%
0	0	0	0	0	#DIV/0!
2296	713	1583	0	0	-0.3%

Tenth Column Iteration

	1098	1666	0	1889	% diff
485	0	74	0	411	0.3%
1860	382	0	0	1478	0.3%
0	0	0	0	0	#DIV/0!
2308	716	1592	0	0	0.5%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Truxtun Avenue
Intersection #: 22 PM



Base Year Intersection

		611	1886	0	2622
		586	1843	0	2616
1169	1122	0	220	0	902
1947	1902	188	0	0	1714
0	0	0	0	0	0
2025	2021	398	1623	0	0

First Row Iteration

		591	1856	0	2694	% diff
1169	1122	0	229	0	940	-3%
1947	1902	192	0	0	1754	-2%
0	0	0	0	0	0	#DIV/0!
2025	2021	399	1626	0	0	3%

First Column Iteration

		611	1886	0	2622	% diff
1148	1122	0	233	0	915	-2%
1906	1902	199	0	0	1707	-2%
0	0	0	0	0	0	#DIV/0!
2065	2021	412	1653	0	0	2%

Second Row Iteration

		607	1859	0	2675	% diff
1169	1122	0	237	0	932	-0.6%
1947	1902	203	0	0	1744	-1.5%
0	0	0	0	0	0	#DIV/0!
2025	2021	404	1621	0	0	2.1%

Second Column Iteration

		611	1886	0	2622	% diff
1154	1122	0	241	0	913	-1.3%
1913	1902	204	0	0	1709	-1.7%
0	0	0	0	0	0	#DIV/0!
2052	2021	406	1645	0	0	1.3%

Third Row Iteration

		609	1868	0	2664	% diff
1169	1122	0	244	0	925	-0.3%
1947	1902	208	0	0	1739	-1.0%
0	0	0	0	0	0	#DIV/0!
2025	2021	401	1624	0	0	1.6%

Third Column Iteration

		611	1886	0	2622	% diff
1157	1122	0	246	0	910	-1.1%
1920	1902	208	0	0	1711	-1.4%
0	0	0	0	0	0	#DIV/0!
2042	2021	402	1640	0	0	0.8%

Fourth Row Iteration

		610	1875	0	2655	% diff
1169	1122	0	249	0	920	-0.1%
1947	1902	211	0	0	1735	-0.6%
0	0	0	0	0	0	#DIV/0!
2025	2021	399	1626	0	0	1.3%

Fourth Column Iteration

		611	1886	0	2622	% diff
1159	1122	0	251	0	908	-0.9%
1925	1902	211	0	0	1713	-1.1%
0	0	0	0	0	0	#DIV/0!
2035	2021	399	1636	0	0	0.5%

Fifth Row Iteration

		611	1881	0	2649	% diff
1169	1122	0	253	0	916	0.1%
1947	1902	214	0	0	1733	-0.3%
0	0	0	0	0	0	#DIV/0!
2025	2021	397	1628	0	0	1.1%

Fifth Column Iteration

		611	1886	0	2622	% diff
1160	1122	0	254	0	907	-0.8%
1928	1902	214	0	0	1715	-0.9%
0	0	0	0	0	0	#DIV/0!
2030	2021	397	1633	0	0	0.2%

Sixth Row Iteration

		612	1885	0	2645	% diff
1169	1122	0	255	0	914	0.2%
1947	1902	216	0	0	1731	-0.1%
0	0	0	0	0	0	#DIV/0!
2025	2021	396	1629	0	0	0.9%

Sixth Column Iteration

		611	1886	0	2622	% diff
1161	1122	0	256	0	906	-0.7%
1931	1902	215	0	0	1716	-0.8%
0	0	0	0	0	0	#DIV/0!
2026	2021	395	1631	0	0	0.0%

Seventh Row Iteration

		612	1887	0	2641	% diff
1169	1122	0	257	0	912	0.3%
1947	1902	217	0	0	1730	0.1%
0	0	0	0	0	0	#DIV/0!
2025	2021	395	1630	0	0	0.8%

Seventh Column Iteration

		611	1886	0	2622	% diff
1162	1122	0	257	0	905	-0.6%
1933	1902	216	0	0	1717	-0.7%
0	0	0	0	0	0	#DIV/0!
2023	2021	394	1629	0	0	-0.1%

Eighth Row Iteration

		613	1889	0	2639	% diff
1169	1122	0	259	0	910	0.3%
1947	1902	218	0	0	1729	0.2%
0	0	0	0	0	0	#DIV/0!
2025	2021	395	1631	0	0	0.7%

Eighth Column Iteration

		611	1886	0	2622	% diff
1163	1122	0	258	0	904	-0.6%
1935	1902	217	0	0	1717	-0.6%
0	0	0	0	0	0	#DIV/0!
2021	2021	393	1628	0	0	-0.2%

Ninth Row Iteration

		613	1891	0	2637	% diff
1169	1122	0	260	0	909	0.4%
1947	1902	219	0	0	1728	0.2%
0	0	0	0	0	0	#DIV/0!
2025	2021	394	1631	0	0	0.6%

Ninth Column Iteration

		611	1886	0	2622	% diff
1163	1122	0	259	0	904	-0.5%
1936	1902	218	0	0	1718	-0.6%
0	0	0	0	0	0	#DIV/0!
2020	2021	393	1627	0	0	-0.3%

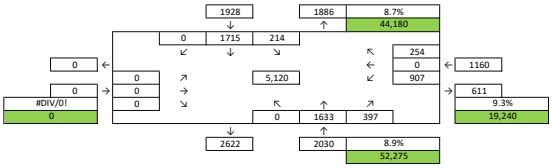
Tenth Row Iteration

		613	1892	0	2636	% diff
1169	1122	0	260	0	909	0.4%
1947	1902	219	0	0	1727	0.3%
0	0	0	0	0	0	#DIV/0!
2025	2021	394	1632	0	0	0.6%

Tenth Column Iteration

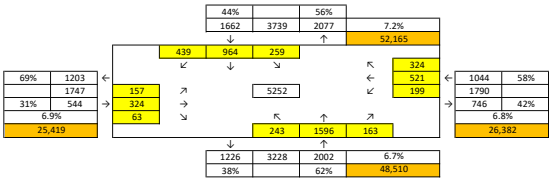
		611	1886	0	2622	% diff
1163	1122	0	260	0	904	-0.5%
1936	1902	218	0	0	1718	-0.5%
0	0	0	0	0	0	#DIV/0!
2019	2021	392	1627	0	0	-0.3%

Scenario: Year 2028 Cumulative
N/S Street: Coffee Road
E/W Street: Truxtun Avenue

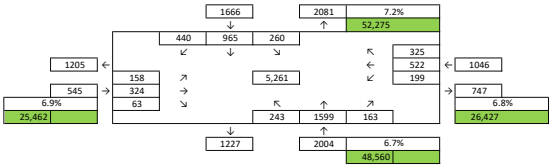


Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Scenario: Existing 2025
N/S Street: Coffee Road/Gosford Road
E/W Street: Stockdale Highway
Intersection #: 23 AM



Scenario: Year 2028 Cumulative
N/S Street: Coffee Road/Gosford Road
E/W Street: Stockdale Highway



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		747	2081	1205	1227
		746	2077	1203	1226
1046	1044	0	324	521	199
1666	1662	259	0	439	964
545	544	324	157	0	63
2004	2002	163	1596	243	0

First Row Iteration

	747	2079	1205	1228	% diff
1046	0	325	522	199	0%
1666	260	0	440	966	0%
545	325	157	0	63	0%
2004	163	1598	243	0	0%

First Column Iteration

	747	2081	1205	1227	% diff
1046	0	325	522	199	0%
1665	260	0	440	965	0%
545	325	157	0	63	0%
2006	163	1599	243	0	0%

Second Row Iteration

	747	2080	1205	1228	% diff
1046	0	325	522	199	0.0%
1666	260	0	440	966	-0.1%
545	325	157	0	63	0.0%
2004	163	1598	243	0	0.0%

Second Column Iteration

	747	2081	1205	1227	% diff
1046	0	325	522	199	0.0%
1665	260	0	440	965	0.0%
545	325	157	0	63	0.0%
2005	163	1599	243	0	0.0%

Third Row Iteration

	747	2081	1205	1227	% diff
1046	0	325	522	199	0.0%
1666	260	0	440	965	0.0%
545	324	157	0	63	0.0%
2004	163	1598	243	0	0.0%

Third Column Iteration

	747	2081	1205	1227	% diff
1046	0	325	522	199	0.0%
1665	260	0	440	965	0.0%
545	324	158	0	63	0.0%
2005	163	1599	243	0	0.0%

Fourth Row Iteration

	747	2081	1205	1227	% diff
1046	0	325	522	199	0.0%
1666	260	0	440	965	0.0%
545	324	157	0	63	0.0%
2004	163	1598	243	0	0.0%

Fourth Column Iteration

	747	2081	1205	1227	% diff
1046	0	325	522	199	0.0%
1666	260	0	440	965	0.0%
545	324	158	0	63	0.0%
2005	163	1599	243	0	0.0%

Fifth Row Iteration

	747	2081	1205	1227	% diff
1046	0	325	522	199	0.0%
1666	260	0	440	965	0.0%
545	324	158	0	63	0.0%
2004	163	1598	243	0	0.0%

Fifth Column Iteration

	747	2081	1205	1227	% diff
1046	0	325	522	199	0.0%
1666	260	0	440	965	0.0%
545	324	158	0	63	0.0%
2004	163	1599	243	0	0.0%

Sixth Row Iteration

	747	2081	1205	1227	% diff
1046	0	325	522	199	0.0%
1666	260	0	440	965	0.0%
545	324	158	0	63	0.0%
2004	163	1598	243	0	0.0%

Sixth Column Iteration

	747	2081	1205	1227	% diff
1046	0	325	522	199	0.0%
1666	260	0	440	965	0.0%
545	324	158	0	63	0.0%
2004	163	1599	243	0	0.0%

Seventh Row Iteration

	747	2081	1205	1227	% diff
1046	0	325	522	199	0.0%
1666	260	0	440	965	0.0%
545	324	158	0	63	0.0%
2004	163	1598	243	0	0.0%

Seventh Column Iteration

	747	2081	1205	1227	% diff
1046	0	325	522	199	0.0%
1666	260	0	440	965	0.0%
545	324	158	0	63	0.0%
2004	163	1599	243	0	0.0%

Eighth Row Iteration

	747	2081	1205	1227	% diff
1046	0	325	522	199	0.0%
1666	260	0	440	965	0.0%
545	324	158	0	63	0.0%
2004	163	1598	243	0	0.0%

Eighth Column Iteration

	747	2081	1205	1227	% diff
1046	0	325	522	199	0.0%
1666	260	0	440	965	0.0%
545	324	158	0	63	0.0%
2004	163	1599	243	0	0.0%

Ninth Row Iteration

	747	2081	1205	1227	% diff
1046	0	325	522	199	0.0%
1666	260	0	440	965	0.0%
545	324	158	0	63	0.0%
2004	163	1598	243	0	0.0%

Ninth Column Iteration

	747	2081	1205	1227	% diff
1046	0	325	522	199	0.0%
1666	260	0	440	965	0.0%
545	324	158	0	63	0.0%
2004	163	1599	243	0	0.0%

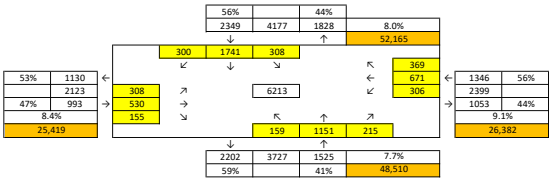
Tenth Row Iteration

	747	2081	1205	1227	% diff
1046	0	325	522	199	0.0%
1666	260	0	440	965	0.0%
545	324	158	0	63	0.0%
2004	163	1598	243	0	0.0%

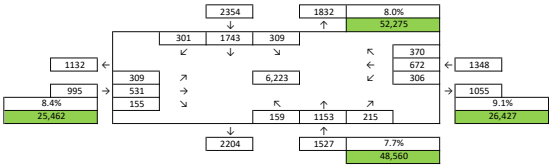
Tenth Column Iteration

	747	2081	1205	1227	% diff
1046	0	325	522	199	0.0%
1666	260	0	440	965	0.0%
545	324	158	0	63	0.0%
2004	163	1599	243	0	0.0%

Scenario: Existing 2025
N/S Street: Coffee Road/Gosford Road
E/W Street: Stockdale Highway
Intersection #: 23 PM



Scenario: Year 2028 Cumulative
N/S Street: Coffee Road/Gosford Road
E/W Street: Stockdale Highway



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		1055	1832	1132	2204
		1053	1828	1130	2202
1348	1346	0	369	671	306
2354	2349	308	0	300	1741
995	993	530	308	0	155
1527	1525	215	1151	159	0

First Row Iteration

	1055	1830	1132	2206	% diff
1348	0	370	672	307	0%
2354	309	0	301	1745	0%
995	531	309	0	155	0%
1527	215	1152	159	0	0%

Sixth Row Iteration

	1055	1832	1132	2205	% diff
1348	0	370	672	306	0.0%
2354	309	0	301	1744	0.0%
995	531	309	0	155	0.0%
1527	215	1153	159	0	0.0%

First Column Iteration

	1055	1832	1132	2204	% diff
1348	0	370	672	306	0%
2352	309	0	301	1743	0%
995	531	309	0	155	0%
1528	215	1153	159	0	0%

Sixth Column Iteration

	1055	1832	1132	2204	% diff
1348	0	370	672	306	0.0%
2354	309	0	301	1744	0.0%
995	531	309	0	155	0.0%
1526	215	1153	159	0	0.0%

Second Row Iteration

	1055	1831	1132	2206	% diff
1348	0	370	672	306	0.0%
2354	309	0	301	1744	0.0%
995	531	309	0	155	0.0%
1527	215	1152	159	0	0.1%

Seventh Row Iteration

	1055	1832	1132	2205	% diff
1348	0	370	672	306	0.0%
2354	309	0	301	1744	0.0%
995	531	309	0	155	0.0%
1527	215	1153	159	0	0.0%

Second Column Iteration

	1055	1832	1132	2204	% diff
1348	0	370	672	306	0.0%
2353	309	0	301	1743	0.0%
995	531	309	0	155	0.0%
1527	215	1153	159	0	0.0%

Seventh Column Iteration

	1055	1832	1132	2204	% diff
1348	0	370	672	306	0.0%
2354	309	0	301	1744	0.0%
995	531	309	0	155	0.0%
1526	215	1153	159	0	0.0%

Third Row Iteration

	1055	1832	1132	2205	% diff
1348	0	370	672	306	0.0%
2354	309	0	301	1744	0.0%
995	531	309	0	155	0.0%
1527	215	1153	159	0	0.0%

Eighth Row Iteration

	1055	1832	1132	2205	% diff
1348	0	370	672	306	0.0%
2354	309	0	301	1744	0.0%
995	531	309	0	155	0.0%
1527	215	1153	159	0	0.0%

Third Column Iteration

	1055	1832	1132	2204	% diff
1348	0	370	672	306	0.0%
2353	309	0	301	1743	0.0%
995	531	309	0	155	0.0%
1527	215	1153	159	0	0.0%

Eighth Column Iteration

	1055	1832	1132	2204	% diff
1348	0	370	672	306	0.0%
2354	309	0	301	1744	0.0%
995	531	309	0	155	0.0%
1526	215	1153	159	0	0.0%

Fourth Row Iteration

	1055	1832	1132	2205	% diff
1348	0	370	672	306	0.0%
2354	309	0	301	1744	0.0%
995	531	309	0	155	0.0%
1527	215	1153	159	0	0.0%

Ninth Row Iteration

	1055	1832	1132	2205	% diff
1348	0	370	672	306	0.0%
2354	309	0	301	1744	0.0%
995	531	309	0	155	0.0%
1527	215	1153	159	0	0.0%

Fourth Column Iteration

	1055	1832	1132	2204	% diff
1348	0	370	672	306	0.0%
2353	309	0	301	1743	0.0%
995	531	309	0	155	0.0%
1527	215	1153	159	0	0.0%

Ninth Column Iteration

	1055	1832	1132	2204	% diff
1348	0	370	672	306	0.0%
2354	309	0	301	1744	0.0%
995	531	309	0	155	0.0%
1526	215	1153	159	0	0.0%

Fifth Row Iteration

	1055	1832	1132	2205	% diff
1348	0	370	672	306	0.0%
2354	309	0	301	1744	0.0%
995	531	309	0	155	0.0%
1527	215	1153	159	0	0.0%

Tenth Row Iteration

	1055	1832	1132	2205	% diff
1348	0	370	672	306	0.0%
2354	309	0	301	1744	0.0%
995	531	309	0	155	0.0%
1527	215	1153	159	0	0.0%

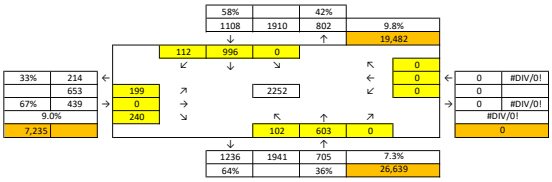
Fifth Column Iteration

	1055	1832	1132	2204	% diff
1348	0	370	672	306	0.0%
2354	309	0	301	1743	0.0%
995	531	309	0	155	0.0%
1527	215	1153	159	0	0.0%

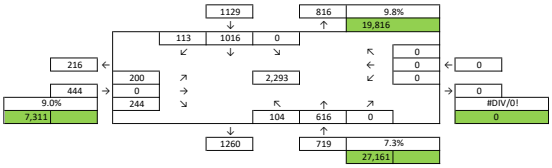
Tenth Column Iteration

	1055	1832	1132	2204	% diff
1348	0	370	672	306	0.0%
2354	309	0	301	1744	0.0%
995	531	309	0	155	0.0%
1526	215	1153	159	0	0.0%

Scenario: Existing 2025
N/S Street: Calloway Drive
E/W Street: Noriega Road
Intersection #: 24 AM



Scenario: Year 2028 Cumulative
N/S Street: Calloway Drive
E/W Street: Noriega Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		0	816	216	1260
		0	802	214	1236
0	0	0	0	0	0
1127	1108	0	0	112	996
444	439	0	199	0	240
719	705	0	603	102	0

First Row Iteration

	0	816	218	1256	% diff
0	0	0	0	0	#DIV/0!
1127	0	0	114	1013	0%
444	0	201	0	243	1%
719	0	615	104	0	0%

First Column Iteration

	0	816	216	1260	% diff
0	0	0	0	0	#DIV/0!
1130	0	0	113	1017	0%
444	0	201	0	243	0%
718	0	615	103	0	0%

Second Row Iteration

	0	816	216	1257	% diff
0	0	0	0	0	0.0%
1127	0	0	113	1014	0.0%
444	0	201	0	243	-0.1%
719	0	615	103	0	-0.2%

Second Column Iteration

	0	816	216	1260	% diff
0	0	0	0	0	#DIV/0!
1130	0	0	113	1017	0.2%
444	0	201	0	244	0.1%
719	0	615	103	0	0.0%

Third Row Iteration

	0	816	216	1258	% diff
0	0	0	0	0	#DIV/0!
1127	0	0	113	1014	0.0%
444	0	200	0	243	-0.1%
719	0	615	103	0	-0.2%

Third Column Iteration

	0	816	216	1260	% diff
0	0	0	0	0	#DIV/0!
1129	0	0	113	1016	0.2%
444	0	200	0	244	0.1%
719	0	615	104	0	0.0%

Fourth Row Iteration

	0	815	216	1258	% diff
0	0	0	0	0	#DIV/0!
1127	0	0	112	1015	0.0%
444	0	200	0	243	-0.1%
719	0	615	104	0	-0.2%

Fourth Column Iteration

	0	816	216	1260	% diff
0	0	0	0	0	#DIV/0!
1129	0	0	113	1016	0.2%
444	0	200	0	244	0.1%
719	0	616	104	0	0.1%

Fifth Row Iteration

	0	815	216	1258	% diff
0	0	0	0	0	#DIV/0!
1127	0	0	112	1015	-0.1%
444	0	200	0	243	-0.1%
719	0	615	104	0	-0.2%

Fifth Column Iteration

	0	816	216	1260	% diff
0	0	0	0	0	#DIV/0!
1129	0	0	113	1016	0.2%
444	0	200	0	244	0.1%
719	0	616	104	0	0.1%

Sixth Row Iteration

	0	815	216	1258	% diff
0	0	0	0	0	#DIV/0!
1127	0	0	112	1015	-0.1%
444	0	200	0	244	-0.1%
719	0	615	104	0	-0.1%

Sixth Column Iteration

	0	816	216	1260	% diff
0	0	0	0	0	#DIV/0!
1129	0	0	113	1016	0.1%
444	0	200	0	244	0.1%
719	0	616	104	0	0.1%

Seventh Row Iteration

	0	815	216	1258	% diff
0	0	0	0	0	#DIV/0!
1127	0	0	112	1015	-0.1%
444	0	200	0	244	-0.1%
719	0	615	104	0	-0.1%

Seventh Column Iteration

	0	816	216	1260	% diff
0	0	0	0	0	#DIV/0!
1129	0	0	112	1016	0.1%
444	0	200	0	244	0.1%
720	0	616	104	0	0.1%

Eighth Row Iteration

	0	815	216	1259	% diff
0	0	0	0	0	#DIV/0!
1127	0	0	112	1015	-0.1%
444	0	200	0	244	-0.1%
719	0	615	104	0	-0.1%

Eighth Column Iteration

	0	816	216	1260	% diff
0	0	0	0	0	#DIV/0!
1128	0	0	112	1016	0.1%
444	0	200	0	244	0.1%
720	0	616	104	0	0.1%

Ninth Row Iteration

	0	815	216	1259	% diff
0	0	0	0	0	#DIV/0!
1127	0	0	112	1015	-0.1%
444	0	200	0	244	-0.1%
719	0	615	104	0	-0.1%

Ninth Column Iteration

	0	816	216	1260	% diff
0	0	0	0	0	#DIV/0!
1128	0	0	112	1016	0.1%
444	0	200	0	244	0.1%
720	0	616	104	0	0.1%

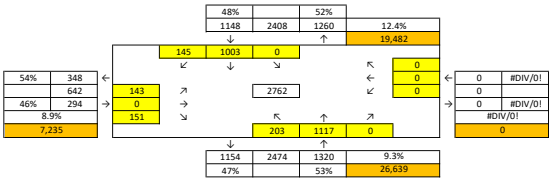
Tenth Row Iteration

	0	815	216	1259	% diff
0	0	0	0	0	#DIV/0!
1127	0	0	112	1015	-0.1%
444	0	200	0	244	-0.1%
719	0	615	104	0	-0.1%

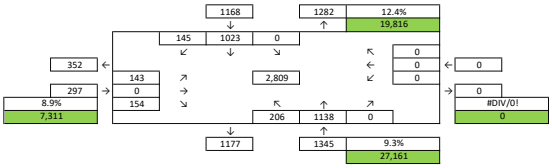
Tenth Column Iteration

	0	816	216	1260	% diff
0	0	0	0	0	#DIV/0!
1128	0	0	112	1016	0.1%
444	0	200	0	244	0.1%
720	0	616	104	0	0.1%

Scenario: Existing 2025
N/S Street: Calloway Drive
E/W Street: Noriega Road
Intersection #: 24 PM



Scenario: Year 2028 Cumulative
N/S Street: Calloway Drive
E/W Street: Noriega Road



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		0	1282	352	1177
		0	1260	348	1154
0	0	0	0	0	0
1168	1148	0	0	145	1003
297	294	0	143	0	151
1346	1320	0	1117	203	0

First Row Iteration

	0	1283	354	1173	% diff
0	0	0	0	0	#DIV/0!
1168	0	0	147	1020	0%
297	0	145	0	153	1%
1346	0	1139	207	0	0%

Sixth Row Iteration

	0	1283	352	1176	% diff
0	0	0	0	0	#DIV/0!
1168	0	0	145	1022	0.1%
297	0	143	0	154	0.0%
1346	0	1139	207	0	0.0%

First Column Iteration

	0	1282	352	1177	% diff
0	0	0	0	0	#DIV/0!
1170	0	0	146	1024	0%
297	0	144	0	153	0%
1343	0	1137	205	0	0%

Sixth Column Iteration

	0	1282	352	1177	% diff
0	0	0	0	0	#DIV/0!
1168	0	0	145	1023	0.0%
297	0	143	0	154	0.0%
1345	0	1138	206	0	-0.1%

Second Row Iteration

	0	1284	352	1175	% diff
0	0	0	0	0	0.0%
1168	0	0	146	1022	0.2%
297	0	144	0	153	0.1%
1346	0	1140	206	0	-0.2%

Seventh Row Iteration

	0	1283	352	1176	% diff
0	0	0	0	0	#DIV/0!
1168	0	0	145	1023	0.1%
297	0	143	0	154	0.0%
1346	0	1139	207	0	0.0%

Second Column Iteration

	0	1282	352	1177	% diff
0	0	0	0	0	#DIV/0!
1169	0	0	146	1023	0.1%
297	0	144	0	153	0.0%
1343	0	1138	206	0	-0.2%

Seventh Column Iteration

	0	1282	352	1177	% diff
0	0	0	0	0	#DIV/0!
1168	0	0	145	1023	0.0%
297	0	143	0	154	0.0%
1345	0	1138	207	0	-0.1%

Third Row Iteration

	0	1284	352	1175	% diff
0	0	0	0	0	#DIV/0!
1168	0	0	146	1022	0.2%
297	0	144	0	153	0.0%
1346	0	1140	206	0	-0.1%

Eighth Row Iteration

	0	1282	352	1176	% diff
0	0	0	0	0	#DIV/0!
1168	0	0	145	1023	0.1%
297	0	143	0	154	0.0%
1346	0	1139	207	0	0.0%

Third Column Iteration

	0	1282	352	1177	% diff
0	0	0	0	0	#DIV/0!
1169	0	0	146	1023	0.1%
297	0	144	0	153	0.0%
1344	0	1138	206	0	-0.1%

Eighth Column Iteration

	0	1282	352	1177	% diff
0	0	0	0	0	#DIV/0!
1168	0	0	145	1023	0.0%
297	0	143	0	154	0.0%
1345	0	1138	207	0	-0.1%

Fourth Row Iteration

	0	1283	352	1176	% diff
0	0	0	0	0	#DIV/0!
1168	0	0	146	1022	0.1%
297	0	144	0	153	0.0%
1346	0	1140	206	0	-0.1%

Ninth Row Iteration

	0	1282	352	1177	% diff
0	0	0	0	0	#DIV/0!
1168	0	0	145	1023	0.1%
297	0	143	0	154	0.0%
1346	0	1139	207	0	0.0%

Fourth Column Iteration

	0	1282	352	1177	% diff
0	0	0	0	0	#DIV/0!
1169	0	0	145	1023	0.1%
297	0	143	0	154	0.0%
1344	0	1138	206	0	-0.1%

Ninth Column Iteration

	0	1282	352	1177	% diff
0	0	0	0	0	#DIV/0!
1168	0	0	145	1023	0.0%
297	0	143	0	154	0.0%
1345	0	1139	207	0	0.0%

Fifth Row Iteration

	0	1283	352	1176	% diff
0	0	0	0	0	#DIV/0!
1168	0	0	145	1022	0.1%
297	0	144	0	154	0.0%
1346	0	1139	206	0	-0.1%

Tenth Row Iteration

	0	1282	352	1177	% diff
0	0	0	0	0	#DIV/0!
1168	0	0	145	1023	0.0%
297	0	143	0	154	0.0%
1346	0	1139	207	0	0.0%

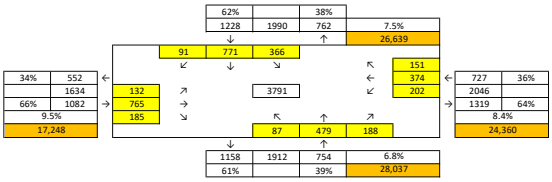
Fifth Column Iteration

	0	1282	352	1177	% diff
0	0	0	0	0	#DIV/0!
1168	0	0	145	1023	0.0%
297	0	143	0	154	0.0%
1345	0	1138	206	0	-0.1%

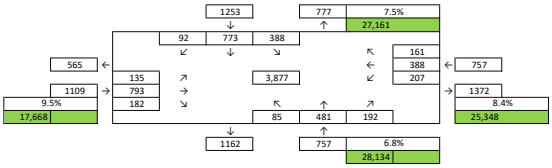
Tenth Column Iteration

	0	1282	352	1177	% diff
0	0	0	0	0	#DIV/0!
1168	0	0	145	1023	0.0%
297	0	143	0	154	0.0%
1345	0	1139	207	0	0.0%

Scenario: Existing 2025
N/S Street: Calloway Drive
E/W Street: Hageman Road
Intersection #: 25 AM



Scenario: Year 2028 Cumulative
N/S Street: Calloway Drive
E/W Street: Hageman Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		1372	777	565	1162
		1319	762	552	1158
756	727	0	151	374	202
1252	1228	366	0	91	771
1108	1082	765	132	0	185
757	754	188	479	87	0

First Row Iteration

	1345	773	569	1186	% diff
756	0	157	389	210	-2%
1252	373	0	93	786	-1%
1108	784	135	0	190	1%
757	189	481	87	0	2%

First Column Iteration

	1372	777	565	1162	% diff
750	0	158	387	206	-1%
1243	381	0	92	770	-1%
1121	799	136	0	186	1%
762	192	483	87	0	1%

Second Row Iteration

	1365	773	569	1167	% diff
756	0	159	390	208	-0.6%
1252	383	0	93	776	-0.5%
1108	790	134	0	184	0.6%
757	191	480	86	0	0.4%

Second Column Iteration

	1372	777	565	1162	% diff
754	0	160	388	207	-0.3%
1250	386	0	92	772	-0.1%
1113	795	135	0	183	0.4%
760	192	482	86	0	0.4%

Third Row Iteration

	1369	775	566	1163	% diff
756	0	160	389	207	-0.2%
1252	386	0	92	774	-0.3%
1108	792	135	0	182	0.2%
757	191	480	85	0	0.1%

Third Column Iteration

	1372	777	565	1162	% diff
756	0	161	388	207	-0.1%
1252	387	0	92	773	0.0%
1110	794	135	0	182	0.2%
758	192	481	85	0	0.2%

Fourth Row Iteration

	1371	776	565	1162	% diff
756	0	161	388	207	-0.1%
1252	387	0	92	773	-0.1%
1108	792	135	0	182	0.0%
757	191	480	85	0	0.0%

Fourth Column Iteration

	1372	777	565	1162	% diff
757	0	161	388	207	0.0%
1253	388	0	92	773	0.1%
1110	793	135	0	182	0.1%
758	192	481	85	0	0.1%

Fifth Row Iteration

	1371	776	565	1161	% diff
756	0	161	388	207	-0.1%
1252	387	0	92	773	-0.1%
1108	792	135	0	181	-0.1%
757	191	480	85	0	-0.1%

Fifth Column Iteration

	1372	777	565	1162	% diff
757	0	161	388	207	0.1%
1253	388	0	92	773	0.1%
1109	793	135	0	181	0.1%
757	192	481	85	0	0.1%

Sixth Row Iteration

	1371	776	565	1161	% diff
756	0	161	388	207	-0.1%
1252	387	0	92	772	-0.1%
1108	792	135	0	181	-0.1%
757	191	480	85	0	-0.1%

Sixth Column Iteration

	1372	777	565	1162	% diff
757	0	161	388	207	0.1%
1253	388	0	92	773	0.1%
1109	793	135	0	182	0.1%
757	192	481	85	0	0.1%

Seventh Row Iteration

	1371	776	565	1161	% diff
756	0	161	388	207	-0.1%
1252	387	0	92	772	-0.1%
1108	792	135	0	181	-0.1%
757	191	480	85	0	-0.1%

Seventh Column Iteration

	1372	777	565	1162	% diff
757	0	161	388	207	0.1%
1253	388	0	92	773	0.1%
1109	793	135	0	181	0.1%
757	192	481	85	0	0.1%

Eighth Row Iteration

	1371	776	565	1161	% diff
756	0	161	388	207	-0.1%
1252	387	0	92	772	-0.1%
1108	792	135	0	181	-0.1%
757	191	480	85	0	-0.1%

Eighth Column Iteration

	1372	777	565	1162	% diff
757	0	161	388	207	0.1%
1253	388	0	92	773	0.1%
1109	793	135	0	181	0.1%
757	192	481	85	0	0.1%

Ninth Row Iteration

	1371	776	565	1161	% diff
756	0	161	388	207	-0.1%
1252	387	0	92	772	-0.1%
1108	792	135	0	181	-0.1%
757	191	480	85	0	-0.1%

Ninth Column Iteration

	1372	777	565	1162	% diff
757	0	161	388	207	0.1%
1253	388	0	92	773	0.1%
1109	793	135	0	181	0.1%
757	192	481	85	0	0.1%

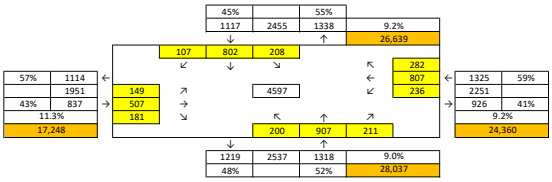
Tenth Row Iteration

	1371	776	565	1161	% diff
756	0	161	388	207	-0.1%
1252	387	0	92	772	-0.1%
1108	792	135	0	181	-0.1%
757	191	480	85	0	-0.1%

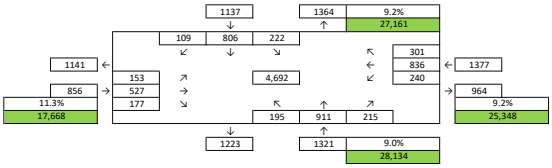
Tenth Column Iteration

	1372	777	565	1162	% diff
757	0	161	388	207	0.1%
1253	388	0	92	773	0.1%
1109	793	135	0	181	0.1%
757	192	481	85	0	0.1%

Scenario: Existing 2025
N/S Street: Calloway Drive
E/W Street: Hageman Road
Intersection #: 25 PM



Scenario: Year 2028 Cumulative
N/S Street: Calloway Drive
E/W Street: Hageman Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		964	1364	1141	1223
		926	1338	1114	1219
1379	1325	0	282	807	236
1139	1117	208	0	107	802
857	837	507	149	0	181
1323	1318	211	907	200	0

First Row Iteration

	943	1356	1150	1249	% diff
1379	0	293	840	246	-2%
1139	212	0	109	818	-1%
857	519	153	0	185	1%
1323	212	910	201	0	2%

First Column Iteration

	964	1364	1141	1223	% diff
1369	0	295	834	241	-1%
1126	217	0	108	801	-1%
866	531	154	0	182	1%
1331	216	916	199	0	1%

Second Row Iteration

	960	1359	1147	1232	% diff
1379	0	297	839	242	-0.4%
1139	219	0	110	810	-0.4%
857	525	152	0	180	0.5%
1323	215	910	198	0	0.7%

Second Column Iteration

	964	1364	1141	1223	% diff
1374	0	298	835	240	-0.3%
1133	220	0	109	804	-0.5%
859	528	153	0	179	0.2%
1326	216	913	197	0	0.3%

Third Row Iteration

	963	1363	1144	1228	% diff
1379	0	299	838	241	0.0%
1139	221	0	110	808	-0.1%
857	527	152	0	178	0.3%
1323	215	911	196	0	0.4%

Third Column Iteration

	964	1364	1141	1223	% diff
1376	0	300	836	240	-0.2%
1136	221	0	109	805	-0.3%
857	527	153	0	178	0.0%
1323	215	912	196	0	0.0%

Fourth Row Iteration

	964	1364	1143	1226	% diff
1379	0	300	838	241	0.1%
1139	222	0	110	807	0.0%
857	527	153	0	178	0.2%
1323	215	911	196	0	0.2%

Fourth Column Iteration

	964	1364	1141	1223	% diff
1377	0	300	836	240	-0.1%
1137	222	0	109	806	-0.2%
857	527	153	0	177	-0.1%
1322	215	911	196	0	0.0%

Fifth Row Iteration

	965	1365	1143	1225	% diff
1379	0	301	837	241	0.1%
1139	222	0	110	807	0.1%
857	527	153	0	177	0.1%
1323	215	912	196	0	0.2%

Fifth Column Iteration

	964	1364	1141	1223	% diff
1377	0	301	836	240	-0.1%
1137	222	0	109	806	-0.1%
856	527	153	0	177	-0.1%
1321	215	911	195	0	-0.1%

Sixth Row Iteration

	965	1366	1142	1225	% diff
1379	0	301	837	241	0.1%
1139	222	0	110	807	0.1%
857	527	153	0	177	0.1%
1323	215	912	196	0	0.1%

Sixth Column Iteration

	964	1364	1141	1223	% diff
1377	0	301	836	240	-0.1%
1137	222	0	109	806	-0.1%
856	527	153	0	177	-0.1%
1321	215	911	195	0	-0.1%

Seventh Row Iteration

	965	1366	1142	1225	% diff
1379	0	301	837	240	0.1%
1139	222	0	110	807	0.1%
857	527	153	0	177	0.1%
1323	215	912	196	0	0.1%

Seventh Column Iteration

	964	1364	1141	1223	% diff
1377	0	301	836	240	-0.1%
1137	222	0	109	806	-0.1%
856	527	153	0	177	-0.1%
1321	215	911	195	0	-0.1%

Eighth Row Iteration

	965	1366	1142	1225	% diff
1379	0	301	837	240	0.1%
1139	222	0	110	807	0.1%
857	527	153	0	177	0.1%
1323	215	912	195	0	0.1%

Eighth Column Iteration

	964	1364	1141	1223	% diff
1377	0	301	836	240	-0.1%
1138	222	0	110	806	-0.1%
856	527	153	0	177	-0.1%
1321	215	911	195	0	-0.1%

Ninth Row Iteration

	965	1366	1142	1225	% diff
1379	0	301	837	240	0.1%
1139	222	0	110	807	0.1%
857	527	153	0	177	0.1%
1323	215	912	195	0	0.1%

Ninth Column Iteration

	964	1364	1141	1223	% diff
1377	0	301	836	240	-0.1%
1138	222	0	110	806	-0.1%
856	527	153	0	177	-0.1%
1321	215	911	195	0	-0.1%

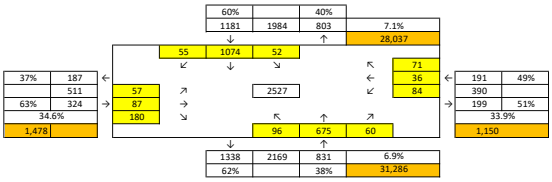
Tenth Row Iteration

	965	1366	1142	1225	% diff
1379	0	301	837	240	0.1%
1139	222	0	110	807	0.1%
857	527	153	0	177	0.1%
1323	215	912	195	0	0.1%

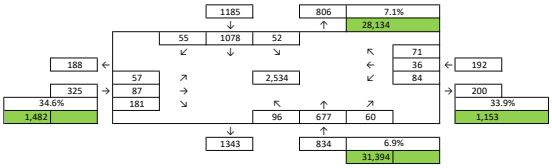
Tenth Column Iteration

	964	1364	1141	1223	% diff
1377	0	301	836	240	-0.1%
1138	222	0	110	806	-0.1%
856	527	153	0	177	-0.1%
1321	215	911	195	0	-0.1%

Scenario: Existing 2025
N/S Street: Calloway Drive
E/W Street: Meacham Road
Intersection #: 26 AM



Scenario: Year 2028 Cumulative
N/S Street: Calloway Drive
E/W Street: Meacham Road



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		200	806	188	1343
		199	803	187	1338
191	191	0	71	36	84
1185	1181	52	0	55	1074
325	324	87	57	0	180
834	831	60	675	96	0

First Row Iteration

	200	806	188	1342	% diff
191	0	71	36	84	0%
1185	52	0	55	1078	0%
325	87	57	0	180	0%
834	60	677	96	0	0%

First Column Iteration

	200	806	188	1343	% diff
191	0	71	36	84	0%
1185	52	0	55	1078	0%
325	87	57	0	181	0%
834	60	677	96	0	0%

Second Row Iteration

	200	806	188	1343	% diff
191	0	71	36	84	0.0%
1185	52	0	55	1078	0.0%
325	87	57	0	181	0.0%
834	60	677	96	0	0.0%

Second Column Iteration

	200	806	188	1343	% diff
192	0	71	36	84	0.0%
1185	52	0	55	1078	0.0%
325	87	57	0	181	0.0%
834	60	677	96	0	0.0%

Third Row Iteration

	200	806	188	1343	% diff
191	0	71	36	84	0.0%
1185	52	0	55	1078	0.0%
325	87	57	0	181	0.0%
834	60	677	96	0	0.0%

Third Column Iteration

	200	806	188	1343	% diff
192	0	71	36	84	0.0%
1185	52	0	55	1078	0.0%
325	87	57	0	181	0.0%
834	60	677	96	0	0.0%

Fourth Row Iteration

	200	806	188	1343	% diff
191	0	71	36	84	0.0%
1185	52	0	55	1078	0.0%
325	87	57	0	181	0.0%
834	60	677	96	0	0.0%

Fourth Column Iteration

	200	806	188	1343	% diff
192	0	71	36	84	0.0%
1185	52	0	55	1078	0.0%
325	87	57	0	181	0.0%
834	60	677	96	0	0.0%

Fifth Row Iteration

	200	806	188	1343	% diff
191	0	71	36	84	0.0%
1185	52	0	55	1078	0.0%
325	87	57	0	181	0.0%
834	60	677	96	0	0.0%

Fifth Column Iteration

	200	806	188	1343	% diff
192	0	71	36	84	0.0%
1185	52	0	55	1078	0.0%
325	87	57	0	181	0.0%
834	60	677	96	0	0.0%

Sixth Row Iteration

	200	806	188	1343	% diff
191	0	71	36	84	0.0%
1185	52	0	55	1078	0.0%
325	87	57	0	181	0.0%
834	60	677	96	0	0.0%

Sixth Column Iteration

	200	806	188	1343	% diff
192	0	71	36	84	0.0%
1185	52	0	55	1078	0.0%
325	87	57	0	181	0.0%
834	60	677	96	0	0.0%

Seventh Row Iteration

	200	806	187	1343	% diff
191	0	71	36	84	0.0%
1185	52	0	55	1078	0.0%
325	87	57	0	181	0.0%
834	60	677	96	0	0.0%

Seventh Column Iteration

	200	806	188	1343	% diff
192	0	71	36	84	0.0%
1185	52	0	55	1078	0.0%
325	87	57	0	181	0.0%
834	60	677	96	0	0.0%

Eighth Row Iteration

	200	806	187	1343	% diff
191	0	71	36	84	0.0%
1185	52	0	55	1078	0.0%
325	87	57	0	181	0.0%
834	60	677	96	0	0.0%

Eighth Column Iteration

	200	806	188	1343	% diff
192	0	71	36	84	0.0%
1185	52	0	55	1078	0.0%
325	87	57	0	181	0.0%
834	60	677	96	0	0.0%

Ninth Row Iteration

	200	806	187	1343	% diff
191	0	71	36	84	0.0%
1185	52	0	55	1078	0.0%
325	87	57	0	181	0.0%
834	60	677	96	0	0.0%

Ninth Column Iteration

	200	806	188	1343	% diff
192	0	71	36	84	0.0%
1185	52	0	55	1078	0.0%
325	87	57	0	181	0.0%
834	60	677	96	0	0.0%

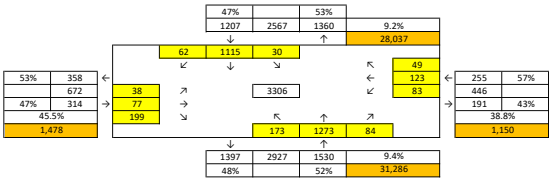
Tenth Row Iteration

	200	806	187	1343	% diff
191	0	71	36	84	0.0%
1185	52	0	55	1078	0.0%
325	87	57	0	181	0.0%
834	60	677	96	0	0.0%

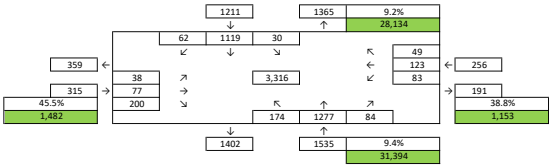
Tenth Column Iteration

	200	806	188	1343	% diff
192	0	71	36	84	0.0%
1185	52	0	55	1078	0.0%
325	87	57	0	181	0.0%
834	60	677	96	0	0.0%

Scenario: Existing 2025
N/S Street: Calloway Drive
E/W Street: Meacham Road
Intersection #: 26 PM



Scenario: Year 2028 Cumulative
N/S Street: Calloway Drive
E/W Street: Meacham Road



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		191	1365	359	1402
		191	1360	358	1397
256	255	0	49	123	83
1211	1207	30	0	62	1115
315	314	77	38	0	199
1535	1530	84	1273	173	0

First Row Iteration

	192	1365	359	1402	% diff
256	0	49	123	83	0%
1211	30	0	62	1119	0%
315	77	38	0	200	0%
1535	84	1277	174	0	0%

First Column Iteration

	191	1365	359	1402	% diff
256	0	49	123	83	0%
1211	30	0	62	1119	0%
315	77	38	0	200	0%
1535	84	1277	174	0	0%

Second Row Iteration

	192	1365	359	1402	% diff
256	0	49	123	83	0.0%
1211	30	0	62	1119	0.0%
315	77	38	0	200	0.0%
1535	84	1278	174	0	0.0%

Second Column Iteration

	191	1365	359	1402	% diff
256	0	49	123	83	0.0%
1211	30	0	62	1119	0.0%
315	77	38	0	200	0.0%
1535	84	1277	174	0	0.0%

Third Row Iteration

	191	1365	359	1402	% diff
256	0	49	123	83	0.0%
1211	30	0	62	1119	0.0%
315	77	38	0	200	0.0%
1535	84	1278	174	0	0.0%

Year 2027 Cumulative

Third Column Iteration

	191	1365	359	1402	% diff
256	0	49	123	83	0.0%
1211	30	0	62	1119	0.0%
315	77	38	0	200	0.0%
1535	84	1277	174	0	0.0%

Fourth Row Iteration

	191	1365	359	1402	% diff
256	0	49	123	83	0.0%
1211	30	0	62	1119	0.0%
315	77	38	0	200	0.0%
1535	84	1278	174	0	0.0%

Fourth Column Iteration

	191	1365	359	1402	% diff
256	0	49	123	83	0.0%
1211	30	0	62	1119	0.0%
315	77	38	0	200	0.0%
1535	84	1277	174	0	0.0%

Fifth Row Iteration

	191	1365	359	1402	% diff
256	0	49	123	83	0.0%
1211	30	0	62	1119	0.0%
315	77	38	0	200	0.0%
1535	84	1277	174	0	0.0%

Fifth Column Iteration

	191	1365	359	1402	% diff
256	0	49	123	83	0.0%
1211	30	0	62	1119	0.0%
315	77	38	0	200	0.0%
1535	84	1277	174	0	0.0%

Sixth Row Iteration

	191	1365	359	1402	% diff
256	0	49	123	83	0.0%
1211	30	0	62	1119	0.0%
315	77	38	0	200	0.0%
1535	84	1277	174	0	0.0%

Sixth Column Iteration

	191	1365	359	1402	% diff
256	0	49	123	83	0.0%
1211	30	0	62	1119	0.0%
315	77	38	0	200	0.0%
1535	84	1277	174	0	0.0%

Seventh Row Iteration

	191	1365	359	1402	% diff
256	0	49	123	83	0.0%
1211	30	0	62	1119	0.0%
315	77	38	0	200	0.0%
1535	84	1277	174	0	0.0%

Seventh Column Iteration

	191	1365	359	1402	% diff
256	0	49	123	83	0.0%
1211	30	0	62	1119	0.0%
315	77	38	0	200	0.0%
1535	84	1277	174	0	0.0%

Eighth Row Iteration

	191	1365	359	1402	% diff
256	0	49	123	83	0.0%
1211	30	0	62	1119	0.0%
315	77	38	0	200	0.0%
1535	84	1277	174	0	0.0%

Eighth Column Iteration

	191	1365	359	1402	% diff
256	0	49	123	83	0.0%
1211	30	0	62	1119	0.0%
315	77	38	0	200	0.0%
1535	84	1277	174	0	0.0%

Ninth Row Iteration

	191	1365	359	1402	% diff
256	0	49	123	83	0.0%
1211	30	0	62	1119	0.0%
315	77	38	0	200	0.0%
1535	84	1277	174	0	0.0%

Ninth Column Iteration

	191	1365	359	1402	% diff
256	0	49	123	83	0.0%
1211	30	0	62	1119	0.0%
315	77	38	0	200	0.0%
1535	84	1277	174	0	0.0%

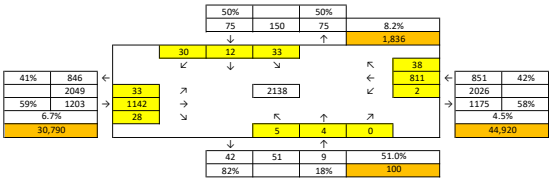
Tenth Row Iteration

	191	1365	359	1402	% diff
256	0	49	123	83	0.0%
1211	30	0	62	1119	0.0%
315	77	38	0	200	0.0%
1535	84	1277	174	0	0.0%

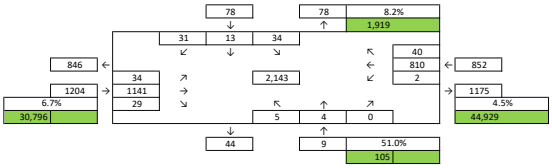
Tenth Column Iteration

	191	1365	359	1402	% diff
256	0	49	123	83	0.0%
1211	30	0	62	1119	0.0%
315	77	38	0	200	0.0%
1535	84	1277	174	0	0.0%

Scenario: Existing 2025
N/S Street: Patton Way
E/W Street: Rosedale Highway (CA-58)
Intersection #: 1 AM



Scenario: Year 2046
N/S Street: Patton Way
E/W Street: Rosedale Highway (CA-58)



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		1175	78	846	44
		1175	75	846	42
851	851	0	38	811	2
78	75	33	0	30	12
1203	1203	1142	33	0	28
9	9	0	4	5	0

First Row Iteration

	1177	75	848	43	% diff
851	0	38	811	2	0%
78	34	0	31	13	-4%
1203	1142	33	0	28	0%
9	0	4	5	0	-4%

First Column Iteration

	1175	78	846	44	% diff
851	0	40	810	2	0%
79	34	0	31	13	0%
1204	1141	34	0	29	0%
10	0	4	5	0	2%

Second Row Iteration

	1174	78	846	44	% diff
851	0	40	809	2	-0.1%
78	34	0	31	13	-0.1%
1203	1140	34	0	29	0.0%
9	0	4	5	0	-0.2%

Second Column Iteration

	1175	78	846	44	% diff
852	0	40	810	2	0.0%
78	34	0	31	13	0.1%
1204	1141	34	0	29	0.1%
9	0	4	5	0	0.1%

Third Row Iteration

	1174	78	846	44	% diff
851	0	40	809	2	-0.1%
78	34	0	31	13	-0.1%
1203	1140	34	0	29	-0.1%
9	0	4	5	0	-0.1%

Third Column Iteration

	1175	78	846	44	% diff
852	0	40	810	2	0.1%
78	34	0	31	13	0.1%
1204	1141	34	0	29	0.1%
9	0	4	5	0	0.1%

Fourth Row Iteration

	1174	78	846	44	% diff
851	0	40	809	2	-0.1%
78	34	0	31	13	-0.1%
1203	1140	34	0	29	-0.1%
9	0	4	5	0	-0.1%

Fourth Column Iteration

	1175	78	846	44	% diff
852	0	40	810	2	0.1%
78	34	0	31	13	0.1%
1204	1141	34	0	29	0.1%
9	0	4	5	0	0.1%

Fifth Row Iteration

	1174	78	846	44	% diff
851	0	40	809	2	-0.1%
78	34	0	31	13	-0.1%
1203	1140	34	0	29	-0.1%
9	0	4	5	0	-0.1%

Fifth Column Iteration

	1175	78	846	44	% diff
852	0	40	810	2	0.1%
78	34	0	31	13	0.1%
1204	1141	34	0	29	0.1%
9	0	4	5	0	0.1%

Sixth Row Iteration

	1174	78	846	44	% diff
851	0	40	809	2	-0.1%
78	34	0	31	13	-0.1%
1203	1140	34	0	29	-0.1%
9	0	4	5	0	-0.1%

Sixth Column Iteration

	1175	78	846	44	% diff
852	0	40	810	2	0.1%
78	34	0	31	13	0.1%
1204	1141	34	0	29	0.1%
9	0	4	5	0	0.1%

Seventh Row Iteration

	1174	78	846	44	% diff
851	0	40	809	2	-0.1%
78	34	0	31	13	-0.1%
1203	1140	34	0	29	-0.1%
9	0	4	5	0	-0.1%

Seventh Column Iteration

	1175	78	846	44	% diff
852	0	40	810	2	0.1%
78	34	0	31	13	0.1%
1204	1141	34	0	29	0.1%
9	0	4	5	0	0.1%

Eighth Row Iteration

	1174	78	846	44	% diff
851	0	40	809	2	-0.1%
78	34	0	31	13	-0.1%
1203	1140	34	0	29	-0.1%
9	0	4	5	0	-0.1%

Eighth Column Iteration

	1175	78	846	44	% diff
852	0	40	810	2	0.1%
78	34	0	31	13	0.1%
1204	1141	34	0	29	0.1%
9	0	4	5	0	0.1%

Ninth Row Iteration

	1174	78	846	44	% diff
851	0	40	809	2	-0.1%
78	34	0	31	13	-0.1%
1203	1140	34	0	29	-0.1%
9	0	4	5	0	-0.1%

Ninth Column Iteration

	1175	78	846	44	% diff
852	0	40	810	2	0.1%
78	34	0	31	13	0.1%
1204	1141	34	0	29	0.1%
9	0	4	5	0	0.1%

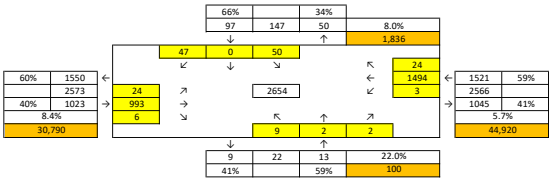
Tenth Row Iteration

	1174	78	846	44	% diff
851	0	40	809	2	-0.1%
78	34	0	31	13	-0.1%
1203	1140	34	0	29	-0.1%
9	0	4	5	0	-0.1%

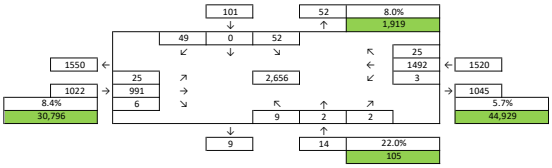
Tenth Column Iteration

	1175	78	846	44	% diff
852	0	40	810	2	0.1%
78	34	0	31	13	0.1%
1204	1141	34	0	29	0.1%
9	0	4	5	0	0.1%

Scenario: Existing 2025
N/S Street: Patton Way
E/W Street: Rosedale Highway (CA-58)
Intersection #: 1 PM



Scenario: Year 2046
N/S Street: Patton Way
E/W Street: Rosedale Highway (CA-58)



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		1045	52	1550	9
		1045	50	1550	9
1521	1521	0	24	1494	3
101	97	50	0	47	0
1023	1023	993	24	0	6
14	13	2	2	9	0

First Row Iteration

	1048	50	1553	9	% diff
1521	0	24	1494	3	0%
101	52	0	49	0	-4%
1023	993	24	0	6	0%
14	2	2	9	0	-5%

First Column Iteration

	1045	52	1550	9	% diff
1520	0	25	1492	3	0%
101	52	0	49	0	0%
1022	991	25	0	6	0%
14	2	2	9	0	1%

Second Row Iteration

	1046	52	1552	9	% diff
1521	0	25	1493	3	0.1%
101	52	0	49	0	0.1%
1023	992	25	0	6	0.1%
14	2	2	9	0	0.1%

Second Column Iteration

	1045	52	1550	9	% diff
1520	0	25	1492	3	-0.1%
101	52	0	49	0	-0.1%
1022	991	25	0	6	-0.1%
14	2	2	9	0	-0.1%

Third Row Iteration

	1046	52	1552	9	% diff
1521	0	25	1493	3	0.1%
101	52	0	49	0	0.1%
1023	992	25	0	6	0.1%
14	2	2	9	0	0.1%

Third Column Iteration

	1045	52	1550	9	% diff
1520	0	25	1492	3	-0.1%
101	52	0	49	0	-0.1%
1022	991	25	0	6	-0.1%
14	2	2	9	0	-0.1%

Fourth Row Iteration

	1046	52	1552	9	% diff
1521	0	25	1493	3	0.1%
101	52	0	49	0	0.1%
1023	992	25	0	6	0.1%
14	2	2	9	0	0.1%

Fourth Column Iteration

	1045	52	1550	9	% diff
1520	0	25	1492	3	-0.1%
101	52	0	49	0	-0.1%
1022	991	25	0	6	-0.1%
14	2	2	9	0	-0.1%

Fifth Row Iteration

	1046	52	1552	9	% diff
1521	0	25	1493	3	0.1%
101	52	0	49	0	0.1%
1023	992	25	0	6	0.1%
14	2	2	9	0	0.1%

Fifth Column Iteration

	1045	52	1550	9	% diff
1520	0	25	1492	3	-0.1%
101	52	0	49	0	-0.1%
1022	991	25	0	6	-0.1%
14	2	2	9	0	-0.1%

Sixth Row Iteration

	1046	52	1552	9	% diff
1521	0	25	1493	3	0.1%
101	52	0	49	0	0.1%
1023	992	25	0	6	0.1%
14	2	2	9	0	0.1%

Sixth Column Iteration

	1045	52	1550	9	% diff
1520	0	25	1492	3	-0.1%
101	52	0	49	0	-0.1%
1022	991	25	0	6	-0.1%
14	2	2	9	0	-0.1%

Seventh Row Iteration

	1046	52	1552	9	% diff
1521	0	25	1493	3	0.1%
101	52	0	49	0	0.1%
1023	992	25	0	6	0.1%
14	2	2	9	0	0.1%

Seventh Column Iteration

	1045	52	1550	9	% diff
1520	0	25	1492	3	-0.1%
101	52	0	49	0	-0.1%
1022	991	25	0	6	-0.1%
14	2	2	9	0	-0.1%

Eighth Row Iteration

	1046	52	1552	9	% diff
1521	0	25	1493	3	0.1%
101	52	0	49	0	0.1%
1023	992	25	0	6	0.1%
14	2	2	9	0	0.1%

Eighth Column Iteration

	1045	52	1550	9	% diff
1520	0	25	1492	3	-0.1%
101	52	0	49	0	-0.1%
1022	991	25	0	6	-0.1%
14	2	2	9	0	-0.1%

Ninth Row Iteration

	1046	52	1552	9	% diff
1521	0	25	1493	3	0.1%
101	52	0	49	0	0.1%
1023	992	25	0	6	0.1%
14	2	2	9	0	0.1%

Ninth Column Iteration

	1045	52	1550	9	% diff
1520	0	25	1492	3	-0.1%
101	52	0	49	0	-0.1%
1022	991	25	0	6	-0.1%
14	2	2	9	0	-0.1%

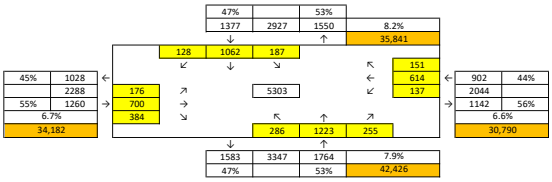
Tenth Row Iteration

	1046	52	1552	9	% diff
1521	0	25	1493	3	0.1%
101	52	0	49	0	0.1%
1023	992	25	0	6	0.1%
14	2	2	9	0	0.1%

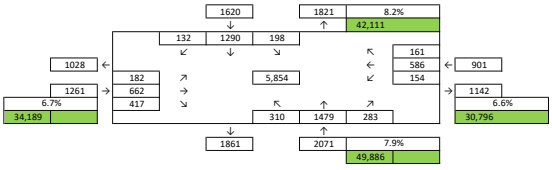
Tenth Column Iteration

	1045	52	1550	9	% diff
1520	0	25	1492	3	-0.1%
101	52	0	49	0	-0.1%
1022	991	25	0	6	-0.1%
14	2	2	9	0	-0.1%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Rosedale Highway (CA-58)
Intersection #: 2 AM



Scenario: Year 2046
N/S Street: Coffee Road
E/W Street: Rosedale Highway (CA-58)



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		1142	1821	1028	1861
		1142	1550	1028	1583
902	902	0	151	614	137
1618	1377	187	0	128	1062
1260	1260	700	176	0	384
2074	1764	255	1223	286	0

First Row Iteration

	1220	1765	1101	1769	% diff
902	0	151	614	137	7%
1618	220	0	150	1248	-3%
1260	700	176	0	384	7%
2074	300	1438	336	0	-5%

Sixth Row Iteration

	1142	1823	1029	1860	% diff
902	0	161	587	154	0.0%
1618	197	0	132	1289	0.1%
1260	662	181	0	417	0.1%
2074	283	1481	310	0	-0.1%

First Column Iteration

	1142	1821	1028	1861	% diff
874	0	156	574	144	-3%
1659	206	0	140	1313	3%
1241	656	182	0	404	-1%
2079	281	1484	314	0	0%

Sixth Column Iteration

	1142	1821	1028	1861	% diff
902	0	161	586	154	-0.1%
1619	197	0	132	1290	0.1%
1260	662	181	0	418	0.0%
2072	283	1479	310	0	-0.1%

Second Row Iteration

	1146	1826	1043	1839	% diff
902	0	161	592	149	0.4%
1618	201	0	137	1280	0.3%
1260	666	184	0	410	1.4%
2074	280	1481	313	0	-1.2%

Seventh Row Iteration

	1142	1823	1029	1861	% diff
902	0	161	587	154	0.0%
1618	197	0	132	1289	0.1%
1260	662	181	0	417	0.1%
2074	283	1481	310	0	0.0%

Second Column Iteration

	1142	1821	1028	1861	% diff
895	0	161	584	151	-0.8%
1630	200	0	135	1296	0.8%
1262	663	184	0	415	0.2%
2065	279	1477	309	0	-0.4%

Seventh Column Iteration

	1142	1821	1028	1861	% diff
902	0	161	586	154	0.0%
1618	197	0	132	1289	0.0%
1260	662	181	0	418	0.0%
2073	283	1479	310	0	-0.1%

Third Row Iteration

	1141	1829	1033	1852	% diff
902	0	162	589	152	-0.1%
1618	198	0	134	1286	0.4%
1260	662	184	0	415	0.5%
2074	280	1483	310	0	-0.5%

Eighth Row Iteration

	1142	1822	1029	1861	% diff
902	0	161	587	154	0.0%
1618	197	0	132	1289	0.1%
1260	662	181	0	418	0.0%
2074	284	1480	310	0	0.0%

Third Column Iteration

	1142	1821	1028	1861	% diff
900	0	161	586	153	-0.3%
1624	199	0	133	1292	0.4%
1262	663	183	0	417	0.2%
2067	281	1477	309	0	-0.3%

Eighth Column Iteration

	1142	1821	1028	1861	% diff
902	0	161	586	154	0.0%
1618	197	0	132	1289	0.0%
1260	661	181	0	418	0.0%
2073	284	1479	310	0	-0.1%

Fourth Row Iteration

	1141	1826	1031	1856	% diff
902	0	162	588	153	-0.1%
1618	198	0	133	1287	0.3%
1260	662	183	0	416	0.2%
2074	282	1482	310	0	-0.3%

Ninth Row Iteration

	1142	1822	1029	1861	% diff
902	0	161	587	155	0.0%
1618	197	0	132	1289	0.0%
1260	662	181	0	418	0.0%
2074	284	1480	310	0	0.0%

Fourth Column Iteration

	1142	1821	1028	1861	% diff
901	0	161	586	153	-0.2%
1621	198	0	133	1291	0.2%
1261	662	182	0	417	0.1%
2069	282	1478	309	0	-0.2%

Ninth Column Iteration

	1142	1821	1028	1861	% diff
902	0	161	586	155	0.0%
1618	197	0	132	1289	0.0%
1260	661	181	0	418	0.0%
2073	284	1479	310	0	0.0%

Fifth Row Iteration

	1142	1825	1030	1858	% diff
902	0	161	587	154	0.0%
1618	198	0	132	1288	0.2%
1260	662	182	0	417	0.1%
2074	283	1481	310	0	-0.2%

Tenth Row Iteration

	1142	1822	1029	1862	% diff
902	0	161	587	155	0.0%
1618	197	0	132	1289	0.0%
1260	662	181	0	418	0.0%
2074	284	1480	310	0	0.0%

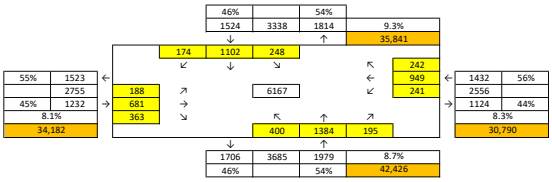
Fifth Column Iteration

	1142	1821	1028	1861	% diff
901	0	161	586	154	-0.1%
1620	198	0	132	1290	0.1%
1261	662	182	0	417	0.0%
2071	283	1479	310	0	-0.2%

Tenth Column Iteration

	1142	1821	1028	1861	% diff
902	0	161	586	155	0.0%
1618	197	0	132	1289	0.0%
1260	661	181	0	418	0.0%
2073	284	1479	310	0	0.0%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Rosedale Highway (CA-58)
Intersection #: 2 PM



Base Year Intersection

		1124	2131	1523	2006
		1124	1814	1523	1706
1432	1432	0	242	949	241
1791	1524	248	0	174	1102
1232	1232	681	188	0	363
2327	1979	195	1384	400	0

First Row Iteration

	1202	2057	1624	1899	% diff
1432	0	242	949	241	7%
1791	291	0	204	1295	-3%
1232	681	188	0	363	7%
2327	229	1627	470	0	-5%

Sixth Row Iteration

	1123	2132	1523	2004	% diff
1432	0	258	907	268	-0.1%
1791	264	0	183	1344	0.0%
1232	644	196	0	393	0.0%
2327	215	1678	434	0	-0.1%

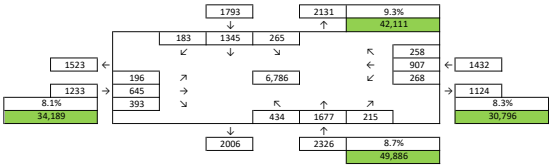
First Column Iteration

	1124	2131	1523	2006	% diff
1396	0	251	890	255	-3%
1832	273	0	192	1368	2%
1216	637	195	0	384	-1%
2341	214	1686	441	0	1%

Sixth Column Iteration

	1124	2131	1523	2006	% diff
1433	0	258	907	268	0.0%
1792	265	0	183	1345	0.1%
1233	645	195	0	393	0.1%
2327	215	1678	434	0	0.0%

Scenario: Year 2046
N/S Street: Coffee Road
E/W Street: Rosedale Highway (CA-58)



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Second Row Iteration

	1125	2130	1540	1987	% diff
1432	0	257	914	261	0.1%
1791	266	0	187	1337	-0.1%
1232	646	197	0	389	1.1%
2327	213	1675	438	0	-0.9%

Seventh Row Iteration

	1124	2131	1523	2004	% diff
1432	0	258	906	268	-0.1%
1791	264	0	182	1344	0.0%
1232	644	195	0	393	0.0%
2327	215	1678	434	0	-0.1%

Second Column Iteration

	1124	2131	1523	2006	% diff
1425	0	257	904	264	-0.5%
1801	266	0	185	1350	0.6%
1235	645	198	0	393	0.3%
2323	213	1676	434	0	-0.2%

Seventh Column Iteration

	1124	2131	1523	2006	% diff
1433	0	258	907	268	0.0%
1792	264	0	182	1345	0.1%
1233	644	195	0	393	0.1%
2327	215	1678	434	0	0.0%

Third Row Iteration

	1121	2135	1527	1998	% diff
1432	0	259	908	265	-0.3%
1791	265	0	184	1342	0.2%
1232	644	197	0	392	0.3%
2327	213	1679	435	0	-0.4%

Eighth Row Iteration

	1124	2131	1523	2005	% diff
1432	0	258	906	268	-0.1%
1791	264	0	182	1344	0.0%
1232	644	195	0	393	0.0%
2327	215	1678	434	0	-0.1%

Third Column Iteration

	1124	2131	1523	2006	% diff
1430	0	258	906	266	-0.1%
1796	265	0	184	1347	0.3%
1235	645	197	0	393	0.2%
2324	214	1676	433	0	-0.1%

Eighth Column Iteration

	1124	2131	1523	2006	% diff
1433	0	258	907	268	0.0%
1792	264	0	182	1345	0.1%
1233	644	195	0	393	0.1%
2328	215	1678	434	0	0.0%

Fourth Row Iteration

	1122	2134	1525	2001	% diff
1432	0	259	907	266	-0.2%
1791	264	0	183	1343	0.1%
1232	644	196	0	392	0.1%
2327	214	1679	434	0	-0.2%

Ninth Row Iteration

	1124	2131	1523	2005	% diff
1432	0	258	906	268	0.0%
1791	264	0	182	1344	0.0%
1232	644	195	0	393	0.0%
2327	215	1677	434	0	-0.1%

Fourth Column Iteration

	1124	2131	1523	2006	% diff
1432	0	258	906	267	0.0%
1794	265	0	183	1346	0.2%
1234	645	196	0	393	0.1%
2325	214	1677	434	0	-0.1%

Ninth Column Iteration

	1124	2131	1523	2006	% diff
1433	0	258	907	268	0.0%
1792	264	0	182	1345	0.1%
1233	644	195	0	393	0.0%
2328	215	1678	434	0	0.0%

Fifth Row Iteration

	1123	2132	1524	2003	% diff
1432	0	258	907	267	-0.1%
1791	264	0	183	1343	0.1%
1232	644	196	0	392	0.0%
2327	215	1678	434	0	-0.1%

Tenth Row Iteration

	1124	2131	1523	2005	% diff
1432	0	258	906	268	0.0%
1791	264	0	182	1344	0.0%
1232	644	195	0	393	0.0%
2327	215	1677	434	0	0.0%

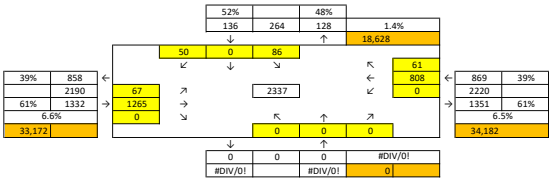
Fifth Column Iteration

	1124	2131	1523	2006	% diff
1432	0	258	907	268	0.0%
1793	265	0	183	1345	0.1%
1233	645	196	0	393	0.1%
2326	215	1677	434	0	0.0%

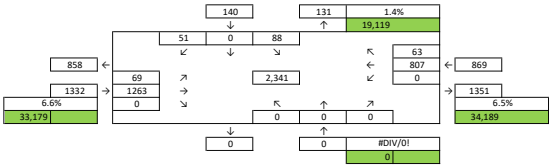
Tenth Column Iteration

	1124	2131	1523	2006	% diff
1433	0	258	907	268	0.0%
1791	264	0	182	1345	0.0%
1233	644	195	0	393	0.0%
2328	215	1678	434	0	0.0%

Scenario: Existing 2025
N/S Street: Project Driveway/Northwest Promenade
E/W Street: Rosedale Highway (CA-58)
Intersection #: 3 AM



Scenario: Year 2046
N/S Street: Project Driveway/Northwest Promenade
E/W Street: Rosedale Highway (CA-58)



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		1351	131	858	0
		1351	128	858	0
869	869	0	61	808	0
140	136	86	0	50	0
1332	1332	1265	67	0	0
0	0	0	0	0	0

First Row Iteration

	1354	128	859	0	% diff	
869	0	61	808	0	0%	
140	88	0	51	0	-3%	
1332	1265	67	0	0	0%	
0	0	0	0	0	#DIV/0!	

Sixth Row Iteration

1352	131	858	0	% diff	
0	63	807	0	0.0%	
88	0	51	0	0.0%	
1263	69	0	0	0.0%	
0	0	0	0	#DIV/0!	

First Column Iteration

1351	131	858	0	% diff	
0	63	807	0	0%	
88	0	51	0	0%	
1263	69	0	0	0%	
0	0	0	0	#DIV/0!	

Sixth Column Iteration

1351	131	858	0	% diff	
0	63	807	0	0.0%	
88	0	51	0	0.0%	
1263	69	0	0	0.0%	
0	0	0	0	#DIV/0!	

Second Row Iteration

1352	131	858	0	% diff	
0	63	807	0	0.0%	
88	0	51	0	0.0%	
1263	69	0	0	0.0%	
0	0	0	0	#DIV/0!	

Seventh Row Iteration

1352	131	858	0	% diff	
0	63	807	0	0.0%	
88	0	51	0	0.0%	
1263	69	0	0	0.0%	
0	0	0	0	#DIV/0!	

Second Column Iteration

1351	131	858	0	% diff	
0	63	807	0	0.0%	
88	0	51	0	0.0%	
1263	69	0	0	0.0%	
0	0	0	0	#DIV/0!	

Seventh Column Iteration

1351	131	858	0	% diff	
0	63	807	0	0.0%	
88	0	51	0	0.0%	
1263	69	0	0	0.0%	
0	0	0	0	#DIV/0!	

Third Row Iteration

1352	131	858	0	% diff	
0	63	807	0	0.0%	
88	0	51	0	0.0%	
1263	69	0	0	0.0%	
0	0	0	0	#DIV/0!	

Eighth Row Iteration

1352	131	858	0	% diff	
0	62	807	0	0.0%	
88	0	51	0	0.0%	
1263	69	0	0	0.0%	
0	0	0	0	#DIV/0!	

Third Column Iteration

1351	131	858	0	% diff	
0	63	807	0	0.0%	
88	0	51	0	0.0%	
1263	69	0	0	0.0%	
0	0	0	0	#DIV/0!	

Eighth Column Iteration

1351	131	858	0	% diff	
0	62	807	0	0.0%	
88	0	51	0	0.0%	
1263	69	0	0	0.0%	
0	0	0	0	#DIV/0!	

Fourth Row Iteration

1352	131	858	0	% diff	
0	63	807	0	0.0%	
88	0	51	0	0.0%	
1263	69	0	0	0.0%	
0	0	0	0	#DIV/0!	

Ninth Row Iteration

1352	131	858	0	% diff	
0	62	807	0	0.0%	
88	0	51	0	0.0%	
1263	69	0	0	0.0%	
0	0	0	0	#DIV/0!	

Fourth Column Iteration

1351	131	858	0	% diff	
0	63	807	0	0.0%	
88	0	51	0	0.0%	
1263	69	0	0	0.0%	
0	0	0	0	#DIV/0!	

Ninth Column Iteration

1351	131	858	0	% diff	
0	62	807	0	0.0%	
88	0	51	0	0.0%	
1263	69	0	0	0.0%	
0	0	0	0	#DIV/0!	

Fifth Row Iteration

1352	131	858	0	% diff	
0	63	807	0	0.0%	
88	0	51	0	0.0%	
1263	69	0	0	0.0%	
0	0	0	0	#DIV/0!	

Tenth Row Iteration

1352	131	858	0	% diff	
0	62	807	0	0.0%	
88	0	51	0	0.0%	
1263	69	0	0	0.0%	
0	0	0	0	#DIV/0!	

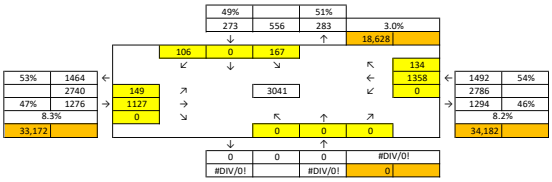
Fifth Column Iteration

1351	131	858	0	% diff	
0	63	807	0	0.0%	
88	0	51	0	0.0%	
1263	69	0	0	0.0%	
0	0	0	0	#DIV/0!	

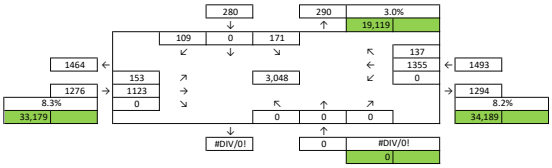
Tenth Column Iteration

1351	131	858	0	% diff	
0	62	807	0	0.0%	
88	0	51	0	0.0%	
1263	69	0	0	0.0%	
0	0	0	0	#DIV/0!	

Scenario: Existing 2025
N/S Street: Project Driveway/Northwest Promenade
E/W Street: Rosedale Highway (CA-58)
Intersection #: 3 PM



Scenario: Year 2046
N/S Street: Project Driveway/Northwest Promenade
E/W Street: Rosedale Highway (CA-58)



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		1294	290	1464	#DIV/0!
		1294	283	1464	0
1492	1492	0	134	1358	0
280	273	167	0	106	0
1276	1276	1127	149	0	0
#DIV/0!	0	0	0	0	0

First Row Iteration

	1299	283	1467	0	% diff
1492	0	134	1358	0	0%
280	171	0	109	0	-3%
1276	1127	149	0	0	0%
#DIV/0!	0	0	0	0	#DIV/0!

First Column Iteration

	1294	290	1464	#DIV/0!	% diff
1493	0	138	1356	0	0%
279	171	0	109	0	0%
1276	1123	153	0	0	0%
0	0	0	0	0	#DIV/0!

Second Row Iteration

	1295	290	1464	0	% diff
1492	0	137	1355	0	0.0%
280	171	0	109	0	0.0%
1276	1123	153	0	0	0.0%
#DIV/0!	0	0	0	0	#DIV/0!

Second Column Iteration

	1294	290	1464	#DIV/0!	% diff
1493	0	137	1355	0	0.0%
280	171	0	109	0	0.0%
1276	1123	153	0	0	0.0%
0	0	0	0	0	#DIV/0!

Third Row Iteration

	1295	290	1464	0	% diff
1492	0	137	1355	0	0.0%
280	171	0	109	0	0.0%
1276	1123	153	0	0	0.0%
#DIV/0!	0	0	0	0	#DIV/0!

Third Column Iteration

	1294	290	1464	#DIV/0!	% diff
1493	0	137	1355	0	0.0%
280	171	0	109	0	0.0%
1276	1123	153	0	0	0.0%
0	0	0	0	0	#DIV/0!

Fourth Row Iteration

	1294	290	1464	0	% diff
1492	0	137	1355	0	0.0%
280	171	0	109	0	0.0%
1276	1123	153	0	0	0.0%
#DIV/0!	0	0	0	0	#DIV/0!

Fourth Column Iteration

	1294	290	1464	#DIV/0!	% diff
1493	0	137	1355	0	0.0%
280	171	0	109	0	0.0%
1276	1123	153	0	0	0.0%
0	0	0	0	0	#DIV/0!

Fifth Row Iteration

	1294	290	1464	0	% diff
1492	0	137	1355	0	0.0%
280	171	0	109	0	0.0%
1276	1123	153	0	0	0.0%
#DIV/0!	0	0	0	0	#DIV/0!

Fifth Column Iteration

	1294	290	1464	#DIV/0!	% diff
1493	0	137	1355	0	0.0%
280	171	0	109	0	0.0%
1276	1123	153	0	0	0.0%
0	0	0	0	0	#DIV/0!

Sixth Row Iteration

	1294	290	1464	0	% diff
1492	0	137	1355	0	0.0%
280	171	0	109	0	0.0%
1276	1123	153	0	0	0.0%
#DIV/0!	0	0	0	0	#DIV/0!

Sixth Column Iteration

	1294	290	1464	#DIV/0!	% diff
1493	0	137	1355	0	0.0%
280	171	0	109	0	0.0%
1276	1123	153	0	0	0.0%
0	0	0	0	0	#DIV/0!

Seventh Row Iteration

	1294	290	1464	0	% diff
1492	0	137	1355	0	0.0%
280	171	0	109	0	0.0%
1276	1123	153	0	0	0.0%
#DIV/0!	0	0	0	0	#DIV/0!

Seventh Column Iteration

	1294	290	1464	#DIV/0!	% diff
1493	0	137	1355	0	0.0%
280	171	0	109	0	0.0%
1276	1123	153	0	0	0.0%
0	0	0	0	0	#DIV/0!

Eighth Row Iteration

	1294	290	1464	0	% diff
1492	0	137	1355	0	0.0%
280	171	0	109	0	0.0%
1276	1123	153	0	0	0.0%
#DIV/0!	0	0	0	0	#DIV/0!

Eighth Column Iteration

	1294	290	1464	#DIV/0!	% diff
1493	0	137	1355	0	0.0%
280	171	0	109	0	0.0%
1276	1123	153	0	0	0.0%
0	0	0	0	0	#DIV/0!

Ninth Row Iteration

	1294	290	1464	0	% diff
1492	0	137	1355	0	0.0%
280	171	0	109	0	0.0%
1276	1123	153	0	0	0.0%
#DIV/0!	0	0	0	0	#DIV/0!

Ninth Column Iteration

	1294	290	1464	#DIV/0!	% diff
1493	0	137	1355	0	0.0%
280	171	0	109	0	0.0%
1276	1123	153	0	0	0.0%
0	0	0	0	0	#DIV/0!

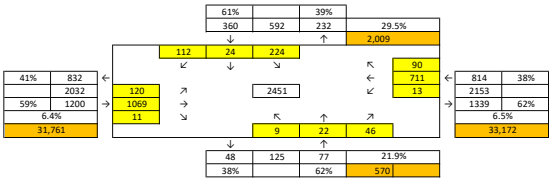
Tenth Row Iteration

	1294	290	1464	0	% diff
1492	0	137	1355	0	0.0%
280	171	0	109	0	0.0%
1276	1123	153	0	0	0.0%
#DIV/0!	0	0	0	0	#DIV/0!

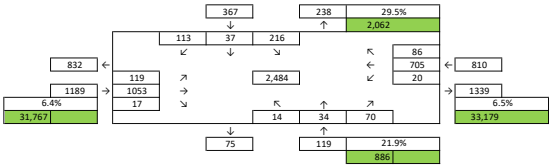
Tenth Column Iteration

	1294	290	1464	#DIV/0!	% diff
1493	0	137	1355	0	0.0%
280	171	0	109	0	0.0%
1276	1123	153	0	0	0.0%
0	0	0	0	0	#DIV/0!

Scenario: Existing 2025
N/S Street: El Toro Viejo Road/Clay Patrick Farr Way
E/W Street: Rosedale Highway (CA-58)
Intersection #: 4 AM



Scenario: Year 2046
N/S Street: El Toro Viejo Road/Clay Patrick Farr Way
E/W Street: Rosedale Highway (CA-58)



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		1339	238	832	75
		1339	232	832	48
814	814	0	90	711	13
369	360	224	0	112	24
1200	1200	1069	120	0	11
120	77	46	22	9	0

First Row Iteration

						% diff
	1371	244	840	49	
814	0	90	711	13	2%
369	230	0	115	25	3%
1200	1069	120	0	11	1%
120	72	34	14	0	-35%

Sixth Row Iteration

	1352	240	837	75	% diff
814	0	86	708	20	0.9%
369	218	0	114	38	0.8%
1200	1063	120	0	18	0.6%
120	71	34	15	0	0.8%

First Column Iteration

1339	238	832	75	% diff	
812	0	88	704	20	0%
376	225	0	114	38	2%
1179	1045	117	0	17	-2%
117	70	33	14	0	-2%

Sixth Column Iteration

1339	238	832	75	% diff	
809	0	85	704	20	-0.6%
367	216	0	113	37	-0.8%
1190	1053	119	0	17	-0.9%
119	70	34	14	0	-0.8%

Second Row Iteration

	1356	241	832	74	% diff
814	0	88	706	20	1.2%
369	221	0	112	37	1.3%
1200	1064	119	0	17	0.0%
120	71	34	14	0	-0.4%

Seventh Row Iteration

	1351	240	837	75	% diff
814	0	86	708	20	0.9%
369	218	0	114	38	0.8%
1200	1063	120	0	18	0.6%
120	71	34	15	0	0.8%

Second Column Iteration

1339	238	832	75	% diff	
813	0	87	706	20	-0.1%
367	218	0	112	37	-0.7%
1186	1051	118	0	17	-1.2%
118	71	34	14	0	-1.1%

Seventh Column Iteration

1339	238	832	75	% diff	
809	0	85	704	20	-0.6%
367	216	0	114	37	-0.8%
1190	1053	119	0	18	-0.9%
119	70	34	15	0	-0.8%

Third Row Iteration

	1354	240	834	75	% diff
814	0	87	707	20	1.1%
369	219	0	113	38	0.8%
1200	1064	119	0	17	0.2%
120	71	34	14	0	0.7%

Eighth Row Iteration

	1351	240	838	75	% diff
814	0	86	709	20	0.9%
369	217	0	115	38	0.8%
1200	1062	120	0	18	0.7%
120	71	34	15	0	0.8%

Third Column Iteration

1339	238	832	75	% diff	
812	0	86	706	20	-0.3%
367	217	0	112	37	-0.8%
1187	1052	118	0	17	-1.1%
119	71	34	14	0	-0.9%

Eighth Column Iteration

1339	238	832	75	% diff	
809	0	85	704	20	-0.7%
367	216	0	114	37	-0.8%
1190	1053	119	0	18	-0.8%
119	70	34	15	0	-0.8%

Fourth Row Iteration

	1353	240	835	75	% diff
814	0	87	708	20	1.0%
369	219	0	113	38	0.8%
1200	1063	119	0	18	0.4%
120	71	34	14	0	0.7%

Ninth Row Iteration

	1350	240	838	75	% diff
814	0	86	709	20	0.8%
369	217	0	115	38	0.8%
1200	1062	120	0	18	0.7%
120	71	34	15	0	0.8%

Fourth Column Iteration

1339	238	832	75	% diff	
811	0	86	705	20	-0.4%
367	216	0	113	37	-0.8%
1188	1052	118	0	17	-1.0%
119	70	34	14	0	-0.9%

Ninth Column Iteration

1339	238	832	75	% diff	
808	0	85	704	20	-0.7%
367	215	0	114	37	-0.8%
1190	1054	119	0	18	-0.8%
119	70	34	15	0	-0.8%

Fifth Row Iteration

	1352	240	836	75	% diff
814	0	86	708	20	1.0%
369	218	0	114	38	0.8%
1200	1063	120	0	18	0.5%
120	71	34	14	0	0.7%

Tenth Row Iteration

	1350	240	838	75	% diff
814	0	86	709	20	0.8%
369	217	0	115	38	0.8%
1200	1062	120	0	18	0.7%
120	71	34	15	0	0.8%

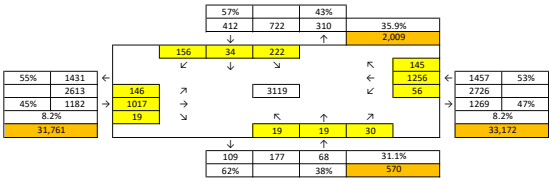
Fifth Column Iteration

1339	238	832	75	% diff	
810	0	86	705	20	-0.5%
367	216	0	113	37	-0.8%
1189	1053	119	0	17	-0.9%
119	70	34	14	0	-0.8%

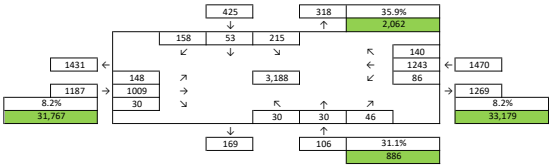
Tenth Column Iteration

1339	238	832	75	% diff	
808	0	85	704	20	-0.7%
367	215	0	114	37	-0.8%
1191	1054	119	0	18	-0.8%
119	70	34	15	0	-0.8%

Scenario: Existing 2025
N/S Street: El Toro Viejo Road/Clay Patrick Farr Way
E/W Street: Rosedale Highway (CA-58)
Intersection #: 4 PM



Scenario: Year 2046
N/S Street: El Toro Viejo Road/Clay Patrick Farr Way
E/W Street: Rosedale Highway (CA-58)



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		1269	318	1431	169
		1269	310	1431	109
1457	1457	0	145	1256	56
423	412	222	0	156	34
1182	1182	1017	146	0	19
106	68	30	19	19	0

First Row Iteration

	1292	321	1446	110	% diff
1457	0	145	1256	56	2%
423	228	0	160	35	1%
1182	1017	146	0	19	1%
106	47	30	30	0	-35%

First Column Iteration

1269	318	1431	169	% diff	
1474	0	144	1244	86	1%
436	224	0	158	54	3%
1174	1000	145	0	29	-1%
104	46	29	29	0	-1%

Second Row Iteration

	1270	318	1413	167	% diff
1457	0	142	1230	85	0.1%
423	217	0	154	52	-0.1%
1182	1007	146	0	30	-1.3%
106	46	30	30	0	-1.4%

Second Column Iteration

1269	318	1431	169	% diff	
1475	0	142	1246	87	1.2%
425	217	0	156	53	0.6%
1182	1006	146	0	30	0.0%
106	46	30	30	0	0.3%

Third Row Iteration

	1268	316	1416	168	% diff
1457	0	141	1231	86	-0.1%
423	216	0	155	53	-0.5%
1182	1006	146	0	30	-1.1%
106	46	30	30	0	-0.8%

Third Column Iteration

1269	318	1431	169	% diff	
1472	0	142	1245	86	1.0%
425	216	0	156	53	0.6%
1184	1007	147	0	30	0.2%
106	46	30	30	0	0.5%

Fourth Row Iteration

	1266	316	1417	168	% diff
1457	0	140	1232	85	-0.3%
423	215	0	156	53	-0.6%
1182	1005	147	0	30	-1.0%
106	46	30	30	0	-0.7%

Fourth Column Iteration

1269	318	1431	169	% diff	
1471	0	141	1244	86	0.9%
425	215	0	157	53	0.6%
1186	1008	148	0	30	0.3%
106	46	30	30	0	0.6%

Fifth Row Iteration

	1265	316	1419	168	% diff
1457	0	140	1232	85	-0.4%
423	214	0	156	53	-0.6%
1182	1005	147	0	30	-0.9%
106	46	30	30	0	-0.7%

Fifth Column Iteration

1269	318	1431	169	% diff	
1470	0	140	1243	86	0.8%
425	215	0	158	53	0.6%
1187	1009	148	0	30	0.4%
106	46	30	30	0	0.6%

Sixth Row Iteration

	1264	316	1420	168	% diff
1457	0	139	1233	85	-0.4%
423	213	0	157	53	-0.6%
1182	1005	147	0	30	-0.8%
106	46	30	30	0	-0.7%

Sixth Column Iteration

1269	318	1431	169	% diff	
1469	0	140	1243	86	0.8%
425	214	0	158	53	0.6%
1188	1009	148	0	31	0.5%
106	46	30	31	0	0.6%

Seventh Row Iteration

	1263	316	1421	168	% diff
1457	0	139	1233	85	-0.5%
423	213	0	157	53	-0.6%
1182	1004	148	0	30	-0.8%
106	46	30	30	0	-0.7%

Seventh Column Iteration

1269	318	1431	169	% diff	
1468	0	140	1243	86	0.7%
425	214	0	158	53	0.6%
1188	1009	148	0	31	0.5%
106	46	30	31	0	0.6%

Eighth Row Iteration

	1263	316	1421	168	% diff
1457	0	139	1233	85	-0.5%
423	213	0	157	53	-0.6%
1182	1004	148	0	30	-0.7%
106	46	30	30	0	-0.7%

Eighth Column Iteration

1269	318	1431	169	% diff	
1468	0	140	1242	86	0.7%
425	214	0	158	53	0.6%
1189	1009	149	0	31	0.5%
106	46	30	31	0	0.6%

Ninth Row Iteration

	1262	316	1421	168	% diff
1457	0	139	1234	85	-0.6%
423	213	0	157	53	-0.6%
1182	1004	148	0	30	-0.7%
106	46	30	30	0	-0.6%

Ninth Column Iteration

1269	318	1431	169	% diff	
1467	0	140	1242	85	0.7%
426	214	0	158	53	0.6%
1189	1010	149	0	31	0.6%
106	46	30	31	0	0.6%

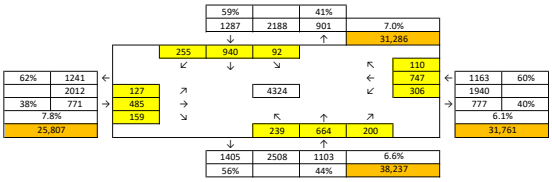
Tenth Row Iteration

	1262	316	1422	168	% diff
1457	0	139	1234	85	-0.6%
423	213	0	157	53	-0.6%
1182	1004	148	0	31	-0.7%
106	46	30	30	0	-0.6%

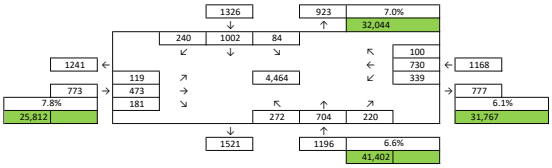
Tenth Column Iteration

1269	318	1431	169	% diff	
1467	0	140	1242	85	0.7%
426	214	0	158	53	0.6%
1189	1010	149	0	31	0.6%
106	46	30	31	0	0.6%

Scenario: Existing 2025
N/S Street: Calloway Drive
E/W Street: Rosedale Highway (CA-58)
Intersection #: 5 AM



Scenario: Year 2046
N/S Street: Calloway Drive
E/W Street: Rosedale Highway (CA-58)



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		777	923	1241	1521
		777	901	1241	1405
1163	1163	0	110	747	306
1318	1287	92	0	255	940
771	771	485	127	0	159
1194	1103	200	664	239	0

First Row Iteration

	796	956	1267	1428	% diff
1163	0	110	747	306	2%
1318	94	0	261	963	4%
771	485	127	0	159	2%
1194	217	719	259	0	-6%

Sixth Row Iteration

	775	921	1236	1514	% diff
1163	0	100	726	337	-0.2%
1318	83	0	239	996	-0.2%
771	472	119	0	181	-0.4%
1194	220	703	271	0	-0.5%

First Column Iteration

	777	923	1241	1521	% diff
1164	0	106	732	326	0%
1374	92	0	256	1026	4%
766	474	123	0	169	-1%
1159	211	694	254	0	-3%

Sixth Column Iteration

	777	923	1241	1521	% diff
1168	0	100	729	339	0.4%
1324	84	0	240	1001	0.5%
773	473	119	0	182	0.3%
1197	221	704	272	0	0.2%

Second Row Iteration

	783	945	1238	1481	% diff
1163	0	106	731	326	0.8%
1318	88	0	246	984	2.4%
771	477	123	0	171	-0.3%
1194	218	715	261	0	-2.7%

Seventh Row Iteration

	775	921	1237	1515	% diff
1163	0	100	726	337	-0.3%
1318	83	0	238	996	-0.2%
771	472	119	0	181	-0.4%
1194	220	702	272	0	-0.4%

Second Column Iteration

	777	923	1241	1521	% diff
1172	0	104	733	335	0.7%
1345	88	0	246	1011	2.0%
769	473	121	0	175	-0.2%
1177	216	699	262	0	-1.5%

Seventh Column Iteration

	777	923	1241	1521	% diff
1168	0	100	729	339	0.4%
1324	84	0	239	1001	0.4%
774	473	119	0	182	0.3%
1198	221	704	273	0	0.3%

Third Row Iteration

	780	933	1235	1499	% diff
1163	0	103	728	332	0.3%
1318	86	0	241	991	1.1%
771	474	121	0	176	-0.5%
1194	219	709	266	0	-1.5%

Eighth Row Iteration

	775	920	1237	1515	% diff
1163	0	99	726	337	-0.3%
1318	83	0	238	997	-0.3%
771	471	119	0	181	-0.4%
1194	220	702	272	0	-0.4%

Third Column Iteration

	777	923	1241	1521	% diff
1171	0	102	732	337	0.6%
1334	86	0	242	1006	1.2%
771	473	120	0	178	0.0%
1187	219	701	267	0	-0.6%

Eighth Column Iteration

	777	923	1241	1521	% diff
1168	0	100	729	339	0.4%
1323	83	0	239	1001	0.4%
774	473	119	0	182	0.3%
1198	221	704	273	0	0.3%

Fourth Row Iteration

	778	926	1235	1507	% diff
1163	0	101	727	335	0.1%
1318	85	0	240	994	0.4%
771	473	120	0	178	-0.5%
1194	220	706	269	0	-0.9%

Ninth Row Iteration

	775	920	1237	1516	% diff
1163	0	99	726	338	-0.3%
1318	83	0	238	997	-0.3%
771	471	119	0	181	-0.4%
1194	220	702	272	0	-0.4%

Fourth Column Iteration

	777	923	1241	1521	% diff
1169	0	101	730	338	0.5%
1328	85	0	241	1003	0.8%
772	473	119	0	180	0.1%
1193	220	703	270	0	-0.1%

Ninth Column Iteration

	777	923	1241	1521	% diff
1167	0	100	729	339	0.4%
1323	83	0	239	1000	0.4%
774	473	119	0	182	0.3%
1198	221	704	273	0	0.3%

Fifth Row Iteration

	776	923	1236	1512	% diff
1163	0	100	727	336	-0.1%
1318	84	0	239	995	0.0%
771	472	119	0	180	-0.4%
1194	220	704	270	0	-0.6%

Tenth Row Iteration

	775	920	1237	1516	% diff
1163	0	99	726	338	-0.3%
1318	83	0	238	997	-0.3%
771	471	119	0	181	-0.4%
1194	220	702	272	0	-0.4%

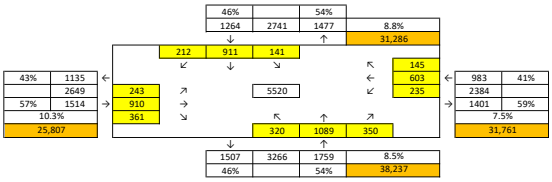
Fifth Column Iteration

	777	923	1241	1521	% diff
1168	0	100	730	339	0.5%
1326	84	0	240	1002	0.6%
773	473	119	0	181	0.2%
1196	220	704	272	0	0.1%

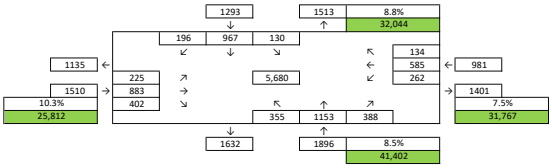
Tenth Column Iteration

	777	923	1241	1521	% diff
1167	0	100	729	339	0.4%
1323	83	0	239	1000	0.4%
774	473	119	0	182	0.3%
1198	221	704	273	0	0.3%

Scenario: Existing 2025
N/S Street: Calloway Drive
E/W Street: Rosedale Highway (CA-58)
Intersection #: 5 PM



Scenario: Year 2046
N/S Street: Calloway Drive
E/W Street: Rosedale Highway (CA-58)



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		1401	1513	1135	1632
		1401	1477	1135	1507
983	983	0	145	603	235
1295	1264	141	0	212	911
1514	1514	910	243	0	361
1905	1759	350	1089	320	0

First Row Iteration

	1434	1567	1167	1529	% diff
983	0	145	603	235	2%
1295	144	0	217	933	4%
1514	910	243	0	361	3%
1905	379	1179	346	0	-6%

First Column Iteration

	1401	1513	1135	1632	% diff
978	0	140	587	251	-1%
1348	141	0	211	996	4%
1510	890	235	0	385	0%
1846	370	1138	337	0	-3%

Second Row Iteration

	1410	1551	1141	1595	% diff
983	0	141	590	252	0.6%
1295	136	0	203	956	2.5%
1514	892	235	0	386	0.5%
1905	382	1174	348	0	-2.3%

Second Column Iteration

	1401	1513	1135	1632	% diff
983	0	137	587	258	-0.1%
1315	135	0	202	978	1.6%
1512	887	230	0	395	-0.2%
1872	380	1146	346	0	-1.7%

Third Row Iteration

	1407	1533	1139	1618	% diff
983	0	137	588	258	0.4%
1295	133	0	199	963	1.4%
1514	888	230	0	396	0.3%
1905	386	1166	352	0	-0.9%

Third Column Iteration

	1401	1513	1135	1632	% diff
982	0	136	586	260	-0.1%
1302	132	0	198	972	0.6%
1511	884	227	0	400	-0.2%
1886	385	1150	351	0	-1.0%

Fourth Row Iteration

	1406	1525	1138	1628	% diff
983	0	136	587	261	0.4%
1295	131	0	197	966	0.8%
1514	886	227	0	400	0.3%
1905	389	1161	355	0	-0.3%

Fourth Column Iteration

	1401	1513	1135	1632	% diff
981	0	135	585	261	-0.2%
1296	131	0	197	969	0.1%
1510	883	226	0	402	-0.3%
1893	387	1152	354	0	-0.6%

Fifth Row Iteration

	1406	1521	1138	1632	% diff
983	0	135	586	262	0.3%
1295	131	0	196	968	0.5%
1514	886	226	0	403	0.3%
1905	389	1159	356	0	0.0%

Fifth Column Iteration

	1401	1513	1135	1632	% diff
981	0	134	585	262	-0.2%
1293	130	0	196	967	-0.1%
1510	883	225	0	402	-0.3%
1896	388	1153	355	0	-0.4%

Sixth Row Iteration

	1405	1519	1138	1634	% diff
983	0	135	586	263	0.3%
1295	130	0	196	968	0.4%
1514	885	226	0	404	0.3%
1905	390	1158	356	0	0.2%

Sixth Column Iteration

	1401	1513	1135	1632	% diff
981	0	134	584	262	-0.3%
1292	130	0	195	967	-0.2%
1510	882	225	0	403	-0.3%
1898	389	1154	355	0	-0.3%

Seventh Row Iteration

	1405	1518	1138	1635	% diff
983	0	134	586	263	0.3%
1295	130	0	196	969	0.3%
1514	885	225	0	404	0.3%
1905	390	1158	357	0	0.2%

Seventh Column Iteration

	1401	1513	1135	1632	% diff
981	0	134	584	262	-0.3%
1292	130	0	195	966	-0.2%
1510	882	225	0	403	-0.3%
1899	389	1154	356	0	-0.3%

Eighth Row Iteration

	1405	1517	1138	1636	% diff
983	0	134	586	263	0.3%
1295	130	0	196	969	0.3%
1514	885	225	0	404	0.3%
1905	390	1158	357	0	0.3%

Eighth Column Iteration

	1401	1513	1135	1632	% diff
981	0	134	584	262	-0.3%
1291	130	0	195	966	-0.3%
1510	882	225	0	403	-0.3%
1899	389	1154	356	0	-0.3%

Ninth Row Iteration

	1405	1517	1138	1636	% diff
983	0	134	586	263	0.3%
1295	130	0	196	969	0.3%
1514	885	225	0	404	0.3%
1905	390	1158	357	0	0.3%

Ninth Column Iteration

	1401	1513	1135	1632	% diff
980	0	134	584	262	-0.3%
1291	130	0	195	966	-0.3%
1510	882	225	0	403	-0.3%
1899	389	1154	356	0	-0.3%

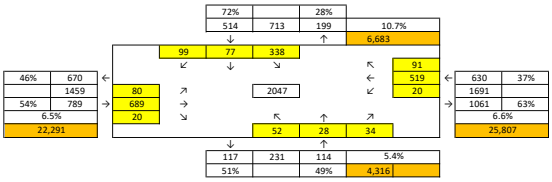
Tenth Row Iteration

	1405	1517	1138	1636	% diff
983	0	134	586	263	0.3%
1295	130	0	196	969	0.3%
1514	885	225	0	404	0.3%
1905	390	1158	357	0	0.3%

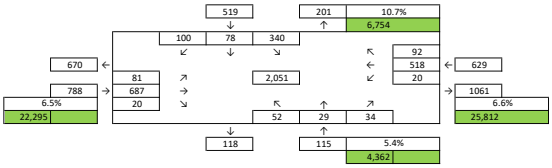
Tenth Column Iteration

	1401	1513	1135	1632	% diff
980	0	134	584	262	-0.3%
1291	130	0	195	966	-0.3%
1510	882	225	0	403	-0.3%
1899	389	1154	356	0	-0.3%

Scenario: Existing 2025
N/S Street: Verdugo Lane
E/W Street: Rosedale Highway (CA-58)
Intersection #: 6 AM



Scenario: Year 2046
N/S Street: Verdugo Lane
E/W Street: Rosedale Highway (CA-58)



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		1061	201	670	118
		1061	199	670	117
630	630	0	91	519	20
519	514	338	0	99	77
789	789	689	80	0	20
115	114	34	28	52	0

First Row Iteration

	1065	199	672	118	% diff
630	0	91	519	20	0%
519	342	0	100	78	-1%
789	689	80	0	20	0%
115	34	28	53	0	0%

First Column Iteration

	1061	201	670	118	% diff
630	0	92	518	20	0%
518	340	0	100	78	0%
787	687	81	0	20	0%
115	34	29	52	0	0%

Second Row Iteration

	1063	201	671	118	% diff
630	0	92	518	20	0.2%
519	341	0	100	78	0.1%
789	688	81	0	20	0.1%
115	34	29	52	0	0.2%

Second Column Iteration

	1061	201	670	118	% diff
630	0	92	518	20	-0.1%
518	340	0	100	78	-0.2%
788	687	81	0	20	-0.2%
115	34	29	52	0	-0.1%

Third Row Iteration

	1063	201	671	118	% diff
630	0	92	518	20	0.2%
519	341	0	100	78	0.1%
789	688	81	0	20	0.1%
115	34	29	52	0	0.2%

Third Column Iteration

	1061	201	670	118	% diff
629	0	92	518	20	-0.1%
519	340	0	100	78	-0.2%
788	687	81	0	20	-0.2%
115	34	29	52	0	-0.1%

Fourth Row Iteration

	1063	201	671	118	% diff
630	0	92	518	20	0.2%
519	341	0	100	78	0.1%
789	688	81	0	20	0.1%
115	34	29	52	0	0.2%

Fourth Column Iteration

	1061	201	670	118	% diff
629	0	92	518	20	-0.1%
519	340	0	100	78	-0.2%
788	687	81	0	20	-0.2%
115	34	29	52	0	-0.1%

Fifth Row Iteration

	1063	201	671	118	% diff
630	0	92	518	20	0.2%
519	341	0	100	78	0.2%
789	688	81	0	20	0.1%
115	34	29	52	0	0.2%

Fifth Column Iteration

	1061	201	670	118	% diff
629	0	92	518	20	-0.1%
519	340	0	100	78	-0.2%
788	687	81	0	20	-0.2%
115	34	29	52	0	-0.2%

Sixth Row Iteration

	1063	201	671	118	% diff
630	0	92	518	20	0.2%
519	341	0	100	78	0.2%
789	688	81	0	20	0.1%
115	34	29	52	0	0.2%

Sixth Column Iteration

	1061	201	670	118	% diff
629	0	92	518	20	-0.1%
519	340	0	100	78	-0.2%
788	687	81	0	20	-0.2%
115	34	29	52	0	-0.2%

Seventh Row Iteration

	1063	201	671	118	% diff
630	0	92	518	20	0.2%
519	341	0	100	78	0.2%
789	688	81	0	20	0.1%
115	34	29	52	0	0.2%

Seventh Column Iteration

	1061	201	670	118	% diff
629	0	92	518	20	-0.1%
519	340	0	100	78	-0.2%
788	687	81	0	20	-0.2%
115	34	29	52	0	-0.2%

Eighth Row Iteration

	1063	201	671	118	% diff
630	0	92	518	20	0.2%
519	341	0	100	78	0.2%
789	688	81	0	20	0.2%
115	34	29	53	0	0.2%

Eighth Column Iteration

	1061	201	670	118	% diff
629	0	92	518	20	-0.2%
519	340	0	100	78	-0.2%
788	687	81	0	20	-0.2%
115	34	29	52	0	-0.2%

Ninth Row Iteration

	1063	201	671	118	% diff
630	0	92	518	20	0.2%
519	341	0	100	78	0.2%
789	688	81	0	20	0.2%
115	34	29	53	0	0.2%

Ninth Column Iteration

	1061	201	670	118	% diff
629	0	92	518	20	-0.2%
519	340	0	100	78	-0.2%
788	687	81	0	20	-0.2%
115	34	29	52	0	-0.2%

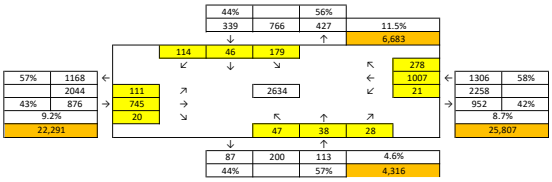
Tenth Row Iteration

	1063	201	671	118	% diff
630	0	92	518	20	0.2%
519	341	0	100	78	0.2%
789	688	81	0	20	0.2%
115	34	29	53	0	0.2%

Tenth Column Iteration

	1061	201	670	118	% diff
629	0	92	518	20	-0.2%
519	340	0	100	78	-0.2%
788	687	81	0	20	-0.2%
115	34	29	52	0	-0.2%

Scenario: Existing 2025
N/S Street: Verdugo Lane
E/W Street: Rosedale Highway (CA-58)
Intersection #: 6 PM



Base Year Intersection

		952	432	1168	88
		952	427	1168	87
1306	1306	0	278	1007	21
343	339	179	0	114	46
876	876	745	111	0	20
114	113	28	38	47	0

First Row Iteration

	954	427	1170	87	% diff
1306	0	278	1007	21	0%
343	181	0	115	46	-1%
876	745	111	0	20	0%
114	28	38	48	0	0%

First Column Iteration

	952	432	1168	88	% diff
1308	0	281	1006	21	0%
342	180	0	115	47	0%
876	743	112	0	20	0%
114	28	39	47	0	0%

Second Row Iteration

	953	431	1167	88	% diff
1306	0	280	1005	21	0.1%
343	181	0	115	47	-0.1%
876	744	112	0	20	-0.1%
114	28	39	47	0	0.0%

Second Column Iteration

	952	432	1168	88	% diff
1307	0	281	1006	21	0.1%
343	181	0	115	47	0.0%
876	743	112	0	20	0.0%
114	28	39	47	0	0.0%

Third Row Iteration

	953	431	1167	88	% diff
1306	0	280	1005	21	0.0%
343	181	0	115	47	0.0%
876	744	112	0	20	-0.1%
114	28	39	47	0	0.0%

Third Column Iteration

	952	432	1168	88	% diff
1307	0	281	1005	21	0.1%
343	181	0	115	47	0.0%
876	744	112	0	20	0.0%
114	28	39	47	0	0.0%

Fourth Row Iteration

	952	431	1168	88	% diff
1306	0	280	1005	21	0.0%
343	181	0	115	47	0.0%
876	744	112	0	20	-0.1%
114	28	39	47	0	0.0%

Fourth Column Iteration

	952	432	1168	88	% diff
1307	0	280	1005	21	0.0%
343	180	0	115	47	0.0%
876	744	112	0	20	0.0%
114	28	39	47	0	0.0%

Fifth Row Iteration

	952	431	1168	88	% diff
1306	0	280	1005	21	0.0%
343	180	0	115	47	0.0%
876	744	112	0	20	0.0%
114	28	39	47	0	0.0%

Fifth Column Iteration

	952	432	1168	88	% diff
1307	0	280	1005	21	0.0%
343	180	0	115	47	0.0%
876	744	112	0	20	0.0%
114	28	39	47	0	0.0%

Sixth Row Iteration

	952	431	1168	88	% diff
1306	0	280	1005	21	0.0%
343	180	0	115	47	0.0%
876	744	112	0	20	0.0%
114	28	39	47	0	0.0%

Sixth Column Iteration

	952	432	1168	88	% diff
1307	0	280	1005	21	0.0%
343	180	0	115	47	0.0%
876	744	112	0	20	0.0%
114	28	39	47	0	0.0%

Seventh Row Iteration

	952	431	1168	88	% diff
1306	0	280	1005	21	0.0%
343	180	0	115	47	0.0%
876	744	112	0	20	0.0%
114	28	39	47	0	0.0%

Seventh Column Iteration

	952	432	1168	88	% diff
1307	0	280	1005	21	0.0%
343	180	0	115	47	0.0%
876	744	112	0	20	0.0%
114	28	39	47	0	0.0%

Eighth Row Iteration

	952	431	1168	88	% diff
1306	0	280	1005	21	0.0%
343	180	0	115	47	0.0%
876	744	112	0	20	0.0%
114	28	39	47	0	0.0%

Eighth Column Iteration

	952	432	1168	88	% diff
1307	0	280	1005	21	0.0%
343	180	0	115	47	0.0%
876	744	112	0	20	0.0%
114	28	39	47	0	0.0%

Ninth Row Iteration

	952	431	1168	88	% diff
1306	0	280	1005	21	0.0%
343	180	0	115	47	0.0%
876	744	112	0	20	0.0%
114	28	39	47	0	0.0%

Ninth Column Iteration

	952	432	1168	88	% diff
1307	0	280	1005	21	0.0%
343	180	0	116	47	0.0%
876	744	113	0	20	0.0%
114	28	39	47	0	0.0%

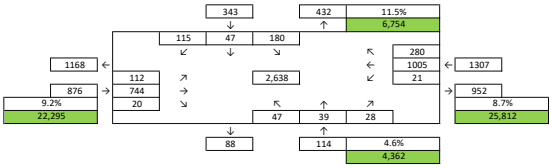
Tenth Row Iteration

	952	431	1168	88	% diff
1306	0	280	1005	21	0.0%
343	180	0	115	47	0.0%
876	744	112	0	20	0.0%
114	28	39	47	0	0.0%

Tenth Column Iteration

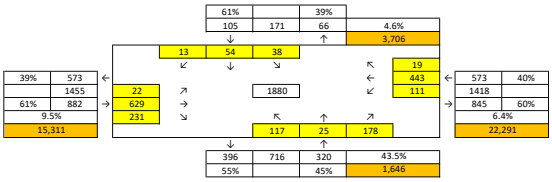
	952	432	1168	88	% diff
1307	0	280	1005	21	0.0%
343	180	0	115	47	0.0%
876	744	113	0	20	0.0%
114	28	39	47	0	0.0%

Scenario: Year 2046
N/S Street: Verdugo Lane
E/W Street: Rosedale Highway (CA-58)

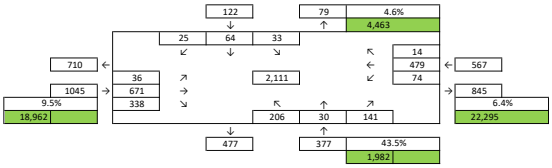


Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Scenario: Existing 2025
N/S Street: Old Farm Road
E/W Street: Rosedale Highway (CA-58)
Intersection #: 7 AM



Scenario: Year 2046
N/S Street: Old Farm Road
E/W Street: Rosedale Highway (CA-58)



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		845	79	710	477
		845	66	573	396
573	573	0	19	443	111
126	105	38	0	13	54
1092	882	629	22	0	231
385	320	178	25	117	0

First Row Iteration

	1039	76	600	462	% diff
573	0	19	443	111	23%
126	46	0	16	65	-4%
1092	779	27	0	286	-16%
385	214	30	141	0	-3%

First Column Iteration

	845	79	710	477	% diff
659	0	20	524	115	15%
123	37	0	19	67	-3%
957	634	28	0	295	-12%
372	174	31	167	0	-3%

Second Row Iteration

	942	82	648	506	% diff
573	0	17	456	100	11.4%
126	38	0	19	69	3.2%
1092	723	32	0	337	-8.7%
385	180	32	173	0	6.0%

Second Column Iteration

	845	79	710	477	% diff
610	0	17	500	94	6.5%
120	34	0	21	65	-4.8%
998	649	31	0	318	-8.6%
382	162	31	189	0	-0.8%

Third Row Iteration

	910	82	682	504	% diff
573	0	16	469	88	7.6%
126	36	0	22	68	2.8%
1092	710	34	0	348	-3.9%
385	163	32	190	0	5.8%

Third Column Iteration

	845	79	710	477	% diff
587	0	15	488	83	2.5%
121	34	0	23	65	-4.3%
1022	660	33	0	329	-6.4%
381	152	31	198	0	-1.2%

Fourth Row Iteration

	894	82	701	500	% diff
573	0	15	477	81	5.8%
126	35	0	24	68	2.9%
1092	705	36	0	351	-1.2%
385	153	31	201	0	4.9%

Fourth Column Iteration

	845	79	710	477	% diff
575	0	14	482	78	0.2%
122	33	0	24	64	-3.8%
1036	667	35	0	335	-5.1%
378	145	30	203	0	-1.8%

Fifth Row Iteration

	885	82	713	497	% diff
573	0	14	481	77	4.7%
126	34	0	25	67	3.0%
1092	703	37	0	353	0.5%
385	148	31	207	0	4.3%

Fifth Column Iteration

	845	79	710	477	% diff
567	0	14	479	74	-1.0%
122	33	0	25	64	-3.5%
1045	671	36	0	338	-4.3%
377	141	30	206	0	-2.2%

Sixth Row Iteration

	880	82	720	495	% diff
573	0	14	484	75	4.1%
126	34	0	26	66	3.1%
1092	702	37	0	354	1.5%
385	144	31	210	0	3.9%

Sixth Column Iteration

	845	79	710	477	% diff
563	0	14	477	72	-1.8%
122	33	0	25	64	-3.3%
1050	674	36	0	341	-3.8%
376	139	30	207	0	-2.5%

Seventh Row Iteration

	877	82	725	494	% diff
573	0	14	486	74	3.7%
126	34	0	26	66	3.1%
1092	701	37	0	354	2.1%
385	142	31	213	0	3.6%

Seventh Column Iteration

	845	79	710	477	% diff
560	0	14	476	71	-2.3%
122	33	0	26	64	-3.2%
1054	675	36	0	342	-3.5%
375	137	30	208	0	-2.7%

Eighth Row Iteration

	875	82	727	493	% diff
573	0	14	487	73	3.5%
126	34	0	27	66	3.1%
1092	700	38	0	354	2.5%
385	141	30	214	0	3.4%

Eighth Column Iteration

	845	79	710	477	% diff
558	0	13	475	70	-2.6%
122	33	0	26	64	-3.1%
1056	677	37	0	343	-3.3%
374	136	29	209	0	-2.8%

Ninth Row Iteration

	874	82	729	493	% diff
573	0	14	487	72	3.4%
126	34	0	27	66	3.1%
1092	700	38	0	355	2.7%
385	140	30	215	0	3.3%

Ninth Column Iteration

	845	79	710	477	% diff
557	0	13	474	70	-2.7%
123	33	0	26	64	-3.1%
1057	677	37	0	343	-3.2%
374	135	29	209	0	-2.9%

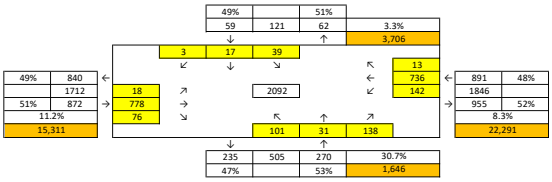
Tenth Row Iteration

	873	82	730	492	% diff
573	0	14	488	72	3.3%
126	34	0	27	66	3.1%
1092	700	38	0	355	2.9%
385	140	30	215	0	3.2%

Tenth Column Iteration

	845	79	710	477	% diff
557	0	13	474	70	-2.8%
123	33	0	26	64	-3.1%
1058	678	37	0	344	-3.2%
374	135	29	209	0	-3.0%

Scenario: Existing 2025
N/S Street: Old Farm Road
E/W Street: Rosedale Highway (CA-58)
Intersection #: 7 PM



Base Year Intersection

		955	75	1040	283
		955	62	840	235
891	891	0	13	736	142
71	59	39	0	3	17
1080	872	778	18	0	76
325	270	138	31	101	0

First Row Iteration

	1177	73	861	257	% diff
891	0	13	736	142	23%
71	47	0	4	20	-3%
1080	964	22	0	94	-17%
325	166	37	122	0	-9%

Sixth Row Iteration

	1000	76	1003	288	% diff
891	0	7	791	93	4.7%
71	34	0	8	29	1.3%
1080	879	35	0	167	-3.6%
325	87	34	204	0	1.9%

First Column Iteration

	955	75	1040	283	% diff
1059	0	13	889	157	19%
65	38	0	4	23	-8%
909	782	23	0	104	-16%
320	135	38	147	0	-2%

Sixth Column Iteration

	955	75	1040	283	% diff
918	0	7	820	91	3.1%
69	32	0	9	28	-2.5%
1037	839	34	0	164	-4.0%
328	84	33	212	0	1.0%

Second Row Iteration

	1108	77	902	280	% diff
891	0	11	748	132	16.0%
71	42	0	5	25	3.7%
1080	929	27	0	123	-13.3%
325	137	39	149	0	-1.1%

Seventh Row Iteration

	990	76	1014	288	% diff
891	0	7	796	88	3.6%
71	33	0	9	29	1.2%
1080	874	36	0	170	-2.5%
325	83	33	210	0	1.7%

Second Column Iteration

	955	75	1040	283	% diff
1007	0	11	863	133	13.0%
66	36	0	5	25	-6.7%
952	801	26	0	125	-11.8%
328	118	38	172	0	0.8%

Seventh Column Iteration

	955	75	1040	283	% diff
910	0	7	816	87	2.1%
70	32	0	9	28	-2.0%
1046	843	35	0	168	-3.1%
327	80	32	215	0	0.7%

Third Row Iteration

	1064	77	940	286	% diff
891	0	10	764	118	11.4%
71	38	0	6	27	2.7%
1080	909	30	0	141	-9.6%
325	117	37	171	0	1.1%

Eighth Row Iteration

	983	75	1022	287	% diff
891	0	7	799	85	2.9%
71	33	0	9	29	1.0%
1080	871	36	0	173	-1.8%
325	79	32	214	0	1.5%

Third Column Iteration

	955	75	1040	283	% diff
971	0	9	845	117	9.0%
67	35	0	7	26	-5.1%
984	816	29	0	140	-8.8%
330	105	36	189	0	1.6%

Eighth Column Iteration

	955	75	1040	283	% diff
904	0	7	813	84	1.5%
70	32	0	9	29	-1.7%
1053	846	36	0	170	-2.5%
326	77	32	217	0	0.4%

Fourth Row Iteration

	1034	76	968	288	% diff
891	0	9	776	107	8.3%
71	36	0	7	28	2.0%
1080	895	32	0	153	-6.9%
325	103	36	186	0	1.9%

Ninth Row Iteration

	977	75	1028	287	% diff
891	0	7	802	83	2.3%
71	32	0	10	29	0.9%
1080	868	37	0	175	-1.2%
325	77	32	217	0	1.3%

Fourth Column Iteration

	955	75	1040	283	% diff
947	0	8	833	105	6.2%
68	34	0	7	27	-3.9%
1008	826	31	0	151	-6.7%
330	96	35	200	0	1.6%

Ninth Column Iteration

	955	75	1040	283	% diff
900	0	7	811	82	1.0%
70	32	0	10	29	-1.4%
1058	849	37	0	173	-2.1%
326	75	31	219	0	0.2%

Fifth Row Iteration

	1014	76	989	289	% diff
891	0	8	784	99	6.2%
71	35	0	8	28	1.6%
1080	885	33	0	161	-5.0%
325	94	34	197	0	2.0%

Tenth Row Iteration

	973	75	1032	286	% diff
891	0	7	804	81	1.9%
71	32	0	10	29	0.9%
1080	866	37	0	176	-0.8%
325	75	31	219	0	1.2%

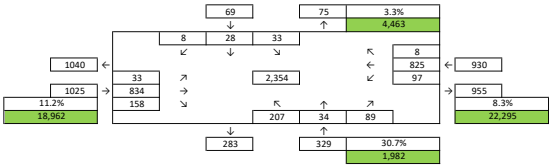
Fifth Column Iteration

	955	75	1040	283	% diff
930	0	8	825	97	4.4%
69	33	0	8	28	-3.1%
1025	834	33	0	158	-5.1%
329	89	34	207	0	1.3%

Tenth Column Iteration

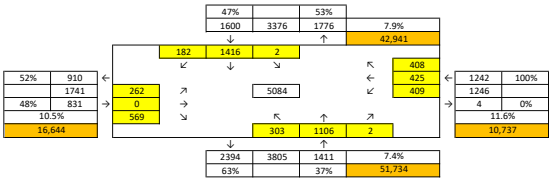
	955	75	1040	283	% diff
896	0	7	810	80	0.6%
70	31	0	10	29	-1.2%
1061	850	37	0	174	-1.7%
325	74	31	221	0	0.0%

Scenario: Year 2046
N/S Street: Old Farm Road
E/W Street: Rosedale Highway (CA-58)



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Brimhall Road
Intersection #: 8 AM



Base Year Intersection

		6	2108	1074	2788
		4	1776	910	2394
1924	1242	0	408	425	409
1899	1600	2	0	182	1416
981	831	0	262	0	569
1643	1411	2	1106	303	0

First Row Iteration

		5	2229	1227	2985	% diff
1924		0	632	658	633	-24%
1899		2	0	216	1681	6%
981		0	309	0	671	14%
1643		2	1288	353	0	7%

First Column Iteration

		6	2108	1074	2788	% diff
1765		0	598	576	592	-8%
1762		3	0	189	1569	-7%
919		0	292	0	627	-6%
1530		3	1218	309	0	-7%

Second Row Iteration

		7	2271	1163	3005	% diff
1924		0	651	628	645	7.6%
1899		3	0	204	1692	7.7%
981		0	312	0	669	8.3%
1643		3	1308	332	0	7.8%

Second Column Iteration

		6	2108	1074	2788	% diff
1782		0	604	580	598	-7.4%
1761		3	0	188	1569	-7.3%
910		0	289	0	620	-7.2%
1523		3	1214	306	0	-7.3%

Third Row Iteration

		7	2274	1159	3007	% diff
1924		0	652	626	646	7.9%
1899		3	0	203	1693	7.9%
981		0	312	0	669	7.9%
1643		3	1310	330	0	7.9%

Third Column Iteration

		6	2108	1074	2788	% diff
1783		0	605	580	599	-7.3%
1761		3	0	188	1569	-7.3%
909		0	289	0	620	-7.3%
1523		3	1214	306	0	-7.3%

Fourth Row Iteration

		7	2274	1158	3007	% diff
1924		0	652	625	646	7.9%
1899		3	0	203	1693	7.9%
981		0	312	0	669	7.9%
1643		3	1310	330	0	7.9%

Fourth Column Iteration

		6	2108	1074	2788	% diff
1783		0	605	580	599	-7.3%
1760		3	0	188	1569	-7.3%
909		0	289	0	620	-7.3%
1523		3	1214	306	0	-7.3%

Fifth Row Iteration

		7	2274	1158	3007	% diff
1924		0	652	625	646	7.9%
1899		3	0	203	1693	7.9%
981		0	312	0	669	7.9%
1643		3	1310	330	0	7.9%

Fifth Column Iteration

		6	2108	1074	2788	% diff
1783		0	605	580	599	-7.3%
1760		3	0	188	1569	-7.3%
909		0	289	0	620	-7.3%
1523		3	1214	306	0	-7.3%

Sixth Row Iteration

		7	2274	1158	3007	% diff
1924		0	652	625	646	7.9%
1899		3	0	203	1693	7.9%
981		0	312	0	669	7.9%
1643		3	1310	330	0	7.9%

Sixth Column Iteration

		6	2108	1074	2788	% diff
1783		0	605	580	599	-7.3%
1760		3	0	188	1569	-7.3%
909		0	289	0	620	-7.3%
1523		3	1214	306	0	-7.3%

Seventh Row Iteration

		7	2274	1158	3007	% diff
1924		0	652	625	646	7.9%
1899		3	0	203	1693	7.9%
981		0	312	0	669	7.9%
1643		3	1310	330	0	7.9%

Seventh Column Iteration

		6	2108	1074	2788	% diff
1783		0	605	580	599	-7.3%
1760		3	0	188	1569	-7.3%
909		0	289	0	620	-7.3%
1523		3	1214	306	0	-7.3%

Eighth Row Iteration

		7	2274	1158	3007	% diff
1924		0	652	625	646	7.9%
1899		3	0	203	1693	7.9%
981		0	312	0	669	7.9%
1643		3	1310	330	0	7.9%

Eighth Column Iteration

		6	2108	1074	2788	% diff
1783		0	605	580	599	-7.3%
1760		3	0	188	1569	-7.3%
909		0	289	0	620	-7.3%
1523		3	1214	306	0	-7.3%

Ninth Row Iteration

		7	2274	1158	3007	% diff
1924		0	652	625	646	7.9%
1899		3	0	203	1693	7.9%
981		0	312	0	669	7.9%
1643		3	1310	330	0	7.9%

Ninth Column Iteration

		6	2108	1074	2788	% diff
1783		0	605	580	599	-7.3%
1760		3	0	188	1569	-7.3%
909		0	289	0	620	-7.3%
1523		3	1214	306	0	-7.3%

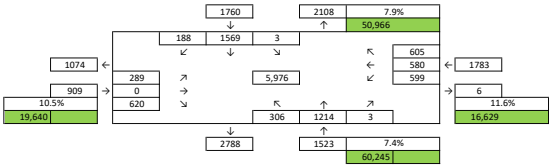
Tenth Row Iteration

		7	2274	1158	3007	% diff
1924		0	652	625	646	7.9%
1899		3	0	203	1693	7.9%
981		0	312	0	669	7.9%
1643		3	1310	330	0	7.9%

Tenth Column Iteration

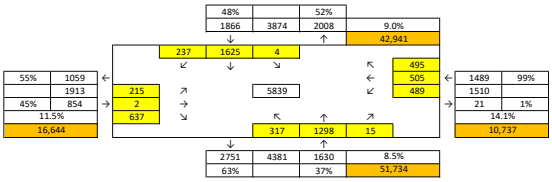
		6	2108	1074	2788	% diff
1783		0	605	580	599	-7.3%
1760		3	0	188	1569	-7.3%
909		0	289	0	620	-7.3%
1523		3	1214	306	0	-7.3%

Scenario: Year 2046
N/S Street: Coffee Road
E/W Street: Brimhall Road

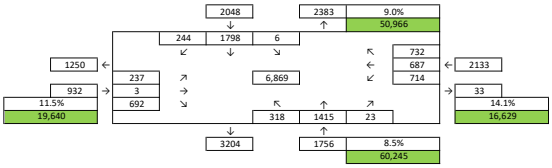


Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Brimhall Road
Intersection #: 8 PM



Scenario: Year 2046
N/S Street: Coffee Road
E/W Street: Brimhall Road



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		33	2383	1250	3204
		21	2008	1059	2751
2306	1489	0	495	505	489
2215	1866	4	0	237	1625
1008	854	2	215	0	637
1898	1630	15	1298	317	0

First Row Iteration

	25	2532	1433	3438	% diff
2306	0	767	782	757	-24%
2215	5	0	281	1929	6%
1008	2	254	0	752	15%
1898	17	1512	369	0	7%

First Column Iteration

	33	2383	1250	3204	% diff
2110	0	722	682	706	-9%
2049	6	0	245	1797	-7%
942	3	239	0	700	-6%
1768	23	1423	322	0	-7%

Second Row Iteration

	35	2572	1357	3463	% diff
2306	0	789	746	771	7.5%
2215	7	0	265	1943	7.9%
1008	3	255	0	749	8.6%
1898	25	1528	346	0	8.1%

Second Column Iteration

	33	2383	1250	3204	% diff
2132	0	731	687	714	-7.6%
2048	6	0	244	1797	-7.5%
933	3	237	0	693	-7.5%
1757	23	1416	318	0	-7.4%

Third Row Iteration

	35	2576	1351	3464	% diff
2306	0	791	743	772	8.1%
2215	7	0	264	1944	8.1%
1008	3	256	0	749	8.1%
1898	25	1529	344	0	8.1%

Third Column Iteration

	33	2383	1250	3204	% diff
2133	0	732	687	714	-7.5%
2048	6	0	244	1797	-7.5%
932	3	237	0	692	-7.5%
1756	23	1415	318	0	-7.5%

Fourth Row Iteration

	35	2576	1351	3464	% diff
2306	0	791	743	772	8.1%
2215	7	0	264	1944	8.1%
1008	3	256	0	749	8.1%
1898	25	1529	344	0	8.1%

Fourth Column Iteration

	33	2383	1250	3204	% diff
2133	0	732	687	714	-7.5%
2048	6	0	244	1797	-7.5%
932	3	237	0	692	-7.5%
1756	23	1415	318	0	-7.5%

Fifth Row Iteration

	35	2577	1351	3464	% diff
2306	0	791	743	772	8.1%
2215	7	0	264	1944	8.1%
1008	3	256	0	748	8.1%
1898	25	1529	344	0	8.1%

Fifth Column Iteration

	33	2383	1250	3204	% diff
2133	0	732	687	714	-7.5%
2048	6	0	244	1798	-7.5%
932	3	237	0	692	-7.5%
1756	23	1415	318	0	-7.5%

Sixth Row Iteration

	35	2577	1351	3464	% diff
2306	0	791	743	772	8.1%
2215	7	0	264	1944	8.1%
1008	3	256	0	748	8.1%
1898	25	1529	344	0	8.1%

Sixth Column Iteration

	33	2383	1250	3204	% diff
2133	0	732	687	714	-7.5%
2048	6	0	244	1798	-7.5%
932	3	237	0	692	-7.5%
1756	23	1415	318	0	-7.5%

Seventh Row Iteration

	35	2577	1351	3464	% diff
2306	0	791	743	772	8.1%
2215	7	0	264	1944	8.1%
1008	3	256	0	748	8.1%
1898	25	1529	344	0	8.1%

Seventh Column Iteration

	33	2383	1250	3204	% diff
2133	0	732	687	714	-7.5%
2048	6	0	244	1798	-7.5%
932	3	237	0	692	-7.5%
1756	23	1415	318	0	-7.5%

Eighth Row Iteration

	35	2577	1351	3464	% diff
2306	0	791	743	772	8.1%
2215	7	0	264	1944	8.1%
1008	3	256	0	748	8.1%
1898	25	1529	344	0	8.1%

Eighth Column Iteration

	33	2383	1250	3204	% diff
2133	0	732	687	714	-7.5%
2048	6	0	244	1798	-7.5%
932	3	237	0	692	-7.5%
1756	23	1415	318	0	-7.5%

Ninth Row Iteration

	35	2577	1351	3464	% diff
2306	0	791	743	772	8.1%
2215	7	0	264	1944	8.1%
1008	3	256	0	748	8.1%
1898	25	1529	344	0	8.1%

Ninth Column Iteration

	33	2383	1250	3204	% diff
2133	0	732	687	714	-7.5%
2048	6	0	244	1798	-7.5%
932	3	237	0	692	-7.5%
1756	23	1415	318	0	-7.5%

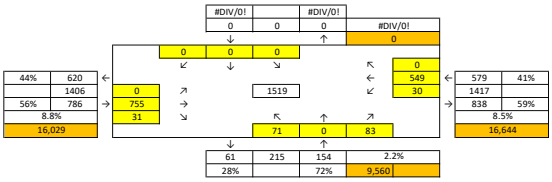
Tenth Row Iteration

	35	2577	1351	3464	% diff
2306	0	791	743	772	8.1%
2215	7	0	264	1944	8.1%
1008	3	256	0	748	8.1%
1898	25	1529	344	0	8.1%

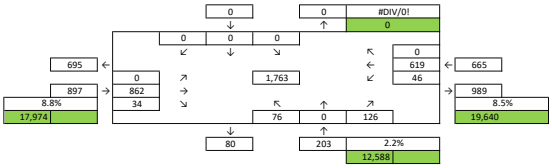
Tenth Column Iteration

	33	2383	1250	3204	% diff
2133	0	732	687	714	-7.5%
2048	6	0	244	1798	-7.5%
932	3	237	0	692	-7.5%
1756	23	1415	318	0	-7.5%

Scenario: Existing 2025
N/S Street: Harvest Creek Road
E/W Street: Brimhall Road
Intersection #: 9 AM



Scenario: Year 2046
N/S Street: Harvest Creek Road
E/W Street: Brimhall Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		989	0	695	80
		838	0	620	61
683	579	0	0	549	30
0	0	0	0	0	0
881	786	755	0	0	31
203	154	83	0	71	0

First Row Iteration

	956	0	741	70	% diff
683	0	0	648	35	-3%
0	0	0	0	0	#DIV/0!
881	847	0	0	35	7%
203	109	0	93	0	-13%

Sixth Row Iteration

	974	0	712	81	% diff
683	0	0	636	47	-1.5%
0	0	0	0	0	#DIV/0!
881	848	0	0	34	2.4%
203	126	0	76	0	0.9%

First Column Iteration

	989	0	695	80	% diff
648	0	0	608	41	-5%
0	0	0	0	0	#DIV/0!
916	876	0	0	40	4%
201	113	0	88	0	-1%

Sixth Column Iteration

	989	0	695	80	% diff
668	0	0	621	47	-2.3%
0	0	0	0	0	#DIV/0!
894	861	0	0	33	1.4%
203	128	0	75	0	0.0%

Second Row Iteration

	957	0	729	81	% diff
683	0	0	640	43	-3.2%
0	0	0	0	0	#DIV/0!
881	843	0	0	38	4.9%
203	114	0	89	0	0.9%

Seventh Row Iteration

	977	0	710	81	% diff
683	0	0	635	48	-1.2%
0	0	0	0	0	#DIV/0!
881	849	0	0	33	2.1%
203	128	0	75	0	0.8%

Second Column Iteration

	989	0	695	80	% diff
653	0	0	611	42	-4.4%
0	0	0	0	0	#DIV/0!
909	871	0	0	38	3.1%
202	118	0	84	0	-0.2%

Seventh Column Iteration

	989	0	695	80	% diff
670	0	0	622	48	-1.9%
0	0	0	0	0	#DIV/0!
892	859	0	0	33	1.2%
203	130	0	73	0	0.0%

Third Row Iteration

	963	0	724	81	% diff
683	0	0	639	44	-2.6%
0	0	0	0	0	#DIV/0!
881	845	0	0	37	4.1%
203	118	0	85	0	1.0%

Eighth Row Iteration

	979	0	708	81	% diff
683	0	0	635	49	-1.0%
0	0	0	0	0	#DIV/0!
881	849	0	0	32	1.8%
203	130	0	73	0	0.7%

Third Column Iteration

	989	0	695	80	% diff
658	0	0	614	44	-3.7%
0	0	0	0	0	#DIV/0!
904	867	0	0	36	2.6%
203	121	0	81	0	-0.1%

Eighth Column Iteration

	989	0	695	80	% diff
672	0	0	623	48	-1.7%
0	0	0	0	0	#DIV/0!
890	858	0	0	32	0.9%
203	131	0	72	0	0.0%

Fourth Row Iteration

	967	0	719	81	% diff
683	0	0	638	46	-2.2%
0	0	0	0	0	#DIV/0!
881	846	0	0	36	3.4%
203	121	0	81	0	1.0%

Ninth Row Iteration

	981	0	706	81	% diff
683	0	0	634	49	-0.8%
0	0	0	0	0	#DIV/0!
881	850	0	0	32	1.5%
203	131	0	72	0	0.6%

Fourth Column Iteration

	989	0	695	80	% diff
662	0	0	617	45	-3.2%
0	0	0	0	0	#DIV/0!
900	865	0	0	35	2.1%
203	124	0	79	0	0.0%

Ninth Column Iteration

	989	0	695	80	% diff
673	0	0	625	49	-1.4%
0	0	0	0	0	#DIV/0!
888	857	0	0	31	0.8%
203	132	0	71	0	0.0%

Fifth Row Iteration

	971	0	715	81	% diff
683	0	0	637	47	-1.8%
0	0	0	0	0	#DIV/0!
881	847	0	0	34	2.9%
203	124	0	79	0	0.9%

Tenth Row Iteration

	982	0	704	81	% diff
683	0	0	634	50	-0.7%
0	0	0	0	0	#DIV/0!
881	850	0	0	31	1.3%
203	132	0	71	0	0.6%

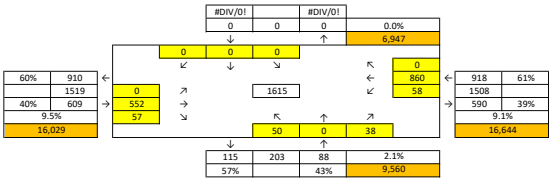
Fifth Column Iteration

	989	0	695	80	% diff
665	0	0	619	46	-2.7%
0	0	0	0	0	#DIV/0!
897	862	0	0	34	1.7%
203	126	0	76	0	0.0%

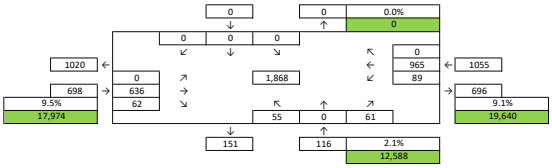
Tenth Column Iteration

	989	0	695	80	% diff
675	0	0	625	49	-1.2%
0	0	0	0	0	#DIV/0!
887	856	0	0	31	0.6%
203	133	0	70	0	0.0%

Scenario: Existing 2025
N/S Street: Harvest Creek Road
E/W Street: Brimhall Road
Intersection #: 9 PM



Scenario: Year 2046
N/S Street: Harvest Creek Road
E/W Street: Brimhall Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		696	0	1020	151
		590	0	910	115
1083	918	0	0	860	58
0	0	0	0	0	0
683	609	552	0	0	57
116	88	38	0	50	0

First Row Iteration

					% diff
	669	0	1081	132	
1083	0	0	1015	68	-4%
0	0	0	0	0	#DIV/0!
683	619	0	0	64	6%
116	50	0	66	0	-13%

First Column Iteration

					% diff
	696	0	1020	151	
1037	0	0	958	78	-4%
0	0	0	0	0	#DIV/0!
717	644	0	0	73	5%
114	52	0	62	0	-1%

Second Row Iteration

					% diff
	666	0	1064	151	
1083	0	0	1001	82	-4.3%
0	0	0	0	0	#DIV/0!
683	613	0	0	70	4.3%
116	53	0	63	0	0.0%

Second Column Iteration

					% diff
	696	0	1020	151	
1042	0	0	960	82	-3.8%
0	0	0	0	0	#DIV/0!
711	641	0	0	70	4.1%
116	55	0	60	0	-0.2%

Third Row Iteration

					% diff
	671	0	1059	152	
1083	0	0	998	85	-3.6%
0	0	0	0	0	#DIV/0!
683	616	0	0	67	3.8%
116	55	0	61	0	0.4%

Third Column Iteration

					% diff
	696	0	1020	151	
1047	0	0	962	85	-3.4%
0	0	0	0	0	#DIV/0!
706	639	0	0	67	3.3%
116	57	0	58	0	-0.1%

Fourth Row Iteration

					% diff
	676	0	1054	152	
1083	0	0	996	88	-2.9%
0	0	0	0	0	#DIV/0!
683	618	0	0	65	3.3%
116	57	0	58	0	0.5%

Fourth Column Iteration

					% diff
	696	0	1020	151	
1051	0	0	964	87	-3.0%
0	0	0	0	0	#DIV/0!
701	637	0	0	64	2.7%
116	59	0	57	0	-0.1%

Fifth Row Iteration

					% diff
	680	0	1050	152	
1083	0	0	993	90	-2.4%
0	0	0	0	0	#DIV/0!
683	620	0	0	63	2.9%
116	59	0	57	0	0.7%

Fifth Column Iteration

					% diff
	696	0	1020	151	
1055	0	0	965	89	-2.6%
0	0	0	0	0	#DIV/0!
698	636	0	0	62	2.2%
116	61	0	55	0	-0.1%

Sixth Row Iteration

					% diff
	683	0	1047	153	
1083	0	0	991	92	-1.9%
0	0	0	0	0	#DIV/0!
683	622	0	0	61	2.6%
116	61	0	55	0	0.7%

Sixth Column Iteration

					% diff
	696	0	1020	151	
1058	0	0	967	91	-2.4%
0	0	0	0	0	#DIV/0!
695	634	0	0	60	1.7%
116	62	0	54	0	-0.2%

Seventh Row Iteration

					% diff
	686	0	1044	153	
1083	0	0	990	93	-1.5%
0	0	0	0	0	#DIV/0!
683	624	0	0	59	2.3%
116	62	0	54	0	0.8%

Seventh Column Iteration

					% diff
	696	0	1020	151	
1060	0	0	968	93	-2.1%
0	0	0	0	0	#DIV/0!
692	633	0	0	59	1.3%
116	63	0	53	0	-0.2%

Eighth Row Iteration

					% diff
	688	0	1041	153	
1083	0	0	989	95	-1.2%
0	0	0	0	0	#DIV/0!
683	625	0	0	58	2.1%
116	63	0	53	0	0.8%

Eighth Column Iteration

					% diff
	696	0	1020	151	
1063	0	0	969	94	-1.9%
0	0	0	0	0	#DIV/0!
690	632	0	0	58	1.0%
116	64	0	52	0	-0.3%

Ninth Row Iteration

					% diff
	690	0	1039	153	
1083	0	0	988	96	-0.9%
0	0	0	0	0	#DIV/0!
683	626	0	0	57	1.9%
116	64	0	52	0	0.8%

Ninth Column Iteration

					% diff
	696	0	1020	151	
1064	0	0	970	95	-1.7%
0	0	0	0	0	#DIV/0!
688	632	0	0	57	0.8%
116	65	0	51	0	-0.3%

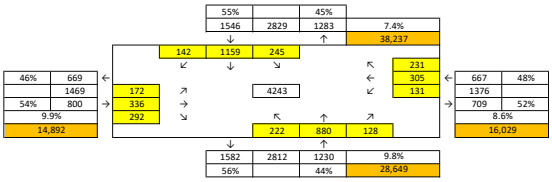
Tenth Row Iteration

					% diff
	692	0	1038	153	
1083	0	0	987	97	-0.7%
0	0	0	0	0	#DIV/0!
683	627	0	0	56	1.7%
116	65	0	51	0	0.8%

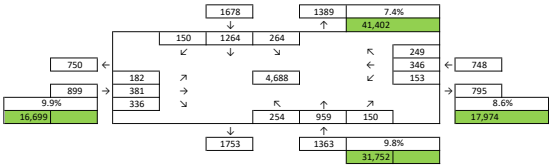
Tenth Column Iteration

					% diff
	696	0	1020	151	
1066	0	0	970	96	-1.6%
0	0	0	0	0	#DIV/0!
687	631	0	0	56	0.5%
115	65	0	50	0	-0.4%

Scenario: Existing 2025
N/S Street: Calloway Drive
E/W Street: Brimhall Road
Intersection #: 10 AM



Scenario: Year 2046
N/S Street: Calloway Drive
E/W Street: Brimhall Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		795	1389	750	1753
		709	1283	669	1582
748	667	0	231	305	131
1674	1546	245	0	142	1159
897	800	336	172	0	292
1363	1230	128	880	222	0

First Row Iteration

	784	1427	742	1729	% diff
748	0	259	342	147	-1%
1674	265	0	154	1255	3%
897	377	193	0	327	-1%
1363	142	975	246	0	-1%

First Column Iteration

	795	1389	750	1753	% diff
747	0	252	346	149	0%
1697	269	0	155	1272	1%
902	382	188	0	332	1%
1342	144	949	249	0	-2%

Second Row Iteration

	792	1404	752	1735	% diff
748	0	252	346	149	-0.4%
1674	265	0	153	1255	1.0%
897	380	187	0	330	0.3%
1363	146	964	253	0	-1.1%

Second Column Iteration

	795	1389	750	1753	% diff
746	0	250	345	151	-0.3%
1688	267	0	153	1269	0.9%
900	382	185	0	334	0.4%
1353	147	954	252	0	-0.7%

Third Row Iteration

	792	1396	752	1742	% diff
748	0	251	346	151	-0.3%
1674	264	0	152	1258	0.5%
897	380	184	0	333	0.2%
1363	148	962	254	0	-0.7%

Third Column Iteration

	795	1389	750	1753	% diff
747	0	249	346	152	-0.1%
1683	265	0	151	1266	0.5%
900	382	183	0	335	0.3%
1358	148	957	253	0	-0.4%

Fourth Row Iteration

	793	1392	751	1746	% diff
748	0	250	346	152	-0.2%
1674	264	0	151	1260	0.2%
897	380	183	0	334	0.1%
1363	149	960	254	0	-0.4%

Fourth Column Iteration

	795	1389	750	1753	% diff
748	0	249	346	153	0.0%
1680	264	0	150	1265	0.4%
899	381	182	0	335	0.2%
1361	149	958	254	0	-0.2%

Fifth Row Iteration

	794	1390	750	1748	% diff
748	0	249	346	153	-0.2%
1674	263	0	150	1261	0.1%
897	381	182	0	335	0.0%
1363	149	959	254	0	-0.3%

Fifth Column Iteration

	795	1389	750	1753	% diff
748	0	249	346	153	0.0%
1678	264	0	150	1264	0.3%
899	381	182	0	336	0.2%
1363	150	959	254	0	0.0%

Sixth Row Iteration

	794	1389	750	1750	% diff
748	0	249	346	153	-0.2%
1674	263	0	150	1261	0.0%
897	381	181	0	335	-0.1%
1363	150	959	255	0	-0.2%

Sixth Column Iteration

	795	1389	750	1753	% diff
748	0	249	346	154	0.1%
1677	264	0	150	1264	0.2%
898	381	181	0	336	0.2%
1364	150	959	255	0	0.0%

Seventh Row Iteration

	794	1388	750	1750	% diff
748	0	249	346	154	-0.1%
1674	263	0	149	1261	-0.1%
897	381	181	0	335	-0.1%
1363	150	959	255	0	-0.2%

Seventh Column Iteration

	795	1389	750	1753	% diff
749	0	249	346	154	0.1%
1677	264	0	149	1264	0.2%
898	381	181	0	336	0.1%
1364	150	959	255	0	0.1%

Eighth Row Iteration

	794	1388	749	1751	% diff
748	0	249	346	154	-0.1%
1674	263	0	149	1262	-0.1%
897	381	181	0	335	-0.1%
1363	150	958	255	0	-0.2%

Eighth Column Iteration

	795	1389	750	1753	% diff
749	0	249	346	154	0.1%
1676	264	0	149	1264	0.1%
898	381	181	0	336	0.1%
1364	150	959	255	0	0.1%

Ninth Row Iteration

	794	1388	749	1751	% diff
748	0	248	346	154	-0.1%
1674	263	0	149	1262	-0.1%
897	381	181	0	335	-0.1%
1363	150	958	255	0	-0.1%

Ninth Column Iteration

	795	1389	750	1753	% diff
749	0	249	346	154	0.1%
1676	263	0	149	1263	0.1%
898	381	181	0	336	0.1%
1365	150	959	255	0	0.1%

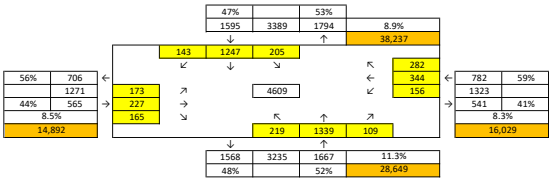
Tenth Row Iteration

	794	1388	749	1751	% diff
748	0	248	346	154	-0.1%
1674	263	0	149	1262	-0.1%
897	381	181	0	335	-0.1%
1363	150	958	255	0	-0.1%

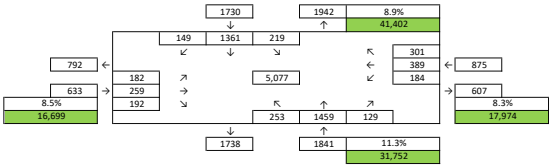
Tenth Column Iteration

	795	1389	750	1753	% diff
749	0	249	346	154	0.1%
1676	263	0	149	1263	0.1%
898	381	181	0	336	0.1%
1365	150	959	255	0	0.1%

Scenario: Existing 2025
N/S Street: Calloway Drive
E/W Street: Brimhall Road
Intersection #: 10 PM



Scenario: Year 2046
N/S Street: Calloway Drive
E/W Street: Brimhall Road



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		607	1942	792	1738
		541	1794	706	1568
877	782	0	282	344	156
1727	1595	205	0	143	1247
634	565	227	173	0	165
1848	1667	109	1339	219	0

First Row Iteration

	597	1994	783	1710	% diff	
877	0	316	386	175	-2%	
1727	222	0	155	1350	3%	
634	255	194	0	185	-1%	
1848	121	1484	243	0	-2%	

First Column Iteration

607	1942	792	1738	% diff	
876	0	308	390	178	0%
1754	225	0	156	1372	2%
635	259	189	0	188	0%
1814	123	1446	245	0	-2%

Second Row Iteration

605	1969	794	1716	% diff	
877	0	308	390	178	-0.3%
1727	222	0	154	1351	1.4%
634	258	188	0	187	0.3%
1848	125	1473	250	0	-1.2%

Second Column Iteration

607	1942	792	1738	% diff	
874	0	304	389	180	-0.4%
1744	223	0	154	1368	1.0%
634	259	186	0	190	0.1%
1827	125	1452	249	0	-1.1%

Third Row Iteration

606	1960	794	1725	% diff	
877	0	305	391	181	-0.2%
1727	221	0	152	1354	0.9%
634	258	186	0	190	0.4%
1848	127	1469	252	0	-0.7%

Third Column Iteration

607	1942	792	1738	% diff	
874	0	303	389	182	-0.3%
1737	221	0	152	1365	0.6%
634	259	184	0	191	0.0%
1834	127	1456	251	0	-0.7%

Fourth Row Iteration

606	1954	794	1731	% diff	
877	0	304	390	183	-0.1%
1727	220	0	151	1357	0.6%
634	259	184	0	191	0.3%
1848	128	1467	253	0	-0.4%

Fourth Column Iteration

607	1942	792	1738	% diff	
875	0	302	389	184	-0.2%
1732	220	0	150	1362	0.3%
633	259	183	0	192	0.0%
1838	128	1458	252	0	-0.5%

Fifth Row Iteration

607	1951	793	1734	% diff	
877	0	303	390	184	0.0%
1727	219	0	150	1358	0.4%
634	259	183	0	192	0.2%
1848	129	1465	253	0	-0.2%

Fifth Column Iteration

607	1942	792	1738	% diff	
875	0	301	389	184	-0.2%
1730	219	0	149	1361	0.2%
633	259	182	0	192	-0.1%
1841	129	1459	253	0	-0.4%

Sixth Row Iteration

607	1949	793	1736	% diff	
877	0	302	390	185	0.1%
1727	219	0	149	1359	0.3%
634	259	182	0	192	0.2%
1848	129	1465	254	0	-0.1%

Sixth Column Iteration

607	1942	792	1738	% diff	
875	0	301	389	185	-0.2%
1728	219	0	149	1360	0.0%
633	259	182	0	193	-0.1%
1842	129	1460	253	0	-0.3%

Seventh Row Iteration

607	1947	793	1738	% diff	
877	0	301	390	185	0.1%
1727	219	0	149	1360	0.2%
634	259	182	0	193	0.2%
1848	129	1464	254	0	0.0%

Seventh Column Iteration

607	1942	792	1738	% diff	
876	0	301	389	185	-0.2%
1727	218	0	149	1360	0.0%
633	259	181	0	193	-0.1%
1843	129	1460	254	0	-0.2%

Eighth Row Iteration

607	1946	793	1739	% diff	
877	0	301	390	186	0.1%
1727	218	0	149	1360	0.2%
634	259	182	0	193	0.2%
1848	130	1464	254	0	0.0%

Eighth Column Iteration

607	1942	792	1738	% diff	
876	0	301	389	186	-0.1%
1726	218	0	148	1359	-0.1%
633	259	181	0	193	-0.1%
1844	130	1461	254	0	-0.2%

Ninth Row Iteration

607	1946	793	1739	% diff	
877	0	301	390	186	0.1%
1727	218	0	148	1360	0.2%
634	259	181	0	193	0.1%
1848	130	1464	254	0	0.1%

Ninth Column Iteration

607	1942	792	1738	% diff	
876	0	300	389	186	-0.1%
1726	218	0	148	1359	-0.1%
633	259	181	0	193	-0.1%
1845	130	1461	254	0	-0.2%

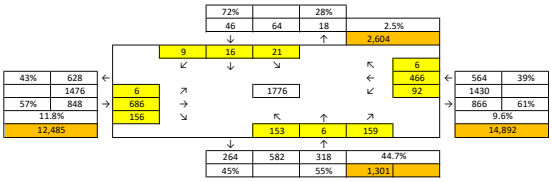
Tenth Row Iteration

607	1946	793	1739	% diff	
877	0	301	390	186	0.1%
1727	218	0	148	1360	0.2%
634	259	181	0	193	0.1%
1848	130	1463	254	0	0.1%

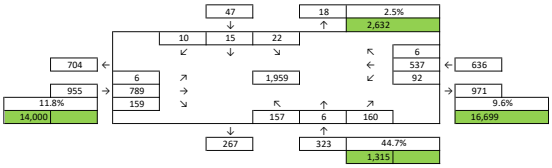
Tenth Column Iteration

607	1942	792	1738	% diff	
876	0	300	390	186	-0.1%
1725	218	0	148	1359	-0.1%
633	259	181	0	193	-0.1%
1845	130	1461	254	0	-0.1%

Scenario: Existing 2025
N/S Street: Verdugo Lane
E/W Street: Brimhall Road
Intersection #: 11 AM



Scenario: Year 2046
N/S Street: Verdugo Lane
E/W Street: Brimhall Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		971	18	704	267
		866	18	628	264
632	564	0	6	466	92
46	46	21	0	9	16
951	848	686	6	0	156
321	318	159	6	153	0

First Row Iteration

	951	20	686	294	% diff
632	0	7	523	103	-2%
46	21	0	9	16	7%
951	769	7	0	175	-3%
321	161	6	155	0	10%

First Column Iteration

	971	18	704	267	% diff
636	0	6	536	94	1%
46	22	0	9	15	-2%
950	785	6	0	159	0%
328	164	6	159	0	2%

Second Row Iteration

	969	18	698	267	% diff
632	0	6	533	93	-0.3%
46	22	0	10	15	-0.8%
951	786	6	0	159	-0.9%
321	161	6	155	0	-0.1%

Second Column Iteration

	971	18	704	267	% diff
637	0	6	538	93	0.8%
47	22	0	10	15	0.3%
953	788	6	0	159	0.2%
323	161	6	157	0	0.6%

Third Row Iteration

	968	18	699	266	% diff
632	0	6	534	92	-0.3%
46	22	0	10	15	-0.5%
951	786	6	0	158	-0.7%
321	160	6	156	0	-0.4%

Third Column Iteration

	971	18	704	267	% diff
637	0	6	538	93	0.7%
47	22	0	10	15	0.4%
954	788	6	0	159	0.3%
323	161	6	157	0	0.5%

Fourth Row Iteration

	968	18	700	266	% diff
632	0	6	534	92	-0.3%
46	22	0	10	15	-0.5%
951	786	6	0	159	-0.6%
321	160	6	156	0	-0.4%

Fourth Column Iteration

	971	18	704	267	% diff
636	0	6	537	93	0.6%
47	22	0	10	15	0.4%
954	789	6	0	159	0.4%
323	160	6	157	0	0.5%

Fifth Row Iteration

	967	18	700	266	% diff
632	0	6	534	92	-0.4%
46	22	0	10	15	-0.5%
951	786	6	0	159	-0.6%
321	160	6	156	0	-0.4%

Fifth Column Iteration

	971	18	704	267	% diff
636	0	6	537	92	0.6%
47	22	0	10	15	0.4%
955	789	6	0	159	0.4%
323	160	6	157	0	0.5%

Sixth Row Iteration

	967	18	700	266	% diff
632	0	6	534	92	-0.4%
46	22	0	10	15	-0.5%
951	786	6	0	159	-0.5%
321	159	6	156	0	-0.5%

Sixth Column Iteration

	971	18	704	267	% diff
636	0	6	537	92	0.5%
47	22	0	10	15	0.5%
955	789	6	0	160	0.4%
323	160	6	157	0	0.5%

Seventh Row Iteration

	967	18	701	266	% diff
632	0	6	534	92	-0.4%
46	22	0	10	15	-0.5%
951	786	6	0	159	-0.5%
321	159	6	157	0	-0.5%

Seventh Column Iteration

	971	18	704	267	% diff
636	0	6	537	92	0.5%
47	22	0	10	15	0.5%
955	789	6	0	160	0.4%
323	160	6	157	0	0.5%

Eighth Row Iteration

	967	18	701	266	% diff
632	0	6	534	92	-0.4%
46	22	0	10	15	-0.5%
951	786	6	0	159	-0.5%
321	159	6	157	0	-0.5%

Eighth Column Iteration

	971	18	704	267	% diff
636	0	6	537	92	0.5%
47	22	0	10	15	0.5%
955	789	6	0	160	0.4%
323	160	6	157	0	0.5%

Ninth Row Iteration

	967	18	701	266	% diff
632	0	6	534	92	-0.4%
46	22	0	10	15	-0.5%
951	786	6	0	159	-0.5%
321	159	6	157	0	-0.5%

Ninth Column Iteration

	971	18	704	267	% diff
635	0	6	537	92	0.5%
47	22	0	10	15	0.5%
955	789	6	0	160	0.5%
323	160	6	157	0	0.5%

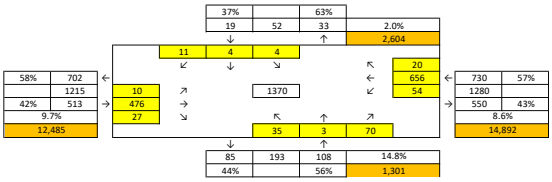
Tenth Row Iteration

	967	18	701	266	% diff
632	0	6	534	92	-0.5%
46	22	0	10	15	-0.5%
951	786	6	0	159	-0.5%
321	159	6	157	0	-0.5%

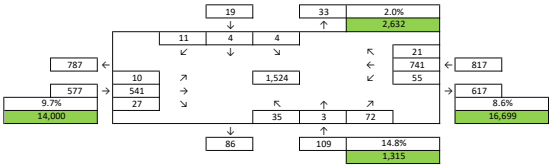
Tenth Column Iteration

	971	18	704	267	% diff
635	0	6	537	92	0.5%
47	22	0	10	15	0.5%
955	789	6	0	160	0.5%
323	160	6	157	0	0.5%

Scenario: Year 2027 Cumulative
N/S Street: Verdugo Lane
E/W Street: Brimhall Road
Intersection #: 11 PM



Scenario: Year 2046
N/S Street: Verdugo Lane
E/W Street: Brimhall Road



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		617	33	787	86
		550	33	702	85
819	730	0	20	656	54
19	19	4	0	11	4
575	513	476	10	0	27
109	108	70	3	35	0

First Row Iteration

	609	37	782	95	% diff
819	0	22	736	61	-1%
19	4	0	11	4	10%
575	534	11	0	30	-1%
109	71	3	35	0	10%

First Column Iteration

	617	33	787	86	% diff
816	0	20	740	55	0%
19	4	0	11	4	-1%
579	541	10	0	27	1%
110	72	3	36	0	1%

Second Row Iteration

	613	33	790	86	% diff
819	0	20	743	55	-0.6%
19	4	0	11	4	0.0%
575	538	10	0	27	0.3%
109	71	3	35	0	0.1%

Second Column Iteration

	617	33	787	86	% diff
816	0	20	741	55	-0.3%
19	4	0	11	4	-0.1%
578	541	10	0	27	0.5%
109	72	3	35	0	0.3%

Third Row Iteration

	614	33	789	86	% diff
819	0	21	743	55	-0.5%
19	4	0	11	4	0.0%
575	538	10	0	27	0.3%
109	71	3	35	0	0.0%

Third Column Iteration

	617	33	787	86	% diff
817	0	21	741	55	-0.2%
19	4	0	11	4	-0.1%
578	541	10	0	27	0.5%
109	72	3	35	0	0.2%

Fourth Row Iteration

	614	33	789	86	% diff
819	0	21	743	55	-0.4%
19	4	0	11	4	0.0%
575	538	10	0	27	0.2%
109	72	3	35	0	0.0%

Fourth Column Iteration

	617	33	787	86	% diff
817	0	21	741	55	-0.2%
19	4	0	11	4	0.0%
578	541	10	0	27	0.4%
109	72	3	35	0	0.2%

Fifth Row Iteration

	614	33	789	86	% diff
819	0	21	743	55	-0.4%
19	4	0	11	4	0.0%
575	538	10	0	27	0.2%
109	72	3	35	0	0.0%

Fifth Column Iteration

	617	33	787	86	% diff
817	0	21	741	55	-0.2%
19	4	0	11	4	0.0%
577	541	10	0	27	0.4%
109	72	3	35	0	0.2%

Sixth Row Iteration

	615	33	788	86	% diff
819	0	21	742	55	-0.3%
19	4	0	11	4	0.0%
575	539	10	0	27	0.1%
109	72	3	35	0	0.0%

Sixth Column Iteration

	617	33	787	86	% diff
818	0	21	741	55	-0.1%
19	4	0	11	4	0.0%
577	540	10	0	27	0.3%
109	72	3	35	0	0.2%

Seventh Row Iteration

	615	33	788	86	% diff
819	0	21	742	56	-0.3%
19	4	0	11	4	0.0%
575	539	10	0	27	0.1%
109	72	3	35	0	0.0%

Seventh Column Iteration

	617	33	787	86	% diff
818	0	21	741	56	-0.1%
19	4	0	11	4	0.0%
577	540	10	0	27	0.3%
109	72	3	34	0	0.2%

Eighth Row Iteration

	615	33	788	86	% diff
819	0	21	742	56	-0.3%
19	4	0	11	4	0.0%
575	539	10	0	27	0.1%
109	72	3	34	0	0.0%

Eighth Column Iteration

	617	33	787	86	% diff
818	0	21	742	56	-0.1%
19	4	0	11	4	0.0%
577	540	10	0	27	0.3%
109	72	3	34	0	0.2%

Ninth Row Iteration

	615	33	788	86	% diff
819	0	21	742	56	-0.2%
19	4	0	11	4	0.0%
575	539	10	0	27	0.1%
109	72	3	34	0	0.0%

Ninth Column Iteration

	617	33	787	86	% diff
818	0	21	742	56	-0.1%
19	4	0	11	4	0.0%
577	540	10	0	27	0.2%
109	72	3	34	0	0.1%

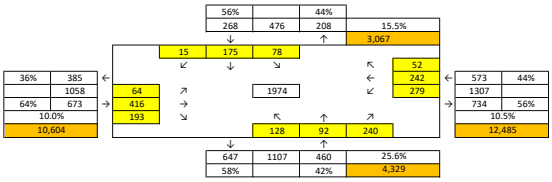
Tenth Row Iteration

	615	33	788	86	% diff
819	0	21	742	56	-0.2%
19	4	0	11	4	0.0%
575	539	10	0	26	0.0%
109	72	3	34	0	0.0%

Tenth Column Iteration

	617	33	787	86	% diff
818	0	21	742	56	0.0%
19	4	0	11	4	0.0%
576	540	10	0	26	0.2%
109	72	3	34	0	0.1%

Scenario: Existing 2025
N/S Street: Jewetta Avenue
E/W Street: Brimhall Road
Intersection #: 12 AM



Base Year Intersection

		823	217	432	707
		734	208	385	647
643	573	0	52	242	279
280	268	78	0	15	175
755	673	416	64	0	193
503	460	240	92	128	0

First Row Iteration

	810	231	427	712	% diff
643	0	58	271	313	-2%
280	82	0	16	183	6%
755	466	72	0	216	-1%
503	262	101	140	0	1%

Sixth Row Iteration

	823	218	432	708	% diff
643	0	55	275	312	0.0%
280	83	0	16	181	0.0%
755	473	67	0	214	0.0%
503	267	95	141	0	0.0%

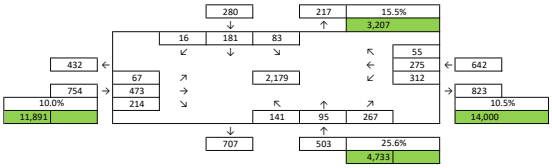
First Column Iteration

	823	217	432	707	% diff
640	0	55	274	311	0%
280	83	0	16	182	0%
756	474	68	0	215	0%
503	266	95	141	0	0%

Sixth Column Iteration

	823	217	432	707	% diff
642	0	55	275	312	0.0%
280	83	0	16	181	0.0%
754	473	67	0	214	0.0%
503	267	95	141	0	0.0%

Scenario: Year 2046
N/S Street: Jewetta Avenue
E/W Street: Brimhall Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Second Row Iteration

	822	218	433	708	% diff
643	0	55	275	312	-0.1%
280	83	0	16	182	0.0%
755	473	68	0	214	0.2%
503	267	95	142	0	0.1%

Seventh Row Iteration

	823	218	432	708	% diff
643	0	55	275	312	0.0%
280	83	0	16	181	0.0%
755	473	67	0	214	0.0%
503	267	95	141	0	0.0%

Second Column Iteration

	823	217	432	707	% diff
642	0	55	275	312	-0.2%
280	83	0	16	181	0.0%
755	473	67	0	214	0.1%
503	267	95	141	0	0.0%

Seventh Column Iteration

	823	217	432	707	% diff
642	0	55	275	312	0.0%
280	83	0	16	181	0.0%
754	473	67	0	214	0.0%
503	267	95	141	0	0.0%

Third Row Iteration

	823	218	432	708	% diff
643	0	55	275	312	0.0%
280	83	0	16	182	0.0%
755	473	67	0	214	0.1%
503	267	95	141	0	0.1%

Eighth Row Iteration

	823	218	432	708	% diff
643	0	55	275	312	0.0%
280	83	0	16	181	0.0%
755	473	67	0	214	0.0%
503	267	95	141	0	0.0%

Third Column Iteration

	823	217	432	707	% diff
642	0	55	275	312	-0.1%
280	83	0	16	181	0.0%
755	473	67	0	214	0.0%
503	267	95	141	0	0.0%

Eighth Column Iteration

	823	217	432	707	% diff
642	0	55	275	312	0.0%
280	83	0	16	181	0.0%
754	473	67	0	214	0.0%
503	267	95	141	0	0.0%

Fourth Row Iteration

	823	218	432	708	% diff
643	0	55	275	312	0.0%
280	83	0	16	181	0.0%
755	473	67	0	214	0.1%
503	267	95	141	0	0.0%

Ninth Row Iteration

	823	218	432	708	% diff
643	0	55	275	312	0.0%
280	83	0	16	181	0.0%
755	473	67	0	214	0.0%
503	267	95	141	0	0.0%

Fourth Column Iteration

	823	217	432	707	% diff
642	0	55	275	312	0.0%
280	83	0	16	181	0.0%
755	473	67	0	214	0.0%
503	267	95	141	0	0.0%

Ninth Column Iteration

	823	217	432	707	% diff
642	0	55	275	312	0.0%
280	83	0	16	181	0.0%
754	473	67	0	214	0.0%
503	267	95	141	0	0.0%

Fifth Row Iteration

	823	218	432	708	% diff
643	0	55	275	312	0.0%
280	83	0	16	181	0.0%
755	473	67	0	214	0.0%
503	267	95	141	0	0.0%

Tenth Row Iteration

	823	218	432	708	% diff
643	0	55	275	312	0.0%
280	83	0	16	181	0.0%
755	473	67	0	214	0.0%
503	267	95	141	0	0.0%

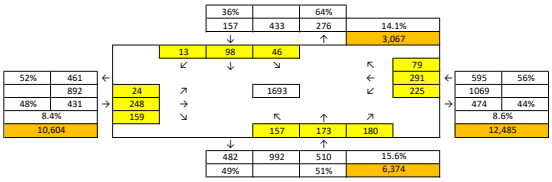
Fifth Column Iteration

	823	217	432	707	% diff
642	0	55	275	312	0.0%
280	83	0	16	181	0.0%
754	473	67	0	214	0.0%
503	267	95	141	0	0.0%

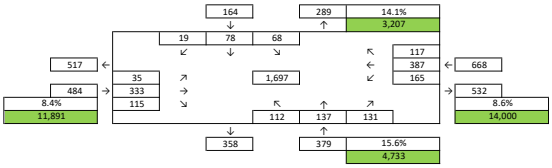
Tenth Column Iteration

	823	217	432	707	% diff
642	0	55	275	312	0.0%
280	83	0	16	181	0.0%
754	473	67	0	214	0.0%
503	267	95	141	0	0.0%

Scenario: Existing 2025
N/S Street: Jewetta Avenue
E/W Street: Brimhall Road
Intersection #: 12 PM



Scenario: Year 2046
N/S Street: Jewetta Avenue
E/W Street: Brimhall Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		532	289	517	358
		474	276	461	482
667	595	0	79	291	225
164	157	46	0	13	98
483	431	248	24	0	159
379	510	180	173	157	0

First Row Iteration

	460	244	456	533	% diff
667	0	89	326	252	-13%
164	48	0	14	102	-15%
483	278	27	0	178	-12%
379	134	128	117	0	49%

First Column Iteration

	532	289	517	358	% diff
644	0	105	370	169	-4%
140	56	0	15	69	-15%
473	321	32	0	120	-2%
438	154	152	132	0	16%

Second Row Iteration

	527	272	515	379	% diff
667	0	109	383	176	-0.8%
164	65	0	18	81	-5.6%
483	328	33	0	122	-0.4%
379	133	131	114	0	5.8%

Second Column Iteration

	532	289	517	358	% diff
665	0	115	384	166	-0.3%
160	66	0	18	76	-2.3%
481	331	34	0	116	-0.4%
388	135	139	114	0	2.5%

Third Row Iteration

	531	286	516	361	% diff
667	0	115	385	166	0.0%
164	67	0	19	78	-1.0%
483	333	35	0	116	-0.2%
379	131	136	112	0	0.8%

Third Column Iteration

	532	289	517	358	% diff
668	0	117	386	165	0.1%
164	67	0	19	78	-0.3%
483	333	35	0	115	-0.1%
380	131	137	112	0	0.4%

Fourth Row Iteration

	531	288	516	358	% diff
667	0	116	386	165	0.0%
164	68	0	19	78	-0.3%
483	333	35	0	115	-0.2%
379	131	136	111	0	0.0%

Fourth Column Iteration

	532	289	517	358	% diff
668	0	117	387	165	0.1%
164	68	0	19	78	0.0%
483	333	35	0	115	0.0%
379	131	137	112	0	0.1%

Fifth Row Iteration

	531	288	516	358	% diff
667	0	117	386	165	-0.1%
164	68	0	19	78	-0.1%
483	333	35	0	115	-0.1%
379	131	137	111	0	-0.1%

Fifth Column Iteration

	532	289	517	358	% diff
668	0	117	387	165	0.1%
164	68	0	19	78	0.1%
484	333	35	0	115	0.1%
379	131	137	112	0	0.1%

Sixth Row Iteration

	531	288	516	358	% diff
667	0	117	386	165	-0.1%
164	68	0	19	78	-0.1%
483	333	35	0	115	-0.1%
379	131	137	112	0	-0.1%

Sixth Column Iteration

	532	289	517	358	% diff
668	0	117	387	165	0.1%
164	68	0	19	78	0.1%
484	333	35	0	115	0.1%
379	131	137	112	0	0.1%

Seventh Row Iteration

	531	288	516	358	% diff
667	0	117	386	165	-0.1%
164	68	0	19	78	-0.1%
483	333	35	0	115	-0.1%
379	130	137	112	0	-0.1%

Seventh Column Iteration

	532	289	517	358	% diff
668	0	117	387	165	0.1%
164	68	0	19	78	0.1%
484	333	35	0	115	0.1%
379	131	137	112	0	0.1%

Eighth Row Iteration

	531	288	516	358	% diff
667	0	117	386	164	-0.1%
164	68	0	19	78	-0.1%
483	333	35	0	115	-0.1%
379	130	137	112	0	-0.1%

Eighth Column Iteration

	532	289	517	358	% diff
668	0	117	387	165	0.1%
164	68	0	19	78	0.1%
484	333	35	0	115	0.1%
379	131	137	112	0	0.1%

Ninth Row Iteration

	531	288	516	358	% diff
667	0	117	386	164	-0.1%
164	68	0	19	78	-0.1%
483	333	35	0	115	-0.1%
379	130	137	112	0	-0.1%

Ninth Column Iteration

	532	289	517	358	% diff
668	0	117	387	165	0.1%
164	68	0	19	78	0.1%
484	333	35	0	115	0.1%
379	131	137	112	0	0.1%

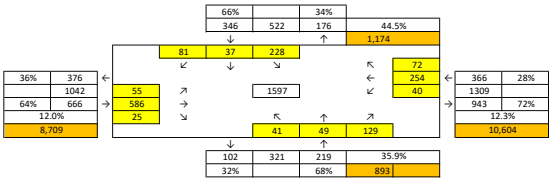
Tenth Row Iteration

	531	288	516	358	% diff
667	0	117	386	164	-0.1%
164	68	0	19	78	-0.1%
483	333	35	0	115	-0.1%
379	130	137	112	0	-0.1%

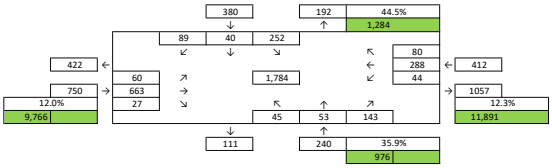
Tenth Column Iteration

	532	289	517	358	% diff
668	0	117	387	165	0.1%
164	68	0	19	78	0.1%
484	333	35	0	115	0.1%
379	131	137	112	0	0.1%

Scenario: Existing 2025
N/S Street: Old Farm Road
E/W Street: Brimhall Road
Intersection #: 13 AM



Scenario: Year 2046
N/S Street: Old Farm Road
E/W Street: Brimhall Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		1057	192	422	111
		943	176	376	102
410	366	0	72	254	40
378	346	228	0	81	37
747	666	586	55	0	25
239	219	129	49	41	0

First Row Iteration

	1047	196	418	113	% diff
410	0	81	285	45	-1%
378	249	0	89	40	2%
747	657	62	0	28	-1%
239	141	54	45	0	2%

First Column Iteration

	1057	192	422	111	% diff
411	0	79	287	44	0%
381	252	0	89	40	1%
752	663	61	0	28	1%
240	142	53	45	0	0%

Second Row Iteration

	1051	192	421	111	% diff
410	0	79	287	44	-0.6%
378	250	0	89	40	-0.3%
747	659	60	0	27	-0.2%
239	142	52	45	0	-0.4%

Second Column Iteration

	1057	192	422	111	% diff
411	0	80	288	44	0.2%
380	252	0	89	40	0.5%
751	663	60	0	28	0.6%
240	143	53	45	0	0.5%

Third Row Iteration

	1052	192	420	111	% diff
410	0	79	287	44	-0.5%
378	250	0	88	40	-0.4%
747	659	60	0	27	-0.3%
239	142	52	45	0	-0.4%

Third Column Iteration

	1057	192	422	111	% diff
412	0	80	288	44	0.3%
380	252	0	89	40	0.5%
751	663	60	0	27	0.5%
240	143	53	45	0	0.5%

Fourth Row Iteration

	1052	192	420	111	% diff
410	0	79	287	44	-0.5%
378	251	0	88	39	-0.4%
747	660	60	0	27	-0.4%
239	142	52	45	0	-0.4%

Fourth Column Iteration

	1057	192	422	111	% diff
412	0	80	288	44	0.4%
380	252	0	89	40	0.5%
750	663	60	0	27	0.5%
240	143	53	45	0	0.5%

Fifth Row Iteration

	1052	192	420	111	% diff
410	0	79	287	44	-0.5%
378	251	0	88	39	-0.4%
747	660	60	0	27	-0.4%
239	142	52	45	0	-0.4%

Fifth Column Iteration

	1057	192	422	111	% diff
412	0	80	288	44	0.4%
380	252	0	89	40	0.5%
750	663	60	0	27	0.5%
240	143	53	45	0	0.5%

Sixth Row Iteration

	1053	192	420	111	% diff
410	0	79	287	44	-0.5%
378	251	0	88	39	-0.4%
747	660	60	0	27	-0.4%
239	142	52	45	0	-0.4%

Sixth Column Iteration

	1057	192	422	111	% diff
412	0	80	288	44	0.4%
380	252	0	89	40	0.5%
750	663	60	0	27	0.5%
240	143	53	45	0	0.5%

Seventh Row Iteration

	1053	192	420	111	% diff
410	0	79	287	44	-0.5%
378	251	0	88	39	-0.4%
747	660	60	0	27	-0.4%
239	142	52	45	0	-0.4%

Seventh Column Iteration

	1057	192	422	111	% diff
412	0	80	288	44	0.4%
380	252	0	89	40	0.5%
750	663	60	0	27	0.5%
240	143	53	45	0	0.5%

Eighth Row Iteration

	1053	192	420	111	% diff
410	0	79	287	44	-0.5%
378	251	0	88	39	-0.4%
747	660	60	0	27	-0.4%
239	142	52	45	0	-0.4%

Eighth Column Iteration

	1057	192	422	111	% diff
412	0	80	288	44	0.4%
380	252	0	89	40	0.5%
750	663	60	0	27	0.5%
240	143	53	45	0	0.5%

Ninth Row Iteration

	1053	192	420	111	% diff
410	0	79	287	44	-0.5%
378	251	0	88	39	-0.4%
747	660	60	0	27	-0.4%
239	142	52	45	0	-0.4%

Ninth Column Iteration

	1057	192	422	111	% diff
412	0	80	288	44	0.4%
380	252	0	89	40	0.5%
750	663	60	0	27	0.5%
240	143	53	45	0	0.5%

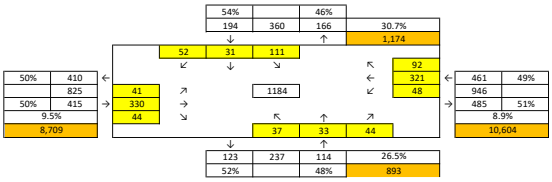
Tenth Row Iteration

	1053	192	420	111	% diff
410	0	79	287	44	-0.5%
378	251	0	88	39	-0.4%
747	660	60	0	27	-0.4%
239	142	52	45	0	-0.4%

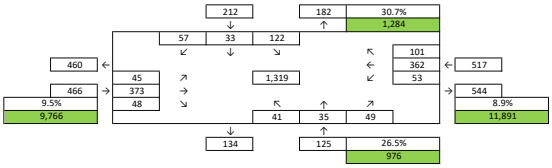
Tenth Column Iteration

	1057	192	422	111	% diff
412	0	80	288	44	0.5%
380	252	0	89	40	0.5%
750	663	60	0	27	0.5%
240	143	53	45	0	0.5%

Scenario: Existing 2025
N/S Street: Old Farm Road
E/W Street: Brimhall Road
Intersection #: 13 PM



Scenario: Year 2046
N/S Street: Old Farm Road
E/W Street: Brimhall Road



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		544	182	460	134
		485	166	410	123
517	461	0	92	321	48
212	194	111	0	52	31
465	415	330	41	0	44
125	114	44	33	37	0

First Row Iteration

	540	185	457	137	% diff
517	0	103	360	54	-1%
212	121	0	57	34	2%
465	370	46	0	49	-1%
125	48	36	40	0	2%

First Column Iteration

	544	182	460	134	% diff
516	0	101	362	53	0%
213	122	0	57	33	0%
466	373	45	0	48	0%
124	48	35	41	0	0%

Second Row Iteration

	543	182	460	134	% diff
517	0	101	363	53	-0.2%
212	122	0	57	33	0.1%
465	372	45	0	48	0.1%
125	49	35	41	0	-0.1%

Second Column Iteration

	544	182	460	134	% diff
516	0	101	362	53	-0.1%
212	122	0	57	33	0.1%
466	373	45	0	48	0.2%
125	49	35	41	0	0.0%

Third Row Iteration

	543	182	460	134	% diff
517	0	101	363	53	-0.1%
212	122	0	57	33	0.0%
465	372	45	0	48	0.1%
125	49	35	41	0	0.0%

Third Column Iteration

	544	182	460	134	% diff
517	0	101	362	53	0.0%
212	122	0	57	33	0.1%
466	373	45	0	48	0.1%
125	49	35	41	0	0.0%

Fourth Row Iteration

	543	182	460	134	% diff
517	0	101	362	53	-0.1%
212	122	0	57	33	0.0%
465	372	45	0	48	0.0%
125	49	35	41	0	0.0%

Fourth Column Iteration

	544	182	460	134	% diff
517	0	101	362	53	0.0%
212	122	0	57	33	0.1%
466	373	45	0	48	0.1%
125	49	35	41	0	0.0%

Fifth Row Iteration

	543	182	460	134	% diff
517	0	101	362	53	-0.1%
212	122	0	57	33	0.0%
465	372	45	0	48	0.0%
125	49	35	41	0	0.0%

Fifth Column Iteration

	544	182	460	134	% diff
517	0	101	362	53	0.0%
212	122	0	57	33	0.1%
466	373	45	0	48	0.1%
125	49	35	41	0	0.0%

Sixth Row Iteration

	544	182	460	134	% diff
517	0	101	362	53	-0.1%
212	122	0	57	33	0.0%
465	372	45	0	48	0.0%
125	49	35	41	0	0.0%

Sixth Column Iteration

	544	182	460	134	% diff
517	0	101	362	53	0.0%
212	122	0	57	33	0.0%
466	373	45	0	48	0.1%
125	49	35	41	0	0.0%

Seventh Row Iteration

	544	181	460	134	% diff
517	0	101	362	53	-0.1%
212	122	0	57	33	0.0%
465	372	45	0	48	0.0%
125	49	35	41	0	0.0%

Seventh Column Iteration

	544	182	460	134	% diff
517	0	101	362	53	0.0%
212	122	0	57	33	0.0%
466	373	45	0	48	0.0%
125	49	35	41	0	0.0%

Eighth Row Iteration

	544	181	460	134	% diff
517	0	101	362	53	0.0%
212	122	0	57	33	0.0%
465	373	45	0	48	0.0%
125	49	35	41	0	0.0%

Eighth Column Iteration

	544	182	460	134	% diff
517	0	101	363	53	0.0%
212	122	0	57	33	0.0%
466	373	45	0	48	0.0%
125	49	35	41	0	0.0%

Ninth Row Iteration

	544	181	460	134	% diff
517	0	101	362	53	0.0%
212	122	0	57	33	0.0%
465	373	45	0	48	0.0%
125	49	35	41	0	0.0%

Ninth Column Iteration

	544	182	460	134	% diff
517	0	101	363	53	0.0%
212	122	0	57	33	0.0%
466	373	45	0	48	0.0%
125	49	35	41	0	0.0%

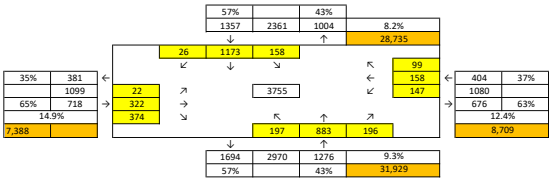
Tenth Row Iteration

	544	181	460	134	% diff
517	0	101	362	53	0.0%
212	122	0	57	33	0.0%
465	373	45	0	48	0.0%
125	49	35	41	0	0.0%

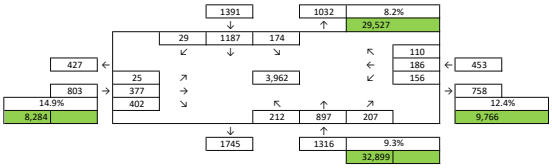
Tenth Column Iteration

	544	182	460	134	% diff
517	0	101	363	53	0.0%
212	122	0	57	33	0.0%
466	373	45	0	48	0.0%
125	49	35	41	0	0.0%

Scenario: Existing 2025
N/S Street: Allen Road
E/W Street: Brimhall Road
Intersection #: 14 AM



Scenario: Year 2046
N/S Street: Allen Road
E/W Street: Brimhall Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		758	1032	427	1745
		676	1004	381	1694
453	404	0	99	158	147
1394	1357	158	0	26	1173
805	718	322	22	0	374
1315	1276	196	883	197	0

First Row Iteration

	725	1046	407	1790	% diff
453	0	111	177	165	-4%
1394	162	0	27	1205	1%
805	361	25	0	419	-5%
1315	202	910	203	0	3%

First Column Iteration

	758	1032	427	1745	% diff
456	0	110	186	161	1%
1373	170	0	28	1176	-2%
811	377	24	0	409	1%
1322	211	898	213	0	1%

Second Row Iteration

	757	1026	425	1759	% diff
453	0	109	185	160	-0.2%
1394	172	0	28	1194	-0.6%
805	375	24	0	406	-0.5%
1315	210	893	212	0	0.8%

Second Column Iteration

	758	1032	427	1745	% diff
453	0	109	186	158	0.1%
1385	173	0	29	1184	-0.7%
803	375	24	0	403	-0.3%
1321	210	898	213	0	0.5%

Third Row Iteration

	759	1027	426	1754	% diff
453	0	109	185	158	0.2%
1394	174	0	29	1192	-0.4%
805	376	24	0	404	-0.2%
1315	209	894	212	0	0.5%

Third Column Iteration

	758	1032	427	1745	% diff
453	0	110	186	157	0.0%
1388	173	0	29	1186	-0.5%
802	376	24	0	402	-0.3%
1319	209	897	212	0	0.3%

Fourth Row Iteration

	759	1029	427	1752	% diff
453	0	110	186	157	0.2%
1394	174	0	29	1191	-0.3%
805	377	25	0	403	-0.1%
1315	208	895	212	0	0.4%

Fourth Column Iteration

	758	1032	427	1745	% diff
453	0	110	186	157	0.0%
1390	174	0	29	1187	-0.3%
803	376	25	0	402	-0.3%
1317	208	897	212	0	0.2%

Fifth Row Iteration

	759	1030	427	1751	% diff
453	0	110	186	157	0.2%
1394	174	0	29	1191	-0.1%
805	377	25	0	403	0.0%
1315	208	896	212	0	0.3%

Fifth Column Iteration

	758	1032	427	1745	% diff
453	0	110	186	156	-0.1%
1391	174	0	29	1187	-0.3%
803	377	25	0	402	-0.2%
1316	207	897	212	0	0.1%

Sixth Row Iteration

	759	1031	427	1750	% diff
453	0	110	186	156	0.2%
1394	175	0	29	1191	-0.1%
805	378	25	0	403	0.0%
1315	207	896	212	0	0.2%

Sixth Column Iteration

	758	1032	427	1745	% diff
453	0	110	186	156	-0.1%
1391	174	0	29	1188	-0.2%
804	377	25	0	402	-0.2%
1315	207	897	212	0	0.0%

Seventh Row Iteration

	759	1032	427	1749	% diff
453	0	110	186	156	0.1%
1394	175	0	29	1190	0.0%
805	378	25	0	403	0.0%
1315	207	896	212	0	0.2%

Seventh Column Iteration

	758	1032	427	1745	% diff
453	0	110	186	156	-0.1%
1392	175	0	29	1188	-0.2%
804	377	25	0	402	-0.2%
1314	206	896	212	0	0.0%

Eighth Row Iteration

	759	1032	427	1749	% diff
453	0	110	187	156	0.1%
1394	175	0	29	1190	0.0%
805	378	25	0	402	0.1%
1315	206	897	212	0	0.2%

Eighth Column Iteration

	758	1032	427	1745	% diff
453	0	110	186	156	-0.1%
1392	175	0	29	1188	-0.2%
804	377	25	0	402	-0.2%
1314	206	896	211	0	-0.1%

Ninth Row Iteration

	759	1032	428	1748	% diff
453	0	111	187	156	0.1%
1394	175	0	29	1190	0.1%
805	378	25	0	402	0.1%
1315	206	897	212	0	0.2%

Ninth Column Iteration

	758	1032	427	1745	% diff
453	0	110	186	156	-0.1%
1392	175	0	29	1188	-0.2%
804	377	25	0	402	-0.1%
1314	206	896	211	0	-0.1%

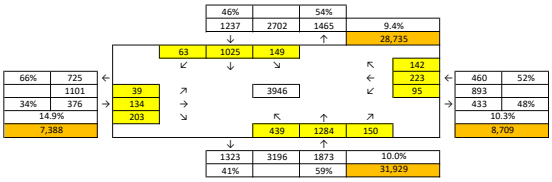
Tenth Row Iteration

	759	1033	428	1748	% diff
453	0	111	187	156	0.1%
1394	175	0	29	1190	0.1%
805	378	25	0	402	0.1%
1315	206	897	212	0	0.1%

Tenth Column Iteration

	758	1032	427	1745	% diff
453	0	111	186	156	-0.1%
1392	175	0	29	1188	-0.1%
804	377	25	0	402	-0.1%
1314	206	896	211	0	-0.1%

Scenario: Existing 2025
N/S Street: Allen Road
E/W Street: Brimhall Road
Intersection #: 14 PM



Base Year Intersection

		486	1505	813	1363
		433	1465	725	1323
516	460	0	142	223	95
1271	1237	149	0	63	1025
422	376	134	39	0	203
1930	1873	150	1284	439	0

First Row Iteration

	458	1526	767	1387	% diff
516	0	159	250	107	-6%
1271	153	0	65	1053	1%
422	150	44	0	228	-6%
1930	155	1323	452	0	2%

First Column Iteration

	486	1505	813	1363	% diff
527	0	157	265	105	2%
1266	162	0	69	1035	0%
426	159	43	0	224	1%
1948	164	1305	479	0	1%

Second Row Iteration

	483	1489	803	1363	% diff
516	0	154	259	103	-0.5%
1271	163	0	69	1039	-1.1%
422	158	43	0	221	-1.2%
1930	162	1293	475	0	0.0%

Second Column Iteration

	486	1505	813	1363	% diff
521	0	155	263	103	0.9%
1273	164	0	70	1039	0.1%
423	158	43	0	221	0.3%
1950	163	1307	481	0	1.1%

Third Row Iteration

	483	1490	805	1360	% diff
516	0	154	260	102	-0.5%
1271	164	0	70	1038	-1.0%
422	158	43	0	221	-0.9%
1930	161	1293	475	0	-0.2%

Third Column Iteration

	486	1505	813	1363	% diff
520	0	156	263	102	0.8%
1275	164	0	70	1040	0.3%
423	159	43	0	221	0.4%
1949	162	1306	480	0	1.0%

Fourth Row Iteration

	483	1491	806	1358	% diff
516	0	154	261	101	-0.6%
1271	164	0	70	1037	-0.9%
422	158	43	0	220	-0.9%
1930	161	1294	475	0	-0.4%

Fourth Column Iteration

	486	1505	813	1363	% diff
520	0	156	263	101	0.8%
1276	165	0	71	1041	0.4%
424	159	44	0	221	0.5%
1947	162	1306	479	0	0.9%

Fifth Row Iteration

	483	1492	806	1357	% diff
516	0	155	261	101	-0.6%
1271	164	0	70	1037	-0.9%
422	158	43	0	220	-0.8%
1930	160	1294	475	0	-0.5%

Fifth Column Iteration

	486	1505	813	1363	% diff
520	0	156	263	101	0.8%
1277	165	0	71	1041	0.5%
424	159	44	0	221	0.6%
1946	161	1306	479	0	0.8%

Sixth Row Iteration

	483	1493	807	1356	% diff
516	0	155	261	100	-0.6%
1271	164	0	71	1036	-0.8%
422	158	44	0	220	-0.8%
1930	160	1295	475	0	-0.5%

Sixth Column Iteration

	486	1505	813	1363	% diff
520	0	156	263	101	0.7%
1278	165	0	71	1042	0.6%
424	159	44	0	221	0.6%
1945	161	1305	479	0	0.8%

Seventh Row Iteration

	482	1494	807	1355	% diff
516	0	155	261	100	-0.6%
1271	165	0	71	1036	-0.8%
422	158	44	0	220	-0.7%
1930	160	1295	475	0	-0.6%

Seventh Column Iteration

	486	1505	813	1363	% diff
520	0	156	263	101	0.7%
1279	166	0	71	1042	0.6%
424	159	44	0	221	0.6%
1945	161	1305	479	0	0.8%

Eighth Row Iteration

	482	1494	807	1355	% diff
516	0	155	261	100	-0.7%
1271	165	0	71	1036	-0.7%
422	158	44	0	219	-0.7%
1930	159	1295	475	0	-0.6%

Eighth Column Iteration

	486	1505	813	1363	% diff
520	0	156	263	100	0.7%
1279	166	0	71	1042	0.6%
424	159	44	0	221	0.6%
1944	160	1305	479	0	0.7%

Ninth Row Iteration

	482	1494	807	1355	% diff
516	0	155	261	100	-0.7%
1271	165	0	71	1035	-0.7%
422	158	44	0	219	-0.7%
1930	159	1296	475	0	-0.6%

Ninth Column Iteration

	486	1505	813	1363	% diff
519	0	156	263	100	0.7%
1279	166	0	71	1042	0.6%
424	159	44	0	221	0.7%
1944	160	1305	479	0	0.7%

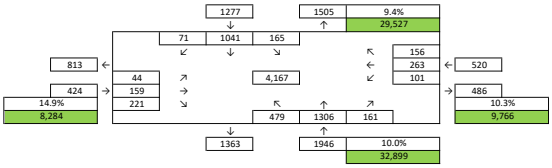
Tenth Row Iteration

	482	1495	807	1354	% diff
516	0	155	261	100	-0.7%
1271	165	0	71	1035	-0.7%
422	158	44	0	219	-0.7%
1930	159	1296	475	0	-0.6%

Tenth Column Iteration

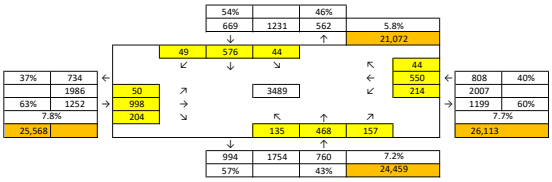
	486	1505	813	1363	% diff
519	0	156	263	100	0.7%
1279	166	0	72	1042	0.7%
424	159	44	0	221	0.7%
1944	160	1305	478	0	0.7%

Scenario: Year 2046
N/S Street: Allen Road
E/W Street: Brimhall Road



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Olive Drive
Intersection #: 15 AM



Base Year Intersection

		1281	596	784	1195
		1199	562	734	994
863	808	0	44	550	214
709	669	44	0	49	576
1337	1252	998	50	0	204
914	760	157	468	135	0

First Row Iteration

		1301	663	802	1057	% diff
863		0	47	587	229	2%
709		47	0	52	611	11%
1337		1066	53	0	218	2%
914		189	563	162	0	-12%

First Column Iteration

	1281	596	784	1195	% diff
875	0	42	575	258	1%
787	46	0	51	690	11%
1343	1049	48	0	246	0%
850	186	506	159	0	-7%

Second Row Iteration

	1285	633	783	1122	% diff
863	0	42	567	255	0.4%
709	41	0	46	622	6.2%
1337	1044	48	0	245	-0.1%
914	200	543	171	0	-6.1%

Second Column Iteration

	1281	596	784	1195	% diff
878	0	39	567	271	1.7%
750	41	0	46	662	5.7%
1347	1041	45	0	261	0.7%
881	199	512	171	0	-3.5%

Third Row Iteration

		1279	614	778	1153	% diff
863		0	39	558	267	-0.2%
709		39	0	43	627	3.0%
1337		1033	45	0	259	-0.7%
914		206	530	177	0	-3.5%

Third Column Iteration

	1281	596	784	1195	% diff
876	0	37	562	276	1.5%
732	39	0	44	650	3.3%
1347	1035	43	0	269	0.7%
900	207	515	178	0	-1.5%

Fourth Row Iteration

		1275	603	777	1168	% diff
863		0	37	554	272	-0.4%
709		38	0	42	629	1.2%
1337		1028	43	0	267	-0.9%
914		210	523	181	0	-2.2%

Fourth Column Iteration

	1281	596	784	1195	% diff
874	0	36	559	279	1.2%
724	38	0	43	643	2.1%
1348	1032	43	0	273	0.8%
910	211	517	183	0	-0.4%

Fifth Row Iteration

		1273	597	777	1176	% diff
863		0	36	552	275	-0.6%
709		37	0	42	630	0.2%
1337		1024	42	0	271	-0.9%
914		211	519	183	0	-1.6%

Fifth Column Iteration

	1281	596	784	1195	% diff
872	0	36	557	280	1.1%
720	37	0	42	640	1.5%
1348	1031	42	0	275	0.8%
915	213	518	185	0	0.2%

Sixth Row Iteration

		1272	594	777	1180	% diff
863		0	36	551	277	-0.7%
709		37	0	42	631	-0.3%
1337		1023	42	0	273	-0.9%
914		212	517	185	0	-1.2%

Sixth Column Iteration

	1281	596	784	1195	% diff
871	0	36	556	280	1.0%
718	37	0	42	639	1.2%
1348	1030	42	0	276	0.8%
918	214	518	186	0	0.5%

Seventh Row Iteration

		1271	592	777	1183	% diff
863		0	35	550	277	-0.8%
709		37	0	41	631	-0.6%
1337		1022	42	0	274	-0.9%
914		213	516	185	0	-1.0%

Seventh Column Iteration

	1281	596	784	1195	% diff
871	0	36	555	280	0.9%
717	37	0	42	638	1.0%
1348	1029	42	0	277	0.8%
920	214	518	187	0	0.7%

Eighth Row Iteration

		1271	592	777	1184	% diff
863		0	35	550	278	-0.8%
709		37	0	41	631	-0.7%
1337		1021	42	0	275	-0.9%
914		213	515	186	0	-0.9%

Eighth Column Iteration

	1281	596	784	1195	% diff
871	0	35	555	280	0.9%
716	37	0	42	637	0.9%
1348	1029	42	0	277	0.8%
921	215	519	187	0	0.8%

Ninth Row Iteration

		1270	591	777	1184	% diff
863		0	35	550	278	-0.8%
709		37	0	41	631	-0.8%
1337		1021	41	0	275	-0.8%
914		213	515	186	0	-0.9%

Ninth Column Iteration

	1281	596	784	1195	% diff
871	0	35	555	280	0.9%
716	37	0	42	637	0.9%
1348	1029	42	0	278	0.8%
921	215	519	188	0	0.8%

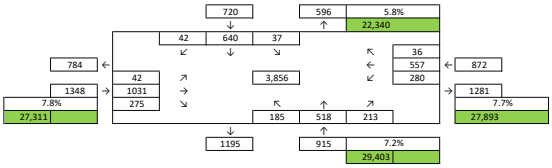
Tenth Row Iteration

		1270	591	777	1185	% diff
863		0	35	550	278	-0.8%
709		37	0	41	631	-0.8%
1337		1021	41	0	275	-0.8%
914		213	515	186	0	-0.9%

Tenth Column Iteration

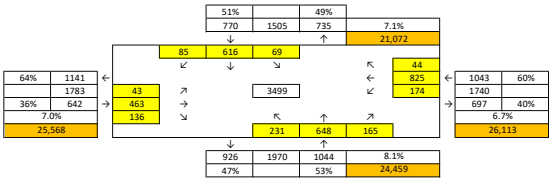
	1281	596	784	1195	% diff
870	0	35	555	280	0.9%
715	37	0	42	637	0.9%
1349	1029	42	0	278	0.8%
921	215	519	188	0	0.8%

Scenario: Year 2046
N/S Street: Coffee Road
E/W Street: Olive Drive

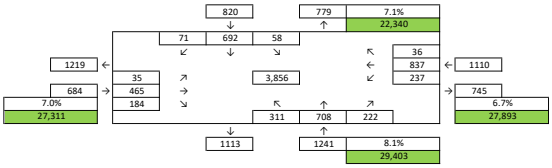


Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Olive Drive
Intersection #: 15 PM



Scenario: Year 2046
N/S Street: Coffee Road
E/W Street: Olive Drive



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		745	779	1219	1113
		697	735	1141	926
1114	1043	0	44	825	174
816	770	69	0	85	616
686	642	463	43	0	136
1255	1044	165	648	231	0

First Row Iteration

	766	872	1249	984	% diff
1114	0	47	881	186	3%
816	73	0	90	653	12%
686	495	46	0	145	2%
1255	198	779	278	0	-12%

Sixth Row Iteration

	748	788	1225	1111	% diff
1114	0	36	840	238	0.5%
816	57	0	71	688	1.1%
686	466	35	0	184	0.5%
1255	224	716	315	0	-0.2%

First Column Iteration

	745	779	1219	1113	% diff
1112	0	42	860	210	0%
898	71	0	88	739	10%
686	481	41	0	164	0%
1160	193	696	271	0	-8%

Sixth Column Iteration

	745	779	1219	1113	% diff
1110	0	36	835	239	-0.4%
817	57	0	70	690	0.1%
684	464	35	0	185	-0.3%
1245	223	708	313	0	-0.8%

Second Row Iteration

	754	836	1235	1047	% diff
1114	0	42	861	211	1.2%
816	65	0	80	672	7.3%
686	480	41	0	164	1.3%
1255	209	753	293	0	-6.0%

Seventh Row Iteration

	748	785	1224	1114	% diff
1114	0	36	838	240	0.4%
816	57	0	70	689	0.8%
686	466	35	0	185	0.5%
1255	225	714	316	0	0.1%

Second Column Iteration

	745	779	1219	1113	% diff
1114	0	39	850	224	0.0%
857	64	0	79	714	5.0%
688	475	38	0	175	0.3%
1197	206	702	289	0	-4.6%

Seventh Column Iteration

	745	779	1219	1113	% diff
1110	0	36	835	239	-0.4%
815	57	0	70	689	-0.1%
683	464	35	0	185	-0.4%
1247	224	709	314	0	-0.6%

Third Row Iteration

	750	813	1229	1079	% diff
1114	0	39	851	224	0.8%
816	61	0	75	680	4.3%
686	473	38	0	174	0.9%
1255	216	736	303	0	-3.1%

Eighth Row Iteration

	748	784	1224	1116	% diff
1114	0	36	838	240	0.4%
816	57	0	70	690	0.6%
686	465	35	0	186	0.4%
1255	226	713	316	0	0.2%

Third Column Iteration

	745	779	1219	1113	% diff
1112	0	38	843	231	-0.2%
837	60	0	75	702	2.5%
686	470	37	0	180	0.1%
1220	214	705	301	0	-2.8%

Eighth Column Iteration

	745	779	1219	1113	% diff
1110	0	36	834	240	-0.4%
814	57	0	70	688	-0.3%
683	463	35	0	185	-0.4%
1248	225	709	315	0	-0.5%

Fourth Row Iteration

	749	799	1227	1096	% diff
1114	0	38	845	232	0.6%
816	59	0	73	685	2.6%
686	470	37	0	180	0.7%
1255	220	725	309	0	-1.5%

Ninth Row Iteration

	748	783	1224	1117	% diff
1114	0	36	838	241	0.4%
816	57	0	70	690	0.5%
686	465	35	0	186	0.4%
1255	226	713	316	0	0.3%

Fourth Column Iteration

	745	779	1219	1113	% diff
1111	0	37	839	235	-0.3%
826	59	0	72	695	1.2%
685	467	36	0	183	-0.1%
1233	219	707	307	0	-1.7%

Ninth Column Iteration

	745	779	1219	1113	% diff
1110	0	36	834	240	-0.4%
814	56	0	70	688	-0.3%
683	463	35	0	186	-0.4%
1249	225	709	315	0	-0.5%

Fifth Row Iteration

	748	792	1226	1106	% diff
1114	0	37	841	236	0.5%
816	58	0	71	687	1.6%
686	467	36	0	183	0.6%
1255	223	719	313	0	-0.7%

Tenth Row Iteration

	748	783	1224	1117	% diff
1114	0	36	837	241	0.4%
816	57	0	70	690	0.5%
686	465	35	0	186	0.4%
1255	226	712	317	0	0.3%

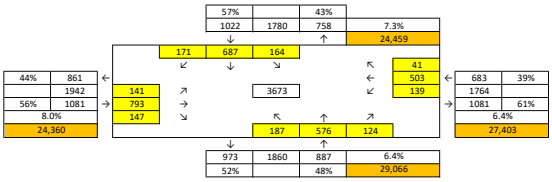
Fifth Column Iteration

	745	779	1219	1113	% diff
1110	0	36	837	237	-0.3%
820	58	0	71	692	0.5%
684	465	35	0	184	-0.2%
1241	222	708	311	0	-1.1%

Tenth Column Iteration

	745	779	1219	1113	% diff
1110	0	36	834	240	-0.4%
813	56	0	70	688	-0.4%
683	463	34	0	186	-0.4%
1250	225	709	315	0	-0.4%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Hageman Road
Intersection #: 16 AM



Base Year Intersection

		1408	911	1106	1170
		1081	758	861	973
890	683	0	41	503	139
1229	1022	164	0	171	687
1388	1081	793	141	0	147
1066	887	124	576	187	0

First Row Iteration

	1364	927	1086	1196	% diff
890	0	53	655	181	-3%
1229	197	0	206	826	2%
1388	1018	181	0	189	-2%
1066	149	692	225	0	2%

Sixth Row Iteration

	1401	907	1101	1164	% diff
890	0	52	662	175	-0.5%
1229	208	0	210	810	-0.5%
1388	1036	173	0	179	-0.4%
1066	156	682	228	0	-0.5%

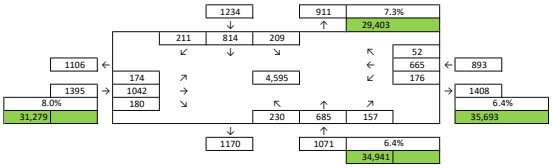
First Column Iteration

	1408	911	1106	1170	% diff
897	0	53	667	177	1%
1221	203	0	209	808	-1%
1413	1051	178	0	185	2%
1063	154	681	229	0	0%

Sixth Column Iteration

	1408	911	1106	1170	% diff
894	0	53	665	176	0.5%
1234	209	0	211	814	0.5%
1395	1042	174	0	179	0.5%
1071	157	685	229	0	0.5%

Scenario: Year 2046
N/S Street: Coffee Road
E/W Street: Hageman Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Second Row Iteration

	1391	909	1102	1170	% diff
890	0	52	662	176	-1.2%
1229	205	0	211	813	-0.2%
1388	1032	175	0	181	-0.3%
1066	154	683	230	0	0.0%

Seventh Row Iteration

	1401	907	1100	1164	% diff
890	0	52	662	175	-0.5%
1229	208	0	210	810	-0.5%
1388	1037	173	0	179	-0.5%
1066	156	682	228	0	-0.5%

Second Column Iteration

	1408	911	1106	1170	% diff
892	0	52	664	176	0.2%
1231	207	0	211	813	0.2%
1401	1045	175	0	181	0.9%
1070	156	684	230	0	0.4%

Seventh Column Iteration

	1408	911	1106	1170	% diff
894	0	53	665	176	0.5%
1234	209	0	211	814	0.5%
1395	1042	174	0	179	0.5%
1071	157	685	229	0	0.5%

Third Row Iteration

	1397	907	1103	1166	% diff
890	0	52	662	175	-0.8%
1229	207	0	211	811	-0.5%
1388	1035	174	0	180	-0.3%
1066	156	681	229	0	-0.3%

Eighth Row Iteration

	1401	907	1100	1164	% diff
890	0	52	662	175	-0.5%
1229	208	0	210	810	-0.5%
1388	1037	173	0	178	-0.5%
1066	156	682	228	0	-0.5%

Third Column Iteration

	1408	911	1106	1170	% diff
892	0	52	664	176	0.3%
1233	208	0	211	814	0.4%
1397	1043	174	0	180	0.7%
1071	157	685	230	0	0.5%

Eighth Column Iteration

	1408	911	1106	1170	% diff
894	0	53	665	176	0.5%
1234	209	0	211	814	0.5%
1395	1042	174	0	179	0.5%
1071	157	685	229	0	0.5%

Fourth Row Iteration

	1399	907	1102	1165	% diff
890	0	52	662	175	-0.6%
1229	208	0	211	810	-0.5%
1388	1036	173	0	179	-0.3%
1066	156	681	229	0	-0.4%

Ninth Row Iteration

	1401	907	1100	1164	% diff
890	0	52	662	175	-0.5%
1229	208	0	210	810	-0.5%
1388	1037	173	0	178	-0.5%
1066	156	682	228	0	-0.5%

Fourth Column Iteration

	1408	911	1106	1170	% diff
893	0	52	664	176	0.4%
1234	209	0	211	814	0.4%
1396	1042	174	0	180	0.6%
1071	157	685	230	0	0.5%

Ninth Column Iteration

	1408	911	1106	1170	% diff
894	0	53	665	176	0.5%
1234	209	0	211	814	0.5%
1395	1042	174	0	179	0.5%
1071	157	685	229	0	0.5%

Fifth Row Iteration

	1400	907	1101	1164	% diff
890	0	52	662	175	-0.5%
1229	208	0	210	810	-0.5%
1388	1036	173	0	179	-0.4%
1066	156	681	229	0	-0.5%

Tenth Row Iteration

	1401	907	1100	1164	% diff
890	0	52	662	175	-0.5%
1229	208	0	210	810	-0.5%
1388	1037	173	0	178	-0.5%
1066	156	682	228	0	-0.5%

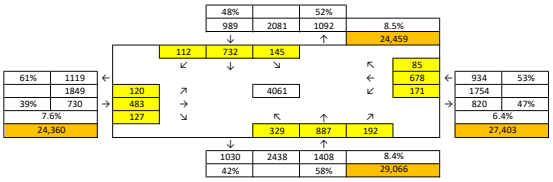
Fifth Column Iteration

	1408	911	1106	1170	% diff
893	0	52	665	176	0.4%
1234	209	0	211	814	0.5%
1395	1042	174	0	180	0.5%
1071	157	685	230	0	0.5%

Tenth Column Iteration

	1408	911	1106	1170	% diff
894	0	53	665	176	0.5%
1234	209	0	211	814	0.5%
1395	1042	174	0	179	0.5%
1071	157	685	229	0	0.5%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Hageman Road
Intersection #: 16 PM



Base Year Intersection

		1068	1313	1437	1238
		820	1092	1119	1030
1217	934	0	85	678	171
1189	989	145	0	112	732
937	730	483	120	0	127
1693	1408	192	887	329	0

First Row Iteration

	1025	1331	1413	1266	% diff
1217	0	111	883	223	-4%
1189	174	0	135	880	1%
937	620	154	0	163	-2%
1693	231	1066	395	0	2%

Sixth Row Iteration

	1064	1307	1431	1233	% diff
1217	0	109	893	215	-0.4%
1189	186	0	138	864	-0.4%
937	635	148	0	154	-0.4%
1693	242	1050	400	0	-0.4%

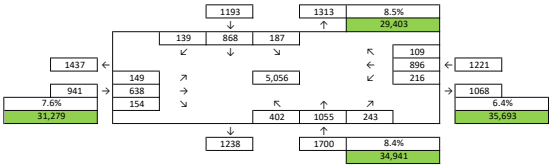
First Column Iteration

	1068	1313	1437	1238	% diff
1225	0	109	898	218	1%
1179	182	0	137	861	-1%
958	646	152	0	160	2%
1694	240	1052	402	0	0%

Sixth Column Iteration

	1068	1313	1437	1238	% diff
1221	0	109	896	216	0.4%
1194	187	0	139	868	0.4%
941	638	149	0	154	0.4%
1700	243	1055	402	0	0.4%

Scenario: Year 2046
N/S Street: Coffee Road
E/W Street: Hageman Road



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Second Row Iteration

	1056	1308	1431	1240	% diff
1217	0	108	892	216	-1.2%
1189	183	0	138	868	-0.4%
937	632	149	0	156	-0.4%
1693	240	1051	402	0	0.2%

Seventh Row Iteration

	1064	1307	1431	1233	% diff
1217	0	109	893	215	-0.4%
1189	186	0	138	864	-0.4%
937	635	148	0	154	-0.4%
1693	242	1050	400	0	-0.4%

Second Column Iteration

	1068	1313	1437	1238	% diff
1220	0	109	895	216	0.3%
1190	185	0	139	866	0.1%
945	640	149	0	156	0.8%
1701	243	1055	403	0	0.5%

Seventh Column Iteration

	1068	1313	1437	1238	% diff
1221	0	109	896	216	0.4%
1194	187	0	139	868	0.4%
941	638	149	0	154	0.4%
1700	243	1055	402	0	0.4%

Third Row Iteration

	1062	1306	1432	1236	% diff
1217	0	109	893	215	-0.6%
1189	185	0	138	865	-0.5%
937	635	148	0	155	-0.3%
1693	242	1049	401	0	-0.2%

Eighth Row Iteration

	1064	1307	1431	1233	% diff
1217	0	109	893	215	-0.4%
1189	186	0	138	864	-0.4%
937	635	148	0	154	-0.4%
1693	242	1050	400	0	-0.4%

Third Column Iteration

	1068	1313	1437	1238	% diff
1220	0	109	895	216	0.3%
1192	186	0	139	867	0.3%
942	639	149	0	155	0.5%
1701	243	1055	403	0	0.5%

Eighth Column Iteration

	1068	1313	1437	1238	% diff
1221	0	109	896	216	0.4%
1194	187	0	139	868	0.4%
941	638	149	0	154	0.4%
1700	243	1055	402	0	0.4%

Fourth Row Iteration

	1063	1307	1432	1234	% diff
1217	0	109	893	215	-0.5%
1189	186	0	138	865	-0.5%
937	635	148	0	154	-0.4%
1693	242	1050	401	0	-0.3%

Ninth Row Iteration

	1064	1307	1431	1233	% diff
1217	0	109	893	215	-0.4%
1189	186	0	138	864	-0.4%
937	635	148	0	154	-0.4%
1693	242	1050	400	0	-0.4%

Fourth Column Iteration

	1068	1313	1437	1238	% diff
1221	0	109	896	216	0.4%
1193	187	0	139	868	0.4%
942	638	149	0	155	0.5%
1700	243	1055	402	0	0.4%

Ninth Column Iteration

	1068	1313	1437	1238	% diff
1221	0	109	896	216	0.4%
1194	187	0	139	868	0.4%
941	638	149	0	154	0.4%
1699	243	1055	402	0	0.4%

Fifth Row Iteration

	1063	1307	1431	1234	% diff
1217	0	109	893	215	-0.4%
1189	186	0	138	865	-0.4%
937	635	148	0	154	-0.4%
1693	242	1050	400	0	-0.4%

Tenth Row Iteration

	1064	1307	1431	1233	% diff
1217	0	109	893	215	-0.4%
1189	186	0	138	864	-0.4%
937	635	148	0	154	-0.4%
1693	242	1050	400	0	-0.4%

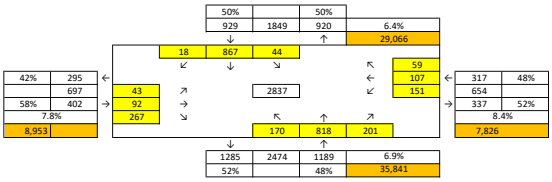
Fifth Column Iteration

	1068	1313	1437	1238	% diff
1221	0	109	896	216	0.4%
1193	187	0	139	868	0.4%
941	638	149	0	154	0.4%
1700	243	1055	402	0	0.4%

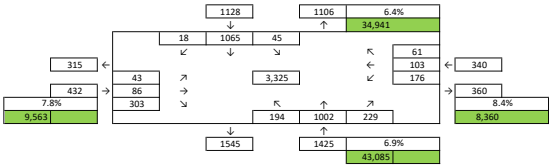
Tenth Column Iteration

	1068	1313	1437	1238	% diff
1221	0	109	896	216	0.4%
1194	187	0	139	868	0.4%
941	638	149	0	154	0.4%
1699	243	1055	402	0	0.4%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Riverlakes Drive/Meany Avenue
Intersection #: 17 AM



Scenario: Year 2046
N/S Street: Coffee Road
E/W Street: Riverlakes Drive/Meany Avenue



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		360	1106	315	1545
		337	920	295	1285
339	317	0	59	107	151
1117	929	44	0	18	867
429	402	92	43	0	267
1429	1189	201	818	170	0

First Row Iteration

	393	1092	340	1489	% diff
339	0	63	114	161	9%
1117	53	0	22	1042	-1%
429	98	46	0	285	8%
1429	242	983	204	0	-4%

Sixth Row Iteration

	360	1108	315	1531	% diff
339	0	61	102	175	-0.1%
1117	44	0	18	1055	0.2%
429	86	43	0	301	0.0%
1429	230	1005	194	0	-0.9%

First Column Iteration

	360	1106	315	1545	% diff
337	0	64	106	167	0%
1150	48	0	20	1081	3%
432	90	47	0	296	1%
1406	221	996	189	0	-2%

Sixth Column Iteration

	360	1106	315	1545	% diff
340	0	61	103	177	0.4%
1126	44	0	18	1064	0.8%
432	86	43	0	304	0.6%
1427	230	1003	195	0	-0.1%

Second Row Iteration

	362	1122	318	1512	% diff
339	0	64	106	168	0.4%
1117	47	0	19	1050	1.5%
429	89	46	0	294	1.0%
1429	225	1012	192	0	-2.1%

Seventh Row Iteration

	359	1107	315	1533	% diff
339	0	60	102	176	-0.2%
1117	44	0	18	1055	0.1%
429	85	43	0	302	-0.1%
1429	231	1004	195	0	-0.7%

Second Column Iteration

	360	1106	315	1545	% diff
340	0	63	105	172	0.5%
1139	47	0	19	1073	2.0%
435	89	46	0	300	1.2%
1412	224	997	190	0	-1.2%

Seventh Column Iteration

	360	1106	315	1545	% diff
340	0	60	102	178	0.4%
1125	44	0	18	1063	0.7%
432	85	43	0	304	0.6%
1429	231	1003	195	0	0.0%

Third Row Iteration

	361	1117	317	1519	% diff
339	0	63	105	171	0.2%
1117	46	0	19	1052	1.0%
429	88	45	0	296	0.5%
1429	227	1010	193	0	-1.6%

Eighth Row Iteration

	359	1106	315	1535	% diff
339	0	60	102	177	-0.2%
1117	44	0	18	1055	0.0%
429	85	42	0	302	-0.2%
1429	231	1003	195	0	-0.6%

Third Column Iteration

	360	1106	315	1545	% diff
340	0	62	104	174	0.5%
1134	46	0	19	1069	1.6%
434	88	44	0	301	1.0%
1418	226	999	192	0	-0.8%

Eighth Column Iteration

	360	1106	315	1545	% diff
340	0	60	102	178	0.4%
1124	44	0	18	1062	0.6%
432	85	42	0	304	0.5%
1430	231	1004	195	0	0.1%

Fourth Row Iteration

	360	1113	316	1524	% diff
339	0	62	104	173	0.1%
1117	45	0	19	1053	0.7%
429	87	44	0	298	0.2%
1429	228	1008	194	0	-1.3%

Ninth Row Iteration

	359	1105	314	1536	% diff
339	0	60	102	177	-0.2%
1117	43	0	18	1056	-0.1%
429	84	42	0	303	-0.2%
1429	231	1003	195	0	-0.6%

Fourth Column Iteration

	360	1106	315	1545	% diff
340	0	61	104	175	0.5%
1131	45	0	18	1067	1.2%
433	87	44	0	302	0.8%
1422	228	1001	193	0	-0.5%

Ninth Column Iteration

	360	1106	315	1545	% diff
340	0	60	102	178	0.4%
1123	43	0	18	1062	0.6%
431	85	42	0	305	0.5%
1431	232	1004	196	0	0.1%

Fifth Row Iteration

	360	1111	315	1528	% diff
339	0	61	103	174	0.0%
1117	45	0	18	1054	0.4%
429	86	43	0	300	0.1%
1429	229	1006	194	0	-1.1%

Tenth Row Iteration

	359	1104	314	1537	% diff
339	0	60	101	178	-0.3%
1117	43	0	18	1056	-0.2%
429	84	42	0	303	-0.2%
1429	231	1003	195	0	-0.5%

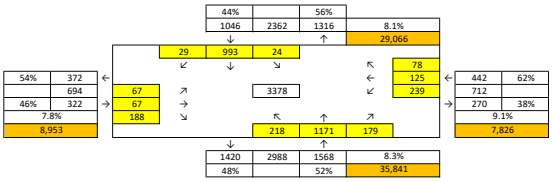
Fifth Column Iteration

	360	1106	315	1545	% diff
340	0	61	103	176	0.5%
1128	45	0	18	1065	1.0%
432	86	43	0	303	0.7%
1425	229	1002	194	0	-0.3%

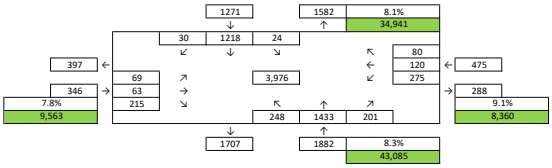
Tenth Column Iteration

	360	1106	315	1545	% diff
340	0	60	102	179	0.4%
1122	43	0	18	1061	0.5%
431	85	42	0	305	0.4%
1432	232	1004	196	0	0.2%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Riverlakes Drive/Meany Avenue
Intersection #: 17 PM



Scenario: Year 2046
N/S Street: Coffee Road
E/W Street: Riverlakes Drive/Meany Avenue



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		288	1582	397	1707
		270	1316	372	1420
472	442	0	78	125	239
1257	1046	24	0	29	993
344	322	67	67	0	188
1885	1568	179	1171	218	0

First Row Iteration

	316	1563	430	1650	% diff
472	0	83	134	255	9%
1257	29	0	35	1194	-1%
344	72	72	0	201	8%
1885	215	1408	262	0	-3%

First Column Iteration

	288	1582	397	1707	% diff
472	0	84	123	264	0%
1294	26	0	32	1235	3%
346	65	72	0	208	0%
1864	197	1425	242	0	-1%

Second Row Iteration

	290	1598	399	1672	% diff
472	0	84	123	264	0.4%
1257	26	0	31	1201	1.0%
344	65	72	0	207	0.5%
1885	199	1441	245	0	-2.1%

Second Column Iteration

	288	1582	397	1707	% diff
476	0	84	123	270	0.9%
1283	26	0	31	1226	2.0%
347	65	71	0	211	1.0%
1869	198	1427	243	0	-0.9%

Third Row Iteration

	289	1593	398	1679	% diff
472	0	83	122	268	0.2%
1257	25	0	31	1202	0.7%
344	64	71	0	209	0.1%
1885	200	1440	246	0	-1.7%

Third Column Iteration

	288	1582	397	1707	% diff
476	0	82	122	272	0.8%
1278	25	0	30	1222	1.6%
347	64	70	0	213	0.8%
1874	199	1430	245	0	-0.6%

Fourth Row Iteration

	289	1589	397	1684	% diff
472	0	82	121	270	0.1%
1257	25	0	30	1203	0.4%
344	64	70	0	211	0.0%
1885	201	1438	247	0	-1.4%

Fourth Column Iteration

	288	1582	397	1707	% diff
476	0	81	121	274	0.7%
1274	25	0	30	1220	1.3%
347	63	69	0	214	0.8%
1879	200	1431	247	0	-0.3%

Fifth Row Iteration

	288	1586	397	1687	% diff
472	0	81	120	272	0.0%
1257	24	0	30	1204	0.2%
344	63	69	0	212	-0.1%
1885	201	1436	248	0	-1.1%

Fifth Column Iteration

	288	1582	397	1707	% diff
475	0	80	120	275	0.7%
1271	24	0	30	1218	1.1%
346	63	69	0	215	0.7%
1882	201	1433	248	0	-0.2%

Sixth Row Iteration

	288	1583	397	1690	% diff
472	0	80	119	273	-0.1%
1257	24	0	29	1204	0.1%
344	63	68	0	213	-0.2%
1885	201	1435	248	0	-1.0%

Sixth Column Iteration

	288	1582	397	1707	% diff
475	0	80	119	276	0.6%
1269	24	0	29	1216	0.9%
346	63	68	0	215	0.6%
1884	202	1434	249	0	0.0%

Seventh Row Iteration

	288	1581	396	1693	% diff
472	0	79	119	274	-0.2%
1257	24	0	29	1205	0.0%
344	62	68	0	214	-0.2%
1885	202	1434	249	0	-0.8%

Seventh Column Iteration

	288	1582	397	1707	% diff
475	0	79	119	276	0.6%
1268	24	0	29	1215	0.8%
346	62	68	0	216	0.6%
1886	202	1435	249	0	0.1%

Eighth Row Iteration

	288	1580	396	1694	% diff
472	0	79	118	275	-0.2%
1257	24	0	29	1205	-0.1%
344	62	67	0	215	-0.3%
1885	202	1434	249	0	-0.7%

Eighth Column Iteration

	288	1582	397	1707	% diff
475	0	79	119	277	0.5%
1267	24	0	29	1214	0.7%
346	62	67	0	216	0.5%
1888	203	1435	250	0	0.2%

Ninth Row Iteration

	288	1579	396	1696	% diff
472	0	79	118	276	-0.3%
1257	24	0	29	1205	-0.2%
344	62	67	0	215	-0.3%
1885	202	1433	249	0	-0.7%

Ninth Column Iteration

	288	1582	397	1707	% diff
475	0	79	118	277	0.5%
1266	24	0	29	1213	0.7%
346	62	67	0	216	0.5%
1889	203	1436	250	0	0.2%

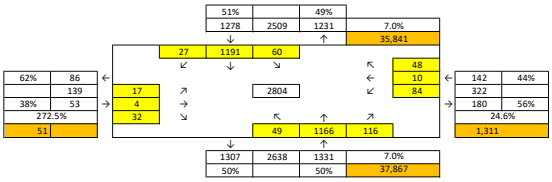
Tenth Row Iteration

	288	1578	396	1697	% diff
472	0	78	118	276	-0.3%
1257	23	0	29	1205	-0.2%
344	62	67	0	215	-0.3%
1885	202	1433	250	0	-0.6%

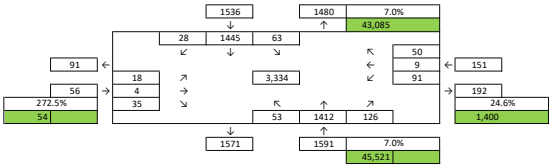
Tenth Column Iteration

	288	1582	397	1707	% diff
474	0	79	118	278	0.5%
1265	24	0	29	1213	0.6%
346	62	67	0	217	0.5%
1890	203	1436	250	0	0.3%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Downing Avenue
Intersection #: 18 AM



Scenario: Year 2046
N/S Street: Coffee Road
E/W Street: Downing Avenue



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		192	1480	91	1571
		180	1231	86	1307
152	142	0	48	10	84
1536	1278	60	0	27	1191
56	53	4	17	0	32
1600	1331	116	1166	49	0

First Row Iteration

						% diff
	216	1471	102	1555	
152	0	51	11	90	12%
1536	72	0	32	1432	-1%
56	4	18	0	34	12%
1600	139	1402	59	0	-1%

First Column Iteration

					% diff
192	1480	91	1571	
152	0	52	10	91	0%
1540	64	0	29	1446	0%
56	4	18	0	34	0%
1587	124	1410	53	0	-1%

Second Row Iteration

					% diff
193	1491	91	1568	
152	0	52	10	91	0.5%
1536	64	0	29	1443	0.8%
56	4	18	0	34	0.4%
1600	125	1422	53	0	-0.2%

Second Column Iteration

					% diff
192	1480	91	1571	
151	0	51	9	91	-0.2%
1539	64	0	29	1446	0.2%
56	4	18	0	34	-0.2%
1588	125	1411	53	0	-0.7%

Third Row Iteration

					% diff
193	1490	91	1569	
152	0	51	10	91	0.4%
1536	64	0	29	1444	0.7%
56	4	18	0	34	0.4%
1600	126	1421	53	0	-0.1%

Third Column Iteration

					% diff
192	1480	91	1571	
151	0	51	9	91	-0.2%
1538	63	0	29	1446	0.1%
56	4	18	0	34	-0.2%
1589	125	1411	53	0	-0.7%

Fourth Row Iteration

					% diff
193	1490	91	1570	
152	0	51	9	91	0.4%
1536	63	0	29	1444	0.7%
56	4	18	0	34	0.4%
1600	126	1421	53	0	-0.1%

Fourth Column Iteration

					% diff
192	1480	91	1571	
151	0	51	9	91	-0.2%
1537	63	0	28	1445	0.0%
56	4	18	0	34	-0.2%
1590	125	1411	53	0	-0.6%

Fifth Row Iteration

					% diff
193	1489	91	1571	
152	0	51	9	91	0.4%
1536	63	0	28	1445	0.6%
56	4	18	0	35	0.4%
1600	126	1420	53	0	0.0%

Fifth Column Iteration

					% diff
192	1480	91	1571	
151	0	50	9	91	-0.2%
1536	63	0	28	1445	0.0%
56	4	18	0	35	-0.2%
1591	126	1412	53	0	-0.6%

Sixth Row Iteration

					% diff
193	1488	91	1571	
152	0	51	9	92	0.4%
1536	63	0	28	1445	0.6%
56	4	18	0	35	0.4%
1600	126	1420	54	0	0.0%

Sixth Column Iteration

					% diff
192	1480	91	1571	
151	0	50	9	92	-0.2%
1536	63	0	28	1445	0.0%
56	4	18	0	35	-0.2%
1591	126	1412	53	0	-0.6%

Seventh Row Iteration

					% diff
193	1488	91	1572	
152	0	50	9	92	0.4%
1536	63	0	28	1445	0.5%
56	4	18	0	35	0.4%
1600	127	1420	54	0	0.1%

Seventh Column Iteration

					% diff
192	1480	91	1571	
151	0	50	9	92	-0.2%
1535	62	0	28	1445	-0.1%
56	4	18	0	35	-0.2%
1592	126	1412	53	0	-0.5%

Eighth Row Iteration

					% diff
193	1487	91	1572	
152	0	50	9	92	0.4%
1536	62	0	28	1446	0.5%
56	4	18	0	35	0.4%
1600	127	1419	54	0	0.1%

Eighth Column Iteration

					% diff
192	1480	91	1571	
151	0	50	9	92	-0.2%
1535	62	0	28	1444	-0.1%
56	4	18	0	35	-0.2%
1592	126	1412	54	0	-0.5%

Ninth Row Iteration

					% diff
193	1487	91	1573	
152	0	50	9	92	0.4%
1536	62	0	28	1446	0.5%
56	4	18	0	35	0.3%
1600	127	1419	54	0	0.1%

Ninth Column Iteration

					% diff
192	1480	91	1571	
151	0	50	9	92	-0.2%
1534	62	0	28	1444	-0.1%
56	4	17	0	35	-0.2%
1593	126	1412	54	0	-0.5%

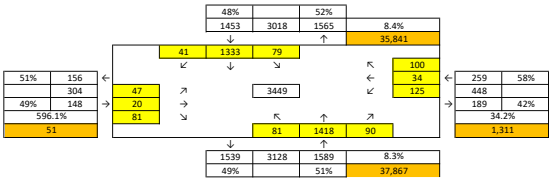
Tenth Row Iteration

					% diff
193	1487	91	1573	
152	0	50	9	92	0.4%
1536	62	0	28	1446	0.5%
56	4	18	0	35	0.3%
1600	127	1419	54	0	0.1%

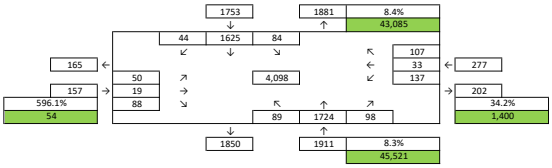
Tenth Column Iteration

					% diff
192	1480	91	1571	
151	0	50	9	92	-0.3%
1534	62	0	28	1444	-0.1%
56	4	17	0	35	-0.2%
1593	127	1413	54	0	-0.4%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Downing Avenue
Intersection #: 18 PM



Scenario: Year 2046
N/S Street: Coffee Road
E/W Street: Downing Avenue



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		202	1881	165	1850
		189	1565	156	1539
277	259	0	100	34	125
1747	1453	79	0	41	1333
157	148	20	47	0	81
1910	1589	90	1418	81	0

First Row Iteration

	224	1861	183	1822	% diff
277	0	107	36	133	11%
1747	95	0	49	1602	-1%
157	21	50	0	86	11%
1910	108	1705	97	0	-2%

First Column Iteration

	202	1881	165	1850	% diff
276	0	108	33	136	0%
1757	85	0	44	1627	1%
156	19	50	0	87	0%
1908	97	1723	88	0	0%

Second Row Iteration

	201	1883	165	1840	% diff
277	0	108	33	136	-0.2%
1747	85	0	44	1618	0.1%
157	19	50	0	87	-0.1%
1910	97	1725	88	0	-0.5%

Second Column Iteration

	202	1881	165	1850	% diff
277	0	108	33	136	0.2%
1755	85	0	44	1626	0.5%
157	19	50	0	88	0.3%
1909	98	1723	88	0	-0.1%

Third Row Iteration

	201	1882	165	1842	% diff
277	0	108	33	136	-0.2%
1747	85	0	44	1618	0.0%
157	19	50	0	87	-0.1%
1910	98	1724	88	0	-0.5%

Third Column Iteration

	202	1881	165	1850	% diff
277	0	108	33	137	0.2%
1754	85	0	44	1625	0.4%
157	19	50	0	88	0.3%
1910	98	1723	88	0	0.0%

Fourth Row Iteration

	201	1881	165	1842	% diff
277	0	107	33	136	-0.2%
1747	84	0	44	1618	0.0%
157	19	50	0	88	-0.1%
1910	98	1724	88	0	-0.4%

Fourth Column Iteration

	202	1881	165	1850	% diff
277	0	107	33	137	0.2%
1754	85	0	44	1625	0.4%
157	19	50	0	88	0.3%
1910	98	1724	88	0	0.0%

Fifth Row Iteration

	201	1881	165	1843	% diff
277	0	107	33	137	-0.2%
1747	84	0	44	1619	0.0%
157	19	50	0	88	-0.2%
1910	98	1724	88	0	-0.4%

Fifth Column Iteration

	202	1881	165	1850	% diff
277	0	107	33	137	0.2%
1753	84	0	44	1625	0.4%
157	19	50	0	88	0.2%
1911	98	1724	89	0	0.0%

Sixth Row Iteration

	201	1880	165	1844	% diff
277	0	107	33	137	-0.2%
1747	84	0	44	1619	-0.1%
157	19	50	0	88	-0.2%
1910	98	1723	89	0	-0.3%

Sixth Column Iteration

	202	1881	165	1850	% diff
277	0	107	33	137	0.2%
1753	84	0	44	1624	0.3%
157	19	50	0	88	0.2%
1912	98	1724	89	0	0.1%

Seventh Row Iteration

	201	1880	165	1844	% diff
277	0	107	33	137	-0.2%
1747	84	0	44	1619	-0.1%
157	19	50	0	88	-0.2%
1910	98	1723	89	0	-0.3%

Seventh Column Iteration

	202	1881	165	1850	% diff
277	0	107	33	138	0.2%
1752	84	0	44	1624	0.3%
157	19	50	0	88	0.2%
1912	99	1725	89	0	0.1%

Eighth Row Iteration

	201	1879	165	1844	% diff
277	0	107	33	137	-0.2%
1747	84	0	44	1619	-0.1%
157	19	50	0	88	-0.2%
1910	98	1723	89	0	-0.3%

Eighth Column Iteration

	202	1881	165	1850	% diff
277	0	107	33	138	0.2%
1752	84	0	44	1624	0.3%
157	19	50	0	88	0.2%
1912	99	1725	89	0	0.1%

Ninth Row Iteration

	201	1879	165	1845	% diff
277	0	107	33	137	-0.2%
1747	84	0	44	1619	-0.1%
157	19	50	0	88	-0.2%
1910	99	1723	89	0	-0.3%

Ninth Column Iteration

	202	1881	165	1850	% diff
277	0	107	33	138	0.2%
1752	84	0	44	1624	0.3%
157	19	50	0	88	0.2%
1913	99	1725	89	0	0.1%

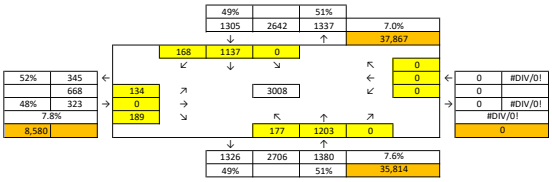
Tenth Row Iteration

	201	1879	165	1845	% diff
277	0	106	33	137	-0.2%
1747	84	0	43	1619	-0.1%
157	19	50	0	88	-0.2%
1910	99	1723	89	0	-0.3%

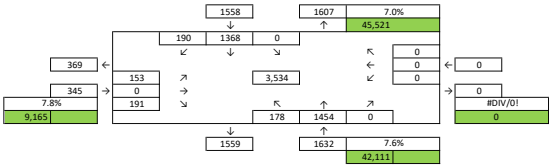
Tenth Column Iteration

	202	1881	165	1850	% diff
277	0	107	33	138	0.2%
1751	84	0	44	1624	0.3%
157	19	50	0	88	0.2%
1913	99	1725	89	0	0.1%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Granite Falls Drive
Intersection #: 19 AM



Scenario: Year 2046
N/S Street: Coffee Road
E/W Street: Granite Falls Drive



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		0	1607	369	1559
		0	1337	345	1326
0	0	0	0	0	0
1569	1305	0	0	168	1137
345	323	0	134	0	189
1623	1380	0	1203	177	0

First Row Iteration

	0	1558	410	1569	% diff
0	0	0	0	0	#DIV/0!
1569	0	0	202	1367	-3%
345	0	143	0	202	11%
1623	0	1415	208	0	1%

First Column Iteration

	0	1607	369	1559	% diff
0	0	0	0	0	#DIV/0!
1540	0	0	181	1358	-2%
348	0	148	0	201	1%
1647	0	1460	187	0	1%

Second Row Iteration

	0	1585	369	1583	% diff
0	0	0	0	0	#DIV/0!
1569	0	0	185	1384	-1.4%
345	0	146	0	199	0.2%
1623	0	1438	184	0	1.5%

Second Column Iteration

	0	1607	369	1559	% diff
0	0	0	0	0	#DIV/0!
1548	0	0	185	1363	-1.3%
344	0	148	0	196	-0.2%
1643	0	1459	184	0	1.2%

Third Row Iteration

	0	1590	369	1578	% diff
0	0	0	0	0	#DIV/0!
1569	0	0	187	1382	-1.1%
345	0	149	0	196	0.1%
1623	0	1441	182	0	1.2%

Third Column Iteration

	0	1607	369	1559	% diff
0	0	0	0	0	#DIV/0!
1552	0	0	187	1365	-1.1%
344	0	150	0	194	-0.2%
1638	0	1457	182	0	1.0%

Fourth Row Iteration

	0	1593	369	1574	% diff
0	0	0	0	0	#DIV/0!
1569	0	0	189	1380	-0.9%
345	0	151	0	194	0.1%
1623	0	1443	180	0	1.0%

Fourth Column Iteration

	0	1607	369	1559	% diff
0	0	0	0	0	#DIV/0!
1555	0	0	189	1367	-0.8%
344	0	152	0	192	-0.2%
1635	0	1455	180	0	0.8%

Fifth Row Iteration

	0	1597	369	1571	% diff
0	0	0	0	0	#DIV/0!
1569	0	0	190	1378	-0.7%
345	0	152	0	193	0.1%
1623	0	1444	178	0	0.8%

Fifth Column Iteration

	0	1607	369	1559	% diff
0	0	0	0	0	#DIV/0!
1558	0	0	190	1368	-0.7%
345	0	153	0	191	-0.1%
1632	0	1454	178	0	0.6%

Sixth Row Iteration

	0	1599	369	1569	% diff
0	0	0	0	0	#DIV/0!
1569	0	0	192	1377	-0.5%
345	0	153	0	192	0.1%
1623	0	1445	177	0	0.6%

Sixth Column Iteration

	0	1607	369	1559	% diff
0	0	0	0	0	#DIV/0!
1560	0	0	191	1369	-0.5%
345	0	154	0	190	-0.1%
1630	0	1453	177	0	0.5%

Seventh Row Iteration

	0	1601	369	1567	% diff
0	0	0	0	0	#DIV/0!
1569	0	0	193	1376	-0.4%
345	0	154	0	191	0.1%
1623	0	1446	176	0	0.5%

Seventh Column Iteration

	0	1607	369	1559	% diff
0	0	0	0	0	#DIV/0!
1562	0	0	192	1369	-0.4%
345	0	155	0	190	-0.1%
1628	0	1452	176	0	0.4%

Eighth Row Iteration

	0	1602	369	1565	% diff
0	0	0	0	0	#DIV/0!
1569	0	0	193	1376	-0.3%
345	0	155	0	190	0.1%
1623	0	1447	176	0	0.4%

Eighth Column Iteration

	0	1607	369	1559	% diff
0	0	0	0	0	#DIV/0!
1563	0	0	193	1370	-0.4%
345	0	156	0	189	-0.1%
1627	0	1452	175	0	0.3%

Ninth Row Iteration

	0	1603	369	1564	% diff
0	0	0	0	0	#DIV/0!
1569	0	0	194	1375	-0.2%
345	0	156	0	189	0.1%
1623	0	1448	175	0	0.3%

Ninth Column Iteration

	0	1607	369	1559	% diff
0	0	0	0	0	#DIV/0!
1564	0	0	194	1371	-0.3%
345	0	156	0	189	-0.1%
1626	0	1451	175	0	0.2%

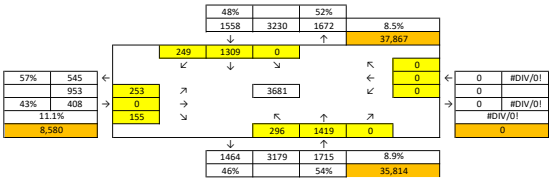
Tenth Row Iteration

	0	1604	369	1563	% diff
0	0	0	0	0	#DIV/0!
1569	0	0	194	1375	-0.2%
345	0	156	0	189	0.1%
1623	0	1448	174	0	0.3%

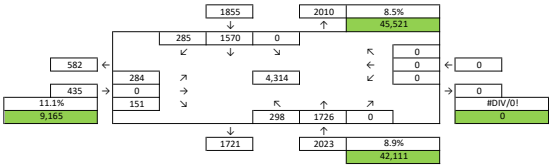
Tenth Column Iteration

	0	1607	369	1559	% diff
0	0	0	0	0	#DIV/0!
1565	0	0	194	1371	-0.2%
345	0	157	0	188	-0.1%
1625	0	1451	174	0	0.2%

Scenario: Year 2027 Cumulative
N/S Street: Coffee Road
E/W Street: Granite Falls Drive
Intersection #: 19 PM



Scenario: Year 2046
N/S Street: Coffee Road
E/W Street: Granite Falls Drive



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		0	2010	582	1721
		0	1672	545	1464
0	0	0	0	0	0
1873	1558	0	0	249	1309
436	408	0	253	0	155
2017	1715	0	1419	296	0

First Row Iteration

	0	1939	647	1739	% diff
0	0	0	0	0	#DIV/0!
1873	0	0	299	1574	-4%
436	0	270	0	166	11%
2017	0	1668	348	0	1%

First Column Iteration

	0	2010	582	1721	% diff
0	0	0	0	0	#DIV/0!
1827	0	0	269	1558	-2%
444	0	280	0	164	2%
2043	0	1730	313	0	1%

Second Row Iteration

	0	1983	585	1758	% diff
0	0	0	0	0	#DIV/0!
1873	0	0	276	1597	-1.4%
436	0	275	0	161	0.5%
2017	0	1708	309	0	2.1%

Second Column Iteration

	0	2010	582	1721	% diff
0	0	0	0	0	#DIV/0!
1839	0	0	275	1564	-1.8%
436	0	279	0	158	0.1%
2039	0	1731	307	0	1.1%

Third Row Iteration

	0	1991	584	1750	% diff
0	0	0	0	0	#DIV/0!
1873	0	0	280	1593	-0.9%
436	0	278	0	157	0.3%
2017	0	1712	304	0	1.7%

Third Column Iteration

	0	2010	582	1721	% diff
0	0	0	0	0	#DIV/0!
1846	0	0	279	1567	-1.5%
436	0	281	0	155	0.0%
2032	0	1729	303	0	0.8%

Fourth Row Iteration

	0	1997	584	1745	% diff
0	0	0	0	0	#DIV/0!
1873	0	0	283	1590	-0.7%
436	0	281	0	155	0.3%
2017	0	1716	301	0	1.3%

Fourth Column Iteration

	0	2010	582	1721	% diff
0	0	0	0	0	#DIV/0!
1851	0	0	282	1569	-1.2%
436	0	283	0	153	0.0%
2027	0	1727	300	0	0.5%

Fifth Row Iteration

	0	2001	584	1740	% diff
0	0	0	0	0	#DIV/0!
1873	0	0	286	1587	-0.4%
436	0	283	0	153	0.3%
2017	0	1718	298	0	1.1%

Fifth Column Iteration

	0	2010	582	1721	% diff
0	0	0	0	0	#DIV/0!
1855	0	0	285	1570	-1.0%
435	0	284	0	151	-0.1%
2023	0	1726	298	0	0.3%

Sixth Row Iteration

	0	2005	584	1737	% diff
0	0	0	0	0	#DIV/0!
1873	0	0	287	1586	-0.3%
436	0	285	0	151	0.3%
2017	0	1720	297	0	0.9%

Sixth Column Iteration

	0	2010	582	1721	% diff
0	0	0	0	0	#DIV/0!
1858	0	0	287	1572	-0.8%
435	0	285	0	150	-0.1%
2020	0	1725	296	0	0.2%

Seventh Row Iteration

	0	2007	584	1734	% diff
0	0	0	0	0	#DIV/0!
1873	0	0	289	1584	-0.1%
436	0	286	0	150	0.3%
2017	0	1721	295	0	0.7%

Seventh Column Iteration

	0	2010	582	1721	% diff
0	0	0	0	0	#DIV/0!
1860	0	0	288	1572	-0.7%
435	0	286	0	149	-0.2%
2018	0	1724	294	0	0.1%

Eighth Row Iteration

	0	2009	584	1732	% diff
0	0	0	0	0	#DIV/0!
1873	0	0	290	1583	0.0%
436	0	287	0	149	0.3%
2017	0	1723	294	0	0.6%

Eighth Column Iteration

	0	2010	582	1721	% diff
0	0	0	0	0	#DIV/0!
1862	0	0	289	1573	-0.6%
435	0	287	0	148	-0.2%
2016	0	1723	293	0	0.0%

Ninth Row Iteration

	0	2011	584	1731	% diff
0	0	0	0	0	#DIV/0!
1873	0	0	291	1582	0.0%
436	0	287	0	149	0.3%
2017	0	1723	293	0	0.5%

Ninth Column Iteration

	0	2010	582	1721	% diff
0	0	0	0	0	#DIV/0!
1864	0	0	290	1574	-0.5%
435	0	287	0	148	-0.2%
2015	0	1723	292	0	-0.1%

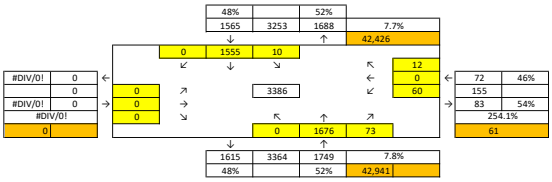
Tenth Row Iteration

	0	2012	584	1730	% diff
0	0	0	0	0	#DIV/0!
1873	0	0	291	1582	0.1%
436	0	288	0	148	0.3%
2017	0	1724	293	0	0.5%

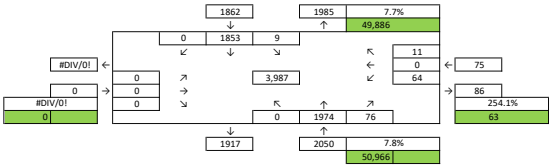
Tenth Column Iteration

	0	2010	582	1721	% diff
0	0	0	0	0	#DIV/0!
1865	0	0	290	1574	-0.4%
435	0	287	0	147	-0.2%
2014	0	1722	292	0	-0.1%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Project Driveway/Jet Way
Intersection #: 20 AM



Scenario: Year 2046
N/S Street: Coffee Road
E/W Street: Project Driveway/Jet Way



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		86	1985	#DIV/0!	1917
		83	1688	0	1615
74	72	0	12	0	60
1840	1565	10	0	0	1555
#DIV/0!	0	0	0	0	0
2076	1749	73	1676	0	0

First Row Iteration

	98	2002	0	1890	% diff
74	0	12	0	62	15%
1840	12	0	0	1828	1%
#DIV/0!	0	0	0	0	#DIV/0!
2076	87	1989	0	0	-1%

First Column Iteration

	86	1985	#DIV/0!	1917	% diff
75	0	12	0	63	1%
1864	10	0	0	1854	1%
0	0	0	0	0	#DIV/0!
2048	75	1973	0	0	-1%

Second Row Iteration

	87	2012	0	1892	% diff
74	0	12	0	62	1.0%
1840	10	0	0	1830	1.3%
#DIV/0!	0	0	0	0	#DIV/0!
2076	77	1999	0	0	-1.3%

Second Column Iteration

	86	1985	#DIV/0!	1917	% diff
75	0	12	0	63	0.9%
1864	10	0	0	1854	1.3%
0	0	0	0	0	#DIV/0!
2049	76	1973	0	0	-1.3%

Third Row Iteration

	87	2011	0	1893	% diff
74	0	12	0	62	1.0%
1840	10	0	0	1830	1.3%
#DIV/0!	0	0	0	0	#DIV/0!
2076	77	1999	0	0	-1.3%

Third Column Iteration

	86	1985	#DIV/0!	1917	% diff
75	0	12	0	63	0.9%
1863	10	0	0	1854	1.3%
0	0	0	0	0	#DIV/0!
2049	76	1973	0	0	-1.3%

Fourth Row Iteration

	87	2011	0	1893	% diff
74	0	12	0	63	1.0%
1840	10	0	0	1831	1.3%
#DIV/0!	0	0	0	0	#DIV/0!
2076	77	1999	0	0	-1.2%

Fourth Column Iteration

	86	1985	#DIV/0!	1917	% diff
75	0	11	0	63	0.8%
1863	10	0	0	1853	1.2%
0	0	0	0	0	#DIV/0!
2049	76	1973	0	0	-1.3%

Fifth Row Iteration

	87	2010	0	1894	% diff
74	0	11	0	63	1.0%
1840	9	0	0	1831	1.3%
#DIV/0!	0	0	0	0	#DIV/0!
2076	77	1999	0	0	-1.2%

Fifth Column Iteration

	86	1985	#DIV/0!	1917	% diff
75	0	11	0	64	0.8%
1862	9	0	0	1853	1.2%
0	0	0	0	0	#DIV/0!
2050	76	1974	0	0	-1.2%

Sixth Row Iteration

	87	2010	0	1894	% diff
74	0	11	0	63	1.0%
1840	9	0	0	1831	1.3%
#DIV/0!	0	0	0	0	#DIV/0!
2076	77	1999	0	0	-1.2%

Sixth Column Iteration

	86	1985	#DIV/0!	1917	% diff
75	0	11	0	64	0.8%
1862	9	0	0	1853	1.2%
0	0	0	0	0	#DIV/0!
2050	77	1974	0	0	-1.2%

Seventh Row Iteration

	87	2009	0	1895	% diff
74	0	11	0	63	1.0%
1840	9	0	0	1831	1.2%
#DIV/0!	0	0	0	0	#DIV/0!
2076	78	1998	0	0	-1.2%

Seventh Column Iteration

	86	1985	#DIV/0!	1917	% diff
75	0	11	0	64	0.8%
1862	9	0	0	1853	1.2%
0	0	0	0	0	#DIV/0!
2051	77	1974	0	0	-1.2%

Eighth Row Iteration

	87	2009	0	1895	% diff
74	0	11	0	64	1.0%
1840	9	0	0	1831	1.2%
#DIV/0!	0	0	0	0	#DIV/0!
2076	78	1998	0	0	-1.1%

Eighth Column Iteration

	86	1985	#DIV/0!	1917	% diff
75	0	11	0	64	0.8%
1861	9	0	0	1852	1.1%
0	0	0	0	0	#DIV/0!
2051	77	1974	0	0	-1.2%

Ninth Row Iteration

	87	2008	0	1895	% diff
74	0	10	0	64	1.0%
1840	9	0	0	1832	1.2%
#DIV/0!	0	0	0	0	#DIV/0!
2076	78	1998	0	0	-1.1%

Ninth Column Iteration

	86	1985	#DIV/0!	1917	% diff
75	0	10	0	65	0.8%
1861	9	0	0	1852	1.1%
0	0	0	0	0	#DIV/0!
2052	77	1974	0	0	-1.2%

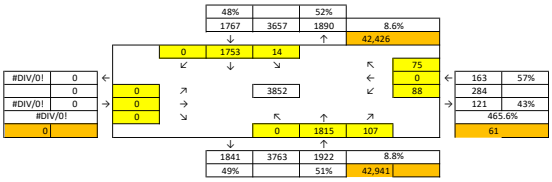
Tenth Row Iteration

	87	2008	0	1896	% diff
74	0	10	0	64	1.0%
1840	8	0	0	1832	1.2%
#DIV/0!	0	0	0	0	#DIV/0!
2076	78	1998	0	0	-1.1%

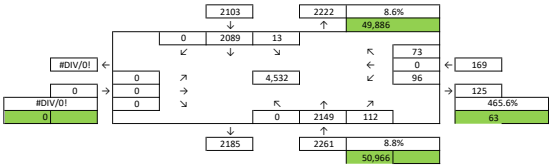
Tenth Column Iteration

	86	1985	#DIV/0!	1917	% diff
75	0	10	0	65	0.8%
1860	8	0	0	1852	1.1%
0	0	0	0	0	#DIV/0!
2052	77	1975	0	0	-1.2%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Project Driveway/Jet Way
Intersection #: 20 PM



Scenario: Year 2046
N/S Street: Coffee Road
E/W Street: Project Driveway/Jet Way



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		125	2222	#DIV/0!	2185
		121	1890	0	1841
168	163	0	75	0	88
2078	1767	14	0	0	1753
#DIV/0!	0	0	0	0	0
2281	1922	107	1815	0	0

First Row Iteration

	143	2232	0	2152	% diff
168	0	77	0	91	15%
2078	16	0	0	2061	0%
#DIV/0!	0	0	0	0	#DIV/0!
2281	127	2154	0	0	-2%

Sixth Row Iteration

	126	2241	0	2160	% diff
168	0	73	0	95	0.7%
2078	13	0	0	2065	0.9%
#DIV/0!	0	0	0	0	#DIV/0!
2281	113	2168	0	0	-1.1%

First Column Iteration

125	2222	#DIV/0!	2185	% diff
0	77	0	92	1%
14	0	0	2093	1%
0	0	0	0	#DIV/0!
111	2145	0	0	-1%

Sixth Column Iteration

125	2222	#DIV/0!	2185	% diff
0	72	0	97	0.3%
13	0	0	2088	1.1%
0	0	0	0	#DIV/0!
112	2150	0	0	-0.8%

Second Row Iteration

	126	2246	0	2155	% diff
168	0	77	0	92	0.8%
2078	14	0	0	2064	1.1%
#DIV/0!	0	0	0	0	#DIV/0!
2281	112	2169	0	0	-1.4%

Seventh Row Iteration

	126	2240	0	2161	% diff
168	0	72	0	96	0.6%
2078	13	0	0	2065	0.8%
#DIV/0!	0	0	0	0	#DIV/0!
2281	113	2168	0	0	-1.1%

Second Column Iteration

125	2222	#DIV/0!	2185	% diff
0	76	0	93	0.3%
14	0	0	2092	1.4%
0	0	0	0	#DIV/0!
111	2146	0	0	-1.0%

Seventh Column Iteration

125	2222	#DIV/0!	2185	% diff
0	71	0	97	0.3%
13	0	0	2088	1.1%
0	0	0	0	#DIV/0!
112	2151	0	0	-0.8%

Third Row Iteration

	126	2245	0	2157	% diff
168	0	76	0	93	0.8%
2078	14	0	0	2064	1.0%
#DIV/0!	0	0	0	0	#DIV/0!
2281	112	2169	0	0	-1.3%

Eighth Row Iteration

	126	2239	0	2162	% diff
168	0	71	0	97	0.6%
2078	13	0	0	2065	0.8%
#DIV/0!	0	0	0	0	#DIV/0!
2281	113	2168	0	0	-1.0%

Third Column Iteration

125	2222	#DIV/0!	2185	% diff
0	75	0	94	0.3%
14	0	0	2091	1.3%
0	0	0	0	#DIV/0!
111	2147	0	0	-1.0%

Eighth Column Iteration

125	2222	#DIV/0!	2185	% diff
0	71	0	98	0.3%
13	0	0	2087	1.0%
0	0	0	0	#DIV/0!
112	2152	0	0	-0.8%

Fourth Row Iteration

	126	2244	0	2158	% diff
168	0	75	0	94	0.7%
2078	14	0	0	2064	1.0%
#DIV/0!	0	0	0	0	#DIV/0!
2281	112	2169	0	0	-1.2%

Ninth Row Iteration

	126	2238	0	2163	% diff
168	0	71	0	98	0.6%
2078	12	0	0	2065	0.7%
#DIV/0!	0	0	0	0	#DIV/0!
2281	113	2168	0	0	-1.0%

Fourth Column Iteration

125	2222	#DIV/0!	2185	% diff
0	74	0	95	0.3%
13	0	0	2090	1.2%
0	0	0	0	#DIV/0!
112	2148	0	0	-0.9%

Ninth Column Iteration

125	2222	#DIV/0!	2185	% diff
0	70	0	99	0.3%
12	0	0	2086	1.0%
0	0	0	0	#DIV/0!
113	2152	0	0	-0.7%

Fifth Row Iteration

	126	2242	0	2159	% diff
168	0	74	0	95	0.7%
2078	13	0	0	2064	0.9%
#DIV/0!	0	0	0	0	#DIV/0!
2281	113	2169	0	0	-1.2%

Tenth Row Iteration

	126	2238	0	2164	% diff
168	0	70	0	99	0.5%
2078	12	0	0	2066	0.7%
#DIV/0!	0	0	0	0	#DIV/0!
2281	113	2168	0	0	-1.0%

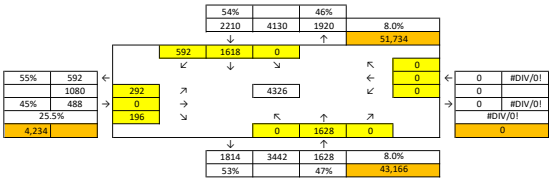
Fifth Column Iteration

125	2222	#DIV/0!	2185	% diff
0	73	0	96	0.3%
13	0	0	2089	1.2%
0	0	0	0	#DIV/0!
112	2149	0	0	-0.9%

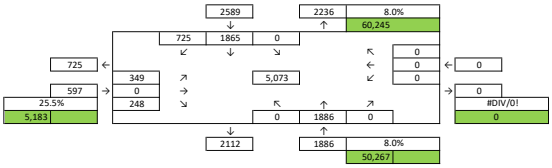
Tenth Column Iteration

125	2222	#DIV/0!	2185	% diff
0	69	0	99	0.3%
12	0	0	2086	1.0%
0	0	0	0	#DIV/0!
113	2153	0	0	-0.7%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Westside Parkway EB Ramps
Intersection #: 21 AM



Scenario: Year 2046
N/S Street: Coffee Road
E/W Street: Westside Parkway EB Ramps



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		0	2236	725	2112
		0	1920	592	1814
0	0	0	0	0	0
2574	2210	0	0	592	1618
597	488	0	292	0	196
1896	1628	0	1628	0	0

First Row Iteration

	0	2253	689	2124	% diff
0	0	0	0	0	#DIV/0!
2574	0	0	689	1884	1%
597	0	357	0	240	-5%
1896	0	1896	0	0	1%

First Column Iteration

	0	2236	725	2112	% diff
0	0	0	0	0	#DIV/0!
2598	0	0	725	1874	1%
593	0	355	0	239	-1%
1881	0	1881	0	0	-1%

Second Row Iteration

	0	2253	718	2096	% diff
0	0	0	0	0	#DIV/0!
2574	0	0	718	1856	0.8%
597	0	357	0	240	-1.0%
1896	0	1896	0	0	-0.8%

Second Column Iteration

	0	2236	725	2112	% diff
0	0	0	0	0	#DIV/0!
2595	0	0	725	1870	0.8%
597	0	354	0	242	-0.1%
1881	0	1881	0	0	-0.8%

Third Row Iteration

	0	2251	719	2097	% diff
0	0	0	0	0	#DIV/0!
2574	0	0	719	1855	0.7%
597	0	355	0	242	-0.8%
1896	0	1896	0	0	-0.7%

Third Column Iteration

	0	2236	725	2112	% diff
0	0	0	0	0	#DIV/0!
2593	0	0	725	1868	0.8%
597	0	353	0	244	-0.1%
1883	0	1883	0	0	-0.7%

Fourth Row Iteration

	0	2249	719	2099	% diff
0	0	0	0	0	#DIV/0!
2574	0	0	719	1854	0.6%
597	0	353	0	244	-0.7%
1896	0	1896	0	0	-0.6%

Fourth Column Iteration

	0	2236	725	2112	% diff
0	0	0	0	0	#DIV/0!
2591	0	0	725	1866	0.7%
597	0	351	0	246	-0.1%
1885	0	1885	0	0	-0.6%

Fifth Row Iteration

	0	2247	720	2100	% diff
0	0	0	0	0	#DIV/0!
2574	0	0	720	1854	0.5%
597	0	351	0	246	-0.7%
1896	0	1896	0	0	-0.6%

Fifth Column Iteration

	0	2236	725	2112	% diff
0	0	0	0	0	#DIV/0!
2589	0	0	725	1865	0.6%
597	0	349	0	248	0.0%
1886	0	1886	0	0	-0.5%

Sixth Row Iteration

	0	2245	720	2101	% diff
0	0	0	0	0	#DIV/0!
2574	0	0	720	1853	0.4%
597	0	350	0	248	-0.6%
1896	0	1896	0	0	-0.5%

Sixth Column Iteration

	0	2236	725	2112	% diff
0	0	0	0	0	#DIV/0!
2588	0	0	725	1863	0.6%
597	0	348	0	249	0.0%
1888	0	1888	0	0	-0.4%

Seventh Row Iteration

	0	2244	721	2102	% diff
0	0	0	0	0	#DIV/0!
2574	0	0	721	1853	0.4%
597	0	348	0	249	-0.6%
1896	0	1896	0	0	-0.5%

Seventh Column Iteration

	0	2236	725	2112	% diff
0	0	0	0	0	#DIV/0!
2587	0	0	725	1862	0.5%
597	0	347	0	250	0.0%
1889	0	1889	0	0	-0.4%

Eighth Row Iteration

	0	2243	721	2103	% diff
0	0	0	0	0	#DIV/0!
2574	0	0	721	1853	0.3%
597	0	347	0	250	-0.5%
1896	0	1896	0	0	-0.4%

Eighth Column Iteration

	0	2236	725	2112	% diff
0	0	0	0	0	#DIV/0!
2586	0	0	725	1861	0.5%
597	0	346	0	252	0.0%
1890	0	1890	0	0	-0.3%

Ninth Row Iteration

	0	2242	721	2104	% diff
0	0	0	0	0	#DIV/0!
2574	0	0	721	1852	0.3%
597	0	346	0	252	-0.5%
1896	0	1896	0	0	-0.4%

Ninth Column Iteration

	0	2236	725	2112	% diff
0	0	0	0	0	#DIV/0!
2585	0	0	725	1860	0.4%
598	0	345	0	253	0.0%
1891	0	1891	0	0	-0.3%

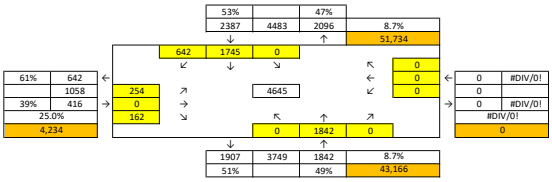
Tenth Row Iteration

	0	2241	722	2104	% diff
0	0	0	0	0	#DIV/0!
2574	0	0	722	1852	0.2%
597	0	345	0	252	-0.4%
1896	0	1896	0	0	-0.4%

Tenth Column Iteration

	0	2236	725	2112	% diff
0	0	0	0	0	#DIV/0!
2584	0	0	725	1859	0.4%
598	0	344	0	253	0.0%
1892	0	1892	0	0	-0.2%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Westside Parkway EB Ramps
Intersection #: 21 PM



Base Year Intersection

		0	2441	786	2221
		0	2096	642	1907
0	0	0	0	0	0
2780	2387	0	0	642	1745
509	416	0	254	0	162
2145	1842	0	1842	0	0

First Row Iteration

	0	2456	748	2230	% diff
0	0	0	0	0	#DIV/0!
2780	0	0	748	2032	1%
509	0	311	0	198	-5%
2145	0	2145	0	0	0%

First Column Iteration

	0	2441	786	2221	% diff
0	0	0	0	0	#DIV/0!
2809	0	0	786	2023	1%
506	0	309	0	197	-1%
2132	0	2132	0	0	-1%

Second Row Iteration

	0	2456	778	2201	% diff
0	0	0	0	0	#DIV/0!
2780	0	0	778	2002	0.6%
509	0	311	0	199	-1.0%
2145	0	2145	0	0	-0.9%

Second Column Iteration

	0	2441	786	2221	% diff
0	0	0	0	0	#DIV/0!
2806	0	0	786	2020	1.0%
509	0	309	0	200	0.0%
2132	0	2132	0	0	-0.6%

Third Row Iteration

	0	2454	778	2202	% diff
0	0	0	0	0	#DIV/0!
2780	0	0	778	2001	0.5%
509	0	309	0	200	-0.9%
2145	0	2145	0	0	-0.9%

Third Column Iteration

	0	2441	786	2221	% diff
0	0	0	0	0	#DIV/0!
2804	0	0	786	2019	0.9%
509	0	307	0	202	0.0%
2134	0	2134	0	0	-0.5%

Fourth Row Iteration

	0	2452	779	2203	% diff
0	0	0	0	0	#DIV/0!
2780	0	0	779	2001	0.5%
509	0	307	0	202	-0.9%
2145	0	2145	0	0	-0.8%

Fourth Column Iteration

	0	2441	786	2221	% diff
0	0	0	0	0	#DIV/0!
2803	0	0	786	2017	0.8%
509	0	306	0	204	0.0%
2135	0	2135	0	0	-0.5%

Fifth Row Iteration

	0	2451	779	2204	% diff
0	0	0	0	0	#DIV/0!
2780	0	0	779	2000	0.4%
509	0	306	0	204	-0.8%
2145	0	2145	0	0	-0.8%

Fifth Column Iteration

	0	2441	786	2221	% diff
0	0	0	0	0	#DIV/0!
2801	0	0	786	2016	0.8%
510	0	304	0	205	0.1%
2136	0	2136	0	0	-0.4%

Sixth Row Iteration

	0	2449	780	2205	% diff
0	0	0	0	0	#DIV/0!
2780	0	0	780	2000	0.3%
509	0	304	0	205	-0.8%
2145	0	2145	0	0	-0.7%

Sixth Column Iteration

	0	2441	786	2221	% diff
0	0	0	0	0	#DIV/0!
2800	0	0	786	2014	0.7%
510	0	303	0	207	0.1%
2138	0	2138	0	0	-0.3%

Seventh Row Iteration

	0	2448	780	2206	% diff
0	0	0	0	0	#DIV/0!
2780	0	0	780	2000	0.3%
509	0	303	0	206	-0.7%
2145	0	2145	0	0	-0.7%

Seventh Column Iteration

	0	2441	786	2221	% diff
0	0	0	0	0	#DIV/0!
2799	0	0	786	2013	0.7%
510	0	302	0	208	0.1%
2139	0	2139	0	0	-0.3%

Eighth Row Iteration

	0	2447	781	2207	% diff
0	0	0	0	0	#DIV/0!
2780	0	0	781	1999	0.2%
509	0	302	0	208	-0.7%
2145	0	2145	0	0	-0.6%

Eighth Column Iteration

	0	2441	786	2221	% diff
0	0	0	0	0	#DIV/0!
2798	0	0	786	2012	0.7%
510	0	301	0	209	0.1%
2140	0	2140	0	0	-0.2%

Ninth Row Iteration

	0	2446	781	2207	% diff
0	0	0	0	0	#DIV/0!
2780	0	0	781	1999	0.2%
509	0	301	0	209	-0.6%
2145	0	2145	0	0	-0.6%

Ninth Column Iteration

	0	2441	786	2221	% diff
0	0	0	0	0	#DIV/0!
2797	0	0	786	2011	0.6%
510	0	300	0	210	0.1%
2141	0	2141	0	0	-0.2%

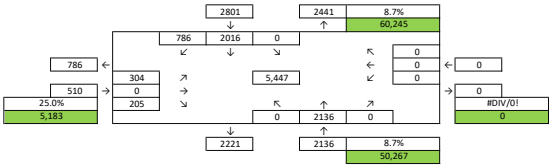
Tenth Row Iteration

	0	2445	781	2208	% diff
0	0	0	0	0	#DIV/0!
2780	0	0	781	1999	0.2%
509	0	300	0	210	-0.6%
2145	0	2145	0	0	-0.6%

Tenth Column Iteration

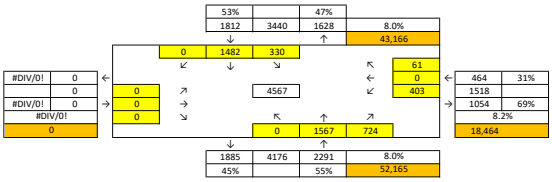
	0	2441	786	2221	% diff
0	0	0	0	0	#DIV/0!
2796	0	0	786	2010	0.6%
510	0	299	0	211	0.1%
2142	0	2142	0	0	-0.2%

Scenario: Year 2046
N/S Street: Coffee Road
E/W Street: Westside Parkway EB Ramps

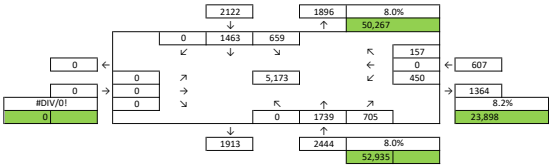


Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Truxtun Avenue
Intersection #: 22 AM



Scenario: Year 2046
N/S Street: Coffee Road
E/W Street: Truxtun Avenue



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		1364	1896	0	1913
		1054	1628	0	1885
601	464	0	61	0	403
2110	1812	330	0	0	1482
0	0	0	0	0	0
2325	2291	724	1567	0	0

First Row Iteration

	1119	1669	0	2247	% diff
601	0	79	0	522	-18%
2110	384	0	0	1726	-12%
0	0	0	0	0	#DIV/0!
2325	735	1590	0	0	17%

First Column Iteration

	1364	1896	0	1913	% diff
534	0	90	0	444	-11%
1937	469	0	0	1469	-8%
0	0	0	0	0	#DIV/0!
2702	896	1806	0	0	16%

Second Row Iteration

	1281	1655	0	2099	% diff
601	0	101	0	500	-6.1%
2110	510	0	0	1600	-12.7%
0	0	0	0	0	#DIV/0!
2325	771	1554	0	0	9.8%

Second Column Iteration

	1364	1896	0	1913	% diff
571	0	116	0	455	-5.0%
2001	543	0	0	1458	-5.2%
0	0	0	0	0	#DIV/0!
2601	821	1780	0	0	11.9%

Third Row Iteration

	1307	1713	0	2016	% diff
601	0	122	0	479	-4.2%
2110	573	0	0	1537	-9.7%
0	0	0	0	0	#DIV/0!
2325	734	1591	0	0	5.4%

Third Column Iteration

	1364	1896	0	1913	% diff
589	0	135	0	454	-1.9%
2057	598	0	0	1458	-2.5%
0	0	0	0	0	#DIV/0!
2527	766	1761	0	0	8.7%

Fourth Row Iteration

	1318	1757	0	1960	% diff
601	0	137	0	463	-3.4%
2110	614	0	0	1496	-7.3%
0	0	0	0	0	#DIV/0!
2325	705	1620	0	0	2.4%

Fourth Column Iteration

	1364	1896	0	1913	% diff
600	0	148	0	452	0.0%
2096	635	0	0	1461	-0.7%
0	0	0	0	0	#DIV/0!
2477	729	1748	0	0	6.5%

Fifth Row Iteration

	1324	1789	0	1923	% diff
601	0	148	0	452	-3.0%
2110	639	0	0	1471	-5.7%
0	0	0	0	0	#DIV/0!
2325	684	1640	0	0	0.5%

Fifth Column Iteration

	1364	1896	0	1913	% diff
607	0	157	0	450	1.1%
2122	659	0	0	1463	0.6%
0	0	0	0	0	#DIV/0!
2444	705	1739	0	0	5.1%

Sixth Row Iteration

	1326	1809	0	1900	% diff
601	0	155	0	445	-2.8%
2110	655	0	0	1455	-4.6%
0	0	0	0	0	#DIV/0!
2325	671	1654	0	0	-0.7%

Sixth Column Iteration

	1364	1896	0	1913	% diff
611	0	163	0	448	1.7%
2139	674	0	0	1465	1.4%
0	0	0	0	0	#DIV/0!
2423	690	1733	0	0	4.2%

Seventh Row Iteration

	1327	1823	0	1886	% diff
601	0	160	0	441	-2.7%
2110	665	0	0	1445	-3.9%
0	0	0	0	0	#DIV/0!
2325	662	1663	0	0	-1.4%

Seventh Column Iteration

	1364	1896	0	1913	% diff
613	0	166	0	447	2.1%
2150	684	0	0	1466	1.9%
0	0	0	0	0	#DIV/0!
2410	681	1729	0	0	3.7%

Eighth Row Iteration

	1328	1831	0	1877	% diff
601	0	163	0	438	-2.7%
2110	671	0	0	1439	-3.4%
0	0	0	0	0	#DIV/0!
2325	656	1668	0	0	-1.9%

Eighth Column Iteration

	1364	1896	0	1913	% diff
615	0	169	0	446	2.4%
2156	690	0	0	1467	2.2%
0	0	0	0	0	#DIV/0!
2402	675	1727	0	0	3.3%

Ninth Row Iteration

	1328	1837	0	1871	% diff
601	0	165	0	436	-2.7%
2110	675	0	0	1435	-3.1%
0	0	0	0	0	#DIV/0!
2325	653	1672	0	0	-2.2%

Ninth Column Iteration

	1364	1896	0	1913	% diff
616	0	170	0	446	2.5%
2161	693	0	0	1467	2.4%
0	0	0	0	0	#DIV/0!
2397	671	1726	0	0	3.1%

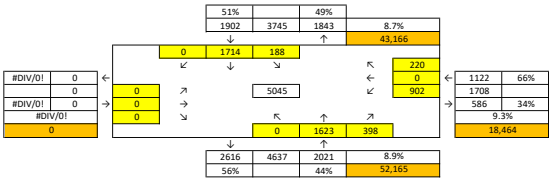
Tenth Row Iteration

	1328	1840	0	1868	% diff
601	0	166	0	435	-2.7%
2110	677	0	0	1433	-2.9%
0	0	0	0	0	#DIV/0!
2325	651	1674	0	0	-2.4%

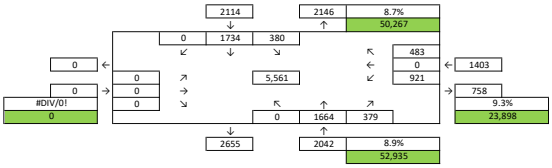
Tenth Column Iteration

	1364	1896	0	1913	% diff
616	0	171	0	445	2.6%
2163	696	0	0	1468	2.5%
0	0	0	0	0	#DIV/0!
2393	669	1725	0	0	3.0%

Scenario: Existing 2025
N/S Street: Coffee Road
E/W Street: Truxtun Avenue
Intersection #: 22 PM



Scenario: Year 2046
N/S Street: Coffee Road
E/W Street: Truxtun Avenue



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		758	2146	0	2655
		586	1843	0	2616
1452	1122	0	220	0	902
2215	1902	188	0	0	1714
0	0	0	0	0	0
2051	2021	398	1623	0	0

First Row Iteration

	623	1932	0	3163	% diff	
1452	0	285	0	1167	-18%	
2215	219	0	0	1996	-10%	
0	0	0	0	0	#DIV/0!	
2051	404	1647	0	0	19%	

First Column Iteration

758	2146	0	2655	% diff	
0	316	0	980	-11%	1296
267	0	0	1675	-12%	1942
0	0	0	0	#DIV/0!	0
492	1830	0	0	13%	2322

Second Row Iteration

739	1971	0	3008	% diff	
0	354	0	1098	-2.6%	1452
304	0	0	1911	-8.2%	2215
0	0	0	0	#DIV/0!	0
434	1616	0	0	13.3%	2051

Second Column Iteration

758	2146	0	2655	% diff	
0	386	0	969	-6.7%	1355
312	0	0	1686	-9.8%	1998
0	0	0	0	#DIV/0!	0
446	1760	0	0	7.6%	2206

Third Row Iteration

761	2050	0	2907	% diff	
0	414	0	1038	0.3%	1452
346	0	0	1869	-4.5%	2215
0	0	0	0	#DIV/0!	0
415	1636	0	0	9.5%	2051

Third Column Iteration

758	2146	0	2655	% diff	
0	433	0	948	-4.9%	1381
345	0	0	1706	-7.4%	2051
0	0	0	0	#DIV/0!	0
413	1713	0	0	3.7%	2126

Fourth Row Iteration

771	2108	0	2839	% diff	
0	455	0	997	1.7%	1452
373	0	0	1842	-1.8%	2215
0	0	0	0	#DIV/0!	0
399	1652	0	0	6.9%	2051

Fourth Column Iteration

758	2146	0	2655	% diff	
0	464	0	932	-3.9%	1396
366	0	0	1723	-5.7%	2089
0	0	0	0	#DIV/0!	0
392	1682	0	0	1.2%	2074

Fifth Row Iteration

776	2146	0	2796	% diff	
0	483	0	970	2.3%	1452
388	0	0	1826	0.0%	2215
0	0	0	0	#DIV/0!	0
388	1663	0	0	5.3%	2051

Fifth Column Iteration

758	2146	0	2655	% diff	
0	483	0	921	-3.4%	1403
380	0	0	1734	-4.6%	2114
0	0	0	0	#DIV/0!	0
379	1664	0	0	-0.4%	2042

Sixth Row Iteration

778	2170	0	2770	% diff	
0	499	0	953	2.6%	1452
398	0	0	1817	1.1%	2215
0	0	0	0	#DIV/0!	0
380	1670	0	0	4.3%	2051

Sixth Column Iteration

758	2146	0	2655	% diff	
0	494	0	913	-3.1%	1407
388	0	0	1742	-3.9%	2129
0	0	0	0	#DIV/0!	0
371	1652	0	0	-1.4%	2023

Seventh Row Iteration

779	2185	0	2754	% diff	
0	510	0	942	2.7%	1452
403	0	0	1812	1.8%	2215
0	0	0	0	#DIV/0!	0
376	1675	0	0	3.7%	2051

Seventh Column Iteration

758	2146	0	2655	% diff	
0	501	0	908	-3.0%	1409
393	0	0	1746	-3.4%	2139
0	0	0	0	#DIV/0!	0
366	1645	0	0	-1.9%	2011

Eighth Row Iteration

780	2194	0	2744	% diff	
0	516	0	936	2.8%	1452
407	0	0	1808	2.2%	2215
0	0	0	0	#DIV/0!	0
373	1678	0	0	3.4%	2051

Eighth Column Iteration

758	2146	0	2655	% diff	
0	505	0	905	-2.9%	1410
396	0	0	1749	-3.2%	2145
0	0	0	0	#DIV/0!	0
363	1641	0	0	-2.3%	2004

Ninth Row Iteration

780	2199	0	2739	% diff	
0	520	0	932	2.8%	1452
408	0	0	1806	2.5%	2215
0	0	0	0	#DIV/0!	0
371	1679	0	0	3.2%	2051

Ninth Column Iteration

758	2146	0	2655	% diff	
0	507	0	904	-2.8%	1411
397	0	0	1751	-3.0%	2148
0	0	0	0	#DIV/0!	0
361	1639	0	0	-2.5%	2000

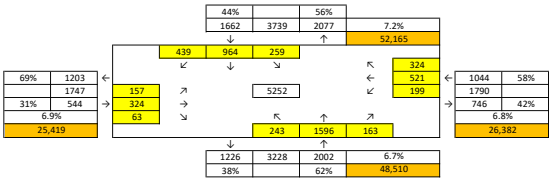
Tenth Row Iteration

780	2203	0	2735	% diff	
0	522	0	930	2.8%	1452
410	0	0	1805	2.6%	2215
0	0	0	0	#DIV/0!	0
370	1680	0	0	3.0%	2051

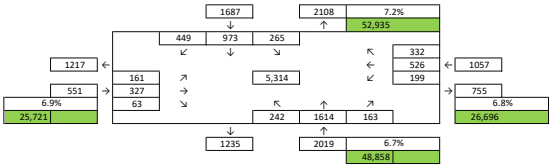
Tenth Column Iteration

758	2146	0	2655	% diff	
0	509	0	903	-2.8%	1411
398	0	0	1752	-2.9%	2150
0	0	0	0	#DIV/0!	0
360	1637	0	0	-2.6%	1998

Scenario: Existing 2025
N/S Street: Coffee Road/Gosford Road
E/W Street: Stockdale Highway
Intersection #: 23 AM



Scenario: Year 2046
N/S Street: Coffee Road/Gosford Road
E/W Street: Stockdale Highway



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		755	2108	1217	1235
		746	2077	1203	1226
1056	1044	0	324	521	199
1687	1662	259	0	439	964
550	544	324	157	0	63
2016	2002	163	1596	243	0

First Row Iteration

	755	2094	1217	1243	% diff
1056	0	328	527	201	0%
1687	263	0	445	978	-1%
550	328	159	0	64	0%
2016	164	1607	245	0	1%

First Column Iteration

	755	2108	1217	1235	% diff
1057	0	330	527	200	0%
1680	263	0	445	972	0%
551	328	160	0	63	0%
2027	164	1618	245	0	1%

Second Row Iteration

	755	2099	1218	1239	% diff
1056	0	330	527	200	0.0%
1687	264	0	447	975	-0.4%
550	328	160	0	63	0.0%
2016	163	1610	243	0	0.3%

Second Column Iteration

	755	2108	1217	1235	% diff
1057	0	331	527	199	0.1%
1684	264	0	447	972	-0.2%
551	328	160	0	63	0.1%
2023	163	1616	243	0	0.3%

Third Row Iteration

	754	2102	1217	1236	% diff
1056	0	331	526	199	-0.1%
1687	264	0	448	974	-0.3%
550	327	160	0	63	0.0%
2016	163	1611	243	0	0.1%

Third Column Iteration

	755	2108	1217	1235	% diff
1057	0	332	527	199	0.1%
1686	265	0	448	973	-0.1%
551	327	161	0	63	0.1%
2021	163	1615	243	0	0.2%

Fourth Row Iteration

	754	2104	1217	1235	% diff
1056	0	332	526	199	-0.1%
1687	265	0	448	974	-0.2%
550	327	160	0	63	-0.1%
2016	163	1612	242	0	0.0%

Fourth Column Iteration

	755	2108	1217	1235	% diff
1057	0	332	526	199	0.1%
1687	265	0	449	973	0.0%
551	327	161	0	63	0.1%
2020	163	1615	242	0	0.2%

Fifth Row Iteration

	754	2105	1216	1234	% diff
1056	0	332	526	199	-0.1%
1687	265	0	449	973	-0.1%
550	327	161	0	63	-0.1%
2016	162	1612	242	0	0.0%

Fifth Column Iteration

	755	2108	1217	1235	% diff
1057	0	332	526	199	0.1%
1687	265	0	449	973	0.0%
551	327	161	0	63	0.1%
2019	163	1614	242	0	0.1%

Sixth Row Iteration

	754	2105	1216	1234	% diff
1056	0	332	526	198	-0.1%
1687	265	0	449	973	-0.1%
550	327	161	0	63	-0.1%
2016	162	1612	242	0	-0.1%

Sixth Column Iteration

	755	2108	1217	1235	% diff
1057	0	332	526	199	0.1%
1688	265	0	449	974	0.1%
551	327	161	0	63	0.1%
2019	162	1614	242	0	0.1%

Seventh Row Iteration

	754	2105	1216	1234	% diff
1056	0	332	526	198	-0.1%
1687	265	0	449	973	-0.1%
550	327	161	0	63	-0.1%
2016	162	1612	242	0	-0.1%

Seventh Column Iteration

	755	2108	1217	1235	% diff
1057	0	333	526	198	0.1%
1688	265	0	449	974	0.1%
551	327	161	0	63	0.1%
2018	162	1614	242	0	0.1%

Eighth Row Iteration

	754	2106	1216	1234	% diff
1056	0	332	526	198	-0.1%
1687	265	0	449	973	-0.1%
550	327	161	0	63	-0.1%
2016	162	1612	242	0	-0.1%

Eighth Column Iteration

	755	2108	1217	1235	% diff
1057	0	333	526	198	0.1%
1688	265	0	449	974	0.1%
551	327	161	0	63	0.1%
2018	162	1614	242	0	0.1%

Ninth Row Iteration

	754	2106	1216	1234	% diff
1056	0	332	526	198	-0.1%
1687	265	0	449	973	-0.1%
550	327	161	0	63	-0.1%
2016	162	1613	242	0	-0.1%

Ninth Column Iteration

	755	2108	1217	1235	% diff
1057	0	333	526	198	0.1%
1688	265	0	449	974	0.1%
551	327	161	0	63	0.1%
2018	162	1614	242	0	0.1%

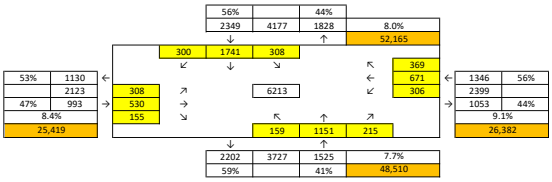
Tenth Row Iteration

	754	2106	1216	1234	% diff
1056	0	332	526	198	-0.1%
1687	265	0	449	973	-0.1%
550	327	161	0	63	-0.1%
2016	162	1613	242	0	-0.1%

Tenth Column Iteration

	755	2108	1217	1235	% diff
1057	0	333	526	198	0.1%
1688	265	0	449	974	0.1%
551	327	161	0	63	0.1%
2018	162	1614	242	0	0.1%

Scenario: Existing 2025
N/S Street: Coffee Road/Gosford Road
E/W Street: Stockdale Highway
Intersection #: 23 PM



Base Year Intersection

		1066	1855	1143	2218
		1053	1828	1130	2202
1362	1346	0	369	671	306
2384	2349	308	0	300	1741
1005	993	530	308	0	155
1536	1525	215	1151	159	0

First Row Iteration

	1065	1844	1144	2233	% diff
1362	0	373	679	310	0%
2384	313	0	304	1767	-1%
1005	536	312	0	157	0%
1536	217	1159	160	0	1%

First Column Iteration

	1066	1855	1143	2218	% diff
1362	0	376	679	308	0%
2372	313	0	304	1755	-1%
1006	536	313	0	156	0%
1543	217	1166	160	0	0%

Second Row Iteration

	1066	1850	1144	2227	% diff
1362	0	376	679	308	0.0%
2384	314	0	306	1764	-0.3%
1005	536	313	0	156	0.1%
1536	216	1161	159	0	0.4%

Second Column Iteration

	1066	1855	1143	2218	% diff
1361	0	377	678	306	0.0%
2376	314	0	306	1756	-0.3%
1005	536	314	0	155	0.0%
1539	216	1164	159	0	0.2%

Third Row Iteration

	1066	1853	1144	2223	% diff
1362	0	377	679	306	0.0%
2384	315	0	307	1762	-0.1%
1005	536	314	0	155	0.1%
1536	215	1162	159	0	0.3%

Third Column Iteration

	1066	1855	1143	2218	% diff
1361	0	377	678	306	-0.1%
2379	315	0	306	1758	-0.2%
1005	536	314	0	155	0.0%
1537	215	1163	159	0	0.1%

Fourth Row Iteration

	1066	1854	1144	2222	% diff
1362	0	378	679	306	0.1%
2384	316	0	307	1761	0.0%
1005	536	315	0	155	0.1%
1536	215	1162	159	0	0.2%

Fourth Column Iteration

	1066	1855	1143	2218	% diff
1361	0	378	678	305	-0.1%
2380	315	0	307	1758	-0.1%
1004	535	315	0	154	0.0%
1536	215	1163	159	0	0.0%

Fifth Row Iteration

	1066	1855	1144	2221	% diff
1362	0	378	679	306	0.1%
2384	316	0	307	1761	0.0%
1005	536	315	0	154	0.1%
1536	215	1163	159	0	0.1%

Fifth Column Iteration

	1066	1855	1143	2218	% diff
1361	0	378	678	305	-0.1%
2381	316	0	307	1758	-0.1%
1004	535	315	0	154	-0.1%
1535	215	1162	158	0	0.0%

Sixth Row Iteration

	1066	1856	1144	2220	% diff
1362	0	378	678	305	0.1%
2384	316	0	307	1760	0.0%
1005	536	315	0	154	0.1%
1536	215	1163	158	0	0.1%

Sixth Column Iteration

	1066	1855	1143	2218	% diff
1361	0	378	678	305	-0.1%
2381	316	0	307	1759	-0.1%
1004	535	315	0	154	-0.1%
1535	215	1162	158	0	-0.1%

Seventh Row Iteration

	1066	1856	1144	2220	% diff
1362	0	378	678	305	0.1%
2384	316	0	307	1760	0.1%
1005	536	315	0	154	0.1%
1536	215	1163	158	0	0.1%

Seventh Column Iteration

	1066	1855	1143	2218	% diff
1361	0	378	678	305	-0.1%
2382	316	0	307	1759	-0.1%
1004	535	315	0	154	-0.1%
1535	214	1162	158	0	-0.1%

Eighth Row Iteration

	1066	1856	1144	2220	% diff
1362	0	378	678	305	0.1%
2384	316	0	307	1760	0.1%
1005	536	315	0	154	0.1%
1536	215	1163	158	0	0.1%

Eighth Column Iteration

	1066	1855	1143	2218	% diff
1361	0	378	678	305	-0.1%
2382	316	0	307	1759	-0.1%
1004	535	315	0	154	-0.1%
1535	214	1162	158	0	-0.1%

Ninth Row Iteration

	1066	1856	1144	2220	% diff
1362	0	378	678	305	0.1%
2384	316	0	307	1760	0.1%
1005	536	315	0	154	0.1%
1536	215	1163	158	0	0.1%

Ninth Column Iteration

	1066	1855	1143	2218	% diff
1361	0	378	678	305	-0.1%
2382	316	0	307	1759	-0.1%
1004	535	315	0	154	-0.1%
1535	214	1162	158	0	-0.1%

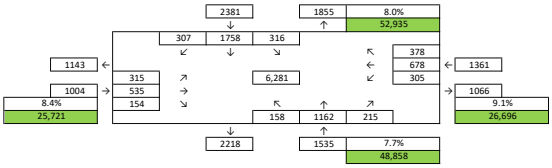
Tenth Row Iteration

	1066	1856	1144	2220	% diff
1362	0	378	678	305	0.1%
2384	316	0	307	1760	0.1%
1005	536	315	0	154	0.1%
1536	215	1163	158	0	0.1%

Tenth Column Iteration

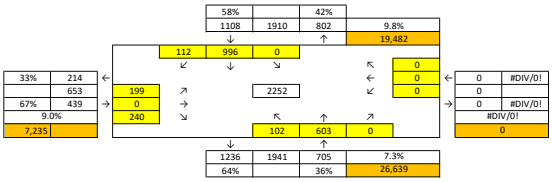
	1066	1855	1143	2218	% diff
1361	0	378	678	305	-0.1%
2382	316	0	307	1759	-0.1%
1004	535	315	0	154	-0.1%
1535	214	1162	158	0	-0.1%

Scenario: Year 2046
N/S Street: Coffee Road/Gosford Road
E/W Street: Stockdale Highway

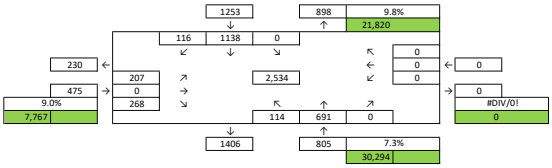


Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Scenario: Existing 2025
N/S Street: Calloway Drive
E/W Street: Noriega Road
Intersection #: 24 AM



Scenario: Year 2046
N/S Street: Calloway Drive
E/W Street: Noriega Road



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		0	898	230	1406
		0	802	214	1236
0	0	0	0	0	0
1241	1108	0	0	112	996
471	439	0	199	0	240
802	705	0	603	102	0

First Row Iteration

	0	899	241	1373	% diff
0	0	0	0	0	#DIV/0!
1241	0	0	125	1116	0%
471	0	214	0	258	5%
802	0	686	116	0	-2%

First Column Iteration

	0	898	230	1406	% diff
0	0	0	0	0	#DIV/0!
1261	0	0	119	1142	2%
477	0	213	0	264	1%
795	0	685	110	0	-1%

Second Row Iteration

	0	901	229	1384	% diff
0	0	0	0	0	0.0%
1241	0	0	117	1124	0.3%
471	0	211	0	261	-0.4%
802	0	690	111	0	-1.5%

Second Column Iteration

	0	898	230	1406	% diff
0	0	0	0	0	#DIV/0!
1259	0	0	118	1141	1.5%
475	0	210	0	265	0.7%
800	0	688	112	0	-0.2%

Third Row Iteration

	0	898	228	1387	% diff
0	0	0	0	0	#DIV/0!
1241	0	0	116	1125	0.0%
471	0	209	0	263	-0.6%
802	0	690	112	0	-1.3%

Third Column Iteration

	0	898	230	1406	% diff
0	0	0	0	0	#DIV/0!
1256	0	0	117	1139	1.2%
475	0	209	0	266	0.7%
802	0	690	113	0	0.1%

Fourth Row Iteration

	0	896	228	1390	% diff
0	0	0	0	0	#DIV/0!
1241	0	0	116	1125	-0.2%
471	0	207	0	264	-0.7%
802	0	689	113	0	-1.1%

Fourth Column Iteration

	0	898	230	1406	% diff
0	0	0	0	0	#DIV/0!
1255	0	0	116	1138	1.1%
475	0	208	0	267	0.7%
804	0	691	113	0	0.3%

Fifth Row Iteration

	0	895	228	1391	% diff
0	0	0	0	0	#DIV/0!
1241	0	0	115	1126	-0.4%
471	0	206	0	265	-0.7%
802	0	689	113	0	-1.0%

Fifth Column Iteration

	0	898	230	1406	% diff
0	0	0	0	0	#DIV/0!
1253	0	0	116	1138	1.0%
475	0	207	0	268	0.8%
805	0	691	114	0	0.4%

Sixth Row Iteration

	0	894	228	1392	% diff
0	0	0	0	0	#DIV/0!
1241	0	0	115	1126	-0.5%
471	0	205	0	266	-0.7%
802	0	688	113	0	-0.9%

Sixth Column Iteration

	0	898	230	1406	% diff
0	0	0	0	0	#DIV/0!
1253	0	0	116	1137	0.9%
475	0	206	0	269	0.8%
806	0	692	114	0	0.5%

Seventh Row Iteration

	0	893	228	1393	% diff
0	0	0	0	0	#DIV/0!
1241	0	0	114	1126	-0.6%
471	0	205	0	267	-0.7%
802	0	688	114	0	-0.9%

Seventh Column Iteration

	0	898	230	1406	% diff
0	0	0	0	0	#DIV/0!
1252	0	0	115	1137	0.9%
475	0	206	0	269	0.8%
807	0	692	114	0	0.6%

Eighth Row Iteration

	0	892	228	1394	% diff
0	0	0	0	0	#DIV/0!
1241	0	0	114	1127	-0.6%
471	0	204	0	267	-0.7%
802	0	688	114	0	-0.9%

Eighth Column Iteration

	0	898	230	1406	% diff
0	0	0	0	0	#DIV/0!
1252	0	0	115	1136	0.9%
475	0	206	0	269	0.8%
807	0	693	115	0	0.7%

Ninth Row Iteration

	0	892	228	1394	% diff
0	0	0	0	0	#DIV/0!
1241	0	0	114	1127	-0.7%
471	0	204	0	267	-0.8%
802	0	688	114	0	-0.8%

Ninth Column Iteration

	0	898	230	1406	% diff
0	0	0	0	0	#DIV/0!
1251	0	0	115	1136	0.8%
475	0	206	0	269	0.8%
807	0	693	115	0	0.7%

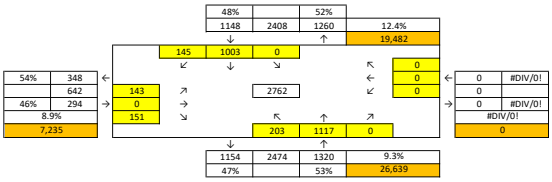
Tenth Row Iteration

	0	892	228	1394	% diff
0	0	0	0	0	#DIV/0!
1241	0	0	114	1127	-0.7%
471	0	204	0	267	-0.8%
802	0	688	114	0	-0.8%

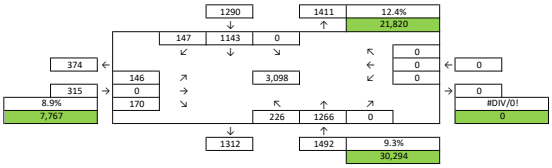
Tenth Column Iteration

	0	898	230	1406	% diff
0	0	0	0	0	#DIV/0!
1251	0	0	115	1136	0.8%
475	0	205	0	269	0.8%
808	0	693	115	0	0.7%

Scenario: Existing 2025
N/S Street: Calloway Drive
E/W Street: Noriega Road
Intersection #: 24 PM



Scenario: Year 2046
N/S Street: Calloway Drive
E/W Street: Noriega Road



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		0	1411	374	1312
		0	1260	348	1154
0	0	0	0	0	0
1286	1148	0	0	145	1003
316	294	0	143	0	151
1501	1320	0	1117	203	0

First Row Iteration

	0	1424	393	1285	% diff
0	0	0	0	0	#DIV/0!
1286	0	0	162	1123	1%
316	0	154	0	162	5%
1501	0	1270	231	0	-2%

First Column Iteration

	0	1411	374	1312	% diff
0	0	0	0	0	#DIV/0!
1301	0	0	154	1147	1%
318	0	152	0	165	1%
1478	0	1259	219	0	-2%

Second Row Iteration

	0	1430	375	1298	% diff
0	0	0	0	0	0.0%
1286	0	0	152	1133	1.3%
316	0	151	0	164	0.4%
1501	0	1278	223	0	-1.1%

Second Column Iteration

	0	1411	374	1312	% diff
0	0	0	0	0	#DIV/0!
1298	0	0	152	1146	0.9%
316	0	149	0	166	0.0%
1484	0	1262	222	0	-1.2%

Third Row Iteration

	0	1426	375	1302	% diff
0	0	0	0	0	#DIV/0!
1286	0	0	150	1135	1.1%
316	0	149	0	166	0.3%
1501	0	1277	224	0	-0.8%

Third Column Iteration

	0	1411	374	1312	% diff
0	0	0	0	0	#DIV/0!
1295	0	0	150	1145	0.7%
315	0	148	0	168	-0.1%
1487	0	1263	224	0	-0.9%

Fourth Row Iteration

	0	1423	375	1305	% diff
0	0	0	0	0	#DIV/0!
1286	0	0	149	1137	0.8%
316	0	148	0	168	0.3%
1501	0	1275	226	0	-0.6%

Fourth Column Iteration

	0	1411	374	1312	% diff
0	0	0	0	0	#DIV/0!
1292	0	0	148	1144	0.5%
315	0	147	0	169	-0.1%
1490	0	1265	225	0	-0.8%

Fifth Row Iteration

	0	1421	375	1307	% diff
0	0	0	0	0	#DIV/0!
1286	0	0	148	1138	0.7%
316	0	147	0	169	0.3%
1501	0	1274	227	0	-0.4%

Fifth Column Iteration

	0	1411	374	1312	% diff
0	0	0	0	0	#DIV/0!
1290	0	0	147	1143	0.3%
315	0	146	0	170	-0.1%
1492	0	1266	226	0	-0.6%

Sixth Row Iteration

	0	1419	375	1309	% diff
0	0	0	0	0	#DIV/0!
1286	0	0	147	1139	0.6%
316	0	146	0	170	0.2%
1501	0	1273	228	0	-0.3%

Sixth Column Iteration

	0	1411	374	1312	% diff
0	0	0	0	0	#DIV/0!
1289	0	0	147	1142	0.2%
315	0	145	0	170	-0.1%
1493	0	1266	227	0	-0.5%

Seventh Row Iteration

	0	1418	374	1310	% diff
0	0	0	0	0	#DIV/0!
1286	0	0	146	1140	0.5%
316	0	145	0	170	0.2%
1501	0	1273	228	0	-0.2%

Seventh Column Iteration

	0	1411	374	1312	% diff
0	0	0	0	0	#DIV/0!
1287	0	0	146	1142	0.1%
315	0	144	0	171	-0.1%
1494	0	1267	228	0	-0.4%

Eighth Row Iteration

	0	1417	374	1311	% diff
0	0	0	0	0	#DIV/0!
1286	0	0	146	1140	0.4%
316	0	145	0	171	0.2%
1501	0	1272	229	0	-0.1%

Eighth Column Iteration

	0	1411	374	1312	% diff
0	0	0	0	0	#DIV/0!
1287	0	0	145	1141	0.1%
315	0	144	0	171	-0.1%
1495	0	1267	228	0	-0.4%

Ninth Row Iteration

	0	1416	374	1312	% diff
0	0	0	0	0	#DIV/0!
1286	0	0	145	1141	0.4%
316	0	144	0	171	0.2%
1501	0	1272	229	0	0.0%

Ninth Column Iteration

	0	1411	374	1312	% diff
0	0	0	0	0	#DIV/0!
1286	0	0	145	1141	0.0%
315	0	144	0	171	-0.1%
1496	0	1267	229	0	-0.3%

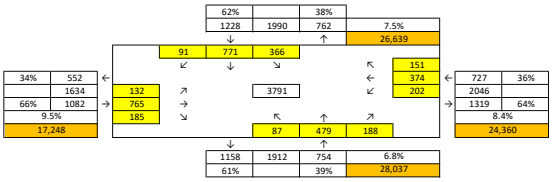
Tenth Row Iteration

	0	1416	374	1312	% diff
0	0	0	0	0	#DIV/0!
1286	0	0	145	1141	0.3%
316	0	144	0	172	0.2%
1501	0	1272	229	0	0.0%

Tenth Column Iteration

	0	1411	374	1312	% diff
0	0	0	0	0	#DIV/0!
1285	0	0	145	1141	0.0%
315	0	143	0	172	-0.2%
1497	0	1268	229	0	-0.3%

Scenario: Existing 2025
N/S Street: Calloway Drive
E/W Street: Hageman Road
Intersection #: 25 AM



Base Year Intersection

		1694	867	646	1186
		1319	762	552	1158
933	727	0	151	374	202
1396	1228	366	0	91	771
1266	1082	765	132	0	185
772	754	188	479	87	0

First Row Iteration

	1504	839	673	1353	% diff
933	0	194	480	259	-11%
1396	416	0	103	877	-3%
1266	895	155	0	217	4%
772	193	491	89	0	14%

Sixth Row Iteration

	1684	862	643	1180	% diff
933	0	226	470	237	-0.6%
1396	519	0	98	779	-0.5%
1266	953	149	0	164	-0.4%
772	211	487	74	0	-0.5%

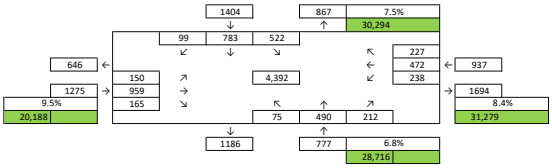
First Column Iteration

	1694	867	646	1186	% diff
889	0	200	461	227	-5%
1337	469	0	99	769	-4%
1358	1008	160	0	190	7%
809	217	507	86	0	5%

Sixth Column Iteration

	1694	867	646	1186	% diff
938	0	227	472	238	0.5%
1404	522	0	99	783	0.5%
1274	959	150	0	165	0.6%
776	212	490	75	0	0.5%

Scenario: Year 2046
N/S Street: Calloway Drive
E/W Street: Hageman Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Second Row Iteration

	1637	843	670	1219	% diff
933	0	210	484	239	-3.3%
1396	490	0	104	803	-2.7%
1266	940	149	0	177	3.7%
772	207	484	82	0	2.8%

Seventh Row Iteration

	1684	862	643	1180	% diff
933	0	226	470	237	-0.6%
1396	520	0	98	778	-0.5%
1266	953	149	0	164	-0.5%
772	211	487	74	0	-0.5%

Second Column Iteration

	1694	867	646	1186	% diff
916	0	216	467	232	-1.9%
1388	507	0	100	781	-0.6%
1298	973	153	0	172	2.5%
790	214	497	79	0	2.3%

Seventh Column Iteration

	1694	867	646	1186	% diff
938	0	227	473	239	0.5%
1404	523	0	99	783	0.5%
1273	959	150	0	165	0.6%
776	212	490	75	0	0.5%

Third Row Iteration

	1668	856	654	1191	% diff
933	0	220	476	237	-1.5%
1396	510	0	101	786	-1.3%
1266	949	149	0	168	1.2%
772	209	486	77	0	0.4%

Eighth Row Iteration

	1684	862	643	1180	% diff
933	0	226	470	237	-0.5%
1396	520	0	98	778	-0.5%
1266	954	149	0	164	-0.5%
772	211	487	74	0	-0.5%

Third Column Iteration

	1694	867	646	1186	% diff
930	0	223	470	236	-0.4%
1400	517	0	100	783	0.2%
1282	964	151	0	167	1.2%
781	212	492	76	0	1.1%

Eighth Column Iteration

	1694	867	646	1186	% diff
938	0	227	473	239	0.5%
1404	523	0	99	783	0.5%
1273	959	150	0	165	0.5%
776	212	490	75	0	0.5%

Fourth Row Iteration

	1678	860	647	1183	% diff
933	0	224	472	237	-0.9%
1396	516	0	99	781	-0.7%
1266	952	149	0	165	0.1%
772	210	487	75	0	-0.2%

Ninth Row Iteration

	1684	862	643	1180	% diff
933	0	226	470	237	-0.5%
1396	520	0	98	778	-0.5%
1266	954	149	0	164	-0.5%
772	211	487	74	0	-0.5%

Fourth Column Iteration

	1694	867	646	1186	% diff
935	0	226	472	237	0.2%
1403	521	0	99	783	0.5%
1277	961	150	0	166	0.8%
778	212	490	75	0	0.7%

Ninth Column Iteration

	1694	867	646	1186	% diff
939	0	227	473	239	0.5%
1404	523	0	99	783	0.5%
1273	959	150	0	165	0.5%
776	212	490	75	0	0.5%

Fifth Row Iteration

	1682	862	644	1181	% diff
933	0	225	471	237	-0.7%
1396	519	0	99	779	-0.6%
1266	953	149	0	164	-0.3%
772	211	487	75	0	-0.5%

Tenth Row Iteration

	1684	862	643	1180	% diff
933	0	226	470	237	-0.5%
1396	520	0	98	778	-0.5%
1266	954	149	0	164	-0.5%
772	211	487	74	0	-0.5%

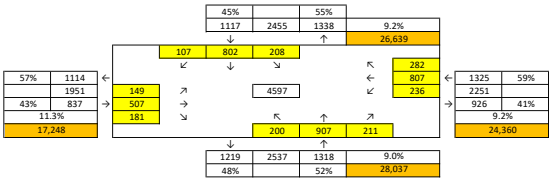
Fifth Column Iteration

	1694	867	646	1186	% diff
937	0	227	472	238	0.4%
1404	522	0	99	783	0.5%
1275	959	150	0	165	0.6%
777	212	490	75	0	0.6%

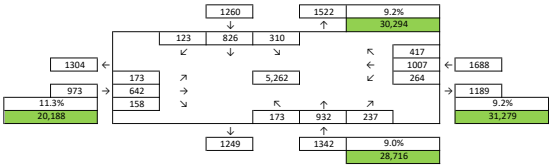
Tenth Column Iteration

	1694	867	646	1186	% diff
939	0	227	473	239	0.5%
1404	523	0	99	783	0.5%
1273	959	150	0	165	0.5%
776	212	490	75	0	0.5%

Scenario: Existing 2025
N/S Street: Calloway Drive
E/W Street: Hageman Road
Intersection #: 25 PM



Scenario: Year 2046
N/S Street: Calloway Drive
E/W Street: Hageman Road



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		1189	1522	1304	1249
		926	1338	1114	1219
1701	1325	0	282	807	236
1270	1117	208	0	107	802
980	837	507	149	0	181
1350	1318	211	907	200	0

First Row Iteration

	1046	1465	1363	1427	% diff
1701	0	362	1036	303	-12%
1270	237	0	122	912	-4%
980	593	174	0	212	5%
1350	216	929	205	0	14%

First Column Iteration

	1189	1522	1304	1249	% diff
1633	0	376	991	265	-4%
1183	269	0	116	798	-7%
1041	675	181	0	185	6%
1406	246	965	196	0	4%

Second Row Iteration

	1159	1488	1346	1307	% diff
1701	0	392	1033	276	-2.5%
1270	289	0	125	857	-2.2%
980	635	170	0	174	3.3%
1350	236	926	188	0	4.7%

Second Column Iteration

	1189	1522	1304	1249	% diff
1665	0	401	1001	264	-2.1%
1235	296	0	121	818	-2.8%
992	651	174	0	167	1.3%
1371	242	947	182	0	1.5%

Third Row Iteration

	1186	1514	1326	1275	% diff
1701	0	409	1022	270	-0.3%
1270	304	0	124	841	-0.5%
980	643	172	0	165	1.7%
1350	238	932	179	0	2.2%

Third Column Iteration

	1189	1522	1304	1249	% diff
1680	0	411	1005	264	-1.2%
1251	305	0	122	824	-1.5%
979	645	173	0	161	-0.1%
1352	239	937	176	0	0.2%

Fourth Row Iteration

	1194	1525	1318	1264	% diff
1701	0	417	1018	267	0.4%
1270	310	0	124	836	0.2%
980	645	173	0	161	1.1%
1350	238	935	176	0	1.3%

Fourth Column Iteration

	1189	1522	1304	1249	% diff
1686	0	416	1007	264	-0.9%
1257	309	0	123	826	-1.0%
975	643	173	0	159	-0.5%
1345	237	933	174	0	-0.4%

Fifth Row Iteration

	1196	1530	1315	1260	% diff
1701	0	419	1016	266	0.6%
1270	312	0	124	834	0.5%
980	646	174	0	160	0.8%
1350	238	937	175	0	0.9%

Fifth Column Iteration

	1189	1522	1304	1249	% diff
1688	0	417	1007	264	-0.8%
1260	310	0	123	826	-0.8%
973	642	173	0	158	-0.7%
1342	237	932	173	0	-0.6%

Sixth Row Iteration

	1197	1531	1314	1259	% diff
1701	0	420	1015	266	0.7%
1270	313	0	124	833	0.6%
980	646	174	0	160	0.8%
1350	238	937	174	0	0.8%

Sixth Column Iteration

	1189	1522	1304	1249	% diff
1689	0	418	1008	264	-0.7%
1260	311	0	123	827	-0.8%
973	642	173	0	158	-0.7%
1341	237	931	173	0	-0.7%

Seventh Row Iteration

	1198	1532	1313	1258	% diff
1701	0	421	1015	266	0.7%
1270	313	0	124	833	0.7%
980	646	174	0	159	0.7%
1350	238	937	174	0	0.8%

Seventh Column Iteration

	1189	1522	1304	1249	% diff
1689	0	418	1008	264	-0.7%
1261	311	0	123	827	-0.7%
973	642	173	0	158	-0.7%
1340	237	931	173	0	-0.7%

Eighth Row Iteration

	1198	1532	1313	1258	% diff
1701	0	421	1015	265	0.7%
1270	313	0	124	833	0.7%
980	646	174	0	159	0.7%
1350	238	938	174	0	0.7%

Eighth Column Iteration

	1189	1522	1304	1249	% diff
1689	0	418	1008	264	-0.7%
1261	311	0	123	827	-0.7%
973	642	173	0	158	-0.7%
1340	236	931	173	0	-0.7%

Ninth Row Iteration

	1198	1533	1313	1258	% diff
1701	0	421	1015	265	0.7%
1270	313	0	124	833	0.7%
980	646	174	0	159	0.7%
1350	238	938	174	0	0.7%

Ninth Column Iteration

	1189	1522	1304	1249	% diff
1689	0	418	1008	264	-0.7%
1261	311	0	123	827	-0.7%
973	642	173	0	158	-0.7%
1340	236	931	173	0	-0.7%

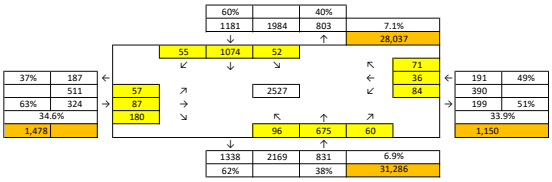
Tenth Row Iteration

	1198	1533	1313	1258	% diff
1701	0	421	1015	265	0.7%
1270	313	0	124	833	0.7%
980	646	174	0	159	0.7%
1350	238	938	174	0	0.7%

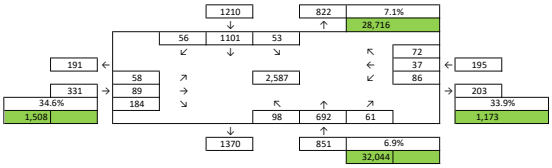
Tenth Column Iteration

	1189	1522	1304	1249	% diff
1689	0	418	1008	264	-0.7%
1261	311	0	123	827	-0.7%
973	642	173	0	158	-0.7%
1340	236	931	173	0	-0.7%

Scenario: Existing 2025
N/S Street: Calloway Drive
E/W Street: Meacham Road
Intersection #: 26 AM



Scenario: Year 2046
N/S Street: Calloway Drive
E/W Street: Meacham Road



Legend
- Base Turning Movements
- Base ADT Counts per intersection leg
- Forecasted ADT per intersection leg

Base Year Intersection

		203	822	191	1370
		199	803	187	1338
195	191	0	71	36	84
1210	1181	52	0	55	1074
331	324	87	57	0	180
851	831	60	675	96	0

First Row Iteration

	203	822	191	1369	% diff
195	0	72	37	86	0%
1210	53	0	56	1100	0%
331	89	58	0	184	0%
851	61	691	98	0	0%

First Column Iteration

	203	822	191	1370	% diff
195	0	72	37	86	0%
1210	53	0	56	1101	0%
331	89	58	0	184	0%
851	61	692	98	0	0%

Second Row Iteration

	203	822	191	1370	% diff
195	0	72	37	86	0.0%
1210	53	0	56	1100	0.0%
331	89	58	0	184	0.0%
851	61	692	98	0	0.0%

Second Column Iteration

	203	822	191	1370	% diff
195	0	72	37	86	0.0%
1210	53	0	56	1101	0.0%
331	89	58	0	184	0.0%
851	61	692	98	0	0.0%

Third Row Iteration

	203	822	191	1370	% diff
195	0	72	37	86	0.0%
1210	53	0	56	1100	0.0%
331	89	58	0	184	0.0%
851	61	692	98	0	0.0%

Third Column Iteration

	203	822	191	1370	% diff
195	0	72	37	86	0.0%
1210	53	0	56	1101	0.0%
331	89	58	0	184	0.0%
851	61	692	98	0	0.0%

Fourth Row Iteration

	203	822	191	1370	% diff
195	0	72	37	86	0.0%
1210	53	0	56	1100	0.0%
331	89	58	0	184	0.0%
851	61	692	98	0	0.0%

Fourth Column Iteration

	203	822	191	1370	% diff
195	0	72	37	86	0.0%
1210	53	0	56	1101	0.0%
331	89	58	0	184	0.0%
851	61	692	98	0	0.0%

Fifth Row Iteration

	203	822	191	1370	% diff
195	0	72	37	86	0.0%
1210	53	0	56	1100	0.0%
331	89	58	0	184	0.0%
851	61	692	98	0	0.0%

Fifth Column Iteration

	203	822	191	1370	% diff
195	0	72	37	86	0.0%
1210	53	0	56	1101	0.0%
331	89	58	0	184	0.0%
851	61	692	98	0	0.0%

Sixth Row Iteration

	203	822	191	1370	% diff
195	0	72	37	86	0.0%
1210	53	0	56	1100	0.0%
331	89	58	0	184	0.0%
851	61	692	98	0	0.0%

Sixth Column Iteration

	203	822	191	1370	% diff
195	0	72	37	86	0.0%
1210	53	0	56	1101	0.0%
331	89	58	0	184	0.0%
851	61	692	98	0	0.0%

Seventh Row Iteration

	203	822	191	1370	% diff
195	0	72	37	86	0.0%
1210	53	0	56	1100	0.0%
331	89	58	0	184	0.0%
851	61	692	98	0	0.0%

Seventh Column Iteration

	203	822	191	1370	% diff
195	0	72	37	86	0.0%
1210	53	0	56	1101	0.0%
331	89	58	0	184	0.0%
851	61	692	98	0	0.0%

Eighth Row Iteration

	203	822	191	1370	% diff
195	0	72	37	86	0.0%
1210	53	0	56	1100	0.0%
331	89	58	0	184	0.0%
851	61	692	98	0	0.0%

Eighth Column Iteration

	203	822	191	1370	% diff
195	0	72	37	86	0.0%
1210	53	0	56	1101	0.0%
331	89	58	0	184	0.0%
851	61	692	98	0	0.0%

Ninth Row Iteration

	203	822	191	1370	% diff
195	0	72	37	86	0.0%
1210	53	0	56	1100	0.0%
331	89	58	0	184	0.0%
851	61	692	98	0	0.0%

Ninth Column Iteration

	203	822	191	1370	% diff
195	0	72	37	86	0.0%
1210	53	0	56	1101	0.0%
331	89	58	0	184	0.0%
851	61	692	98	0	0.0%

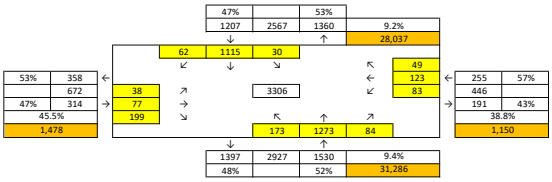
Tenth Row Iteration

	203	822	191	1370	% diff
195	0	72	37	86	0.0%
1210	53	0	56	1100	0.0%
331	89	58	0	184	0.0%
851	61	692	98	0	0.0%

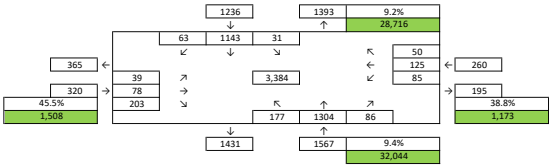
Tenth Column Iteration

	203	822	191	1370	% diff
195	0	72	37	86	0.0%
1210	53	0	56	1101	0.0%
331	89	58	0	184	0.0%
851	61	692	98	0	0.0%

Scenario: Existing 2025
N/S Street: Calloway Drive
E/W Street: Meacham Road
Intersection #: 26 PM



Scenario: Year 2046
N/S Street: Calloway Drive
E/W Street: Meacham Road



Legend
Base Turning Movements
Base ADT Counts per intersection leg
Forecasted ADT per intersection leg

Base Year Intersection

		195	1393	365	1431
		191	1360	358	1397
260	255	0	49	123	83
1236	1207	30	0	62	1115
320	314	77	38	0	199
1567	1530	84	1273	173	0

First Row Iteration

	195	1393	366	1430	% diff
260	0	50	125	85	0%
1236	31	0	64	1142	0%
320	79	39	0	203	0%
1567	86	1304	177	0	0%

Sixth Row Iteration

	195	1393	365	1431	% diff
260	0	50	125	85	0.0%
1236	31	0	63	1142	0.0%
320	78	39	0	203	0.0%
1567	86	1304	177	0	0.0%

First Column Iteration

	195	1393	365	1431	% diff
260	0	50	125	85	0%
1237	31	0	63	1143	0%
320	78	39	0	203	0%
1567	86	1304	177	0	0%

Sixth Column Iteration

	195	1393	365	1431	% diff
260	0	50	125	85	0.0%
1236	31	0	63	1143	0.0%
320	78	39	0	203	0.0%
1567	86	1304	177	0	0.0%

Second Row Iteration

	195	1393	365	1430	% diff
260	0	50	125	85	0.0%
1236	31	0	63	1142	0.0%
320	78	39	0	203	0.0%
1567	86	1304	177	0	0.0%

Seventh Row Iteration

	195	1393	365	1431	% diff
260	0	50	125	85	0.0%
1236	31	0	63	1142	0.0%
320	78	39	0	203	0.0%
1567	86	1304	177	0	0.0%

Second Column Iteration

	195	1393	365	1431	% diff
260	0	50	125	85	0.0%
1237	31	0	63	1143	0.0%
320	78	39	0	203	0.0%
1567	86	1304	177	0	0.0%

Seventh Column Iteration

	195	1393	365	1431	% diff
260	0	50	125	85	0.0%
1236	31	0	63	1143	0.0%
320	78	39	0	203	0.0%
1567	86	1304	177	0	0.0%

Third Row Iteration

	195	1393	365	1430	% diff
260	0	50	125	85	0.0%
1236	31	0	63	1142	0.0%
320	78	39	0	203	0.0%
1567	86	1304	177	0	0.0%

Year 2027 Cumulative

Eighth Row Iteration

	195	1393	365	1431	% diff
260	0	50	125	85	0.0%
1236	31	0	63	1142	0.0%
320	78	39	0	203	0.0%
1567	86	1304	177	0	0.0%

Third Column Iteration

	195	1393	365	1431	% diff
260	0	50	125	85	0.0%
1237	31	0	63	1143	0.0%
320	78	39	0	203	0.0%
1567	86	1304	177	0	0.0%

Eighth Column Iteration

	195	1393	365	1431	% diff
260	0	50	125	85	0.0%
1236	31	0	63	1143	0.0%
320	78	39	0	203	0.0%
1567	86	1304	177	0	0.0%

Fourth Row Iteration

	195	1393	365	1431	% diff
260	0	50	125	85	0.0%
1236	31	0	63	1142	0.0%
320	78	39	0	203	0.0%
1567	86	1304	177	0	0.0%

Ninth Row Iteration

	195	1393	365	1431	% diff
260	0	50	125	85	0.0%
1236	31	0	63	1142	0.0%
320	78	39	0	203	0.0%
1567	86	1304	177	0	0.0%

Fourth Column Iteration

	195	1393	365	1431	% diff
260	0	50	125	85	0.0%
1236	31	0	63	1143	0.0%
320	78	39	0	203	0.0%
1567	86	1304	177	0	0.0%

Ninth Column Iteration

	195	1393	365	1431	% diff
260	0	50	125	85	0.0%
1236	31	0	63	1143	0.0%
320	78	39	0	203	0.0%
1567	86	1304	177	0	0.0%

Fifth Row Iteration

	195	1393	365	1431	% diff
260	0	50	125	85	0.0%
1236	31	0	63	1142	0.0%
320	78	39	0	203	0.0%
1567	86	1304	177	0	0.0%

Tenth Row Iteration

	195	1393	365	1431	% diff
260	0	50	125	85	0.0%
1236	31	0	63	1142	0.0%
320	78	39	0	203	0.0%
1567	86	1304	177	0	0.0%

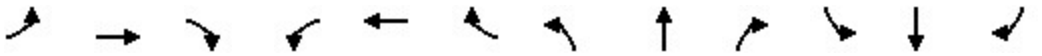
Fifth Column Iteration

	195	1393	365	1431	% diff
260	0	50	125	85	0.0%
1236	31	0	63	1143	0.0%
320	78	39	0	203	0.0%
1567	86	1304	177	0	0.0%

Tenth Column Iteration

	195	1393	365	1431	% diff
260	0	50	125	85	0.0%
1236	31	0	63	1143	0.0%
320	78	39	0	203	0.0%
1567	86	1304	177	0	0.0%

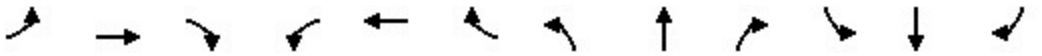
Appendix B. Existing Year 2025 Peak Hour Analysis Worksheets



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	1142	28	2	811	38	5	4	0	33	12	30
Future Volume (veh/h)	33	1142	28	2	811	38	5	4	0	33	12	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	1202	29	2	854	40	5	4	0	35	13	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.96	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	76	2095	51	6	1842	86	326	210	0	264	112	143
Arrive On Green	0.04	0.40	0.40	0.00	0.36	0.36	0.22	0.22	0.00	0.22	0.22	0.22
Sat Flow, veh/h	1810	5209	126	1810	5071	237	686	958	0	467	512	652
Grp Volume(v), veh/h	35	798	433	2	582	312	9	0	0	80	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1877	1810	1729	1850	1643	0	0	1631	0	0
Q Serve(g_s), s	0.6	5.7	5.7	0.0	4.1	4.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	5.7	5.7	0.0	4.1	4.1	0.1	0.0	0.0	1.2	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.13	0.56		0.00	0.44		0.40
Lane Grp Cap(c), veh/h	76	1391	755	6	1256	672	536	0	0	520	0	0
V/C Ratio(X)	0.46	0.57	0.57	0.35	0.46	0.46	0.02	0.00	0.00	0.15	0.00	0.00
Avail Cap(c_a), veh/h	283	1949	1058	283	1949	1043	1422	0	0	1402	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	14.9	7.4	7.4	15.9	7.8	7.8	9.8	0.0	0.0	10.2	0.0	0.0
Incr Delay (d2), s/veh	4.4	0.4	0.7	33.6	0.3	0.5	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.8	1.0	0.1	0.7	0.8	0.0	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.3	7.8	8.1	49.4	8.1	8.3	9.8	0.0	0.0	10.3	0.0	0.0
LnGrp LOS	B	A	A	D	A	A	A			B		
Approach Vol, veh/h		1266			896			9			80	
Approach Delay, s/veh		8.2			8.2			9.8			10.3	
Approach LOS		A			A			A			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.0	4.1	16.8		11.0	5.3	15.6				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		25.0	5.0	18.0		25.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s		2.1	2.0	7.7		3.2	2.6	6.1				
Green Ext Time (p_c), s		0.0	0.0	5.1		0.3	0.0	4.0				

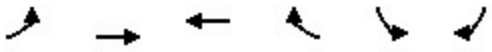
Intersection Summary	
HCM 7th Control Delay, s/veh	8.3
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	700	384	137	614	151	286	1223	255	187	1062	128
Future Volume (veh/h)	176	700	384	137	614	151	286	1223	255	187	1062	128
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		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781
Adj Flow Rate, veh/h	202	805	441	157	706	174	329	1406	293	215	1221	147
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	8	8	8	8	8	8	8	8	8	8	8	8
Cap, veh/h	334	1614	495	231	1462	576	391	1704	635	278	1538	630
Arrive On Green	0.10	0.33	0.33	0.07	0.30	0.30	0.12	0.35	0.35	0.08	0.32	0.32
Sat Flow, veh/h	3291	4863	1491	3291	4863	1490	3291	4863	1508	3291	4863	1508
Grp Volume(v), veh/h	202	805	441	157	706	174	329	1406	293	215	1221	147
Grp Sat Flow(s),veh/h/ln	1646	1621	1491	1646	1621	1490	1646	1621	1508	1646	1621	1508
Q Serve(g_s), s	5.8	13.0	27.6	4.6	11.7	8.0	9.6	25.9	13.7	6.3	22.5	6.2
Cycle Q Clear(g_c), s	5.8	13.0	27.6	4.6	11.7	8.0	9.6	25.9	13.7	6.3	22.5	6.2
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	334	1614	495	231	1462	576	391	1704	635	278	1538	630
V/C Ratio(X)	0.61	0.50	0.89	0.68	0.48	0.30	0.84	0.83	0.46	0.77	0.79	0.23
Avail Cap(c_a), veh/h	335	1733	531	235	1585	613	402	1882	690	302	1733	691
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	42.2	26.3	31.1	44.6	28.1	21.0	42.4	29.1	20.5	44.0	30.6	18.4
Incr Delay (d2), s/veh	3.1	0.2	16.4	7.5	0.2	0.3	14.5	2.9	0.5	10.9	2.4	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	4.7	11.3	2.0	4.2	2.6	4.5	9.5	4.5	2.8	8.3	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.3	26.5	47.6	52.1	28.3	21.3	56.9	32.0	21.0	54.9	33.0	18.6
LnGrp LOS	D	C	D	D	C	C	E	C	C	D	C	B
Approach Vol, veh/h		1448			1037			2028			1583	
Approach Delay, s/veh		35.5			30.7			34.5			34.6	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	38.4	10.9	36.6	15.7	35.1	14.0	33.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	38.0	7.0	35.0	12.0	35.0	10.0	32.0
Max Q Clear Time (g_c+I1), s	8.3	27.9	6.6	29.6	11.6	24.5	7.8	13.7
Green Ext Time (p_c), s	0.0	6.5	0.0	3.0	0.1	5.7	0.1	4.7

Intersection Summary	
HCM 7th Control Delay, s/veh	34.1
HCM 7th LOS	C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	67	1265	808	61	86	50
Future Volume (veh/h)	67	1265	808	61	86	50
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	74	1390	888	67	95	55
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	268	2965	1887	585	580	266
Arrive On Green	0.08	0.57	0.36	0.36	0.17	0.17
Sat Flow, veh/h	3510	5358	5358	1608	3510	1610
Grp Volume(v), veh/h	74	1390	888	67	95	55
Grp Sat Flow(s),veh/h/ln	1755	1729	1729	1608	1755	1610
Q Serve(g_s), s	0.6	4.8	4.0	0.8	0.7	0.9
Cycle Q Clear(g_c), s	0.6	4.8	4.0	0.8	0.7	0.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	268	2965	1887	585	580	266
V/C Ratio(X)	0.28	0.47	0.47	0.11	0.16	0.21
Avail Cap(c_a), veh/h	577	5115	3580	1110	3693	1694
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	13.3	3.8	7.4	6.4	10.9	11.0
Incr Delay (d2), s/veh	0.6	0.1	0.2	0.1	0.1	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.6	0.0	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	13.8	3.9	7.6	6.5	11.0	11.4
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		1464	955		150	
Approach Delay, s/veh		4.4	7.5		11.1	
Approach LOS		A	A		B	

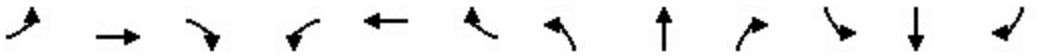
Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			21.4		9.0	6.3	15.1
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			30.0		32.0	5.0	21.0
Max Q Clear Time (g_c+I1), s			6.8		2.9	2.6	6.0
Green Ext Time (p_c), s			9.8		0.5	0.0	5.0

Intersection Summary	
HCM 7th Control Delay, s/veh	6.0
HCM 7th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	1069	11	13	711	90	9	22	46	224	24	112
Future Volume (veh/h)	120	1069	11	13	711	90	9	22	46	224	24	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	135	1201	12	15	799	101	10	25	52	252	27	126
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	308	1973	612	34	1616	502	46	534	237	403	901	395
Arrive On Green	0.09	0.38	0.38	0.02	0.31	0.31	0.01	0.15	0.15	0.11	0.25	0.25
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	3510	3610	1600	3510	3610	1582
Grp Volume(v), veh/h	135	1201	12	15	799	101	10	25	52	252	27	126
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1755	1805	1600	1755	1805	1582
Q Serve(g_s), s	1.7	8.8	0.2	0.4	5.9	2.2	0.1	0.3	1.4	3.2	0.3	3.1
Cycle Q Clear(g_c), s	1.7	8.8	0.2	0.4	5.9	2.2	0.1	0.3	1.4	3.2	0.3	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	308	1973	612	34	1616	502	46	534	237	403	901	395
V/C Ratio(X)	0.44	0.61	0.02	0.44	0.49	0.20	0.22	0.05	0.22	0.62	0.03	0.32
Avail Cap(c_a), veh/h	519	3068	952	191	2849	884	371	2288	1014	816	2745	1203
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	11.8	9.2	23.0	13.3	12.0	23.1	17.3	17.8	20.0	13.4	14.5
Incr Delay (d2), s/veh	1.0	0.3	0.0	8.6	0.2	0.2	2.4	0.0	0.5	1.6	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.3	0.1	0.2	1.7	0.6	0.1	0.1	0.4	1.2	0.1	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.5	12.1	9.2	31.6	13.5	12.2	25.5	17.3	18.2	21.6	13.4	14.9
LnGrp LOS	C	B	A	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		1348			915			87			405	
Approach Delay, s/veh		13.0			13.6			18.8			19.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	11.0	4.9	22.0	4.6	15.8	8.2	18.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	30.0	5.0	28.0	5.0	36.0	7.0	26.0
Max Q Clear Time (g_c+I1), s	5.2	3.4	2.4	10.8	2.1	5.1	3.7	7.9
Green Ext Time (p_c), s	0.4	0.2	0.0	7.2	0.0	0.5	0.1	5.0

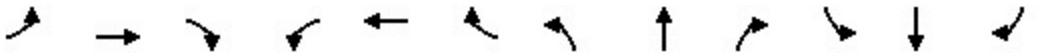
Intersection Summary	
HCM 7th Control Delay, s/veh	14.3
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	485	159	306	747	110	239	664	200	92	940	255
Future Volume (veh/h)	127	485	159	306	747	110	239	664	200	92	940	255
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796
Adj Flow Rate, veh/h	140	533	175	336	821	121	263	730	220	101	1033	280
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	215	992	307	391	1251	388	304	2026	628	192	1295	570
Arrive On Green	0.06	0.20	0.20	0.12	0.26	0.26	0.09	0.41	0.41	0.06	0.38	0.38
Sat Flow, veh/h	3319	4904	1518	3319	4904	1519	3319	4904	1521	3319	3413	1502
Grp Volume(v), veh/h	140	533	175	336	821	121	263	730	220	101	1033	280
Grp Sat Flow(s),veh/h/ln	1659	1635	1518	1659	1635	1519	1659	1635	1521	1659	1706	1502
Q Serve(g_s), s	3.1	7.4	8.0	7.6	11.5	4.9	6.0	7.8	7.6	2.3	20.6	10.9
Cycle Q Clear(g_c), s	3.1	7.4	8.0	7.6	11.5	4.9	6.0	7.8	7.6	2.3	20.6	10.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	215	992	307	391	1251	388	304	2026	628	192	1295	570
V/C Ratio(X)	0.65	0.54	0.57	0.86	0.66	0.31	0.87	0.36	0.35	0.53	0.80	0.49
Avail Cap(c_a), veh/h	304	2052	635	391	2180	675	304	2309	716	304	1607	707
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	34.9	27.3	27.5	33.1	25.5	23.0	34.3	15.5	15.4	35.0	21.1	18.1
Incr Delay (d2), s/veh	3.3	0.5	1.7	17.4	0.6	0.5	22.1	0.1	0.3	2.2	2.4	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.7	2.7	3.7	4.0	1.6	3.1	2.5	2.3	0.9	7.4	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.2	27.8	29.2	50.5	26.1	23.5	56.3	15.6	15.7	37.3	23.5	18.8
LnGrp LOS	D	C	C	D	C	C	E	B	B	D	C	B
Approach Vol, veh/h		848			1278			1213			1414	
Approach Delay, s/veh		29.8			32.2			24.4			23.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	35.6	13.0	19.5	11.0	33.0	8.9	23.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	36.0	9.0	32.0	7.0	36.0	7.0	34.0
Max Q Clear Time (g_c+I1), s	4.3	9.8	9.6	10.0	8.0	22.6	5.1	13.5
Green Ext Time (p_c), s	0.1	3.5	0.0	3.8	0.0	6.3	0.1	5.5

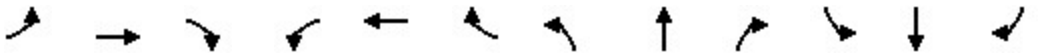
Intersection Summary	
HCM 7th Control Delay, s/veh	27.2
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	689	20	20	519	91	52	28	34	338	77	99
Future Volume (veh/h)	80	689	20	20	519	91	52	28	34	338	77	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		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	85	733	21	21	552	97	55	30	36	360	82	105
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	125	1394	430	46	813	359	96	291	245	429	640	541
Arrive On Green	0.07	0.27	0.27	0.03	0.23	0.23	0.05	0.15	0.15	0.24	0.34	0.34
Sat Flow, veh/h	1810	5187	1598	1810	3610	1596	1810	1900	1601	1810	1900	1606
Grp Volume(v), veh/h	85	733	21	21	552	97	55	30	36	360	82	105
Grp Sat Flow(s),veh/h/ln	1810	1729	1598	1810	1805	1596	1810	1900	1601	1810	1900	1606
Q Serve(g_s), s	2.3	6.1	0.5	0.6	7.1	2.5	1.5	0.7	1.0	9.6	1.5	2.3
Cycle Q Clear(g_c), s	2.3	6.1	0.5	0.6	7.1	2.5	1.5	0.7	1.0	9.6	1.5	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	125	1394	430	46	813	359	96	291	245	429	640	541
V/C Ratio(X)	0.68	0.53	0.05	0.46	0.68	0.27	0.57	0.10	0.15	0.84	0.13	0.19
Avail Cap(c_a), veh/h	179	1843	568	179	1283	567	214	938	790	572	1313	1110
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	23.0	15.8	13.7	24.3	17.9	16.2	23.4	18.5	18.6	18.4	11.6	11.9
Incr Delay (d2), s/veh	6.4	0.3	0.0	7.0	1.0	0.4	5.2	0.2	0.3	8.3	0.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.9	0.1	0.3	2.4	0.8	0.7	0.3	0.3	4.4	0.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.5	16.1	13.8	31.4	19.0	16.6	28.7	18.6	18.9	26.7	11.7	12.1
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		839			670			121			547	
Approach Delay, s/veh		17.4			19.0			23.3			21.6	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	11.8	5.3	17.6	6.7	21.1	7.5	15.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	25.0	5.0	18.0	6.0	35.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	11.6	3.0	2.6	8.1	3.5	4.3	4.3	9.1
Green Ext Time (p_c), s	0.5	0.2	0.0	3.2	0.0	0.8	0.0	1.9

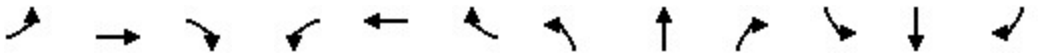
Intersection Summary	
HCM 7th Control Delay, s/veh	19.3
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	629	231	111	443	19	117	25	178	38	54	13
Future Volume (veh/h)	22	629	231	111	443	19	117	25	178	38	54	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		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	25	723	266	128	509	22	134	29	205	44	62	15
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	54	1037	447	164	1257	556	172	409	346	85	318	265
Arrive On Green	0.03	0.29	0.29	0.09	0.35	0.35	0.09	0.22	0.22	0.05	0.17	0.17
Sat Flow, veh/h	1810	3610	1557	1810	3610	1596	1810	1900	1606	1810	1900	1583
Grp Volume(v), veh/h	25	723	266	128	509	22	134	29	205	44	62	15
Grp Sat Flow(s),veh/h/ln	1810	1805	1557	1810	1805	1596	1810	1900	1606	1810	1900	1583
Q Serve(g_s), s	0.6	7.9	6.5	3.1	4.8	0.4	3.2	0.5	5.1	1.1	1.2	0.4
Cycle Q Clear(g_c), s	0.6	7.9	6.5	3.1	4.8	0.4	3.2	0.5	5.1	1.1	1.2	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	54	1037	447	164	1257	556	172	409	346	85	318	265
V/C Ratio(X)	0.46	0.70	0.59	0.78	0.41	0.04	0.78	0.07	0.59	0.52	0.19	0.06
Avail Cap(c_a), veh/h	203	1542	665	203	1542	682	203	1068	902	203	1068	890
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	14.1	13.6	19.8	11.0	9.6	19.7	13.9	15.7	20.7	15.9	15.6
Incr Delay (d2), s/veh	6.0	0.9	1.3	14.2	0.2	0.0	15.0	0.1	1.6	4.8	0.3	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	0.3	2.4	1.8	1.7	1.3	0.1	1.9	0.2	1.5	0.5	0.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.3	15.0	14.9	34.0	11.2	9.6	34.7	14.0	17.3	25.5	16.2	15.7
LnGrp LOS	C	B	B	C	B	A	C	B	B	C	B	B
Approach Vol, veh/h		1014			659			368			121	
Approach Delay, s/veh		15.3			15.6			23.4			19.5	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	13.6	8.0	16.8	8.2	11.4	5.3	19.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	25.0	5.0	19.0	5.0	25.0	5.0	19.0
Max Q Clear Time (g_c+I1), s	3.1	7.1	5.1	9.9	5.2	3.2	2.6	6.8
Green Ext Time (p_c), s	0.0	0.7	0.0	2.3	0.0	0.3	0.0	2.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	262	0	569	409	425	408	303	1106	2	2	1416	182
Future Volume (veh/h)	262	0	569	409	425	408	303	1106	2	2	1416	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	320	0	694	339	742	498	370	1349	2	2	1727	222
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	527	0	468	420	881	746	391	2415	4	5	1778	551
Arrive On Green	0.15	0.00	0.15	0.24	0.24	0.24	0.11	0.47	0.47	0.00	0.35	0.35
Sat Flow, veh/h	3506	0	3114	1753	3681	3116	3401	5182	8	1753	5025	1559
Grp Volume(v), veh/h	320	0	694	339	742	498	370	872	479	2	1727	222
Grp Sat Flow(s),veh/h/ln	1753	0	1557	1753	1841	1558	1700	1675	1839	1753	1675	1559
Q Serve(g_s), s	9.6	0.0	17.0	20.6	21.7	16.4	12.2	21.3	21.3	0.1	38.3	12.1
Cycle Q Clear(g_c), s	9.6	0.0	17.0	20.6	21.7	16.4	12.2	21.3	21.3	0.1	38.3	12.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	527	0	468	420	881	746	391	1561	857	5	1778	551
V/C Ratio(X)	0.61	0.00	1.48	0.81	0.84	0.67	0.95	0.56	0.56	0.42	0.97	0.40
Avail Cap(c_a), veh/h	527	0	468	450	944	799	391	1561	857	78	1778	551
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.9	0.0	48.0	40.5	41.0	38.9	49.7	21.8	21.8	56.3	36.0	27.5
Incr Delay (d2), s/veh	2.0	0.0	228.4	9.9	6.6	2.0	32.0	0.4	0.8	50.7	15.1	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	4.2	0.0	21.2	9.6	10.1	6.2	6.7	7.6	8.4	0.1	16.8	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.9	0.0	276.4	50.5	47.6	40.9	81.7	22.2	22.6	107.0	51.1	28.0
LnGrp LOS	D		F	D	D	D	F	C	C	F	D	C
Approach Vol, veh/h		1014			1579			1721			1951	
Approach Delay, s/veh		204.0			46.1			35.1			48.5	
Approach LOS		F			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.3	56.7		21.0	17.0	44.0		31.1				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	5.0	48.0		17.0	13.0	40.0		29.0				
Max Q Clear Time (g_c+I1), s	2.1	23.3		19.0	14.2	40.3		23.7				
Green Ext Time (p_c), s	0.0	8.7		0.0	0.0	0.0		3.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	69.4
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.



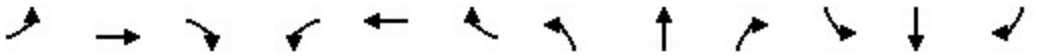
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	755	31	30	549	71	83
Future Volume (veh/h)	755	31	30	549	71	83
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	858	35	34	624	81	94
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1437	59	74	2070	136	158
Arrive On Green	0.41	0.41	0.04	0.57	0.17	0.17
Sat Flow, veh/h	3629	144	1810	3705	781	907
Grp Volume(v), veh/h	438	455	34	624	176	0
Grp Sat Flow(s),veh/h/ln	1805	1873	1810	1805	1698	0
Q Serve(g_s), s	6.0	6.0	0.6	2.8	3.0	0.0
Cycle Q Clear(g_c), s	6.0	6.0	0.6	2.8	3.0	0.0
Prop In Lane		0.08	1.00		0.46	0.53
Lane Grp Cap(c), veh/h	734	761	74	2070	295	0
V/C Ratio(X)	0.60	0.60	0.46	0.30	0.60	0.00
Avail Cap(c_a), veh/h	1538	1596	400	4329	750	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	7.4	7.4	14.9	3.5	12.1	0.0
Incr Delay (d2), s/veh	0.8	0.8	4.4	0.1	1.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.0	0.3	0.0	1.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	8.2	8.1	19.3	3.6	14.0	0.0
LnGrp LOS	A	A	B	A	B	
Approach Vol, veh/h	893			658	176	
Approach Delay, s/veh	8.1			4.4	14.0	
Approach LOS	A			A	B	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	9.5	5.3	16.9		22.2
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	14.0	7.0	27.0		38.0
Max Q Clear Time (g_c+I1), s	5.0	2.6	8.0		4.8
Green Ext Time (p_c), s	0.3	0.0	4.8		4.0

Intersection Summary	
HCM 7th Control Delay, s/veh	7.3
HCM 7th LOS	A

Notes

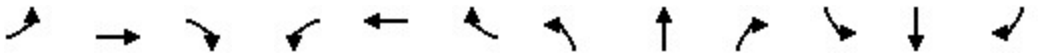
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	336	292	131	305	231	222	880	128	245	1159	142
Future Volume (veh/h)	172	336	292	131	305	231	222	880	128	245	1159	142
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		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	200	391	340	152	355	269	258	1023	149	285	1348	165
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	294	923	712	241	869	386	355	1730	529	385	1774	550
Arrive On Green	0.08	0.26	0.26	0.07	0.24	0.24	0.10	0.33	0.33	0.11	0.34	0.34
Sat Flow, veh/h	3510	3610	2784	3510	3610	1602	3510	5187	1587	3510	5187	1607
Grp Volume(v), veh/h	200	391	340	152	355	269	258	1023	149	285	1348	165
Grp Sat Flow(s),veh/h/ln	1755	1805	1392	1755	1805	1602	1755	1729	1587	1755	1729	1607
Q Serve(g_s), s	3.8	6.2	7.1	2.9	5.7	10.5	4.9	11.3	4.8	5.4	15.9	5.2
Cycle Q Clear(g_c), s	3.8	6.2	7.1	2.9	5.7	10.5	4.9	11.3	4.8	5.4	15.9	5.2
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	294	923	712	241	869	386	355	1730	529	385	1774	550
V/C Ratio(X)	0.68	0.42	0.48	0.63	0.41	0.70	0.73	0.59	0.28	0.74	0.76	0.30
Avail Cap(c_a), veh/h	357	1783	1375	255	1678	745	408	1959	599	459	2035	631
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.6	21.4	21.7	31.2	22.0	23.8	30.0	19.0	16.9	29.7	20.1	16.6
Incr Delay (d2), s/veh	4.0	0.3	0.5	4.5	0.3	2.3	5.5	0.4	0.3	5.2	1.5	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	1.6	2.3	2.1	1.3	2.1	3.7	2.1	3.9	1.5	2.3	5.6	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.6	21.7	22.2	35.7	22.3	26.1	35.5	19.4	17.2	34.9	21.6	16.9
LnGrp LOS	C	C	C	D	C	C	D	B	B	C	C	B
Approach Vol, veh/h		931			776			1430			1798	
Approach Delay, s/veh		24.7			26.3			22.1			23.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	27.0	8.7	21.6	11.0	27.5	9.8	20.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	26.0	5.0	34.0	8.0	27.0	7.0	32.0
Max Q Clear Time (g_c+I1), s	7.4	13.3	4.9	9.1	6.9	17.9	5.8	12.5
Green Ext Time (p_c), s	0.2	5.5	0.0	3.7	0.1	5.6	0.1	2.8

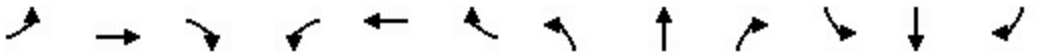
Intersection Summary	
HCM 7th Control Delay, s/veh	23.7
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	686	156	92	466	6	153	6	159	21	16	9
Future Volume (veh/h)	6	686	156	92	466	6	153	6	159	21	16	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		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	858	195	115	582	8	191	8	199	26	20	11
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	26	1224	529	181	1548	21	301	13	278	97	74	41
Arrive On Green	0.01	0.34	0.34	0.10	0.42	0.42	0.17	0.17	0.17	0.12	0.12	0.12
Sat Flow, veh/h	1810	3610	1559	1810	3644	50	1740	73	1607	819	630	347
Grp Volume(v), veh/h	8	858	195	115	288	302	199	0	199	57	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1559	1810	1805	1889	1813	0	1607	1796	0	0
Q Serve(g_s), s	0.3	12.2	5.6	3.6	6.5	6.5	6.0	0.0	6.9	1.7	0.0	0.0
Cycle Q Clear(g_c), s	0.3	12.2	5.6	3.6	6.5	6.5	6.0	0.0	6.9	1.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.03	0.96		1.00	0.46		0.19
Lane Grp Cap(c), veh/h	26	1224	529	181	767	803	313	0	278	212	0	0
V/C Ratio(X)	0.30	0.70	0.37	0.63	0.38	0.38	0.63	0.00	0.72	0.27	0.00	0.00
Avail Cap(c_a), veh/h	214	1704	736	305	943	987	581	0	515	212	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	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.9	17.0	14.8	25.6	11.7	11.7	22.8	0.0	23.2	23.8	0.0	0.0
Incr Delay (d2), s/veh	6.3	0.8	0.4	3.6	0.3	0.3	2.1	0.0	3.4	0.7	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	0.1	4.1	1.6	1.5	2.0	2.1	2.5	0.0	2.5	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.2	17.8	15.2	29.3	12.0	12.0	24.9	0.0	26.6	24.5	0.0	0.0
LnGrp LOS	D	B	B	C	B	B	C		C	C		
Approach Vol, veh/h		1061			705			398			57	
Approach Delay, s/veh		17.4			14.8			25.8			24.5	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		14.3	9.9	24.1		11.0	4.9	29.2				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		19.0	10.0	28.0		7.0	7.0	31.0				
Max Q Clear Time (g_c+I1), s		8.9	5.6	14.2		3.7	2.3	8.5				
Green Ext Time (p_c), s		1.2	0.1	5.1		0.0	0.0	3.0				

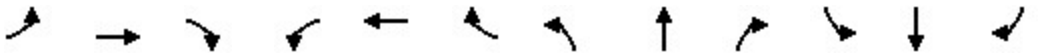
Intersection Summary	
HCM 7th Control Delay, s/veh	18.3
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	416	193	279	242	52	128	92	240	78	175	15
Future Volume (veh/h)	64	416	193	279	242	52	128	92	240	78	175	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		1.00	1.00		1.00	1.00		0.92	1.00		0.91
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	75	489	227	328	285	61	151	108	282	92	206	18
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	97	700	312	439	956	427	231	769	599	138	709	62
Arrive On Green	0.05	0.19	0.19	0.13	0.26	0.26	0.07	0.40	0.40	0.08	0.42	0.42
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	1900	1480	1810	1707	149
Grp Volume(v), veh/h	75	489	227	328	285	61	151	108	282	92	0	224
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1900	1480	1810	0	1856
Q Serve(g_s), s	3.3	10.1	10.6	7.2	5.0	2.3	3.4	2.9	11.2	4.0	0.0	6.4
Cycle Q Clear(g_c), s	3.3	10.1	10.6	7.2	5.0	2.3	3.4	2.9	11.2	4.0	0.0	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	97	700	312	439	956	427	231	769	599	138	0	771
V/C Ratio(X)	0.77	0.70	0.73	0.75	0.30	0.14	0.65	0.14	0.47	0.67	0.00	0.29
Avail Cap(c_a), veh/h	204	1129	504	527	1264	564	351	808	629	181	0	789
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	37.3	30.1	30.2	33.8	23.4	22.4	36.4	15.0	17.5	35.9	0.0	15.5
Incr Delay (d2), s/veh	12.0	1.3	3.2	4.8	0.2	0.2	3.1	0.1	0.6	5.8	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.1	4.0	3.1	2.0	0.8	1.5	1.1	3.4	1.9	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.3	31.3	33.5	38.5	23.6	22.6	39.5	15.1	18.1	41.7	0.0	15.8
LnGrp LOS	D	C	C	D	C	C	D	B	B	D		B
Approach Vol, veh/h		791			674			541			316	
Approach Delay, s/veh		33.7			30.8			23.5			23.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	36.4	14.0	19.5	9.3	37.2	8.3	25.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	34.0	12.0	25.0	8.0	34.0	9.0	28.0
Max Q Clear Time (g_c+I1), s	6.0	13.2	9.2	12.6	5.4	8.4	5.3	7.0
Green Ext Time (p_c), s	0.0	1.5	0.3	2.9	0.1	1.1	0.0	1.7

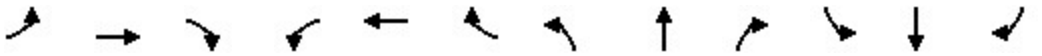
Intersection Summary	
HCM 7th Control Delay, s/veh	29.0
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	586	25	40	254	72	41	49	129	228	37	81
Future Volume (veh/h)	55	586	25	40	254	72	41	49	129	228	37	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	69	732	31	50	318	90	51	61	161	285	46	101
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	114	1130	502	92	1086	482	181	332	280	428	465	388
Arrive On Green	0.06	0.31	0.31	0.05	0.30	0.30	0.05	0.17	0.17	0.12	0.24	0.24
Sat Flow, veh/h	1810	3610	1602	1810	3610	1602	3510	1900	1602	3510	1900	1584
Grp Volume(v), veh/h	69	732	31	50	318	90	51	61	161	285	46	101
Grp Sat Flow(s),veh/h/ln	1810	1805	1602	1810	1805	1602	1755	1900	1602	1755	1900	1584
Q Serve(g_s), s	1.7	8.2	0.6	1.3	3.2	2.0	0.7	1.3	4.3	3.7	0.9	2.4
Cycle Q Clear(g_c), s	1.7	8.2	0.6	1.3	3.2	2.0	0.7	1.3	4.3	3.7	0.9	2.4
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	114	1130	502	92	1086	482	181	332	280	428	465	388
V/C Ratio(X)	0.60	0.65	0.06	0.54	0.29	0.19	0.28	0.18	0.58	0.67	0.10	0.26
Avail Cap(c_a), veh/h	230	1992	884	192	1915	850	373	1411	1190	596	1532	1277
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	13.9	11.3	21.8	12.6	12.2	21.5	16.6	17.8	19.8	13.8	14.4
Incr Delay (d2), s/veh	5.1	0.6	0.1	4.9	0.1	0.2	0.8	0.3	1.9	1.8	0.1	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	0.8	2.5	0.2	0.6	1.0	0.5	0.2	0.5	1.4	1.3	0.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.6	14.6	11.4	26.7	12.8	12.4	22.3	16.8	19.7	21.6	13.9	14.7
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		832			458			273			432	
Approach Delay, s/veh		15.5			14.2			19.6			19.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	12.2	6.4	18.7	6.4	15.5	7.0	18.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	35.0	5.0	26.0	5.0	38.0	6.0	25.0
Max Q Clear Time (g_c+I1), s	5.7	6.3	3.3	10.2	2.7	4.4	3.7	5.2
Green Ext Time (p_c), s	0.2	0.8	0.0	4.1	0.0	0.5	0.0	1.9

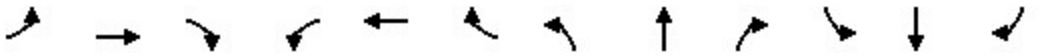
Intersection Summary	
HCM 7th Control Delay, s/veh	16.5
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	322	374	147	158	99	197	883	196	158	1173	26
Future Volume (veh/h)	22	322	374	147	158	99	197	883	196	158	1173	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	343	398	156	168	105	210	939	209	168	1248	28
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	90	1079	481	241	1774	543	306	1794	549	240	1696	519
Arrive On Green	0.03	0.30	0.30	0.07	0.34	0.34	0.09	0.35	0.35	0.07	0.33	0.33
Sat Flow, veh/h	3510	3610	1609	3510	5187	1587	3510	5187	1588	3510	5187	1588
Grp Volume(v), veh/h	23	343	398	156	168	105	210	939	209	168	1248	28
Grp Sat Flow(s),veh/h/ln	1755	1805	1609	1755	1729	1587	1755	1729	1588	1755	1729	1588
Q Serve(g_s), s	0.5	5.4	16.9	3.2	1.6	3.4	4.3	10.6	7.3	3.4	15.6	0.9
Cycle Q Clear(g_c), s	0.5	5.4	16.9	3.2	1.6	3.4	4.3	10.6	7.3	3.4	15.6	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	90	1079	481	241	1774	543	306	1794	549	240	1696	519
V/C Ratio(X)	0.26	0.32	0.83	0.65	0.09	0.19	0.69	0.52	0.38	0.70	0.74	0.05
Avail Cap(c_a), veh/h	240	1576	702	335	2407	737	479	2477	759	240	2124	650
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	19.9	23.9	33.3	16.4	17.0	32.5	19.1	18.1	33.4	21.9	16.9
Incr Delay (d2), s/veh	1.5	0.2	5.4	2.9	0.0	0.2	2.7	0.2	0.4	8.8	1.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.0	6.3	1.3	0.6	1.1	1.8	3.7	2.4	1.6	5.6	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.5	20.1	29.3	36.2	16.4	17.2	35.2	19.4	18.5	42.2	22.9	16.9
LnGrp LOS	D	C	C	D	B	B	D	B	B	D	C	B
Approach Vol, veh/h		764			429			1358			1444	
Approach Delay, s/veh		25.4			23.8			21.7			25.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	29.3	9.0	25.9	10.4	28.0	5.9	29.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	35.0	7.0	32.0	10.0	30.0	5.0	34.0
Max Q Clear Time (g_c+I1), s	5.4	12.6	5.2	18.9	6.3	17.6	2.5	5.4
Green Ext Time (p_c), s	0.0	6.8	0.1	2.8	0.2	6.2	0.0	1.3

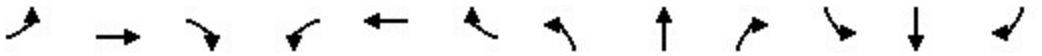
Intersection Summary	
HCM 7th Control Delay, s/veh	23.8
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	998	204	214	550	44	135	468	157	44	576	49
Future Volume (veh/h)	50	998	204	214	550	44	135	468	157	44	576	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	1062	217	228	585	47	144	498	167	47	613	52
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	164	1354	603	328	1427	114	244	900	398	153	1159	356
Arrive On Green	0.05	0.37	0.37	0.09	0.42	0.42	0.07	0.25	0.25	0.04	0.22	0.22
Sat Flow, veh/h	3510	3610	1608	3510	3384	271	3510	3610	1597	3510	5187	1595
Grp Volume(v), veh/h	53	1062	217	228	312	320	144	498	167	47	613	52
Grp Sat Flow(s),veh/h/ln	1755	1805	1608	1755	1805	1851	1755	1805	1597	1755	1729	1595
Q Serve(g_s), s	1.0	17.5	6.5	4.2	8.1	8.1	2.7	8.1	5.9	0.9	7.0	1.8
Cycle Q Clear(g_c), s	1.0	17.5	6.5	4.2	8.1	8.1	2.7	8.1	5.9	0.9	7.0	1.8
Prop In Lane	1.00		1.00	1.00		0.15	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	164	1354	603	328	761	780	244	900	398	153	1159	356
V/C Ratio(X)	0.32	0.78	0.36	0.70	0.41	0.41	0.59	0.55	0.42	0.31	0.53	0.15
Avail Cap(c_a), veh/h	262	1615	719	419	888	911	262	1669	738	262	2399	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	18.6	15.1	29.5	13.6	13.6	30.3	21.9	21.1	31.1	22.9	20.9
Incr Delay (d2), s/veh	1.1	2.2	0.4	3.5	0.4	0.3	3.1	0.5	0.7	1.1	0.4	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	6.7	2.1	1.8	2.9	3.0	1.1	2.9	2.1	0.4	2.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.0	20.7	15.5	33.0	13.9	13.9	33.3	22.4	21.8	32.2	23.3	21.1
LnGrp LOS	C	C	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1332			860			809			712	
Approach Delay, s/veh		20.3			19.0			24.2			23.7	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	20.7	10.3	29.1	8.7	19.0	7.1	32.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	31.0	8.0	30.0	5.0	31.0	5.0	33.0
Max Q Clear Time (g_c+I1), s	2.9	10.1	6.2	19.5	4.7	9.0	3.0	10.1
Green Ext Time (p_c), s	0.0	3.3	0.1	5.6	0.0	3.7	0.0	3.6

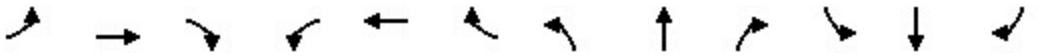
Intersection Summary	
HCM 7th Control Delay, s/veh	21.5
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	793	147	139	503	41	187	576	124	164	687	171
Future Volume (veh/h)	141	793	147	139	503	41	187	576	124	164	687	171
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		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	148	835	155	146	529	43	197	606	131	173	723	180
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	269	1676	513	268	1675	505	302	1313	407	279	1278	396
Arrive On Green	0.08	0.32	0.32	0.08	0.32	0.32	0.09	0.25	0.25	0.08	0.25	0.25
Sat Flow, veh/h	3510	5187	1586	3510	5187	1565	3510	5187	1608	3510	5187	1608
Grp Volume(v), veh/h	148	835	155	146	529	43	197	606	131	173	723	180
Grp Sat Flow(s),veh/h/ln	1755	1729	1586	1755	1729	1565	1755	1729	1608	1755	1729	1608
Q Serve(g_s), s	2.4	7.8	4.4	2.4	4.6	1.1	3.2	5.9	4.0	2.8	7.3	5.7
Cycle Q Clear(g_c), s	2.4	7.8	4.4	2.4	4.6	1.1	3.2	5.9	4.0	2.8	7.3	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	269	1676	513	268	1675	505	302	1313	407	279	1278	396
V/C Ratio(X)	0.55	0.50	0.30	0.55	0.32	0.09	0.65	0.46	0.32	0.62	0.57	0.45
Avail Cap(c_a), veh/h	353	2693	824	353	2693	813	412	2867	889	529	3041	943
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	26.6	16.3	15.2	26.6	15.2	14.1	26.4	18.9	18.1	26.6	19.7	19.1
Incr Delay (d2), s/veh	1.8	0.2	0.3	1.7	0.1	0.1	2.4	0.3	0.5	2.3	0.4	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.6	1.3	0.9	1.5	0.3	1.3	1.9	1.3	1.1	2.4	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.3	16.5	15.5	28.3	15.3	14.1	28.8	19.1	18.6	28.9	20.1	19.9
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	C	B
Approach Vol, veh/h		1138			718			934			1076	
Approach Delay, s/veh		17.9			17.9			21.1			21.5	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	19.1	8.6	23.3	9.1	18.7	8.6	23.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	33.0	6.0	31.0	7.0	35.0	6.0	31.0
Max Q Clear Time (g_c+I1), s	4.8	7.9	4.4	9.8	5.2	9.3	4.4	6.6
Green Ext Time (p_c), s	0.2	4.1	0.1	5.9	0.1	5.1	0.1	3.3

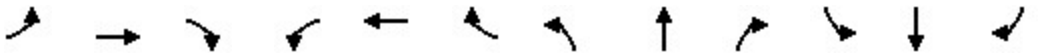
Intersection Summary	
HCM 7th Control Delay, s/veh	19.7
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	92	267	151	107	59	170	818	201	44	867	18
Future Volume (veh/h)	43	92	267	151	107	59	170	818	201	44	867	18
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		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	47	100	290	164	116	64	185	889	218	48	942	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	82	454	377	208	586	487	232	1379	337	83	1295	400
Arrive On Green	0.05	0.24	0.24	0.11	0.31	0.31	0.13	0.33	0.33	0.05	0.25	0.25
Sat Flow, veh/h	1810	1900	1576	1810	1900	1579	1810	4157	1015	1810	5187	1604
Grp Volume(v), veh/h	47	100	290	164	116	64	185	739	368	48	942	20
Grp Sat Flow(s),veh/h/ln	1810	1900	1576	1810	1900	1579	1810	1729	1714	1810	1729	1604
Q Serve(g_s), s	1.5	2.5	10.2	5.3	2.7	1.7	5.9	10.8	10.9	1.6	9.9	0.6
Cycle Q Clear(g_c), s	1.5	2.5	10.2	5.3	2.7	1.7	5.9	10.8	10.9	1.6	9.9	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.59	1.00		1.00
Lane Grp Cap(c), veh/h	82	454	377	208	586	487	232	1147	569	83	1295	400
V/C Ratio(X)	0.57	0.22	0.77	0.79	0.20	0.13	0.80	0.64	0.65	0.58	0.73	0.05
Avail Cap(c_a), veh/h	152	701	581	273	828	688	303	1334	661	152	1566	484
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.9	18.2	21.2	25.7	15.2	14.9	25.2	16.9	17.0	27.9	20.5	17.0
Incr Delay (d2), s/veh	6.2	0.2	3.3	10.9	0.2	0.1	10.7	0.8	1.8	6.2	1.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.0	3.6	2.6	1.0	0.5	2.8	3.4	3.6	0.7	3.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.1	18.5	24.5	36.6	15.3	15.0	35.9	17.8	18.7	34.0	21.9	17.1
LnGrp LOS	C	B	C	D	B	B	D	B	B	C	C	B
Approach Vol, veh/h		437			344			1292			1010	
Approach Delay, s/veh		24.1			25.4			20.6			22.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	23.8	10.8	18.3	11.6	18.9	6.7	22.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	23.0	9.0	22.0	10.0	18.0	5.0	26.0
Max Q Clear Time (g_c+I1), s	3.6	12.9	7.3	12.2	7.9	11.9	3.5	4.7
Green Ext Time (p_c), s	0.0	4.5	0.1	1.1	0.1	2.8	0.0	0.7

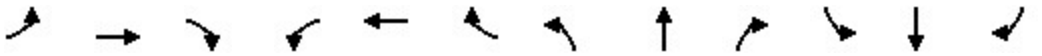
Intersection Summary	
HCM 7th Control Delay, s/veh	22.2
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	4	32	84	10	48	49	1166	116	60	1191	27
Future Volume (veh/h)	17	4	32	84	10	48	49	1166	116	60	1191	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	19	4	35	92	11	53	54	1281	127	66	1309	30
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	43	21	184	273	341	285	100	1866	577	115	1909	578
Arrive On Green	0.02	0.13	0.13	0.08	0.18	0.18	0.06	0.36	0.36	0.06	0.37	0.37
Sat Flow, veh/h	1810	168	1468	3510	1900	1589	1810	5187	1603	1810	5187	1570
Grp Volume(v), veh/h	19	0	39	92	11	53	54	1281	127	66	1309	30
Grp Sat Flow(s),veh/h/ln	1810	0	1636	1755	1900	1589	1810	1729	1603	1810	1729	1570
Q Serve(g_s), s	0.4	0.0	0.9	1.1	0.2	1.2	1.2	9.0	2.4	1.5	9.1	0.5
Cycle Q Clear(g_c), s	0.4	0.0	0.9	1.1	0.2	1.2	1.2	9.0	2.4	1.5	9.1	0.5
Prop In Lane	1.00		0.90	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	43	0	205	273	341	285	100	1866	577	115	1909	578
V/C Ratio(X)	0.44	0.00	0.19	0.34	0.03	0.19	0.54	0.69	0.22	0.57	0.69	0.05
Avail Cap(c_a), veh/h	211	0	994	410	1154	965	211	2181	674	211	2181	660
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.6	0.0	16.8	18.7	14.5	14.9	19.7	11.6	9.5	19.5	11.4	8.7
Incr Delay (d2), s/veh	7.1	0.0	0.4	0.7	0.0	0.3	4.4	0.7	0.2	4.5	0.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.3	0.4	0.1	0.4	0.5	2.2	0.6	0.6	2.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.7	0.0	17.2	19.4	14.5	15.2	24.1	12.4	9.7	23.9	12.2	8.8
LnGrp LOS	C		B	B	B	B	C	B	A	C	B	A
Approach Vol, veh/h		58			156			1462			1405	
Approach Delay, s/veh		20.7			17.6			12.6			12.7	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	19.4	7.3	9.4	6.4	19.7	5.0	11.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	18.0	5.0	26.0	5.0	18.0	5.0	26.0
Max Q Clear Time (g_c+I1), s	3.5	11.0	3.1	2.9	3.2	11.1	2.4	3.2
Green Ext Time (p_c), s	0.0	4.3	0.0	0.1	0.0	4.2	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	13.0
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	0	189	0	0	0	177	1203	0	0	1137	168
Future Volume (veh/h)	134	0	189	0	0	0	177	1203	0	0	1137	168
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	149	0	210	0	0	0	197	1337	0	0	1263	187
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1045	0	320	0	378	0	250	3155	0	0	1936	601
Arrive On Green	0.20	0.00	0.20	0.00	0.00	0.00	0.14	0.61	0.00	0.00	0.37	0.37
Sat Flow, veh/h	3510	0	1610	0	1900	0	1810	5358	0	0	5358	1610
Grp Volume(v), veh/h	149	0	210	0	0	0	197	1337	0	0	1263	187
Grp Sat Flow(s),veh/h/ln	1755	0	1610	0	1900	0	1810	1729	0	0	1729	1610
Q Serve(g_s), s	1.5	0.0	5.0	0.0	0.0	0.0	4.4	5.6	0.0	0.0	8.4	3.4
Cycle Q Clear(g_c), s	1.5	0.0	5.0	0.0	0.0	0.0	4.4	5.6	0.0	0.0	8.4	3.4
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	1045	0	320	0	378	0	250	3155	0	0	1936	601
V/C Ratio(X)	0.14	0.00	0.66	0.00	0.00	0.00	0.79	0.42	0.00	0.00	0.65	0.31
Avail Cap(c_a), veh/h	2211	0	855	0	1009	0	306	3756	0	0	2379	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.9	0.0	15.3	0.0	0.0	0.0	17.3	4.3	0.0	0.0	10.8	9.2
Incr Delay (d2), s/veh	0.1	0.0	2.3	0.0	0.0	0.0	10.6	0.1	0.0	0.0	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	0.4	0.0	1.5	0.0	0.0	0.0	2.0	0.3	0.0	0.0	1.9	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.0	0.0	17.6	0.0	0.0	0.0	27.8	4.4	0.0	0.0	11.2	9.5
LnGrp LOS	B		B				C	A			B	A
Approach Vol, veh/h		359			0			1534			1450	
Approach Delay, s/veh		16.1			0.0			7.4			11.0	
Approach LOS		B						A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		29.2		12.2	9.7	19.5		12.2				
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s		30.0		22.0	7.0	19.0		22.0				
Max Q Clear Time (g_c+I1), s		7.6		7.0	6.4	10.4		0.0				
Green Ext Time (p_c), s		8.9		1.4	0.0	5.1		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	9.9
HCM 7th LOS	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	60	12	1676	73	10	1555
Future Volume (veh/h)	60	12	1676	73	10	1555
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	71	14	1972	86	12	1829
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	136	121	3063	951	39	3675
Arrive On Green	0.08	0.08	0.59	0.59	0.02	0.71
Sat Flow, veh/h	1810	1610	5358	1610	1810	5358
Grp Volume(v), veh/h	71	14	1972	86	12	1829
Grp Sat Flow(s),veh/h/ln	1810	1610	1729	1610	1810	1729
Q Serve(g_s), s	1.6	0.3	10.4	1.0	0.3	6.6
Cycle Q Clear(g_c), s	1.6	0.3	10.4	1.0	0.3	6.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	136	121	3063	951	39	3675
V/C Ratio(X)	0.52	0.12	0.64	0.09	0.30	0.50
Avail Cap(c_a), veh/h	1088	968	3741	1161	305	5113
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	18.5	17.9	5.6	3.7	20.0	2.7
Incr Delay (d2), s/veh	3.1	0.4	0.3	0.0	4.3	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.1	0.9	0.2	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	21.6	18.4	5.9	3.7	24.3	2.8
LnGrp LOS	C	B	A	A	C	A
Approach Vol, veh/h	85		2058			1841
Approach Delay, s/veh	21.1		5.8			3.0
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	4.9	28.6			33.5	8.1
Change Period (Y+Rc), s	4.0	4.0			4.0	5.0
Max Green Setting (Gmax), s	7.0	30.0			41.0	25.0
Max Q Clear Time (g_c+I1), s	2.3	12.4			8.6	3.6
Green Ext Time (p_c), s	0.0	12.1			15.8	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	4.8
HCM 7th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	292	196	0	1628	1618	592
Future Volume (veh/h)	292	196	0	1628	1618	592
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	359	181	0	1809	1798	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	677	301	0	3175	3175	
Arrive On Green	0.19	0.19	0.00	0.61	0.61	0.00
Sat Flow, veh/h	3619	1610	0	5529	5358	1610
Grp Volume(v), veh/h	359	181	0	1809	1798	0
Grp Sat Flow(s),veh/h/ln	1810	1610	0	1729	1729	1610
Q Serve(g_s), s	3.6	4.1	0.0	8.3	8.2	0.0
Cycle Q Clear(g_c), s	3.6	4.1	0.0	8.3	8.2	0.0
Prop In Lane	1.00	1.00	0.00			1.00
Lane Grp Cap(c), veh/h	677	301	0	3175	3175	
V/C Ratio(X)	0.53	0.60	0.00	0.57	0.57	
Avail Cap(c_a), veh/h	1362	606	0	4815	4815	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.6	14.8	0.0	4.6	4.6	0.0
Incr Delay (d2), s/veh	0.6	1.9	0.0	0.2	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.4	0.0	0.3	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	15.3	16.8	0.0	4.8	4.7	0.0
LnGrp LOS	B	B		A	A	
Approach Vol, veh/h	540			1809	1798	
Approach Delay, s/veh	15.8			4.8	4.7	
Approach LOS	B			A	A	

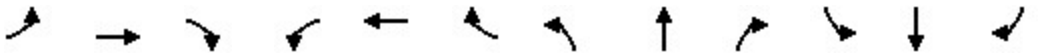
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		28.4		11.5		28.4
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		37.0		15.0		37.0
Max Q Clear Time (g_c+I1), s		10.3		6.1		10.2
Green Ext Time (p_c), s		14.1		1.4		14.0

Intersection Summary	
HCM 7th Control Delay, s/veh	6.2
HCM 7th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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



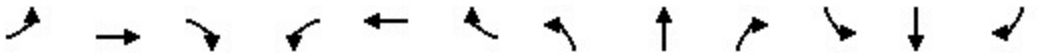
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	403	0	61	0	1567	724	330	1482	0
Future Volume (veh/h)	0	0	0	403	0	61	0	1567	724	330	1482	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1870	1900	0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	0	0	0	453	0	69	0	1761	813	371	1665	0
Peak Hour Factor	0.95	0.95	0.95	0.89	0.95	0.89	0.95	0.89	0.89	0.89	0.89	0.95
Percent Heavy Veh, %	2	2	2	0	2	0	0	0	0	0	0	0
Cap, veh/h	0	3	0	630	0	561	0	2428	1025	488	3527	0
Arrive On Green	0.00	0.00	0.00	0.17	0.00	0.17	0.00	0.47	0.47	0.14	0.68	0.00
Sat Flow, veh/h	0	-74814	0	3619	0	3220	0	5358	1590	3510	5358	0
Grp Volume(v), veh/h	0	0	0	453	0	69	0	1761	813	371	1665	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1810	0	1610	0	1729	1590	1755	1729	0
Q Serve(g_s), s	0.0	0.0	0.0	6.5	0.0	1.0	0.0	15.0	20.5	5.6	8.3	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	6.5	0.0	1.0	0.0	15.0	20.5	5.6	8.3	0.0
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	3	0	630	0	561	0	2428	1025	488	3527	0
V/C Ratio(X)	0.00	0.00	0.00	0.72	0.00	0.12	0.00	0.73	0.79	0.76	0.47	0.00
Avail Cap(c_a), veh/h	0	273	0	1122	0	1703	0	2460	1034	512	3595	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	21.4	0.0	19.1	0.0	11.7	7.2	22.7	4.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.6	0.0	0.1	0.0	1.1	4.3	6.3	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.5	0.0	0.3	0.0	3.9	4.4	2.3	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	22.9	0.0	19.2	0.0	12.8	11.5	29.0	4.2	0.0
LnGrp LOS				C		B		B	B	C	A	
Approach Vol, veh/h		0			522			2574			2036	
Approach Delay, s/veh		0.0			22.4			12.4			8.8	
Approach LOS					C			B			A	

Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	11.6	29.7	13.5	0.0		41.3		13.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0		4.0		4.0				
Max Green Setting (Gmax), s	8.0	26.0	17.0	8.0		38.0		29.0				
Max Q Clear Time (g_c+I1), s	7.6	22.5	8.5	0.0		10.3		3.0				
Green Ext Time (p_c), s	0.1	3.1	1.1	0.0		12.9		0.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	12.0
HCM 7th LOS	B

Notes

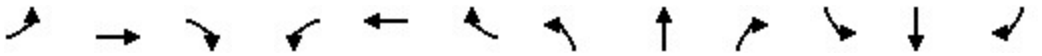
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	157	324	63	199	521	324	243	1596	163	259	964	439
Future Volume (veh/h)	157	324	63	199	521	324	243	1596	163	259	964	439
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		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	176	364	71	224	585	364	273	1793	183	291	1083	493
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	227	1288	395	291	1382	423	344	2013	205	351	2193	681
Arrive On Green	0.06	0.25	0.25	0.08	0.27	0.27	0.10	0.42	0.42	0.10	0.42	0.42
Sat Flow, veh/h	3510	5187	1589	3510	5187	1588	3510	4784	486	3510	5187	1610
Grp Volume(v), veh/h	176	364	71	224	585	364	273	1294	682	291	1083	493
Grp Sat Flow(s),veh/h/ln	1755	1729	1589	1755	1729	1588	1755	1729	1812	1755	1729	1610
Q Serve(g_s), s	5.3	6.1	3.8	6.8	10.1	23.6	8.2	37.4	37.8	8.8	16.5	27.5
Cycle Q Clear(g_c), s	5.3	6.1	3.8	6.8	10.1	23.6	8.2	37.4	37.8	8.8	16.5	27.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	227	1288	395	291	1382	423	344	1455	762	351	2193	681
V/C Ratio(X)	0.77	0.28	0.18	0.77	0.42	0.86	0.79	0.89	0.89	0.83	0.49	0.72
Avail Cap(c_a), veh/h	227	1392	427	390	1632	500	487	1504	789	357	2193	681
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.7	32.8	32.0	48.5	32.8	37.7	47.7	29.0	29.1	47.7	22.8	25.9
Incr Delay (d2), s/veh	15.2	0.1	0.2	6.5	0.2	12.6	5.9	6.8	12.5	14.7	0.2	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	2.7	2.5	1.4	3.1	4.1	10.2	3.7	15.2	17.3	4.4	6.1	10.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	64.9	32.9	32.2	55.0	33.0	50.3	53.5	35.8	41.6	62.4	22.9	29.8
LnGrp LOS	E	C	C	D	C	D	D	D	D	E	C	C
Approach Vol, veh/h		611			1173			2249			1867	
Approach Delay, s/veh		42.1			42.5			39.7			30.9	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	49.4	13.0	30.8	14.6	49.7	11.0	32.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	47.0	12.0	29.0	15.0	43.0	7.0	34.0
Max Q Clear Time (g_c+I1), s	10.8	39.8	8.8	8.1	10.2	29.5	7.3	25.6
Green Ext Time (p_c), s	0.0	5.7	0.2	2.3	0.4	7.0	0.0	3.2

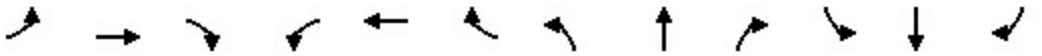
Intersection Summary	
HCM 7th Control Delay, s/veh	37.7
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	199	0	240	0	0	0	102	603	0	0	996	112
Future Volume (veh/h)	199	0	240	0	0	0	102	603	0	0	996	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	216	0	261	0	0	0	111	655	0	0	1083	122
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	611	0	0	0	5	0	329	3111	0	0	2038	624
Arrive On Green	0.17	0.00	0.00	0.00	0.00	0.00	0.09	0.60	0.00	0.00	0.39	0.39
Sat Flow, veh/h	3510	216		0	-76000	0	3510	5358	0	0	5358	1589
Grp Volume(v), veh/h	216	13.2		0	0	0	111	655	0	0	1083	122
Grp Sat Flow(s),veh/h/ln	1755	B		0	1900	0	1755	1729	0	0	1729	1589
Q Serve(g_s), s	1.9			0.0	0.0	0.0	1.0	2.0	0.0	0.0	5.7	1.8
Cycle Q Clear(g_c), s	1.9			0.0	0.0	0.0	1.0	2.0	0.0	0.0	5.7	1.8
Prop In Lane	1.00			0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	611			0	5	0	329	3111	0	0	2038	624
V/C Ratio(X)	0.35			0.00	0.00	0.00	0.34	0.21	0.00	0.00	0.53	0.20
Avail Cap(c_a), veh/h	2777			0	1557	0	496	4543	0	0	3224	988
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	12.9			0.0	0.0	0.0	15.0	3.2	0.0	0.0	8.2	7.1
Incr Delay (d2), s/veh	0.3			0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.2	0.2
Initial Q Delay(d3), s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6			0.0	0.0	0.0	0.3	0.0	0.0	0.0	1.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.2			0.0	0.0	0.0	15.6	3.3	0.0	0.0	8.5	7.2
LnGrp LOS	B						B	A			A	A
Approach Vol, veh/h					0			766			1205	
Approach Delay, s/veh					0.0			5.1			8.3	
Approach LOS								A			A	

Timer - Assigned Phs		2			5	6	7	8				
Phs Duration (G+Y+Rc), s		25.2			7.3	17.9	10.2	0.0				
Change Period (Y+Rc), s		4.0			4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s		31.0			5.0	22.0	28.0	29.0				
Max Q Clear Time (g_c+I1), s		4.0			3.0	7.7	3.9	0.0				
Green Ext Time (p_c), s		4.2			0.0	6.2	0.7	0.0				

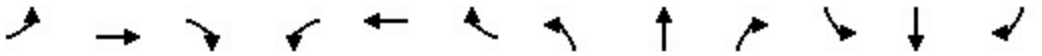
Intersection Summary												
HCM 7th Control Delay, s/veh			7.7									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	765	185	202	374	151	87	479	188	366	771	91
Future Volume (veh/h)	132	765	185	202	374	151	87	479	188	366	771	91
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		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	142	823	199	217	402	162	94	515	202	394	829	98
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	252	1500	456	314	1592	484	222	1124	343	546	1603	490
Arrive On Green	0.07	0.29	0.29	0.09	0.31	0.31	0.06	0.22	0.22	0.16	0.31	0.31
Sat Flow, veh/h	3510	5187	1576	3510	5187	1578	3510	5187	1585	3510	5187	1587
Grp Volume(v), veh/h	142	823	199	217	402	162	94	515	202	394	829	98
Grp Sat Flow(s),veh/h/ln	1755	1729	1576	1755	1729	1578	1755	1729	1585	1755	1729	1587
Q Serve(g_s), s	2.5	8.6	6.6	3.9	3.7	5.1	1.7	5.5	7.3	6.9	8.4	2.9
Cycle Q Clear(g_c), s	2.5	8.6	6.6	3.9	3.7	5.1	1.7	5.5	7.3	6.9	8.4	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	252	1500	456	314	1592	484	222	1124	343	546	1603	490
V/C Ratio(X)	0.56	0.55	0.44	0.69	0.25	0.33	0.42	0.46	0.59	0.72	0.52	0.20
Avail Cap(c_a), veh/h	328	2747	835	328	2747	836	328	2747	839	547	3070	939
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	28.8	19.3	18.6	28.4	16.7	17.2	28.9	21.9	22.6	25.8	18.2	16.3
Incr Delay (d2), s/veh	2.0	0.3	0.7	5.8	0.1	0.4	1.3	0.3	1.6	4.6	0.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.0	2.2	1.7	1.3	1.6	0.7	2.0	2.6	2.9	2.8	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.8	19.6	19.2	34.2	16.8	17.6	30.2	22.2	24.2	30.4	18.5	16.5
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	B	B
Approach Vol, veh/h		1164			781			811			1321	
Approach Delay, s/veh		20.9			21.8			23.6			21.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	17.9	9.7	22.6	8.1	23.8	8.6	23.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	34.0	6.0	34.0	6.0	38.0	6.0	34.0
Max Q Clear Time (g_c+I1), s	8.9	9.3	5.9	10.6	3.7	10.4	4.5	7.1
Green Ext Time (p_c), s	0.2	3.8	0.0	6.2	0.0	5.9	0.1	3.1

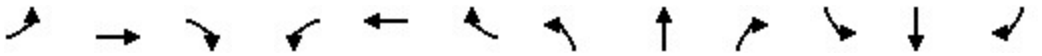
Intersection Summary	
HCM 7th Control Delay, s/veh	21.9
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	87	180	84	36	71	96	675	60	52	1074	55
Future Volume (veh/h)	57	87	180	84	36	71	96	675	60	52	1074	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	64	98	202	94	40	80	108	758	67	58	1207	62
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	101	331	281	122	354	296	140	2043	620	95	1915	581
Arrive On Green	0.06	0.17	0.17	0.07	0.19	0.19	0.08	0.39	0.39	0.05	0.37	0.37
Sat Flow, veh/h	1810	1900	1610	1810	1900	1587	1810	5187	1575	1810	5187	1575
Grp Volume(v), veh/h	64	98	202	94	40	80	108	758	67	58	1207	62
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1587	1810	1729	1575	1810	1729	1575
Q Serve(g_s), s	2.0	2.6	6.8	3.0	1.0	2.5	3.4	6.0	1.6	1.8	11.0	1.5
Cycle Q Clear(g_c), s	2.0	2.6	6.8	3.0	1.0	2.5	3.4	6.0	1.6	1.8	11.0	1.5
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	101	331	281	122	354	296	140	2043	620	95	1915	581
V/C Ratio(X)	0.64	0.30	0.72	0.77	0.11	0.27	0.77	0.37	0.11	0.61	0.63	0.11
Avail Cap(c_a), veh/h	282	1283	1088	188	1185	990	219	3055	927	251	3144	955
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	26.7	20.7	22.5	26.5	19.5	20.1	26.1	12.4	11.1	26.8	15.0	12.0
Incr Delay (d2), s/veh	6.5	0.5	3.4	9.8	0.1	0.5	8.7	0.1	0.1	6.2	0.3	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.1	2.7	1.5	0.4	0.9	1.6	1.8	0.5	0.8	3.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.2	21.2	25.9	36.3	19.7	20.6	34.9	12.5	11.2	33.0	15.3	12.0
LnGrp LOS	C	C	C	D	B	C	C	B	B	C	B	B
Approach Vol, veh/h		364			214			933			1327	
Approach Delay, s/veh		26.0			27.3			15.0			15.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	26.7	7.9	16.1	8.5	25.3	7.2	16.8
Change Period (Y+Rc), s	4.0	4.0	4.0	6.0	4.0	4.0	4.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	6.0	39.0	7.0	35.0	9.0	36.0
Max Q Clear Time (g_c+I1), s	3.8	8.0	5.0	8.8	5.4	13.0	4.0	4.5
Green Ext Time (p_c), s	0.0	5.1	0.0	1.2	0.0	8.3	0.0	0.5

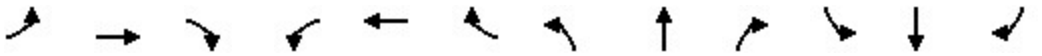
Intersection Summary	
HCM 7th Control Delay, s/veh	17.8
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	993	6	3	1494	24	9	2	2	50	0	47
Future Volume (veh/h)	24	993	6	3	1494	24	9	2	2	50	0	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	1079	7	3	1624	26	10	2	2	54	0	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	58	2496	16	7	2322	37	359	72	43	265	43	148
Arrive On Green	0.03	0.47	0.47	0.00	0.44	0.44	0.19	0.19	0.19	0.19	0.00	0.19
Sat Flow, veh/h	1810	5317	34	1810	5256	84	969	373	224	586	223	764
Grp Volume(v), veh/h	26	702	384	3	1068	582	14	0	0	105	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1894	1810	1729	1882	1565	0	0	1573	0	0
Q Serve(g_s), s	0.5	4.9	4.9	0.1	9.0	9.0	0.0	0.0	0.0	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.5	4.9	4.9	0.1	9.0	9.0	0.2	0.0	0.0	1.9	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.04	0.71		0.14	0.51		0.49
Lane Grp Cap(c), veh/h	58	1623	889	7	1527	831	475	0	0	456	0	0
V/C Ratio(X)	0.45	0.43	0.43	0.40	0.70	0.70	0.03	0.00	0.00	0.23	0.00	0.00
Avail Cap(c_a), veh/h	251	1725	945	251	1725	939	1205	0	0	1212	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	17.2	6.4	6.4	17.9	8.1	8.1	11.8	0.0	0.0	12.5	0.0	0.0
Incr Delay (d2), s/veh	5.5	0.2	0.3	31.7	1.1	2.0	0.0	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.7	0.8	0.1	1.6	2.0	0.1	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.6	6.6	6.7	49.7	9.2	10.1	11.8	0.0	0.0	12.7	0.0	0.0
LnGrp LOS	C	A	A	D	A	B	B			B		
Approach Vol, veh/h		1112			1653			14			105	
Approach Delay, s/veh		7.0			9.6			11.8			12.7	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.0	4.1	20.9		11.0	5.1	19.9				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		25.0	5.0	18.0		25.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s		2.2	2.1	6.9		3.9	2.5	11.0				
Green Ext Time (p_c), s		0.0	0.0	4.7		0.5	0.0	4.9				

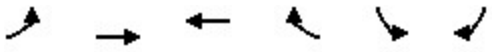
Intersection Summary	
HCM 7th Control Delay, s/veh	8.7
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	681	363	241	949	242	400	1384	195	248	1102	174
Future Volume (veh/h)	188	681	363	241	949	242	400	1384	195	248	1102	174
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		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781
Adj Flow Rate, veh/h	194	702	374	248	978	249	412	1427	201	256	1136	179
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	8	8	8	8	8	8	8	8	8	8	8	8
Cap, veh/h	345	1450	444	278	1351	563	417	1701	655	325	1564	644
Arrive On Green	0.10	0.30	0.30	0.08	0.28	0.28	0.13	0.35	0.35	0.10	0.32	0.32
Sat Flow, veh/h	3291	4863	1490	3291	4863	1490	3291	4863	1508	3291	4863	1508
Grp Volume(v), veh/h	194	702	374	248	978	249	412	1427	201	256	1136	179
Grp Sat Flow(s),veh/h/ln	1646	1621	1490	1646	1621	1490	1646	1621	1508	1646	1621	1508
Q Serve(g_s), s	5.3	11.2	22.3	7.1	17.2	11.8	11.8	25.6	8.2	7.2	19.6	7.3
Cycle Q Clear(g_c), s	5.3	11.2	22.3	7.1	17.2	11.8	11.8	25.6	8.2	7.2	19.6	7.3
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	345	1450	444	278	1351	563	417	1701	655	325	1564	644
V/C Ratio(X)	0.56	0.48	0.84	0.89	0.72	0.44	0.99	0.84	0.31	0.79	0.73	0.28
Avail Cap(c_a), veh/h	348	1746	535	278	1643	652	417	1849	701	382	1797	716
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.3	27.3	31.1	42.9	30.9	22.1	41.3	28.3	17.5	41.7	28.4	17.7
Incr Delay (d2), s/veh	2.0	0.3	10.0	28.1	1.3	0.5	40.7	3.4	0.3	9.1	1.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	4.0	8.6	3.8	6.4	3.9	6.8	9.3	2.6	3.1	7.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.3	27.5	41.1	71.1	32.2	22.7	82.0	31.7	17.8	50.8	29.7	17.9
LnGrp LOS	D	C	D	E	C	C	F	C	B	D	C	B
Approach Vol, veh/h		1270			1475			2040			1571	
Approach Delay, s/veh		33.8			37.1			40.5			31.8	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	37.1	12.0	32.2	16.0	34.5	13.9	30.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	36.0	8.0	34.0	12.0	35.0	10.0	32.0
Max Q Clear Time (g_c+I1), s	9.2	27.6	9.1	24.3	13.8	21.6	7.3	19.2
Green Ext Time (p_c), s	0.2	5.6	0.0	4.0	0.0	6.3	0.1	5.6

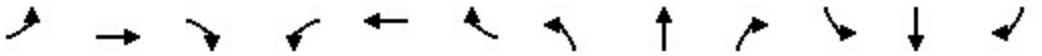
Intersection Summary	
HCM 7th Control Delay, s/veh	36.2
HCM 7th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	149	1127	1358	134	167	106
Future Volume (veh/h)	149	1127	1358	134	167	106
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	154	1162	1400	138	172	109
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	359	3287	2239	694	586	269
Arrive On Green	0.10	0.63	0.43	0.43	0.17	0.17
Sat Flow, veh/h	3510	5358	5358	1608	3510	1610
Grp Volume(v), veh/h	154	1162	1400	138	172	109
Grp Sat Flow(s),veh/h/ln	1755	1729	1729	1608	1755	1610
Q Serve(g_s), s	1.7	4.2	8.4	2.1	1.7	2.4
Cycle Q Clear(g_c), s	1.7	4.2	8.4	2.1	1.7	2.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	359	3287	2239	694	586	269
V/C Ratio(X)	0.43	0.35	0.63	0.20	0.29	0.41
Avail Cap(c_a), veh/h	438	4009	2845	882	2713	1244
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	16.9	3.5	8.9	7.1	14.6	14.9
Incr Delay (d2), s/veh	0.8	0.1	0.3	0.1	0.3	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.2	1.7	0.0	0.6	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.7	3.5	9.2	7.2	14.9	15.9
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		1316	1538		281	
Approach Delay, s/veh		5.2	9.0		15.3	
Approach LOS		A	A		B	

Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				29.4		10.7	8.1	21.3
Change Period (Y+Rc), s				4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s				31.0		31.0	5.0	22.0
Max Q Clear Time (g_c+I1), s				6.2		4.4	3.7	10.4
Green Ext Time (p_c), s				8.0		0.9	0.1	6.9

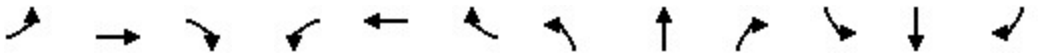
Intersection Summary								
HCM 7th Control Delay, s/veh			8.0					
HCM 7th LOS			A					



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	1017	19	56	1256	145	19	19	30	222	34	156
Future Volume (veh/h)	146	1017	19	56	1256	145	19	19	30	222	34	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	149	1038	19	57	1282	148	19	19	31	227	35	159
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	296	2108	654	97	1949	605	81	481	213	358	766	336
Arrive On Green	0.08	0.41	0.41	0.05	0.38	0.38	0.02	0.13	0.13	0.10	0.21	0.21
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	3510	3610	1599	3510	3610	1581
Grp Volume(v), veh/h	149	1038	19	57	1282	148	19	19	31	227	35	159
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1755	1805	1599	1755	1805	1581
Q Serve(g_s), s	2.1	7.8	0.4	1.6	10.8	3.3	0.3	0.2	0.9	3.3	0.4	4.6
Cycle Q Clear(g_c), s	2.1	7.8	0.4	1.6	10.8	3.3	0.3	0.2	0.9	3.3	0.4	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	296	2108	654	97	1949	605	81	481	213	358	766	336
V/C Ratio(X)	0.50	0.49	0.03	0.59	0.66	0.24	0.23	0.04	0.15	0.63	0.05	0.47
Avail Cap(c_a), veh/h	401	2567	797	207	2567	797	334	2199	974	668	2543	1113
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	23.0	11.6	9.4	24.3	13.6	11.3	25.2	19.8	20.1	22.6	16.5	18.1
Incr Delay (d2), s/veh	1.3	0.2	0.0	5.5	0.4	0.2	1.5	0.0	0.3	1.9	0.0	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.1	0.1	0.7	3.1	0.9	0.1	0.1	0.3	1.3	0.1	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.3	11.8	9.4	29.8	14.0	11.5	26.7	19.9	20.4	24.5	16.5	19.2
LnGrp LOS	C	B	A	C	B	B	C	B	C	C	B	B
Approach Vol, veh/h		1206			1487			69			421	
Approach Delay, s/veh		13.3			14.3			22.0			21.8	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	11.0	6.8	25.3	5.2	15.1	8.4	23.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	32.0	6.0	26.0	5.0	37.0	6.0	26.0
Max Q Clear Time (g_c+I1), s	5.3	2.9	3.6	9.8	2.3	6.6	4.1	12.8
Green Ext Time (p_c), s	0.3	0.1	0.0	6.0	0.0	0.7	0.1	7.0

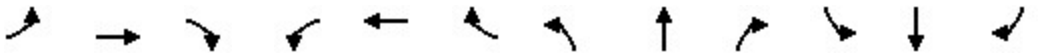
Intersection Summary	
HCM 7th Control Delay, s/veh	15.1
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	243	910	361	235	603	145	320	1089	350	141	911	212
Future Volume (veh/h)	243	910	361	235	603	145	320	1089	350	141	911	212
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796
Adj Flow Rate, veh/h	245	919	365	237	609	146	323	1100	354	142	920	214
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	227	1492	462	265	1548	480	341	1814	563	211	1129	497
Arrive On Green	0.07	0.30	0.30	0.08	0.32	0.32	0.10	0.37	0.37	0.06	0.33	0.33
Sat Flow, veh/h	3319	4904	1519	3319	4904	1519	3319	4904	1521	3319	3413	1502
Grp Volume(v), veh/h	245	919	365	237	609	146	323	1100	354	142	920	214
Grp Sat Flow(s),veh/h/ln	1659	1635	1519	1659	1635	1519	1659	1635	1521	1659	1706	1502
Q Serve(g_s), s	6.0	14.1	19.3	6.2	8.5	6.4	8.5	16.0	16.8	3.7	21.7	9.8
Cycle Q Clear(g_c), s	6.0	14.1	19.3	6.2	8.5	6.4	8.5	16.0	16.8	3.7	21.7	9.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	227	1492	462	265	1548	480	341	1814	563	211	1129	497
V/C Ratio(X)	1.08	0.62	0.79	0.89	0.39	0.30	0.95	0.61	0.63	0.67	0.81	0.43
Avail Cap(c_a), veh/h	227	1790	554	265	1846	572	341	2069	642	303	1401	617
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	40.8	26.1	27.9	40.0	23.4	22.7	39.1	22.4	22.7	40.2	26.9	22.9
Incr Delay (d2), s/veh	82.2	0.5	6.4	29.6	0.2	0.4	35.3	0.4	1.6	3.7	3.1	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	5.0	7.1	3.5	3.0	2.1	4.9	5.5	5.6	1.5	8.4	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	123.1	26.6	34.3	69.6	23.6	23.1	74.4	22.8	24.3	43.9	30.0	23.5
LnGrp LOS	F	C	C	E	C	C	E	C	C	D	C	C
Approach Vol, veh/h		1529			992			1777			1276	
Approach Delay, s/veh		43.9			34.5			32.5			30.5	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	36.4	11.0	30.7	13.0	33.0	10.0	31.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	37.0	7.0	32.0	9.0	36.0	6.0	33.0
Max Q Clear Time (g_c+I1), s	5.7	18.0	8.2	21.3	10.5	23.7	8.0	10.5
Green Ext Time (p_c), s	0.1	5.3	0.0	5.1	0.0	5.2	0.0	4.2

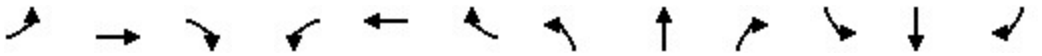
Intersection Summary	
HCM 7th Control Delay, s/veh	35.5
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	745	20	21	1007	278	47	38	28	179	46	114
Future Volume (veh/h)	111	745	20	21	1007	278	47	38	28	179	46	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	116	776	21	22	1049	290	49	40	29	186	48	119
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	149	2114	653	47	1268	562	87	272	229	237	429	362
Arrive On Green	0.08	0.41	0.41	0.03	0.35	0.35	0.05	0.14	0.14	0.13	0.23	0.23
Sat Flow, veh/h	1810	5187	1602	1810	3610	1601	1810	1900	1600	1810	1900	1604
Grp Volume(v), veh/h	116	776	21	22	1049	290	49	40	29	186	48	119
Grp Sat Flow(s),veh/h/ln	1810	1729	1602	1810	1805	1601	1810	1900	1600	1810	1900	1604
Q Serve(g_s), s	3.4	5.7	0.4	0.7	14.5	7.8	1.4	1.0	0.9	5.4	1.1	3.4
Cycle Q Clear(g_c), s	3.4	5.7	0.4	0.7	14.5	7.8	1.4	1.0	0.9	5.4	1.1	3.4
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	149	2114	653	47	1268	562	87	272	229	237	429	362
V/C Ratio(X)	0.78	0.37	0.03	0.47	0.83	0.52	0.56	0.15	0.13	0.79	0.11	0.33
Avail Cap(c_a), veh/h	165	2114	653	165	1453	644	165	904	761	364	1112	939
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	24.6	11.3	9.7	26.3	16.2	14.1	25.5	20.5	20.4	23.0	16.8	17.7
Incr Delay (d2), s/veh	18.9	0.1	0.0	7.1	3.7	0.7	5.6	0.2	0.2	6.1	0.1	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	2.0	1.6	0.1	0.3	5.1	2.2	0.7	0.4	0.3	2.5	0.4	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.5	11.4	9.7	33.3	19.9	14.8	31.1	20.8	20.7	29.1	16.9	18.2
LnGrp LOS	D	B	A	C	B	B	C	C	C	C	B	B
Approach Vol, veh/h		913			1361			118			353	
Approach Delay, s/veh		15.4			19.0			25.0			23.8	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	11.8	5.4	26.3	6.6	16.3	8.5	23.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	26.0	5.0	22.0	5.0	32.0	5.0	22.0
Max Q Clear Time (g_c+I1), s	7.4	3.0	2.7	7.7	3.4	5.4	5.4	16.5
Green Ext Time (p_c), s	0.2	0.2	0.0	4.1	0.0	0.6	0.0	2.7

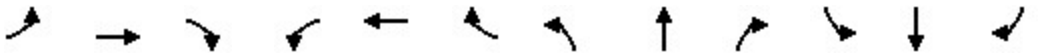
Intersection Summary	
HCM 7th Control Delay, s/veh	18.7
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	778	76	142	736	13	101	31	138	39	17	3
Future Volume (veh/h)	18	778	76	142	736	13	101	31	138	39	17	3
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		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	19	810	79	148	767	14	105	32	144	41	18	3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	42	1123	485	189	1416	627	144	373	315	80	305	254
Arrive On Green	0.02	0.31	0.31	0.10	0.39	0.39	0.08	0.20	0.20	0.04	0.16	0.16
Sat Flow, veh/h	1810	3610	1559	1810	3610	1598	1810	1900	1605	1810	1900	1583
Grp Volume(v), veh/h	19	810	79	148	767	14	105	32	144	41	18	3
Grp Sat Flow(s),veh/h/ln	1810	1805	1559	1810	1805	1598	1810	1900	1605	1810	1900	1583
Q Serve(g_s), s	0.5	9.3	1.7	3.7	7.6	0.2	2.6	0.6	3.7	1.0	0.4	0.1
Cycle Q Clear(g_c), s	0.5	9.3	1.7	3.7	7.6	0.2	2.6	0.6	3.7	1.0	0.4	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	42	1123	485	189	1416	627	144	373	315	80	305	254
V/C Ratio(X)	0.45	0.72	0.16	0.78	0.54	0.02	0.73	0.09	0.46	0.51	0.06	0.01
Avail Cap(c_a), veh/h	195	1475	637	195	1475	653	195	1021	863	195	1021	851
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.4	14.2	11.6	20.3	10.9	8.7	20.9	15.3	16.5	21.7	16.5	16.4
Incr Delay (d2), s/veh	7.3	1.2	0.2	18.0	0.4	0.0	8.6	0.1	1.0	5.0	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.9	0.4	2.2	2.0	0.1	1.3	0.2	1.1	0.5	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.7	15.4	11.8	38.3	11.3	8.7	29.5	15.4	17.5	26.7	16.6	16.4
LnGrp LOS	C	B	B	D	B	A	C	B	B	C	B	B
Approach Vol, veh/h		908			929			281			62	
Approach Delay, s/veh		15.4			15.5			21.8			23.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	13.1	8.9	18.5	7.7	11.5	5.1	22.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	25.0	5.0	19.0	5.0	25.0	5.0	19.0
Max Q Clear Time (g_c+I1), s	3.0	5.7	5.7	11.3	4.6	2.4	2.5	9.6
Green Ext Time (p_c), s	0.0	0.5	0.0	2.8	0.0	0.0	0.0	3.1

Intersection Summary	
HCM 7th Control Delay, s/veh	16.5
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	2	637	489	505	495	317	1298	15	4	1625	237
Future Volume (veh/h)	215	2	637	489	505	495	317	1298	15	4	1625	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	223	0	657	342	748	510	327	1338	15	4	1675	244
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	516	0	458	445	935	792	334	2236	25	9	1726	535
Arrive On Green	0.15	0.00	0.15	0.25	0.25	0.25	0.10	0.44	0.44	0.01	0.34	0.34
Sat Flow, veh/h	3506	0	3114	1753	3681	3116	3401	5123	57	1753	5025	1559
Grp Volume(v), veh/h	223	0	657	342	748	510	327	875	478	4	1675	244
Grp Sat Flow(s),veh/h/ln	1753	0	1557	1753	1841	1558	1700	1675	1830	1753	1675	1559
Q Serve(g_s), s	5.9	0.0	15.0	18.4	19.4	14.9	9.8	20.3	20.3	0.2	33.4	12.4
Cycle Q Clear(g_c), s	5.9	0.0	15.0	18.4	19.4	14.9	9.8	20.3	20.3	0.2	33.4	12.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	516	0	458	445	935	792	334	1462	799	9	1726	535
V/C Ratio(X)	0.43	0.00	1.43	0.77	0.80	0.64	0.98	0.60	0.60	0.43	0.97	0.46
Avail Cap(c_a), veh/h	516	0	458	499	1048	887	334	1462	799	86	1726	535
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.6	0.0	43.4	35.2	35.6	33.9	45.8	21.9	21.9	50.5	32.9	26.0
Incr Delay (d2), s/veh	0.6	0.0	207.2	6.4	4.1	1.4	43.6	0.7	1.2	29.1	15.2	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	18.7	8.2	8.7	5.4	5.9	7.2	8.0	0.2	14.6	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.1	0.0	250.7	41.6	39.6	35.3	89.5	22.6	23.1	79.6	48.1	26.6
LnGrp LOS	D		F	D	D	D	F	C	C	E	D	C
Approach Vol, veh/h		880			1600			1680			1923	
Approach Delay, s/veh		197.3			38.7			35.8			45.5	
Approach LOS		F			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.5	48.5		19.0	14.0	39.0		29.9				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	5.0	40.0		15.0	10.0	35.0		29.0				
Max Q Clear Time (g_c+I1), s	2.2	22.3		17.0	11.8	35.4		21.4				
Green Ext Time (p_c), s	0.0	7.6		0.0	0.0	0.0		4.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	63.0
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.



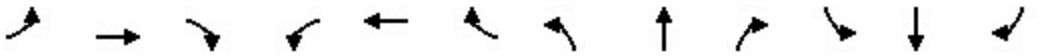
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	552	57	58	860	50	38
Future Volume (veh/h)	552	57	58	860	50	38
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	594	61	62	925	54	41
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1149	118	125	2046	129	98
Arrive On Green	0.35	0.35	0.07	0.57	0.13	0.13
Sat Flow, veh/h	3399	339	1810	3705	967	734
Grp Volume(v), veh/h	324	331	62	925	96	0
Grp Sat Flow(s),veh/h/ln	1805	1837	1810	1805	1719	0
Q Serve(g_s), s	3.8	3.8	0.9	4.0	1.4	0.0
Cycle Q Clear(g_c), s	3.8	3.8	0.9	4.0	1.4	0.0
Prop In Lane		0.18	1.00		0.56	0.43
Lane Grp Cap(c), veh/h	628	639	125	2046	230	0
V/C Ratio(X)	0.52	0.52	0.50	0.45	0.42	0.00
Avail Cap(c_a), veh/h	1690	1721	678	5274	837	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	6.9	6.9	12.0	3.4	10.6	0.0
Incr Delay (d2), s/veh	0.7	0.7	3.0	0.2	1.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.5	0.3	0.0	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	7.6	7.6	15.0	3.5	11.8	0.0
LnGrp LOS	A	A	B	A	B	
Approach Vol, veh/h	655			987	96	
Approach Delay, s/veh	7.6			4.2	11.8	
Approach LOS	A			A	B	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	7.6	5.8	13.3		19.1
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	13.0	10.0	25.0		39.0
Max Q Clear Time (g_c+I1), s	3.4	2.9	5.8		6.0
Green Ext Time (p_c), s	0.1	0.1	3.3		6.6

Intersection Summary	
HCM 7th Control Delay, s/veh	5.9
HCM 7th LOS	A

Notes

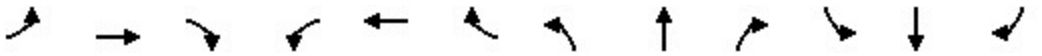
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	227	165	156	344	282	219	1339	109	205	1247	143
Future Volume (veh/h)	173	227	165	156	344	282	219	1339	109	205	1247	143
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		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	180	236	172	162	358	294	228	1395	114	214	1299	149
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	273	939	724	249	914	406	323	1783	546	344	1814	562
Arrive On Green	0.08	0.26	0.26	0.07	0.25	0.25	0.09	0.34	0.34	0.10	0.35	0.35
Sat Flow, veh/h	3510	3610	2785	3510	3610	1603	3510	5187	1587	3510	5187	1607
Grp Volume(v), veh/h	180	236	172	162	358	294	228	1395	114	214	1299	149
Grp Sat Flow(s),veh/h/ln	1755	1805	1392	1755	1805	1603	1755	1729	1587	1755	1729	1607
Q Serve(g_s), s	3.5	3.6	3.4	3.2	5.8	11.8	4.4	17.0	3.6	4.1	15.3	4.7
Cycle Q Clear(g_c), s	3.5	3.6	3.4	3.2	5.8	11.8	4.4	17.0	3.6	4.1	15.3	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	273	939	724	249	914	406	323	1783	546	344	1814	562
V/C Ratio(X)	0.66	0.25	0.24	0.65	0.39	0.72	0.71	0.78	0.21	0.62	0.72	0.27
Avail Cap(c_a), veh/h	399	1744	1345	299	1641	729	399	1990	609	349	1916	594
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.6	20.6	20.5	31.9	21.8	24.0	31.0	20.7	16.3	30.5	19.9	16.4
Incr Delay (d2), s/veh	2.7	0.1	0.2	3.7	0.3	2.5	4.2	1.9	0.2	3.3	1.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.4	1.0	1.3	2.2	4.2	1.9	6.1	1.1	1.7	5.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.3	20.8	20.7	35.6	22.1	26.5	35.3	22.6	16.5	33.8	21.1	16.6
LnGrp LOS	C	C	C	D	C	C	D	C	B	C	C	B
Approach Vol, veh/h		588			814			1737			1662	
Approach Delay, s/veh		24.9			26.4			23.9			22.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	28.2	9.0	22.3	10.5	28.6	9.5	21.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	27.0	6.0	34.0	8.0	26.0	8.0	32.0
Max Q Clear Time (g_c+I1), s	6.1	19.0	5.2	5.6	6.4	17.3	5.5	13.8
Green Ext Time (p_c), s	0.1	5.2	0.0	2.0	0.1	5.3	0.1	2.8

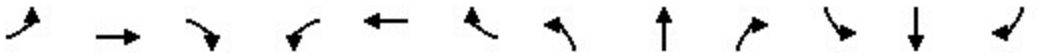
Intersection Summary	
HCM 7th Control Delay, s/veh	23.9
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	476	27	54	656	20	35	3	70	4	4	11
Future Volume (veh/h)	10	476	27	54	656	20	35	3	70	4	4	11
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		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	523	30	59	721	22	38	3	77	4	4	12
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	36	950	409	146	1157	35	260	21	248	52	52	156
Arrive On Green	0.02	0.26	0.26	0.08	0.32	0.32	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1810	3610	1553	1810	3572	109	1683	133	1607	339	339	1018
Grp Volume(v), veh/h	11	523	30	59	364	379	41	0	77	20	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1553	1810	1805	1876	1816	0	1607	1697	0	0
Q Serve(g_s), s	0.3	5.7	0.7	1.4	7.8	7.8	0.9	0.0	2.0	0.5	0.0	0.0
Cycle Q Clear(g_c), s	0.3	5.7	0.7	1.4	7.8	7.8	0.9	0.0	2.0	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.06	0.93		1.00	0.20		0.60
Lane Grp Cap(c), veh/h	36	950	409	146	584	608	280	0	248	259	0	0
V/C Ratio(X)	0.30	0.55	0.07	0.40	0.62	0.62	0.15	0.00	0.31	0.08	0.00	0.00
Avail Cap(c_a), veh/h	276	2205	949	276	1103	1146	872	0	771	259	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	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.1	14.6	12.7	20.0	13.1	13.1	16.8	0.0	17.2	16.6	0.0	0.0
Incr Delay (d2), s/veh	4.6	0.5	0.1	1.8	1.1	1.1	0.2	0.0	0.7	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.8	0.2	0.6	2.4	2.5	0.3	0.0	0.6	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.8	15.1	12.8	21.8	14.2	14.2	17.0	0.0	17.9	16.8	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	B		B	B		
Approach Vol, veh/h		564			802			118			20	
Approach Delay, s/veh		15.2			14.8			17.6			16.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	3	4		6	7	8					
Phs Duration (G+Y+Rc), s	11.1	7.7	16.1		11.0	4.9	18.8					
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0	4.0	4.0					
Max Green Setting (Gmax), s	22.0	7.0	28.0		7.0	7.0	28.0					
Max Q Clear Time (g_c+I1), s	4.0	3.4	7.7		2.5	2.3	9.8					
Green Ext Time (p_c), s	0.3	0.0	3.0		0.0	0.0	3.8					

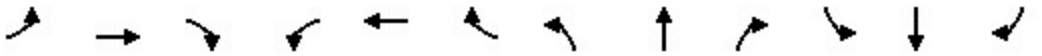
Intersection Summary	
HCM 7th Control Delay, s/veh	15.2
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	248	159	225	291	79	157	173	180	46	98	13
Future Volume (veh/h)	24	248	159	225	291	79	157	173	180	46	98	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		1.00	1.00		1.00	1.00		0.93	1.00		0.92
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	25	258	166	234	303	82	164	180	188	48	102	14
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	70	550	246	333	753	336	257	866	681	111	716	98
Arrive On Green	0.04	0.15	0.15	0.09	0.21	0.21	0.07	0.46	0.46	0.06	0.44	0.44
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	1900	1495	1810	1614	222
Grp Volume(v), veh/h	25	258	166	234	303	82	164	180	188	48	0	116
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1900	1495	1810	0	1836
Q Serve(g_s), s	0.9	4.4	6.6	4.4	4.9	2.9	3.1	3.9	5.3	1.7	0.0	2.5
Cycle Q Clear(g_c), s	0.9	4.4	6.6	4.4	4.9	2.9	3.1	3.9	5.3	1.7	0.0	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	70	550	246	333	753	336	257	866	681	111	0	815
V/C Ratio(X)	0.36	0.47	0.68	0.70	0.40	0.24	0.64	0.21	0.28	0.43	0.00	0.14
Avail Cap(c_a), veh/h	187	1330	593	414	1383	617	414	952	749	187	0	893
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	31.8	26.2	27.2	29.8	23.2	22.4	30.6	11.1	11.5	30.7	0.0	11.2
Incr Delay (d2), s/veh	3.0	0.6	3.2	4.0	0.3	0.4	2.6	0.1	0.2	2.6	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.7	2.5	1.8	1.9	1.0	1.3	1.4	1.4	0.8	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.8	26.9	30.4	33.8	23.6	22.8	33.2	11.2	11.7	33.3	0.0	11.3
LnGrp LOS	C	C	C	C	C	C	C	B	B	C		B
Approach Vol, veh/h		449			619			532			164	
Approach Delay, s/veh		28.6			27.3			18.2			17.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	34.9	10.4	14.3	9.0	34.1	6.6	18.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	34.0	8.0	25.0	8.0	33.0	7.0	26.0
Max Q Clear Time (g_c+I1), s	3.7	7.3	6.4	8.6	5.1	4.5	2.9	6.9
Green Ext Time (p_c), s	0.0	1.6	0.1	1.7	0.1	0.5	0.0	1.8

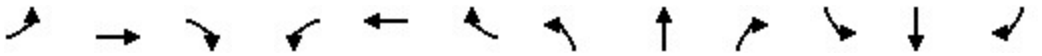
Intersection Summary	
HCM 7th Control Delay, s/veh	24.0
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	330	44	48	321	92	37	33	44	111	31	52
Future Volume (veh/h)	41	330	44	48	321	92	37	33	44	111	31	52
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		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	340	45	49	331	95	38	34	45	114	32	54
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	86	743	329	97	765	339	153	405	342	328	500	417
Arrive On Green	0.05	0.21	0.21	0.05	0.21	0.21	0.04	0.21	0.21	0.09	0.26	0.26
Sat Flow, veh/h	1810	3610	1598	1810	3610	1599	3510	1900	1603	3510	1900	1584
Grp Volume(v), veh/h	42	340	45	49	331	95	38	34	45	114	32	54
Grp Sat Flow(s),veh/h/ln	1810	1805	1598	1810	1805	1599	1755	1900	1603	1755	1900	1584
Q Serve(g_s), s	0.8	3.0	0.8	1.0	2.9	1.8	0.4	0.5	0.8	1.1	0.5	1.0
Cycle Q Clear(g_c), s	0.8	3.0	0.8	1.0	2.9	1.8	0.4	0.5	0.8	1.1	0.5	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	86	743	329	97	765	339	153	405	342	328	500	417
V/C Ratio(X)	0.49	0.46	0.14	0.51	0.43	0.28	0.25	0.08	0.13	0.35	0.06	0.13
Avail Cap(c_a), veh/h	294	2546	1127	294	2546	1127	476	1855	1566	571	1907	1590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.1	12.8	12.0	17.0	12.6	12.2	17.0	11.6	11.7	15.7	10.2	10.4
Incr Delay (d2), s/veh	4.3	0.4	0.2	4.0	0.4	0.4	0.8	0.1	0.2	0.6	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.9	0.2	0.4	0.8	0.5	0.1	0.2	0.2	0.4	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.4	13.3	12.2	21.0	13.0	12.6	17.9	11.7	11.9	16.3	10.2	10.5
LnGrp LOS	C	B	B	C	B	B	B	B	B	B	B	B
Approach Vol, veh/h		427			475			117			200	
Approach Delay, s/veh		14.0			13.7			13.8			13.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	11.9	6.0	11.6	5.6	13.7	5.7	11.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	36.0	6.0	26.0	5.0	37.0	6.0	26.0
Max Q Clear Time (g_c+I1), s	3.1	2.8	3.0	5.0	2.4	3.0	2.8	4.9
Green Ext Time (p_c), s	0.1	0.3	0.0	2.0	0.0	0.3	0.0	2.1

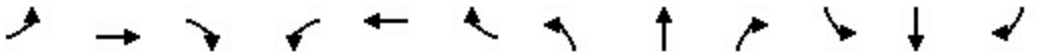
Intersection Summary	
HCM 7th Control Delay, s/veh	13.8
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	134	203	95	223	142	439	1284	150	149	1025	63
Future Volume (veh/h)	39	134	203	95	223	142	439	1284	150	149	1025	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	137	207	97	228	145	448	1310	153	152	1046	64
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	143	663	295	237	1091	333	568	2075	635	273	1638	502
Arrive On Green	0.04	0.18	0.18	0.07	0.21	0.21	0.16	0.40	0.40	0.08	0.32	0.32
Sat Flow, veh/h	3510	3610	1608	3510	5187	1585	3510	5187	1589	3510	5187	1588
Grp Volume(v), veh/h	40	137	207	97	228	145	448	1310	153	152	1046	64
Grp Sat Flow(s),veh/h/ln	1755	1805	1608	1755	1729	1585	1755	1729	1589	1755	1729	1588
Q Serve(g_s), s	0.7	1.9	7.1	1.6	2.1	4.7	7.2	12.0	3.8	2.5	10.2	1.7
Cycle Q Clear(g_c), s	0.7	1.9	7.1	1.6	2.1	4.7	7.2	12.0	3.8	2.5	10.2	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	143	663	295	237	1091	333	568	2075	635	273	1638	502
V/C Ratio(X)	0.28	0.21	0.70	0.41	0.21	0.43	0.79	0.63	0.24	0.56	0.64	0.13
Avail Cap(c_a), veh/h	298	2019	899	357	2990	914	655	3078	943	298	2550	781
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	20.4	22.6	26.4	19.2	20.2	23.8	14.2	11.8	26.2	17.3	14.4
Incr Delay (d2), s/veh	1.1	0.2	3.0	1.1	0.1	0.9	5.6	0.3	0.2	1.9	0.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.7	2.5	0.6	0.7	1.5	3.0	3.6	1.1	1.0	3.3	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.5	20.6	25.6	27.5	19.3	21.1	29.4	14.5	11.9	28.1	17.7	14.5
LnGrp LOS	C	C	C	C	B	C	C	B	B	C	B	B
Approach Vol, veh/h		384			470			1911			1262	
Approach Delay, s/veh		24.1			21.6			17.8			18.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	27.6	8.0	14.8	13.5	22.6	6.4	16.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	35.0	6.0	33.0	11.0	29.0	5.0	34.0
Max Q Clear Time (g_c+I1), s	4.5	14.0	3.6	9.1	9.2	12.2	2.7	6.7
Green Ext Time (p_c), s	0.0	9.3	0.0	1.4	0.3	6.3	0.0	1.8

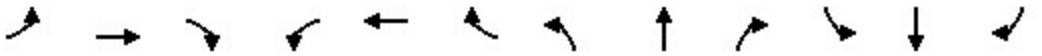
Intersection Summary	
HCM 7th Control Delay, s/veh	19.2
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	463	136	174	825	44	231	648	165	69	616	85
Future Volume (veh/h)	43	463	136	174	825	44	231	648	165	69	616	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		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	487	143	183	868	46	243	682	174	73	648	89
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	154	1088	484	288	1184	63	350	1060	470	205	1310	403
Arrive On Green	0.04	0.30	0.30	0.08	0.34	0.34	0.10	0.29	0.29	0.06	0.25	0.25
Sat Flow, veh/h	3510	3610	1607	3510	3487	185	3510	3610	1599	3510	5187	1597
Grp Volume(v), veh/h	45	487	143	183	449	465	243	682	174	73	648	89
Grp Sat Flow(s),veh/h/ln	1755	1805	1607	1755	1805	1866	1755	1805	1599	1755	1729	1597
Q Serve(g_s), s	0.8	6.6	4.1	3.1	13.2	13.2	4.1	10.0	5.2	1.2	6.5	2.7
Cycle Q Clear(g_c), s	0.8	6.6	4.1	3.1	13.2	13.2	4.1	10.0	5.2	1.2	6.5	2.7
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	154	1088	484	288	613	634	350	1060	470	205	1310	403
V/C Ratio(X)	0.29	0.45	0.30	0.64	0.73	0.73	0.70	0.64	0.37	0.36	0.49	0.22
Avail Cap(c_a), veh/h	290	1670	744	464	925	956	406	1969	872	290	2657	818
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	28.0	17.1	16.2	26.9	17.6	17.6	26.4	18.6	16.9	27.4	19.3	17.9
Incr Delay (d2), s/veh	1.0	0.3	0.3	2.3	1.7	1.7	4.2	0.7	0.5	1.0	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.4	1.4	1.3	4.9	5.1	1.7	3.4	1.7	0.5	2.1	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.1	17.4	16.5	29.2	19.3	19.2	30.6	19.3	17.4	28.4	19.6	18.2
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		675			1097			1099			810	
Approach Delay, s/veh		18.0			20.9			21.5			20.2	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	21.8	9.0	22.2	10.0	19.3	6.7	24.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	33.0	8.0	28.0	7.0	31.0	5.0	31.0
Max Q Clear Time (g_c+I1), s	3.2	12.0	5.1	8.6	6.1	8.5	2.8	15.2
Green Ext Time (p_c), s	0.0	4.5	0.1	3.4	0.1	4.1	0.0	4.9

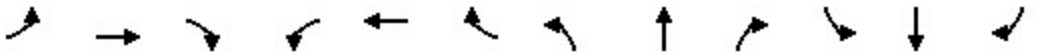
Intersection Summary	
HCM 7th Control Delay, s/veh	20.4
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	483	127	171	678	85	329	887	192	145	732	112
Future Volume (veh/h)	120	483	127	171	678	85	329	887	192	145	732	112
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		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	125	503	132	178	706	89	343	924	200	151	762	117
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	252	1468	448	273	1500	452	453	1574	488	264	1295	401
Arrive On Green	0.07	0.28	0.28	0.08	0.29	0.29	0.13	0.30	0.30	0.08	0.25	0.25
Sat Flow, veh/h	3510	5187	1583	3510	5187	1562	3510	5187	1609	3510	5187	1608
Grp Volume(v), veh/h	125	503	132	178	706	89	343	924	200	151	762	117
Grp Sat Flow(s),veh/h/ln	1755	1729	1583	1755	1729	1562	1755	1729	1609	1755	1729	1608
Q Serve(g_s), s	2.1	4.7	4.0	3.0	6.9	2.6	5.8	9.3	6.1	2.6	7.9	3.6
Cycle Q Clear(g_c), s	2.1	4.7	4.0	3.0	6.9	2.6	5.8	9.3	6.1	2.6	7.9	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	252	1468	448	273	1500	452	453	1574	488	264	1295	401
V/C Ratio(X)	0.50	0.34	0.29	0.65	0.47	0.20	0.76	0.59	0.41	0.57	0.59	0.29
Avail Cap(c_a), veh/h	286	2618	799	286	2618	788	514	2956	917	457	2871	890
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	17.5	17.2	27.5	18.0	16.5	25.8	18.1	17.0	27.4	20.3	18.7
Incr Delay (d2), s/veh	1.5	0.1	0.4	4.9	0.2	0.2	5.6	0.4	0.6	1.9	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.6	1.3	1.3	2.3	0.8	2.4	3.0	1.9	1.0	2.7	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.9	17.6	17.6	32.4	18.2	16.7	31.4	18.5	17.6	29.4	20.7	19.0
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	C	B
Approach Vol, veh/h		760			973			1467			1030	
Approach Delay, s/veh		19.5			20.7			21.4			21.8	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	22.6	8.8	21.4	11.9	19.3	8.4	21.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	35.0	5.0	31.0	9.0	34.0	5.0	31.0
Max Q Clear Time (g_c+I1), s	4.6	11.3	5.0	6.7	7.8	9.9	4.1	8.9
Green Ext Time (p_c), s	0.1	6.6	0.0	3.6	0.2	5.1	0.0	4.6

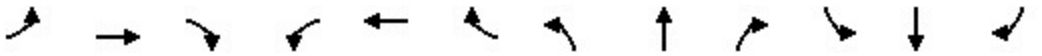
Intersection Summary	
HCM 7th Control Delay, s/veh	21.0
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	67	188	239	125	78	218	1171	179	24	993	29
Future Volume (veh/h)	67	67	188	239	125	78	218	1171	179	24	993	29
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		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	69	69	194	246	129	80	225	1207	185	25	1024	30
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	100	343	283	294	547	454	272	1723	264	51	1337	413
Arrive On Green	0.06	0.18	0.18	0.16	0.29	0.29	0.15	0.38	0.38	0.03	0.26	0.26
Sat Flow, veh/h	1810	1900	1571	1810	1900	1578	1810	4536	695	1810	5187	1604
Grp Volume(v), veh/h	69	69	194	246	129	80	225	920	472	25	1024	30
Grp Sat Flow(s),veh/h/ln	1810	1900	1571	1810	1900	1578	1810	1729	1773	1810	1729	1604
Q Serve(g_s), s	2.4	2.0	7.4	8.5	3.3	2.4	7.7	14.4	14.4	0.9	11.7	0.9
Cycle Q Clear(g_c), s	2.4	2.0	7.4	8.5	3.3	2.4	7.7	14.4	14.4	0.9	11.7	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	100	343	283	294	547	454	272	1314	673	51	1337	413
V/C Ratio(X)	0.69	0.20	0.69	0.84	0.24	0.18	0.83	0.70	0.70	0.49	0.77	0.07
Avail Cap(c_a), veh/h	225	651	538	338	769	639	310	1346	690	141	1535	475
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.8	22.4	24.6	26.1	17.5	17.2	26.5	16.8	16.8	30.8	22.0	18.0
Incr Delay (d2), s/veh	8.3	0.3	2.9	14.9	0.2	0.2	15.1	1.6	3.1	7.2	2.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.8	2.7	4.4	1.3	0.8	4.0	4.7	5.1	0.4	4.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.1	22.7	27.5	40.9	17.7	17.3	41.6	18.4	19.9	38.0	24.1	18.1
LnGrp LOS	D	C	C	D	B	B	D	B	B	D	C	B
Approach Vol, veh/h		332			455			1617			1079	
Approach Delay, s/veh		28.7			30.2			22.1			24.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.8	28.4	14.4	15.6	13.6	20.5	7.5	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	25.0	12.0	22.0	11.0	19.0	8.0	26.0
Max Q Clear Time (g_c+I1), s	2.9	16.4	10.5	9.4	9.7	13.7	4.4	5.3
Green Ext Time (p_c), s	0.0	5.0	0.1	0.7	0.1	2.8	0.0	0.8

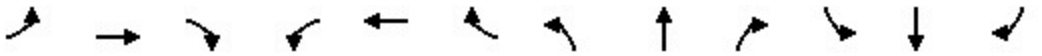
Intersection Summary	
HCM 7th Control Delay, s/veh	24.4
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	20	81	125	34	100	81	1418	90	79	1333	41
Future Volume (veh/h)	47	20	81	125	34	100	81	1418	90	79	1333	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	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	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	48	21	84	129	35	103	84	1462	93	81	1374	42
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	90	48	193	304	346	290	128	1862	576	126	1855	561
Arrive On Green	0.05	0.15	0.15	0.09	0.18	0.18	0.07	0.36	0.36	0.07	0.36	0.36
Sat Flow, veh/h	1810	332	1329	3510	1900	1589	1810	5187	1603	1810	5187	1570
Grp Volume(v), veh/h	48	0	105	129	35	103	84	1462	93	81	1374	42
Grp Sat Flow(s),veh/h/ln	1810	0	1661	1755	1900	1589	1810	1729	1603	1810	1729	1570
Q Serve(g_s), s	1.2	0.0	2.7	1.6	0.7	2.7	2.1	11.8	1.9	2.1	10.9	0.8
Cycle Q Clear(g_c), s	1.2	0.0	2.7	1.6	0.7	2.7	2.1	11.8	1.9	2.1	10.9	0.8
Prop In Lane	1.00		0.80	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	90	0	241	304	346	290	128	1862	576	126	1855	561
V/C Ratio(X)	0.54	0.00	0.44	0.42	0.10	0.36	0.66	0.79	0.16	0.65	0.74	0.07
Avail Cap(c_a), veh/h	192	0	917	373	1049	877	192	1982	613	192	1982	600
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.9	0.0	18.4	20.4	16.0	16.8	21.3	13.5	10.3	21.4	13.2	10.0
Incr Delay (d2), s/veh	4.9	0.0	1.2	0.9	0.1	0.7	5.6	2.0	0.1	5.4	1.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.9	0.6	0.3	0.8	0.9	3.3	0.5	0.9	3.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.8	0.0	19.6	21.3	16.2	17.6	26.9	15.5	10.4	26.8	14.6	10.0
LnGrp LOS	C		B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		153			267			1639			1497	
Approach Delay, s/veh		21.8			19.2			15.8			15.2	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	20.9	8.1	10.8	7.3	20.8	6.3	12.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	18.0	5.0	26.0	5.0	18.0	5.0	26.0
Max Q Clear Time (g_c+I1), s	4.1	13.8	3.6	4.7	4.1	12.9	3.2	4.7
Green Ext Time (p_c), s	0.0	3.0	0.0	0.5	0.0	3.4	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	16.0
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	253	0	155	0	0	0	296	1419	0	0	1309	249
Future Volume (veh/h)	253	0	155	0	0	0	296	1419	0	0	1309	249
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	258	0	158	0	0	0	302	1448	0	0	1336	254
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	901	0	268	0	316	0	369	3412	0	0	1897	589
Arrive On Green	0.17	0.00	0.17	0.00	0.00	0.00	0.20	0.66	0.00	0.00	0.37	0.37
Sat Flow, veh/h	3510	0	1610	0	1900	0	1810	5358	0	0	5358	1610
Grp Volume(v), veh/h	258	0	158	0	0	0	302	1448	0	0	1336	254
Grp Sat Flow(s),veh/h/ln	1755	0	1610	0	1900	0	1810	1729	0	0	1729	1610
Q Serve(g_s), s	3.0	0.0	4.1	0.0	0.0	0.0	7.3	6.0	0.0	0.0	10.0	5.4
Cycle Q Clear(g_c), s	3.0	0.0	4.1	0.0	0.0	0.0	7.3	6.0	0.0	0.0	10.0	5.4
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	901	0	268	0	316	0	369	3412	0	0	1897	589
V/C Ratio(X)	0.29	0.00	0.59	0.00	0.00	0.00	0.82	0.42	0.00	0.00	0.70	0.43
Avail Cap(c_a), veh/h	2015	0	779	0	919	0	477	3991	0	0	2167	673
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	17.1	0.0	17.5	0.0	0.0	0.0	17.3	3.7	0.0	0.0	12.3	10.9
Incr Delay (d2), s/veh	0.2	0.0	2.1	0.0	0.0	0.0	8.4	0.1	0.0	0.0	0.9	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	1.3	0.0	0.0	0.0	3.1	0.2	0.0	0.0	2.6	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.2	0.0	19.6	0.0	0.0	0.0	25.7	3.8	0.0	0.0	13.2	11.4
LnGrp LOS	B		B				C	A			B	B
Approach Vol, veh/h		416			0			1750			1590	
Approach Delay, s/veh		18.1			0.0			7.6			12.9	
Approach LOS		B						A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		33.9		11.6	13.3	20.6		11.6				
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s		35.0		22.0	12.0	19.0		22.0				
Max Q Clear Time (g_c+I1), s		8.0		6.1	9.3	12.0		0.0				
Green Ext Time (p_c), s		10.6		1.5	0.2	4.6		0.0				

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



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	88	75	1815	107	14	1753
Future Volume (veh/h)	88	75	1815	107	14	1753
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	81	1952	115	15	1885
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	183	163	2971	922	48	3587
Arrive On Green	0.10	0.10	0.57	0.57	0.03	0.69
Sat Flow, veh/h	1810	1610	5358	1610	1810	5358
Grp Volume(v), veh/h	95	81	1952	115	15	1885
Grp Sat Flow(s),veh/h/ln	1810	1610	1729	1610	1810	1729
Q Serve(g_s), s	2.2	2.1	11.2	1.4	0.4	7.7
Cycle Q Clear(g_c), s	2.2	2.1	11.2	1.4	0.4	7.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	183	163	2971	922	48	3587
V/C Ratio(X)	0.52	0.50	0.66	0.12	0.31	0.53
Avail Cap(c_a), veh/h	1041	926	3581	1112	291	4894
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	18.5	18.5	6.4	4.3	20.8	3.2
Incr Delay (d2), s/veh	2.3	2.3	0.3	0.1	3.6	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.8	1.3	0.3	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	20.8	20.8	6.7	4.3	24.3	3.4
LnGrp LOS	C	C	A	A	C	A
Approach Vol, veh/h	176		2067			1900
Approach Delay, s/veh	20.8		6.6			3.5
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.2	28.9			34.1	9.4
Change Period (Y+Rc), s	4.0	4.0			4.0	5.0
Max Green Setting (Gmax), s	7.0	30.0			41.0	25.0
Max Q Clear Time (g_c+I1), s	2.4	13.2			9.7	4.2
Green Ext Time (p_c), s	0.0	11.7			16.2	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	5.8
HCM 7th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	254	162	0	1842	1745	642
Future Volume (veh/h)	254	162	0	1842	1745	642
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	281	141	0	1880	1781	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	611	272	0	3301	3301	
Arrive On Green	0.17	0.17	0.00	0.64	0.64	0.00
Sat Flow, veh/h	3619	1610	0	5529	5358	1610
Grp Volume(v), veh/h	281	141	0	1880	1781	0
Grp Sat Flow(s),veh/h/ln	1810	1610	0	1729	1729	1610
Q Serve(g_s), s	2.9	3.3	0.0	8.5	7.8	0.0
Cycle Q Clear(g_c), s	2.9	3.3	0.0	8.5	7.8	0.0
Prop In Lane	1.00	1.00	0.00			1.00
Lane Grp Cap(c), veh/h	611	272	0	3301	3301	
V/C Ratio(X)	0.46	0.52	0.00	0.57	0.54	
Avail Cap(c_a), veh/h	1057	470	0	5049	5049	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.4	15.6	0.0	4.3	4.1	0.0
Incr Delay (d2), s/veh	0.5	1.5	0.0	0.2	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.1	0.0	0.2	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	15.9	17.1	0.0	4.4	4.3	0.0
LnGrp LOS	B	B		A	A	
Approach Vol, veh/h	422			1880	1781	
Approach Delay, s/veh	16.3			4.4	4.3	
Approach LOS	B			A	A	

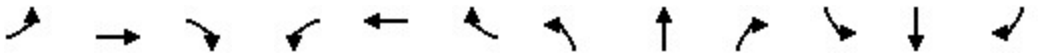
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		30.2		10.9		30.2
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		40.0		12.0		40.0
Max Q Clear Time (g_c+I1), s		10.5		5.3		9.8
Green Ext Time (p_c), s		15.7		0.9		14.7

Intersection Summary	
HCM 7th Control Delay, s/veh	5.6
HCM 7th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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



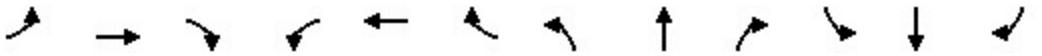
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	902	0	220	0	1623	398	188	1714	0
Future Volume (veh/h)	0	0	0	902	0	220	0	1623	398	188	1714	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1870	1900	0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	0	0	0	940	0	229	0	1691	415	196	1785	0
Peak Hour Factor	0.95	0.95	0.95	0.96	0.95	0.96	0.95	0.96	0.96	0.96	0.96	0.95
Percent Heavy Veh, %	2	2	2	0	2	0	0	0	0	0	0	0
Cap, veh/h	0	3	0	1108	0	986	0	2153	1153	288	2918	0
Arrive On Green	0.00	0.00	0.00	0.31	0.00	0.31	0.00	0.41	0.41	0.08	0.56	0.00
Sat Flow, veh/h	0	-74814	0	3619	0	3220	0	5358	1590	3510	5358	0
Grp Volume(v), veh/h	0	0	0	940	0	229	0	1691	415	196	1785	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1810	0	1610	0	1729	1590	1755	1729	0
Q Serve(g_s), s	0.0	0.0	0.0	14.8	0.0	3.2	0.0	17.3	6.0	3.3	14.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	14.8	0.0	3.2	0.0	17.3	6.0	3.3	14.0	0.0
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	3	0	1108	0	986	0	2153	1153	288	2918	0
V/C Ratio(X)	0.00	0.00	0.00	0.85	0.00	0.23	0.00	0.79	0.36	0.68	0.61	0.00
Avail Cap(c_a), veh/h	0	153	0	1306	0	1637	0	2297	1197	288	3062	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	19.8	0.0	15.8	0.0	15.5	3.2	27.2	8.9	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.8	0.0	0.1	0.0	1.8	0.2	6.4	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	5.9	0.0	1.0	0.0	5.3	0.7	1.5	3.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	24.6	0.0	15.9	0.0	17.2	3.4	33.6	9.2	0.0
LnGrp LOS				C		B		B	A	C	A	
Approach Vol, veh/h		0			1169			2106			1981	
Approach Delay, s/veh		0.0			22.9			14.5			11.6	
Approach LOS					C			B			B	

Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	9.0	29.3	22.7	0.0		38.3		22.7				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0		4.0		4.0				
Max Green Setting (Gmax), s	5.0	27.0	22.0	5.0		36.0		31.0				
Max Q Clear Time (g_c+I1), s	5.3	19.3	16.8	0.0		16.0		5.2				
Green Ext Time (p_c), s	0.0	6.1	1.8	0.0		11.7		0.8				

Intersection Summary	
HCM 7th Control Delay, s/veh	15.3
HCM 7th LOS	B

Notes

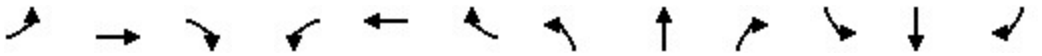
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	308	530	155	306	671	369	159	1151	215	308	1741	300
Future Volume (veh/h)	308	530	155	306	671	369	159	1151	215	308	1741	300
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		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	328	564	165	326	714	393	169	1224	229	328	1852	319
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	351	1436	440	403	1512	463	244	1473	276	395	1965	610
Arrive On Green	0.10	0.28	0.28	0.11	0.29	0.29	0.07	0.34	0.34	0.11	0.38	0.38
Sat Flow, veh/h	3510	5187	1590	3510	5187	1588	3510	4389	821	3510	5187	1610
Grp Volume(v), veh/h	328	564	165	326	714	393	169	964	489	328	1852	319
Grp Sat Flow(s),veh/h/ln	1755	1729	1590	1755	1729	1588	1755	1729	1752	1755	1729	1610
Q Serve(g_s), s	9.3	8.8	8.4	9.1	11.3	23.3	4.7	25.7	25.7	9.1	34.5	15.3
Cycle Q Clear(g_c), s	9.3	8.8	8.4	9.1	11.3	23.3	4.7	25.7	25.7	9.1	34.5	15.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.47	1.00		1.00
Lane Grp Cap(c), veh/h	351	1436	440	403	1512	463	244	1161	588	395	1965	610
V/C Ratio(X)	0.93	0.39	0.37	0.81	0.47	0.85	0.69	0.83	0.83	0.83	0.94	0.52
Avail Cap(c_a), veh/h	351	1506	461	527	1765	541	246	1161	588	422	1973	612
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.6	29.3	29.1	43.1	29.1	33.3	45.4	30.6	30.6	43.4	30.0	24.0
Incr Delay (d2), s/veh	31.4	0.2	0.5	7.0	0.2	10.8	8.0	5.2	9.8	12.5	9.9	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	3.5	3.1	4.2	4.5	9.8	2.2	10.5	11.4	4.4	14.5	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.0	29.5	29.7	50.2	29.3	44.1	53.5	35.8	40.4	55.9	39.8	24.8
LnGrp LOS	E	C	C	D	C	D	D	D	D	E	D	C
Approach Vol, veh/h		1057			1433			1622			2499	
Approach Delay, s/veh		44.0			38.1			39.0			40.0	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	37.5	15.5	31.7	10.9	41.8	14.0	33.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	33.0	15.0	29.0	7.0	38.0	10.0	34.0
Max Q Clear Time (g_c+I1), s	11.1	27.7	11.1	10.8	6.7	36.5	11.3	25.3
Green Ext Time (p_c), s	0.1	3.6	0.4	3.8	0.0	1.4	0.0	3.9

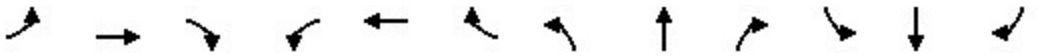
Intersection Summary	
HCM 7th Control Delay, s/veh	40.0
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	0	151	0	0	0	203	1117	0	0	1003	145
Future Volume (veh/h)	143	0	151	0	0	0	203	1117	0	0	1003	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	151	0	159	0	0	0	214	1176	0	0	1056	153
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	535	0	0	0	5	0	434	3231	0	0	2008	615
Arrive On Green	0.15	0.00	0.00	0.00	0.00	0.00	0.12	0.62	0.00	0.00	0.39	0.39
Sat Flow, veh/h	3510	151		0	-76000	0	3510	5358	0	0	5358	1589
Grp Volume(v), veh/h	151	13.7		0	0	0	214	1176	0	0	1056	153
Grp Sat Flow(s),veh/h/ln	1755	B		0	1900	0	1755	1729	0	0	1729	1589
Q Serve(g_s), s	1.4			0.0	0.0	0.0	2.0	3.9	0.0	0.0	5.6	2.3
Cycle Q Clear(g_c), s	1.4			0.0	0.0	0.0	2.0	3.9	0.0	0.0	5.6	2.3
Prop In Lane	1.00			0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	535			0	5	0	434	3231	0	0	2008	615
V/C Ratio(X)	0.28			0.00	0.00	0.00	0.49	0.36	0.00	0.00	0.53	0.25
Avail Cap(c_a), veh/h	2760			0	1547	0	493	4515	0	0	3204	981
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.4			0.0	0.0	0.0	14.6	3.3	0.0	0.0	8.4	7.4
Incr Delay (d2), s/veh	0.3			0.0	0.0	0.0	0.9	0.1	0.0	0.0	0.2	0.2
Initial Q Delay(d3), s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4			0.0	0.0	0.0	0.6	0.0	0.0	0.0	1.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.7			0.0	0.0	0.0	15.4	3.3	0.0	0.0	8.6	7.6
LnGrp LOS	B						B	A			A	A
Approach Vol, veh/h					0			1390			1209	
Approach Delay, s/veh					0.0			5.2			8.5	
Approach LOS								A			A	

Timer - Assigned Phs		2			5	6	7	8				
Phs Duration (G+Y+Rc), s		26.2			8.4	17.8	9.4	0.0				
Change Period (Y+Rc), s		4.0			4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s		31.0			5.0	22.0	28.0	29.0				
Max Q Clear Time (g_c+I1), s		5.9			4.0	7.6	3.4	0.0				
Green Ext Time (p_c), s		8.2			0.1	6.1	0.4	0.0				

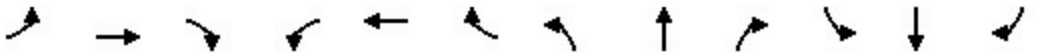
Intersection Summary												
HCM 7th Control Delay, s/veh			7.1									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	507	181	236	807	282	200	907	211	208	802	107
Future Volume (veh/h)	149	507	181	236	807	282	200	907	211	208	802	107
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		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	152	517	185	241	823	288	204	926	215	212	818	109
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	235	1447	440	290	1529	465	298	1462	447	477	1726	528
Arrive On Green	0.07	0.28	0.28	0.08	0.29	0.29	0.08	0.28	0.28	0.14	0.33	0.33
Sat Flow, veh/h	3510	5187	1576	3510	5187	1578	3510	5187	1586	3510	5187	1587
Grp Volume(v), veh/h	152	517	185	241	823	288	204	926	215	212	818	109
Grp Sat Flow(s),veh/h/ln	1755	1729	1576	1755	1729	1578	1755	1729	1586	1755	1729	1587
Q Serve(g_s), s	3.1	5.8	7.0	4.9	9.7	11.4	4.1	11.3	8.2	4.0	9.1	3.6
Cycle Q Clear(g_c), s	3.1	5.8	7.0	4.9	9.7	11.4	4.1	11.3	8.2	4.0	9.1	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	235	1447	440	290	1529	465	298	1462	447	477	1726	528
V/C Ratio(X)	0.65	0.36	0.42	0.83	0.54	0.62	0.68	0.63	0.48	0.44	0.47	0.21
Avail Cap(c_a), veh/h	290	2431	738	290	2431	739	435	2431	743	484	2502	766
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.0	20.9	21.4	32.8	21.4	22.1	32.2	22.8	21.6	28.8	19.2	17.3
Incr Delay (d2), s/veh	3.5	0.1	0.6	18.0	0.3	1.4	2.8	0.5	0.8	0.7	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.1	2.4	2.7	3.5	3.9	1.7	4.1	2.8	1.6	3.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.5	21.1	22.0	50.8	21.7	23.4	35.0	23.2	22.4	29.5	19.4	17.5
LnGrp LOS	D	C	C	D	C	C	D	C	C	C	B	B
Approach Vol, veh/h		854			1352			1345			1139	
Approach Delay, s/veh		24.0			27.3			24.9			21.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	24.4	10.0	24.2	10.2	28.1	8.9	25.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	34.0	6.0	34.0	9.0	35.0	6.0	34.0
Max Q Clear Time (g_c+I1), s	6.0	13.3	6.9	9.0	6.1	11.1	5.1	13.4
Green Ext Time (p_c), s	0.2	6.6	0.0	3.9	0.2	5.6	0.0	6.3

Intersection Summary	
HCM 7th Control Delay, s/veh	24.5
HCM 7th LOS	C

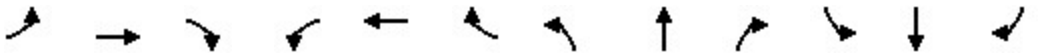


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	77	199	83	123	49	173	1273	84	30	1115	62
Future Volume (veh/h)	38	77	199	83	123	49	173	1273	84	30	1115	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	80	207	86	128	51	180	1326	88	31	1161	65
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	73	329	279	113	372	311	225	2267	688	61	1797	545
Arrive On Green	0.04	0.17	0.17	0.06	0.20	0.20	0.12	0.44	0.44	0.03	0.35	0.35
Sat Flow, veh/h	1810	1900	1610	1810	1900	1587	1810	5187	1575	1810	5187	1575
Grp Volume(v), veh/h	40	80	207	86	128	51	180	1326	88	31	1161	65
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1587	1810	1729	1575	1810	1729	1575
Q Serve(g_s), s	1.3	2.2	7.5	2.9	3.6	1.6	5.9	11.9	2.0	1.0	11.6	1.7
Cycle Q Clear(g_c), s	1.3	2.2	7.5	2.9	3.6	1.6	5.9	11.9	2.0	1.0	11.6	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	73	329	279	113	372	311	225	2267	688	61	1797	545
V/C Ratio(X)	0.55	0.24	0.74	0.76	0.34	0.16	0.80	0.58	0.13	0.51	0.65	0.12
Avail Cap(c_a), veh/h	177	1208	1024	148	1177	984	266	3130	951	177	2876	873
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	28.9	21.9	24.0	28.3	21.3	20.5	26.1	13.1	10.3	29.1	16.9	13.7
Incr Delay (d2), s/veh	6.3	0.4	3.9	15.1	0.5	0.2	13.9	0.2	0.1	6.5	0.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.0	3.0	1.7	1.5	0.6	3.1	3.5	0.6	0.5	3.7	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.2	22.3	27.9	43.4	21.8	20.7	40.0	13.3	10.4	35.7	17.3	13.8
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		327			265			1594			1257	
Approach Delay, s/veh		27.4			28.6			16.1			17.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	30.8	7.8	16.6	11.6	25.2	6.5	18.0
Change Period (Y+Rc), s	4.0	4.0	4.0	6.0	4.0	4.0	4.0	6.0
Max Green Setting (Gmax), s	6.0	37.0	5.0	39.0	9.0	34.0	6.0	38.0
Max Q Clear Time (g_c+I1), s	3.0	13.9	4.9	9.5	7.9	13.6	3.3	5.6
Green Ext Time (p_c), s	0.0	9.6	0.0	1.1	0.0	7.7	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	18.7
HCM 7th LOS	B

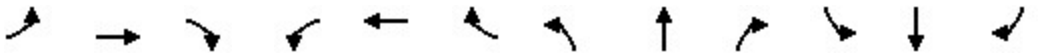
Appendix C. Year 2027 Cumulative Peak Hour Analysis Worksheets



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	1142	28	2	811	38	5	4	0	33	12	30
Future Volume (veh/h)	33	1142	28	2	811	38	5	4	0	33	12	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	1202	29	2	854	40	5	4	0	35	13	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.96	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	76	2095	51	6	1842	86	326	210	0	264	112	143
Arrive On Green	0.04	0.40	0.40	0.00	0.36	0.36	0.22	0.22	0.00	0.22	0.22	0.22
Sat Flow, veh/h	1810	5209	126	1810	5071	237	686	958	0	467	512	652
Grp Volume(v), veh/h	35	798	433	2	582	312	9	0	0	80	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1877	1810	1729	1850	1643	0	0	1631	0	0
Q Serve(g_s), s	0.6	5.7	5.7	0.0	4.1	4.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	5.7	5.7	0.0	4.1	4.1	0.1	0.0	0.0	1.2	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.13	0.56		0.00	0.44		0.40
Lane Grp Cap(c), veh/h	76	1391	755	6	1256	672	536	0	0	520	0	0
V/C Ratio(X)	0.46	0.57	0.57	0.35	0.46	0.46	0.02	0.00	0.00	0.15	0.00	0.00
Avail Cap(c_a), veh/h	283	1949	1058	283	1949	1043	1422	0	0	1402	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	14.9	7.4	7.4	15.9	7.8	7.8	9.8	0.0	0.0	10.2	0.0	0.0
Incr Delay (d2), s/veh	4.4	0.4	0.7	33.6	0.3	0.5	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.8	1.0	0.1	0.7	0.8	0.0	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.3	7.8	8.1	49.4	8.1	8.3	9.8	0.0	0.0	10.3	0.0	0.0
LnGrp LOS	B	A	A	D	A	A	A			B		
Approach Vol, veh/h		1266			896			9			80	
Approach Delay, s/veh		8.2			8.2			9.8			10.3	
Approach LOS		A			A			A			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.0	4.1	16.8		11.0	5.3	15.6				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		25.0	5.0	18.0		25.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s		2.1	2.0	7.7		3.2	2.6	6.1				
Green Ext Time (p_c), s		0.0	0.0	5.1		0.3	0.0	4.0				

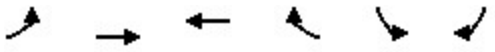
Intersection Summary	
HCM 7th Control Delay, s/veh	8.3
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	696	388	139	611	152	289	1247	258	188	1083	128
Future Volume (veh/h)	176	696	388	139	611	152	289	1247	258	188	1083	128
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		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781
Adj Flow Rate, veh/h	202	800	446	160	702	175	332	1433	297	216	1245	147
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	8	8	8	8	8	8	8	8	8	8	8	8
Cap, veh/h	267	1601	491	221	1533	597	398	1779	653	277	1600	619
Arrive On Green	0.08	0.33	0.33	0.07	0.32	0.32	0.12	0.37	0.37	0.08	0.33	0.33
Sat Flow, veh/h	3291	4863	1491	3291	4863	1491	3291	4863	1508	3291	4863	1508
Grp Volume(v), veh/h	202	800	446	160	702	175	332	1433	297	216	1245	147
Grp Sat Flow(s),veh/h/ln	1646	1621	1491	1646	1621	1491	1646	1621	1508	1646	1621	1508
Q Serve(g_s), s	6.2	13.7	29.8	5.0	12.0	8.3	10.3	27.6	14.5	6.7	24.0	6.6
Cycle Q Clear(g_c), s	6.2	13.7	29.8	5.0	12.0	8.3	10.3	27.6	14.5	6.7	24.0	6.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	267	1601	491	221	1533	597	398	1779	653	277	1600	619
V/C Ratio(X)	0.76	0.50	0.91	0.72	0.46	0.29	0.83	0.81	0.45	0.78	0.78	0.24
Avail Cap(c_a), veh/h	380	1683	516	285	1543	600	475	2057	739	316	1824	688
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.8	28.0	33.4	47.6	28.5	21.3	44.7	29.7	20.8	46.7	31.5	20.0
Incr Delay (d2), s/veh	5.3	0.2	19.5	6.4	0.2	0.3	10.6	2.1	0.5	10.4	1.9	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	5.0	12.6	2.1	4.4	2.7	4.5	10.0	4.8	3.0	8.9	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.1	28.3	52.9	54.0	28.7	21.5	55.3	31.8	21.3	57.1	33.4	20.2
LnGrp LOS	D	C	D	D	C	C	E	C	C	E	C	C
Approach Vol, veh/h		1448			1037			2062			1608	
Approach Delay, s/veh		39.2			31.4			34.1			35.4	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	42.0	11.0	38.2	16.6	38.2	12.4	36.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	44.0	9.0	36.0	15.0	39.0	12.0	33.0
Max Q Clear Time (g_c+I1), s	8.7	29.6	7.0	31.8	12.3	26.0	8.2	14.0
Green Ext Time (p_c), s	0.1	8.5	0.1	2.4	0.3	6.6	0.2	4.7

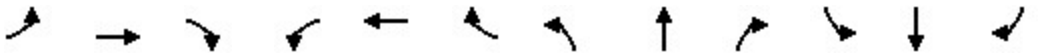
Intersection Summary	
HCM 7th Control Delay, s/veh	35.2
HCM 7th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	67	1265	808	61	86	50
Future Volume (veh/h)	67	1265	808	61	86	50
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	74	1390	888	67	95	55
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	268	2965	1887	585	580	266
Arrive On Green	0.08	0.57	0.36	0.36	0.17	0.17
Sat Flow, veh/h	3510	5358	5358	1608	3510	1610
Grp Volume(v), veh/h	74	1390	888	67	95	55
Grp Sat Flow(s),veh/h/ln	1755	1729	1729	1608	1755	1610
Q Serve(g_s), s	0.6	4.8	4.0	0.8	0.7	0.9
Cycle Q Clear(g_c), s	0.6	4.8	4.0	0.8	0.7	0.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	268	2965	1887	585	580	266
V/C Ratio(X)	0.28	0.47	0.47	0.11	0.16	0.21
Avail Cap(c_a), veh/h	577	5115	3580	1110	3693	1694
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	13.3	3.8	7.4	6.4	10.9	11.0
Incr Delay (d2), s/veh	0.6	0.1	0.2	0.1	0.1	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.6	0.0	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	13.8	3.9	7.6	6.5	11.0	11.4
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		1464	955		150	
Approach Delay, s/veh		4.4	7.5		11.1	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			21.4		9.0	6.3	15.1
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			30.0		32.0	5.0	21.0
Max Q Clear Time (g_c+I1), s			6.8		2.9	2.6	6.0
Green Ext Time (p_c), s			9.8		0.5	0.0	5.0

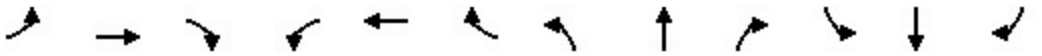
Intersection Summary	
HCM 7th Control Delay, s/veh	6.0
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	1067	12	14	710	90	10	23	48	223	25	112
Future Volume (veh/h)	120	1067	12	14	710	90	10	23	48	223	25	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	135	1199	13	16	798	101	11	26	54	251	28	126
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	308	1970	612	36	1619	503	50	534	237	402	896	393
Arrive On Green	0.09	0.38	0.38	0.02	0.31	0.31	0.01	0.15	0.15	0.11	0.25	0.25
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	3510	3610	1600	3510	3610	1582
Grp Volume(v), veh/h	135	1199	13	16	798	101	11	26	54	251	28	126
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1755	1805	1600	1755	1805	1582
Q Serve(g_s), s	1.7	8.8	0.2	0.4	5.9	2.2	0.1	0.3	1.4	3.2	0.3	3.1
Cycle Q Clear(g_c), s	1.7	8.8	0.2	0.4	5.9	2.2	0.1	0.3	1.4	3.2	0.3	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	308	1970	612	36	1619	503	50	534	237	402	896	393
V/C Ratio(X)	0.44	0.61	0.02	0.44	0.49	0.20	0.22	0.05	0.23	0.62	0.03	0.32
Avail Cap(c_a), veh/h	519	3066	952	191	2847	884	371	2287	1014	815	2744	1203
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	11.8	9.2	22.9	13.2	12.0	23.1	17.3	17.8	20.0	13.5	14.5
Incr Delay (d2), s/veh	1.0	0.3	0.0	8.2	0.2	0.2	2.2	0.0	0.5	1.6	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.3	0.1	0.2	1.7	0.6	0.1	0.1	0.4	1.2	0.1	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.5	12.2	9.2	31.1	13.5	12.1	25.3	17.4	18.3	21.6	13.5	15.0
LnGrp LOS	C	B	A	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		1347			915			91			405	
Approach Delay, s/veh		13.1			13.6			18.9			19.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	11.0	4.9	22.0	4.7	15.7	8.2	18.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	30.0	5.0	28.0	5.0	36.0	7.0	26.0
Max Q Clear Time (g_c+I1), s	5.2	3.4	2.4	10.8	2.1	5.1	3.7	7.9
Green Ext Time (p_c), s	0.4	0.3	0.0	7.2	0.0	0.5	0.1	5.0

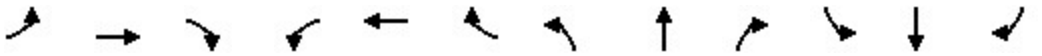
Intersection Summary	
HCM 7th Control Delay, s/veh	14.3
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	484	161	309	745	109	242	668	202	91	946	254
Future Volume (veh/h)	126	484	161	309	745	109	242	668	202	91	946	254
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796
Adj Flow Rate, veh/h	138	532	177	340	819	120	266	734	222	100	1040	279
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	212	986	305	390	1248	387	304	2034	631	191	1300	572
Arrive On Green	0.06	0.20	0.20	0.12	0.25	0.25	0.09	0.41	0.41	0.06	0.38	0.38
Sat Flow, veh/h	3319	4904	1518	3319	4904	1519	3319	4904	1521	3319	3413	1502
Grp Volume(v), veh/h	138	532	177	340	819	120	266	734	222	100	1040	279
Grp Sat Flow(s),veh/h/ln	1659	1635	1518	1659	1635	1519	1659	1635	1521	1659	1706	1502
Q Serve(g_s), s	3.1	7.4	8.1	7.7	11.4	4.9	6.1	7.9	7.7	2.2	20.8	10.8
Cycle Q Clear(g_c), s	3.1	7.4	8.1	7.7	11.4	4.9	6.1	7.9	7.7	2.2	20.8	10.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	212	986	305	390	1248	387	304	2034	631	191	1300	572
V/C Ratio(X)	0.65	0.54	0.58	0.87	0.66	0.31	0.88	0.36	0.35	0.52	0.80	0.49
Avail Cap(c_a), veh/h	304	2050	635	390	2178	675	304	2306	715	304	1605	706
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	27.4	27.7	33.2	25.5	23.1	34.3	15.4	15.3	35.1	21.1	18.0
Incr Delay (d2), s/veh	3.3	0.5	1.7	18.8	0.6	0.5	23.8	0.1	0.3	2.2	2.4	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.7	2.8	3.9	4.0	1.6	3.2	2.5	2.3	0.9	7.4	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.3	27.9	29.4	52.0	26.1	23.5	58.1	15.5	15.7	37.3	23.5	18.7
LnGrp LOS	D	C	C	D	C	C	E	B	B	D	C	B
Approach Vol, veh/h		847			1279			1222			1419	
Approach Delay, s/veh		29.9			32.8			24.8			23.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	35.8	13.0	19.4	11.0	33.2	8.9	23.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	36.0	9.0	32.0	7.0	36.0	7.0	34.0
Max Q Clear Time (g_c+I1), s	4.2	9.9	9.7	10.1	8.1	22.8	5.1	13.4
Green Ext Time (p_c), s	0.1	3.5	0.0	3.8	0.0	6.2	0.1	5.4

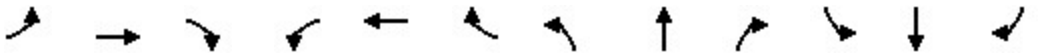
Intersection Summary	
HCM 7th Control Delay, s/veh	27.5
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	689	20	20	519	91	52	28	34	338	77	99
Future Volume (veh/h)	80	689	20	20	519	91	52	28	34	338	77	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		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	85	733	21	21	552	97	55	30	36	360	82	105
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	125	1394	430	46	813	359	96	291	245	429	640	541
Arrive On Green	0.07	0.27	0.27	0.03	0.23	0.23	0.05	0.15	0.15	0.24	0.34	0.34
Sat Flow, veh/h	1810	5187	1598	1810	3610	1596	1810	1900	1601	1810	1900	1606
Grp Volume(v), veh/h	85	733	21	21	552	97	55	30	36	360	82	105
Grp Sat Flow(s),veh/h/ln	1810	1729	1598	1810	1805	1596	1810	1900	1601	1810	1900	1606
Q Serve(g_s), s	2.3	6.1	0.5	0.6	7.1	2.5	1.5	0.7	1.0	9.6	1.5	2.3
Cycle Q Clear(g_c), s	2.3	6.1	0.5	0.6	7.1	2.5	1.5	0.7	1.0	9.6	1.5	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	125	1394	430	46	813	359	96	291	245	429	640	541
V/C Ratio(X)	0.68	0.53	0.05	0.46	0.68	0.27	0.57	0.10	0.15	0.84	0.13	0.19
Avail Cap(c_a), veh/h	179	1843	568	179	1283	567	214	938	790	572	1313	1110
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	23.0	15.8	13.7	24.3	17.9	16.2	23.4	18.5	18.6	18.4	11.6	11.9
Incr Delay (d2), s/veh	6.4	0.3	0.0	7.0	1.0	0.4	5.2	0.2	0.3	8.3	0.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.9	0.1	0.3	2.4	0.8	0.7	0.3	0.3	4.4	0.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.5	16.1	13.8	31.4	19.0	16.6	28.7	18.6	18.9	26.7	11.7	12.1
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		839			670			121			547	
Approach Delay, s/veh		17.4			19.0			23.3			21.6	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	11.8	5.3	17.6	6.7	21.1	7.5	15.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	25.0	5.0	18.0	6.0	35.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	11.6	3.0	2.6	8.1	3.5	4.3	4.3	9.1
Green Ext Time (p_c), s	0.5	0.2	0.0	3.2	0.0	0.8	0.0	1.9

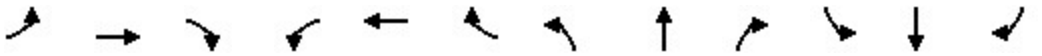
Intersection Summary	
HCM 7th Control Delay, s/veh	19.3
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	633	242	107	447	18	125	26	174	37	55	14
Future Volume (veh/h)	23	633	242	107	447	18	125	26	174	37	55	14
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		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	728	278	123	514	21	144	30	200	43	63	16
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	56	1038	448	158	1242	549	184	422	356	84	316	263
Arrive On Green	0.03	0.29	0.29	0.09	0.34	0.34	0.10	0.22	0.22	0.05	0.17	0.17
Sat Flow, veh/h	1810	3610	1557	1810	3610	1596	1810	1900	1606	1810	1900	1583
Grp Volume(v), veh/h	26	728	278	123	514	21	144	30	200	43	63	16
Grp Sat Flow(s),veh/h/ln	1810	1805	1557	1810	1805	1596	1810	1900	1606	1810	1900	1583
Q Serve(g_s), s	0.6	8.1	6.9	3.0	4.9	0.4	3.5	0.6	5.0	1.0	1.3	0.4
Cycle Q Clear(g_c), s	0.6	8.1	6.9	3.0	4.9	0.4	3.5	0.6	5.0	1.0	1.3	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	56	1038	448	158	1242	549	184	422	356	84	316	263
V/C Ratio(X)	0.47	0.70	0.62	0.78	0.41	0.04	0.78	0.07	0.56	0.51	0.20	0.06
Avail Cap(c_a), veh/h	202	1530	660	202	1530	677	202	1060	896	202	1060	883
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	21.4	14.3	13.9	20.0	11.2	9.8	19.6	13.8	15.5	20.9	16.1	15.7
Incr Delay (d2), s/veh	5.9	0.9	1.4	13.6	0.2	0.0	16.4	0.1	1.4	4.8	0.3	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	0.3	2.4	1.9	1.6	1.4	0.1	2.1	0.2	1.5	0.5	0.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.3	15.1	15.3	33.6	11.5	9.8	36.1	13.9	16.9	25.7	16.4	15.8
LnGrp LOS	C	B	B	C	B	A	D	B	B	C	B	B
Approach Vol, veh/h		1032			658			374			122	
Approach Delay, s/veh		15.5			15.5			24.0			19.6	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	13.9	7.9	16.9	8.6	11.5	5.4	19.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	25.0	5.0	19.0	5.0	25.0	5.0	19.0
Max Q Clear Time (g_c+I1), s	3.0	7.0	5.0	10.1	5.5	3.3	2.6	6.9
Green Ext Time (p_c), s	0.0	0.7	0.0	2.3	0.0	0.3	0.0	2.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	264	0	574	428	441	427	303	1116	2	2	1430	182
Future Volume (veh/h)	264	0	574	428	441	427	303	1116	2	2	1430	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	322	0	700	594	438	521	370	1361	2	2	1744	222
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	555	0	493	847	445	753	368	2404	4	5	1800	558
Arrive On Green	0.16	0.00	0.16	0.24	0.24	0.24	0.11	0.46	0.46	0.00	0.36	0.36
Sat Flow, veh/h	3506	0	3114	3506	1841	3116	3401	5182	8	1753	5025	1559
Grp Volume(v), veh/h	322	0	700	594	438	521	370	880	483	2	1744	222
Grp Sat Flow(s),veh/h/ln	1753	0	1557	1753	1841	1558	1700	1675	1839	1753	1675	1559
Q Serve(g_s), s	10.2	0.0	19.0	18.6	28.4	18.3	13.0	22.9	22.9	0.1	40.9	12.8
Cycle Q Clear(g_c), s	10.2	0.0	19.0	18.6	28.4	18.3	13.0	22.9	22.9	0.1	40.9	12.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	555	0	493	847	445	753	368	1554	853	5	1800	558
V/C Ratio(X)	0.58	0.00	1.42	0.70	0.98	0.69	1.00	0.57	0.57	0.42	0.97	0.40
Avail Cap(c_a), veh/h	555	0	493	847	445	753	368	1554	853	73	1801	559
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.8	0.0	50.5	41.5	45.3	41.4	53.5	23.4	23.4	59.7	37.8	28.8
Incr Delay (d2), s/veh	1.5	0.0	200.5	2.6	38.5	2.7	47.9	0.5	0.9	50.9	14.5	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	20.8	8.0	17.1	7.0	7.8	8.4	9.3	0.1	17.9	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.3	0.0	251.0	44.1	83.8	44.1	101.4	23.9	24.3	110.6	52.3	29.3
LnGrp LOS	D		F	D	F	D	F	C	C	F	D	C
Approach Vol, veh/h		1022			1553			1733			1968	
Approach Delay, s/veh		187.1			55.3			40.5			49.8	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.3	59.7		23.0	17.0	47.0		33.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	5.0	51.0		19.0	13.0	43.0		29.0				
Max Q Clear Time (g_c+I1), s	2.1	24.9		21.0	15.0	42.9		30.4				
Green Ext Time (p_c), s	0.0	9.0		0.0	0.0	0.1		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	71.0
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.



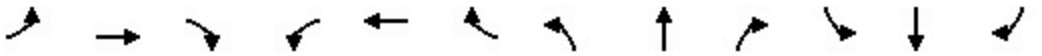
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	765	31	31	556	72	87
Future Volume (veh/h)	765	31	31	556	72	87
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	869	35	35	632	82	99
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1444	58	76	2076	134	162
Arrive On Green	0.41	0.41	0.04	0.57	0.18	0.18
Sat Flow, veh/h	3631	142	1810	3705	764	922
Grp Volume(v), veh/h	444	460	35	632	182	0
Grp Sat Flow(s),veh/h/ln	1805	1874	1810	1805	1696	0
Q Serve(g_s), s	6.2	6.2	0.6	2.9	3.2	0.0
Cycle Q Clear(g_c), s	6.2	6.2	0.6	2.9	3.2	0.0
Prop In Lane		0.08	1.00		0.45	0.54
Lane Grp Cap(c), veh/h	737	765	76	2076	297	0
V/C Ratio(X)	0.60	0.60	0.46	0.30	0.61	0.00
Avail Cap(c_a), veh/h	1521	1579	395	4283	741	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	7.4	7.4	15.0	3.5	12.2	0.0
Incr Delay (d2), s/veh	0.8	0.8	4.4	0.1	2.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.1	0.3	0.0	1.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	8.2	8.2	19.4	3.6	14.2	0.0
LnGrp LOS	A	A	B	A	B	
Approach Vol, veh/h	904			667	182	
Approach Delay, s/veh	8.2			4.4	14.2	
Approach LOS	A			A	B	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	9.6	5.3	17.1		22.4
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	14.0	7.0	27.0		38.0
Max Q Clear Time (g_c+I1), s	5.2	2.6	8.2		4.9
Green Ext Time (p_c), s	0.3	0.0	4.9		4.1

Intersection Summary	
HCM 7th Control Delay, s/veh	7.4
HCM 7th LOS	A

Notes

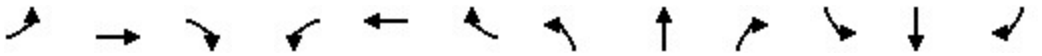
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	340	296	133	309	233	225	887	130	247	1169	143
Future Volume (veh/h)	173	340	296	133	309	233	225	887	130	247	1169	143
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		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	201	395	344	155	359	271	262	1031	151	287	1359	166
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	294	927	715	240	872	387	358	1734	530	386	1775	550
Arrive On Green	0.08	0.26	0.26	0.07	0.24	0.24	0.10	0.33	0.33	0.11	0.34	0.34
Sat Flow, veh/h	3510	3610	2784	3510	3610	1602	3510	5187	1587	3510	5187	1607
Grp Volume(v), veh/h	201	395	344	155	359	271	262	1031	151	287	1359	166
Grp Sat Flow(s),veh/h/ln	1755	1805	1392	1755	1805	1602	1755	1729	1587	1755	1729	1607
Q Serve(g_s), s	3.9	6.3	7.3	3.0	5.8	10.7	5.0	11.5	4.9	5.5	16.2	5.3
Cycle Q Clear(g_c), s	3.9	6.3	7.3	3.0	5.8	10.7	5.0	11.5	4.9	5.5	16.2	5.3
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	294	927	715	240	872	387	358	1734	530	386	1775	550
V/C Ratio(X)	0.68	0.43	0.48	0.65	0.41	0.70	0.73	0.59	0.28	0.74	0.77	0.30
Avail Cap(c_a), veh/h	354	1769	1365	253	1665	739	405	1944	595	455	2019	626
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	21.5	21.9	31.5	22.2	24.0	30.2	19.2	17.0	29.9	20.3	16.7
Incr Delay (d2), s/veh	4.1	0.3	0.5	5.2	0.3	2.3	5.9	0.4	0.3	5.5	1.6	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	1.6	2.4	2.1	1.3	2.2	3.8	2.2	3.9	1.6	2.4	5.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.0	21.8	22.4	36.7	22.5	26.3	36.1	19.6	17.3	35.4	21.9	17.0
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	C	B
Approach Vol, veh/h		940			785			1444			1812	
Approach Delay, s/veh		24.8			26.6			22.3			23.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	27.2	8.7	21.8	11.1	27.7	9.8	20.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	26.0	5.0	34.0	8.0	27.0	7.0	32.0
Max Q Clear Time (g_c+I1), s	7.5	13.5	5.0	9.3	7.0	18.2	5.9	12.7
Green Ext Time (p_c), s	0.2	5.5	0.0	3.7	0.1	5.5	0.1	2.8

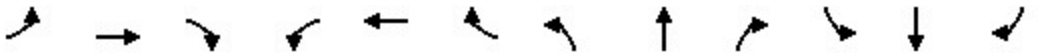
Intersection Summary	
HCM 7th Control Delay, s/veh	24.0
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	696	156	92	473	6	153	6	159	21	16	9
Future Volume (veh/h)	6	696	156	92	473	6	153	6	159	21	16	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		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	870	195	115	591	8	191	8	199	26	20	11
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	26	1233	532	181	1556	21	300	13	277	96	74	41
Arrive On Green	0.01	0.34	0.34	0.10	0.43	0.43	0.17	0.17	0.17	0.12	0.12	0.12
Sat Flow, veh/h	1810	3610	1559	1810	3645	49	1740	73	1607	819	630	347
Grp Volume(v), veh/h	8	870	195	115	293	306	199	0	199	57	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1559	1810	1805	1889	1813	0	1607	1796	0	0
Q Serve(g_s), s	0.3	12.5	5.6	3.6	6.6	6.6	6.1	0.0	7.0	1.7	0.0	0.0
Cycle Q Clear(g_c), s	0.3	12.5	5.6	3.6	6.6	6.6	6.1	0.0	7.0	1.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.03	0.96		1.00	0.46		0.19
Lane Grp Cap(c), veh/h	26	1233	532	181	771	807	313	0	277	211	0	0
V/C Ratio(X)	0.30	0.71	0.37	0.64	0.38	0.38	0.64	0.00	0.72	0.27	0.00	0.00
Avail Cap(c_a), veh/h	213	1696	732	304	939	983	578	0	512	211	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	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.1	17.0	14.8	25.8	11.7	11.7	22.9	0.0	23.3	24.0	0.0	0.0
Incr Delay (d2), s/veh	6.3	0.8	0.4	3.7	0.3	0.3	2.1	0.0	3.5	0.7	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	0.1	4.2	1.6	1.6	2.1	2.2	2.5	0.0	2.5	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.4	17.8	15.2	29.4	12.0	12.0	25.1	0.0	26.7	24.7	0.0	0.0
LnGrp LOS	D	B	B	C	B	B	C		C	C		
Approach Vol, veh/h		1073			714			398			57	
Approach Delay, s/veh		17.5			14.8			25.9			24.7	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	14.3	10.0	24.4	11.0	4.9	29.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.0	10.0	28.0	7.0	7.0	31.0
Max Q Clear Time (g_c+I1), s	9.0	5.6	14.5	3.7	2.3	8.6
Green Ext Time (p_c), s	1.2	0.1	5.1	0.0	0.0	3.1

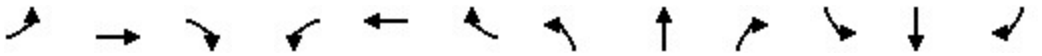
Intersection Summary	
HCM 7th Control Delay, s/veh	18.3
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	421	195	282	245	52	129	92	243	78	176	15
Future Volume (veh/h)	64	421	195	282	245	52	129	92	243	78	176	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		1.00	1.00		1.00	1.00		0.92	1.00		0.91
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	75	495	229	332	288	61	152	108	286	92	207	18
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	97	704	314	438	960	428	232	768	598	138	707	62
Arrive On Green	0.05	0.20	0.20	0.12	0.27	0.27	0.07	0.40	0.40	0.08	0.41	0.41
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	1900	1480	1810	1708	148
Grp Volume(v), veh/h	75	495	229	332	288	61	152	108	286	92	0	225
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1900	1480	1810	0	1856
Q Serve(g_s), s	3.3	10.2	10.7	7.3	5.1	2.3	3.4	2.9	11.4	4.0	0.0	6.5
Cycle Q Clear(g_c), s	3.3	10.2	10.7	7.3	5.1	2.3	3.4	2.9	11.4	4.0	0.0	6.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	97	704	314	438	960	428	232	768	598	138	0	769
V/C Ratio(X)	0.77	0.70	0.73	0.76	0.30	0.14	0.65	0.14	0.48	0.67	0.00	0.29
Avail Cap(c_a), veh/h	203	1126	502	526	1262	563	351	806	628	181	0	788
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	37.4	30.1	30.3	33.9	23.5	22.4	36.5	15.1	17.6	36.0	0.0	15.6
Incr Delay (d2), s/veh	12.0	1.3	3.2	5.2	0.2	0.2	3.1	0.1	0.6	5.8	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.2	4.1	3.2	2.0	0.8	1.5	1.1	3.5	1.9	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.4	31.4	33.5	39.1	23.6	22.6	39.6	15.2	18.2	41.9	0.0	15.8
LnGrp LOS	D	C	C	D	C	C	D	B	B	D		B
Approach Vol, veh/h		799			681			546			317	
Approach Delay, s/veh		33.7			31.1			23.6			23.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	36.4	14.0	19.6	9.3	37.2	8.3	25.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	34.0	12.0	25.0	8.0	34.0	9.0	28.0
Max Q Clear Time (g_c+I1), s	6.0	13.4	9.3	12.7	5.4	8.5	5.3	7.1
Green Ext Time (p_c), s	0.0	1.5	0.3	2.9	0.1	1.1	0.0	1.7

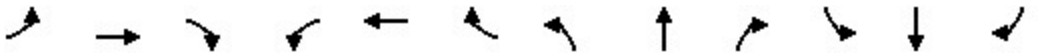
Intersection Summary	
HCM 7th Control Delay, s/veh	29.2
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	593	25	40	257	73	41	49	130	230	37	82
Future Volume (veh/h)	55	593	25	40	257	73	41	49	130	230	37	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	69	741	31	50	321	91	51	61	162	288	46	102
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	114	1137	505	92	1093	485	181	332	280	430	467	389
Arrive On Green	0.06	0.31	0.31	0.05	0.30	0.30	0.05	0.17	0.17	0.12	0.25	0.25
Sat Flow, veh/h	1810	3610	1602	1810	3610	1602	3510	1900	1602	3510	1900	1584
Grp Volume(v), veh/h	69	741	31	50	321	91	51	61	162	288	46	102
Grp Sat Flow(s),veh/h/ln	1810	1805	1602	1810	1805	1602	1755	1900	1602	1755	1900	1584
Q Serve(g_s), s	1.8	8.4	0.6	1.3	3.2	2.0	0.7	1.3	4.4	3.7	0.9	2.5
Cycle Q Clear(g_c), s	1.8	8.4	0.6	1.3	3.2	2.0	0.7	1.3	4.4	3.7	0.9	2.5
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	114	1137	505	92	1093	485	181	332	280	430	467	389
V/C Ratio(X)	0.61	0.65	0.06	0.54	0.29	0.19	0.28	0.18	0.58	0.67	0.10	0.26
Avail Cap(c_a), veh/h	229	1977	878	191	1901	844	370	1401	1181	592	1521	1268
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	21.7	14.0	11.4	22.0	12.7	12.2	21.7	16.7	18.0	19.9	13.8	14.4
Incr Delay (d2), s/veh	5.1	0.6	0.1	4.9	0.1	0.2	0.8	0.3	1.9	1.8	0.1	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	0.8	2.6	0.2	0.6	1.0	0.5	0.3	0.5	1.4	1.4	0.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.8	14.7	11.4	26.9	12.8	12.4	22.5	17.0	19.9	21.7	13.9	14.8
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		841			462			274			436	
Approach Delay, s/veh		15.5			14.3			19.7			19.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	12.3	6.4	18.9	6.4	15.7	7.0	18.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	35.0	5.0	26.0	5.0	38.0	6.0	25.0
Max Q Clear Time (g_c+I1), s	5.7	6.4	3.3	10.4	2.7	4.5	3.8	5.2
Green Ext Time (p_c), s	0.2	0.8	0.0	4.1	0.0	0.5	0.0	2.0

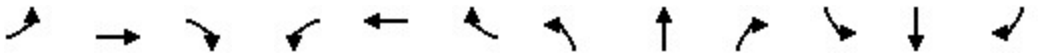
Intersection Summary	
HCM 7th Control Delay, s/veh	16.6
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	327	377	148	161	100	198	884	197	160	1174	26
Future Volume (veh/h)	22	327	377	148	161	100	198	884	197	160	1174	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	348	401	157	171	106	211	940	210	170	1249	28
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	89	1085	483	242	1784	546	306	1793	549	238	1692	518
Arrive On Green	0.03	0.30	0.30	0.07	0.34	0.34	0.09	0.35	0.35	0.07	0.33	0.33
Sat Flow, veh/h	3510	3610	1609	3510	5187	1587	3510	5187	1588	3510	5187	1588
Grp Volume(v), veh/h	23	348	401	157	171	106	211	940	210	170	1249	28
Grp Sat Flow(s),veh/h/ln	1755	1805	1609	1755	1729	1587	1755	1729	1588	1755	1729	1588
Q Serve(g_s), s	0.5	5.5	17.1	3.2	1.6	3.5	4.3	10.7	7.3	3.5	15.7	0.9
Cycle Q Clear(g_c), s	0.5	5.5	17.1	3.2	1.6	3.5	4.3	10.7	7.3	3.5	15.7	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	89	1085	483	242	1784	546	306	1793	549	238	1692	518
V/C Ratio(X)	0.26	0.32	0.83	0.65	0.10	0.19	0.69	0.52	0.38	0.71	0.74	0.05
Avail Cap(c_a), veh/h	238	1567	698	333	2393	732	476	2463	754	238	2111	647
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.2	20.0	24.0	33.4	16.4	17.0	32.7	19.3	18.2	33.6	22.0	17.0
Incr Delay (d2), s/veh	1.5	0.2	5.6	2.9	0.0	0.2	2.8	0.2	0.4	9.7	1.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.1	6.4	1.4	0.6	1.1	1.8	3.7	2.4	1.7	5.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.7	20.1	29.6	36.4	16.4	17.2	35.4	19.5	18.6	43.3	23.1	17.1
LnGrp LOS	D	C	C	D	B	B	D	B	B	D	C	B
Approach Vol, veh/h		772			434			1361			1447	
Approach Delay, s/veh		25.6			23.8			21.8			25.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	29.5	9.1	26.1	10.4	28.0	5.9	29.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	35.0	7.0	32.0	10.0	30.0	5.0	34.0
Max Q Clear Time (g_c+I1), s	5.5	12.7	5.2	19.1	6.3	17.7	2.5	5.5
Green Ext Time (p_c), s	0.0	6.8	0.1	2.8	0.2	6.2	0.0	1.3

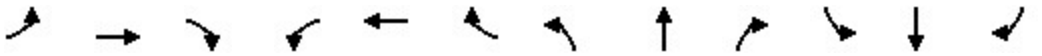
Intersection Summary	
HCM 7th Control Delay, s/veh	24.0
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1001	211	220	551	43	140	473	162	43	582	48
Future Volume (veh/h)	49	1001	211	220	551	43	140	473	162	43	582	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	1065	224	234	586	46	149	503	172	46	619	51
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	162	1341	597	330	1422	111	246	912	404	151	1171	360
Arrive On Green	0.05	0.37	0.37	0.09	0.42	0.42	0.07	0.25	0.25	0.04	0.23	0.23
Sat Flow, veh/h	3510	3610	1608	3510	3391	266	3510	3610	1597	3510	5187	1595
Grp Volume(v), veh/h	52	1065	224	234	311	321	149	503	172	46	619	51
Grp Sat Flow(s),veh/h/ln	1755	1805	1608	1755	1805	1852	1755	1805	1597	1755	1729	1595
Q Serve(g_s), s	1.0	17.6	6.8	4.3	8.1	8.1	2.8	8.1	6.0	0.9	7.0	1.7
Cycle Q Clear(g_c), s	1.0	17.6	6.8	4.3	8.1	8.1	2.8	8.1	6.0	0.9	7.0	1.7
Prop In Lane	1.00		1.00	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	162	1341	597	330	757	777	246	912	404	151	1171	360
V/C Ratio(X)	0.32	0.79	0.38	0.71	0.41	0.41	0.61	0.55	0.43	0.31	0.53	0.14
Avail Cap(c_a), veh/h	262	1562	695	367	835	856	262	1777	786	262	2553	785
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	18.8	15.4	29.5	13.7	13.7	30.3	21.7	21.0	31.1	22.8	20.8
Incr Delay (d2), s/veh	1.1	2.5	0.4	5.5	0.4	0.4	3.6	0.5	0.7	1.1	0.4	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	6.8	2.2	1.9	2.9	3.0	1.2	3.0	2.1	0.3	2.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.1	21.3	15.8	35.0	14.0	14.0	33.9	22.3	21.7	32.2	23.2	20.9
LnGrp LOS	C	C	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1341			866			824			716	
Approach Delay, s/veh		20.8			19.7			24.2			23.6	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	20.9	10.3	28.9	8.7	19.1	7.1	32.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	33.0	7.0	29.0	5.0	33.0	5.0	31.0
Max Q Clear Time (g_c+I1), s	2.9	10.1	6.3	19.6	4.8	9.0	3.0	10.1
Green Ext Time (p_c), s	0.0	3.4	0.1	5.2	0.0	3.8	0.0	3.5

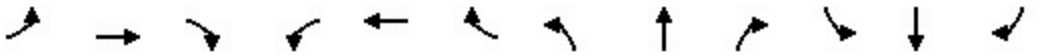
Intersection Summary	
HCM 7th Control Delay, s/veh	21.8
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	817	150	143	518	42	191	586	127	168	699	175
Future Volume (veh/h)	144	817	150	143	518	42	191	586	127	168	699	175
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		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	152	860	158	151	545	44	201	617	134	177	736	184
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	267	1688	516	266	1687	509	305	1322	410	282	1288	399
Arrive On Green	0.08	0.33	0.33	0.08	0.33	0.33	0.09	0.25	0.25	0.08	0.25	0.25
Sat Flow, veh/h	3510	5187	1586	3510	5187	1565	3510	5187	1608	3510	5187	1608
Grp Volume(v), veh/h	152	860	158	151	545	44	201	617	134	177	736	184
Grp Sat Flow(s),veh/h/ln	1755	1729	1586	1755	1729	1565	1755	1729	1608	1755	1729	1608
Q Serve(g_s), s	2.5	8.1	4.5	2.5	4.8	1.2	3.4	6.1	4.1	3.0	7.5	5.9
Cycle Q Clear(g_c), s	2.5	8.1	4.5	2.5	4.8	1.2	3.4	6.1	4.1	3.0	7.5	5.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	267	1688	516	266	1687	509	305	1322	410	282	1288	399
V/C Ratio(X)	0.57	0.51	0.31	0.57	0.32	0.09	0.66	0.47	0.33	0.63	0.57	0.46
Avail Cap(c_a), veh/h	347	2648	810	347	2648	799	405	2819	874	520	2989	927
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.1	16.6	15.3	27.1	15.4	14.2	26.9	19.1	18.4	27.0	20.0	19.4
Incr Delay (d2), s/veh	1.9	0.2	0.3	1.9	0.1	0.1	2.4	0.3	0.5	2.3	0.4	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.7	1.4	1.0	1.6	0.4	1.3	2.0	1.3	1.2	2.5	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.0	16.8	15.7	29.0	15.6	14.3	29.3	19.4	18.9	29.3	20.4	20.2
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	C	C
Approach Vol, veh/h		1170			740			952			1097	
Approach Delay, s/veh		18.2			18.2			21.4			21.8	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	19.5	8.6	23.8	9.3	19.1	8.6	23.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	33.0	6.0	31.0	7.0	35.0	6.0	31.0
Max Q Clear Time (g_c+I1), s	5.0	8.1	4.5	10.1	5.4	9.5	4.5	6.8
Green Ext Time (p_c), s	0.2	4.1	0.1	6.1	0.1	5.2	0.1	3.4

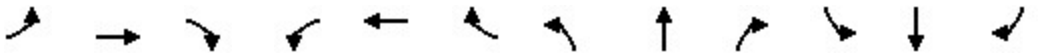
Intersection Summary	
HCM 7th Control Delay, s/veh	20.0
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	91	271	153	107	59	172	836	204	44	886	18
Future Volume (veh/h)	43	91	271	153	107	59	172	836	204	44	886	18
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		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	47	99	295	166	116	64	187	909	222	48	963	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	82	457	379	210	592	492	233	1390	338	83	1300	402
Arrive On Green	0.05	0.24	0.24	0.12	0.31	0.31	0.13	0.33	0.33	0.05	0.25	0.25
Sat Flow, veh/h	1810	1900	1576	1810	1900	1579	1810	4160	1012	1810	5187	1604
Grp Volume(v), veh/h	47	99	295	166	116	64	187	755	376	48	963	20
Grp Sat Flow(s),veh/h/ln	1810	1900	1576	1810	1900	1579	1810	1729	1714	1810	1729	1604
Q Serve(g_s), s	1.5	2.5	10.6	5.4	2.7	1.8	6.1	11.3	11.4	1.6	10.4	0.6
Cycle Q Clear(g_c), s	1.5	2.5	10.6	5.4	2.7	1.8	6.1	11.3	11.4	1.6	10.4	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.59	1.00		1.00
Lane Grp Cap(c), veh/h	82	457	379	210	592	492	233	1155	573	83	1300	402
V/C Ratio(X)	0.58	0.22	0.78	0.79	0.20	0.13	0.80	0.65	0.66	0.58	0.74	0.05
Avail Cap(c_a), veh/h	149	689	571	268	814	677	298	1311	650	149	1539	476
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	18.4	21.5	26.1	15.3	15.0	25.7	17.2	17.2	28.4	20.9	17.2
Incr Delay (d2), s/veh	6.3	0.2	3.9	11.7	0.2	0.1	11.4	1.0	2.0	6.3	1.6	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	1.0	3.7	2.8	1.0	0.6	3.0	3.6	3.8	0.7	3.6	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.7	18.7	25.4	37.8	15.5	15.1	37.1	18.2	19.2	34.7	22.5	17.3
LnGrp LOS	C	B	C	D	B	B	D	B	B	C	C	B
Approach Vol, veh/h		441			346			1318			1031	
Approach Delay, s/veh		24.9			26.1			21.2			23.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	24.3	11.0	18.6	11.8	19.2	6.7	22.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	23.0	9.0	22.0	10.0	18.0	5.0	26.0
Max Q Clear Time (g_c+I1), s	3.6	13.4	7.4	12.6	8.1	12.4	3.5	4.7
Green Ext Time (p_c), s	0.0	4.5	0.1	1.0	0.1	2.7	0.0	0.7

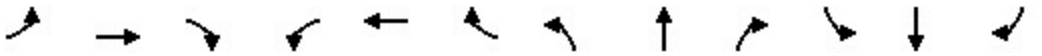
Intersection Summary	
HCM 7th Control Delay, s/veh	22.8
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	4	32	85	10	48	49	1189	117	60	1215	27
Future Volume (veh/h)	17	4	32	85	10	48	49	1189	117	60	1215	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	19	4	35	93	11	53	54	1307	129	66	1335	30
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	43	21	183	274	340	285	100	1879	581	115	1921	581
Arrive On Green	0.02	0.12	0.12	0.08	0.18	0.18	0.06	0.36	0.36	0.06	0.37	0.37
Sat Flow, veh/h	1810	168	1468	3510	1900	1589	1810	5187	1604	1810	5187	1570
Grp Volume(v), veh/h	19	0	39	93	11	53	54	1307	129	66	1335	30
Grp Sat Flow(s),veh/h/ln	1810	0	1636	1755	1900	1589	1810	1729	1604	1810	1729	1570
Q Serve(g_s), s	0.4	0.0	0.9	1.1	0.2	1.2	1.3	9.2	2.4	1.5	9.4	0.5
Cycle Q Clear(g_c), s	0.4	0.0	0.9	1.1	0.2	1.2	1.3	9.2	2.4	1.5	9.4	0.5
Prop In Lane	1.00		0.90	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	43	0	204	274	340	285	100	1879	581	115	1921	581
V/C Ratio(X)	0.44	0.00	0.19	0.34	0.03	0.19	0.54	0.70	0.22	0.58	0.69	0.05
Avail Cap(c_a), veh/h	210	0	988	408	1147	960	210	2169	670	210	2169	656
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.7	0.0	16.9	18.8	14.6	15.0	19.8	11.7	9.5	19.6	11.5	8.7
Incr Delay (d2), s/veh	7.1	0.0	0.4	0.7	0.0	0.3	4.5	0.8	0.2	4.5	0.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.3	0.4	0.1	0.4	0.5	2.2	0.6	0.6	2.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.8	0.0	17.3	19.5	14.6	15.3	24.3	12.5	9.7	24.1	12.3	8.7
LnGrp LOS	C		B	B	B	B	C	B	A	C	B	A
Approach Vol, veh/h		58			157			1490			1431	
Approach Delay, s/veh		20.8			17.8			12.7			12.8	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	19.6	7.4	9.4	6.4	19.9	5.0	11.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	18.0	5.0	26.0	5.0	18.0	5.0	26.0
Max Q Clear Time (g_c+I1), s	3.5	11.2	3.1	2.9	3.3	11.4	2.4	3.2
Green Ext Time (p_c), s	0.0	4.3	0.0	0.1	0.0	4.1	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	13.2
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	0	189	0	0	0	177	1227	0	0	1159	170
Future Volume (veh/h)	136	0	189	0	0	0	177	1227	0	0	1159	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	151	0	210	0	0	0	197	1363	0	0	1288	189
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1042	0	320	0	377	0	250	3163	0	0	1949	605
Arrive On Green	0.20	0.00	0.20	0.00	0.00	0.00	0.14	0.61	0.00	0.00	0.38	0.38
Sat Flow, veh/h	3510	0	1610	0	1900	0	1810	5358	0	0	5358	1610
Grp Volume(v), veh/h	151	0	210	0	0	0	197	1363	0	0	1288	189
Grp Sat Flow(s),veh/h/ln	1755	0	1610	0	1900	0	1810	1729	0	0	1729	1610
Q Serve(g_s), s	1.5	0.0	5.0	0.0	0.0	0.0	4.4	5.8	0.0	0.0	8.6	3.5
Cycle Q Clear(g_c), s	1.5	0.0	5.0	0.0	0.0	0.0	4.4	5.8	0.0	0.0	8.6	3.5
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	1042	0	320	0	377	0	250	3163	0	0	1949	605
V/C Ratio(X)	0.14	0.00	0.66	0.00	0.00	0.00	0.79	0.43	0.00	0.00	0.66	0.31
Avail Cap(c_a), veh/h	2195	0	849	0	1001	0	303	3728	0	0	2361	733
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	14.0	0.0	15.4	0.0	0.0	0.0	17.4	4.3	0.0	0.0	10.8	9.2
Incr Delay (d2), s/veh	0.1	0.0	2.3	0.0	0.0	0.0	10.8	0.1	0.0	0.0	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	0.4	0.0	1.5	0.0	0.0	0.0	2.1	0.3	0.0	0.0	1.9	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.1	0.0	17.7	0.0	0.0	0.0	28.2	4.4	0.0	0.0	11.3	9.5
LnGrp LOS	B		B				C	A			B	A
Approach Vol, veh/h		361			0			1560			1477	
Approach Delay, s/veh		16.2			0.0			7.4			11.1	
Approach LOS		B						A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		29.5		12.3	9.8	19.7		12.3				
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s		30.0		22.0	7.0	19.0		22.0				
Max Q Clear Time (g_c+I1), s		7.8		7.0	6.4	10.6		0.0				
Green Ext Time (p_c), s		9.1		1.4	0.0	5.1		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	9.9
HCM 7th LOS	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	60	12	1704	73	10	1584
Future Volume (veh/h)	60	12	1704	73	10	1584
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	71	14	2005	86	12	1864
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	136	121	3078	955	39	3685
Arrive On Green	0.07	0.07	0.59	0.59	0.02	0.71
Sat Flow, veh/h	1810	1610	5358	1610	1810	5358
Grp Volume(v), veh/h	71	14	2005	86	12	1864
Grp Sat Flow(s),veh/h/ln	1810	1610	1729	1610	1810	1729
Q Serve(g_s), s	1.6	0.3	10.7	1.0	0.3	6.8
Cycle Q Clear(g_c), s	1.6	0.3	10.7	1.0	0.3	6.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	136	121	3078	955	39	3685
V/C Ratio(X)	0.52	0.12	0.65	0.09	0.30	0.51
Avail Cap(c_a), veh/h	1079	960	3710	1152	302	5070
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	18.7	18.1	5.7	3.7	20.2	2.7
Incr Delay (d2), s/veh	3.1	0.4	0.3	0.0	4.3	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.1	0.9	0.2	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	21.8	18.5	6.0	3.7	24.5	2.9
LnGrp LOS	C	B	A	A	C	A
Approach Vol, veh/h	85		2091			1876
Approach Delay, s/veh	21.3		5.9			3.0
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	4.9	28.9			33.8	8.1
Change Period (Y+Rc), s	4.0	4.0			4.0	5.0
Max Green Setting (Gmax), s	7.0	30.0			41.0	25.0
Max Q Clear Time (g_c+I1), s	2.3	12.7			8.8	3.6
Green Ext Time (p_c), s	0.0	12.1			16.2	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	4.9
HCM 7th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	297	201	0	1653	1642	605
Future Volume (veh/h)	297	201	0	1653	1642	605
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	366	184	0	1837	1824	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	681	303	0	3187	3187	
Arrive On Green	0.19	0.19	0.00	0.61	0.61	0.00
Sat Flow, veh/h	3619	1610	0	5529	5358	1610
Grp Volume(v), veh/h	366	184	0	1837	1824	0
Grp Sat Flow(s),veh/h/ln	1810	1610	0	1729	1729	1610
Q Serve(g_s), s	3.7	4.2	0.0	8.6	8.5	0.0
Cycle Q Clear(g_c), s	3.7	4.2	0.0	8.6	8.5	0.0
Prop In Lane	1.00	1.00	0.00			1.00
Lane Grp Cap(c), veh/h	681	303	0	3187	3187	
V/C Ratio(X)	0.54	0.61	0.00	0.58	0.57	
Avail Cap(c_a), veh/h	1340	596	0	4739	4739	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.8	15.1	0.0	4.7	4.6	0.0
Incr Delay (d2), s/veh	0.7	2.0	0.0	0.2	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.5	0.0	0.4	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	15.5	17.0	0.0	4.8	4.8	0.0
LnGrp LOS	B	B		A	A	
Approach Vol, veh/h	550			1837	1824	
Approach Delay, s/veh	16.0			4.8	4.8	
Approach LOS	B			A	A	

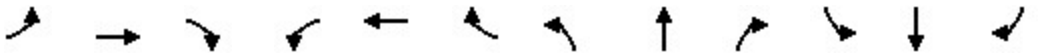
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		28.9		11.6		28.9
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		37.0		15.0		37.0
Max Q Clear Time (g_c+I1), s		10.6		6.2		10.5
Green Ext Time (p_c), s		14.3		1.4		14.2

Intersection Summary	
HCM 7th Control Delay, s/veh	6.3
HCM 7th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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



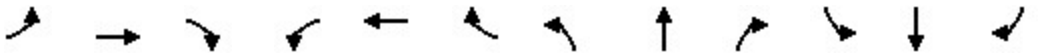
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	408	0	68	0	1585	724	359	1479	0
Future Volume (veh/h)	0	0	0	408	0	68	0	1585	724	359	1479	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1870	1900	0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	0	0	0	458	0	76	0	1781	813	403	1662	0
Peak Hour Factor	0.95	0.95	0.95	0.89	0.95	0.89	0.95	0.89	0.89	0.89	0.89	0.95
Percent Heavy Veh, %	2	2	2	0	2	0	0	0	0	0	0	0
Cap, veh/h	0	3	0	640	0	569	0	2357	1007	525	3512	0
Arrive On Green	0.00	0.00	0.00	0.18	0.00	0.18	0.00	0.45	0.45	0.15	0.68	0.00
Sat Flow, veh/h	0	-74814	0	3619	0	3220	0	5358	1590	3510	5358	0
Grp Volume(v), veh/h	0	0	0	458	0	76	0	1781	813	403	1662	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1810	0	1610	0	1729	1590	1755	1729	0
Q Serve(g_s), s	0.0	0.0	0.0	6.5	0.0	1.1	0.0	15.6	21.1	6.0	8.3	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	6.5	0.0	1.1	0.0	15.6	21.1	6.0	8.3	0.0
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	3	0	640	0	569	0	2357	1007	525	3512	0
V/C Ratio(X)	0.00	0.00	0.00	0.72	0.00	0.13	0.00	0.76	0.81	0.77	0.47	0.00
Avail Cap(c_a), veh/h	0	239	0	1191	0	1707	0	2371	1011	578	3603	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	21.2	0.0	19.0	0.0	12.4	7.6	22.4	4.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.5	0.0	0.1	0.0	1.4	4.9	5.7	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.5	0.0	0.4	0.0	4.2	4.8	2.4	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	22.7	0.0	19.1	0.0	13.8	12.5	28.0	4.3	0.0
LnGrp LOS				C		B		B	B	C	A	
Approach Vol, veh/h		0			534			2594			2065	
Approach Delay, s/veh		0.0			22.2			13.4			8.9	
Approach LOS					C			B			A	

Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	12.2	28.9	13.7	0.0		41.0		13.7				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0		4.0		4.0				
Max Green Setting (Gmax), s	9.0	25.0	18.0	7.0		38.0		29.0				
Max Q Clear Time (g_c+I1), s	8.0	23.1	8.5	0.0		10.3		3.1				
Green Ext Time (p_c), s	0.2	1.8	1.2	0.0		12.9		0.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	12.5
HCM 7th LOS	B

Notes

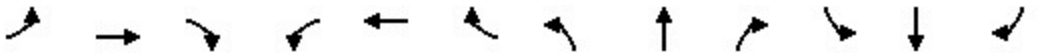
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	157	324	63	199	522	325	243	1598	163	260	965	440
Future Volume (veh/h)	157	324	63	199	522	325	243	1598	163	260	965	440
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		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	176	364	71	224	587	365	273	1796	183	292	1084	494
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	227	1289	395	291	1384	424	344	2012	204	352	2193	681
Arrive On Green	0.06	0.25	0.25	0.08	0.27	0.27	0.10	0.42	0.42	0.10	0.42	0.42
Sat Flow, veh/h	3510	5187	1589	3510	5187	1588	3510	4785	486	3510	5187	1610
Grp Volume(v), veh/h	176	364	71	224	587	365	273	1296	683	292	1084	494
Grp Sat Flow(s),veh/h/ln	1755	1729	1589	1755	1729	1588	1755	1729	1813	1755	1729	1610
Q Serve(g_s), s	5.3	6.1	3.8	6.8	10.1	23.7	8.2	37.6	37.9	8.8	16.5	27.7
Cycle Q Clear(g_c), s	5.3	6.1	3.8	6.8	10.1	23.7	8.2	37.6	37.9	8.8	16.5	27.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	227	1289	395	291	1384	424	344	1454	762	352	2193	681
V/C Ratio(X)	0.78	0.28	0.18	0.77	0.42	0.86	0.79	0.89	0.90	0.83	0.49	0.73
Avail Cap(c_a), veh/h	227	1390	426	389	1629	499	487	1502	787	357	2193	681
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.8	32.9	32.0	48.6	32.8	37.8	47.7	29.1	29.2	47.8	22.8	26.0
Incr Delay (d2), s/veh	15.4	0.1	0.2	6.5	0.2	12.7	5.9	7.0	12.7	14.9	0.2	3.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	2.5	1.4	3.1	4.1	10.3	3.7	15.3	17.4	4.4	6.1	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.2	33.0	32.2	55.1	33.0	50.5	53.7	36.0	41.9	62.7	23.0	29.9
LnGrp LOS	E	C	C	E	C	D	D	D	D	E	C	C
Approach Vol, veh/h		611			1176			2252			1870	
Approach Delay, s/veh		42.2			42.7			40.0			31.0	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.9	49.5	13.0	30.9	14.6	49.8	11.0	32.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	47.0	12.0	29.0	15.0	43.0	7.0	34.0
Max Q Clear Time (g_c+I1), s	10.8	39.9	8.8	8.1	10.2	29.7	7.3	25.7
Green Ext Time (p_c), s	0.0	5.6	0.2	2.3	0.4	6.9	0.0	3.2

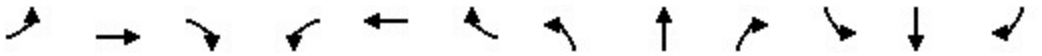
Intersection Summary	
HCM 7th Control Delay, s/veh	37.9
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	0	243	0	0	0	103	611	0	0	1009	112
Future Volume (veh/h)	200	0	243	0	0	0	103	611	0	0	1009	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	217	0	264	0	0	0	112	664	0	0	1097	122
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	610	0	0	0	5	0	330	3121	0	0	2050	628
Arrive On Green	0.17	0.00	0.00	0.00	0.00	0.00	0.09	0.60	0.00	0.00	0.40	0.40
Sat Flow, veh/h	3510	217		0	-76000	0	3510	5358	0	0	5358	1589
Grp Volume(v), veh/h	217	13.3		0	0	0	112	664	0	0	1097	122
Grp Sat Flow(s),veh/h/ln	1755	B		0	1900	0	1755	1729	0	0	1729	1589
Q Serve(g_s), s	1.9			0.0	0.0	0.0	1.1	2.1	0.0	0.0	5.8	1.8
Cycle Q Clear(g_c), s	1.9			0.0	0.0	0.0	1.1	2.1	0.0	0.0	5.8	1.8
Prop In Lane	1.00			0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	610			0	5	0	330	3121	0	0	2050	628
V/C Ratio(X)	0.36			0.00	0.00	0.00	0.34	0.21	0.00	0.00	0.54	0.19
Avail Cap(c_a), veh/h	2761			0	1548	0	493	4517	0	0	3206	982
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.0			0.0	0.0	0.0	15.1	3.2	0.0	0.0	8.3	7.1
Incr Delay (d2), s/veh	0.4			0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.2	0.1
Initial Q Delay(d3), s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6			0.0	0.0	0.0	0.3	0.0	0.0	0.0	1.1	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.3			0.0	0.0	0.0	15.7	3.3	0.0	0.0	8.5	7.2
LnGrp LOS	B						B	A			A	A
Approach Vol, veh/h					0			776			1219	
Approach Delay, s/veh					0.0			5.1			8.3	
Approach LOS								A			A	

Timer - Assigned Phs		2			5	6	7	8				
Phs Duration (G+Y+Rc), s		25.4			7.3	18.1	10.2	0.0				
Change Period (Y+Rc), s		4.0			4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s		31.0			5.0	22.0	28.0	29.0				
Max Q Clear Time (g_c+I1), s		4.1			3.1	7.8	3.9	0.0				
Green Ext Time (p_c), s		4.2			0.0	6.2	0.7	0.0				

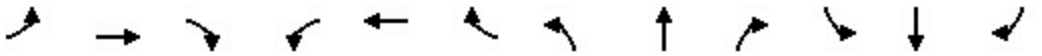
Intersection Summary												
HCM 7th Control Delay, s/veh			7.7									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	784	183	206	384	158	86	480	190	380	772	92
Future Volume (veh/h)	134	784	183	206	384	158	86	480	190	380	772	92
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		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	144	843	197	222	413	170	92	516	204	409	830	99
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	254	1529	465	275	1560	475	221	1136	347	550	1622	496
Arrive On Green	0.07	0.29	0.29	0.08	0.30	0.30	0.06	0.22	0.22	0.16	0.31	0.31
Sat Flow, veh/h	3510	5187	1576	3510	5187	1578	3510	5187	1585	3510	5187	1587
Grp Volume(v), veh/h	144	843	197	222	413	170	92	516	204	409	830	99
Grp Sat Flow(s),veh/h/ln	1755	1729	1576	1755	1729	1578	1755	1729	1585	1755	1729	1587
Q Serve(g_s), s	2.5	8.7	6.4	4.0	3.9	5.4	1.6	5.5	7.4	7.1	8.3	2.9
Cycle Q Clear(g_c), s	2.5	8.7	6.4	4.0	3.9	5.4	1.6	5.5	7.4	7.1	8.3	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	254	1529	465	275	1560	475	221	1136	347	550	1622	496
V/C Ratio(X)	0.57	0.55	0.42	0.81	0.26	0.36	0.42	0.45	0.59	0.74	0.51	0.20
Avail Cap(c_a), veh/h	275	2767	841	275	2767	842	331	2849	870	551	3174	971
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	18.9	18.1	28.9	16.9	17.5	28.7	21.6	22.3	25.6	17.9	16.1
Incr Delay (d2), s/veh	2.3	0.3	0.6	16.0	0.1	0.5	1.2	0.3	1.6	5.4	0.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.0	2.1	2.1	1.3	1.7	0.6	1.9	2.5	3.0	2.8	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.9	19.2	18.7	44.9	17.0	17.9	30.0	21.9	23.9	31.0	18.2	16.2
LnGrp LOS	C	B	B	D	B	B	C	C	C	C	B	B
Approach Vol, veh/h		1184			805			812			1338	
Approach Delay, s/veh		20.6			24.9			23.3			22.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	18.0	9.0	22.8	8.0	23.9	8.6	23.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	35.0	5.0	34.0	6.0	39.0	5.0	34.0
Max Q Clear Time (g_c+I1), s	9.1	9.4	6.0	10.7	3.6	10.3	4.5	7.4
Green Ext Time (p_c), s	0.2	3.9	0.0	6.3	0.0	5.9	0.0	3.2

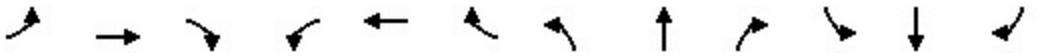
Intersection Summary	
HCM 7th Control Delay, s/veh	22.4
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	87	180	84	36	71	96	677	60	52	1077	55
Future Volume (veh/h)	57	87	180	84	36	71	96	677	60	52	1077	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	64	98	202	94	40	80	108	761	67	58	1210	62
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	101	331	281	122	354	296	140	2046	621	95	1918	582
Arrive On Green	0.06	0.17	0.17	0.07	0.19	0.19	0.08	0.39	0.39	0.05	0.37	0.37
Sat Flow, veh/h	1810	1900	1610	1810	1900	1587	1810	5187	1575	1810	5187	1575
Grp Volume(v), veh/h	64	98	202	94	40	80	108	761	67	58	1210	62
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1587	1810	1729	1575	1810	1729	1575
Q Serve(g_s), s	2.0	2.6	6.8	3.0	1.0	2.5	3.4	6.0	1.6	1.8	11.1	1.5
Cycle Q Clear(g_c), s	2.0	2.6	6.8	3.0	1.0	2.5	3.4	6.0	1.6	1.8	11.1	1.5
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	101	331	281	122	354	296	140	2046	621	95	1918	582
V/C Ratio(X)	0.64	0.30	0.72	0.77	0.11	0.27	0.77	0.37	0.11	0.61	0.63	0.11
Avail Cap(c_a), veh/h	282	1282	1086	188	1183	988	219	3050	926	250	3140	953
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	26.7	20.8	22.5	26.5	19.6	20.2	26.2	12.4	11.1	26.8	15.0	12.0
Incr Delay (d2), s/veh	6.5	0.5	3.5	9.8	0.1	0.5	8.7	0.1	0.1	6.2	0.3	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.1	2.7	1.5	0.4	0.9	1.6	1.8	0.5	0.8	3.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.3	21.3	26.0	36.4	19.7	20.6	34.9	12.5	11.1	33.0	15.3	12.0
LnGrp LOS	C	C	C	D	B	C	C	B	B	C	B	B
Approach Vol, veh/h		364			214			936			1330	
Approach Delay, s/veh		26.0			27.4			15.0			15.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	26.8	7.9	16.1	8.5	25.4	7.2	16.8
Change Period (Y+Rc), s	4.0	4.0	4.0	6.0	4.0	4.0	4.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	6.0	39.0	7.0	35.0	9.0	36.0
Max Q Clear Time (g_c+I1), s	3.8	8.0	5.0	8.8	5.4	13.1	4.0	4.5
Green Ext Time (p_c), s	0.0	5.1	0.0	1.2	0.0	8.3	0.0	0.5

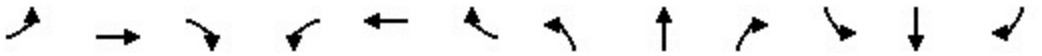
Intersection Summary	
HCM 7th Control Delay, s/veh	17.8
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	993	6	3	1494	24	9	2	2	50	0	47
Future Volume (veh/h)	24	993	6	3	1494	24	9	2	2	50	0	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	1079	7	3	1624	26	10	2	2	54	0	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	58	2496	16	7	2322	37	359	72	43	265	43	148
Arrive On Green	0.03	0.47	0.47	0.00	0.44	0.44	0.19	0.19	0.19	0.19	0.00	0.19
Sat Flow, veh/h	1810	5317	34	1810	5256	84	969	373	224	586	223	764
Grp Volume(v), veh/h	26	702	384	3	1068	582	14	0	0	105	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1894	1810	1729	1882	1565	0	0	1573	0	0
Q Serve(g_s), s	0.5	4.9	4.9	0.1	9.0	9.0	0.0	0.0	0.0	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.5	4.9	4.9	0.1	9.0	9.0	0.2	0.0	0.0	1.9	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.04	0.71		0.14	0.51		0.49
Lane Grp Cap(c), veh/h	58	1623	889	7	1527	831	475	0	0	456	0	0
V/C Ratio(X)	0.45	0.43	0.43	0.40	0.70	0.70	0.03	0.00	0.00	0.23	0.00	0.00
Avail Cap(c_a), veh/h	251	1725	945	251	1725	939	1205	0	0	1212	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	17.2	6.4	6.4	17.9	8.1	8.1	11.8	0.0	0.0	12.5	0.0	0.0
Incr Delay (d2), s/veh	5.5	0.2	0.3	31.7	1.1	2.0	0.0	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.7	0.8	0.1	1.6	2.0	0.1	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.6	6.6	6.7	49.7	9.2	10.1	11.8	0.0	0.0	12.7	0.0	0.0
LnGrp LOS	C	A	A	D	A	B	B			B		
Approach Vol, veh/h		1112			1653			14			105	
Approach Delay, s/veh		7.0			9.6			11.8			12.7	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.0	4.1	20.9		11.0	5.1	19.9				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		25.0	5.0	18.0		25.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s		2.2	2.1	6.9		3.9	2.5	11.0				
Green Ext Time (p_c), s		0.0	0.0	4.7		0.5	0.0	4.9				

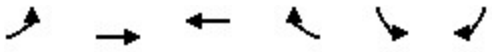
Intersection Summary	
HCM 7th Control Delay, s/veh	8.7
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	677	366	244	945	244	403	1412	197	250	1125	175
Future Volume (veh/h)	189	677	366	244	945	244	403	1412	197	250	1125	175
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		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781
Adj Flow Rate, veh/h	195	698	377	252	974	252	415	1456	203	258	1160	180
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	8	8	8	8	8	8	8	8	8	8	8	8
Cap, veh/h	342	1452	445	275	1354	564	413	1710	657	326	1581	647
Arrive On Green	0.10	0.30	0.30	0.08	0.28	0.28	0.13	0.35	0.35	0.10	0.33	0.33
Sat Flow, veh/h	3291	4863	1490	3291	4863	1490	3291	4863	1508	3291	4863	1508
Grp Volume(v), veh/h	195	698	377	252	974	252	415	1456	203	258	1160	180
Grp Sat Flow(s),veh/h/ln	1646	1621	1490	1646	1621	1490	1646	1621	1508	1646	1621	1508
Q Serve(g_s), s	5.4	11.2	22.7	7.3	17.3	12.1	12.0	26.5	8.4	7.3	20.2	7.4
Cycle Q Clear(g_c), s	5.4	11.2	22.7	7.3	17.3	12.1	12.0	26.5	8.4	7.3	20.2	7.4
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	342	1452	445	275	1354	564	413	1710	657	326	1581	647
V/C Ratio(X)	0.57	0.48	0.85	0.92	0.72	0.45	1.01	0.85	0.31	0.79	0.73	0.28
Avail Cap(c_a), veh/h	344	1728	530	275	1627	648	413	1830	694	378	1779	709
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	40.8	27.5	31.5	43.5	31.2	22.3	41.8	28.7	17.6	42.1	28.6	17.7
Incr Delay (d2), s/veh	2.2	0.2	10.6	33.0	1.3	0.6	45.6	3.9	0.3	9.6	1.4	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	4.1	8.8	4.1	6.4	4.0	7.2	9.8	2.7	3.2	7.3	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.0	27.7	42.1	76.5	32.4	22.9	87.5	32.6	17.9	51.7	30.0	17.9
LnGrp LOS	D	C	D	E	C	C	F	C	B	D	C	B
Approach Vol, veh/h		1270			1478			2074			1598	
Approach Delay, s/veh		34.4			38.3			42.1			32.2	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	37.6	12.0	32.6	16.0	35.1	13.9	30.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	36.0	8.0	34.0	12.0	35.0	10.0	32.0
Max Q Clear Time (g_c+I1), s	9.3	28.5	9.3	24.7	14.0	22.2	7.4	19.3
Green Ext Time (p_c), s	0.1	5.1	0.0	3.9	0.0	6.2	0.1	5.6

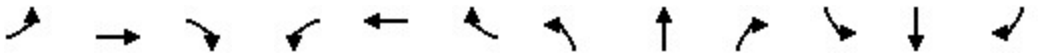
Intersection Summary	
HCM 7th Control Delay, s/veh	37.2
HCM 7th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	149	1127	1358	134	167	106
Future Volume (veh/h)	149	1127	1358	134	167	106
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	154	1162	1400	138	172	109
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	359	3287	2239	694	586	269
Arrive On Green	0.10	0.63	0.43	0.43	0.17	0.17
Sat Flow, veh/h	3510	5358	5358	1608	3510	1610
Grp Volume(v), veh/h	154	1162	1400	138	172	109
Grp Sat Flow(s),veh/h/ln	1755	1729	1729	1608	1755	1610
Q Serve(g_s), s	1.7	4.2	8.4	2.1	1.7	2.4
Cycle Q Clear(g_c), s	1.7	4.2	8.4	2.1	1.7	2.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	359	3287	2239	694	586	269
V/C Ratio(X)	0.43	0.35	0.63	0.20	0.29	0.41
Avail Cap(c_a), veh/h	438	4009	2845	882	2713	1244
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	16.9	3.5	8.9	7.1	14.6	14.9
Incr Delay (d2), s/veh	0.8	0.1	0.3	0.1	0.3	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.2	1.7	0.0	0.6	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.7	3.5	9.2	7.2	14.9	15.9
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		1316	1538		281	
Approach Delay, s/veh		5.2	9.0		15.3	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			29.4		10.7	8.1	21.3
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			31.0		31.0	5.0	22.0
Max Q Clear Time (g_c+I1), s			6.2		4.4	3.7	10.4
Green Ext Time (p_c), s			8.0		0.9	0.1	6.9

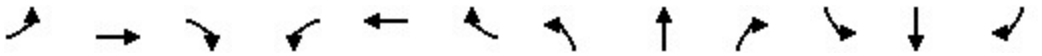
Intersection Summary		
HCM 7th Control Delay, s/veh		8.0
HCM 7th LOS		A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	1016	20	59	1255	145	20	20	32	221	36	156
Future Volume (veh/h)	146	1016	20	59	1255	145	20	20	32	221	36	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	149	1037	20	60	1281	148	20	20	33	226	37	159
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	296	2099	651	101	1949	605	85	481	213	357	762	334
Arrive On Green	0.08	0.40	0.40	0.06	0.38	0.38	0.02	0.13	0.13	0.10	0.21	0.21
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	3510	3610	1599	3510	3610	1581
Grp Volume(v), veh/h	149	1037	20	60	1281	148	20	20	33	226	37	159
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1755	1805	1599	1755	1805	1581
Q Serve(g_s), s	2.1	7.8	0.4	1.7	10.7	3.3	0.3	0.3	1.0	3.2	0.4	4.6
Cycle Q Clear(g_c), s	2.1	7.8	0.4	1.7	10.7	3.3	0.3	0.3	1.0	3.2	0.4	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	296	2099	651	101	1949	605	85	481	213	357	762	334
V/C Ratio(X)	0.50	0.49	0.03	0.60	0.66	0.24	0.24	0.04	0.15	0.63	0.05	0.48
Avail Cap(c_a), veh/h	401	2569	798	207	2569	798	334	2201	975	669	2545	1114
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	23.0	11.6	9.4	24.2	13.6	11.3	25.1	19.8	20.1	22.6	16.5	18.2
Incr Delay (d2), s/veh	1.3	0.2	0.0	5.6	0.4	0.2	1.4	0.0	0.3	1.9	0.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.2	0.1	0.8	3.1	0.9	0.1	0.1	0.3	1.3	0.2	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.3	11.8	9.4	29.8	14.0	11.5	26.6	19.9	20.5	24.5	16.5	19.2
LnGrp LOS	C	B	A	C	B	B	C	B	C	C	B	B
Approach Vol, veh/h		1206			1489			73			422	
Approach Delay, s/veh		13.3			14.4			22.0			21.8	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	11.0	6.9	25.2	5.3	15.1	8.4	23.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	32.0	6.0	26.0	5.0	37.0	6.0	26.0
Max Q Clear Time (g_c+I1), s	5.2	3.0	3.7	9.8	2.3	6.6	4.1	12.7
Green Ext Time (p_c), s	0.3	0.2	0.0	6.0	0.0	0.7	0.1	7.0

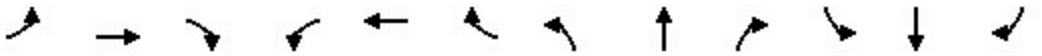
Intersection Summary	
HCM 7th Control Delay, s/veh	15.1
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	241	907	365	238	601	144	323	1095	354	140	916	210
Future Volume (veh/h)	241	907	365	238	601	144	323	1095	354	140	916	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796
Adj Flow Rate, veh/h	243	916	369	240	607	145	326	1106	358	141	925	212
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	226	1497	464	264	1553	481	339	1817	563	209	1131	498
Arrive On Green	0.07	0.31	0.31	0.08	0.32	0.32	0.10	0.37	0.37	0.06	0.33	0.33
Sat Flow, veh/h	3319	4904	1519	3319	4904	1519	3319	4904	1521	3319	3413	1502
Grp Volume(v), veh/h	243	916	369	240	607	145	326	1106	358	141	925	212
Grp Sat Flow(s),veh/h/ln	1659	1635	1519	1659	1635	1519	1659	1635	1521	1659	1706	1502
Q Serve(g_s), s	6.0	14.1	19.6	6.3	8.5	6.4	8.6	16.2	17.1	3.7	21.9	9.7
Cycle Q Clear(g_c), s	6.0	14.1	19.6	6.3	8.5	6.4	8.6	16.2	17.1	3.7	21.9	9.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	226	1497	464	264	1553	481	339	1817	563	209	1131	498
V/C Ratio(X)	1.08	0.61	0.80	0.91	0.39	0.30	0.96	0.61	0.64	0.67	0.82	0.43
Avail Cap(c_a), veh/h	226	1781	552	264	1837	569	339	2059	639	301	1394	614
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	41.1	26.1	28.1	40.2	23.5	22.7	39.4	22.5	22.8	40.4	27.0	22.9
Incr Delay (d2), s/veh	81.3	0.5	6.8	32.8	0.2	0.3	38.6	0.4	1.7	3.7	3.2	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	5.0	7.3	3.6	3.0	2.1	5.1	5.6	5.7	1.5	8.5	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	122.3	26.6	34.8	73.1	23.6	23.1	78.0	23.0	24.5	44.1	30.3	23.5
LnGrp LOS	F	C	C	E	C	C	E	C	C	D	C	C
Approach Vol, veh/h		1528			992			1790			1278	
Approach Delay, s/veh		43.8			35.5			33.3			30.7	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	36.6	11.0	30.9	13.0	33.2	10.0	31.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	37.0	7.0	32.0	9.0	36.0	6.0	33.0
Max Q Clear Time (g_c+I1), s	5.7	18.2	8.3	21.6	10.6	23.9	8.0	10.5
Green Ext Time (p_c), s	0.1	5.3	0.0	5.0	0.0	5.1	0.0	4.2

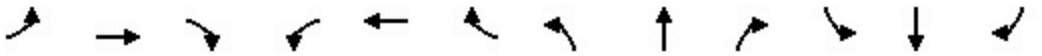
Intersection Summary	
HCM 7th Control Delay, s/veh	36.0
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	745	20	21	1007	278	47	38	28	179	46	114
Future Volume (veh/h)	111	745	20	21	1007	278	47	38	28	179	46	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	116	776	21	22	1049	290	49	40	29	186	48	119
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	149	2114	653	47	1268	562	87	272	229	237	429	362
Arrive On Green	0.08	0.41	0.41	0.03	0.35	0.35	0.05	0.14	0.14	0.13	0.23	0.23
Sat Flow, veh/h	1810	5187	1602	1810	3610	1601	1810	1900	1600	1810	1900	1604
Grp Volume(v), veh/h	116	776	21	22	1049	290	49	40	29	186	48	119
Grp Sat Flow(s),veh/h/ln	1810	1729	1602	1810	1805	1601	1810	1900	1600	1810	1900	1604
Q Serve(g_s), s	3.4	5.7	0.4	0.7	14.5	7.8	1.4	1.0	0.9	5.4	1.1	3.4
Cycle Q Clear(g_c), s	3.4	5.7	0.4	0.7	14.5	7.8	1.4	1.0	0.9	5.4	1.1	3.4
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	149	2114	653	47	1268	562	87	272	229	237	429	362
V/C Ratio(X)	0.78	0.37	0.03	0.47	0.83	0.52	0.56	0.15	0.13	0.79	0.11	0.33
Avail Cap(c_a), veh/h	165	2114	653	165	1453	644	165	904	761	364	1112	939
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	24.6	11.3	9.7	26.3	16.2	14.1	25.5	20.5	20.4	23.0	16.8	17.7
Incr Delay (d2), s/veh	18.9	0.1	0.0	7.1	3.7	0.7	5.6	0.2	0.2	6.1	0.1	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	2.0	1.6	0.1	0.3	5.1	2.2	0.7	0.4	0.3	2.5	0.4	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.5	11.4	9.7	33.3	19.9	14.8	31.1	20.8	20.7	29.1	16.9	18.2
LnGrp LOS	D	B	A	C	B	B	C	C	C	C	B	B
Approach Vol, veh/h		913			1361			118			353	
Approach Delay, s/veh		15.4			19.0			25.0			23.8	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	11.8	5.4	26.3	6.6	16.3	8.5	23.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	26.0	5.0	22.0	5.0	32.0	5.0	22.0
Max Q Clear Time (g_c+I1), s	7.4	3.0	2.7	7.7	3.4	5.4	5.4	16.5
Green Ext Time (p_c), s	0.2	0.2	0.0	4.1	0.0	0.6	0.0	2.7

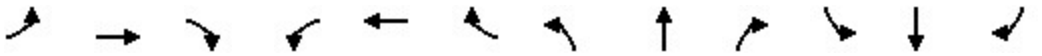
Intersection Summary	
HCM 7th Control Delay, s/veh	18.7
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	784	83	138	745	12	110	32	133	38	18	3
Future Volume (veh/h)	19	784	83	138	745	12	110	32	133	38	18	3
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		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	817	86	144	776	12	115	33	139	40	19	3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	44	1127	487	184	1406	622	150	380	321	78	304	253
Arrive On Green	0.02	0.31	0.31	0.10	0.39	0.39	0.08	0.20	0.20	0.04	0.16	0.16
Sat Flow, veh/h	1810	3610	1559	1810	3610	1598	1810	1900	1605	1810	1900	1583
Grp Volume(v), veh/h	20	817	86	144	776	12	115	33	139	40	19	3
Grp Sat Flow(s),veh/h/ln	1810	1805	1559	1810	1805	1598	1810	1900	1605	1810	1900	1583
Q Serve(g_s), s	0.5	9.4	1.9	3.6	7.8	0.2	2.9	0.7	3.5	1.0	0.4	0.1
Cycle Q Clear(g_c), s	0.5	9.4	1.9	3.6	7.8	0.2	2.9	0.7	3.5	1.0	0.4	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	1127	487	184	1406	622	150	380	321	78	304	253
V/C Ratio(X)	0.45	0.72	0.18	0.78	0.55	0.02	0.77	0.09	0.43	0.51	0.06	0.01
Avail Cap(c_a), veh/h	194	1470	635	194	1470	651	194	1018	860	194	1018	848
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.5	14.3	11.7	20.4	11.1	8.8	21.0	15.2	16.4	21.8	16.6	16.5
Incr Delay (d2), s/veh	7.0	1.3	0.2	17.6	0.4	0.0	12.6	0.1	0.9	5.0	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.9	0.5	2.1	2.1	0.1	1.6	0.2	1.1	0.5	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.5	15.5	11.9	38.1	11.5	8.8	33.6	15.3	17.3	26.9	16.7	16.5
LnGrp LOS	C	B	B	D	B	A	C	B	B	C	B	B
Approach Vol, veh/h		923			932			287			62	
Approach Delay, s/veh		15.5			15.6			23.6			23.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	13.3	8.8	18.6	7.9	11.5	5.1	22.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	25.0	5.0	19.0	5.0	25.0	5.0	19.0
Max Q Clear Time (g_c+I1), s	3.0	5.5	5.6	11.4	4.9	2.4	2.5	9.8
Green Ext Time (p_c), s	0.0	0.5	0.0	2.8	0.0	0.0	0.0	3.1

Intersection Summary	
HCM 7th Control Delay, s/veh	16.8
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	217	2	642	511	523	518	316	1309	16	4	1641	237
Future Volume (veh/h)	217	2	642	511	523	518	316	1309	16	4	1641	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	225	0	662	597	441	534	326	1349	16	4	1692	244
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	586	0	520	849	446	755	341	2313	27	9	1793	556
Arrive On Green	0.17	0.00	0.17	0.24	0.24	0.24	0.10	0.45	0.45	0.01	0.36	0.36
Sat Flow, veh/h	3506	0	3114	3506	1841	3116	3401	5119	61	1753	5025	1559
Grp Volume(v), veh/h	225	0	662	597	441	534	326	883	482	4	1692	244
Grp Sat Flow(s),veh/h/ln	1753	0	1557	1753	1841	1558	1700	1675	1830	1753	1675	1559
Q Serve(g_s), s	6.8	0.0	20.0	18.6	28.6	18.8	11.4	23.5	23.5	0.3	39.1	14.3
Cycle Q Clear(g_c), s	6.8	0.0	20.0	18.6	28.6	18.8	11.4	23.5	23.5	0.3	39.1	14.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	586	0	520	849	446	755	341	1514	827	9	1793	556
V/C Ratio(X)	0.38	0.00	1.27	0.70	0.99	0.71	0.96	0.58	0.58	0.44	0.94	0.44
Avail Cap(c_a), veh/h	586	0	520	849	446	755	341	1514	827	73	1805	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	0.0	49.9	41.4	45.2	41.5	53.6	24.4	24.4	59.4	37.3	29.4
Incr Delay (d2), s/veh	0.4	0.0	137.0	2.6	39.6	3.1	37.2	0.6	1.0	29.8	10.7	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	2.9	0.0	17.4	8.0	17.3	7.2	6.4	8.6	9.5	0.2	16.5	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.8	0.0	186.9	44.1	84.8	44.5	90.8	25.0	25.5	89.2	48.0	29.9
LnGrp LOS	D		F	D	F	D	F	C	C	F	D	C
Approach Vol, veh/h		887			1572			1691			1940	
Approach Delay, s/veh		150.9			55.7			37.8			45.8	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	58.1		24.0	16.0	46.7		33.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	5.0	50.0		20.0	12.0	43.0		29.0				
Max Q Clear Time (g_c+I1), s	2.3	25.5		22.0	13.4	41.1		30.6				
Green Ext Time (p_c), s	0.0	8.8		0.0	0.0	1.6		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		61.4
HCM 7th LOS		E

Notes

User approved volume balancing among the lanes for turning movement.



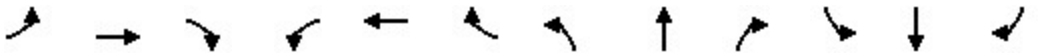
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	560	58	61	870	51	40
Future Volume (veh/h)	560	58	61	870	51	40
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	602	62	66	935	55	43
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1152	118	131	2054	130	101
Arrive On Green	0.35	0.35	0.07	0.57	0.14	0.14
Sat Flow, veh/h	3398	340	1810	3705	954	746
Grp Volume(v), veh/h	329	335	66	935	99	0
Grp Sat Flow(s),veh/h/ln	1805	1837	1810	1805	1718	0
Q Serve(g_s), s	3.9	3.9	1.0	4.1	1.4	0.0
Cycle Q Clear(g_c), s	3.9	3.9	1.0	4.1	1.4	0.0
Prop In Lane		0.18	1.00		0.56	0.43
Lane Grp Cap(c), veh/h	630	641	131	2054	233	0
V/C Ratio(X)	0.52	0.52	0.50	0.46	0.42	0.00
Avail Cap(c_a), veh/h	1666	1696	668	5199	825	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	7.0	7.0	12.1	3.4	10.7	0.0
Incr Delay (d2), s/veh	0.7	0.7	3.0	0.2	1.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.6	0.3	0.0	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	7.7	7.7	15.1	3.6	12.0	0.0
LnGrp LOS	A	A	B	A	B	
Approach Vol, veh/h	664			1001	99	
Approach Delay, s/veh	7.7			4.3	12.0	
Approach LOS	A			A	B	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	7.7	6.0	13.4		19.4
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	13.0	10.0	25.0		39.0
Max Q Clear Time (g_c+I1), s	3.4	3.0	5.9		6.1
Green Ext Time (p_c), s	0.1	0.1	3.4		6.7

Intersection Summary	
HCM 7th Control Delay, s/veh	6.0
HCM 7th LOS	A

Notes

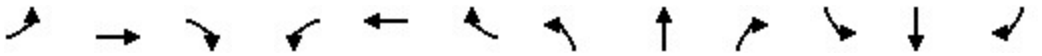
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	230	168	159	348	284	222	1350	111	206	1258	144
Future Volume (veh/h)	174	230	168	159	348	284	222	1350	111	206	1258	144
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		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	181	240	175	166	362	296	231	1406	116	215	1310	150
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	273	939	724	253	918	407	326	1786	546	342	1810	561
Arrive On Green	0.08	0.26	0.26	0.07	0.25	0.25	0.09	0.34	0.34	0.10	0.35	0.35
Sat Flow, veh/h	3510	3610	2785	3510	3610	1603	3510	5187	1587	3510	5187	1607
Grp Volume(v), veh/h	181	240	175	166	362	296	231	1406	116	215	1310	150
Grp Sat Flow(s),veh/h/ln	1755	1805	1392	1755	1805	1603	1755	1729	1587	1755	1729	1607
Q Serve(g_s), s	3.5	3.7	3.5	3.3	5.9	12.0	4.5	17.3	3.7	4.2	15.6	4.7
Cycle Q Clear(g_c), s	3.5	3.7	3.5	3.3	5.9	12.0	4.5	17.3	3.7	4.2	15.6	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	273	939	724	253	918	407	326	1786	546	342	1810	561
V/C Ratio(X)	0.66	0.26	0.24	0.66	0.39	0.73	0.71	0.79	0.21	0.63	0.72	0.27
Avail Cap(c_a), veh/h	397	1735	1338	298	1633	725	397	1980	606	347	1906	591
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	20.7	20.7	32.0	21.9	24.1	31.2	20.9	16.4	30.7	20.1	16.5
Incr Delay (d2), s/veh	2.7	0.1	0.2	4.1	0.3	2.5	4.5	2.0	0.2	3.5	1.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.4	1.0	1.4	2.2	4.2	1.9	6.2	1.2	1.8	5.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.5	20.9	20.8	36.0	22.1	26.6	35.7	22.9	16.6	34.2	21.4	16.8
LnGrp LOS	C	C	C	D	C	C	D	C	B	C	C	B
Approach Vol, veh/h		596			824			1753			1675	
Approach Delay, s/veh		25.0			26.5			24.1			22.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	28.4	9.1	22.4	10.6	28.7	9.5	22.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	27.0	6.0	34.0	8.0	26.0	8.0	32.0
Max Q Clear Time (g_c+I1), s	6.2	19.3	5.3	5.7	6.5	17.6	5.5	14.0
Green Ext Time (p_c), s	0.1	5.1	0.0	2.0	0.1	5.2	0.1	2.9

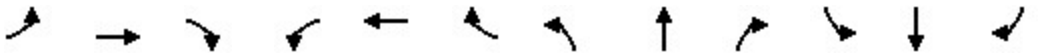
Intersection Summary	
HCM 7th Control Delay, s/veh	24.1
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	482	27	54	664	20	35	3	70	4	4	11
Future Volume (veh/h)	10	482	27	54	664	20	35	3	70	4	4	11
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		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	530	30	59	730	22	38	3	77	4	4	12
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	36	957	412	146	1164	35	259	20	247	52	52	155
Arrive On Green	0.02	0.27	0.27	0.08	0.33	0.33	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1810	3610	1553	1810	3574	108	1683	133	1607	339	339	1018
Grp Volume(v), veh/h	11	530	30	59	369	383	41	0	77	20	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1553	1810	1805	1877	1816	0	1607	1697	0	0
Q Serve(g_s), s	0.3	5.8	0.7	1.4	8.0	8.0	0.9	0.0	2.0	0.5	0.0	0.0
Cycle Q Clear(g_c), s	0.3	5.8	0.7	1.4	8.0	8.0	0.9	0.0	2.0	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.06	0.93		1.00	0.20		0.60
Lane Grp Cap(c), veh/h	36	957	412	146	588	611	280	0	247	258	0	0
V/C Ratio(X)	0.30	0.55	0.07	0.40	0.63	0.63	0.15	0.00	0.31	0.08	0.00	0.00
Avail Cap(c_a), veh/h	276	2199	946	276	1099	1143	869	0	769	258	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	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.2	14.5	12.7	20.1	13.1	13.1	16.8	0.0	17.3	16.7	0.0	0.0
Incr Delay (d2), s/veh	4.6	0.5	0.1	1.8	1.1	1.1	0.2	0.0	0.7	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.8	0.2	0.6	2.4	2.5	0.3	0.0	0.6	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.9	15.1	12.7	21.9	14.2	14.2	17.1	0.0	18.0	16.8	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	B		B	B		
Approach Vol, veh/h		571			811			118			20	
Approach Delay, s/veh		15.2			14.8			17.7			16.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	3	4		6	7	8					
Phs Duration (G+Y+Rc), s	11.1	7.7	16.2		11.0	4.9	19.0					
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0	4.0	4.0					
Max Green Setting (Gmax), s	22.0	7.0	28.0		7.0	7.0	28.0					
Max Q Clear Time (g_c+I1), s	4.0	3.4	7.8		2.5	2.3	10.0					
Green Ext Time (p_c), s	0.3	0.0	3.1		0.0	0.0	3.8					

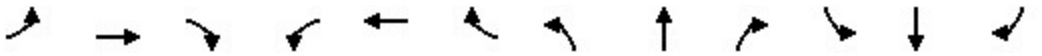
Intersection Summary	
HCM 7th Control Delay, s/veh	15.2
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	251	161	227	295	79	159	174	182	46	98	13
Future Volume (veh/h)	24	251	161	227	295	79	159	174	182	46	98	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		1.00	1.00		1.00	1.00		0.93	1.00		0.92
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	25	261	168	236	307	82	166	181	190	48	102	14
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	70	555	248	334	759	339	259	864	679	111	714	98
Arrive On Green	0.04	0.15	0.15	0.10	0.21	0.21	0.07	0.45	0.45	0.06	0.44	0.44
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	1900	1494	1810	1614	222
Grp Volume(v), veh/h	25	261	168	236	307	82	166	181	190	48	0	116
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1900	1494	1810	0	1836
Q Serve(g_s), s	0.9	4.5	6.7	4.4	5.0	2.9	3.1	3.9	5.4	1.7	0.0	2.6
Cycle Q Clear(g_c), s	0.9	4.5	6.7	4.4	5.0	2.9	3.1	3.9	5.4	1.7	0.0	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	70	555	248	334	759	339	259	864	679	111	0	812
V/C Ratio(X)	0.36	0.47	0.68	0.71	0.40	0.24	0.64	0.21	0.28	0.43	0.00	0.14
Avail Cap(c_a), veh/h	186	1326	591	413	1379	615	413	949	746	186	0	890
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	31.9	26.3	27.2	29.9	23.2	22.4	30.6	11.2	11.6	30.8	0.0	11.3
Incr Delay (d2), s/veh	3.0	0.6	3.2	4.1	0.3	0.4	2.6	0.1	0.2	2.6	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.8	2.5	1.9	1.9	1.0	1.3	1.4	1.5	0.8	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.9	26.9	30.5	34.0	23.5	22.7	33.3	11.3	11.8	33.4	0.0	11.4
LnGrp LOS	C	C	C	C	C	C	C	B	B	C		B
Approach Vol, veh/h		454			625			537			164	
Approach Delay, s/veh		28.7			27.4			18.3			17.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	34.9	10.5	14.5	9.0	34.1	6.6	18.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	34.0	8.0	25.0	8.0	33.0	7.0	26.0
Max Q Clear Time (g_c+I1), s	3.7	7.4	6.4	8.7	5.1	4.6	2.9	7.0
Green Ext Time (p_c), s	0.0	1.6	0.1	1.8	0.1	0.5	0.0	1.8

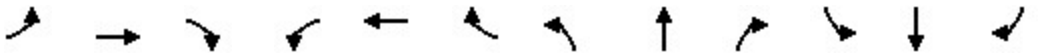
Intersection Summary	
HCM 7th Control Delay, s/veh	24.1
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	334	44	49	325	93	37	33	44	112	31	52
Future Volume (veh/h)	41	334	44	49	325	93	37	33	44	112	31	52
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		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	344	45	51	335	96	38	34	45	115	32	54
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	86	747	331	100	775	343	153	404	341	329	499	416
Arrive On Green	0.05	0.21	0.21	0.06	0.21	0.21	0.04	0.21	0.21	0.09	0.26	0.26
Sat Flow, veh/h	1810	3610	1598	1810	3610	1599	3510	1900	1603	3510	1900	1584
Grp Volume(v), veh/h	42	344	45	51	335	96	38	34	45	115	32	54
Grp Sat Flow(s),veh/h/ln	1810	1805	1598	1810	1805	1599	1755	1900	1603	1755	1900	1584
Q Serve(g_s), s	0.8	3.1	0.9	1.0	3.0	1.9	0.4	0.5	0.8	1.1	0.5	1.0
Cycle Q Clear(g_c), s	0.8	3.1	0.9	1.0	3.0	1.9	0.4	0.5	0.8	1.1	0.5	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	86	747	331	100	775	343	153	404	341	329	499	416
V/C Ratio(X)	0.49	0.46	0.14	0.51	0.43	0.28	0.25	0.08	0.13	0.35	0.06	0.13
Avail Cap(c_a), veh/h	293	2534	1122	293	2534	1122	474	1847	1558	569	1898	1582
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.2	12.9	12.0	17.0	12.6	12.2	17.1	11.7	11.8	15.7	10.2	10.4
Incr Delay (d2), s/veh	4.3	0.4	0.2	4.0	0.4	0.4	0.8	0.1	0.2	0.6	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.9	0.2	0.4	0.8	0.5	0.1	0.2	0.2	0.4	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.5	13.3	12.2	21.0	13.0	12.6	18.0	11.8	12.0	16.4	10.3	10.6
LnGrp LOS	C	B	B	C	B	B	B	B	B	B	B	B
Approach Vol, veh/h		431			482			117			201	
Approach Delay, s/veh		14.0			13.7			13.9			13.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	11.9	6.0	11.7	5.6	13.7	5.8	11.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	36.0	6.0	26.0	5.0	37.0	6.0	26.0
Max Q Clear Time (g_c+I1), s	3.1	2.8	3.0	5.1	2.4	3.0	2.8	5.0
Green Ext Time (p_c), s	0.1	0.3	0.0	2.0	0.0	0.3	0.0	2.1

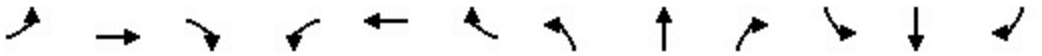
Intersection Summary	
HCM 7th Control Delay, s/veh	13.9
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	136	205	96	227	143	443	1286	151	151	1027	64
Future Volume (veh/h)	39	136	205	96	227	143	443	1286	151	151	1027	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	139	209	98	232	146	452	1312	154	154	1048	65
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	143	667	297	237	1097	335	571	2077	636	272	1637	501
Arrive On Green	0.04	0.18	0.18	0.07	0.21	0.21	0.16	0.40	0.40	0.08	0.32	0.32
Sat Flow, veh/h	3510	3610	1608	3510	5187	1585	3510	5187	1589	3510	5187	1588
Grp Volume(v), veh/h	40	139	209	98	232	146	452	1312	154	154	1048	65
Grp Sat Flow(s),veh/h/ln	1755	1805	1608	1755	1729	1585	1755	1729	1589	1755	1729	1588
Q Serve(g_s), s	0.7	1.9	7.2	1.6	2.2	4.7	7.3	12.0	3.8	2.5	10.3	1.7
Cycle Q Clear(g_c), s	0.7	1.9	7.2	1.6	2.2	4.7	7.3	12.0	3.8	2.5	10.3	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	143	667	297	237	1097	335	571	2077	636	272	1637	501
V/C Ratio(X)	0.28	0.21	0.70	0.41	0.21	0.44	0.79	0.63	0.24	0.57	0.64	0.13
Avail Cap(c_a), veh/h	296	2008	894	355	2973	908	651	3060	937	296	2535	776
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.6	20.5	22.7	26.5	19.3	20.3	23.9	14.3	11.8	26.4	17.4	14.5
Incr Delay (d2), s/veh	1.1	0.2	3.0	1.2	0.1	0.9	5.9	0.3	0.2	2.1	0.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.7	2.6	0.6	0.8	1.6	3.1	3.6	1.1	1.0	3.3	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.7	20.7	25.7	27.7	19.4	21.2	29.8	14.6	12.0	28.5	17.8	14.6
LnGrp LOS	C	C	C	C	B	C	C	B	B	C	B	B
Approach Vol, veh/h		388			476			1918			1267	
Approach Delay, s/veh		24.2			21.7			18.0			19.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	27.8	8.0	15.0	13.6	22.7	6.4	16.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	35.0	6.0	33.0	11.0	29.0	5.0	34.0
Max Q Clear Time (g_c+I1), s	4.5	14.0	3.6	9.2	9.3	12.3	2.7	6.7
Green Ext Time (p_c), s	0.0	9.3	0.0	1.4	0.3	6.3	0.0	1.8

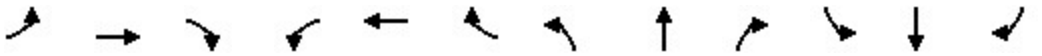
Intersection Summary	
HCM 7th Control Delay, s/veh	19.3
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	463	140	180	827	43	238	654	170	68	624	83
Future Volume (veh/h)	42	463	140	180	827	43	238	654	170	68	624	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	487	147	189	871	45	251	688	179	72	657	87
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	151	1079	480	295	1186	61	357	1066	472	203	1305	402
Arrive On Green	0.04	0.30	0.30	0.08	0.34	0.34	0.10	0.30	0.30	0.06	0.25	0.25
Sat Flow, veh/h	3510	3610	1607	3510	3492	180	3510	3610	1599	3510	5187	1597
Grp Volume(v), veh/h	44	487	147	189	450	466	251	688	179	72	657	87
Grp Sat Flow(s),veh/h/ln	1755	1805	1607	1755	1805	1867	1755	1805	1599	1755	1729	1597
Q Serve(g_s), s	0.7	6.6	4.3	3.2	13.3	13.3	4.2	10.1	5.4	1.2	6.6	2.6
Cycle Q Clear(g_c), s	0.7	6.6	4.3	3.2	13.3	13.3	4.2	10.1	5.4	1.2	6.6	2.6
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	151	1079	480	295	613	634	357	1066	472	203	1305	402
V/C Ratio(X)	0.29	0.45	0.31	0.64	0.73	0.73	0.70	0.65	0.38	0.35	0.50	0.22
Avail Cap(c_a), veh/h	289	1666	742	463	922	954	405	1964	870	289	2650	816
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	28.1	17.2	16.4	26.9	17.6	17.6	26.4	18.6	17.0	27.5	19.5	18.0
Incr Delay (d2), s/veh	1.0	0.3	0.4	2.3	1.7	1.7	4.6	0.7	0.5	1.0	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.4	1.4	1.3	5.0	5.1	1.7	3.4	1.8	0.5	2.2	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.2	17.5	16.8	29.2	19.3	19.3	31.0	19.3	17.5	28.5	19.8	18.2
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		678			1105			1118			816	
Approach Delay, s/veh		18.1			21.0			21.6			20.4	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	21.9	9.1	22.1	10.2	19.3	6.6	24.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	33.0	8.0	28.0	7.0	31.0	5.0	31.0
Max Q Clear Time (g_c+I1), s	3.2	12.1	5.2	8.6	6.2	8.6	2.7	15.3
Green Ext Time (p_c), s	0.0	4.6	0.2	3.4	0.1	4.2	0.0	4.9

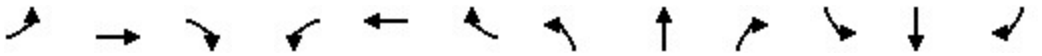
Intersection Summary	
HCM 7th Control Delay, s/veh	20.5
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	498	130	175	699	87	336	903	197	149	745	115
Future Volume (veh/h)	123	498	130	175	699	87	336	903	197	149	745	115
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		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	128	519	135	182	728	91	350	941	205	155	776	120
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	250	1471	449	277	1510	455	457	1593	494	262	1304	404
Arrive On Green	0.07	0.28	0.28	0.08	0.29	0.29	0.13	0.31	0.31	0.07	0.25	0.25
Sat Flow, veh/h	3510	5187	1583	3510	5187	1562	3510	5187	1609	3510	5187	1608
Grp Volume(v), veh/h	128	519	135	182	728	91	350	941	205	155	776	120
Grp Sat Flow(s),veh/h/ln	1755	1729	1583	1755	1729	1562	1755	1729	1609	1755	1729	1608
Q Serve(g_s), s	2.2	5.0	4.2	3.1	7.2	2.7	6.0	9.6	6.3	2.7	8.2	3.8
Cycle Q Clear(g_c), s	2.2	5.0	4.2	3.1	7.2	2.7	6.0	9.6	6.3	2.7	8.2	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	250	1471	449	277	1510	455	457	1593	494	262	1304	404
V/C Ratio(X)	0.51	0.35	0.30	0.66	0.48	0.20	0.77	0.59	0.42	0.59	0.59	0.30
Avail Cap(c_a), veh/h	281	2572	785	281	2572	775	505	2904	901	449	2821	875
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	28.0	17.8	17.5	28.0	18.3	16.7	26.3	18.3	17.2	28.0	20.6	18.9
Incr Delay (d2), s/veh	1.6	0.1	0.4	5.4	0.2	0.2	6.3	0.4	0.6	2.1	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.7	1.3	1.4	2.4	0.8	2.6	3.1	2.0	1.1	2.8	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.6	18.0	17.9	33.4	18.5	16.9	32.6	18.7	17.8	30.1	21.0	19.3
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	C	B
Approach Vol, veh/h		782			1001			1496			1051	
Approach Delay, s/veh		19.9			21.1			21.8			22.2	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	23.2	8.9	21.7	12.1	19.7	8.5	22.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	35.0	5.0	31.0	9.0	34.0	5.0	31.0
Max Q Clear Time (g_c+I1), s	4.7	11.6	5.1	7.0	8.0	10.2	4.2	9.2
Green Ext Time (p_c), s	0.1	6.7	0.0	3.7	0.1	5.2	0.0	4.8

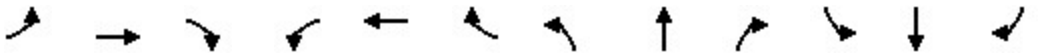
Intersection Summary	
HCM 7th Control Delay, s/veh	21.4
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	67	191	242	124	78	221	1196	181	24	1014	29
Future Volume (veh/h)	67	67	191	242	124	78	221	1196	181	24	1014	29
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		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	69	69	197	249	128	80	228	1233	187	25	1045	30
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	99	344	284	296	551	458	274	1735	263	51	1340	414
Arrive On Green	0.05	0.18	0.18	0.16	0.29	0.29	0.15	0.38	0.38	0.03	0.26	0.26
Sat Flow, veh/h	1810	1900	1571	1810	1900	1578	1810	4543	689	1810	5187	1604
Grp Volume(v), veh/h	69	69	197	249	128	80	228	939	481	25	1045	30
Grp Sat Flow(s),veh/h/ln	1810	1900	1571	1810	1900	1578	1810	1729	1774	1810	1729	1604
Q Serve(g_s), s	2.4	2.0	7.7	8.7	3.3	2.5	8.0	15.0	15.0	0.9	12.2	0.9
Cycle Q Clear(g_c), s	2.4	2.0	7.7	8.7	3.3	2.5	8.0	15.0	15.0	0.9	12.2	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	99	344	284	296	551	458	274	1321	678	51	1340	414
V/C Ratio(X)	0.70	0.20	0.69	0.84	0.23	0.17	0.83	0.71	0.71	0.49	0.78	0.07
Avail Cap(c_a), veh/h	222	641	530	333	757	629	305	1325	680	139	1511	467
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.3	22.7	25.0	26.4	17.6	17.3	26.9	17.1	17.1	31.3	22.5	18.3
Incr Delay (d2), s/veh	8.5	0.3	3.0	15.8	0.2	0.2	16.1	1.8	3.4	7.3	2.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.8	2.8	4.6	1.3	0.8	4.2	5.0	5.4	0.4	4.4	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.8	23.0	28.0	42.3	17.8	17.5	43.0	18.9	20.5	38.6	24.9	18.4
LnGrp LOS	D	C	C	D	B	B	D	B	C	D	C	B
Approach Vol, veh/h		335			457			1648			1100	
Approach Delay, s/veh		29.2			31.1			22.7			25.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.8	28.9	14.7	15.8	13.9	20.9	7.6	22.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	25.0	12.0	22.0	11.0	19.0	8.0	26.0
Max Q Clear Time (g_c+I1), s	2.9	17.0	10.7	9.7	10.0	14.2	4.4	5.3
Green Ext Time (p_c), s	0.0	4.8	0.1	0.7	0.1	2.6	0.0	0.8

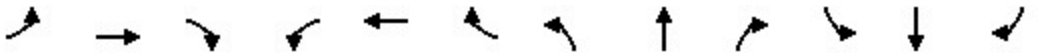
Intersection Summary	
HCM 7th Control Delay, s/veh	25.1
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	20	81	126	34	101	81	1447	91	80	1361	41
Future Volume (veh/h)	47	20	81	126	34	101	81	1447	91	80	1361	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	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	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	48	21	84	130	35	104	84	1492	94	82	1403	42
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	89	48	192	304	346	289	128	1871	578	126	1866	565
Arrive On Green	0.05	0.14	0.14	0.09	0.18	0.18	0.07	0.36	0.36	0.07	0.36	0.36
Sat Flow, veh/h	1810	332	1329	3510	1900	1589	1810	5187	1603	1810	5187	1570
Grp Volume(v), veh/h	48	0	105	130	35	104	84	1492	94	82	1403	42
Grp Sat Flow(s),veh/h/ln	1810	0	1661	1755	1900	1589	1810	1729	1603	1810	1729	1570
Q Serve(g_s), s	1.2	0.0	2.7	1.7	0.7	2.7	2.1	12.2	1.9	2.1	11.2	0.8
Cycle Q Clear(g_c), s	1.2	0.0	2.7	1.7	0.7	2.7	2.1	12.2	1.9	2.1	11.2	0.8
Prop In Lane	1.00		0.80	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	89	0	240	304	346	289	128	1871	578	126	1866	565
V/C Ratio(X)	0.54	0.00	0.44	0.43	0.10	0.36	0.66	0.80	0.16	0.65	0.75	0.07
Avail Cap(c_a), veh/h	191	0	913	371	1044	873	191	1974	610	191	1974	597
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	0.0	18.5	20.5	16.1	16.9	21.4	13.6	10.3	21.4	13.3	10.0
Incr Delay (d2), s/veh	4.9	0.0	1.2	1.0	0.1	0.8	5.6	2.3	0.1	5.5	1.6	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	0.0	0.9	0.6	0.3	0.9	0.9	3.5	0.5	0.9	3.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.9	0.0	19.7	21.4	16.3	17.7	27.0	15.8	10.4	27.0	14.9	10.0
LnGrp LOS	C		B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		153			269			1670			1527	
Approach Delay, s/veh		22.0			19.3			16.1			15.4	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	21.1	8.1	10.8	7.3	21.0	6.3	12.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	18.0	5.0	26.0	5.0	18.0	5.0	26.0
Max Q Clear Time (g_c+I1), s	4.1	14.2	3.7	4.7	4.1	13.2	3.2	4.7
Green Ext Time (p_c), s	0.0	2.8	0.0	0.5	0.0	3.3	0.0	0.4

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	256	0	155	0	0	0	296	1448	0	0	1334	252
Future Volume (veh/h)	256	0	155	0	0	0	296	1448	0	0	1334	252
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	261	0	158	0	0	0	302	1478	0	0	1361	257
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	890	0	266	0	314	0	365	3436	0	0	1941	603
Arrive On Green	0.17	0.00	0.17	0.00	0.00	0.00	0.20	0.66	0.00	0.00	0.37	0.37
Sat Flow, veh/h	3510	0	1610	0	1900	0	1810	5358	0	0	5358	1610
Grp Volume(v), veh/h	261	0	158	0	0	0	302	1478	0	0	1361	257
Grp Sat Flow(s),veh/h/ln	1755	0	1610	0	1900	0	1810	1729	0	0	1729	1610
Q Serve(g_s), s	3.1	0.0	4.2	0.0	0.0	0.0	7.4	6.2	0.0	0.0	10.3	5.5
Cycle Q Clear(g_c), s	3.1	0.0	4.2	0.0	0.0	0.0	7.4	6.2	0.0	0.0	10.3	5.5
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	890	0	266	0	314	0	365	3436	0	0	1941	603
V/C Ratio(X)	0.29	0.00	0.59	0.00	0.00	0.00	0.83	0.43	0.00	0.00	0.70	0.43
Avail Cap(c_a), veh/h	1974	0	763	0	900	0	429	3911	0	0	2235	694
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	17.5	0.0	17.9	0.0	0.0	0.0	17.7	3.7	0.0	0.0	12.3	10.8
Incr Delay (d2), s/veh	0.2	0.0	2.1	0.0	0.0	0.0	11.0	0.1	0.0	0.0	0.8	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	1.4	0.0	0.0	0.0	3.4	0.3	0.0	0.0	2.6	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.7	0.0	20.0	0.0	0.0	0.0	28.8	3.8	0.0	0.0	13.2	11.3
LnGrp LOS	B		C				C	A			B	B
Approach Vol, veh/h		419			0			1780			1618	
Approach Delay, s/veh		18.6			0.0			8.0			12.9	
Approach LOS		B						A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		34.8		11.7	13.4	21.4		11.7				
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s		35.0		22.0	11.0	20.0		22.0				
Max Q Clear Time (g_c+I1), s		8.2		6.2	9.4	12.3		0.0				
Green Ext Time (p_c), s		10.9		1.5	0.1	5.0		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	11.2
HCM 7th LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	89	75	1847	107	14	1785
Future Volume (veh/h)	89	75	1847	107	14	1785
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	96	81	1986	115	15	1919
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	183	162	2986	927	48	3598
Arrive On Green	0.10	0.10	0.58	0.58	0.03	0.69
Sat Flow, veh/h	1810	1610	5358	1610	1810	5358
Grp Volume(v), veh/h	96	81	1986	115	15	1919
Grp Sat Flow(s),veh/h/ln	1810	1610	1729	1610	1810	1729
Q Serve(g_s), s	2.2	2.1	11.5	1.4	0.4	7.9
Cycle Q Clear(g_c), s	2.2	2.1	11.5	1.4	0.4	7.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	183	162	2986	927	48	3598
V/C Ratio(X)	0.53	0.50	0.66	0.12	0.31	0.53
Avail Cap(c_a), veh/h	1032	919	3552	1102	289	4854
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	18.7	18.6	6.4	4.2	20.9	3.3
Incr Delay (d2), s/veh	2.3	2.4	0.4	0.1	3.6	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.8	1.3	0.3	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	21.0	21.0	6.8	4.3	24.5	3.4
LnGrp LOS	C	C	A	A	C	A
Approach Vol, veh/h	177		2101			1934
Approach Delay, s/veh	21.0		6.6			3.5
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.2	29.2			34.4	9.4
Change Period (Y+Rc), s	4.0	4.0			4.0	5.0
Max Green Setting (Gmax), s	7.0	30.0			41.0	25.0
Max Q Clear Time (g_c+I1), s	2.4	13.5			9.9	4.2
Green Ext Time (p_c), s	0.0	11.7			16.6	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	5.8
HCM 7th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	259	166	0	1870	1771	656
Future Volume (veh/h)	259	166	0	1870	1771	656
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	287	144	0	1908	1807	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	605	269	0	3321	3321	
Arrive On Green	0.17	0.17	0.00	0.64	0.64	0.00
Sat Flow, veh/h	3619	1610	0	5529	5358	1610
Grp Volume(v), veh/h	287	144	0	1908	1807	0
Grp Sat Flow(s),veh/h/ln	1810	1610	0	1729	1729	1610
Q Serve(g_s), s	3.0	3.4	0.0	8.7	8.0	0.0
Cycle Q Clear(g_c), s	3.0	3.4	0.0	8.7	8.0	0.0
Prop In Lane	1.00	1.00	0.00			1.00
Lane Grp Cap(c), veh/h	605	269	0	3321	3321	
V/C Ratio(X)	0.47	0.53	0.00	0.57	0.54	
Avail Cap(c_a), veh/h	1045	465	0	4992	4992	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.7	15.8	0.0	4.3	4.1	0.0
Incr Delay (d2), s/veh	0.6	1.6	0.0	0.2	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.2	0.0	0.2	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	16.2	17.5	0.0	4.4	4.3	0.0
LnGrp LOS	B	B		A	A	
Approach Vol, veh/h	431			1908	1807	
Approach Delay, s/veh	16.6			4.4	4.3	
Approach LOS	B			A	A	

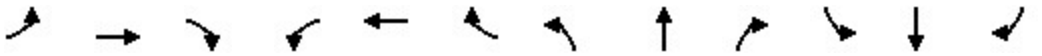
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		30.6		11.0		30.6
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		40.0		12.0		40.0
Max Q Clear Time (g_c+I1), s		10.7		5.4		10.0
Green Ext Time (p_c), s		15.9		0.9		15.0

Intersection Summary	
HCM 7th Control Delay, s/veh	5.6
HCM 7th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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



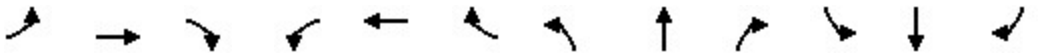
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	905	0	242	0	1630	397	205	1714	0
Future Volume (veh/h)	0	0	0	905	0	242	0	1630	397	205	1714	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1870	1900	0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	0	0	0	943	0	252	0	1698	414	214	1785	0
Peak Hour Factor	0.95	0.95	0.95	0.96	0.95	0.96	0.95	0.96	0.96	0.96	0.96	0.95
Percent Heavy Veh, %	2	2	2	0	2	0	0	0	0	0	0	0
Cap, veh/h	0	3	0	1110	0	988	0	2153	1154	287	2917	0
Arrive On Green	0.00	0.00	0.00	0.31	0.00	0.31	0.00	0.42	0.42	0.08	0.56	0.00
Sat Flow, veh/h	0	-74814	0	3619	0	3220	0	5358	1590	3510	5358	0
Grp Volume(v), veh/h	0	0	0	943	0	252	0	1698	414	214	1785	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1810	0	1610	0	1729	1590	1755	1729	0
Q Serve(g_s), s	0.0	0.0	0.0	14.9	0.0	3.6	0.0	17.4	6.0	3.6	14.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	14.9	0.0	3.6	0.0	17.4	6.0	3.6	14.0	0.0
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	3	0	1110	0	988	0	2153	1154	287	2917	0
V/C Ratio(X)	0.00	0.00	0.00	0.85	0.00	0.26	0.00	0.79	0.36	0.75	0.61	0.00
Avail Cap(c_a), veh/h	0	153	0	1303	0	1634	0	2292	1196	287	3056	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	19.9	0.0	15.9	0.0	15.5	3.2	27.4	8.9	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.8	0.0	0.1	0.0	1.8	0.2	10.1	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	6.0	0.0	1.1	0.0	5.3	0.7	1.7	3.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	24.7	0.0	16.1	0.0	17.4	3.4	37.5	9.3	0.0
LnGrp LOS				C		B		B	A	D	A	
Approach Vol, veh/h		0			1195			2112			1999	
Approach Delay, s/veh		0.0			22.9			14.6			12.3	
Approach LOS					C			B			B	

Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	9.0	29.4	22.7	0.0		38.4		22.7				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0		4.0		4.0				
Max Green Setting (Gmax), s	5.0	27.0	22.0	5.0		36.0		31.0				
Max Q Clear Time (g_c+I1), s	5.6	19.4	16.9	0.0		16.0		5.6				
Green Ext Time (p_c), s	0.0	6.0	1.8	0.0		11.7		0.9				

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

Notes

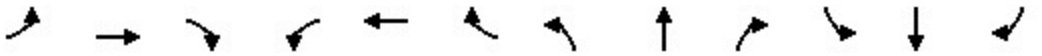
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	309	531	155	306	672	370	159	1152	215	309	1743	301
Future Volume (veh/h)	309	531	155	306	672	370	159	1152	215	309	1743	301
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		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	329	565	165	326	715	394	169	1226	229	329	1854	320
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	351	1438	441	403	1514	464	244	1472	275	396	1964	610
Arrive On Green	0.10	0.28	0.28	0.11	0.29	0.29	0.07	0.34	0.34	0.11	0.38	0.38
Sat Flow, veh/h	3510	5187	1590	3510	5187	1588	3510	4390	820	3510	5187	1610
Grp Volume(v), veh/h	329	565	165	326	715	394	169	966	489	329	1854	320
Grp Sat Flow(s),veh/h/ln	1755	1729	1590	1755	1729	1588	1755	1729	1752	1755	1729	1610
Q Serve(g_s), s	9.3	8.8	8.4	9.1	11.3	23.4	4.7	25.8	25.8	9.2	34.6	15.4
Cycle Q Clear(g_c), s	9.3	8.8	8.4	9.1	11.3	23.4	4.7	25.8	25.8	9.2	34.6	15.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.47	1.00		1.00
Lane Grp Cap(c), veh/h	351	1438	441	403	1514	464	244	1159	587	396	1964	610
V/C Ratio(X)	0.94	0.39	0.37	0.81	0.47	0.85	0.69	0.83	0.83	0.83	0.94	0.52
Avail Cap(c_a), veh/h	351	1505	461	527	1764	540	246	1159	587	421	1972	612
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.7	29.3	29.1	43.2	29.1	33.3	45.5	30.7	30.7	43.4	30.0	24.1
Incr Delay (d2), s/veh	32.2	0.2	0.5	7.0	0.2	10.9	8.1	5.3	10.0	12.6	10.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	3.5	3.1	4.2	4.5	9.8	2.2	10.5	11.4	4.4	14.6	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.9	29.5	29.7	50.2	29.3	44.2	53.6	36.0	40.6	56.0	40.1	24.9
LnGrp LOS	E	C	C	D	C	D	D	D	D	E	D	C
Approach Vol, veh/h		1059			1435			1624			2503	
Approach Delay, s/veh		44.2			38.1			39.2			40.2	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.3	37.5	15.5	31.7	10.9	41.8	14.0	33.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	33.0	15.0	29.0	7.0	38.0	10.0	34.0
Max Q Clear Time (g_c+I1), s	11.2	27.8	11.1	10.8	6.7	36.6	11.3	25.4
Green Ext Time (p_c), s	0.1	3.5	0.4	3.8	0.0	1.3	0.0	3.8

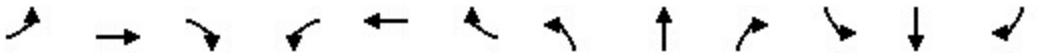
Intersection Summary	
HCM 7th Control Delay, s/veh	40.2
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	0	153	0	0	0	205	1131	0	0	1016	145
Future Volume (veh/h)	143	0	153	0	0	0	205	1131	0	0	1016	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	151	0	161	0	0	0	216	1191	0	0	1069	153
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	534	0	0	0	5	0	433	3239	0	0	2019	618
Arrive On Green	0.15	0.00	0.00	0.00	0.00	0.00	0.12	0.62	0.00	0.00	0.39	0.39
Sat Flow, veh/h	3510	151		0	-76000	0	3510	5358	0	0	5358	1589
Grp Volume(v), veh/h	151	13.7		0	0	0	216	1191	0	0	1069	153
Grp Sat Flow(s),veh/h/ln	1755	B		0	1900	0	1755	1729	0	0	1729	1589
Q Serve(g_s), s	1.4			0.0	0.0	0.0	2.1	4.0	0.0	0.0	5.7	2.3
Cycle Q Clear(g_c), s	1.4			0.0	0.0	0.0	2.1	4.0	0.0	0.0	5.7	2.3
Prop In Lane	1.00			0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	534			0	5	0	433	3239	0	0	2019	618
V/C Ratio(X)	0.28			0.00	0.00	0.00	0.50	0.37	0.00	0.00	0.53	0.25
Avail Cap(c_a), veh/h	2747			0	1540	0	491	4493	0	0	3189	977
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.4			0.0	0.0	0.0	14.7	3.3	0.0	0.0	8.4	7.4
Incr Delay (d2), s/veh	0.3			0.0	0.0	0.0	0.9	0.1	0.0	0.0	0.2	0.2
Initial Q Delay(d3), s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4			0.0	0.0	0.0	0.6	0.0	0.0	0.0	1.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.7			0.0	0.0	0.0	15.5	3.3	0.0	0.0	8.6	7.6
LnGrp LOS	B						B	A			A	A
Approach Vol, veh/h					0			1407			1222	
Approach Delay, s/veh					0.0			5.2			8.5	
Approach LOS								A			A	

Timer - Assigned Phs		2			5	6	7	8				
Phs Duration (G+Y+Rc), s		26.3			8.4	17.9	9.4	0.0				
Change Period (Y+Rc), s		4.0			4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s		31.0			5.0	22.0	28.0	29.0				
Max Q Clear Time (g_c+I1), s		6.0			4.1	7.7	3.4	0.0				
Green Ext Time (p_c), s		8.3			0.1	6.2	0.4	0.0				

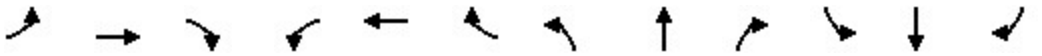
Intersection Summary												
HCM 7th Control Delay, s/veh			7.1									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	520	178	239	827	294	197	910	214	217	805	109
Future Volume (veh/h)	151	520	178	239	827	294	197	910	214	217	805	109
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		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	154	531	182	244	844	300	201	929	218	221	821	111
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	237	1484	451	286	1557	474	294	1457	445	471	1719	526
Arrive On Green	0.07	0.29	0.29	0.08	0.30	0.30	0.08	0.28	0.28	0.13	0.33	0.33
Sat Flow, veh/h	3510	5187	1576	3510	5187	1578	3510	5187	1586	3510	5187	1587
Grp Volume(v), veh/h	154	531	182	244	844	300	201	929	218	221	821	111
Grp Sat Flow(s),veh/h/ln	1755	1729	1576	1755	1729	1578	1755	1729	1586	1755	1729	1587
Q Serve(g_s), s	3.2	6.0	6.9	5.1	10.0	12.1	4.1	11.6	8.4	4.3	9.3	3.7
Cycle Q Clear(g_c), s	3.2	6.0	6.9	5.1	10.0	12.1	4.1	11.6	8.4	4.3	9.3	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	237	1484	451	286	1557	474	294	1457	445	471	1719	526
V/C Ratio(X)	0.65	0.36	0.40	0.85	0.54	0.63	0.68	0.64	0.49	0.47	0.48	0.21
Avail Cap(c_a), veh/h	286	2395	728	286	2395	728	429	2395	732	477	2465	754
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.5	20.9	21.2	33.4	21.5	22.3	32.8	23.2	22.1	29.5	19.6	17.7
Incr Delay (d2), s/veh	3.8	0.1	0.6	21.3	0.3	1.4	2.8	0.5	0.8	0.7	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.2	2.3	2.8	3.7	4.2	1.7	4.2	2.9	1.7	3.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.3	21.1	21.8	54.7	21.8	23.7	35.6	23.7	22.9	30.2	19.8	17.9
LnGrp LOS	D	C	C	D	C	C	D	C	C	C	B	B
Approach Vol, veh/h		867			1388			1348			1153	
Approach Delay, s/veh		24.1			28.0			25.3			21.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	24.7	10.0	25.1	10.2	28.4	9.0	26.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	34.0	6.0	34.0	9.0	35.0	6.0	34.0
Max Q Clear Time (g_c+I1), s	6.3	13.6	7.1	8.9	6.1	11.3	5.2	14.1
Green Ext Time (p_c), s	0.2	6.6	0.0	4.0	0.2	5.6	0.0	6.4

Intersection Summary	
HCM 7th Control Delay, s/veh	25.0
HCM 7th LOS	C

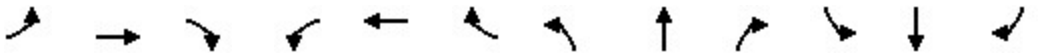


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	77	199	83	123	49	173	1276	84	30	1118	62
Future Volume (veh/h)	38	77	199	83	123	49	173	1276	84	30	1118	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	80	207	86	128	51	180	1329	88	31	1165	65
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	73	329	279	113	372	310	224	2270	690	61	1800	546
Arrive On Green	0.04	0.17	0.17	0.06	0.20	0.20	0.12	0.44	0.44	0.03	0.35	0.35
Sat Flow, veh/h	1810	1900	1610	1810	1900	1587	1810	5187	1575	1810	5187	1575
Grp Volume(v), veh/h	40	80	207	86	128	51	180	1329	88	31	1165	65
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1587	1810	1729	1575	1810	1729	1575
Q Serve(g_s), s	1.3	2.2	7.5	2.9	3.6	1.6	5.9	11.9	2.0	1.0	11.6	1.7
Cycle Q Clear(g_c), s	1.3	2.2	7.5	2.9	3.6	1.6	5.9	11.9	2.0	1.0	11.6	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	73	329	279	113	372	310	224	2270	690	61	1800	546
V/C Ratio(X)	0.55	0.24	0.74	0.76	0.34	0.16	0.80	0.59	0.13	0.51	0.65	0.12
Avail Cap(c_a), veh/h	177	1206	1022	147	1175	982	265	3124	949	177	2871	872
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	28.9	21.9	24.1	28.3	21.3	20.5	26.2	13.1	10.3	29.2	16.9	13.7
Incr Delay (d2), s/veh	6.3	0.4	3.9	15.2	0.5	0.2	13.9	0.2	0.1	6.6	0.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.0	3.0	1.7	1.5	0.6	3.1	3.5	0.6	0.5	3.8	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.2	22.3	28.0	43.6	21.9	20.8	40.1	13.3	10.4	35.8	17.3	13.8
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		327			265			1597			1261	
Approach Delay, s/veh		27.5			28.7			16.2			17.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	30.9	7.8	16.6	11.6	25.3	6.5	18.0
Change Period (Y+Rc), s	4.0	4.0	4.0	6.0	4.0	4.0	4.0	6.0
Max Green Setting (Gmax), s	6.0	37.0	5.0	39.0	9.0	34.0	6.0	38.0
Max Q Clear Time (g_c+I1), s	3.0	13.9	4.9	9.5	7.9	13.6	3.3	5.6
Green Ext Time (p_c), s	0.0	9.6	0.0	1.1	0.0	7.7	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	18.7
HCM 7th LOS	B

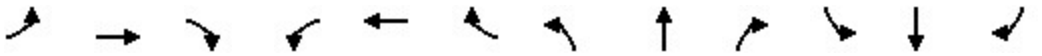
Appendix D. Year 2027 With Project Phase I Peak Hour Analysis Worksheets



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	1155	31	2	828	38	8	4	0	33	12	33
Future Volume (veh/h)	36	1155	31	2	828	38	8	4	0	33	12	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	1216	33	2	872	40	8	4	0	35	13	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.96	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	2102	57	6	1843	84	379	154	0	256	110	150
Arrive On Green	0.04	0.40	0.40	0.00	0.36	0.36	0.22	0.22	0.00	0.22	0.22	0.22
Sat Flow, veh/h	1810	5191	141	1810	5077	232	878	705	0	440	505	689
Grp Volume(v), veh/h	38	810	439	2	593	319	12	0	0	83	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1874	1810	1729	1851	1583	0	0	1633	0	0
Q Serve(g_s), s	0.7	5.8	5.8	0.0	4.2	4.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	5.8	5.8	0.0	4.2	4.3	0.2	0.0	0.0	1.2	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.13	0.67		0.00	0.42		0.42
Lane Grp Cap(c), veh/h	81	1400	759	6	1255	672	532	0	0	516	0	0
V/C Ratio(X)	0.47	0.58	0.58	0.35	0.47	0.47	0.02	0.00	0.00	0.16	0.00	0.00
Avail Cap(c_a), veh/h	282	1940	1052	282	1940	1039	1384	0	0	1395	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	14.9	7.4	7.4	16.0	7.9	7.9	9.9	0.0	0.0	10.3	0.0	0.0
Incr Delay (d2), s/veh	4.2	0.4	0.7	33.9	0.3	0.5	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.9	1.0	0.1	0.7	0.8	0.0	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.1	7.8	8.1	49.9	8.1	8.4	9.9	0.0	0.0	10.4	0.0	0.0
LnGrp LOS	B	A	A	D	A	A	A			B		
Approach Vol, veh/h		1287			914			12			83	
Approach Delay, s/veh		8.2			8.3			9.9			10.4	
Approach LOS		A			A			A			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.0	4.1	17.0		11.0	5.4	15.6				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		25.0	5.0	18.0		25.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s		2.2	2.0	7.8		3.2	2.7	6.3				
Green Ext Time (p_c), s		0.0	0.0	5.2		0.3	0.0	4.1				

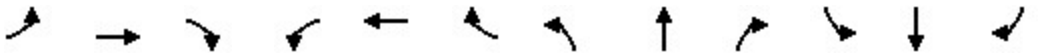
Intersection Summary	
HCM 7th Control Delay, s/veh	8.4
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	242	738	400	139	657	152	289	1289	258	188	1167	162
Future Volume (veh/h)	242	738	400	139	657	152	289	1289	258	188	1167	162
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		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781
Adj Flow Rate, veh/h	281	858	465	162	764	177	336	1499	300	219	1357	188
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	8	8	8	8	8	8	8	8	8	8	8	8
Cap, veh/h	323	1633	500	221	1482	583	355	1727	637	280	1615	649
Arrive On Green	0.10	0.34	0.34	0.07	0.30	0.30	0.11	0.36	0.36	0.08	0.33	0.33
Sat Flow, veh/h	3291	4863	1491	3291	4863	1490	3291	4863	1508	3291	4863	1508
Grp Volume(v), veh/h	281	858	465	162	764	177	336	1499	300	219	1357	188
Grp Sat Flow(s),veh/h/ln	1646	1621	1491	1646	1621	1490	1646	1621	1508	1646	1621	1508
Q Serve(g_s), s	8.6	14.5	30.7	4.9	13.2	8.4	10.3	29.3	14.6	6.6	26.3	8.3
Cycle Q Clear(g_c), s	8.6	14.5	30.7	4.9	13.2	8.4	10.3	29.3	14.6	6.6	26.3	8.3
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	323	1633	500	221	1482	583	355	1727	637	280	1615	649
V/C Ratio(X)	0.87	0.53	0.93	0.73	0.52	0.30	0.95	0.87	0.47	0.78	0.84	0.29
Avail Cap(c_a), veh/h	323	1671	512	226	1527	596	355	1814	664	291	1718	681
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.3	27.3	32.7	46.6	29.2	21.5	45.1	30.6	21.2	45.7	31.5	18.9
Incr Delay (d2), s/veh	21.6	0.3	23.3	11.3	0.3	0.3	33.8	4.6	0.5	12.6	3.7	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	5.3	13.4	2.3	4.8	2.8	5.6	11.1	4.8	3.1	9.9	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.0	27.6	56.0	57.9	29.5	21.8	79.0	35.3	21.8	58.3	35.3	19.1
LnGrp LOS	E	C	E	E	C	C	E	D	C	E	D	B
Approach Vol, veh/h		1604			1103			2135			1764	
Approach Delay, s/veh		42.7			32.4			40.2			36.4	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	40.2	10.9	38.2	15.0	37.8	14.0	35.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	38.0	7.0	35.0	11.0	36.0	10.0	32.0
Max Q Clear Time (g_c+I1), s	8.6	31.3	6.9	32.7	12.3	28.3	10.6	15.2
Green Ext Time (p_c), s	0.0	4.9	0.0	1.5	0.0	4.9	0.0	4.9

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



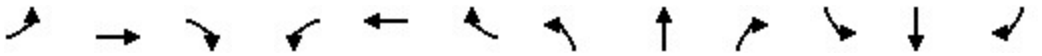
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	1331	64	80	808	61	96	6	36	86	6	50
Future Volume (veh/h)	67	1331	64	80	808	61	96	6	36	86	6	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1900	1900	1870	1870	1870	1900	1870	1900
Adj Flow Rate, veh/h	74	1463	67	84	888	67	101	6	38	99	0	55
Peak Hour Factor	0.91	0.91	0.95	0.95	0.91	0.91	0.95	0.95	0.95	0.91	0.95	0.91
Percent Heavy Veh, %	0	0	2	2	0	0	2	2	2	0	2	0
Cap, veh/h	224	1768	540	122	1792	556	166	10	62	499	0	222
Arrive On Green	0.06	0.34	0.34	0.07	0.35	0.35	0.14	0.14	0.14	0.14	0.00	0.14
Sat Flow, veh/h	3510	5187	1583	1781	5187	1609	1204	72	453	3619	0	1610
Grp Volume(v), veh/h	74	1463	67	84	888	67	145	0	0	99	0	55
Grp Sat Flow(s),veh/h/ln	1755	1729	1583	1781	1729	1609	1729	0	0	1810	0	1610
Q Serve(g_s), s	1.0	13.1	1.5	2.3	6.9	1.4	4.0	0.0	0.0	1.2	0.0	1.5
Cycle Q Clear(g_c), s	1.0	13.1	1.5	2.3	6.9	1.4	4.0	0.0	0.0	1.2	0.0	1.5
Prop In Lane	1.00		1.00	1.00		1.00	0.70		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	224	1768	540	122	1792	556	238	0	0	499	0	222
V/C Ratio(X)	0.33	0.83	0.12	0.69	0.50	0.12	0.61	0.00	0.00	0.20	0.00	0.25
Avail Cap(c_a), veh/h	346	1839	561	175	1839	570	613	0	0	1283	0	571
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	1.00
Uniform Delay (d), s/veh	22.7	15.4	11.5	23.1	13.1	11.4	20.6	0.0	0.0	19.4	0.0	19.5
Incr Delay (d2), s/veh	0.9	3.2	0.1	6.8	0.2	0.1	2.5	0.0	0.0	0.2	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.3	0.4	1.1	2.0	0.4	1.6	0.0	0.0	0.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.6	18.6	11.6	29.9	13.3	11.4	23.1	0.0	0.0	19.6	0.0	20.1
LnGrp LOS	C	B	B	C	B	B	C			B		C
Approach Vol, veh/h		1604			1039			145			154	
Approach Delay, s/veh		18.5			14.6			23.1			19.8	
Approach LOS		B			B			C			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.0	7.5	21.3		11.0	7.2	21.5				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		18.0	5.0	18.0		18.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s		6.0	4.3	15.1		3.5	3.0	8.9				
Green Ext Time (p_c), s		0.5	0.0	2.2		0.4	0.0	3.8				

Intersection Summary	
HCM 7th Control Delay, s/veh	17.4
HCM 7th LOS	B

Notes

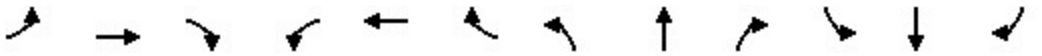
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	1199	90	14	806	90	82	41	48	223	45	112
Future Volume (veh/h)	120	1199	90	14	806	90	82	41	48	223	45	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	135	1347	101	16	906	101	92	46	54	251	51	126
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	297	2112	656	36	1776	551	253	506	224	395	652	285
Arrive On Green	0.08	0.41	0.41	0.02	0.34	0.34	0.07	0.14	0.14	0.11	0.18	0.18
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	3510	3610	1600	3510	3610	1579
Grp Volume(v), veh/h	135	1347	101	16	906	101	92	46	54	251	51	126
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1755	1805	1600	1755	1805	1579
Q Serve(g_s), s	1.8	10.4	2.0	0.4	7.0	2.2	1.2	0.6	1.5	3.4	0.6	3.6
Cycle Q Clear(g_c), s	1.8	10.4	2.0	0.4	7.0	2.2	1.2	0.6	1.5	3.4	0.6	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	297	2112	656	36	1776	551	253	506	224	395	652	285
V/C Ratio(X)	0.45	0.64	0.15	0.44	0.51	0.18	0.36	0.09	0.24	0.63	0.08	0.44
Avail Cap(c_a), veh/h	492	2907	902	181	2699	838	351	2168	961	773	2601	1138
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	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	21.8	11.9	9.4	24.2	13.1	11.5	22.1	18.7	19.1	21.2	17.0	18.2
Incr Delay (d2), s/veh	1.1	0.3	0.1	8.3	0.2	0.2	0.9	0.1	0.5	1.7	0.1	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.8	0.5	0.2	2.0	0.6	0.5	0.2	0.5	1.3	0.2	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.8	12.2	9.5	32.5	13.3	11.7	23.0	18.8	19.7	22.9	17.1	19.3
LnGrp LOS	C	B	A	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		1583			1023			192			428	
Approach Delay, s/veh		12.9			13.5			21.0			21.1	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	11.0	5.0	24.3	7.6	13.0	8.2	21.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	30.0	5.0	28.0	5.0	36.0	7.0	26.0
Max Q Clear Time (g_c+I1), s	5.4	3.5	2.4	12.4	3.2	5.6	3.8	9.0
Green Ext Time (p_c), s	0.4	0.4	0.0	8.0	0.0	0.7	0.1	5.5

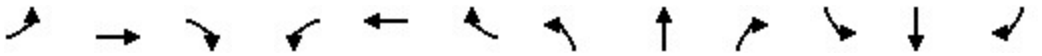
Intersection Summary	
HCM 7th Control Delay, s/veh	14.7
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	526	161	327	780	132	242	668	240	116	946	254
Future Volume (veh/h)	126	526	161	327	780	132	242	668	240	116	946	254
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796
Adj Flow Rate, veh/h	138	578	177	359	857	145	266	734	264	127	1040	279
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	211	1034	320	383	1288	399	298	2001	621	199	1291	568
Arrive On Green	0.06	0.21	0.21	0.12	0.26	0.26	0.09	0.41	0.41	0.06	0.38	0.38
Sat Flow, veh/h	3319	4904	1518	3319	4904	1519	3319	4904	1521	3319	3413	1502
Grp Volume(v), veh/h	138	578	177	359	857	145	266	734	264	127	1040	279
Grp Sat Flow(s),veh/h/ln	1659	1635	1518	1659	1635	1519	1659	1635	1521	1659	1706	1502
Q Serve(g_s), s	3.2	8.2	8.1	8.4	12.2	6.1	6.2	8.1	9.7	2.9	21.2	11.0
Cycle Q Clear(g_c), s	3.2	8.2	8.1	8.4	12.2	6.1	6.2	8.1	9.7	2.9	21.2	11.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	211	1034	320	383	1288	399	298	2001	621	199	1291	568
V/C Ratio(X)	0.65	0.56	0.55	0.94	0.67	0.36	0.89	0.37	0.43	0.64	0.81	0.49
Avail Cap(c_a), veh/h	298	2014	623	383	2140	663	298	2203	683	341	1577	694
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	27.5	27.5	34.2	25.7	23.4	35.1	16.0	16.5	35.8	21.7	18.5
Incr Delay (d2), s/veh	3.4	0.5	1.5	30.3	0.6	0.6	26.7	0.1	0.5	3.3	2.6	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.9	2.8	4.7	4.3	2.0	3.4	2.6	0.1	1.2	7.7	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.0	28.0	29.0	64.4	26.3	24.0	61.8	16.2	17.0	39.1	24.3	19.1
LnGrp LOS	D	C	C	E	C	C	E	B	B	D	C	B
Approach Vol, veh/h		893			1361			1264			1446	
Approach Delay, s/veh		29.9			36.1			25.9			24.6	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	35.8	13.0	20.4	11.0	33.5	9.0	24.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	35.0	9.0	32.0	7.0	36.0	7.0	34.0
Max Q Clear Time (g_c+I1), s	4.9	10.1	10.4	10.2	8.2	23.2	5.2	14.2
Green Ext Time (p_c), s	0.1	3.3	0.0	4.1	0.0	6.1	0.1	5.7

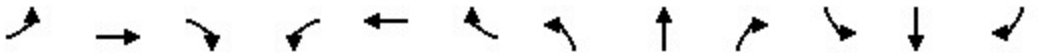
Intersection Summary	
HCM 7th Control Delay, s/veh	29.0
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	711	20	28	536	101	52	28	41	351	77	99
Future Volume (veh/h)	80	711	20	28	536	101	52	28	41	351	77	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		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	85	756	21	30	570	107	55	30	44	373	82	105
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	123	1362	420	61	824	364	96	286	241	440	647	547
Arrive On Green	0.07	0.26	0.26	0.03	0.23	0.23	0.05	0.15	0.15	0.24	0.34	0.34
Sat Flow, veh/h	1810	5187	1598	1810	3610	1596	1810	1900	1601	1810	1900	1606
Grp Volume(v), veh/h	85	756	21	30	570	107	55	30	44	373	82	105
Grp Sat Flow(s),veh/h/ln	1810	1729	1598	1810	1805	1596	1810	1900	1601	1810	1900	1606
Q Serve(g_s), s	2.4	6.5	0.5	0.8	7.5	2.9	1.5	0.7	1.2	10.1	1.5	2.4
Cycle Q Clear(g_c), s	2.4	6.5	0.5	0.8	7.5	2.9	1.5	0.7	1.2	10.1	1.5	2.4
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	123	1362	420	61	824	364	96	286	241	440	647	547
V/C Ratio(X)	0.69	0.55	0.05	0.49	0.69	0.29	0.58	0.10	0.18	0.85	0.13	0.19
Avail Cap(c_a), veh/h	175	1809	557	175	1259	557	210	920	775	561	1288	1089
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	23.5	16.4	14.2	24.5	18.3	16.5	23.9	18.9	19.1	18.6	11.7	12.0
Incr Delay (d2), s/veh	6.6	0.4	0.0	5.9	1.1	0.4	5.4	0.2	0.4	9.6	0.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.0	0.1	0.4	2.6	0.9	0.7	0.3	0.4	4.8	0.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.2	16.8	14.3	30.4	19.3	16.9	29.2	19.1	19.5	28.2	11.8	12.2
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		862			707			129			560	
Approach Delay, s/veh		18.0			19.4			23.6			22.8	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.5	11.8	5.7	17.6	6.7	21.6	7.5	15.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	25.0	5.0	18.0	6.0	35.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	12.1	3.2	2.8	8.5	3.5	4.4	4.4	9.5
Green Ext Time (p_c), s	0.5	0.2	0.0	3.2	0.0	0.8	0.0	1.9

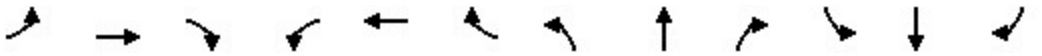
Intersection Summary	
HCM 7th Control Delay, s/veh	20.0
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	646	242	113	455	21	125	26	180	40	55	14
Future Volume (veh/h)	23	646	242	113	455	21	125	26	180	40	55	14
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		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	743	278	130	523	24	144	30	207	46	63	16
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	56	1047	452	167	1269	561	184	413	349	88	312	260
Arrive On Green	0.03	0.29	0.29	0.09	0.35	0.35	0.10	0.22	0.22	0.05	0.16	0.16
Sat Flow, veh/h	1810	3610	1558	1810	3610	1596	1810	1900	1606	1810	1900	1583
Grp Volume(v), veh/h	26	743	278	130	523	24	144	30	207	46	63	16
Grp Sat Flow(s),veh/h/ln	1810	1805	1558	1810	1805	1596	1810	1900	1606	1810	1900	1583
Q Serve(g_s), s	0.6	8.4	7.0	3.2	5.0	0.5	3.5	0.6	5.3	1.1	1.3	0.4
Cycle Q Clear(g_c), s	0.6	8.4	7.0	3.2	5.0	0.5	3.5	0.6	5.3	1.1	1.3	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	56	1047	452	167	1269	561	184	413	349	88	312	260
V/C Ratio(X)	0.47	0.71	0.62	0.78	0.41	0.04	0.78	0.07	0.59	0.52	0.20	0.06
Avail Cap(c_a), veh/h	199	1509	651	199	1509	667	199	1003	848	239	1045	870
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.7	14.4	13.9	20.2	11.2	9.7	19.9	14.1	16.0	21.1	16.4	16.0
Incr Delay (d2), s/veh	6.0	0.9	1.4	15.1	0.2	0.0	16.8	0.1	1.6	4.8	0.3	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	0.3	2.5	1.9	1.8	1.4	0.1	2.1	0.2	1.6	0.5	0.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.6	15.3	15.3	35.3	11.4	9.7	36.8	14.2	17.6	25.9	16.7	16.1
LnGrp LOS	C	B	B	D	B	A	D	B	B	C	B	B
Approach Vol, veh/h		1047			677			381			125	
Approach Delay, s/veh		15.6			15.9			24.6			20.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	13.9	8.2	17.2	8.6	11.5	5.4	20.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	24.0	5.0	19.0	5.0	25.0	5.0	19.0
Max Q Clear Time (g_c+I1), s	3.1	7.3	5.2	10.4	5.5	3.3	2.6	7.0
Green Ext Time (p_c), s	0.0	0.7	0.0	2.4	0.0	0.3	0.0	2.3

Intersection Summary	
HCM 7th Control Delay, s/veh	17.5
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	296	0	574	428	441	444	303	1193	2	2	1505	221
Future Volume (veh/h)	296	0	574	428	441	444	303	1193	2	2	1505	221
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	361	0	700	594	438	541	370	1455	2	2	1835	270
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	555	0	493	847	445	753	368	2405	3	5	1801	559
Arrive On Green	0.16	0.00	0.16	0.24	0.24	0.24	0.11	0.46	0.46	0.00	0.36	0.36
Sat Flow, veh/h	3506	0	3114	3506	1841	3116	3401	5182	7	1753	5025	1559
Grp Volume(v), veh/h	361	0	700	594	438	541	370	941	516	2	1835	270
Grp Sat Flow(s),veh/h/ln	1753	0	1557	1753	1841	1558	1700	1675	1839	1753	1675	1559
Q Serve(g_s), s	11.6	0.0	19.0	18.6	28.4	19.1	13.0	25.1	25.1	0.1	43.0	16.1
Cycle Q Clear(g_c), s	11.6	0.0	19.0	18.6	28.4	19.1	13.0	25.1	25.1	0.1	43.0	16.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	555	0	493	847	445	753	368	1554	853	5	1801	559
V/C Ratio(X)	0.65	0.00	1.42	0.70	0.98	0.72	1.00	0.61	0.61	0.42	1.02	0.48
Avail Cap(c_a), veh/h	555	0	493	847	445	753	368	1554	853	73	1801	559
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	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	47.4	0.0	50.5	41.5	45.3	41.8	53.5	24.0	24.0	59.7	38.5	29.9
Incr Delay (d2), s/veh	2.7	0.0	200.5	2.6	38.5	3.3	48.0	0.7	1.2	50.9	26.1	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	20.8	8.0	17.1	7.4	7.8	9.2	10.2	0.1	20.6	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.1	0.0	251.0	44.1	83.8	45.1	101.5	24.6	25.2	110.6	64.6	30.5
LnGrp LOS	D		F	D	F	D	F	C	C	F	F	C
Approach Vol, veh/h		1061			1573			1827			2107	
Approach Delay, s/veh		182.6			55.5			40.4			60.3	
Approach LOS		F			E			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.3	59.7		23.0	17.0	47.0		33.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	5.0	51.0		19.0	13.0	43.0		29.0				
Max Q Clear Time (g_c+I1), s	2.1	27.1		21.0	15.0	45.0		30.4				
Green Ext Time (p_c), s	0.0	9.5		0.0	0.0	0.0		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	73.4
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.



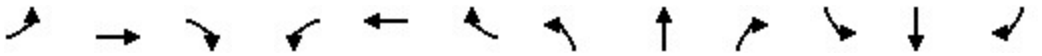
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	790	31	36	590	72	94
Future Volume (veh/h)	790	31	36	590	72	94
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	898	35	41	670	82	107
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1457	57	86	2097	128	167
Arrive On Green	0.41	0.41	0.05	0.58	0.18	0.18
Sat Flow, veh/h	3637	138	1810	3705	730	953
Grp Volume(v), veh/h	458	475	41	670	190	0
Grp Sat Flow(s),veh/h/ln	1805	1875	1810	1805	1692	0
Q Serve(g_s), s	6.6	6.6	0.7	3.1	3.4	0.0
Cycle Q Clear(g_c), s	6.6	6.6	0.7	3.1	3.4	0.0
Prop In Lane		0.07	1.00		0.43	0.56
Lane Grp Cap(c), veh/h	743	771	86	2097	297	0
V/C Ratio(X)	0.62	0.62	0.48	0.32	0.64	0.00
Avail Cap(c_a), veh/h	1430	1485	276	3849	876	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	7.6	7.6	15.2	3.5	12.6	0.0
Incr Delay (d2), s/veh	0.8	0.8	4.1	0.1	2.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.2	0.3	0.0	1.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	8.5	8.4	19.3	3.6	14.9	0.0
LnGrp LOS	A	A	B	A	B	
Approach Vol, veh/h	933			711	190	
Approach Delay, s/veh	8.4			4.5	14.9	
Approach LOS	A			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		9.8	5.6	17.5		23.1
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		17.0	5.0	26.0		35.0
Max Q Clear Time (g_c+I1), s		5.4	2.7	8.6		5.1
Green Ext Time (p_c), s		0.4	0.0	4.9		4.3

Intersection Summary	
HCM 7th Control Delay, s/veh	7.6
HCM 7th LOS	A

Notes

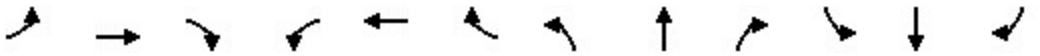
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	362	296	143	330	236	225	910	133	247	1179	151
Future Volume (veh/h)	185	362	296	143	330	236	225	910	133	247	1179	151
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		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	215	421	344	166	384	274	262	1058	155	287	1371	176
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	307	939	725	249	880	390	356	1721	527	388	1768	548
Arrive On Green	0.09	0.26	0.26	0.07	0.24	0.24	0.10	0.33	0.33	0.11	0.34	0.34
Sat Flow, veh/h	3510	3610	2785	3510	3610	1602	3510	5187	1587	3510	5187	1607
Grp Volume(v), veh/h	215	421	344	166	384	274	262	1058	155	287	1371	176
Grp Sat Flow(s),veh/h/ln	1755	1805	1392	1755	1805	1602	1755	1729	1587	1755	1729	1607
Q Serve(g_s), s	4.2	6.9	7.4	3.3	6.4	11.0	5.1	12.1	5.1	5.6	16.7	5.7
Cycle Q Clear(g_c), s	4.2	6.9	7.4	3.3	6.4	11.0	5.1	12.1	5.1	5.6	16.7	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	307	939	725	249	880	390	356	1721	527	388	1768	548
V/C Ratio(X)	0.70	0.45	0.47	0.67	0.44	0.70	0.74	0.61	0.29	0.74	0.78	0.32
Avail Cap(c_a), veh/h	348	1739	1342	249	1637	727	398	1838	562	497	1985	615
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.3	21.9	22.0	32.0	22.6	24.3	30.8	19.8	17.5	30.4	20.8	17.2
Incr Delay (d2), s/veh	5.3	0.3	0.5	6.7	0.3	2.3	6.2	0.6	0.3	4.3	1.8	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	2.6	2.1	1.5	2.4	3.9	2.3	4.2	1.6	2.4	6.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.6	22.2	22.5	38.6	22.9	26.6	37.0	20.4	17.8	34.7	22.6	17.6
LnGrp LOS	D	C	C	D	C	C	D	C	B	C	C	B
Approach Vol, veh/h		980			824			1475			1834	
Approach Delay, s/veh		25.5			27.3			23.0			24.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	27.4	9.0	22.4	11.2	28.1	10.2	21.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	25.0	5.0	34.0	8.0	27.0	7.0	32.0
Max Q Clear Time (g_c+I1), s	7.6	14.1	5.3	9.4	7.1	18.7	6.2	13.0
Green Ext Time (p_c), s	0.2	5.2	0.0	3.9	0.1	5.3	0.1	3.0

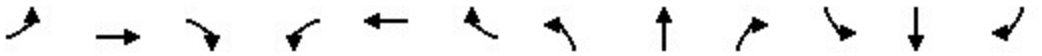
Intersection Summary	
HCM 7th Control Delay, s/veh	24.6
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	718	156	95	493	12	153	6	165	27	16	9
Future Volume (veh/h)	6	718	156	95	493	12	153	6	165	27	16	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		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	898	195	119	616	15	191	8	206	34	20	11
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	26	1248	539	181	1551	38	306	13	282	108	64	35
Arrive On Green	0.01	0.35	0.35	0.10	0.43	0.43	0.18	0.18	0.18	0.12	0.12	0.12
Sat Flow, veh/h	1810	3610	1559	1810	3599	88	1740	73	1607	940	553	304
Grp Volume(v), veh/h	8	898	195	119	309	322	199	0	206	65	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1559	1810	1805	1881	1813	0	1607	1797	0	0
Q Serve(g_s), s	0.3	13.2	5.7	3.8	7.1	7.1	6.2	0.0	7.4	2.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	13.2	5.7	3.8	7.1	7.1	6.2	0.0	7.4	2.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.05	0.96		1.00	0.52		0.17
Lane Grp Cap(c), veh/h	26	1248	539	181	778	811	319	0	282	207	0	0
V/C Ratio(X)	0.30	0.72	0.36	0.66	0.40	0.40	0.62	0.00	0.73	0.31	0.00	0.00
Avail Cap(c_a), veh/h	209	1664	719	298	921	960	567	0	503	207	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	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.6	17.3	14.9	26.3	11.9	11.9	23.2	0.0	23.7	24.7	0.0	0.0
Incr Delay (d2), s/veh	6.3	1.0	0.4	4.1	0.3	0.3	2.0	0.0	3.6	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	0.1	4.5	1.7	1.7	2.2	2.3	2.5	0.0	2.7	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.9	18.3	15.3	30.4	12.2	12.2	25.2	0.0	27.3	25.5	0.0	0.0
LnGrp LOS	D	B	B	C	B	B	C		C	C		
Approach Vol, veh/h		1101			750			405			65	
Approach Delay, s/veh		17.9			15.1			26.2			25.5	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	14.7	10.1	25.0	11.0	4.9	30.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.0	10.0	28.0	7.0	7.0	31.0
Max Q Clear Time (g_c+I1), s	9.4	5.8	15.2	4.0	2.3	9.1
Green Ext Time (p_c), s	1.2	0.1	5.1	0.0	0.0	3.3

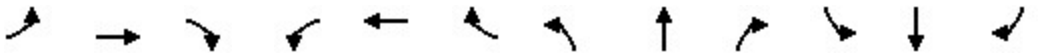
Intersection Summary	
HCM 7th Control Delay, s/veh	18.7
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	434	195	290	254	55	129	92	249	81	176	15
Future Volume (veh/h)	64	434	195	290	254	55	129	92	249	81	176	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		1.00	1.00		1.00	1.00		0.92	1.00		0.91
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	75	511	229	341	299	65	152	108	293	95	207	18
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	97	707	315	437	962	429	232	767	598	139	708	62
Arrive On Green	0.05	0.20	0.20	0.12	0.27	0.27	0.07	0.40	0.40	0.08	0.41	0.41
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	1900	1480	1810	1708	148
Grp Volume(v), veh/h	75	511	229	341	299	65	152	108	293	95	0	225
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1900	1480	1810	0	1856
Q Serve(g_s), s	3.3	10.7	10.7	7.6	5.3	2.5	3.4	2.9	11.8	4.1	0.0	6.5
Cycle Q Clear(g_c), s	3.3	10.7	10.7	7.6	5.3	2.5	3.4	2.9	11.8	4.1	0.0	6.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	97	707	315	437	962	429	232	767	598	139	0	769
V/C Ratio(X)	0.77	0.72	0.73	0.78	0.31	0.15	0.65	0.14	0.49	0.68	0.00	0.29
Avail Cap(c_a), veh/h	203	1124	501	524	1258	561	350	804	626	180	0	786
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	37.5	30.3	30.3	34.1	23.6	22.5	36.6	15.1	17.8	36.1	0.0	15.7
Incr Delay (d2), s/veh	12.0	1.4	3.2	6.2	0.2	0.2	3.1	0.1	0.6	6.9	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.3	4.1	3.4	2.1	0.9	1.5	1.1	3.6	2.0	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.5	31.7	33.5	40.3	23.7	22.7	39.7	15.2	18.4	43.1	0.0	15.9
LnGrp LOS	D	C	C	D	C	C	D	B	B	D		B
Approach Vol, veh/h		815			705			553			320	
Approach Delay, s/veh		33.8			31.7			23.7			24.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	36.4	14.0	19.7	9.3	37.3	8.3	25.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	34.0	12.0	25.0	8.0	34.0	9.0	28.0
Max Q Clear Time (g_c+I1), s	6.1	13.8	9.6	12.7	5.4	8.5	5.3	7.3
Green Ext Time (p_c), s	0.0	1.5	0.3	3.0	0.1	1.1	0.0	1.8

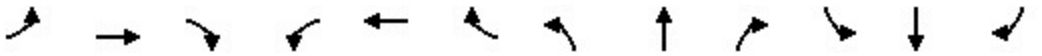
Intersection Summary	
HCM 7th Control Delay, s/veh	29.5
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	599	25	43	263	73	41	49	137	230	37	82
Future Volume (veh/h)	55	599	25	43	263	73	41	49	137	230	37	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	69	749	31	54	329	91	51	61	171	288	46	102
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	113	1137	505	97	1104	490	180	340	287	427	474	395
Arrive On Green	0.06	0.31	0.31	0.05	0.31	0.31	0.05	0.18	0.18	0.12	0.25	0.25
Sat Flow, veh/h	1810	3610	1603	1810	3610	1602	3510	1900	1602	3510	1900	1584
Grp Volume(v), veh/h	69	749	31	54	329	91	51	61	171	288	46	102
Grp Sat Flow(s),veh/h/ln	1810	1805	1603	1810	1805	1602	1755	1900	1602	1755	1900	1584
Q Serve(g_s), s	1.8	8.7	0.7	1.4	3.4	2.0	0.7	1.3	4.7	3.8	0.9	2.5
Cycle Q Clear(g_c), s	1.8	8.7	0.7	1.4	3.4	2.0	0.7	1.3	4.7	3.8	0.9	2.5
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	113	1137	505	97	1104	490	180	340	287	427	474	395
V/C Ratio(X)	0.61	0.66	0.06	0.56	0.30	0.19	0.28	0.18	0.60	0.67	0.10	0.26
Avail Cap(c_a), veh/h	224	1940	861	187	1866	828	363	1375	1159	581	1492	1244
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.1	14.3	11.6	22.3	12.8	12.4	22.1	16.8	18.2	20.3	14.0	14.6
Incr Delay (d2), s/veh	5.2	0.7	0.1	5.0	0.1	0.2	0.9	0.2	2.0	1.9	0.1	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	0.8	2.7	0.2	0.6	1.0	0.6	0.3	0.5	1.5	1.4	0.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.3	15.0	11.6	27.3	13.0	12.5	22.9	17.1	20.2	22.2	14.0	14.9
LnGrp LOS	C	B	B	C	B	B	C	B	C	C	B	B
Approach Vol, veh/h		849			474			283			436	
Approach Delay, s/veh		15.9			14.5			20.0			19.6	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	12.7	6.6	19.2	6.5	16.1	7.0	18.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	35.0	5.0	26.0	5.0	38.0	6.0	25.0
Max Q Clear Time (g_c+I1), s	5.8	6.7	3.4	10.7	2.7	4.5	3.8	5.4
Green Ext Time (p_c), s	0.2	0.8	0.0	4.1	0.0	0.5	0.0	2.0

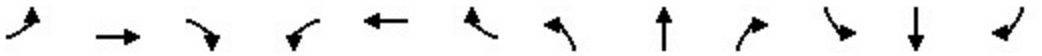
Intersection Summary	
HCM 7th Control Delay, s/veh	16.9
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	330	377	151	164	100	198	884	200	160	1174	26
Future Volume (veh/h)	22	330	377	151	164	100	198	884	200	160	1174	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	351	401	161	174	106	211	940	213	170	1249	28
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	89	1085	483	246	1790	548	306	1791	549	237	1690	517
Arrive On Green	0.03	0.30	0.30	0.07	0.35	0.35	0.09	0.35	0.35	0.07	0.33	0.33
Sat Flow, veh/h	3510	3610	1609	3510	5187	1587	3510	5187	1588	3510	5187	1588
Grp Volume(v), veh/h	23	351	401	161	174	106	211	940	213	170	1249	28
Grp Sat Flow(s),veh/h/ln	1755	1805	1609	1755	1729	1587	1755	1729	1588	1755	1729	1588
Q Serve(g_s), s	0.5	5.6	17.2	3.3	1.7	3.5	4.3	10.7	7.5	3.5	15.8	0.9
Cycle Q Clear(g_c), s	0.5	5.6	17.2	3.3	1.7	3.5	4.3	10.7	7.5	3.5	15.8	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	89	1085	483	246	1790	548	306	1791	549	237	1690	517
V/C Ratio(X)	0.26	0.32	0.83	0.65	0.10	0.19	0.69	0.52	0.39	0.72	0.74	0.05
Avail Cap(c_a), veh/h	237	1563	696	332	2386	730	475	2456	752	237	2105	645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	20.0	24.1	33.5	16.4	17.0	32.8	19.3	18.3	33.8	22.1	17.1
Incr Delay (d2), s/veh	1.5	0.2	5.7	2.9	0.0	0.2	2.8	0.2	0.4	9.8	1.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.1	6.4	1.4	0.6	1.1	1.8	3.7	2.4	1.7	5.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.8	20.2	29.7	36.4	16.4	17.2	35.5	19.6	18.7	43.6	23.2	17.1
LnGrp LOS	D	C	C	D	B	B	D	B	B	D	C	B
Approach Vol, veh/h		775			441			1364			1447	
Approach Delay, s/veh		25.6			23.9			21.9			25.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	29.5	9.2	26.2	10.4	28.1	5.9	29.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	35.0	7.0	32.0	10.0	30.0	5.0	34.0
Max Q Clear Time (g_c+I1), s	5.5	12.7	5.3	19.2	6.3	17.8	2.5	5.5
Green Ext Time (p_c), s	0.0	6.8	0.1	2.8	0.2	6.2	0.0	1.3

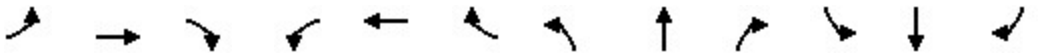
Intersection Summary	
HCM 7th Control Delay, s/veh	24.1
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1001	214	230	551	43	143	483	170	43	595	48
Future Volume (veh/h)	49	1001	214	230	551	43	143	483	170	43	595	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	1065	228	245	586	46	152	514	181	46	633	51
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	162	1335	594	340	1426	112	244	919	407	150	1182	363
Arrive On Green	0.05	0.37	0.37	0.10	0.42	0.42	0.07	0.25	0.25	0.04	0.23	0.23
Sat Flow, veh/h	3510	3610	1608	3510	3391	266	3510	3610	1597	3510	5187	1595
Grp Volume(v), veh/h	52	1065	228	245	311	321	152	514	181	46	633	51
Grp Sat Flow(s),veh/h/ln	1755	1805	1608	1755	1805	1852	1755	1805	1597	1755	1729	1595
Q Serve(g_s), s	1.0	17.9	7.1	4.6	8.2	8.2	2.9	8.4	6.5	0.9	7.3	1.7
Cycle Q Clear(g_c), s	1.0	17.9	7.1	4.6	8.2	8.2	2.9	8.4	6.5	0.9	7.3	1.7
Prop In Lane	1.00		1.00	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	162	1335	594	340	759	779	244	919	407	150	1182	363
V/C Ratio(X)	0.32	0.80	0.38	0.72	0.41	0.41	0.62	0.56	0.45	0.31	0.54	0.14
Avail Cap(c_a), veh/h	259	1545	688	363	826	847	259	1758	778	259	2526	777
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.3	19.1	15.7	29.7	13.8	13.8	30.7	22.0	21.2	31.5	23.0	20.9
Incr Delay (d2), s/veh	1.1	2.7	0.4	6.4	0.4	0.3	4.2	0.5	0.8	1.1	0.4	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	6.9	2.3	2.1	2.9	3.0	1.2	3.1	2.3	0.3	2.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.4	21.7	16.1	36.1	14.1	14.1	34.8	22.5	22.0	32.6	23.4	21.0
LnGrp LOS	C	C	B	D	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1345			877			847			730	
Approach Delay, s/veh		21.2			20.3			24.6			23.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	21.3	10.6	29.1	8.7	19.4	7.1	32.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	33.0	7.0	29.0	5.0	33.0	5.0	31.0
Max Q Clear Time (g_c+I1), s	2.9	10.4	6.6	19.9	4.9	9.3	3.0	10.2
Green Ext Time (p_c), s	0.0	3.5	0.0	5.1	0.0	3.9	0.0	3.5

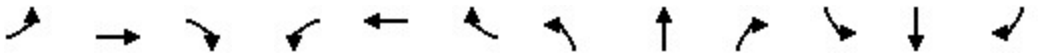
Intersection Summary	
HCM 7th Control Delay, s/veh	22.2
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	817	153	150	518	42	194	607	132	168	725	175
Future Volume (veh/h)	144	817	153	150	518	42	194	607	132	168	725	175
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		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	152	860	161	158	545	44	204	639	139	177	763	184
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	264	1677	513	266	1680	507	307	1355	420	281	1316	408
Arrive On Green	0.08	0.32	0.32	0.08	0.32	0.32	0.09	0.26	0.26	0.08	0.25	0.25
Sat Flow, veh/h	3510	5187	1586	3510	5187	1565	3510	5187	1608	3510	5187	1608
Grp Volume(v), veh/h	152	860	161	158	545	44	204	639	139	177	763	184
Grp Sat Flow(s),veh/h/ln	1755	1729	1586	1755	1729	1565	1755	1729	1608	1755	1729	1608
Q Serve(g_s), s	2.6	8.3	4.7	2.7	4.9	1.2	3.5	6.4	4.3	3.0	7.9	5.9
Cycle Q Clear(g_c), s	2.6	8.3	4.7	2.7	4.9	1.2	3.5	6.4	4.3	3.0	7.9	5.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	264	1677	513	266	1680	507	307	1355	420	281	1316	408
V/C Ratio(X)	0.58	0.51	0.31	0.59	0.32	0.09	0.66	0.47	0.33	0.63	0.58	0.45
Avail Cap(c_a), veh/h	342	2610	798	342	2610	788	399	2779	862	513	2947	914
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	16.9	15.7	27.6	15.7	14.5	27.2	19.2	18.4	27.4	20.1	19.4
Incr Delay (d2), s/veh	2.0	0.2	0.3	2.1	0.1	0.1	2.7	0.3	0.5	2.3	0.4	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.8	1.4	1.1	1.6	0.4	1.4	2.1	1.4	1.2	2.7	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.5	17.2	16.0	29.7	15.8	14.6	29.9	19.4	18.9	29.8	20.5	20.1
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	C	C
Approach Vol, veh/h		1173			747			982			1124	
Approach Delay, s/veh		18.6			18.7			21.5			21.9	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	20.1	8.7	23.9	9.4	19.6	8.6	23.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	33.0	6.0	31.0	7.0	35.0	6.0	31.0
Max Q Clear Time (g_c+I1), s	5.0	8.4	4.7	10.3	5.5	9.9	4.6	6.9
Green Ext Time (p_c), s	0.2	4.3	0.1	6.1	0.1	5.4	0.1	3.4

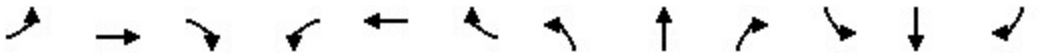
Intersection Summary	
HCM 7th Control Delay, s/veh	20.3
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	91	278	160	107	59	177	865	209	44	922	18
Future Volume (veh/h)	43	91	278	160	107	59	177	865	209	44	922	18
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		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	47	99	302	174	116	64	192	940	227	48	1002	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	460	382	217	604	502	238	1409	339	82	1306	404
Arrive On Green	0.04	0.24	0.24	0.12	0.32	0.32	0.13	0.34	0.34	0.05	0.25	0.25
Sat Flow, veh/h	1810	1900	1576	1810	1900	1579	1810	4170	1004	1810	5187	1604
Grp Volume(v), veh/h	47	99	302	174	116	64	192	779	388	48	1002	20
Grp Sat Flow(s),veh/h/ln	1810	1900	1576	1810	1900	1579	1810	1729	1716	1810	1729	1604
Q Serve(g_s), s	1.6	2.6	11.3	5.9	2.8	1.8	6.5	12.1	12.2	1.6	11.3	0.6
Cycle Q Clear(g_c), s	1.6	2.6	11.3	5.9	2.8	1.8	6.5	12.1	12.2	1.6	11.3	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.59	1.00		1.00
Lane Grp Cap(c), veh/h	81	460	382	217	604	502	238	1168	580	82	1306	404
V/C Ratio(X)	0.58	0.22	0.79	0.80	0.19	0.13	0.81	0.67	0.67	0.59	0.77	0.05
Avail Cap(c_a), veh/h	144	665	552	259	786	653	288	1266	628	144	1486	459
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.4	19.0	22.3	26.9	15.6	15.2	26.5	17.8	17.8	29.4	21.8	17.8
Incr Delay (d2), s/veh	6.5	0.2	4.9	13.9	0.2	0.1	13.2	1.2	2.5	6.6	2.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.0	4.1	3.1	1.1	0.6	3.3	4.0	4.2	0.8	4.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.0	19.3	27.3	40.8	15.7	15.4	39.7	19.0	20.3	36.0	24.0	17.9
LnGrp LOS	D	B	C	D	B	B	D	B	C	D	C	B
Approach Vol, veh/h		448			354			1359			1070	
Approach Delay, s/veh		26.4			28.0			22.3			24.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	25.2	11.5	19.2	12.3	19.8	6.8	24.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	23.0	9.0	22.0	10.0	18.0	5.0	26.0
Max Q Clear Time (g_c+I1), s	3.6	14.2	7.9	13.3	8.5	13.3	3.6	4.8
Green Ext Time (p_c), s	0.0	4.4	0.0	1.0	0.1	2.5	0.0	0.7

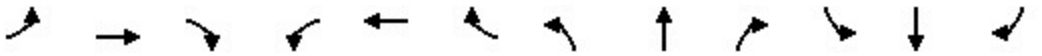
Intersection Summary	
HCM 7th Control Delay, s/veh	24.2
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	4	35	88	10	48	52	1228	120	60	1265	27
Future Volume (veh/h)	17	4	35	88	10	48	52	1228	120	60	1265	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	19	4	38	97	11	53	57	1349	132	66	1390	30
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	43	19	185	278	344	288	103	1894	586	114	1925	583
Arrive On Green	0.02	0.13	0.13	0.08	0.18	0.18	0.06	0.37	0.37	0.06	0.37	0.37
Sat Flow, veh/h	1810	156	1478	3510	1900	1589	1810	5187	1604	1810	5187	1570
Grp Volume(v), veh/h	19	0	42	97	11	53	57	1349	132	66	1390	30
Grp Sat Flow(s),veh/h/ln	1810	0	1634	1755	1900	1589	1810	1729	1604	1810	1729	1570
Q Serve(g_s), s	0.5	0.0	1.0	1.1	0.2	1.2	1.3	9.7	2.5	1.5	10.0	0.5
Cycle Q Clear(g_c), s	0.5	0.0	1.0	1.1	0.2	1.2	1.3	9.7	2.5	1.5	10.0	0.5
Prop In Lane	1.00		0.90	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	43	0	205	278	344	288	103	1894	586	114	1925	583
V/C Ratio(X)	0.45	0.00	0.21	0.35	0.03	0.18	0.55	0.71	0.23	0.58	0.72	0.05
Avail Cap(c_a), veh/h	208	0	975	403	1134	948	208	2143	662	208	2143	649
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.0	0.0	17.1	19.0	14.7	15.1	20.0	11.9	9.6	19.8	11.8	8.8
Incr Delay (d2), s/veh	7.1	0.0	0.5	0.7	0.0	0.3	4.5	1.0	0.2	4.5	1.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.3	0.4	0.1	0.4	0.6	2.4	0.6	0.6	2.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.1	0.0	17.6	19.7	14.7	15.4	24.5	12.8	9.8	24.4	12.9	8.8
LnGrp LOS	C		B	B	B	B	C	B	A	C	B	A
Approach Vol, veh/h		61			161			1538			1486	
Approach Delay, s/veh		20.9			18.0			13.0			13.3	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	19.9	7.5	9.5	6.5	20.2	5.0	11.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	18.0	5.0	26.0	5.0	18.0	5.0	26.0
Max Q Clear Time (g_c+I1), s	3.5	11.7	3.1	3.0	3.3	12.0	2.5	3.2
Green Ext Time (p_c), s	0.0	4.1	0.0	0.1	0.0	3.9	0.0	0.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	0	192	0	0	0	180	1272	0	0	1215	170
Future Volume (veh/h)	136	0	192	0	0	0	180	1272	0	0	1215	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	151	0	213	0	0	0	200	1413	0	0	1350	189
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1036	0	321	0	378	0	253	3183	0	0	1971	612
Arrive On Green	0.20	0.00	0.20	0.00	0.00	0.00	0.14	0.61	0.00	0.00	0.38	0.38
Sat Flow, veh/h	3510	0	1610	0	1900	0	1810	5358	0	0	5358	1610
Grp Volume(v), veh/h	151	0	213	0	0	0	200	1413	0	0	1350	189
Grp Sat Flow(s),veh/h/ln	1755	0	1610	0	1900	0	1810	1729	0	0	1729	1610
Q Serve(g_s), s	1.5	0.0	5.2	0.0	0.0	0.0	4.6	6.2	0.0	0.0	9.3	3.5
Cycle Q Clear(g_c), s	1.5	0.0	5.2	0.0	0.0	0.0	4.6	6.2	0.0	0.0	9.3	3.5
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	1036	0	321	0	378	0	253	3183	0	0	1971	612
V/C Ratio(X)	0.15	0.00	0.66	0.00	0.00	0.00	0.79	0.44	0.00	0.00	0.68	0.31
Avail Cap(c_a), veh/h	2145	0	829	0	979	0	297	3643	0	0	2307	716
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	14.3	0.0	15.8	0.0	0.0	0.0	17.8	4.4	0.0	0.0	11.1	9.3
Incr Delay (d2), s/veh	0.1	0.0	2.4	0.0	0.0	0.0	11.7	0.1	0.0	0.0	0.7	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.6	0.0	0.0	0.0	2.2	0.4	0.0	0.0	2.2	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.4	0.0	18.2	0.0	0.0	0.0	29.4	4.5	0.0	0.0	11.8	9.6
LnGrp LOS	B		B				C	A			B	A
Approach Vol, veh/h		364			0			1613			1539	
Approach Delay, s/veh		16.6			0.0			7.6			11.5	
Approach LOS		B						A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		30.2		12.5	10.0	20.2		12.5				
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s		30.0		22.0	7.0	19.0		22.0				
Max Q Clear Time (g_c+I1), s		8.2		7.2	6.6	11.3		0.0				
Green Ext Time (p_c), s		9.4		1.4	0.0	4.9		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	10.2
HCM 7th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	0	204	60	0	12	253	1704	73	10	1614	46
Future Volume (veh/h)	42	0	204	60	0	12	253	1704	73	10	1614	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		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1870	1900	1870	1900	1900	1900	1900	1870
Adj Flow Rate, veh/h	0	0	262	71	0	14	266	2005	86	12	1899	48
Peak Hour Factor	0.95	0.95	0.95	0.85	0.95	0.85	0.95	0.85	0.85	0.85	0.85	0.95
Percent Heavy Veh, %	2	2	2	0	2	0	2	0	0	0	0	2
Cap, veh/h	0	240	407	278	0	204	321	3302	1025	28	2446	748
Arrive On Green	0.00	0.00	0.13	0.13	0.00	0.13	0.18	0.64	0.64	0.02	0.47	0.47
Sat Flow, veh/h	0	1870	3170	1135	0	1585	1781	5187	1610	1810	5187	1585
Grp Volume(v), veh/h	0	0	262	71	0	14	266	2005	86	12	1899	48
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1135	0	1585	1781	1729	1610	1810	1729	1585
Q Serve(g_s), s	0.0	0.0	4.3	3.2	0.0	0.4	7.9	12.5	1.1	0.4	16.7	0.9
Cycle Q Clear(g_c), s	0.0	0.0	4.3	3.2	0.0	0.4	7.9	12.5	1.1	0.4	16.7	0.9
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	240	407	278	0	204	321	3302	1025	28	2446	748
V/C Ratio(X)	0.00	0.00	0.64	0.26	0.00	0.07	0.83	0.61	0.08	0.44	0.78	0.06
Avail Cap(c_a), veh/h	0	616	1044	506	0	522	391	3323	1031	166	2658	812
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	22.6	22.1	0.0	20.9	21.6	5.9	3.8	26.7	12.0	7.9
Incr Delay (d2), s/veh	0.0	0.0	1.7	0.5	0.0	0.1	11.7	0.3	0.0	10.4	1.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.5	0.8	0.0	0.2	3.7	1.7	0.1	0.2	4.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	24.3	22.6	0.0	21.1	33.3	6.2	3.8	37.1	13.4	7.9
LnGrp LOS			C	C		C	C	A	A	D	B	A
Approach Vol, veh/h		262			85			2357			1959	
Approach Delay, s/veh		24.3			22.4			9.2			13.4	
Approach LOS		C			C			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	38.8		11.0	13.8	29.8		11.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	5.0	35.0		18.0	12.0	28.0		18.0				
Max Q Clear Time (g_c+I1), s	2.4	14.5		6.3	9.9	18.7		5.2				
Green Ext Time (p_c), s	0.0	13.8		0.8	0.2	7.1		0.2				

Intersection Summary		
HCM 7th Control Delay, s/veh	12.1	
HCM 7th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	314	201	0	1713	1691	618
Future Volume (veh/h)	314	201	0	1713	1691	618
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	379	191	0	1903	1879	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	688	306	0	3212	3212	
Arrive On Green	0.19	0.19	0.00	0.62	0.62	0.00
Sat Flow, veh/h	3619	1610	0	5529	5358	1610
Grp Volume(v), veh/h	379	191	0	1903	1879	0
Grp Sat Flow(s),veh/h/ln	1810	1610	0	1729	1729	1610
Q Serve(g_s), s	4.0	4.6	0.0	9.3	9.1	0.0
Cycle Q Clear(g_c), s	4.0	4.6	0.0	9.3	9.1	0.0
Prop In Lane	1.00	1.00	0.00			1.00
Lane Grp Cap(c), veh/h	688	306	0	3212	3212	
V/C Ratio(X)	0.55	0.62	0.00	0.59	0.59	
Avail Cap(c_a), veh/h	1293	575	0	4572	4572	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.4	15.6	0.0	4.8	4.8	0.0
Incr Delay (d2), s/veh	0.7	2.1	0.0	0.2	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.6	0.0	0.5	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	16.1	17.7	0.0	5.0	4.9	0.0
LnGrp LOS	B	B		A	A	
Approach Vol, veh/h	570			1903	1879	
Approach Delay, s/veh	16.6			5.0	4.9	
Approach LOS	B			A	A	

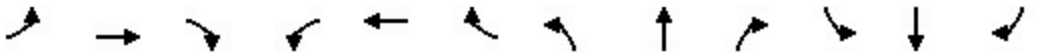
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		30.0		12.0		30.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		37.0		15.0		37.0
Max Q Clear Time (g_c+I1), s		11.3		6.6		11.1
Green Ext Time (p_c), s		14.7		1.4		14.6

Intersection Summary	
HCM 7th Control Delay, s/veh	6.5
HCM 7th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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



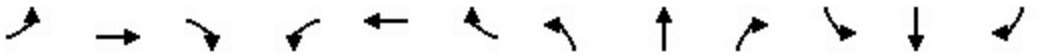
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	408	0	81	0	1632	724	369	1518	0
Future Volume (veh/h)	0	0	0	408	0	81	0	1632	724	369	1518	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1870	1900	0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	0	0	0	458	0	91	0	1834	813	415	1706	0
Peak Hour Factor	0.95	0.95	0.95	0.89	0.95	0.89	0.95	0.89	0.89	0.89	0.89	0.95
Percent Heavy Veh, %	2	2	2	0	2	0	0	0	0	0	0	0
Cap, veh/h	0	3	0	639	0	568	0	2349	1004	534	3516	0
Arrive On Green	0.00	0.00	0.00	0.18	0.00	0.18	0.00	0.45	0.45	0.15	0.68	0.00
Sat Flow, veh/h	0	-74814	0	3619	0	3220	0	5358	1590	3510	5358	0
Grp Volume(v), veh/h	0	0	0	458	0	91	0	1834	813	415	1706	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1810	0	1610	0	1729	1590	1755	1729	0
Q Serve(g_s), s	0.0	0.0	0.0	6.6	0.0	1.3	0.0	16.4	21.3	6.2	8.7	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	6.6	0.0	1.3	0.0	16.4	21.3	6.2	8.7	0.0
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	3	0	639	0	568	0	2349	1004	534	3516	0
V/C Ratio(X)	0.00	0.00	0.00	0.72	0.00	0.16	0.00	0.78	0.81	0.78	0.49	0.00
Avail Cap(c_a), veh/h	0	238	0	1186	0	1700	0	2360	1008	575	3587	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	21.3	0.0	19.2	0.0	12.7	7.7	22.4	4.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.5	0.0	0.1	0.0	1.7	5.0	6.2	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.5	0.0	0.4	0.0	4.5	4.9	2.6	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	22.9	0.0	19.3	0.0	14.5	12.7	28.6	4.4	0.0
LnGrp LOS				C		B		B	B	C	A	
Approach Vol, veh/h		0			549			2647			2121	
Approach Delay, s/veh		0.0			22.3			13.9			9.1	
Approach LOS					C			B			A	

Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	12.4	28.9	13.7	0.0		41.2		13.7				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0		4.0		4.0				
Max Green Setting (Gmax), s	9.0	25.0	18.0	7.0		38.0		29.0				
Max Q Clear Time (g_c+I1), s	8.2	23.3	8.6	0.0		10.7		3.3				
Green Ext Time (p_c), s	0.1	1.6	1.1	0.0		13.2		0.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	12.9
HCM 7th LOS	B

Notes

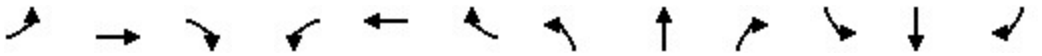
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	324	63	199	522	342	243	1621	163	273	978	453
Future Volume (veh/h)	164	324	63	199	522	342	243	1621	163	273	978	453
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		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	184	364	71	224	587	384	273	1821	183	307	1099	509
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	223	1324	406	289	1423	436	338	2000	200	350	2183	678
Arrive On Green	0.06	0.26	0.26	0.08	0.27	0.27	0.10	0.42	0.42	0.10	0.42	0.42
Sat Flow, veh/h	3510	5187	1589	3510	5187	1588	3510	4792	479	3510	5187	1610
Grp Volume(v), veh/h	184	364	71	224	587	384	273	1312	692	307	1099	509
Grp Sat Flow(s),veh/h/ln	1755	1729	1589	1755	1729	1588	1755	1729	1814	1755	1729	1610
Q Serve(g_s), s	5.7	6.2	3.8	6.9	10.2	25.5	8.4	39.3	39.7	9.5	17.2	29.5
Cycle Q Clear(g_c), s	5.7	6.2	3.8	6.9	10.2	25.5	8.4	39.3	39.7	9.5	17.2	29.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	223	1324	406	289	1423	436	338	1443	757	350	2183	678
V/C Ratio(X)	0.83	0.27	0.17	0.77	0.41	0.88	0.81	0.91	0.91	0.88	0.50	0.75
Avail Cap(c_a), veh/h	223	1364	418	382	1599	490	414	1474	773	350	2183	678
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	32.9	32.0	49.6	32.7	38.3	48.8	30.2	30.3	49.0	23.5	27.1
Incr Delay (d2), s/veh	21.8	0.1	0.2	7.0	0.2	15.7	9.4	8.5	15.2	21.3	0.2	4.7
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	3.1	2.5	1.5	3.2	4.1	11.4	3.9	16.3	18.7	5.0	6.4	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.8	33.0	32.2	56.6	32.9	54.0	58.2	38.7	45.5	70.3	23.7	31.8
LnGrp LOS	E	C	C	E	C	D	E	D	D	E	C	C
Approach Vol, veh/h		619			1195			2277			1915	
Approach Delay, s/veh		44.8			44.1			43.1			33.3	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	50.0	13.1	32.2	14.6	50.4	11.0	34.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	47.0	12.0	29.0	13.0	45.0	7.0	34.0
Max Q Clear Time (g_c+I1), s	11.5	41.7	8.9	8.2	10.4	31.5	7.7	27.5
Green Ext Time (p_c), s	0.0	4.4	0.2	2.3	0.2	7.1	0.0	2.7

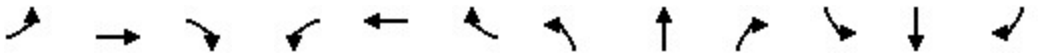
Intersection Summary	
HCM 7th Control Delay, s/veh	40.3
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	0	246	0	0	0	106	619	0	0	1019	112
Future Volume (veh/h)	200	0	246	0	0	0	106	619	0	0	1019	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	217	0	267	0	0	0	115	673	0	0	1108	122
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	607	0	0	0	5	0	334	3131	0	0	2057	630
Arrive On Green	0.17	0.00	0.00	0.00	0.00	0.00	0.10	0.60	0.00	0.00	0.40	0.40
Sat Flow, veh/h	3510	217		0	-76000	0	3510	5358	0	0	5358	1589
Grp Volume(v), veh/h	217	13.4		0	0	0	115	673	0	0	1108	122
Grp Sat Flow(s),veh/h/ln	1755	B		0	1900	0	1755	1729	0	0	1729	1589
Q Serve(g_s), s	2.0			0.0	0.0	0.0	1.1	2.1	0.0	0.0	5.9	1.8
Cycle Q Clear(g_c), s	2.0			0.0	0.0	0.0	1.1	2.1	0.0	0.0	5.9	1.8
Prop In Lane	1.00			0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	607			0	5	0	334	3131	0	0	2057	630
V/C Ratio(X)	0.36			0.00	0.00	0.00	0.34	0.21	0.00	0.00	0.54	0.19
Avail Cap(c_a), veh/h	2746			0	1539	0	490	4492	0	0	3188	977
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.0			0.0	0.0	0.0	15.1	3.2	0.0	0.0	8.3	7.1
Incr Delay (d2), s/veh	0.4			0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.2	0.1
Initial Q Delay(d3), s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6			0.0	0.0	0.0	0.3	0.0	0.0	0.0	1.1	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.4			0.0	0.0	0.0	15.8	3.3	0.0	0.0	8.5	7.2
LnGrp LOS	B						B	A			A	A
Approach Vol, veh/h					0			788			1230	
Approach Delay, s/veh					0.0			5.1			8.4	
Approach LOS								A			A	

Timer - Assigned Phs		2			5	6	7	8				
Phs Duration (G+Y+Rc), s		25.6			7.4	18.2	10.2	0.0				
Change Period (Y+Rc), s		4.0			4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s		31.0			5.0	22.0	28.0	29.0				
Max Q Clear Time (g_c+I1), s		4.1			3.1	7.9	4.0	0.0				
Green Ext Time (p_c), s		4.3			0.0	6.2	0.7	0.0				

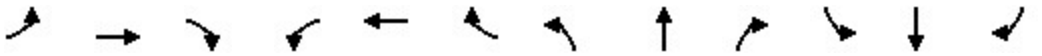
Intersection Summary												
HCM 7th Control Delay, s/veh			7.7									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	784	186	209	384	158	89	491	193	380	785	92
Future Volume (veh/h)	134	784	186	209	384	158	89	491	193	380	785	92
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		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	144	843	200	225	413	170	96	528	208	409	844	99
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	253	1526	464	274	1557	474	224	1151	352	548	1629	498
Arrive On Green	0.07	0.29	0.29	0.08	0.30	0.30	0.06	0.22	0.22	0.16	0.31	0.31
Sat Flow, veh/h	3510	5187	1576	3510	5187	1578	3510	5187	1585	3510	5187	1587
Grp Volume(v), veh/h	144	843	200	225	413	170	96	528	208	409	844	99
Grp Sat Flow(s),veh/h/ln	1755	1729	1576	1755	1729	1578	1755	1729	1585	1755	1729	1587
Q Serve(g_s), s	2.5	8.8	6.6	4.0	3.9	5.4	1.7	5.6	7.5	7.1	8.5	2.9
Cycle Q Clear(g_c), s	2.5	8.8	6.6	4.0	3.9	5.4	1.7	5.6	7.5	7.1	8.5	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	253	1526	464	274	1557	474	224	1151	352	548	1629	498
V/C Ratio(X)	0.57	0.55	0.43	0.82	0.27	0.36	0.43	0.46	0.59	0.75	0.52	0.20
Avail Cap(c_a), veh/h	274	2753	837	274	2753	838	329	2834	866	548	3158	966
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	28.8	19.1	18.3	29.1	17.0	17.6	28.9	21.6	22.3	25.8	18.0	16.1
Incr Delay (d2), s/veh	2.4	0.3	0.6	17.8	0.1	0.5	1.3	0.3	1.6	5.6	0.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.1	2.1	2.2	1.3	1.7	0.7	2.0	2.6	3.0	2.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.1	19.4	18.9	46.9	17.1	18.0	30.1	21.9	23.9	31.4	18.3	16.3
LnGrp LOS	C	B	B	D	B	B	C	C	C	C	B	B
Approach Vol, veh/h		1187			808			832			1352	
Approach Delay, s/veh		20.7			25.6			23.3			22.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	18.2	9.0	22.8	8.1	24.1	8.6	23.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	35.0	5.0	34.0	6.0	39.0	5.0	34.0
Max Q Clear Time (g_c+I1), s	9.1	9.5	6.0	10.8	3.7	10.5	4.5	7.4
Green Ext Time (p_c), s	0.1	4.0	0.0	6.3	0.0	6.0	0.0	3.2

Intersection Summary	
HCM 7th Control Delay, s/veh	22.6
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	87	183	87	36	71	99	694	63	52	1096	55
Future Volume (veh/h)	57	87	183	87	36	71	99	694	63	52	1096	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	64	98	206	98	40	80	111	780	71	58	1231	62
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	99	334	283	126	362	303	143	2066	627	94	1924	584
Arrive On Green	0.05	0.18	0.18	0.07	0.19	0.19	0.08	0.40	0.40	0.05	0.37	0.37
Sat Flow, veh/h	1810	1900	1610	1810	1900	1587	1810	5187	1575	1810	5187	1575
Grp Volume(v), veh/h	64	98	206	98	40	80	111	780	71	58	1231	62
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1587	1810	1729	1575	1810	1729	1575
Q Serve(g_s), s	2.1	2.7	7.2	3.2	1.0	2.5	3.6	6.3	1.7	1.9	11.6	1.5
Cycle Q Clear(g_c), s	2.1	2.7	7.2	3.2	1.0	2.5	3.6	6.3	1.7	1.9	11.6	1.5
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	99	334	283	126	362	303	143	2066	627	94	1924	584
V/C Ratio(X)	0.64	0.29	0.73	0.77	0.11	0.26	0.77	0.38	0.11	0.62	0.64	0.11
Avail Cap(c_a), veh/h	275	1252	1061	183	1156	965	214	2980	905	245	3067	931
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	21.2	23.1	27.1	19.8	20.4	26.7	12.6	11.2	27.5	15.4	12.2
Incr Delay (d2), s/veh	6.8	0.5	3.6	11.8	0.1	0.5	9.6	0.1	0.1	6.4	0.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.1	2.8	1.7	0.4	0.9	1.7	1.9	0.5	0.9	3.6	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.2	21.7	26.6	38.9	19.9	20.9	36.4	12.7	11.3	33.9	15.7	12.3
LnGrp LOS	C	C	C	D	B	C	D	B	B	C	B	B
Approach Vol, veh/h		368			218			962			1351	
Approach Delay, s/veh		26.6			28.8			15.4			16.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	27.6	8.1	16.4	8.7	26.0	7.3	17.3
Change Period (Y+Rc), s	4.0	4.0	4.0	6.0	4.0	4.0	4.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	6.0	39.0	7.0	35.0	9.0	36.0
Max Q Clear Time (g_c+I1), s	3.9	8.3	5.2	9.2	5.6	13.6	4.1	4.5
Green Ext Time (p_c), s	0.0	5.3	0.0	1.3	0.0	8.4	0.0	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	18.3
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	4.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	90	81	6	98	51
Future Vol, veh/h	6	90	81	6	98	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	95	85	6	103	54

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	322	46	0	0	92	0
Stage 1	88	-	-	-	-	-
Stage 2	233	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	647	1014	-	-	1501	-
Stage 1	925	-	-	-	-	-
Stage 2	784	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	603	1014	-	-	1501	-
Mov Cap-2 Maneuver	603	-	-	-	-	-
Stage 1	925	-	-	-	-	-
Stage 2	730	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.13	0	4.98
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	972	1501	-
HCM Lane V/C Ratio	-	-	0.104	0.069	-
HCM Ctrl Dly (s/v)	-	-	9.1	7.6	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.2	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1444	26	0	910	0	24
Future Vol, veh/h	1444	26	0	910	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	90	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1520	27	0	958	0	25

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	760
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	299
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	299
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	18.15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	299	-	-	-
HCM Lane V/C Ratio	0.084	-	-	-
HCM Ctrl Dly (s/v)	18.1	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1438	24	0	954	0	24
Future Vol, veh/h	1438	24	0	954	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1514	25	0	1004	0	25

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	757
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	300
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	300
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	18.08
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	300	-	-	-
HCM Lane V/C Ratio	0.084	-	-	-
HCM Ctrl Dly (s/v)	18.1	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1344	18	0	949	0	36
Future Vol, veh/h	1344	18	0	949	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1415	19	0	999	0	38

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	707
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	324
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	324
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	17.59
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	324	-	-	-
HCM Lane V/C Ratio	0.117	-	-	-
HCM Ctrl Dly (s/v)	17.6	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	18	0	1836	1658	32
Future Vol, veh/h	0	18	0	1836	1658	32
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	-	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	19	0	1933	1745	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	873	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	252	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	252	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	20.44	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	252	-	-
HCM Lane V/C Ratio	-	0.075	-	-
HCM Ctrl Dly (s/v)	-	20.4	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

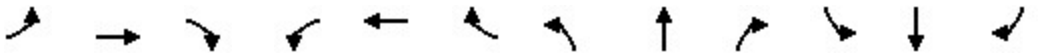
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	18	0	2030	1878	0
Future Vol, veh/h	0	18	0	2030	1878	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	19	0	2137	1977	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	988	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	211	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	211	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	23.72	0	0
HCM LOS	C		

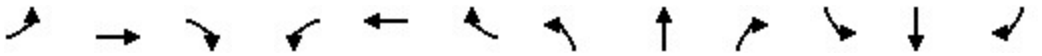
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	211	-	-
HCM Lane V/C Ratio	-	0.09	-	-
HCM Ctrl Dly (s/v)	-	23.7	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	1017	11	3	1518	24	14	2	2	50	0	52
Future Volume (veh/h)	29	1017	11	3	1518	24	14	2	2	50	0	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	32	1105	12	3	1650	26	15	2	2	54	0	57
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	69	2515	27	7	2322	37	390	53	31	250	44	155
Arrive On Green	0.04	0.48	0.48	0.00	0.44	0.44	0.19	0.19	0.19	0.19	0.00	0.19
Sat Flow, veh/h	1810	5290	57	1810	5258	83	1112	275	163	540	228	811
Grp Volume(v), veh/h	32	722	395	3	1085	591	19	0	0	111	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1890	1810	1729	1883	1550	0	0	1579	0	0
Q Serve(g_s), s	0.6	5.1	5.1	0.1	9.3	9.3	0.0	0.0	0.0	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.6	5.1	5.1	0.1	9.3	9.3	0.3	0.0	0.0	2.0	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.04	0.79		0.11	0.49		0.51
Lane Grp Cap(c), veh/h	69	1644	898	7	1527	831	474	0	0	449	0	0
V/C Ratio(X)	0.47	0.44	0.44	0.40	0.71	0.71	0.04	0.00	0.00	0.25	0.00	0.00
Avail Cap(c_a), veh/h	248	1705	932	248	1705	928	1180	0	0	1199	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	17.2	6.3	6.3	18.1	8.3	8.3	12.0	0.0	0.0	12.7	0.0	0.0
Incr Delay (d2), s/veh	4.8	0.2	0.3	31.7	1.2	2.2	0.0	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.7	0.8	0.1	1.7	2.1	0.1	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.0	6.5	6.7	49.9	9.5	10.5	12.1	0.0	0.0	13.0	0.0	0.0
LnGrp LOS	C	A	A	D	A	B	B			B		
Approach Vol, veh/h		1149			1679			19			111	
Approach Delay, s/veh		7.0			10.0			12.1			13.0	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.0	4.1	21.4		11.0	5.4	20.1				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		25.0	5.0	18.0		25.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s		2.3	2.1	7.1		4.0	2.6	11.3				
Green Ext Time (p_c), s		0.0	0.0	4.8		0.5	0.0	4.8				

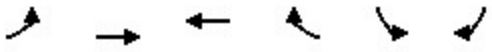
Intersection Summary	
HCM 7th Control Delay, s/veh	8.9
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	299	746	383	244	1016	244	403	1481	197	250	1256	227
Future Volume (veh/h)	299	746	383	244	1016	244	403	1481	197	250	1256	227
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		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781
Adj Flow Rate, veh/h	308	769	395	252	1047	252	415	1527	203	258	1295	234
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	8	8	8	8	8	8	8	8	8	8	8	8
Cap, veh/h	346	1456	446	283	1363	561	470	1780	676	315	1550	634
Arrive On Green	0.11	0.30	0.30	0.09	0.28	0.28	0.14	0.37	0.37	0.10	0.32	0.32
Sat Flow, veh/h	3291	4863	1490	3291	4863	1488	3291	4863	1491	3291	4863	1491
Grp Volume(v), veh/h	308	769	395	252	1047	252	415	1527	203	258	1295	234
Grp Sat Flow(s),veh/h/ln	1646	1621	1490	1646	1621	1488	1646	1621	1491	1646	1621	1491
Q Serve(g_s), s	9.7	13.8	26.4	7.9	20.7	13.3	12.9	30.4	9.0	8.0	25.9	11.2
Cycle Q Clear(g_c), s	9.7	13.8	26.4	7.9	20.7	13.3	12.9	30.4	9.0	8.0	25.9	11.2
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	346	1456	446	283	1363	561	470	1780	676	315	1550	634
V/C Ratio(X)	0.89	0.53	0.88	0.89	0.77	0.45	0.88	0.86	0.30	0.82	0.84	0.37
Avail Cap(c_a), veh/h	346	1580	484	283	1487	599	472	1905	714	315	1673	671
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.2	30.5	34.9	47.3	34.5	24.5	44.0	30.6	18.2	46.4	33.1	20.6
Incr Delay (d2), s/veh	23.6	0.3	16.7	27.4	2.3	0.6	17.5	4.0	0.2	15.7	3.6	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	5.1	11.0	4.2	7.9	4.4	6.1	11.4	0.0	3.8	9.8	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	69.9	30.8	51.6	74.8	36.8	25.1	61.5	34.6	18.4	62.2	36.7	21.0
LnGrp LOS	E	C	D	E	D	C	E	C	B	E	D	C
Approach Vol, veh/h		1472			1551			2145			1787	
Approach Delay, s/veh		44.6			41.1			38.3			38.3	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	42.3	13.0	35.3	19.0	37.4	15.0	33.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	41.0	9.0	34.0	15.0	36.0	11.0	32.0
Max Q Clear Time (g_c+I1), s	10.0	32.4	9.9	28.4	14.9	27.9	11.7	22.7
Green Ext Time (p_c), s	0.0	5.9	0.0	2.9	0.0	5.1	0.0	4.9

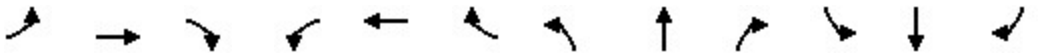
Intersection Summary	
HCM 7th Control Delay, s/veh	40.2
HCM 7th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	149	1237	1358	134	167	106
Future Volume (veh/h)	149	1237	1358	134	167	106
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	154	1275	1400	138	172	109
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	359	3287	2239	694	586	269
Arrive On Green	0.10	0.63	0.43	0.43	0.17	0.17
Sat Flow, veh/h	3510	5358	5358	1608	3510	1610
Grp Volume(v), veh/h	154	1275	1400	138	172	109
Grp Sat Flow(s),veh/h/ln	1755	1729	1729	1608	1755	1610
Q Serve(g_s), s	1.7	4.8	8.4	2.1	1.7	2.4
Cycle Q Clear(g_c), s	1.7	4.8	8.4	2.1	1.7	2.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	359	3287	2239	694	586	269
V/C Ratio(X)	0.43	0.39	0.63	0.20	0.29	0.41
Avail Cap(c_a), veh/h	438	4009	2845	882	2713	1244
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	16.9	3.6	8.9	7.1	14.6	14.9
Incr Delay (d2), s/veh	0.8	0.1	0.3	0.1	0.3	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.2	1.7	0.0	0.6	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.7	3.6	9.2	7.2	14.9	15.9
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		1429	1538		281	
Approach Delay, s/veh		5.2	9.0		15.3	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			29.4		10.7	8.1	21.3
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			31.0		31.0	5.0	22.0
Max Q Clear Time (g_c+I1), s			6.8		4.4	3.7	10.4
Green Ext Time (p_c), s			8.9		0.9	0.1	6.9

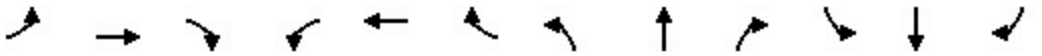
Intersection Summary	
HCM 7th Control Delay, s/veh	7.8
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	1228	140	59	1414	145	139	50	32	221	66	156
Future Volume (veh/h)	146	1228	140	59	1414	145	139	50	32	221	66	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	149	1253	143	60	1443	148	142	51	33	226	67	159
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	279	2176	676	97	2043	634	276	528	234	348	603	264
Arrive On Green	0.08	0.42	0.42	0.05	0.39	0.39	0.08	0.15	0.15	0.10	0.17	0.17
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	3510	3610	1600	3510	3610	1578
Grp Volume(v), veh/h	149	1253	143	60	1443	148	142	51	33	226	67	159
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1755	1805	1600	1755	1805	1578
Q Serve(g_s), s	2.3	10.5	3.2	1.8	13.3	3.5	2.2	0.7	1.0	3.5	0.9	5.3
Cycle Q Clear(g_c), s	2.3	10.5	3.2	1.8	13.3	3.5	2.2	0.7	1.0	3.5	0.9	5.3
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	279	2176	676	97	2043	634	276	528	234	348	603	264
V/C Ratio(X)	0.53	0.58	0.21	0.62	0.71	0.23	0.52	0.10	0.14	0.65	0.11	0.60
Avail Cap(c_a), veh/h	308	2459	763	159	2459	763	308	2029	899	616	2346	1025
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	25.2	12.6	10.5	26.4	14.5	11.5	25.2	21.0	21.2	24.7	20.1	22.0
Incr Delay (d2), s/veh	1.6	0.3	0.2	6.2	0.7	0.2	1.5	0.1	0.3	2.0	0.1	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.0	0.9	0.9	4.0	1.0	0.9	0.3	0.3	1.4	0.3	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.8	12.9	10.7	32.6	15.2	11.7	26.7	21.1	21.5	26.7	20.2	24.2
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1545			1651			226			452	
Approach Delay, s/veh		14.0			15.5			24.7			24.9	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	12.3	7.1	27.9	8.5	13.5	8.5	26.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	32.0	5.0	27.0	5.0	37.0	5.0	27.0
Max Q Clear Time (g_c+I1), s	5.5	3.0	3.8	12.5	4.2	7.3	4.3	15.3
Green Ext Time (p_c), s	0.3	0.3	0.0	7.2	0.0	0.9	0.0	7.1

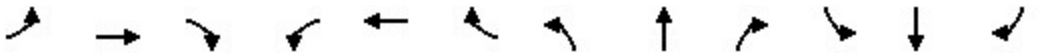
Intersection Summary	
HCM 7th Control Delay, s/veh	16.6
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	241	970	365	272	665	184	323	1095	413	179	916	210
Future Volume (veh/h)	241	970	365	272	665	184	323	1095	413	179	916	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796
Adj Flow Rate, veh/h	243	980	369	275	672	186	326	1106	417	181	925	212
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	225	1506	467	263	1562	484	338	1746	541	255	1130	497
Arrive On Green	0.07	0.31	0.31	0.08	0.32	0.32	0.10	0.36	0.36	0.08	0.33	0.33
Sat Flow, veh/h	3319	4904	1519	3319	4904	1519	3319	4904	1521	3319	3413	1502
Grp Volume(v), veh/h	243	980	369	275	672	186	326	1106	417	181	925	212
Grp Sat Flow(s),veh/h/ln	1659	1635	1519	1659	1635	1519	1659	1635	1521	1659	1706	1502
Q Serve(g_s), s	6.0	15.3	19.7	7.0	9.6	8.4	8.7	16.6	21.5	4.7	22.0	9.7
Cycle Q Clear(g_c), s	6.0	15.3	19.7	7.0	9.6	8.4	8.7	16.6	21.5	4.7	22.0	9.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	225	1506	467	263	1562	484	338	1746	541	255	1130	497
V/C Ratio(X)	1.08	0.65	0.79	1.05	0.43	0.38	0.97	0.63	0.77	0.71	0.82	0.43
Avail Cap(c_a), veh/h	225	1774	550	263	1830	567	338	1940	602	375	1389	611
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	41.2	26.5	28.0	40.7	23.8	23.4	39.6	23.7	25.3	39.9	27.2	23.0
Incr Delay (d2), s/veh	82.7	0.7	6.6	68.4	0.2	0.5	39.6	0.6	5.5	3.6	3.3	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	5.5	7.3	5.2	3.4	2.8	5.2	5.8	7.7	1.9	8.5	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	123.9	27.2	34.6	109.1	24.0	23.9	79.2	24.3	30.8	43.5	30.4	23.6
LnGrp LOS	F	C	C	F	C	C	E	C	C	D	C	C
Approach Vol, veh/h		1592			1133			1849			1318	
Approach Delay, s/veh		43.7			44.6			35.4			31.1	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	35.5	11.0	31.2	13.0	33.3	10.0	32.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	35.0	7.0	32.0	9.0	36.0	6.0	33.0
Max Q Clear Time (g_c+I1), s	6.7	18.6	9.0	21.7	10.7	24.0	8.0	11.6
Green Ext Time (p_c), s	0.2	4.8	0.0	5.3	0.0	5.1	0.0	4.7

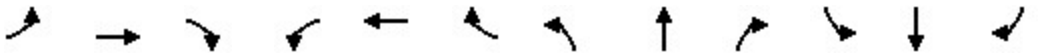
Intersection Summary	
HCM 7th Control Delay, s/veh	38.5
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	779	20	36	1037	297	47	38	38	198	46	114
Future Volume (veh/h)	111	779	20	36	1037	297	47	38	38	198	46	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	116	811	21	38	1080	309	49	40	40	206	48	119
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	149	2050	633	72	1273	565	86	264	222	259	445	376
Arrive On Green	0.08	0.40	0.40	0.04	0.35	0.35	0.05	0.14	0.14	0.14	0.23	0.23
Sat Flow, veh/h	1810	5187	1602	1810	3610	1601	1810	1900	1600	1810	1900	1604
Grp Volume(v), veh/h	116	811	21	38	1080	309	49	40	40	206	48	119
Grp Sat Flow(s),veh/h/ln	1810	1729	1602	1810	1805	1601	1810	1900	1600	1810	1900	1604
Q Serve(g_s), s	3.6	6.3	0.5	1.2	15.6	8.7	1.5	1.0	1.2	6.2	1.1	3.5
Cycle Q Clear(g_c), s	3.6	6.3	0.5	1.2	15.6	8.7	1.5	1.0	1.2	6.2	1.1	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	149	2050	633	72	1273	565	86	264	222	259	445	376
V/C Ratio(X)	0.78	0.40	0.03	0.53	0.85	0.55	0.57	0.15	0.18	0.80	0.11	0.32
Avail Cap(c_a), veh/h	160	2050	633	160	1405	623	160	841	708	384	1076	908
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	25.4	12.2	10.5	26.6	16.9	14.7	26.3	21.4	21.5	23.4	17.0	17.9
Incr Delay (d2), s/veh	20.1	0.1	0.0	5.9	4.7	0.8	5.8	0.3	0.4	6.9	0.1	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	2.1	1.8	0.1	0.6	5.7	2.6	0.7	0.4	0.4	2.9	0.5	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.5	12.4	10.5	32.5	21.6	15.5	32.2	21.7	21.9	30.3	17.1	18.4
LnGrp LOS	D	B	B	C	C	B	C	C	C	C	B	B
Approach Vol, veh/h		948			1427			129			373	
Approach Delay, s/veh		16.4			20.6			25.7			24.8	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	11.8	6.2	26.3	6.7	17.2	8.7	23.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	25.0	5.0	22.0	5.0	32.0	5.0	22.0
Max Q Clear Time (g_c+I1), s	8.2	3.2	3.2	8.3	3.5	5.5	5.6	17.6
Green Ext Time (p_c), s	0.2	0.2	0.0	4.2	0.0	0.6	0.0	2.3

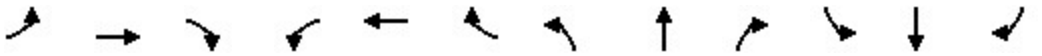
Intersection Summary	
HCM 7th Control Delay, s/veh	20.0
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	803	83	148	760	17	110	32	143	43	18	3
Future Volume (veh/h)	19	803	83	148	760	17	110	32	143	43	18	3
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		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	836	86	154	792	18	115	33	149	45	19	3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	44	1137	491	191	1431	633	149	367	310	85	301	250
Arrive On Green	0.02	0.32	0.32	0.11	0.40	0.40	0.08	0.19	0.19	0.05	0.16	0.16
Sat Flow, veh/h	1810	3610	1559	1810	3610	1598	1810	1900	1605	1810	1900	1583
Grp Volume(v), veh/h	20	836	86	154	792	18	115	33	149	45	19	3
Grp Sat Flow(s),veh/h/ln	1810	1805	1559	1810	1805	1598	1810	1900	1605	1810	1900	1583
Q Serve(g_s), s	0.5	9.8	1.9	3.9	8.0	0.3	2.9	0.7	3.9	1.1	0.4	0.1
Cycle Q Clear(g_c), s	0.5	9.8	1.9	3.9	8.0	0.3	2.9	0.7	3.9	1.1	0.4	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	1137	491	191	1431	633	149	367	310	85	301	250
V/C Ratio(X)	0.45	0.74	0.18	0.80	0.55	0.03	0.77	0.09	0.48	0.53	0.06	0.01
Avail Cap(c_a), veh/h	191	1451	627	191	1451	642	191	1005	849	191	1005	837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	14.4	11.7	20.7	11.0	8.7	21.2	15.6	16.9	22.0	16.9	16.8
Incr Delay (d2), s/veh	7.1	1.5	0.2	21.5	0.4	0.0	13.4	0.1	1.2	5.0	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.1	0.5	2.5	2.2	0.1	1.6	0.3	1.2	0.5	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.8	15.9	11.9	42.2	11.5	8.7	34.7	15.8	18.1	27.0	17.0	16.8
LnGrp LOS	C	B	B	D	B	A	C	B	B	C	B	B
Approach Vol, veh/h		942			964			297			67	
Approach Delay, s/veh		15.8			16.3			24.3			23.7	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	13.1	9.0	18.9	7.9	11.5	5.2	22.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	25.0	5.0	19.0	5.0	25.0	5.0	19.0
Max Q Clear Time (g_c+I1), s	3.1	5.9	5.9	11.8	4.9	2.4	2.5	10.0
Green Ext Time (p_c), s	0.0	0.5	0.0	2.8	0.0	0.0	0.0	3.2

Intersection Summary	
HCM 7th Control Delay, s/veh	17.4
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	267	2	642	511	523	542	316	1419	16	4	1781	306
Future Volume (veh/h)	267	2	642	511	523	542	316	1419	16	4	1781	306
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	276	0	662	597	441	559	326	1463	16	4	1836	315
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	562	0	499	815	428	724	327	2429	27	9	1925	597
Arrive On Green	0.16	0.00	0.16	0.23	0.23	0.23	0.10	0.47	0.47	0.01	0.38	0.38
Sat Flow, veh/h	3506	0	3114	3506	1841	3116	3401	5125	56	1753	5025	1559
Grp Volume(v), veh/h	276	0	662	597	441	559	326	956	523	4	1836	315
Grp Sat Flow(s),veh/h/ln	1753	0	1557	1753	1841	1558	1700	1675	1831	1753	1675	1559
Q Serve(g_s), s	9.0	0.0	20.0	19.7	29.0	20.9	12.0	26.2	26.2	0.3	44.3	19.5
Cycle Q Clear(g_c), s	9.0	0.0	20.0	19.7	29.0	20.9	12.0	26.2	26.2	0.3	44.3	19.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	562	0	499	815	428	724	327	1588	868	9	1925	597
V/C Ratio(X)	0.49	0.00	1.33	0.73	1.03	0.77	1.00	0.60	0.60	0.44	0.95	0.53
Avail Cap(c_a), veh/h	562	0	499	815	428	724	327	1588	868	70	1933	599
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.8	0.0	52.4	44.3	47.9	44.8	56.4	24.2	24.2	61.9	37.4	29.8
Incr Delay (d2), s/veh	0.7	0.0	160.4	3.4	51.8	5.2	48.9	0.6	1.2	30.0	11.5	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	18.6	8.6	18.9	8.3	7.1	9.7	10.7	0.2	18.8	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.4	0.0	212.9	47.7	99.7	50.0	105.3	24.8	25.3	91.9	48.9	30.6
LnGrp LOS	D		F	D	F	D	F	C	C	F	D	C
Approach Vol, veh/h		938			1597			1805			2155	
Approach Delay, s/veh		164.5			62.9			39.5			46.3	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	63.2		24.0	16.0	51.8		33.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	5.0	55.0		20.0	12.0	48.0		29.0				
Max Q Clear Time (g_c+I1), s	2.3	28.2		22.0	14.0	46.3		31.0				
Green Ext Time (p_c), s	0.0	10.2		0.0	0.0	1.5		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	65.5	
HCM 7th LOS	E	

Notes

User approved volume balancing among the lanes for turning movement.

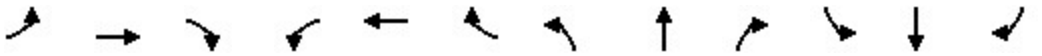


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	600	58	71	929	51	50
Future Volume (veh/h)	600	58	71	929	51	50
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	645	62	76	999	55	54
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1181	113	144	2077	122	120
Arrive On Green	0.35	0.35	0.08	0.58	0.14	0.14
Sat Flow, veh/h	3422	319	1810	3705	853	838
Grp Volume(v), veh/h	350	357	76	999	110	0
Grp Sat Flow(s),veh/h/ln	1805	1841	1810	1805	1707	0
Q Serve(g_s), s	4.4	4.4	1.1	4.6	1.7	0.0
Cycle Q Clear(g_c), s	4.4	4.4	1.1	4.6	1.7	0.0
Prop In Lane		0.17	1.00		0.50	0.49
Lane Grp Cap(c), veh/h	641	653	144	2077	244	0
V/C Ratio(X)	0.55	0.55	0.53	0.48	0.45	0.00
Avail Cap(c_a), veh/h	1526	1556	510	4578	962	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	7.3	7.3	12.6	3.5	11.1	0.0
Incr Delay (d2), s/veh	0.7	0.7	3.0	0.2	1.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.7	0.4	0.1	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	8.1	8.0	15.6	3.7	12.4	0.0
LnGrp LOS	A	A	B	A	B	
Approach Vol, veh/h	707			1075	110	
Approach Delay, s/veh	8.0			4.6	12.4	
Approach LOS	A			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		8.1	6.3	14.1		20.3
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		16.0	8.0	24.0		36.0
Max Q Clear Time (g_c+I1), s		3.7	3.1	6.4		6.6
Green Ext Time (p_c), s		0.2	0.0	3.5		7.1

Intersection Summary	
HCM 7th Control Delay, s/veh	6.3
HCM 7th LOS	A

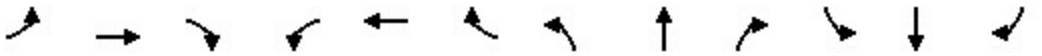
Notes
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	265	168	178	383	289	222	1384	116	206	1277	159
Future Volume (veh/h)	194	265	168	178	383	289	222	1384	116	206	1277	159
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		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	202	276	175	185	399	301	231	1442	121	215	1330	166
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	294	952	735	271	929	413	323	1781	545	334	1797	557
Arrive On Green	0.08	0.26	0.26	0.08	0.26	0.26	0.09	0.34	0.34	0.10	0.35	0.35
Sat Flow, veh/h	3510	3610	2785	3510	3610	1603	3510	5187	1587	3510	5187	1607
Grp Volume(v), veh/h	202	276	175	185	399	301	231	1442	121	215	1330	166
Grp Sat Flow(s),veh/h/ln	1755	1805	1392	1755	1805	1603	1755	1729	1587	1755	1729	1607
Q Serve(g_s), s	4.1	4.4	3.6	3.7	6.7	12.5	4.6	18.4	3.9	4.3	16.4	5.5
Cycle Q Clear(g_c), s	4.1	4.4	3.6	3.7	6.7	12.5	4.6	18.4	3.9	4.3	16.4	5.5
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	294	952	735	271	929	413	323	1781	545	334	1797	557
V/C Ratio(X)	0.69	0.29	0.24	0.68	0.43	0.73	0.72	0.81	0.22	0.64	0.74	0.30
Avail Cap(c_a), veh/h	387	1691	1304	290	1591	706	387	1929	590	339	1858	576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.3	21.3	21.0	32.6	22.5	24.6	32.0	21.7	16.9	31.7	20.8	17.3
Incr Delay (d2), s/veh	3.3	0.2	0.2	5.9	0.3	2.5	5.0	2.5	0.2	4.1	1.6	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	1.7	1.7	1.0	1.7	2.6	4.4	2.0	6.7	1.3	1.8	5.9	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.6	21.5	21.2	38.5	22.8	27.1	37.0	24.2	17.1	35.7	22.4	17.6
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	C	B
Approach Vol, veh/h		653			885			1794			1711	
Approach Delay, s/veh		25.8			27.6			25.4			23.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	28.9	9.6	23.2	10.7	29.2	10.1	22.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	27.0	6.0	34.0	8.0	26.0	8.0	32.0
Max Q Clear Time (g_c+I1), s	6.3	20.4	5.7	6.4	6.6	18.4	6.1	14.5
Green Ext Time (p_c), s	0.0	4.6	0.0	2.3	0.1	4.9	0.1	3.1

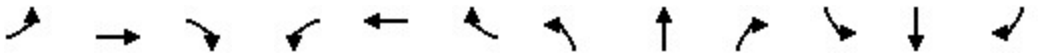
Intersection Summary	
HCM 7th Control Delay, s/veh	25.2
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	517	27	59	699	30	35	3	80	14	4	11
Future Volume (veh/h)	10	517	27	59	699	30	35	3	80	14	4	11
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		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	568	30	65	768	33	38	3	88	15	4	12
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	36	993	427	154	1198	51	253	20	242	125	33	100
Arrive On Green	0.02	0.27	0.27	0.09	0.34	0.34	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1810	3610	1554	1810	3521	151	1683	133	1607	840	224	672
Grp Volume(v), veh/h	11	568	30	65	394	407	41	0	88	31	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1554	1810	1805	1867	1816	0	1607	1735	0	0
Q Serve(g_s), s	0.3	6.4	0.7	1.6	8.6	8.7	0.9	0.0	2.3	0.7	0.0	0.0
Cycle Q Clear(g_c), s	0.3	6.4	0.7	1.6	8.6	8.7	0.9	0.0	2.3	0.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.08	0.93		1.00	0.48		0.39
Lane Grp Cap(c), veh/h	36	993	427	154	614	635	273	0	242	258	0	0
V/C Ratio(X)	0.31	0.57	0.07	0.42	0.64	0.64	0.15	0.00	0.36	0.12	0.00	0.00
Avail Cap(c_a), veh/h	269	2150	926	269	1075	1112	850	0	752	258	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	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.7	14.7	12.6	20.4	13.1	13.1	17.3	0.0	17.9	17.3	0.0	0.0
Incr Delay (d2), s/veh	4.7	0.5	0.1	1.8	1.1	1.1	0.3	0.0	0.9	0.2	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.0	0.2	0.6	2.6	2.7	0.3	0.0	0.7	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.4	15.2	12.7	22.2	14.2	14.2	17.6	0.0	18.9	17.5	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	B		B	B		
Approach Vol, veh/h		609			866			129			31	
Approach Delay, s/veh		15.3			14.8			18.5			17.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.1	8.0	16.9		11.0	4.9	20.0				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		22.0	7.0	28.0		7.0	7.0	28.0				
Max Q Clear Time (g_c+I1), s		4.3	3.6	8.4		2.7	2.3	10.7				
Green Ext Time (p_c), s		0.4	0.0	3.3		0.0	0.0	4.1				

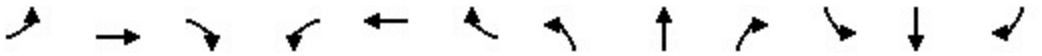
Intersection Summary	
HCM 7th Control Delay, s/veh	15.3
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	271	161	242	310	84	159	174	192	51	98	13
Future Volume (veh/h)	24	271	161	242	310	84	159	174	192	51	98	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		1.00	1.00		1.00	1.00		0.93	1.00		0.91
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	25	282	168	252	323	88	166	181	200	53	102	14
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	70	558	249	349	777	346	258	855	672	117	712	98
Arrive On Green	0.04	0.15	0.15	0.10	0.22	0.22	0.07	0.45	0.45	0.06	0.44	0.44
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	1900	1493	1810	1614	222
Grp Volume(v), veh/h	25	282	168	252	323	88	166	181	200	53	0	116
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1900	1493	1810	0	1836
Q Serve(g_s), s	0.9	5.0	6.8	4.8	5.3	3.1	3.2	4.0	5.9	2.0	0.0	2.6
Cycle Q Clear(g_c), s	0.9	5.0	6.8	4.8	5.3	3.1	3.2	4.0	5.9	2.0	0.0	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	70	558	249	349	777	346	258	855	672	117	0	810
V/C Ratio(X)	0.36	0.51	0.68	0.72	0.42	0.25	0.64	0.21	0.30	0.45	0.00	0.14
Avail Cap(c_a), veh/h	183	1306	583	406	1358	606	406	935	735	183	0	877
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	32.4	26.8	27.6	30.2	23.4	22.5	31.1	11.6	12.1	31.1	0.0	11.5
Incr Delay (d2), s/veh	3.1	0.7	3.2	5.2	0.4	0.4	2.7	0.1	0.2	2.7	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.0	2.6	2.1	2.0	1.1	1.3	1.4	1.6	0.9	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.5	27.5	30.8	35.4	23.7	22.9	33.8	11.7	12.3	33.9	0.0	11.6
LnGrp LOS	D	C	C	D	C	C	C	B	B	C		B
Approach Vol, veh/h		475			663			547			169	
Approach Delay, s/veh		29.1			28.1			18.6			18.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	35.1	10.9	14.7	9.1	34.5	6.7	18.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	34.0	8.0	25.0	8.0	33.0	7.0	26.0
Max Q Clear Time (g_c+I1), s	4.0	7.9	6.8	8.8	5.2	4.6	2.9	7.3
Green Ext Time (p_c), s	0.0	1.6	0.1	1.9	0.1	0.5	0.0	1.9

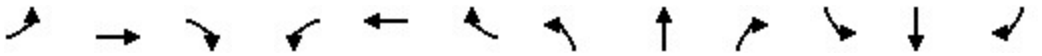
Intersection Summary	
HCM 7th Control Delay, s/veh	24.7
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	344	44	54	335	93	37	33	54	112	31	52
Future Volume (veh/h)	41	344	44	54	335	93	37	33	54	112	31	52
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		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	355	45	56	345	96	38	34	56	115	32	54
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	86	758	336	107	800	354	153	400	337	327	494	412
Arrive On Green	0.05	0.21	0.21	0.06	0.22	0.22	0.04	0.21	0.21	0.09	0.26	0.26
Sat Flow, veh/h	1810	3610	1599	1810	3610	1599	3510	1900	1603	3510	1900	1584
Grp Volume(v), veh/h	42	355	45	56	345	96	38	34	56	115	32	54
Grp Sat Flow(s),veh/h/ln	1810	1805	1599	1810	1805	1599	1755	1900	1603	1755	1900	1584
Q Serve(g_s), s	0.8	3.2	0.9	1.1	3.1	1.9	0.4	0.5	1.1	1.1	0.5	1.0
Cycle Q Clear(g_c), s	0.8	3.2	0.9	1.1	3.1	1.9	0.4	0.5	1.1	1.1	0.5	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	86	758	336	107	800	354	153	400	337	327	494	412
V/C Ratio(X)	0.49	0.47	0.13	0.52	0.43	0.27	0.25	0.09	0.17	0.35	0.06	0.13
Avail Cap(c_a), veh/h	290	2508	1111	338	2604	1154	469	1777	1499	563	1827	1524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.4	13.0	12.0	17.1	12.5	12.1	17.3	11.9	12.1	15.9	10.4	10.6
Incr Delay (d2), s/veh	4.3	0.5	0.2	4.0	0.4	0.4	0.8	0.1	0.2	0.6	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.9	0.2	0.5	0.9	0.5	0.1	0.2	0.3	0.4	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.7	13.4	12.2	21.1	12.9	12.5	18.1	12.0	12.3	16.6	10.5	10.8
LnGrp LOS	C	B	B	C	B	B	B	B	B	B	B	B
Approach Vol, veh/h		442			497			128			201	
Approach Delay, s/veh		14.1			13.7			14.0			14.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	11.9	6.2	11.9	5.6	13.7	5.8	12.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	35.0	7.0	26.0	5.0	36.0	6.0	27.0
Max Q Clear Time (g_c+I1), s	3.1	3.1	3.1	5.2	2.4	3.0	2.8	5.1
Green Ext Time (p_c), s	0.1	0.3	0.0	2.0	0.0	0.3	0.0	2.2

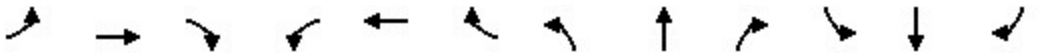
Intersection Summary	
HCM 7th Control Delay, s/veh	13.9
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	141	205	101	232	143	443	1286	156	151	1027	64
Future Volume (veh/h)	39	141	205	101	232	143	443	1286	156	151	1027	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	144	209	103	237	146	452	1312	159	154	1048	65
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	143	668	297	241	1105	338	570	2075	636	272	1634	500
Arrive On Green	0.04	0.18	0.18	0.07	0.21	0.21	0.16	0.40	0.40	0.08	0.32	0.32
Sat Flow, veh/h	3510	3610	1608	3510	5187	1585	3510	5187	1589	3510	5187	1588
Grp Volume(v), veh/h	40	144	209	103	237	146	452	1312	159	154	1048	65
Grp Sat Flow(s),veh/h/ln	1755	1805	1608	1755	1729	1585	1755	1729	1589	1755	1729	1588
Q Serve(g_s), s	0.7	2.0	7.2	1.7	2.2	4.8	7.4	12.1	4.0	2.5	10.3	1.7
Cycle Q Clear(g_c), s	0.7	2.0	7.2	1.7	2.2	4.8	7.4	12.1	4.0	2.5	10.3	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	143	668	297	241	1105	338	570	2075	636	272	1634	500
V/C Ratio(X)	0.28	0.22	0.70	0.43	0.21	0.43	0.79	0.63	0.25	0.57	0.64	0.13
Avail Cap(c_a), veh/h	295	2002	891	354	2963	906	649	3051	934	295	2528	774
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	20.6	22.7	26.6	19.3	20.3	24.0	14.3	11.9	26.5	17.5	14.6
Incr Delay (d2), s/veh	1.1	0.2	3.0	1.2	0.1	0.9	6.0	0.3	0.2	2.1	0.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.7	2.6	0.7	0.8	1.6	3.1	3.7	1.1	1.0	3.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.8	20.7	25.7	27.8	19.4	21.2	29.9	14.7	12.1	28.6	17.9	14.7
LnGrp LOS	C	C	C	C	B	C	C	B	B	C	B	B
Approach Vol, veh/h		393			486			1923			1267	
Approach Delay, s/veh		24.2			21.7			18.0			19.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	27.8	8.1	15.0	13.7	22.8	6.4	16.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	35.0	6.0	33.0	11.0	29.0	5.0	34.0
Max Q Clear Time (g_c+I1), s	4.5	14.1	3.7	9.2	9.4	12.3	2.7	6.8
Green Ext Time (p_c), s	0.0	9.3	0.0	1.4	0.3	6.3	0.0	1.8

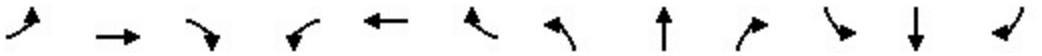
Intersection Summary	
HCM 7th Control Delay, s/veh	19.4
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	463	145	194	827	43	243	673	185	68	643	83
Future Volume (veh/h)	42	463	145	194	827	43	243	673	185	68	643	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	487	153	204	871	45	256	708	195	72	677	87
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	151	1060	472	308	1181	61	361	1085	481	202	1324	408
Arrive On Green	0.04	0.29	0.29	0.09	0.34	0.34	0.10	0.30	0.30	0.06	0.26	0.26
Sat Flow, veh/h	3510	3610	1607	3510	3492	180	3510	3610	1599	3510	5187	1597
Grp Volume(v), veh/h	44	487	153	204	450	466	256	708	195	72	677	87
Grp Sat Flow(s),veh/h/ln	1755	1805	1607	1755	1805	1867	1755	1805	1599	1755	1729	1597
Q Serve(g_s), s	0.7	6.8	4.6	3.5	13.5	13.5	4.3	10.5	6.0	1.2	6.9	2.6
Cycle Q Clear(g_c), s	0.7	6.8	4.6	3.5	13.5	13.5	4.3	10.5	6.0	1.2	6.9	2.6
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	151	1060	472	308	611	632	361	1085	481	202	1324	408
V/C Ratio(X)	0.29	0.46	0.32	0.66	0.74	0.74	0.71	0.65	0.41	0.36	0.51	0.21
Avail Cap(c_a), veh/h	286	1705	759	400	911	943	400	1940	859	286	2618	806
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	28.5	17.7	16.9	27.1	17.9	17.9	26.7	18.7	17.1	27.8	19.6	18.0
Incr Delay (d2), s/veh	1.1	0.3	0.4	2.6	1.8	1.7	5.1	0.7	0.6	1.1	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.5	1.5	1.4	5.1	5.2	1.8	3.6	2.0	0.5	2.3	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.5	18.0	17.3	29.8	19.7	19.6	31.8	19.4	17.7	28.9	19.9	18.3
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		684			1120			1159			836	
Approach Delay, s/veh		18.6			21.5			21.8			20.5	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	22.5	9.4	22.0	10.3	19.7	6.6	24.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	33.0	7.0	29.0	7.0	31.0	5.0	31.0
Max Q Clear Time (g_c+I1), s	3.2	12.5	5.5	8.8	6.3	8.9	2.7	15.5
Green Ext Time (p_c), s	0.0	4.7	0.1	3.4	0.1	4.3	0.0	4.9

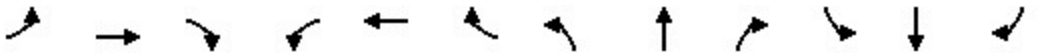
Intersection Summary	
HCM 7th Control Delay, s/veh	20.8
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	498	135	185	699	87	341	942	207	149	783	115
Future Volume (veh/h)	123	498	135	185	699	87	341	942	207	149	783	115
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		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	128	519	141	193	728	91	355	981	216	155	816	120
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	247	1454	444	275	1496	451	459	1643	510	258	1346	417
Arrive On Green	0.07	0.28	0.28	0.08	0.29	0.29	0.13	0.32	0.32	0.07	0.26	0.26
Sat Flow, veh/h	3510	5187	1583	3510	5187	1562	3510	5187	1609	3510	5187	1608
Grp Volume(v), veh/h	128	519	141	193	728	91	355	981	216	155	816	120
Grp Sat Flow(s),veh/h/ln	1755	1729	1583	1755	1729	1562	1755	1729	1609	1755	1729	1608
Q Serve(g_s), s	2.2	5.1	4.5	3.4	7.4	2.8	6.2	10.2	6.8	2.7	8.8	3.8
Cycle Q Clear(g_c), s	2.2	5.1	4.5	3.4	7.4	2.8	6.2	10.2	6.8	2.7	8.8	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	247	1454	444	275	1496	451	459	1643	510	258	1346	417
V/C Ratio(X)	0.52	0.36	0.32	0.70	0.49	0.20	0.77	0.60	0.42	0.60	0.61	0.29
Avail Cap(c_a), veh/h	275	2523	770	275	2523	760	496	2848	883	441	2767	858
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	18.3	18.1	28.6	18.8	17.1	26.8	18.3	17.2	28.6	20.7	18.9
Incr Delay (d2), s/veh	1.7	0.1	0.4	7.7	0.2	0.2	7.0	0.3	0.6	2.2	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.8	1.4	1.6	2.5	0.9	2.7	3.3	2.1	1.1	3.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.3	18.5	18.5	36.3	19.0	17.4	33.8	18.7	17.7	30.9	21.2	19.3
LnGrp LOS	C	B	B	D	B	B	C	B	B	C	C	B
Approach Vol, veh/h		788			1012			1552			1091	
Approach Delay, s/veh		20.4			22.2			22.0			22.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	24.2	9.0	21.9	12.3	20.5	8.5	22.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	35.0	5.0	31.0	9.0	34.0	5.0	31.0
Max Q Clear Time (g_c+I1), s	4.7	12.2	5.4	7.1	8.2	10.8	4.2	9.4
Green Ext Time (p_c), s	0.1	7.0	0.0	3.7	0.1	5.4	0.0	4.8

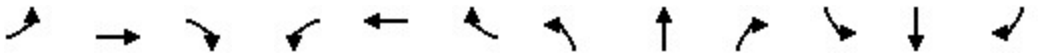
Intersection Summary	
HCM 7th Control Delay, s/veh	21.8
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	67	201	252	124	78	231	1250	191	24	1067	29
Future Volume (veh/h)	67	67	201	252	124	78	231	1250	191	24	1067	29
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		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	69	69	207	260	128	80	238	1289	197	25	1100	30
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	97	350	289	304	568	472	282	1753	268	50	1340	414
Arrive On Green	0.05	0.18	0.18	0.17	0.30	0.30	0.16	0.39	0.39	0.03	0.26	0.26
Sat Flow, veh/h	1810	1900	1571	1810	1900	1579	1810	4538	693	1810	5187	1604
Grp Volume(v), veh/h	69	69	207	260	128	80	238	982	504	25	1100	30
Grp Sat Flow(s),veh/h/ln	1810	1900	1571	1810	1900	1579	1810	1729	1773	1810	1729	1604
Q Serve(g_s), s	2.6	2.1	8.5	9.5	3.5	2.6	8.7	16.7	16.7	0.9	13.7	1.0
Cycle Q Clear(g_c), s	2.6	2.1	8.5	9.5	3.5	2.6	8.7	16.7	16.7	0.9	13.7	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	97	350	289	304	568	472	282	1336	685	50	1340	414
V/C Ratio(X)	0.71	0.20	0.72	0.85	0.23	0.17	0.84	0.74	0.74	0.50	0.82	0.07
Avail Cap(c_a), veh/h	212	611	505	317	722	600	291	1336	685	132	1440	445
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.9	23.6	26.2	27.6	18.0	17.7	28.1	18.0	18.0	32.8	23.9	19.2
Incr Delay (d2), s/veh	9.4	0.3	3.3	19.2	0.2	0.2	19.5	2.2	4.1	7.5	3.7	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.9	3.1	5.3	1.4	0.8	4.8	5.6	6.2	0.5	5.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.2	23.9	29.5	46.9	18.2	17.9	47.5	20.1	22.1	40.3	27.6	19.3
LnGrp LOS	D	C	C	D	B	B	D	C	C	D	C	B
Approach Vol, veh/h		345			468			1724			1155	
Approach Delay, s/veh		30.8			34.1			24.5			27.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.9	30.4	15.5	16.6	14.6	21.7	7.7	24.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	25.0	12.0	22.0	11.0	19.0	8.0	26.0
Max Q Clear Time (g_c+I1), s	2.9	18.7	11.5	10.5	10.7	15.7	4.6	5.5
Green Ext Time (p_c), s	0.0	4.2	0.0	0.8	0.0	2.0	0.0	0.8

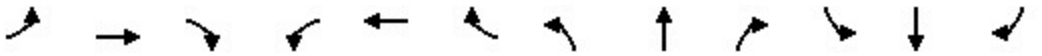
Intersection Summary	
HCM 7th Control Delay, s/veh	27.3
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	20	86	131	34	101	86	1521	96	80	1434	41
Future Volume (veh/h)	47	20	86	131	34	101	86	1521	96	80	1434	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	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	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	48	21	89	135	35	104	89	1568	99	82	1478	42
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	89	46	193	306	345	289	131	1891	585	126	1875	567
Arrive On Green	0.05	0.14	0.14	0.09	0.18	0.18	0.07	0.36	0.36	0.07	0.36	0.36
Sat Flow, veh/h	1810	317	1342	3510	1900	1589	1810	5187	1604	1810	5187	1570
Grp Volume(v), veh/h	48	0	110	135	35	104	89	1568	99	82	1478	42
Grp Sat Flow(s),veh/h/ln	1810	0	1658	1755	1900	1589	1810	1729	1604	1810	1729	1570
Q Serve(g_s), s	1.2	0.0	2.9	1.7	0.7	2.7	2.3	13.1	2.0	2.1	12.2	0.8
Cycle Q Clear(g_c), s	1.2	0.0	2.9	1.7	0.7	2.7	2.3	13.1	2.0	2.1	12.2	0.8
Prop In Lane	1.00		0.81	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	89	0	238	306	345	289	131	1891	585	126	1875	567
V/C Ratio(X)	0.54	0.00	0.46	0.44	0.10	0.36	0.68	0.83	0.17	0.65	0.79	0.07
Avail Cap(c_a), veh/h	189	0	903	368	1034	865	189	1955	604	189	1955	592
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.2	0.0	18.8	20.7	16.3	17.1	21.6	13.8	10.3	21.7	13.6	10.0
Incr Delay (d2), s/veh	5.0	0.0	1.4	1.0	0.1	0.8	6.0	3.1	0.1	5.6	2.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	1.0	0.6	0.3	0.9	1.0	3.8	0.5	0.9	3.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.1	0.0	20.1	21.7	16.4	17.9	27.6	16.9	10.4	27.3	15.8	10.1
LnGrp LOS	C		C	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		158			274			1756			1602	
Approach Delay, s/veh		22.3			19.6			17.1			16.2	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	21.4	8.2	10.9	7.5	21.3	6.4	12.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	18.0	5.0	26.0	5.0	18.0	5.0	26.0
Max Q Clear Time (g_c+I1), s	4.1	15.1	3.7	4.9	4.3	14.2	3.2	4.7
Green Ext Time (p_c), s	0.0	2.2	0.0	0.5	0.0	2.8	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	17.1
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	256	0	160	0	0	0	301	1532	0	0	1417	252
Future Volume (veh/h)	256	0	160	0	0	0	301	1532	0	0	1417	252
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	261	0	163	0	0	0	307	1563	0	0	1446	257
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	895	0	270	0	319	0	372	3434	0	0	1926	598
Arrive On Green	0.17	0.00	0.17	0.00	0.00	0.00	0.21	0.66	0.00	0.00	0.37	0.37
Sat Flow, veh/h	3510	0	1610	0	1900	0	1810	5358	0	0	5358	1610
Grp Volume(v), veh/h	261	0	163	0	0	0	307	1563	0	0	1446	257
Grp Sat Flow(s),veh/h/ln	1755	0	1610	0	1900	0	1810	1729	0	0	1729	1610
Q Serve(g_s), s	3.1	0.0	4.4	0.0	0.0	0.0	7.6	6.9	0.0	0.0	11.4	5.6
Cycle Q Clear(g_c), s	3.1	0.0	4.4	0.0	0.0	0.0	7.6	6.9	0.0	0.0	11.4	5.6
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	895	0	270	0	319	0	372	3434	0	0	1926	598
V/C Ratio(X)	0.29	0.00	0.60	0.00	0.00	0.00	0.82	0.46	0.00	0.00	0.75	0.43
Avail Cap(c_a), veh/h	1949	0	753	0	889	0	462	3861	0	0	2096	651
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	17.6	0.0	18.1	0.0	0.0	0.0	17.9	3.8	0.0	0.0	12.9	11.1
Incr Delay (d2), s/veh	0.2	0.0	2.2	0.0	0.0	0.0	9.6	0.1	0.0	0.0	1.4	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	1.4	0.0	0.0	0.0	3.3	0.3	0.0	0.0	3.1	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.8	0.0	20.3	0.0	0.0	0.0	27.5	3.9	0.0	0.0	14.3	11.5
LnGrp LOS	B		C				C	A			B	B
Approach Vol, veh/h		424			0			1870			1703	
Approach Delay, s/veh		18.7			0.0			7.8			13.9	
Approach LOS		B						A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		35.1		11.9	13.7	21.5		11.9				
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s		35.0		22.0	12.0	19.0		22.0				
Max Q Clear Time (g_c+I1), s		8.9		6.4	9.6	13.4		0.0				
Green Ext Time (p_c), s		11.6		1.5	0.2	4.0		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	11.6
HCM 7th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	0	337	89	0	75	386	1847	107	14	1827	70
Future Volume (veh/h)	69	0	337	89	0	75	386	1847	107	14	1827	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1870	1900	1870	1900	1900	1900	1900	1870
Adj Flow Rate, veh/h	0	0	433	96	0	81	406	1986	115	15	1965	74
Peak Hour Factor	0.95	0.95	0.95	0.93	0.95	0.93	0.95	0.93	0.93	0.93	0.93	0.95
Percent Heavy Veh, %	2	2	2	0	2	0	2	0	0	0	0	2
Cap, veh/h	0	241	409	220	0	204	452	3603	1095	32	2380	727
Arrive On Green	0.00	0.00	0.13	0.13	0.00	0.13	0.25	0.69	0.69	0.02	0.46	0.46
Sat Flow, veh/h	0	1870	3170	970	0	1585	1781	5187	1577	1810	5187	1585
Grp Volume(v), veh/h	0	0	433	96	0	81	406	1986	115	15	1965	74
Grp Sat Flow(s),veh/h/ln	0	1870	1585	970	0	1585	1781	1729	1577	1810	1729	1585
Q Serve(g_s), s	0.0	0.0	9.8	7.2	0.0	3.5	16.7	14.3	1.8	0.6	25.0	2.0
Cycle Q Clear(g_c), s	0.0	0.0	9.8	7.2	0.0	3.5	16.7	14.3	1.8	0.6	25.0	2.0
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	241	409	220	0	204	452	3603	1095	32	2380	727
V/C Ratio(X)	0.00	0.00	1.06	0.44	0.00	0.40	0.90	0.55	0.10	0.46	0.83	0.10
Avail Cap(c_a), veh/h	0	445	754	326	0	377	541	3770	1146	120	2536	775
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	33.0	31.9	0.0	30.3	27.3	5.7	3.8	36.8	17.8	11.6
Incr Delay (d2), s/veh	0.0	0.0	43.0	1.4	0.0	1.2	15.9	0.2	0.0	10.0	2.3	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	0.0	0.0	6.0	1.7	0.0	1.4	8.1	2.6	0.3	0.3	8.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	75.9	33.2	0.0	31.5	43.2	5.9	3.8	46.8	20.1	11.7
LnGrp LOS			F	C		C	D	A	A	D	C	B
Approach Vol, veh/h		433			177			2507			2054	
Approach Delay, s/veh		75.9			32.4			11.8			20.0	
Approach LOS		E			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	56.6		13.8	23.2	38.7		13.8				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	5.0	55.0		18.0	23.0	37.0		18.0				
Max Q Clear Time (g_c+I1), s	2.6	16.3		0.0	18.7	27.0		9.2				
Green Ext Time (p_c), s	0.0	20.2		0.0	0.5	7.7		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	21.1
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	283	166	0	1956	1863	680
Future Volume (veh/h)	283	166	0	1956	1863	680
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	304	153	0	1996	1901	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	592	263	0	3366	3366	
Arrive On Green	0.16	0.16	0.00	0.65	0.65	0.00
Sat Flow, veh/h	3619	1610	0	5529	5358	1610
Grp Volume(v), veh/h	304	153	0	1996	1901	0
Grp Sat Flow(s),veh/h/ln	1810	1610	0	1729	1729	1610
Q Serve(g_s), s	3.3	3.7	0.0	9.4	8.7	0.0
Cycle Q Clear(g_c), s	3.3	3.7	0.0	9.4	8.7	0.0
Prop In Lane	1.00	1.00	0.00			1.00
Lane Grp Cap(c), veh/h	592	263	0	3366	3366	
V/C Ratio(X)	0.51	0.58	0.00	0.59	0.56	
Avail Cap(c_a), veh/h	1104	491	0	4745	4745	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.3	16.5	0.0	4.3	4.1	0.0
Incr Delay (d2), s/veh	0.7	2.0	0.0	0.2	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.3	0.0	0.2	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.0	18.5	0.0	4.4	4.3	0.0
LnGrp LOS	B	B		A	A	
Approach Vol, veh/h	457			1996	1901	
Approach Delay, s/veh	17.5			4.4	4.3	
Approach LOS	B			A	A	

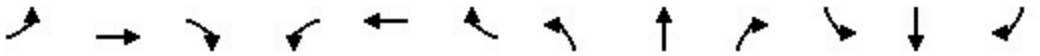
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		31.7		11.0		31.7
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		39.0		13.0		39.0
Max Q Clear Time (g_c+I1), s		11.4		5.7		10.7
Green Ext Time (p_c), s		16.3		1.0		15.5

Intersection Summary	
HCM 7th Control Delay, s/veh	5.7
HCM 7th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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



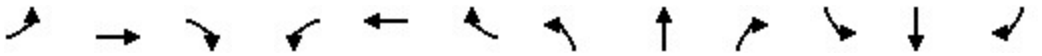
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	905	0	261	0	1697	397	224	1787	0
Future Volume (veh/h)	0	0	0	905	0	261	0	1697	397	224	1787	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1870	1900	0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	0	0	0	943	0	272	0	1768	414	233	1861	0
Peak Hour Factor	0.95	0.95	0.95	0.96	0.95	0.96	0.95	0.96	0.96	0.96	0.96	0.95
Percent Heavy Veh, %	2	2	2	0	2	0	0	0	0	0	0	0
Cap, veh/h	0	3	0	1087	0	967	0	2146	1141	332	2967	0
Arrive On Green	0.00	0.00	0.00	0.30	0.00	0.30	0.00	0.41	0.41	0.09	0.57	0.00
Sat Flow, veh/h	0	-74814	0	3619	0	3220	0	5358	1590	3510	5358	0
Grp Volume(v), veh/h	0	0	0	943	0	272	0	1768	414	233	1861	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1810	0	1610	0	1729	1590	1755	1729	0
Q Serve(g_s), s	0.0	0.0	0.0	15.5	0.0	4.0	0.0	19.0	6.3	4.0	15.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	15.5	0.0	4.0	0.0	19.0	6.3	4.0	15.0	0.0
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	3	0	1087	0	967	0	2146	1141	332	2967	0
V/C Ratio(X)	0.00	0.00	0.00	0.87	0.00	0.28	0.00	0.82	0.36	0.70	0.63	0.00
Avail Cap(c_a), veh/h	0	149	0	1212	0	1540	0	2233	1168	336	3060	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	20.8	0.0	16.8	0.0	16.4	3.5	27.5	9.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.4	0.0	0.2	0.0	2.6	0.2	6.3	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	6.5	0.0	1.3	0.0	6.0	0.8	1.8	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	27.1	0.0	16.9	0.0	18.9	3.7	33.9	9.4	0.0
LnGrp LOS				C		B		B	A	C	A	
Approach Vol, veh/h		0			1215			2182			2094	
Approach Delay, s/veh		0.0			24.9			16.0			12.1	
Approach LOS					C			B			B	

Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	9.9	29.9	22.8	0.0		39.9		22.8				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0		4.0		4.0				
Max Green Setting (Gmax), s	6.0	27.0	21.0	5.0		37.0		30.0				
Max Q Clear Time (g_c+I1), s	6.0	21.0	17.5	0.0		17.0		6.0				
Green Ext Time (p_c), s	0.0	4.9	1.4	0.0		12.3		1.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	16.5
HCM 7th LOS	B

Notes

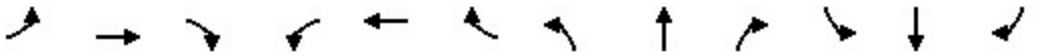
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	319	531	155	306	672	394	159	1185	215	333	1767	326
Future Volume (veh/h)	319	531	155	306	672	394	159	1185	215	333	1767	326
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		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	339	565	165	326	715	419	169	1261	229	354	1880	347
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	346	1482	454	401	1565	479	240	1431	260	415	1940	602
Arrive On Green	0.10	0.29	0.29	0.11	0.30	0.30	0.07	0.32	0.32	0.12	0.37	0.37
Sat Flow, veh/h	3510	5187	1590	3510	5187	1588	3510	4412	801	3510	5187	1610
Grp Volume(v), veh/h	339	565	165	326	715	419	169	988	502	354	1880	347
Grp Sat Flow(s),veh/h/ln	1755	1729	1590	1755	1729	1588	1755	1729	1756	1755	1729	1610
Q Serve(g_s), s	9.8	8.9	8.4	9.2	11.3	25.4	4.8	27.5	27.5	10.0	36.1	17.5
Cycle Q Clear(g_c), s	9.8	8.9	8.4	9.2	11.3	25.4	4.8	27.5	27.5	10.0	36.1	17.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	346	1482	454	401	1565	479	240	1121	569	415	1940	602
V/C Ratio(X)	0.98	0.38	0.36	0.81	0.46	0.87	0.70	0.88	0.88	0.85	0.97	0.58
Avail Cap(c_a), veh/h	346	1482	454	518	1736	532	242	1123	570	415	1940	602
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.7	29.1	28.9	43.9	28.7	33.6	46.3	32.5	32.5	43.9	31.2	25.4
Incr Delay (d2), s/veh	43.1	0.2	0.5	7.4	0.2	14.0	8.9	8.4	14.9	15.7	13.8	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	3.5	3.1	4.3	4.5	11.1	2.3	11.7	12.9	5.0	15.9	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	88.8	29.2	29.4	51.4	28.9	47.6	55.2	40.8	47.4	59.7	45.0	26.7
LnGrp LOS	F	C	C	D	C	D	E	D	D	E	D	C
Approach Vol, veh/h		1069			1460			1659			2581	
Approach Delay, s/veh		48.2			39.3			44.3			44.6	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	36.9	15.6	33.0	10.9	42.0	14.0	34.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	33.0	15.0	29.0	7.0	38.0	10.0	34.0
Max Q Clear Time (g_c+I1), s	12.0	29.5	11.2	10.9	6.8	38.1	11.8	27.4
Green Ext Time (p_c), s	0.0	2.5	0.4	3.8	0.0	0.0	0.0	3.2

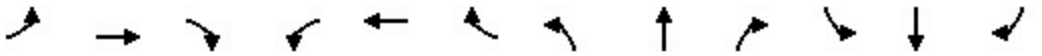
Intersection Summary	
HCM 7th Control Delay, s/veh	43.9
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	0	158	0	0	0	210	1146	0	0	1030	145
Future Volume (veh/h)	143	0	158	0	0	0	210	1146	0	0	1030	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	151	0	166	0	0	0	221	1206	0	0	1084	153
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	532	0	0	0	5	0	434	3249	0	0	2031	622
Arrive On Green	0.15	0.00	0.00	0.00	0.00	0.00	0.12	0.63	0.00	0.00	0.39	0.39
Sat Flow, veh/h	3510	151		0	-76000	0	3510	5358	0	0	5358	1589
Grp Volume(v), veh/h	151	13.8		0	0	0	221	1206	0	0	1084	153
Grp Sat Flow(s),veh/h/ln	1755	B		0	1900	0	1755	1729	0	0	1729	1589
Q Serve(g_s), s	1.4			0.0	0.0	0.0	2.1	4.1	0.0	0.0	5.8	2.3
Cycle Q Clear(g_c), s	1.4			0.0	0.0	0.0	2.1	4.1	0.0	0.0	5.8	2.3
Prop In Lane	1.00			0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	532			0	5	0	434	3249	0	0	2031	622
V/C Ratio(X)	0.28			0.00	0.00	0.00	0.51	0.37	0.00	0.00	0.53	0.25
Avail Cap(c_a), veh/h	2730			0	1530	0	488	4466	0	0	3170	971
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.5			0.0	0.0	0.0	14.8	3.3	0.0	0.0	8.4	7.4
Incr Delay (d2), s/veh	0.3			0.0	0.0	0.0	0.9	0.1	0.0	0.0	0.2	0.2
Initial Q Delay(d3), s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4			0.0	0.0	0.0	0.6	0.0	0.0	0.0	1.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.8			0.0	0.0	0.0	15.7	3.3	0.0	0.0	8.6	7.6
LnGrp LOS	B						B	A			A	A
Approach Vol, veh/h					0			1427			1237	
Approach Delay, s/veh					0.0			5.3			8.5	
Approach LOS								A			A	

Timer - Assigned Phs		2			5	6	7	8				
Phs Duration (G+Y+Rc), s		26.5			8.5	18.1	9.5	0.0				
Change Period (Y+Rc), s		4.0			4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s		31.0			5.0	22.0	28.0	29.0				
Max Q Clear Time (g_c+I1), s		6.1			4.1	7.8	3.4	0.0				
Green Ext Time (p_c), s		8.4			0.1	6.2	0.4	0.0				

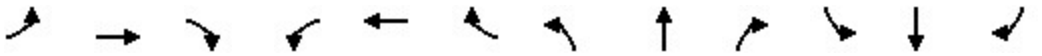
Intersection Summary		
HCM 7th Control Delay, s/veh	7.1	
HCM 7th LOS	A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	520	183	244	827	294	202	930	219	217	824	109
Future Volume (veh/h)	151	520	183	244	827	294	202	930	219	217	824	109
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		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	154	531	187	249	844	300	206	949	223	221	841	111
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	236	1482	450	284	1552	472	298	1476	452	468	1727	528
Arrive On Green	0.07	0.29	0.29	0.08	0.30	0.30	0.08	0.28	0.28	0.13	0.33	0.33
Sat Flow, veh/h	3510	5187	1576	3510	5187	1578	3510	5187	1586	3510	5187	1587
Grp Volume(v), veh/h	154	531	187	249	844	300	206	949	223	221	841	111
Grp Sat Flow(s),veh/h/ln	1755	1729	1576	1755	1729	1578	1755	1729	1586	1755	1729	1587
Q Serve(g_s), s	3.2	6.0	7.1	5.2	10.1	12.2	4.2	11.9	8.7	4.3	9.6	3.7
Cycle Q Clear(g_c), s	3.2	6.0	7.1	5.2	10.1	12.2	4.2	11.9	8.7	4.3	9.6	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	236	1482	450	284	1552	472	298	1476	452	468	1727	528
V/C Ratio(X)	0.65	0.36	0.42	0.88	0.54	0.64	0.69	0.64	0.49	0.47	0.49	0.21
Avail Cap(c_a), veh/h	284	2376	722	284	2376	723	426	2376	727	473	2446	748
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	21.1	21.5	33.7	21.8	22.5	33.0	23.2	22.1	29.7	19.7	17.8
Incr Delay (d2), s/veh	3.9	0.1	0.6	25.2	0.3	1.4	2.9	0.5	0.8	0.7	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.2	2.4	3.1	3.7	4.2	1.8	4.3	3.0	1.7	3.4	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.7	21.2	22.1	58.9	22.1	23.9	35.9	23.7	22.9	30.5	19.9	17.9
LnGrp LOS	D	C	C	E	C	C	D	C	C	C	B	B
Approach Vol, veh/h		872			1393			1378			1173	
Approach Delay, s/veh		24.3			29.1			25.4			21.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	25.1	10.0	25.2	10.3	28.7	9.0	26.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	34.0	6.0	34.0	9.0	35.0	6.0	34.0
Max Q Clear Time (g_c+I1), s	6.3	13.9	7.2	9.1	6.2	11.6	5.2	14.2
Green Ext Time (p_c), s	0.2	6.7	0.0	4.0	0.2	5.8	0.0	6.4

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	77	204	88	123	49	178	1306	89	30	1147	62
Future Volume (veh/h)	38	77	204	88	123	49	178	1306	89	30	1147	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		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	80	212	92	128	51	185	1360	93	31	1195	65
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	72	332	282	118	381	318	229	2296	697	60	1812	550
Arrive On Green	0.04	0.17	0.17	0.07	0.20	0.20	0.13	0.44	0.44	0.03	0.35	0.35
Sat Flow, veh/h	1810	1900	1610	1810	1900	1587	1810	5187	1575	1810	5187	1575
Grp Volume(v), veh/h	40	80	212	92	128	51	185	1360	93	31	1195	65
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1587	1810	1729	1575	1810	1729	1575
Q Serve(g_s), s	1.4	2.3	7.9	3.2	3.7	1.7	6.3	12.6	2.2	1.1	12.4	1.8
Cycle Q Clear(g_c), s	1.4	2.3	7.9	3.2	3.7	1.7	6.3	12.6	2.2	1.1	12.4	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	72	332	282	118	381	318	229	2296	697	60	1812	550
V/C Ratio(X)	0.55	0.24	0.75	0.78	0.34	0.16	0.81	0.59	0.13	0.52	0.66	0.12
Avail Cap(c_a), veh/h	171	1168	990	143	1138	951	257	3026	919	171	2781	844
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.9	22.5	24.9	29.2	21.7	20.9	27.0	13.4	10.5	30.2	17.4	14.0
Incr Delay (d2), s/veh	6.5	0.4	4.1	19.6	0.5	0.2	15.8	0.2	0.1	6.7	0.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.0	3.2	2.0	1.6	0.6	3.4	3.8	0.7	0.5	4.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.4	22.9	28.9	48.8	22.2	21.2	42.7	13.6	10.6	36.9	17.9	14.1
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		332			271			1638			1291	
Approach Delay, s/veh		28.4			31.1			16.7			18.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	32.1	8.2	17.1	12.0	26.2	6.5	18.7
Change Period (Y+Rc), s	4.0	4.0	4.0	6.0	4.0	4.0	4.0	6.0
Max Green Setting (Gmax), s	6.0	37.0	5.0	39.0	9.0	34.0	6.0	38.0
Max Q Clear Time (g_c+I1), s	3.1	14.6	5.2	9.9	8.3	14.4	3.4	5.7
Green Ext Time (p_c), s	0.0	9.7	0.0	1.2	0.0	7.8	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	19.4
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	5.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	149	72	10	150	115
Future Vol, veh/h	10	149	72	10	150	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	152	73	10	153	117

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	443	42	0	0	84	0
Stage 1	79	-	-	-	-	-
Stage 2	365	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	543	1020	-	-	1511	-
Stage 1	935	-	-	-	-	-
Stage 2	673	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	488	1020	-	-	1511	-
Mov Cap-2 Maneuver	488	-	-	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	605	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.54	0	4.33
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	954	1511	-
HCM Lane V/C Ratio	-	-	0.17	0.101	-
HCM Ctrl Dly (s/v)	-	-	9.5	7.7	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.3	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱		↑↑↑		↱
Traffic Vol, veh/h	1440	41	0	1618	0	40
Future Vol, veh/h	1440	41	0	1618	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	90	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1469	42	0	1651	0	41

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	735
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	311
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	311
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	18.33
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	311	-	-	-
HCM Lane V/C Ratio	0.131	-	-	-
HCM Ctrl Dly (s/v)	18.3	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱		↑↑↑		↱
Traffic Vol, veh/h	1447	40	0	1623	0	40
Future Vol, veh/h	1447	40	0	1623	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1477	41	0	1656	0	41

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	738
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	309
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	309
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	18.41
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	309	-	-	-
HCM Lane V/C Ratio	0.132	-	-	-
HCM Ctrl Dly (s/v)	18.4	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱		↑↑↑		↱
Traffic Vol, veh/h	1372	30	0	1615	0	56
Future Vol, veh/h	1372	30	0	1615	0	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1414	31	0	1665	0	58

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	707
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	324
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	324
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	18.51
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	324	-	-	-
HCM Lane V/C Ratio	0.178	-	-	-
HCM Ctrl Dly (s/v)	18.5	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.6	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	25	0	2081	1845	51
Future Vol, veh/h	0	25	0	2081	1845	51
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	-	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	26	0	2145	1902	53

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	951	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	224	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	224	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	23.19	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	224	-	-
HCM Lane V/C Ratio	-	0.115	-	-
HCM Ctrl Dly (s/v)	-	23.2	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-

Intersection	
Int Delay, s/veh	0.1

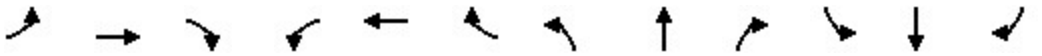
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	25	0	2340	1866	0
Future Vol, veh/h	0	25	0	2340	1866	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	26	0	2463	1964	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	982	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	213	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	213	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	24.25	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	213	-	-
HCM Lane V/C Ratio	-	0.123	-	-
HCM Ctrl Dly (s/v)	-	24.2	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-

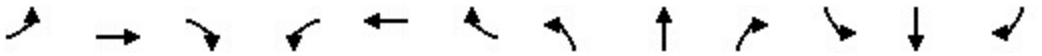
Appendix E. Year 2028 Cumulative Peak Hour Analysis Worksheets



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	1142	29	2	811	38	5	4	0	33	12	30
Future Volume (veh/h)	33	1142	29	2	811	38	5	4	0	33	12	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	1202	31	2	854	40	5	4	0	35	13	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.96	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	76	2093	54	6	1844	86	326	210	0	264	112	143
Arrive On Green	0.04	0.40	0.40	0.00	0.36	0.36	0.22	0.22	0.00	0.22	0.22	0.22
Sat Flow, veh/h	1810	5199	134	1810	5071	237	686	958	0	467	512	652
Grp Volume(v), veh/h	35	799	434	2	582	312	9	0	0	80	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1875	1810	1729	1850	1643	0	0	1631	0	0
Q Serve(g_s), s	0.6	5.7	5.7	0.0	4.1	4.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	5.7	5.7	0.0	4.1	4.1	0.1	0.0	0.0	1.2	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.13	0.56		0.00	0.44		0.40
Lane Grp Cap(c), veh/h	76	1392	755	6	1257	673	535	0	0	519	0	0
V/C Ratio(X)	0.46	0.57	0.57	0.35	0.46	0.46	0.02	0.00	0.00	0.15	0.00	0.00
Avail Cap(c_a), veh/h	283	1948	1057	283	1948	1042	1422	0	0	1401	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	15.0	7.4	7.4	15.9	7.8	7.8	9.8	0.0	0.0	10.2	0.0	0.0
Incr Delay (d2), s/veh	4.4	0.4	0.7	33.6	0.3	0.5	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.8	1.0	0.1	0.7	0.8	0.0	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.3	7.8	8.1	49.5	8.0	8.3	9.8	0.0	0.0	10.3	0.0	0.0
LnGrp LOS	B	A	A	D	A	A	A			B		
Approach Vol, veh/h		1268			896			9			80	
Approach Delay, s/veh		8.2			8.2			9.8			10.3	
Approach LOS		A			A			A			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.0	4.1	16.9		11.0	5.3	15.6				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		25.0	5.0	18.0		25.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s		2.1	2.0	7.7		3.2	2.6	6.1				
Green Ext Time (p_c), s		0.0	0.0	5.1		0.3	0.0	4.0				

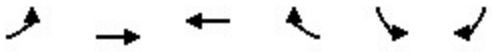
Intersection Summary	
HCM 7th Control Delay, s/veh	8.3
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	694	389	140	610	152	290	1259	259	188	1094	128
Future Volume (veh/h)	177	694	389	140	610	152	290	1259	259	188	1094	128
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		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781
Adj Flow Rate, veh/h	203	798	447	161	701	175	333	1447	298	216	1257	147
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	8	8	8	8	8	8	8	8	8	8	8	8
Cap, veh/h	329	1615	495	229	1466	577	393	1718	638	278	1549	631
Arrive On Green	0.10	0.33	0.33	0.07	0.30	0.30	0.12	0.35	0.35	0.08	0.32	0.32
Sat Flow, veh/h	3291	4863	1491	3291	4863	1490	3291	4863	1508	3291	4863	1508
Grp Volume(v), veh/h	203	798	447	161	701	175	333	1447	298	216	1257	147
Grp Sat Flow(s),veh/h/ln	1646	1621	1491	1646	1621	1490	1646	1621	1508	1646	1621	1508
Q Serve(g_s), s	5.9	13.1	28.5	4.8	11.7	8.1	9.9	27.3	14.2	6.4	23.7	6.3
Cycle Q Clear(g_c), s	5.9	13.1	28.5	4.8	11.7	8.1	9.9	27.3	14.2	6.4	23.7	6.3
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	329	1615	495	229	1466	577	393	1718	638	278	1549	631
V/C Ratio(X)	0.62	0.49	0.90	0.70	0.48	0.30	0.85	0.84	0.47	0.78	0.81	0.23
Avail Cap(c_a), veh/h	330	1708	524	231	1562	606	396	1855	680	297	1708	681
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	26.6	31.7	45.4	28.4	21.3	43.0	29.7	20.7	44.7	31.2	18.7
Incr Delay (d2), s/veh	3.4	0.2	18.4	9.2	0.2	0.3	15.6	3.5	0.5	11.5	2.8	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	4.7	11.9	2.2	4.3	2.7	4.6	10.1	4.6	2.9	8.8	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.4	26.8	50.1	54.5	28.6	21.6	58.5	33.1	21.2	56.2	34.0	18.8
LnGrp LOS	D	C	D	D	C	C	E	C	C	E	C	B
Approach Vol, veh/h		1448			1037			2078			1620	
Approach Delay, s/veh		36.8			31.5			35.5			35.6	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	39.2	10.9	37.1	15.9	35.7	14.0	34.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	38.0	7.0	35.0	12.0	35.0	10.0	32.0
Max Q Clear Time (g_c+I1), s	8.4	29.3	6.8	30.5	11.9	25.7	7.9	13.7
Green Ext Time (p_c), s	0.0	5.9	0.0	2.6	0.0	5.3	0.1	4.7

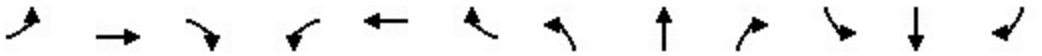
Intersection Summary	
HCM 7th Control Delay, s/veh	35.1
HCM 7th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	67	1265	808	61	86	50
Future Volume (veh/h)	67	1265	808	61	86	50
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	74	1390	888	67	95	55
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	268	2965	1887	585	580	266
Arrive On Green	0.08	0.57	0.36	0.36	0.17	0.17
Sat Flow, veh/h	3510	5358	5358	1608	3510	1610
Grp Volume(v), veh/h	74	1390	888	67	95	55
Grp Sat Flow(s),veh/h/ln	1755	1729	1729	1608	1755	1610
Q Serve(g_s), s	0.6	4.8	4.0	0.8	0.7	0.9
Cycle Q Clear(g_c), s	0.6	4.8	4.0	0.8	0.7	0.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	268	2965	1887	585	580	266
V/C Ratio(X)	0.28	0.47	0.47	0.11	0.16	0.21
Avail Cap(c_a), veh/h	577	5115	3580	1110	3693	1694
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	13.3	3.8	7.4	6.4	10.9	11.0
Incr Delay (d2), s/veh	0.6	0.1	0.2	0.1	0.1	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.6	0.0	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	13.8	3.9	7.6	6.5	11.0	11.4
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		1464	955		150	
Approach Delay, s/veh		4.4	7.5		11.1	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			21.4		9.0	6.3	15.1
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			30.0		32.0	5.0	21.0
Max Q Clear Time (g_c+I1), s			6.8		2.9	2.6	6.0
Green Ext Time (p_c), s			9.8		0.5	0.0	5.0

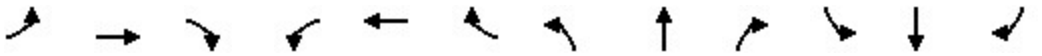
Intersection Summary	
HCM 7th Control Delay, s/veh	6.0
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	1067	12	14	710	89	10	24	50	223	26	112
Future Volume (veh/h)	120	1067	12	14	710	89	10	24	50	223	26	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	135	1199	13	16	798	100	11	27	56	251	29	126
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	308	1970	612	36	1619	503	50	534	237	402	896	393
Arrive On Green	0.09	0.38	0.38	0.02	0.31	0.31	0.01	0.15	0.15	0.11	0.25	0.25
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	3510	3610	1600	3510	3610	1582
Grp Volume(v), veh/h	135	1199	13	16	798	100	11	27	56	251	29	126
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1755	1805	1600	1755	1805	1582
Q Serve(g_s), s	1.7	8.8	0.2	0.4	5.9	2.2	0.1	0.3	1.5	3.2	0.3	3.1
Cycle Q Clear(g_c), s	1.7	8.8	0.2	0.4	5.9	2.2	0.1	0.3	1.5	3.2	0.3	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	308	1970	612	36	1619	503	50	534	237	402	896	393
V/C Ratio(X)	0.44	0.61	0.02	0.44	0.49	0.20	0.22	0.05	0.24	0.62	0.03	0.32
Avail Cap(c_a), veh/h	519	3066	952	191	2847	884	371	2287	1014	815	2744	1203
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	11.8	9.2	22.9	13.2	11.9	23.1	17.3	17.8	20.0	13.5	14.5
Incr Delay (d2), s/veh	1.0	0.3	0.0	8.2	0.2	0.2	2.2	0.0	0.5	1.6	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.3	0.1	0.2	1.7	0.6	0.1	0.1	0.5	1.2	0.1	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.5	12.2	9.2	31.1	13.5	12.1	25.3	17.4	18.3	21.6	13.5	15.0
LnGrp LOS	C	B	A	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		1347			914			94			406	
Approach Delay, s/veh		13.1			13.6			18.9			19.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	11.0	4.9	22.0	4.7	15.7	8.2	18.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	30.0	5.0	28.0	5.0	36.0	7.0	26.0
Max Q Clear Time (g_c+I1), s	5.2	3.5	2.4	10.8	2.1	5.1	3.7	7.9
Green Ext Time (p_c), s	0.4	0.3	0.0	7.2	0.0	0.5	0.1	5.0

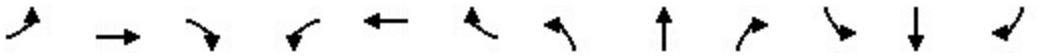
Intersection Summary	
HCM 7th Control Delay, s/veh	14.3
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	483	162	311	745	109	244	670	203	91	949	253
Future Volume (veh/h)	126	483	162	311	745	109	244	670	203	91	949	253
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796
Adj Flow Rate, veh/h	138	531	178	342	819	120	268	736	223	100	1043	278
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	212	986	305	390	1248	386	303	2037	632	191	1302	573
Arrive On Green	0.06	0.20	0.20	0.12	0.25	0.25	0.09	0.42	0.42	0.06	0.38	0.38
Sat Flow, veh/h	3319	4904	1518	3319	4904	1519	3319	4904	1521	3319	3413	1502
Grp Volume(v), veh/h	138	531	178	342	819	120	268	736	223	100	1043	278
Grp Sat Flow(s),veh/h/ln	1659	1635	1518	1659	1635	1519	1659	1635	1521	1659	1706	1502
Q Serve(g_s), s	3.1	7.4	8.1	7.8	11.5	4.9	6.1	7.9	7.7	2.2	20.9	10.8
Cycle Q Clear(g_c), s	3.1	7.4	8.1	7.8	11.5	4.9	6.1	7.9	7.7	2.2	20.9	10.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	212	986	305	390	1248	386	303	2037	632	191	1302	573
V/C Ratio(X)	0.65	0.54	0.58	0.88	0.66	0.31	0.88	0.36	0.35	0.52	0.80	0.49
Avail Cap(c_a), veh/h	303	2047	634	390	2175	674	303	2303	714	303	1603	705
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	27.4	27.7	33.3	25.6	23.1	34.4	15.4	15.3	35.1	21.1	18.0
Incr Delay (d2), s/veh	3.3	0.5	1.8	19.7	0.6	0.5	25.1	0.1	0.3	2.2	2.5	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.7	2.8	3.9	4.0	1.6	3.3	2.5	2.3	0.9	7.5	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.4	27.9	29.5	53.0	26.2	23.6	59.5	15.5	15.7	37.3	23.6	18.6
LnGrp LOS	D	C	C	D	C	C	E	B	B	D	C	B
Approach Vol, veh/h		847			1281			1227			1421	
Approach Delay, s/veh		29.9			33.1			25.2			23.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	35.8	13.0	19.4	11.0	33.2	8.9	23.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	36.0	9.0	32.0	7.0	36.0	7.0	34.0
Max Q Clear Time (g_c+I1), s	4.2	9.9	9.8	10.1	8.1	22.9	5.1	13.5
Green Ext Time (p_c), s	0.1	3.5	0.0	3.8	0.0	6.2	0.1	5.4

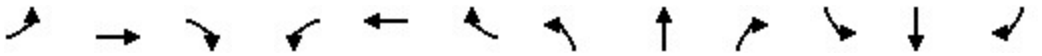
Intersection Summary	
HCM 7th Control Delay, s/veh	27.7
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	689	20	20	519	91	52	28	34	338	77	99
Future Volume (veh/h)	80	689	20	20	519	91	52	28	34	338	77	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		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	85	733	21	21	552	97	55	30	36	360	82	105
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	125	1394	430	46	813	359	96	291	245	429	640	541
Arrive On Green	0.07	0.27	0.27	0.03	0.23	0.23	0.05	0.15	0.15	0.24	0.34	0.34
Sat Flow, veh/h	1810	5187	1598	1810	3610	1596	1810	1900	1601	1810	1900	1606
Grp Volume(v), veh/h	85	733	21	21	552	97	55	30	36	360	82	105
Grp Sat Flow(s),veh/h/ln	1810	1729	1598	1810	1805	1596	1810	1900	1601	1810	1900	1606
Q Serve(g_s), s	2.3	6.1	0.5	0.6	7.1	2.5	1.5	0.7	1.0	9.6	1.5	2.3
Cycle Q Clear(g_c), s	2.3	6.1	0.5	0.6	7.1	2.5	1.5	0.7	1.0	9.6	1.5	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	125	1394	430	46	813	359	96	291	245	429	640	541
V/C Ratio(X)	0.68	0.53	0.05	0.46	0.68	0.27	0.57	0.10	0.15	0.84	0.13	0.19
Avail Cap(c_a), veh/h	179	1843	568	179	1283	567	214	938	790	572	1313	1110
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	23.0	15.8	13.7	24.3	17.9	16.2	23.4	18.5	18.6	18.4	11.6	11.9
Incr Delay (d2), s/veh	6.4	0.3	0.0	7.0	1.0	0.4	5.2	0.2	0.3	8.3	0.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.9	0.1	0.3	2.4	0.8	0.7	0.3	0.3	4.4	0.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.5	16.1	13.8	31.4	19.0	16.6	28.7	18.6	18.9	26.7	11.7	12.1
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		839			670			121			547	
Approach Delay, s/veh		17.4			19.0			23.3			21.6	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	11.8	5.3	17.6	6.7	21.1	7.5	15.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	25.0	5.0	18.0	6.0	35.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	11.6	3.0	2.6	8.1	3.5	4.3	4.3	9.1
Green Ext Time (p_c), s	0.5	0.2	0.0	3.2	0.0	0.8	0.0	1.9

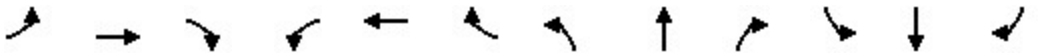
Intersection Summary	
HCM 7th Control Delay, s/veh	19.3
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	635	247	105	449	18	129	26	173	37	56	14
Future Volume (veh/h)	24	635	247	105	449	18	129	26	173	37	56	14
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		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	730	284	121	516	21	148	30	199	43	64	16
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	59	1037	448	157	1232	545	189	426	360	84	315	262
Arrive On Green	0.03	0.29	0.29	0.09	0.34	0.34	0.10	0.22	0.22	0.05	0.17	0.17
Sat Flow, veh/h	1810	3610	1557	1810	3610	1596	1810	1900	1606	1810	1900	1583
Grp Volume(v), veh/h	28	730	284	121	516	21	148	30	199	43	64	16
Grp Sat Flow(s),veh/h/ln	1810	1805	1557	1810	1805	1596	1810	1900	1606	1810	1900	1583
Q Serve(g_s), s	0.7	8.1	7.2	2.9	4.9	0.4	3.6	0.6	4.9	1.0	1.3	0.4
Cycle Q Clear(g_c), s	0.7	8.1	7.2	2.9	4.9	0.4	3.6	0.6	4.9	1.0	1.3	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	59	1037	448	157	1232	545	189	426	360	84	315	262
V/C Ratio(X)	0.47	0.70	0.63	0.77	0.42	0.04	0.78	0.07	0.55	0.51	0.20	0.06
Avail Cap(c_a), veh/h	201	1525	658	201	1525	674	201	1056	892	201	1056	880
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	21.4	14.3	14.0	20.1	11.4	9.9	19.6	13.8	15.5	21.0	16.2	15.8
Incr Delay (d2), s/veh	5.7	0.9	1.5	12.9	0.2	0.0	17.0	0.1	1.3	4.8	0.3	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	0.3	2.5	2.0	1.6	1.4	0.1	2.2	0.2	1.5	0.5	0.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.1	15.2	15.5	33.1	11.6	9.9	36.6	13.8	16.8	25.8	16.5	15.9
LnGrp LOS	C	B	B	C	B	A	D	B	B	C	B	B
Approach Vol, veh/h		1042			658			377			123	
Approach Delay, s/veh		15.6			15.5			24.3			19.7	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	14.1	7.9	16.9	8.7	11.5	5.5	19.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	25.0	5.0	19.0	5.0	25.0	5.0	19.0
Max Q Clear Time (g_c+I1), s	3.0	6.9	4.9	10.1	5.6	3.3	2.7	6.9
Green Ext Time (p_c), s	0.0	0.7	0.0	2.3	0.0	0.3	0.0	2.3

Intersection Summary	
HCM 7th Control Delay, s/veh	17.3
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	266	0	576	437	448	437	303	1121	2	2	1437	182
Future Volume (veh/h)	266	0	576	437	448	437	303	1121	2	2	1437	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	324	0	702	604	446	533	370	1367	2	2	1752	222
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	555	0	493	847	445	753	368	2404	4	5	1801	559
Arrive On Green	0.16	0.00	0.16	0.24	0.24	0.24	0.11	0.46	0.46	0.00	0.36	0.36
Sat Flow, veh/h	3506	0	3114	3506	1841	3116	3401	5182	8	1753	5025	1559
Grp Volume(v), veh/h	324	0	702	604	446	533	370	884	485	2	1752	222
Grp Sat Flow(s),veh/h/ln	1753	0	1557	1753	1841	1558	1700	1675	1839	1753	1675	1559
Q Serve(g_s), s	10.3	0.0	19.0	18.9	29.0	18.8	13.0	23.0	23.0	0.1	41.2	12.8
Cycle Q Clear(g_c), s	10.3	0.0	19.0	18.9	29.0	18.8	13.0	23.0	23.0	0.1	41.2	12.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	555	0	493	847	445	753	368	1554	853	5	1801	559
V/C Ratio(X)	0.58	0.00	1.42	0.71	1.00	0.71	1.00	0.57	0.57	0.42	0.97	0.40
Avail Cap(c_a), veh/h	555	0	493	847	445	753	368	1554	853	73	1801	559
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.8	0.0	50.5	41.7	45.5	41.6	53.5	23.4	23.4	59.7	37.9	28.8
Incr Delay (d2), s/veh	1.6	0.0	202.3	2.8	43.3	3.1	48.0	0.5	0.9	50.9	15.3	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	21.0	8.2	18.0	7.2	7.8	8.4	9.4	0.1	18.1	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.4	0.0	252.8	44.5	88.8	44.7	101.5	23.9	24.3	110.6	53.2	29.3
LnGrp LOS	D		F	D	F	D	F	C	C	F	D	C
Approach Vol, veh/h		1026			1583			1739			1976	
Approach Delay, s/veh		188.2			57.1			40.5			50.6	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.3	59.7		23.0	17.0	47.0		33.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	5.0	51.0		19.0	13.0	43.0		29.0				
Max Q Clear Time (g_c+I1), s	2.1	25.0		21.0	15.0	43.2		31.0				
Green Ext Time (p_c), s	0.0	9.0		0.0	0.0	0.0		0.0				

Intersection Summary			
HCM 7th Control Delay, s/veh		71.8	
HCM 7th LOS		E	

Notes

User approved volume balancing among the lanes for turning movement.



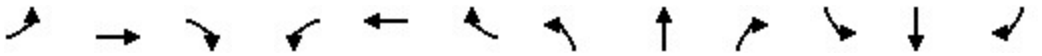
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	771	32	32	559	72	89
Future Volume (veh/h)	771	32	32	559	72	89
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	876	36	36	635	82	101
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1442	59	77	2077	133	163
Arrive On Green	0.41	0.41	0.04	0.58	0.18	0.18
Sat Flow, veh/h	3628	145	1810	3705	755	930
Grp Volume(v), veh/h	448	464	36	635	184	0
Grp Sat Flow(s),veh/h/ln	1805	1873	1810	1805	1695	0
Q Serve(g_s), s	6.3	6.3	0.6	2.9	3.2	0.0
Cycle Q Clear(g_c), s	6.3	6.3	0.6	2.9	3.2	0.0
Prop In Lane		0.08	1.00		0.45	0.55
Lane Grp Cap(c), veh/h	737	765	77	2077	298	0
V/C Ratio(X)	0.61	0.61	0.47	0.31	0.62	0.00
Avail Cap(c_a), veh/h	1460	1515	281	3931	896	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	7.5	7.5	15.0	3.5	12.3	0.0
Incr Delay (d2), s/veh	0.8	0.8	4.3	0.1	2.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.1	0.3	0.0	1.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	8.3	8.3	19.3	3.6	14.3	0.0
LnGrp LOS	A	A	B	A	B	
Approach Vol, veh/h	912			671	184	
Approach Delay, s/veh	8.3			4.4	14.3	
Approach LOS	A			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		9.6	5.4	17.1		22.5
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		17.0	5.0	26.0		35.0
Max Q Clear Time (g_c+I1), s		5.2	2.6	8.3		4.9
Green Ext Time (p_c), s		0.4	0.0	4.8		4.0

Intersection Summary	
HCM 7th Control Delay, s/veh	7.5
HCM 7th LOS	A

Notes

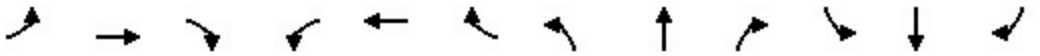
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	342	298	134	311	234	227	891	131	248	1174	143
Future Volume (veh/h)	173	342	298	134	311	234	227	891	131	248	1174	143
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		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	201	398	347	156	362	272	264	1036	152	288	1365	166
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	294	928	716	241	874	388	359	1730	529	390	1775	550
Arrive On Green	0.08	0.26	0.26	0.07	0.24	0.24	0.10	0.33	0.33	0.11	0.34	0.34
Sat Flow, veh/h	3510	3610	2785	3510	3610	1602	3510	5187	1587	3510	5187	1607
Grp Volume(v), veh/h	201	398	347	156	362	272	264	1036	152	288	1365	166
Grp Sat Flow(s),veh/h/ln	1755	1805	1392	1755	1805	1602	1755	1729	1587	1755	1729	1607
Q Serve(g_s), s	3.9	6.4	7.4	3.0	5.9	10.8	5.1	11.6	4.9	5.5	16.4	5.3
Cycle Q Clear(g_c), s	3.9	6.4	7.4	3.0	5.9	10.8	5.1	11.6	4.9	5.5	16.4	5.3
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	294	928	716	241	874	388	359	1730	529	390	1775	550
V/C Ratio(X)	0.68	0.43	0.48	0.65	0.41	0.70	0.74	0.60	0.29	0.74	0.77	0.30
Avail Cap(c_a), veh/h	353	1762	1359	252	1658	736	403	1862	570	504	2011	623
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	21.6	22.0	31.6	22.2	24.1	30.3	19.3	17.1	30.0	20.4	16.8
Incr Delay (d2), s/veh	4.2	0.3	0.5	5.4	0.3	2.3	6.1	0.5	0.3	4.1	1.6	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	1.7	2.4	2.1	1.3	2.2	3.8	2.2	4.0	1.6	2.3	5.8	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.2	21.9	22.5	37.0	22.5	26.4	36.4	19.8	17.4	34.1	22.1	17.1
LnGrp LOS	D	C	C	D	C	C	D	B	B	C	C	B
Approach Vol, veh/h		946			790			1452			1819	
Approach Delay, s/veh		24.9			26.7			22.6			23.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	27.2	8.8	21.9	11.1	27.8	9.8	20.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	25.0	5.0	34.0	8.0	27.0	7.0	32.0
Max Q Clear Time (g_c+I1), s	7.5	13.6	5.0	9.4	7.1	18.4	5.9	12.8
Green Ext Time (p_c), s	0.2	5.2	0.0	3.8	0.1	5.5	0.1	2.8

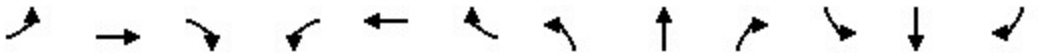
Intersection Summary	
HCM 7th Control Delay, s/veh	24.0
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	701	157	92	476	6	154	6	159	21	16	9
Future Volume (veh/h)	6	701	157	92	476	6	154	6	159	21	16	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		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	876	196	115	595	8	192	8	199	26	20	11
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	26	1237	534	181	1560	21	300	13	277	96	74	41
Arrive On Green	0.01	0.34	0.34	0.10	0.43	0.43	0.17	0.17	0.17	0.12	0.12	0.12
Sat Flow, veh/h	1810	3610	1559	1810	3646	49	1740	73	1607	819	630	347
Grp Volume(v), veh/h	8	876	196	115	294	309	200	0	199	57	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1559	1810	1805	1890	1813	0	1607	1796	0	0
Q Serve(g_s), s	0.3	12.6	5.6	3.7	6.7	6.7	6.1	0.0	7.0	1.7	0.0	0.0
Cycle Q Clear(g_c), s	0.3	12.6	5.6	3.7	6.7	6.7	6.1	0.0	7.0	1.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.03	0.96		1.00	0.46		0.19
Lane Grp Cap(c), veh/h	26	1237	534	181	772	809	313	0	277	210	0	0
V/C Ratio(X)	0.30	0.71	0.37	0.64	0.38	0.38	0.64	0.00	0.72	0.27	0.00	0.00
Avail Cap(c_a), veh/h	212	1692	731	303	937	980	577	0	511	210	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	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.1	17.0	14.8	25.9	11.7	11.7	23.0	0.0	23.3	24.0	0.0	0.0
Incr Delay (d2), s/veh	6.3	0.9	0.4	3.7	0.3	0.3	2.2	0.0	3.5	0.7	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	0.1	4.3	1.7	1.6	2.1	2.2	2.5	0.0	2.5	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.4	17.9	15.2	29.5	12.0	12.0	25.2	0.0	26.8	24.7	0.0	0.0
LnGrp LOS	D	B	B	C	B	B	C		C	C		
Approach Vol, veh/h		1080			718			399			57	
Approach Delay, s/veh		17.5			14.8			26.0			24.7	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	14.3	10.0	24.5	11.0	4.9	29.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.0	10.0	28.0	7.0	7.0	31.0
Max Q Clear Time (g_c+I1), s	9.0	5.7	14.6	3.7	2.3	8.7
Green Ext Time (p_c), s	1.2	0.1	5.1	0.0	0.0	3.1

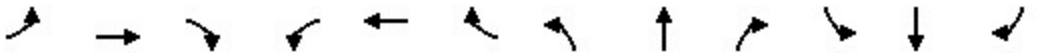
Intersection Summary	
HCM 7th Control Delay, s/veh	18.3
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	424	196	284	247	52	130	92	244	79	176	15
Future Volume (veh/h)	64	424	196	284	247	52	130	92	244	79	176	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		1.00	1.00		1.00	1.00		0.92	1.00		0.91
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	75	499	231	334	291	61	153	108	287	93	207	18
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	97	709	316	437	964	430	233	767	597	138	706	61
Arrive On Green	0.05	0.20	0.20	0.12	0.27	0.27	0.07	0.40	0.40	0.08	0.41	0.41
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	1900	1480	1810	1707	148
Grp Volume(v), veh/h	75	499	231	334	291	61	153	108	287	93	0	225
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1900	1480	1810	0	1856
Q Serve(g_s), s	3.3	10.4	10.8	7.4	5.2	2.3	3.4	2.9	11.5	4.0	0.0	6.5
Cycle Q Clear(g_c), s	3.3	10.4	10.8	7.4	5.2	2.3	3.4	2.9	11.5	4.0	0.0	6.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	97	709	316	437	964	430	233	767	597	138	0	767
V/C Ratio(X)	0.77	0.70	0.73	0.76	0.30	0.14	0.66	0.14	0.48	0.67	0.00	0.29
Avail Cap(c_a), veh/h	203	1124	501	525	1259	562	350	828	645	158	0	786
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	37.5	30.1	30.3	34.0	23.5	22.4	36.6	15.1	17.7	36.1	0.0	15.7
Incr Delay (d2), s/veh	12.0	1.3	3.3	5.5	0.2	0.1	3.1	0.1	0.6	9.1	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.2	4.1	3.2	2.0	0.8	1.5	1.1	3.5	2.0	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.4	31.4	33.5	39.5	23.6	22.6	39.7	15.2	18.3	45.2	0.0	15.9
LnGrp LOS	D	C	C	D	C	C	D	B	B	D		B
Approach Vol, veh/h		805			686			548			318	
Approach Delay, s/veh		33.7			31.3			23.7			24.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	36.4	14.0	19.8	9.3	37.2	8.3	25.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	35.0	12.0	25.0	8.0	34.0	9.0	28.0
Max Q Clear Time (g_c+I1), s	6.0	13.5	9.4	12.8	5.4	8.5	5.3	7.2
Green Ext Time (p_c), s	0.0	1.5	0.3	3.0	0.1	1.1	0.0	1.7

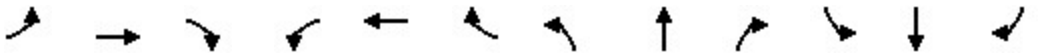
Intersection Summary	
HCM 7th Control Delay, s/veh	29.4
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	597	25	41	259	73	42	50	131	231	37	82
Future Volume (veh/h)	56	597	25	41	259	73	42	50	131	231	37	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	70	746	31	51	324	91	52	62	164	289	46	102
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	115	1139	506	93	1096	487	183	334	281	430	467	390
Arrive On Green	0.06	0.32	0.32	0.05	0.30	0.30	0.05	0.18	0.18	0.12	0.25	0.25
Sat Flow, veh/h	1810	3610	1603	1810	3610	1602	3510	1900	1602	3510	1900	1584
Grp Volume(v), veh/h	70	746	31	51	324	91	52	62	164	289	46	102
Grp Sat Flow(s),veh/h/ln	1810	1805	1603	1810	1805	1602	1755	1900	1602	1755	1900	1584
Q Serve(g_s), s	1.8	8.5	0.6	1.3	3.3	2.0	0.7	1.3	4.5	3.8	0.9	2.5
Cycle Q Clear(g_c), s	1.8	8.5	0.6	1.3	3.3	2.0	0.7	1.3	4.5	3.8	0.9	2.5
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	115	1139	506	93	1096	487	183	334	281	430	467	390
V/C Ratio(X)	0.61	0.65	0.06	0.55	0.30	0.19	0.28	0.19	0.58	0.67	0.10	0.26
Avail Cap(c_a), veh/h	227	1964	872	189	1888	838	367	1391	1173	588	1511	1259
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	21.8	14.1	11.4	22.1	12.7	12.3	21.8	16.8	18.1	20.1	13.9	14.5
Incr Delay (d2), s/veh	5.2	0.6	0.1	4.9	0.1	0.2	0.8	0.3	1.9	1.8	0.1	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	0.8	2.6	0.2	0.6	1.0	0.5	0.3	0.5	1.5	1.4	0.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.0	14.8	11.5	27.1	12.9	12.5	22.6	17.1	20.0	21.9	14.0	14.9
LnGrp LOS	C	B	B	C	B	B	C	B	C	C	B	B
Approach Vol, veh/h		847			466			278			437	
Approach Delay, s/veh		15.6			14.3			19.8			19.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	12.4	6.5	19.1	6.5	15.8	7.0	18.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	35.0	5.0	26.0	5.0	38.0	6.0	25.0
Max Q Clear Time (g_c+I1), s	5.8	6.5	3.3	10.5	2.7	4.5	3.8	5.3
Green Ext Time (p_c), s	0.2	0.8	0.0	4.1	0.0	0.5	0.0	2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	16.7
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	330	378	148	162	101	199	885	198	160	1175	26
Future Volume (veh/h)	22	330	378	148	162	101	199	885	198	160	1175	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	351	402	157	172	107	212	941	211	170	1250	28
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	89	1087	484	242	1787	547	307	1794	549	238	1691	518
Arrive On Green	0.03	0.30	0.30	0.07	0.34	0.34	0.09	0.35	0.35	0.07	0.33	0.33
Sat Flow, veh/h	3510	3610	1609	3510	5187	1587	3510	5187	1588	3510	5187	1588
Grp Volume(v), veh/h	23	351	402	157	172	107	212	941	211	170	1250	28
Grp Sat Flow(s),veh/h/ln	1755	1805	1609	1755	1729	1587	1755	1729	1588	1755	1729	1588
Q Serve(g_s), s	0.5	5.6	17.2	3.2	1.7	3.5	4.3	10.7	7.4	3.5	15.8	0.9
Cycle Q Clear(g_c), s	0.5	5.6	17.2	3.2	1.7	3.5	4.3	10.7	7.4	3.5	15.8	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	89	1087	484	242	1787	547	307	1794	549	238	1691	518
V/C Ratio(X)	0.26	0.32	0.83	0.65	0.10	0.20	0.69	0.52	0.38	0.72	0.74	0.05
Avail Cap(c_a), veh/h	238	1564	697	333	2387	731	475	2457	753	238	2106	645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	20.0	24.1	33.5	16.4	17.0	32.7	19.3	18.2	33.7	22.1	17.1
Incr Delay (d2), s/veh	1.5	0.2	5.7	2.9	0.0	0.2	2.8	0.2	0.4	9.8	1.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.1	6.4	1.4	0.6	1.1	1.8	3.7	2.4	1.7	5.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.8	20.2	29.7	36.5	16.4	17.2	35.5	19.5	18.7	43.6	23.2	17.1
LnGrp LOS	D	C	C	D	B	B	D	B	B	D	C	B
Approach Vol, veh/h		776			436			1364			1448	
Approach Delay, s/veh		25.6			23.8			21.9			25.5	
Approach LOS		C			C			C			C	

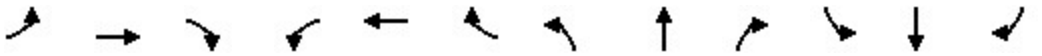
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	29.6	9.1	26.2	10.5	28.1	5.9	29.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	35.0	7.0	32.0	10.0	30.0	5.0	34.0
Max Q Clear Time (g_c+I1), s	5.5	12.7	5.2	19.2	6.3	17.8	2.5	5.5
Green Ext Time (p_c), s	0.0	6.8	0.1	2.8	0.2	6.2	0.0	1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	24.1
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1003	214	223	551	43	142	476	165	43	586	48
Future Volume (veh/h)	49	1003	214	223	551	43	142	476	165	43	586	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	1067	228	237	586	46	151	506	176	46	623	51
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	162	1341	597	333	1424	112	245	914	404	150	1173	361
Arrive On Green	0.05	0.37	0.37	0.09	0.42	0.42	0.07	0.25	0.25	0.04	0.23	0.23
Sat Flow, veh/h	3510	3610	1608	3510	3391	266	3510	3610	1597	3510	5187	1595
Grp Volume(v), veh/h	52	1067	228	237	311	321	151	506	176	46	623	51
Grp Sat Flow(s),veh/h/ln	1755	1805	1608	1755	1805	1852	1755	1805	1597	1755	1729	1595
Q Serve(g_s), s	1.0	17.8	7.0	4.4	8.1	8.2	2.8	8.2	6.2	0.9	7.1	1.7
Cycle Q Clear(g_c), s	1.0	17.8	7.0	4.4	8.1	8.2	2.8	8.2	6.2	0.9	7.1	1.7
Prop In Lane	1.00		1.00	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	162	1341	597	333	758	778	245	914	404	150	1173	361
V/C Ratio(X)	0.32	0.80	0.38	0.71	0.41	0.41	0.62	0.55	0.44	0.31	0.53	0.14
Avail Cap(c_a), veh/h	261	1555	693	365	831	853	261	1770	783	261	2543	782
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.1	18.9	15.5	29.6	13.7	13.7	30.4	21.8	21.1	31.2	22.9	20.8
Incr Delay (d2), s/veh	1.1	2.6	0.4	5.8	0.4	0.4	3.9	0.5	0.7	1.1	0.4	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	6.9	2.3	2.0	2.9	3.0	1.2	3.0	2.2	0.3	2.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.2	21.5	15.9	35.3	14.0	14.0	34.3	22.4	21.8	32.4	23.3	21.0
LnGrp LOS	C	C	B	D	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1347			869			833			720	
Approach Delay, s/veh		20.9			19.8			24.4			23.7	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	21.0	10.4	29.0	8.7	19.2	7.1	32.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	33.0	7.0	29.0	5.0	33.0	5.0	31.0
Max Q Clear Time (g_c+I1), s	2.9	10.2	6.4	19.8	4.8	9.1	3.0	10.2
Green Ext Time (p_c), s	0.0	3.4	0.0	5.1	0.0	3.9	0.0	3.5

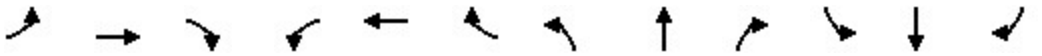
Intersection Summary	
HCM 7th Control Delay, s/veh	22.0
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	828	152	144	526	43	193	592	129	170	705	177
Future Volume (veh/h)	146	828	152	144	526	43	193	592	129	170	705	177
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		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	154	872	160	152	554	45	203	623	136	179	742	186
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	266	1694	518	265	1693	511	307	1326	411	284	1292	401
Arrive On Green	0.08	0.33	0.33	0.08	0.33	0.33	0.09	0.26	0.26	0.08	0.25	0.25
Sat Flow, veh/h	3510	5187	1587	3510	5187	1565	3510	5187	1608	3510	5187	1608
Grp Volume(v), veh/h	154	872	160	152	554	45	203	623	136	179	742	186
Grp Sat Flow(s),veh/h/ln	1755	1729	1587	1755	1729	1565	1755	1729	1608	1755	1729	1608
Q Serve(g_s), s	2.6	8.3	4.6	2.6	4.9	1.2	3.4	6.2	4.2	3.0	7.7	6.0
Cycle Q Clear(g_c), s	2.6	8.3	4.6	2.6	4.9	1.2	3.4	6.2	4.2	3.0	7.7	6.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	266	1694	518	265	1693	511	307	1326	411	284	1292	401
V/C Ratio(X)	0.58	0.51	0.31	0.57	0.33	0.09	0.66	0.47	0.33	0.63	0.57	0.46
Avail Cap(c_a), veh/h	344	2627	804	344	2627	793	402	2797	867	516	2966	920
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.3	16.7	15.4	27.3	15.5	14.3	27.1	19.3	18.5	27.2	20.1	19.5
Incr Delay (d2), s/veh	2.0	0.2	0.3	2.0	0.1	0.1	2.5	0.3	0.5	2.3	0.4	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.8	1.4	1.0	1.6	0.4	1.3	2.1	1.4	1.2	2.6	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.3	16.9	15.8	29.3	15.7	14.4	29.6	19.5	19.0	29.5	20.5	20.3
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	C	C
Approach Vol, veh/h		1186			751			962			1107	
Approach Delay, s/veh		18.4			18.3			21.6			22.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	19.6	8.6	24.0	9.3	19.2	8.6	24.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	33.0	6.0	31.0	7.0	35.0	6.0	31.0
Max Q Clear Time (g_c+I1), s	5.0	8.2	4.6	10.3	5.4	9.7	4.6	6.9
Green Ext Time (p_c), s	0.2	4.2	0.1	6.1	0.1	5.2	0.1	3.5

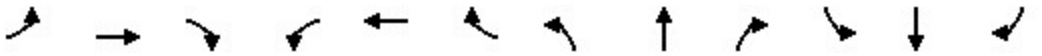
Intersection Summary	
HCM 7th Control Delay, s/veh	20.1
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	91	272	155	106	59	174	844	205	44	895	18
Future Volume (veh/h)	43	91	272	155	106	59	174	844	205	44	895	18
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		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	47	99	296	168	115	64	189	917	223	48	973	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	457	379	212	594	494	235	1397	338	82	1302	403
Arrive On Green	0.04	0.24	0.24	0.12	0.31	0.31	0.13	0.34	0.34	0.05	0.25	0.25
Sat Flow, veh/h	1810	1900	1576	1810	1900	1579	1810	4164	1009	1810	5187	1604
Grp Volume(v), veh/h	47	99	296	168	115	64	189	761	379	48	973	20
Grp Sat Flow(s),veh/h/ln	1810	1900	1576	1810	1900	1579	1810	1729	1715	1810	1729	1604
Q Serve(g_s), s	1.6	2.6	10.8	5.5	2.7	1.8	6.2	11.5	11.5	1.6	10.6	0.6
Cycle Q Clear(g_c), s	1.6	2.6	10.8	5.5	2.7	1.8	6.2	11.5	11.5	1.6	10.6	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.59	1.00		1.00
Lane Grp Cap(c), veh/h	81	457	379	212	594	494	235	1160	575	82	1302	403
V/C Ratio(X)	0.58	0.22	0.78	0.79	0.19	0.13	0.80	0.66	0.66	0.58	0.75	0.05
Avail Cap(c_a), veh/h	148	683	566	266	807	671	296	1299	644	148	1525	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	18.6	21.7	26.3	15.4	15.1	25.9	17.3	17.4	28.6	21.1	17.4
Incr Delay (d2), s/veh	6.3	0.2	4.1	12.2	0.2	0.1	12.0	1.0	2.1	6.4	1.7	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	0.8	1.0	3.8	2.8	1.0	0.6	3.1	3.7	3.9	0.7	3.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.0	18.9	25.8	38.6	15.6	15.2	37.8	18.4	19.5	35.0	22.9	17.4
LnGrp LOS	C	B	C	D	B	B	D	B	B	C	C	B
Approach Vol, veh/h		442			347			1329			1041	
Approach Delay, s/veh		25.2			26.6			21.4			23.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	24.5	11.2	18.7	12.0	19.4	6.8	23.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	23.0	9.0	22.0	10.0	18.0	5.0	26.0
Max Q Clear Time (g_c+I1), s	3.6	13.5	7.5	12.8	8.2	12.6	3.6	4.7
Green Ext Time (p_c), s	0.0	4.5	0.1	1.0	0.1	2.7	0.0	0.7

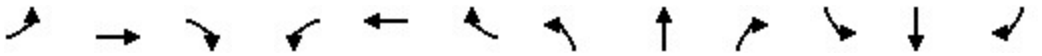
Intersection Summary	
HCM 7th Control Delay, s/veh	23.2
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	4	32	85	10	48	49	1201	117	60	1227	27
Future Volume (veh/h)	17	4	32	85	10	48	49	1201	117	60	1227	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	19	4	35	93	11	53	54	1320	129	66	1348	30
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	43	21	183	273	340	284	100	1885	583	115	1927	583
Arrive On Green	0.02	0.12	0.12	0.08	0.18	0.18	0.06	0.36	0.36	0.06	0.37	0.37
Sat Flow, veh/h	1810	168	1468	3510	1900	1589	1810	5187	1604	1810	5187	1570
Grp Volume(v), veh/h	19	0	39	93	11	53	54	1320	129	66	1348	30
Grp Sat Flow(s),veh/h/ln	1810	0	1636	1755	1900	1589	1810	1729	1604	1810	1729	1570
Q Serve(g_s), s	0.4	0.0	0.9	1.1	0.2	1.2	1.3	9.4	2.4	1.5	9.5	0.5
Cycle Q Clear(g_c), s	0.4	0.0	0.9	1.1	0.2	1.2	1.3	9.4	2.4	1.5	9.5	0.5
Prop In Lane	1.00		0.90	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	43	0	204	273	340	284	100	1885	583	115	1927	583
V/C Ratio(X)	0.44	0.00	0.19	0.34	0.03	0.19	0.54	0.70	0.22	0.58	0.70	0.05
Avail Cap(c_a), veh/h	210	0	985	407	1145	957	210	2163	669	210	2163	655
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	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	20.8	0.0	16.9	18.8	14.6	15.1	19.9	11.7	9.5	19.6	11.5	8.7
Incr Delay (d2), s/veh	7.1	0.0	0.5	0.7	0.0	0.3	4.5	0.9	0.2	4.5	0.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.3	0.4	0.1	0.4	0.5	2.3	0.6	0.6	2.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.9	0.0	17.4	19.6	14.7	15.4	24.3	12.6	9.7	24.1	12.4	8.7
LnGrp LOS	C		B	B	B	B	C	B	A	C	B	A
Approach Vol, veh/h		58			157			1503			1444	
Approach Delay, s/veh		20.8			17.8			12.8			12.9	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	19.7	7.4	9.4	6.4	20.0	5.0	11.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	18.0	5.0	26.0	5.0	18.0	5.0	26.0
Max Q Clear Time (g_c+I1), s	3.5	11.4	3.1	2.9	3.3	11.5	2.4	3.2
Green Ext Time (p_c), s	0.0	4.2	0.0	0.1	0.0	4.1	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	13.2
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	0	189	0	0	0	177	1239	0	0	1170	171
Future Volume (veh/h)	137	0	189	0	0	0	177	1239	0	0	1170	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	152	0	210	0	0	0	197	1377	0	0	1300	190
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1040	0	319	0	377	0	250	3168	0	0	1955	607
Arrive On Green	0.20	0.00	0.20	0.00	0.00	0.00	0.14	0.61	0.00	0.00	0.38	0.38
Sat Flow, veh/h	3510	0	1610	0	1900	0	1810	5358	0	0	5358	1610
Grp Volume(v), veh/h	152	0	210	0	0	0	197	1377	0	0	1300	190
Grp Sat Flow(s),veh/h/ln	1755	0	1610	0	1900	0	1810	1729	0	0	1729	1610
Q Serve(g_s), s	1.5	0.0	5.0	0.0	0.0	0.0	4.4	5.9	0.0	0.0	8.7	3.5
Cycle Q Clear(g_c), s	1.5	0.0	5.0	0.0	0.0	0.0	4.4	5.9	0.0	0.0	8.7	3.5
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	1040	0	319	0	377	0	250	3168	0	0	1955	607
V/C Ratio(X)	0.15	0.00	0.66	0.00	0.00	0.00	0.79	0.43	0.00	0.00	0.66	0.31
Avail Cap(c_a), veh/h	2187	0	846	0	998	0	302	3715	0	0	2353	730
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	14.1	0.0	15.5	0.0	0.0	0.0	17.5	4.3	0.0	0.0	10.8	9.2
Incr Delay (d2), s/veh	0.1	0.0	2.3	0.0	0.0	0.0	10.9	0.1	0.0	0.0	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	0.5	0.0	1.5	0.0	0.0	0.0	2.1	0.4	0.0	0.0	2.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.1	0.0	17.8	0.0	0.0	0.0	28.3	4.4	0.0	0.0	11.4	9.5
LnGrp LOS	B		B				C	A			B	A
Approach Vol, veh/h		362			0			1574			1490	
Approach Delay, s/veh		16.2			0.0			7.4			11.2	
Approach LOS		B						A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		29.6		12.3	9.8	19.8		12.3				
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s		30.0		22.0	7.0	19.0		22.0				
Max Q Clear Time (g_c+I1), s		7.9		7.0	6.4	10.7		0.0				
Green Ext Time (p_c), s		9.2		1.4	0.0	5.1		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	10.0
HCM 7th LOS	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	60	12	1719	73	10	1598
Future Volume (veh/h)	60	12	1719	73	10	1598
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	71	14	2022	86	12	1880
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	135	120	3085	958	39	3691
Arrive On Green	0.07	0.07	0.59	0.59	0.02	0.71
Sat Flow, veh/h	1810	1610	5358	1610	1810	5358
Grp Volume(v), veh/h	71	14	2022	86	12	1880
Grp Sat Flow(s),veh/h/ln	1810	1610	1729	1610	1810	1729
Q Serve(g_s), s	1.6	0.3	10.9	1.0	0.3	6.9
Cycle Q Clear(g_c), s	1.6	0.3	10.9	1.0	0.3	6.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	135	120	3085	958	39	3691
V/C Ratio(X)	0.52	0.12	0.66	0.09	0.30	0.51
Avail Cap(c_a), veh/h	1074	956	3695	1147	301	5049
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	18.8	18.2	5.7	3.7	20.3	2.7
Incr Delay (d2), s/veh	3.1	0.4	0.3	0.0	4.3	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.1	0.9	0.2	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	21.9	18.6	6.0	3.7	24.6	2.9
LnGrp LOS	C	B	A	A	C	A
Approach Vol, veh/h	85		2108			1892
Approach Delay, s/veh	21.3		5.9			3.0
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	4.9	29.1			34.0	8.2
Change Period (Y+Rc), s	4.0	4.0			4.0	5.0
Max Green Setting (Gmax), s	7.0	30.0			41.0	25.0
Max Q Clear Time (g_c+I1), s	2.3	12.9			8.9	3.6
Green Ext Time (p_c), s	0.0	12.1			16.4	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	4.9
HCM 7th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	300	203	0	1665	1653	611
Future Volume (veh/h)	300	203	0	1665	1653	611
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	370	186	0	1850	1837	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	675	300	0	3209	3209	
Arrive On Green	0.19	0.19	0.00	0.62	0.62	0.00
Sat Flow, veh/h	3619	1610	0	5529	5358	1610
Grp Volume(v), veh/h	370	186	0	1850	1837	0
Grp Sat Flow(s),veh/h/ln	1810	1610	0	1729	1729	1610
Q Serve(g_s), s	3.8	4.4	0.0	8.7	8.6	0.0
Cycle Q Clear(g_c), s	3.8	4.4	0.0	8.7	8.6	0.0
Prop In Lane	1.00	1.00	0.00			1.00
Lane Grp Cap(c), veh/h	675	300	0	3209	3209	
V/C Ratio(X)	0.55	0.62	0.00	0.58	0.57	
Avail Cap(c_a), veh/h	1235	549	0	4803	4803	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.1	15.4	0.0	4.6	4.6	0.0
Incr Delay (d2), s/veh	0.7	2.1	0.0	0.2	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.5	0.0	0.4	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	15.8	17.4	0.0	4.8	4.8	0.0
LnGrp LOS	B	B		A	A	
Approach Vol, veh/h	556			1850	1837	
Approach Delay, s/veh	16.4			4.8	4.8	
Approach LOS	B			A	A	

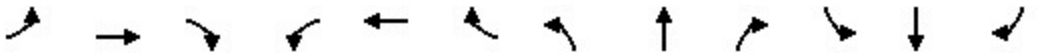
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		29.4		11.7		29.4
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		38.0		14.0		38.0
Max Q Clear Time (g_c+I1), s		10.7		6.4		10.6
Green Ext Time (p_c), s		14.7		1.3		14.6

Intersection Summary	
HCM 7th Control Delay, s/veh	6.3
HCM 7th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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



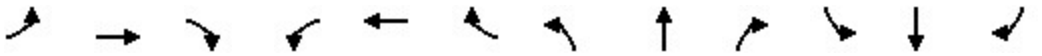
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	411	0	72	0	1594	724	374	1478	0
Future Volume (veh/h)	0	0	0	411	0	72	0	1594	724	374	1478	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1870	1900	0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	0	0	0	462	0	81	0	1791	813	420	1661	0
Peak Hour Factor	0.95	0.95	0.95	0.89	0.95	0.89	0.95	0.89	0.89	0.89	0.89	0.95
Percent Heavy Veh, %	2	2	2	0	2	0	0	0	0	0	0	0
Cap, veh/h	0	3	0	642	0	572	0	2342	1004	538	3513	0
Arrive On Green	0.00	0.00	0.00	0.18	0.00	0.18	0.00	0.45	0.45	0.15	0.68	0.00
Sat Flow, veh/h	0	-74814	0	3619	0	3220	0	5358	1590	3510	5358	0
Grp Volume(v), veh/h	0	0	0	462	0	81	0	1791	813	420	1661	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1810	0	1610	0	1729	1590	1755	1729	0
Q Serve(g_s), s	0.0	0.0	0.0	6.6	0.0	1.2	0.0	15.9	21.4	6.3	8.4	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	6.6	0.0	1.2	0.0	15.9	21.4	6.3	8.4	0.0
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	3	0	642	0	572	0	2342	1004	538	3513	0
V/C Ratio(X)	0.00	0.00	0.00	0.72	0.00	0.14	0.00	0.76	0.81	0.78	0.47	0.00
Avail Cap(c_a), veh/h	0	238	0	1182	0	1694	0	2353	1007	573	3576	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	21.4	0.0	19.1	0.0	12.7	7.8	22.4	4.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.5	0.0	0.1	0.0	1.5	5.0	6.5	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.5	0.0	0.4	0.0	4.3	4.9	2.6	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	22.9	0.0	19.2	0.0	14.2	12.8	28.9	4.3	0.0
LnGrp LOS				C		B		B	B	C	A	
Approach Vol, veh/h		0			543			2604			2081	
Approach Delay, s/veh		0.0			22.4			13.8			9.3	
Approach LOS					C			B			A	

Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	12.4	28.9	13.8	0.0		41.3		13.8				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0		4.0		4.0				
Max Green Setting (Gmax), s	9.0	25.0	18.0	7.0		38.0		29.0				
Max Q Clear Time (g_c+I1), s	8.3	23.4	8.6	0.0		10.4		3.2				
Green Ext Time (p_c), s	0.1	1.5	1.2	0.0		12.9		0.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	12.9
HCM 7th LOS	B

Notes

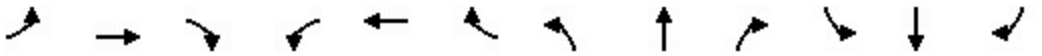
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	324	63	199	522	325	243	1599	163	260	965	440
Future Volume (veh/h)	158	324	63	199	522	325	243	1599	163	260	965	440
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		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	178	364	71	224	587	365	273	1797	183	292	1084	494
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	227	1289	395	291	1384	424	344	2012	204	352	2193	681
Arrive On Green	0.06	0.25	0.25	0.08	0.27	0.27	0.10	0.42	0.42	0.10	0.42	0.42
Sat Flow, veh/h	3510	5187	1589	3510	5187	1588	3510	4785	485	3510	5187	1610
Grp Volume(v), veh/h	178	364	71	224	587	365	273	1296	684	292	1084	494
Grp Sat Flow(s),veh/h/ln	1755	1729	1589	1755	1729	1588	1755	1729	1813	1755	1729	1610
Q Serve(g_s), s	5.4	6.1	3.8	6.8	10.1	23.7	8.2	37.6	38.0	8.8	16.5	27.7
Cycle Q Clear(g_c), s	5.4	6.1	3.8	6.8	10.1	23.7	8.2	37.6	38.0	8.8	16.5	27.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	227	1289	395	291	1384	424	344	1454	762	352	2193	681
V/C Ratio(X)	0.78	0.28	0.18	0.77	0.42	0.86	0.79	0.89	0.90	0.83	0.49	0.73
Avail Cap(c_a), veh/h	227	1390	426	389	1629	499	486	1501	787	357	2193	681
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.9	32.9	32.0	48.6	32.8	37.8	47.8	29.1	29.2	47.8	22.8	26.0
Incr Delay (d2), s/veh	16.3	0.1	0.2	6.5	0.2	12.7	5.9	7.0	12.8	14.9	0.2	3.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	2.5	1.4	3.1	4.1	10.3	3.7	15.3	17.4	4.4	6.1	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.2	33.0	32.2	55.2	33.0	50.5	53.7	36.1	42.0	62.7	23.0	29.9
LnGrp LOS	E	C	C	E	C	D	D	D	D	E	C	C
Approach Vol, veh/h		613			1176			2253			1870	
Approach Delay, s/veh		42.5			42.7			40.0			31.0	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.9	49.5	13.0	30.9	14.6	49.8	11.0	32.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	47.0	12.0	29.0	15.0	43.0	7.0	34.0
Max Q Clear Time (g_c+I1), s	10.8	40.0	8.8	8.1	10.2	29.7	7.4	25.7
Green Ext Time (p_c), s	0.0	5.5	0.2	2.3	0.4	6.9	0.0	3.2

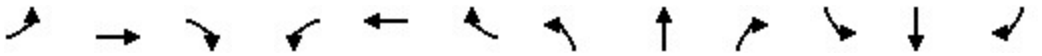
Intersection Summary	
HCM 7th Control Delay, s/veh	37.9
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	0	244	0	0	0	104	616	0	0	1016	113
Future Volume (veh/h)	200	0	244	0	0	0	104	616	0	0	1016	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	217	0	265	0	0	0	113	670	0	0	1104	123
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	608	0	0	0	5	0	331	3126	0	0	2055	630
Arrive On Green	0.17	0.00	0.00	0.00	0.00	0.00	0.09	0.60	0.00	0.00	0.40	0.40
Sat Flow, veh/h	3510	217		0	-76000	0	3510	5358	0	0	5358	1589
Grp Volume(v), veh/h	217	13.4		0	0	0	113	670	0	0	1104	123
Grp Sat Flow(s),veh/h/ln	1755	B		0	1900	0	1755	1729	0	0	1729	1589
Q Serve(g_s), s	1.9			0.0	0.0	0.0	1.1	2.1	0.0	0.0	5.8	1.8
Cycle Q Clear(g_c), s	1.9			0.0	0.0	0.0	1.1	2.1	0.0	0.0	5.8	1.8
Prop In Lane	1.00			0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	608			0	5	0	331	3126	0	0	2055	630
V/C Ratio(X)	0.36			0.00	0.00	0.00	0.34	0.21	0.00	0.00	0.54	0.20
Avail Cap(c_a), veh/h	2753			0	1543	0	492	4504	0	0	3196	979
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.0			0.0	0.0	0.0	15.1	3.2	0.0	0.0	8.3	7.1
Incr Delay (d2), s/veh	0.4			0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.2	0.1
Initial Q Delay(d3), s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6			0.0	0.0	0.0	0.3	0.0	0.0	0.0	1.1	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.4			0.0	0.0	0.0	15.7	3.3	0.0	0.0	8.5	7.2
LnGrp LOS	B						B	A			A	A
Approach Vol, veh/h					0			783			1227	
Approach Delay, s/veh					0.0			5.1			8.4	
Approach LOS								A			A	

Timer - Assigned Phs		2			5	6	7	8				
Phs Duration (G+Y+Rc), s		25.5			7.4	18.1	10.2	0.0				
Change Period (Y+Rc), s		4.0			4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s		31.0			5.0	22.0	28.0	29.0				
Max Q Clear Time (g_c+I1), s		4.1			3.1	7.8	3.9	0.0				
Green Ext Time (p_c), s		4.3			0.0	6.2	0.7	0.0				

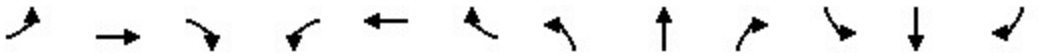
Intersection Summary												
HCM 7th Control Delay, s/veh			7.7									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	793	182	207	388	161	85	481	192	388	773	92
Future Volume (veh/h)	135	793	182	207	388	161	85	481	192	388	773	92
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		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	145	853	196	223	417	173	91	517	206	417	831	99
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	253	1537	467	274	1568	477	220	1140	348	548	1625	497
Arrive On Green	0.07	0.30	0.30	0.08	0.30	0.30	0.06	0.22	0.22	0.16	0.31	0.31
Sat Flow, veh/h	3510	5187	1576	3510	5187	1578	3510	5187	1585	3510	5187	1587
Grp Volume(v), veh/h	145	853	196	223	417	173	91	517	206	417	831	99
Grp Sat Flow(s),veh/h/ln	1755	1729	1576	1755	1729	1578	1755	1729	1585	1755	1729	1587
Q Serve(g_s), s	2.6	8.9	6.4	4.0	3.9	5.5	1.6	5.5	7.5	7.3	8.4	2.9
Cycle Q Clear(g_c), s	2.6	8.9	6.4	4.0	3.9	5.5	1.6	5.5	7.5	7.3	8.4	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	253	1537	467	274	1568	477	220	1140	348	548	1625	497
V/C Ratio(X)	0.57	0.56	0.42	0.81	0.27	0.36	0.41	0.45	0.59	0.76	0.51	0.20
Avail Cap(c_a), veh/h	274	2753	837	274	2753	838	329	2834	866	548	3158	966
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	28.8	19.0	18.1	29.1	17.0	17.5	28.9	21.7	22.4	25.9	18.0	16.1
Incr Delay (d2), s/veh	2.5	0.3	0.6	16.9	0.1	0.5	1.2	0.3	1.6	6.2	0.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.1	2.1	2.2	1.3	1.8	0.6	2.0	2.6	3.1	2.8	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.2	19.3	18.7	46.0	17.0	18.0	30.1	21.9	24.0	32.1	18.2	16.3
LnGrp LOS	C	B	B	D	B	B	C	C	C	C	B	B
Approach Vol, veh/h		1194			813			814			1347	
Approach Delay, s/veh		20.6			25.2			23.4			22.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	18.1	9.0	23.0	8.0	24.1	8.6	23.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	35.0	5.0	34.0	6.0	39.0	5.0	34.0
Max Q Clear Time (g_c+I1), s	9.3	9.5	6.0	10.9	3.6	10.4	4.6	7.5
Green Ext Time (p_c), s	0.1	3.9	0.0	6.4	0.0	5.9	0.0	3.2

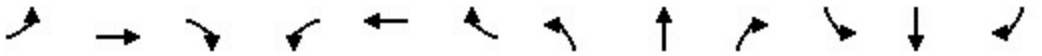
Intersection Summary	
HCM 7th Control Delay, s/veh	22.6
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	87	181	84	36	71	96	677	60	52	1078	55
Future Volume (veh/h)	57	87	181	84	36	71	96	677	60	52	1078	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	64	98	203	94	40	80	108	761	67	58	1211	62
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	100	332	282	122	355	296	140	2046	621	95	1918	582
Arrive On Green	0.06	0.17	0.17	0.07	0.19	0.19	0.08	0.39	0.39	0.05	0.37	0.37
Sat Flow, veh/h	1810	1900	1610	1810	1900	1587	1810	5187	1575	1810	5187	1575
Grp Volume(v), veh/h	64	98	203	94	40	80	108	761	67	58	1211	62
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1587	1810	1729	1575	1810	1729	1575
Q Serve(g_s), s	2.0	2.6	6.9	3.0	1.0	2.5	3.4	6.0	1.6	1.8	11.1	1.5
Cycle Q Clear(g_c), s	2.0	2.6	6.9	3.0	1.0	2.5	3.4	6.0	1.6	1.8	11.1	1.5
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	100	332	282	122	355	296	140	2046	621	95	1918	582
V/C Ratio(X)	0.64	0.29	0.72	0.77	0.11	0.27	0.77	0.37	0.11	0.61	0.63	0.11
Avail Cap(c_a), veh/h	281	1280	1084	188	1181	987	219	3046	925	250	3135	952
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	26.8	20.8	22.5	26.6	19.6	20.2	26.2	12.4	11.1	26.9	15.0	12.0
Incr Delay (d2), s/veh	6.5	0.5	3.5	9.9	0.1	0.5	8.8	0.1	0.1	6.2	0.3	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.1	2.7	1.5	0.4	0.9	1.6	1.8	0.5	0.8	3.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.3	21.3	26.0	36.5	19.7	20.6	35.0	12.6	11.2	33.1	15.4	12.1
LnGrp LOS	C	C	C	D	B	C	C	B	B	C	B	B
Approach Vol, veh/h		365			214			936			1331	
Approach Delay, s/veh		26.0			27.4			15.0			16.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	26.8	7.9	16.1	8.5	25.4	7.2	16.8
Change Period (Y+Rc), s	4.0	4.0	4.0	6.0	4.0	4.0	4.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	6.0	39.0	7.0	35.0	9.0	36.0
Max Q Clear Time (g_c+I1), s	3.8	8.0	5.0	8.9	5.4	13.1	4.0	4.5
Green Ext Time (p_c), s	0.0	5.1	0.0	1.2	0.0	8.3	0.0	0.5

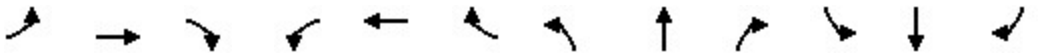
Intersection Summary	
HCM 7th Control Delay, s/veh	17.8
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	993	6	3	1494	24	9	2	2	50	0	47
Future Volume (veh/h)	24	993	6	3	1494	24	9	2	2	50	0	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	1079	7	3	1624	26	10	2	2	54	0	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	58	2496	16	7	2322	37	359	72	43	265	43	148
Arrive On Green	0.03	0.47	0.47	0.00	0.44	0.44	0.19	0.19	0.19	0.19	0.00	0.19
Sat Flow, veh/h	1810	5317	34	1810	5256	84	969	373	224	586	223	764
Grp Volume(v), veh/h	26	702	384	3	1068	582	14	0	0	105	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1894	1810	1729	1882	1565	0	0	1573	0	0
Q Serve(g_s), s	0.5	4.9	4.9	0.1	9.0	9.0	0.0	0.0	0.0	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.5	4.9	4.9	0.1	9.0	9.0	0.2	0.0	0.0	1.9	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.04	0.71		0.14	0.51		0.49
Lane Grp Cap(c), veh/h	58	1623	889	7	1527	831	475	0	0	456	0	0
V/C Ratio(X)	0.45	0.43	0.43	0.40	0.70	0.70	0.03	0.00	0.00	0.23	0.00	0.00
Avail Cap(c_a), veh/h	251	1725	945	251	1725	939	1205	0	0	1212	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	17.2	6.4	6.4	17.9	8.1	8.1	11.8	0.0	0.0	12.5	0.0	0.0
Incr Delay (d2), s/veh	5.5	0.2	0.3	31.7	1.1	2.0	0.0	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.7	0.8	0.1	1.6	2.0	0.1	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.6	6.6	6.7	49.7	9.2	10.1	11.8	0.0	0.0	12.7	0.0	0.0
LnGrp LOS	C	A	A	D	A	B	B			B		
Approach Vol, veh/h		1112			1653			14			105	
Approach Delay, s/veh		7.0			9.6			11.8			12.7	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.0	4.1	20.9		11.0	5.1	19.9				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		25.0	5.0	18.0		25.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s		2.2	2.1	6.9		3.9	2.5	11.0				
Green Ext Time (p_c), s		0.0	0.0	4.7		0.5	0.0	4.9				

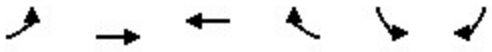
Intersection Summary	
HCM 7th Control Delay, s/veh	8.7
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	676	368	245	943	244	405	1425	198	250	1136	175
Future Volume (veh/h)	189	676	368	245	943	244	405	1425	198	250	1136	175
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		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781
Adj Flow Rate, veh/h	195	697	379	253	972	252	418	1469	204	258	1171	180
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	8	8	8	8	8	8	8	8	8	8	8	8
Cap, veh/h	338	1452	445	272	1354	563	408	1730	661	322	1603	652
Arrive On Green	0.10	0.30	0.30	0.08	0.28	0.28	0.12	0.36	0.36	0.10	0.33	0.33
Sat Flow, veh/h	3291	4863	1490	3291	4863	1490	3291	4863	1508	3291	4863	1508
Grp Volume(v), veh/h	195	697	379	253	972	252	418	1469	204	258	1171	180
Grp Sat Flow(s),veh/h/ln	1646	1621	1490	1646	1621	1490	1646	1621	1508	1646	1621	1508
Q Serve(g_s), s	5.5	11.4	23.2	7.4	17.4	12.3	12.0	27.0	8.5	7.4	20.6	7.4
Cycle Q Clear(g_c), s	5.5	11.4	23.2	7.4	17.4	12.3	12.0	27.0	8.5	7.4	20.6	7.4
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	338	1452	445	272	1354	563	408	1730	661	322	1603	652
V/C Ratio(X)	0.58	0.48	0.85	0.93	0.72	0.45	1.02	0.85	0.31	0.80	0.73	0.28
Avail Cap(c_a), veh/h	340	1708	523	272	1608	640	408	1859	701	340	1758	700
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	41.4	27.8	31.9	44.1	31.5	22.7	42.4	28.8	17.7	42.7	28.6	17.7
Incr Delay (d2), s/veh	2.4	0.2	11.3	36.4	1.3	0.6	50.9	3.7	0.3	12.3	1.4	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	4.1	9.1	4.2	6.5	4.0	7.4	9.9	2.7	3.4	7.4	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.8	28.1	43.2	80.5	32.8	23.2	93.3	32.5	17.9	55.1	30.1	17.9
LnGrp LOS	D	C	D	F	C	C	F	C	B	E	C	B
Approach Vol, veh/h		1271			1477			2091			1609	
Approach Delay, s/veh		35.0			39.3			43.2			32.7	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	38.4	12.0	32.9	16.0	35.9	13.9	30.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	37.0	8.0	34.0	12.0	35.0	10.0	32.0
Max Q Clear Time (g_c+I1), s	9.4	29.0	9.4	25.2	14.0	22.6	7.5	19.4
Green Ext Time (p_c), s	0.1	5.4	0.0	3.7	0.0	6.2	0.1	5.6

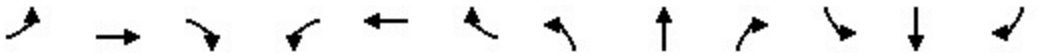
Intersection Summary	
HCM 7th Control Delay, s/veh	38.1
HCM 7th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	150	1126	1358	134	168	106
Future Volume (veh/h)	150	1126	1358	134	168	106
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	155	1161	1400	138	173	109
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	360	3287	2239	694	586	269
Arrive On Green	0.10	0.63	0.43	0.43	0.17	0.17
Sat Flow, veh/h	3510	5358	5358	1608	3510	1610
Grp Volume(v), veh/h	155	1161	1400	138	173	109
Grp Sat Flow(s),veh/h/ln	1755	1729	1729	1608	1755	1610
Q Serve(g_s), s	1.7	4.2	8.4	2.1	1.7	2.4
Cycle Q Clear(g_c), s	1.7	4.2	8.4	2.1	1.7	2.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	360	3287	2239	694	586	269
V/C Ratio(X)	0.43	0.35	0.63	0.20	0.30	0.41
Avail Cap(c_a), veh/h	437	4007	2844	882	2712	1244
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	16.9	3.5	8.9	7.1	14.6	14.9
Incr Delay (d2), s/veh	0.8	0.1	0.3	0.1	0.3	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.2	1.7	0.0	0.6	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.7	3.5	9.2	7.2	14.9	15.9
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		1316	1538		282	
Approach Delay, s/veh		5.2	9.0		15.3	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			29.4		10.7	8.1	21.3
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			31.0		31.0	5.0	22.0
Max Q Clear Time (g_c+I1), s			6.2		4.4	3.7	10.4
Green Ext Time (p_c), s			8.0		0.9	0.1	6.9

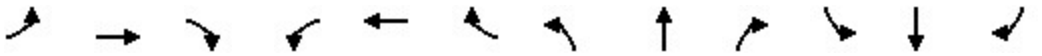
Intersection Summary		
HCM 7th Control Delay, s/veh		8.0
HCM 7th LOS		A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	1016	21	60	1254	144	21	21	32	221	37	156
Future Volume (veh/h)	146	1016	21	60	1254	144	21	21	32	221	37	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	149	1037	21	61	1280	147	21	21	33	226	38	159
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	296	2095	650	102	1948	605	88	482	213	357	758	332
Arrive On Green	0.08	0.40	0.40	0.06	0.38	0.38	0.03	0.13	0.13	0.10	0.21	0.21
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	3510	3610	1599	3510	3610	1581
Grp Volume(v), veh/h	149	1037	21	61	1280	147	21	21	33	226	38	159
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1755	1805	1599	1755	1805	1581
Q Serve(g_s), s	2.1	7.8	0.4	1.7	10.7	3.3	0.3	0.3	1.0	3.2	0.4	4.6
Cycle Q Clear(g_c), s	2.1	7.8	0.4	1.7	10.7	3.3	0.3	0.3	1.0	3.2	0.4	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	296	2095	650	102	1948	605	88	482	213	357	758	332
V/C Ratio(X)	0.50	0.50	0.03	0.60	0.66	0.24	0.24	0.04	0.15	0.63	0.05	0.48
Avail Cap(c_a), veh/h	401	2570	798	207	2570	798	334	2201	975	669	2545	1115
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	23.0	11.7	9.4	24.2	13.6	11.3	25.1	19.8	20.1	22.6	16.5	18.2
Incr Delay (d2), s/veh	1.3	0.2	0.0	5.6	0.4	0.2	1.4	0.0	0.3	1.9	0.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.1	0.1	0.8	3.1	0.9	0.1	0.1	0.3	1.3	0.2	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.3	11.8	9.5	29.8	14.0	11.5	26.5	19.9	20.5	24.5	16.6	19.3
LnGrp LOS	C	B	A	C	B	B	C	B	C	C	B	B
Approach Vol, veh/h		1207			1488			75			423	
Approach Delay, s/veh		13.3			14.4			22.0			21.8	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	11.0	6.9	25.2	5.3	15.0	8.4	23.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	32.0	6.0	26.0	5.0	37.0	6.0	26.0
Max Q Clear Time (g_c+I1), s	5.2	3.0	3.7	9.8	2.3	6.6	4.1	12.7
Green Ext Time (p_c), s	0.3	0.2	0.0	6.0	0.0	0.7	0.1	7.0

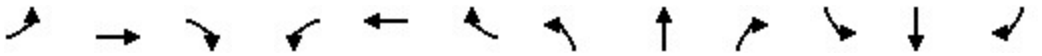
Intersection Summary	
HCM 7th Control Delay, s/veh	15.1
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	906	367	239	600	143	325	1098	355	139	919	210
Future Volume (veh/h)	240	906	367	239	600	143	325	1098	355	139	919	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796
Adj Flow Rate, veh/h	242	915	371	241	606	144	328	1109	359	140	928	212
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	225	1500	465	263	1556	482	338	1819	564	208	1133	498
Arrive On Green	0.07	0.31	0.31	0.08	0.32	0.32	0.10	0.37	0.37	0.06	0.33	0.33
Sat Flow, veh/h	3319	4904	1519	3319	4904	1519	3319	4904	1521	3319	3413	1502
Grp Volume(v), veh/h	242	915	371	241	606	144	328	1109	359	140	928	212
Grp Sat Flow(s),veh/h/ln	1659	1635	1519	1659	1635	1519	1659	1635	1521	1659	1706	1502
Q Serve(g_s), s	6.0	14.1	19.8	6.4	8.5	6.3	8.7	16.2	17.2	3.6	22.0	9.7
Cycle Q Clear(g_c), s	6.0	14.1	19.8	6.4	8.5	6.3	8.7	16.2	17.2	3.6	22.0	9.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	225	1500	465	263	1556	482	338	1819	564	208	1133	498
V/C Ratio(X)	1.07	0.61	0.80	0.92	0.39	0.30	0.97	0.61	0.64	0.67	0.82	0.43
Avail Cap(c_a), veh/h	225	1776	550	263	1832	568	338	2054	637	301	1391	612
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	41.2	26.2	28.2	40.4	23.5	22.8	39.5	22.6	22.9	40.5	27.1	23.0
Incr Delay (d2), s/veh	80.9	0.4	7.0	34.2	0.2	0.3	40.8	0.4	1.7	3.7	3.3	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	5.0	7.4	3.7	3.0	2.1	5.2	5.6	5.7	1.5	8.6	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	122.1	26.6	35.1	74.6	23.7	23.1	80.4	23.0	24.6	44.3	30.4	23.5
LnGrp LOS	F	C	D	E	C	C	F	C	C	D	C	C
Approach Vol, veh/h		1528			991			1796			1280	
Approach Delay, s/veh		43.8			36.0			33.8			30.8	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	36.8	11.0	31.0	13.0	33.3	10.0	32.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	37.0	7.0	32.0	9.0	36.0	6.0	33.0
Max Q Clear Time (g_c+I1), s	5.6	18.2	8.4	21.8	10.7	24.0	8.0	10.5
Green Ext Time (p_c), s	0.1	5.3	0.0	5.0	0.0	5.1	0.0	4.2

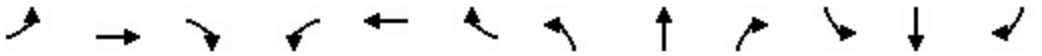
Intersection Summary	
HCM 7th Control Delay, s/veh	36.2
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	745	20	21	1007	278	47	38	28	179	46	114
Future Volume (veh/h)	111	745	20	21	1007	278	47	38	28	179	46	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	116	776	21	22	1049	290	49	40	29	186	48	119
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	149	2114	653	47	1268	562	87	272	229	237	429	362
Arrive On Green	0.08	0.41	0.41	0.03	0.35	0.35	0.05	0.14	0.14	0.13	0.23	0.23
Sat Flow, veh/h	1810	5187	1602	1810	3610	1601	1810	1900	1600	1810	1900	1604
Grp Volume(v), veh/h	116	776	21	22	1049	290	49	40	29	186	48	119
Grp Sat Flow(s),veh/h/ln	1810	1729	1602	1810	1805	1601	1810	1900	1600	1810	1900	1604
Q Serve(g_s), s	3.4	5.7	0.4	0.7	14.5	7.8	1.4	1.0	0.9	5.4	1.1	3.4
Cycle Q Clear(g_c), s	3.4	5.7	0.4	0.7	14.5	7.8	1.4	1.0	0.9	5.4	1.1	3.4
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	149	2114	653	47	1268	562	87	272	229	237	429	362
V/C Ratio(X)	0.78	0.37	0.03	0.47	0.83	0.52	0.56	0.15	0.13	0.79	0.11	0.33
Avail Cap(c_a), veh/h	165	2114	653	165	1453	644	165	904	761	364	1112	939
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	24.6	11.3	9.7	26.3	16.2	14.1	25.5	20.5	20.4	23.0	16.8	17.7
Incr Delay (d2), s/veh	18.9	0.1	0.0	7.1	3.7	0.7	5.6	0.2	0.2	6.1	0.1	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	2.0	1.6	0.1	0.3	5.1	2.2	0.7	0.4	0.3	2.5	0.4	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.5	11.4	9.7	33.3	19.9	14.8	31.1	20.8	20.7	29.1	16.9	18.2
LnGrp LOS	D	B	A	C	B	B	C	C	C	C	B	B
Approach Vol, veh/h		913			1361			118			353	
Approach Delay, s/veh		15.4			19.0			25.0			23.8	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	11.8	5.4	26.3	6.6	16.3	8.5	23.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	26.0	5.0	22.0	5.0	32.0	5.0	22.0
Max Q Clear Time (g_c+I1), s	7.4	3.0	2.7	7.7	3.4	5.4	5.4	16.5
Green Ext Time (p_c), s	0.2	0.2	0.0	4.1	0.0	0.6	0.0	2.7

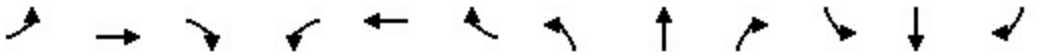
Intersection Summary	
HCM 7th Control Delay, s/veh	18.7
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	787	87	136	750	12	115	32	130	38	19	4
Future Volume (veh/h)	20	787	87	136	750	12	115	32	130	38	19	4
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		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	820	91	142	781	12	120	33	135	40	20	4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	46	1128	487	182	1399	619	154	383	324	78	304	253
Arrive On Green	0.03	0.31	0.31	0.10	0.39	0.39	0.09	0.20	0.20	0.04	0.16	0.16
Sat Flow, veh/h	1810	3610	1559	1810	3610	1598	1810	1900	1605	1810	1900	1583
Grp Volume(v), veh/h	21	820	91	142	781	12	120	33	135	40	20	4
Grp Sat Flow(s),veh/h/ln	1810	1805	1559	1810	1805	1598	1810	1900	1605	1810	1900	1583
Q Serve(g_s), s	0.5	9.4	2.0	3.6	7.9	0.2	3.0	0.7	3.4	1.0	0.4	0.1
Cycle Q Clear(g_c), s	0.5	9.4	2.0	3.6	7.9	0.2	3.0	0.7	3.4	1.0	0.4	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	46	1128	487	182	1399	619	154	383	324	78	304	253
V/C Ratio(X)	0.45	0.73	0.19	0.78	0.56	0.02	0.78	0.09	0.42	0.51	0.07	0.02
Avail Cap(c_a), veh/h	193	1467	633	193	1467	649	193	1016	858	193	1016	846
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.5	14.3	11.7	20.5	11.2	8.8	21.0	15.2	16.3	21.9	16.7	16.5
Incr Delay (d2), s/veh	6.8	1.3	0.2	17.5	0.4	0.0	14.6	0.1	0.9	5.1	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.9	0.5	2.1	2.2	0.1	1.7	0.2	1.0	0.5	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.3	15.6	11.9	38.0	11.6	8.9	35.5	15.3	17.1	26.9	16.8	16.6
LnGrp LOS	C	B	B	D	B	A	D	B	B	C	B	B
Approach Vol, veh/h		932			935			288			64	
Approach Delay, s/veh		15.5			15.6			24.6			23.1	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	13.4	8.7	18.6	8.0	11.5	5.2	22.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	25.0	5.0	19.0	5.0	25.0	5.0	19.0
Max Q Clear Time (g_c+I1), s	3.0	5.4	5.6	11.4	5.0	2.4	2.5	9.9
Green Ext Time (p_c), s	0.0	0.5	0.0	2.8	0.0	0.0	0.0	3.1

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	218	2	644	522	533	530	316	1314	16	4	1649	237
Future Volume (veh/h)	218	2	644	522	533	530	316	1314	16	4	1649	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	226	0	664	609	450	546	326	1355	16	4	1700	244
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	550	0	488	885	465	787	326	2284	27	9	1787	554
Arrive On Green	0.16	0.00	0.16	0.25	0.25	0.25	0.10	0.45	0.45	0.01	0.36	0.36
Sat Flow, veh/h	3506	0	3114	3506	1841	3116	3401	5119	60	1753	5025	1559
Grp Volume(v), veh/h	226	0	664	609	450	546	326	887	484	4	1700	244
Grp Sat Flow(s),veh/h/ln	1753	0	1557	1753	1841	1558	1700	1675	1830	1753	1675	1559
Q Serve(g_s), s	6.7	0.0	18.0	18.0	27.8	18.2	11.0	22.9	22.9	0.3	37.8	13.7
Cycle Q Clear(g_c), s	6.7	0.0	18.0	18.0	27.8	18.2	11.0	22.9	22.9	0.3	37.8	13.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	550	0	488	885	465	787	326	1495	816	9	1787	554
V/C Ratio(X)	0.41	0.00	1.36	0.69	0.97	0.69	1.00	0.59	0.59	0.44	0.95	0.44
Avail Cap(c_a), veh/h	550	0	488	885	465	787	326	1495	816	76	1794	556
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.6	0.0	48.4	38.8	42.5	38.9	51.9	23.9	23.9	57.0	36.0	28.3
Incr Delay (d2), s/veh	0.5	0.0	175.1	2.3	33.5	2.6	50.1	0.6	1.2	29.6	11.7	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	18.6	7.7	16.3	6.9	6.7	8.4	9.2	0.2	16.1	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.1	0.0	223.6	41.1	76.0	41.5	102.0	24.6	25.1	86.6	47.8	28.8
LnGrp LOS	D		F	D	E	D	F	C	C	F	D	C
Approach Vol, veh/h		890			1605			1697			1948	
Approach Delay, s/veh		178.0			51.0			39.6			45.5	
Approach LOS		F			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	55.2		22.0	15.0	44.8		33.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	5.0	47.0		18.0	11.0	41.0		29.0				
Max Q Clear Time (g_c+I1), s	2.3	24.9		20.0	13.0	39.8		29.8				
Green Ext Time (p_c), s	0.0	8.5		0.0	0.0	1.0		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	64.5
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.



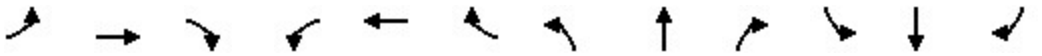
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	564	58	62	875	51	41
Future Volume (veh/h)	564	58	62	875	51	41
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	606	62	67	941	55	44
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1151	118	132	2053	129	103
Arrive On Green	0.35	0.35	0.07	0.57	0.14	0.14
Sat Flow, veh/h	3400	338	1810	3705	944	755
Grp Volume(v), veh/h	330	338	67	941	100	0
Grp Sat Flow(s),veh/h/ln	1805	1838	1810	1805	1717	0
Q Serve(g_s), s	4.0	4.0	1.0	4.1	1.4	0.0
Cycle Q Clear(g_c), s	4.0	4.0	1.0	4.1	1.4	0.0
Prop In Lane		0.18	1.00		0.55	0.44
Lane Grp Cap(c), veh/h	629	640	132	2053	234	0
V/C Ratio(X)	0.53	0.53	0.51	0.46	0.43	0.00
Avail Cap(c_a), veh/h	1596	1625	667	5054	886	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	7.1	7.1	12.1	3.4	10.7	0.0
Incr Delay (d2), s/veh	0.7	0.7	3.0	0.2	1.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.6	0.3	0.0	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	7.7	7.7	15.1	3.6	12.0	0.0
LnGrp LOS	A	A	B	A	B	
Approach Vol, veh/h	668			1008	100	
Approach Delay, s/veh	7.7			4.3	12.0	
Approach LOS	A			A	B	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	7.7	6.0	13.5		19.4
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	14.0	10.0	24.0		38.0
Max Q Clear Time (g_c+I1), s	3.4	3.0	6.0		6.1
Green Ext Time (p_c), s	0.2	0.1	3.3		6.7

Intersection Summary	
HCM 7th Control Delay, s/veh	6.0
HCM 7th LOS	A

Notes

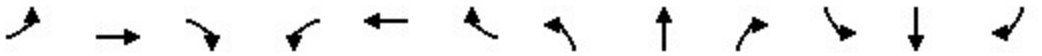
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	232	169	160	351	285	224	1356	112	207	1263	144
Future Volume (veh/h)	174	232	169	160	351	285	224	1356	112	207	1263	144
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		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	181	242	176	167	366	297	233	1412	117	216	1316	150
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	270	943	728	245	918	407	326	1808	553	339	1827	566
Arrive On Green	0.08	0.26	0.26	0.07	0.25	0.25	0.09	0.35	0.35	0.10	0.35	0.35
Sat Flow, veh/h	3510	3610	2785	3510	3610	1603	3510	5187	1587	3510	5187	1607
Grp Volume(v), veh/h	181	242	176	167	366	297	233	1412	117	216	1316	150
Grp Sat Flow(s),veh/h/ln	1755	1805	1392	1755	1805	1603	1755	1729	1587	1755	1729	1607
Q Serve(g_s), s	3.6	3.8	3.6	3.3	6.0	12.1	4.6	17.4	3.7	4.2	15.8	4.8
Cycle Q Clear(g_c), s	3.6	3.8	3.6	3.3	6.0	12.1	4.6	17.4	3.7	4.2	15.8	4.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	270	943	728	245	918	407	326	1808	553	339	1827	566
V/C Ratio(X)	0.67	0.26	0.24	0.68	0.40	0.73	0.71	0.78	0.21	0.64	0.72	0.26
Avail Cap(c_a), veh/h	343	1716	1323	245	1615	717	393	2030	621	343	1958	607
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	32.1	20.9	20.8	32.5	22.1	24.4	31.5	20.9	16.4	31.1	20.1	16.6
Incr Delay (d2), s/veh	3.4	0.1	0.2	7.4	0.3	2.5	4.8	1.8	0.2	3.8	1.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.4	1.0	1.5	2.3	4.3	2.0	6.2	1.2	1.8	5.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.5	21.1	21.0	39.9	22.4	26.9	36.3	22.7	16.6	34.9	21.3	16.8
LnGrp LOS	D	C	C	D	C	C	D	C	B	C	C	B
Approach Vol, veh/h		599			830			1762			1682	
Approach Delay, s/veh		25.4			27.6			24.1			22.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	28.9	9.0	22.7	10.7	29.2	9.5	22.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	28.0	5.0	34.0	8.0	27.0	7.0	32.0
Max Q Clear Time (g_c+I1), s	6.2	19.4	5.3	5.8	6.6	17.8	5.6	14.1
Green Ext Time (p_c), s	0.1	5.5	0.0	2.0	0.1	5.6	0.1	2.9

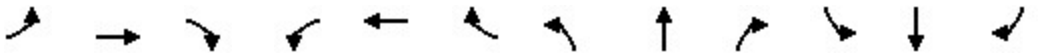
Intersection Summary	
HCM 7th Control Delay, s/veh	24.4
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	485	27	54	668	20	35	3	70	4	4	11
Future Volume (veh/h)	10	485	27	54	668	20	35	3	70	4	4	11
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		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	533	30	59	734	22	38	3	77	4	4	12
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	36	960	413	146	1167	35	259	20	247	52	52	155
Arrive On Green	0.02	0.27	0.27	0.08	0.33	0.33	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1810	3610	1554	1810	3575	107	1683	133	1607	339	339	1018
Grp Volume(v), veh/h	11	533	30	59	371	385	41	0	77	20	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1554	1810	1805	1877	1816	0	1607	1697	0	0
Q Serve(g_s), s	0.3	5.9	0.7	1.4	8.0	8.0	0.9	0.0	2.0	0.5	0.0	0.0
Cycle Q Clear(g_c), s	0.3	5.9	0.7	1.4	8.0	8.0	0.9	0.0	2.0	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.06	0.93		1.00	0.20		0.60
Lane Grp Cap(c), veh/h	36	960	413	146	589	613	279	0	247	258	0	0
V/C Ratio(X)	0.30	0.56	0.07	0.40	0.63	0.63	0.15	0.00	0.31	0.08	0.00	0.00
Avail Cap(c_a), veh/h	275	2196	945	275	1098	1142	868	0	768	258	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	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.2	14.5	12.6	20.1	13.1	13.1	16.9	0.0	17.3	16.7	0.0	0.0
Incr Delay (d2), s/veh	4.7	0.5	0.1	1.8	1.1	1.1	0.2	0.0	0.7	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.8	0.2	0.6	2.4	2.5	0.3	0.0	0.6	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.9	15.1	12.7	21.9	14.2	14.2	17.1	0.0	18.0	16.9	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	B		B	B		
Approach Vol, veh/h		574			815			118			20	
Approach Delay, s/veh		15.2			14.8			17.7			16.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	11.1	7.7	16.2	11.0	4.9	19.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	22.0	7.0	28.0	7.0	7.0	28.0
Max Q Clear Time (g_c+I1), s	4.0	3.4	7.9	2.5	2.3	10.0
Green Ext Time (p_c), s	0.3	0.0	3.1	0.0	0.0	3.8

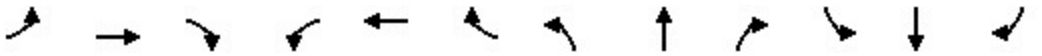
Intersection Summary	
HCM 7th Control Delay, s/veh	15.2
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	253	161	229	296	80	159	174	183	46	98	13
Future Volume (veh/h)	24	253	161	229	296	80	159	174	183	46	98	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		1.00	1.00		1.00	1.00		0.93	1.00		0.91
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	25	264	168	239	308	83	166	181	191	48	102	14
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	70	556	248	337	762	340	259	863	679	111	713	98
Arrive On Green	0.04	0.15	0.15	0.10	0.21	0.21	0.07	0.45	0.45	0.06	0.44	0.44
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	1900	1494	1810	1614	222
Grp Volume(v), veh/h	25	264	168	239	308	83	166	181	191	48	0	116
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1900	1494	1810	0	1836
Q Serve(g_s), s	0.9	4.6	6.7	4.5	5.0	2.9	3.1	3.9	5.5	1.7	0.0	2.6
Cycle Q Clear(g_c), s	0.9	4.6	6.7	4.5	5.0	2.9	3.1	3.9	5.5	1.7	0.0	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	70	556	248	337	762	340	259	863	679	111	0	811
V/C Ratio(X)	0.36	0.48	0.68	0.71	0.40	0.24	0.64	0.21	0.28	0.43	0.00	0.14
Avail Cap(c_a), veh/h	186	1324	590	412	1377	614	412	947	745	186	0	889
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	31.9	26.3	27.2	29.9	23.2	22.4	30.7	11.2	11.6	30.9	0.0	11.3
Incr Delay (d2), s/veh	3.0	0.6	3.2	4.3	0.3	0.4	2.6	0.1	0.2	2.6	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.8	2.5	1.9	1.9	1.0	1.3	1.4	1.5	0.8	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.0	27.0	30.5	34.2	23.5	22.7	33.3	11.3	11.9	33.5	0.0	11.4
LnGrp LOS	C	C	C	C	C	C	C	B	B	C		B
Approach Vol, veh/h		457			630			538			164	
Approach Delay, s/veh		28.7			27.5			18.3			17.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	35.0	10.5	14.5	9.0	34.1	6.6	18.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	34.0	8.0	25.0	8.0	33.0	7.0	26.0
Max Q Clear Time (g_c+I1), s	3.7	7.5	6.5	8.7	5.1	4.6	2.9	7.0
Green Ext Time (p_c), s	0.0	1.6	0.1	1.8	0.1	0.5	0.0	1.8

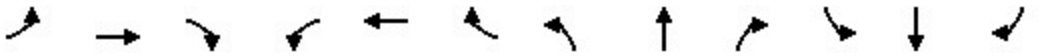
Intersection Summary	
HCM 7th Control Delay, s/veh	24.2
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	336	45	49	327	93	38	33	45	113	31	53
Future Volume (veh/h)	42	336	45	49	327	93	38	33	45	113	31	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		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	346	46	51	337	96	39	34	46	116	32	55
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	87	749	332	100	774	343	157	403	340	330	497	414
Arrive On Green	0.05	0.21	0.21	0.06	0.21	0.21	0.04	0.21	0.21	0.09	0.26	0.26
Sat Flow, veh/h	1810	3610	1599	1810	3610	1599	3510	1900	1603	3510	1900	1584
Grp Volume(v), veh/h	43	346	46	51	337	96	39	34	46	116	32	55
Grp Sat Flow(s),veh/h/ln	1810	1805	1599	1810	1805	1599	1755	1900	1603	1755	1900	1584
Q Serve(g_s), s	0.9	3.1	0.9	1.0	3.0	1.9	0.4	0.5	0.9	1.1	0.5	1.0
Cycle Q Clear(g_c), s	0.9	3.1	0.9	1.0	3.0	1.9	0.4	0.5	0.9	1.1	0.5	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	87	749	332	100	774	343	157	403	340	330	497	414
V/C Ratio(X)	0.49	0.46	0.14	0.51	0.44	0.28	0.25	0.08	0.14	0.35	0.06	0.13
Avail Cap(c_a), veh/h	293	2530	1120	293	2530	1121	473	1844	1556	568	1895	1580
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.2	12.9	12.0	17.0	12.6	12.2	17.1	11.7	11.9	15.7	10.3	10.5
Incr Delay (d2), s/veh	4.2	0.4	0.2	4.0	0.4	0.4	0.8	0.1	0.2	0.6	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.9	0.2	0.4	0.8	0.5	0.1	0.2	0.2	0.4	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.5	13.3	12.2	21.1	13.0	12.6	17.9	11.8	12.0	16.4	10.3	10.6
LnGrp LOS	C	B	B	C	B	B	B	B	B	B	B	B
Approach Vol, veh/h		435			484			119			203	
Approach Delay, s/veh		14.0			13.8			13.9			13.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	11.9	6.0	11.7	5.7	13.7	5.8	12.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	36.0	6.0	26.0	5.0	37.0	6.0	26.0
Max Q Clear Time (g_c+I1), s	3.1	2.9	3.0	5.1	2.4	3.0	2.9	5.0
Green Ext Time (p_c), s	0.1	0.3	0.0	2.0	0.0	0.3	0.0	2.1

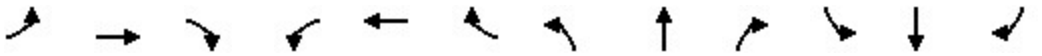
Intersection Summary	
HCM 7th Control Delay, s/veh	13.9
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	138	206	96	229	144	445	1287	152	151	1027	64
Future Volume (veh/h)	40	138	206	96	229	144	445	1287	152	151	1027	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	141	210	98	234	147	454	1313	155	154	1048	65
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	145	669	298	237	1097	335	572	2078	637	272	1635	501
Arrive On Green	0.04	0.19	0.19	0.07	0.21	0.21	0.16	0.40	0.40	0.08	0.32	0.32
Sat Flow, veh/h	3510	3610	1608	3510	5187	1585	3510	5187	1589	3510	5187	1588
Grp Volume(v), veh/h	41	141	210	98	234	147	454	1313	155	154	1048	65
Grp Sat Flow(s),veh/h/ln	1755	1805	1608	1755	1729	1585	1755	1729	1589	1755	1729	1588
Q Serve(g_s), s	0.7	2.0	7.3	1.6	2.2	4.8	7.4	12.1	3.9	2.5	10.3	1.7
Cycle Q Clear(g_c), s	0.7	2.0	7.3	1.6	2.2	4.8	7.4	12.1	3.9	2.5	10.3	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	145	669	298	237	1097	335	572	2078	637	272	1635	501
V/C Ratio(X)	0.28	0.21	0.70	0.41	0.21	0.44	0.79	0.63	0.24	0.57	0.64	0.13
Avail Cap(c_a), veh/h	295	2003	892	354	2966	906	649	3053	935	295	2530	775
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.6	20.5	22.7	26.6	19.4	20.4	23.9	14.3	11.8	26.5	17.5	14.5
Incr Delay (d2), s/veh	1.1	0.2	3.0	1.2	0.1	0.9	6.0	0.3	0.2	2.1	0.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.7	2.6	0.6	0.8	1.6	3.1	3.6	1.1	1.0	3.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.7	20.7	25.7	27.8	19.5	21.3	29.9	14.6	12.0	28.6	17.9	14.7
LnGrp LOS	C	C	C	C	B	C	C	B	B	C	B	B
Approach Vol, veh/h		392			479			1922			1267	
Approach Delay, s/veh		24.2			21.7			18.0			19.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	27.8	8.0	15.0	13.7	22.7	6.5	16.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	35.0	6.0	33.0	11.0	29.0	5.0	34.0
Max Q Clear Time (g_c+I1), s	4.5	14.1	3.6	9.3	9.4	12.3	2.7	6.8
Green Ext Time (p_c), s	0.0	9.3	0.0	1.4	0.3	6.3	0.0	1.8

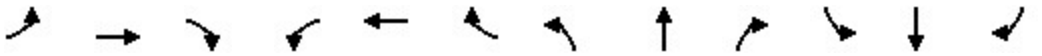
Intersection Summary	
HCM 7th Control Delay, s/veh	19.4
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	464	143	183	827	43	242	657	173	67	627	83
Future Volume (veh/h)	42	464	143	183	827	43	242	657	173	67	627	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	488	151	193	871	45	255	692	182	71	660	87
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	151	1074	478	299	1186	61	361	1070	474	202	1303	401
Arrive On Green	0.04	0.30	0.30	0.09	0.34	0.34	0.10	0.30	0.30	0.06	0.25	0.25
Sat Flow, veh/h	3510	3610	1607	3510	3492	180	3510	3610	1599	3510	5187	1597
Grp Volume(v), veh/h	44	488	151	193	450	466	255	692	182	71	660	87
Grp Sat Flow(s),veh/h/ln	1755	1805	1607	1755	1805	1867	1755	1805	1599	1755	1729	1597
Q Serve(g_s), s	0.7	6.7	4.4	3.2	13.3	13.3	4.3	10.1	5.5	1.2	6.6	2.6
Cycle Q Clear(g_c), s	0.7	6.7	4.4	3.2	13.3	13.3	4.3	10.1	5.5	1.2	6.6	2.6
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	151	1074	478	299	613	634	361	1070	474	202	1303	401
V/C Ratio(X)	0.29	0.45	0.32	0.64	0.73	0.73	0.71	0.65	0.38	0.35	0.51	0.22
Avail Cap(c_a), veh/h	289	1663	740	462	921	952	404	1960	868	289	2646	814
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	28.2	17.3	16.6	26.9	17.7	17.7	26.4	18.6	17.0	27.6	19.5	18.0
Incr Delay (d2), s/veh	1.0	0.3	0.4	2.3	1.7	1.7	4.9	0.7	0.5	1.0	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.4	1.5	1.3	5.0	5.1	1.8	3.5	1.8	0.5	2.2	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.2	17.6	16.9	29.2	19.4	19.3	31.2	19.3	17.5	28.6	19.8	18.3
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		683			1109			1129			818	
Approach Delay, s/veh		18.2			21.1			21.7			20.4	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	22.0	9.2	22.1	10.2	19.3	6.6	24.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	33.0	8.0	28.0	7.0	31.0	5.0	31.0
Max Q Clear Time (g_c+I1), s	3.2	12.1	5.2	8.7	6.3	8.6	2.7	15.3
Green Ext Time (p_c), s	0.0	4.6	0.2	3.4	0.1	4.2	0.0	4.9

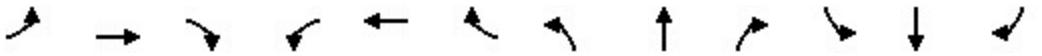
Intersection Summary	
HCM 7th Control Delay, s/veh	20.6
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	505	131	177	709	88	339	911	199	151	751	116
Future Volume (veh/h)	124	505	131	177	709	88	339	911	199	151	751	116
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		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	129	526	136	184	739	92	353	949	207	157	782	121
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	249	1472	449	279	1515	457	458	1600	496	261	1308	406
Arrive On Green	0.07	0.28	0.28	0.08	0.29	0.29	0.13	0.31	0.31	0.07	0.25	0.25
Sat Flow, veh/h	3510	5187	1583	3510	5187	1563	3510	5187	1609	3510	5187	1608
Grp Volume(v), veh/h	129	526	136	184	739	92	353	949	207	157	782	121
Grp Sat Flow(s),veh/h/ln	1755	1729	1583	1755	1729	1563	1755	1729	1609	1755	1729	1608
Q Serve(g_s), s	2.2	5.1	4.2	3.2	7.4	2.8	6.1	9.8	6.4	2.7	8.4	3.8
Cycle Q Clear(g_c), s	2.2	5.1	4.2	3.2	7.4	2.8	6.1	9.8	6.4	2.7	8.4	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	249	1472	449	279	1515	457	458	1600	496	261	1308	406
V/C Ratio(X)	0.52	0.36	0.30	0.66	0.49	0.20	0.77	0.59	0.42	0.60	0.60	0.30
Avail Cap(c_a), veh/h	279	2552	779	279	2552	769	501	2882	894	446	2799	868
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	28.2	18.0	17.7	28.2	18.4	16.8	26.5	18.4	17.3	28.3	20.7	19.0
Incr Delay (d2), s/veh	1.7	0.1	0.4	5.7	0.2	0.2	6.6	0.4	0.6	2.2	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.8	1.3	1.4	2.5	0.9	2.6	3.2	2.0	1.1	2.8	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.9	18.1	18.0	33.8	18.6	17.0	33.1	18.8	17.8	30.5	21.2	19.5
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	C	B
Approach Vol, veh/h		791			1015			1509			1060	
Approach Delay, s/veh		20.0			21.3			22.0			22.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	23.4	9.0	21.9	12.2	19.9	8.5	22.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	35.0	5.0	31.0	9.0	34.0	5.0	31.0
Max Q Clear Time (g_c+I1), s	4.7	11.8	5.2	7.1	8.1	10.4	4.2	9.4
Green Ext Time (p_c), s	0.1	6.8	0.0	3.7	0.1	5.2	0.0	4.8

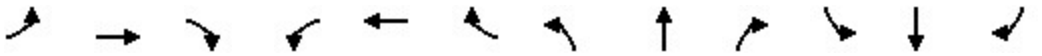
Intersection Summary	
HCM 7th Control Delay, s/veh	21.6
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	66	192	244	124	78	222	1208	182	24	1025	29
Future Volume (veh/h)	67	66	192	244	124	78	222	1208	182	24	1025	29
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		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	69	68	198	252	128	80	229	1245	188	25	1057	30
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	99	344	284	299	554	460	275	1740	263	50	1342	415
Arrive On Green	0.05	0.18	0.18	0.17	0.29	0.29	0.15	0.38	0.38	0.03	0.26	0.26
Sat Flow, veh/h	1810	1900	1571	1810	1900	1578	1810	4546	686	1810	5187	1604
Grp Volume(v), veh/h	69	68	198	252	128	80	229	947	486	25	1057	30
Grp Sat Flow(s),veh/h/ln	1810	1900	1571	1810	1900	1578	1810	1729	1774	1810	1729	1604
Q Serve(g_s), s	2.5	2.0	7.8	8.9	3.4	2.5	8.1	15.3	15.3	0.9	12.5	0.9
Cycle Q Clear(g_c), s	2.5	2.0	7.8	8.9	3.4	2.5	8.1	15.3	15.3	0.9	12.5	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	99	344	284	299	554	460	275	1323	679	50	1342	415
V/C Ratio(X)	0.70	0.20	0.70	0.84	0.23	0.17	0.83	0.72	0.72	0.50	0.79	0.07
Avail Cap(c_a), veh/h	220	635	525	330	751	624	303	1323	679	138	1498	463
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.6	22.9	25.2	26.6	17.7	17.4	27.1	17.3	17.3	31.5	22.7	18.4
Incr Delay (d2), s/veh	8.7	0.3	3.1	16.5	0.2	0.2	16.6	1.9	3.6	7.3	2.6	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.8	2.8	4.8	1.3	0.8	4.3	5.1	5.6	0.5	4.6	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.2	23.2	28.3	43.2	17.9	17.6	43.7	19.1	20.9	38.9	25.3	18.5
LnGrp LOS	D	C	C	D	B	B	D	B	C	D	C	B
Approach Vol, veh/h		335			460			1662			1112	
Approach Delay, s/veh		29.5			31.7			23.0			25.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.8	29.2	14.9	15.9	14.0	21.0	7.6	23.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	25.0	12.0	22.0	11.0	19.0	8.0	26.0
Max Q Clear Time (g_c+I1), s	2.9	17.3	10.9	9.8	10.1	14.5	4.5	5.4
Green Ext Time (p_c), s	0.0	4.7	0.1	0.7	0.1	2.5	0.0	0.8

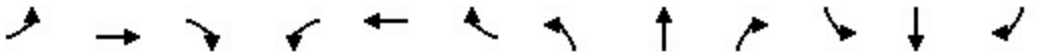
Intersection Summary	
HCM 7th Control Delay, s/veh	25.5
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	20	81	127	34	101	81	1462	91	80	1375	41
Future Volume (veh/h)	47	20	81	127	34	101	81	1462	91	80	1375	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	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	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	48	21	84	131	35	104	84	1507	94	82	1418	42
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	89	48	192	304	345	289	128	1876	580	126	1871	566
Arrive On Green	0.05	0.14	0.14	0.09	0.18	0.18	0.07	0.36	0.36	0.07	0.36	0.36
Sat Flow, veh/h	1810	332	1329	3510	1900	1589	1810	5187	1603	1810	5187	1570
Grp Volume(v), veh/h	48	0	105	131	35	104	84	1507	94	82	1418	42
Grp Sat Flow(s),veh/h/ln	1810	0	1661	1755	1900	1589	1810	1729	1603	1810	1729	1570
Q Serve(g_s), s	1.2	0.0	2.7	1.7	0.7	2.7	2.1	12.4	1.9	2.1	11.4	0.8
Cycle Q Clear(g_c), s	1.2	0.0	2.7	1.7	0.7	2.7	2.1	12.4	1.9	2.1	11.4	0.8
Prop In Lane	1.00		0.80	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	89	0	240	304	345	289	128	1876	580	126	1871	566
V/C Ratio(X)	0.54	0.00	0.44	0.43	0.10	0.36	0.66	0.80	0.16	0.65	0.76	0.07
Avail Cap(c_a), veh/h	191	0	911	370	1042	872	191	1970	609	191	1970	596
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	0.0	18.5	20.5	16.2	17.0	21.5	13.6	10.3	21.5	13.3	10.0
Incr Delay (d2), s/veh	4.9	0.0	1.3	1.0	0.1	0.8	5.6	2.4	0.1	5.6	1.7	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	0.0	0.9	0.6	0.3	0.9	0.9	3.5	0.5	0.9	3.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.9	0.0	19.8	21.5	16.3	17.7	27.1	16.0	10.4	27.0	15.0	10.0
LnGrp LOS	C		B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		153			270			1685			1542	
Approach Delay, s/veh		22.0			19.4			16.3			15.5	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	21.1	8.1	10.9	7.3	21.1	6.3	12.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	18.0	5.0	26.0	5.0	18.0	5.0	26.0
Max Q Clear Time (g_c+I1), s	4.1	14.4	3.7	4.7	4.1	13.4	3.2	4.7
Green Ext Time (p_c), s	0.0	2.7	0.0	0.5	0.0	3.2	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	16.4
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	258	0	154	0	0	0	296	1463	0	0	1346	254
Future Volume (veh/h)	258	0	154	0	0	0	296	1463	0	0	1346	254
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	263	0	157	0	0	0	302	1493	0	0	1373	259
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	887	0	265	0	313	0	365	3441	0	0	1948	605
Arrive On Green	0.16	0.00	0.16	0.00	0.00	0.00	0.20	0.66	0.00	0.00	0.38	0.38
Sat Flow, veh/h	3510	0	1610	0	1900	0	1810	5358	0	0	5358	1610
Grp Volume(v), veh/h	263	0	157	0	0	0	302	1493	0	0	1373	259
Grp Sat Flow(s),veh/h/ln	1755	0	1610	0	1900	0	1810	1729	0	0	1729	1610
Q Serve(g_s), s	3.1	0.0	4.2	0.0	0.0	0.0	7.4	6.3	0.0	0.0	10.5	5.6
Cycle Q Clear(g_c), s	3.1	0.0	4.2	0.0	0.0	0.0	7.4	6.3	0.0	0.0	10.5	5.6
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	887	0	265	0	313	0	365	3441	0	0	1948	605
V/C Ratio(X)	0.30	0.00	0.59	0.00	0.00	0.00	0.83	0.43	0.00	0.00	0.70	0.43
Avail Cap(c_a), veh/h	1970	0	762	0	899	0	428	3903	0	0	2230	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	17.5	0.0	18.0	0.0	0.0	0.0	17.8	3.7	0.0	0.0	12.3	10.8
Incr Delay (d2), s/veh	0.2	0.0	2.1	0.0	0.0	0.0	11.1	0.1	0.0	0.0	0.9	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	1.4	0.0	0.0	0.0	3.4	0.3	0.0	0.0	2.7	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.7	0.0	20.1	0.0	0.0	0.0	28.9	3.8	0.0	0.0	13.2	11.3
LnGrp LOS	B		C				C	A			B	B
Approach Vol, veh/h		420			0			1795			1632	
Approach Delay, s/veh		18.6			0.0			8.0			12.9	
Approach LOS		B						A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		34.9		11.7	13.4	21.5		11.7				
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s		35.0		22.0	11.0	20.0		22.0				
Max Q Clear Time (g_c+I1), s		8.3		6.2	9.4	12.5		0.0				
Green Ext Time (p_c), s		11.0		1.5	0.1	5.0		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	11.2
HCM 7th LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	89	74	1863	107	14	1801
Future Volume (veh/h)	89	74	1863	107	14	1801
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	96	80	2003	115	15	1937
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	182	162	2994	930	48	3604
Arrive On Green	0.10	0.10	0.58	0.58	0.03	0.69
Sat Flow, veh/h	1810	1610	5358	1610	1810	5358
Grp Volume(v), veh/h	96	80	2003	115	15	1937
Grp Sat Flow(s),veh/h/ln	1810	1610	1729	1610	1810	1729
Q Serve(g_s), s	2.2	2.1	11.7	1.4	0.4	8.0
Cycle Q Clear(g_c), s	2.2	2.1	11.7	1.4	0.4	8.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	182	162	2994	930	48	3604
V/C Ratio(X)	0.53	0.49	0.67	0.12	0.31	0.54
Avail Cap(c_a), veh/h	1029	915	3539	1098	288	4836
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	18.8	18.7	6.4	4.2	21.0	3.3
Incr Delay (d2), s/veh	2.4	2.3	0.4	0.1	3.6	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.8	1.3	0.3	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	21.2	21.1	6.8	4.3	24.6	3.4
LnGrp LOS	C	C	A	A	C	A
Approach Vol, veh/h	176		2118			1952
Approach Delay, s/veh	21.1		6.7			3.6
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.2	29.4			34.6	9.4
Change Period (Y+Rc), s	4.0	4.0			4.0	5.0
Max Green Setting (Gmax), s	7.0	30.0			41.0	25.0
Max Q Clear Time (g_c+I1), s	2.4	13.7			10.0	4.2
Green Ext Time (p_c), s	0.0	11.7			16.7	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	5.8
HCM 7th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	261	168	0	1884	1784	663
Future Volume (veh/h)	261	168	0	1884	1784	663
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	290	146	0	1922	1820	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	602	268	0	3331	3331	
Arrive On Green	0.17	0.17	0.00	0.64	0.64	0.00
Sat Flow, veh/h	3619	1610	0	5529	5358	1610
Grp Volume(v), veh/h	290	146	0	1922	1820	0
Grp Sat Flow(s),veh/h/ln	1810	1610	0	1729	1729	1610
Q Serve(g_s), s	3.0	3.5	0.0	8.8	8.1	0.0
Cycle Q Clear(g_c), s	3.0	3.5	0.0	8.8	8.1	0.0
Prop In Lane	1.00	1.00	0.00			1.00
Lane Grp Cap(c), veh/h	602	268	0	3331	3331	
V/C Ratio(X)	0.48	0.54	0.00	0.58	0.55	
Avail Cap(c_a), veh/h	1039	462	0	4965	4965	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.8	16.0	0.0	4.3	4.1	0.0
Incr Delay (d2), s/veh	0.6	1.7	0.0	0.2	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.2	0.0	0.2	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	16.4	17.7	0.0	4.4	4.3	0.0
LnGrp LOS	B	B		A	A	
Approach Vol, veh/h	436			1922	1820	
Approach Delay, s/veh	16.8			4.4	4.3	
Approach LOS	B			A	A	

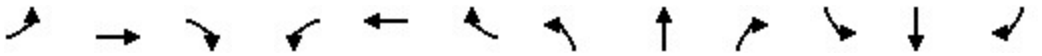
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		30.8		11.0		30.8
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		40.0		12.0		40.0
Max Q Clear Time (g_c+I1), s		10.8		5.5		10.1
Green Ext Time (p_c), s		16.0		0.9		15.1

Intersection Summary	
HCM 7th Control Delay, s/veh	5.6
HCM 7th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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



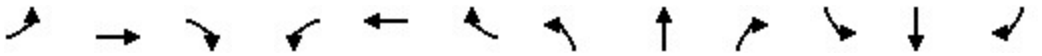
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	907	0	254	0	1633	397	214	1715	0
Future Volume (veh/h)	0	0	0	907	0	254	0	1633	397	214	1715	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1870	1900	0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	0	0	0	945	0	265	0	1701	414	223	1786	0
Peak Hour Factor	0.95	0.95	0.95	0.96	0.95	0.96	0.95	0.96	0.96	0.96	0.96	0.95
Percent Heavy Veh, %	2	2	2	0	2	0	0	0	0	0	0	0
Cap, veh/h	0	3	0	1111	0	989	0	2153	1154	287	2916	0
Arrive On Green	0.00	0.00	0.00	0.31	0.00	0.31	0.00	0.42	0.42	0.08	0.56	0.00
Sat Flow, veh/h	0	-74814	0	3619	0	3220	0	5358	1590	3510	5358	0
Grp Volume(v), veh/h	0	0	0	945	0	265	0	1701	414	223	1786	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1810	0	1610	0	1729	1590	1755	1729	0
Q Serve(g_s), s	0.0	0.0	0.0	15.0	0.0	3.8	0.0	17.5	6.0	3.8	14.1	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	15.0	0.0	3.8	0.0	17.5	6.0	3.8	14.1	0.0
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	3	0	1111	0	989	0	2153	1154	287	2916	0
V/C Ratio(X)	0.00	0.00	0.00	0.85	0.00	0.27	0.00	0.79	0.36	0.78	0.61	0.00
Avail Cap(c_a), veh/h	0	153	0	1301	0	1632	0	2289	1196	287	3052	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	19.9	0.0	16.0	0.0	15.6	3.2	27.5	8.9	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.9	0.0	0.1	0.0	1.8	0.2	12.6	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	6.0	0.0	1.2	0.0	5.4	0.7	1.9	3.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	24.8	0.0	16.1	0.0	17.4	3.4	40.2	9.3	0.0
LnGrp LOS				C		B		B	A	D	A	
Approach Vol, veh/h		0			1210			2115			2009	
Approach Delay, s/veh		0.0			22.9			14.7			12.7	
Approach LOS					C			B			B	

Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	9.0	29.4	22.8	0.0		38.4		22.8				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0		4.0		4.0				
Max Green Setting (Gmax), s	5.0	27.0	22.0	5.0		36.0		31.0				
Max Q Clear Time (g_c+I1), s	5.8	19.5	17.0	0.0		16.1		5.8				
Green Ext Time (p_c), s	0.0	5.9	1.8	0.0		11.7		1.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	15.8
HCM 7th LOS	B

Notes

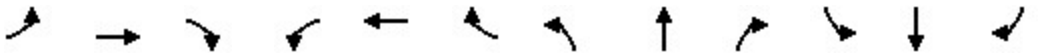
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	309	531	155	306	672	370	159	1153	215	309	1743	301
Future Volume (veh/h)	309	531	155	306	672	370	159	1153	215	309	1743	301
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		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	329	565	165	326	715	394	169	1227	229	329	1854	320
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	351	1438	441	403	1514	464	244	1472	275	396	1964	610
Arrive On Green	0.10	0.28	0.28	0.11	0.29	0.29	0.07	0.34	0.34	0.11	0.38	0.38
Sat Flow, veh/h	3510	5187	1590	3510	5187	1588	3510	4391	820	3510	5187	1610
Grp Volume(v), veh/h	329	565	165	326	715	394	169	966	490	329	1854	320
Grp Sat Flow(s),veh/h/ln	1755	1729	1590	1755	1729	1588	1755	1729	1752	1755	1729	1610
Q Serve(g_s), s	9.3	8.8	8.4	9.1	11.3	23.4	4.7	25.8	25.8	9.2	34.6	15.4
Cycle Q Clear(g_c), s	9.3	8.8	8.4	9.1	11.3	23.4	4.7	25.8	25.8	9.2	34.6	15.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.47	1.00		1.00
Lane Grp Cap(c), veh/h	351	1438	441	403	1514	464	244	1159	587	396	1964	610
V/C Ratio(X)	0.94	0.39	0.37	0.81	0.47	0.85	0.69	0.83	0.83	0.83	0.94	0.52
Avail Cap(c_a), veh/h	351	1505	461	527	1764	540	246	1159	587	421	1972	612
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.7	29.3	29.1	43.2	29.1	33.3	45.5	30.7	30.7	43.4	30.0	24.1
Incr Delay (d2), s/veh	32.2	0.2	0.5	7.0	0.2	10.9	8.1	5.4	10.0	12.6	10.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	3.5	3.1	4.2	4.5	9.8	2.2	10.6	11.5	4.4	14.6	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.9	29.5	29.7	50.2	29.3	44.2	53.6	36.0	40.7	56.0	40.1	24.9
LnGrp LOS	E	C	C	D	C	D	D	D	D	E	D	C
Approach Vol, veh/h		1059			1435			1625			2503	
Approach Delay, s/veh		44.2			38.1			39.3			40.2	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.3	37.5	15.5	31.7	10.9	41.8	14.0	33.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	33.0	15.0	29.0	7.0	38.0	10.0	34.0
Max Q Clear Time (g_c+I1), s	11.2	27.8	11.1	10.8	6.7	36.6	11.3	25.4
Green Ext Time (p_c), s	0.1	3.5	0.4	3.8	0.0	1.3	0.0	3.8

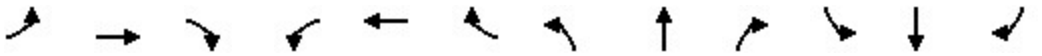
Intersection Summary	
HCM 7th Control Delay, s/veh	40.2
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	0	154	0	0	0	206	1138	0	0	1023	145
Future Volume (veh/h)	143	0	154	0	0	0	206	1138	0	0	1023	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	151	0	162	0	0	0	217	1198	0	0	1077	153
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	533	0	0	0	5	0	433	3244	0	0	2026	621
Arrive On Green	0.15	0.00	0.00	0.00	0.00	0.00	0.12	0.63	0.00	0.00	0.39	0.39
Sat Flow, veh/h	3510	151		0	-76000	0	3510	5358	0	0	5358	1589
Grp Volume(v), veh/h	151	13.8		0	0	0	217	1198	0	0	1077	153
Grp Sat Flow(s),veh/h/ln	1755	B		0	1900	0	1755	1729	0	0	1729	1589
Q Serve(g_s), s	1.4			0.0	0.0	0.0	2.1	4.0	0.0	0.0	5.7	2.3
Cycle Q Clear(g_c), s	1.4			0.0	0.0	0.0	2.1	4.0	0.0	0.0	5.7	2.3
Prop In Lane	1.00			0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	533			0	5	0	433	3244	0	0	2026	621
V/C Ratio(X)	0.28			0.00	0.00	0.00	0.50	0.37	0.00	0.00	0.53	0.25
Avail Cap(c_a), veh/h	2739			0	1535	0	489	4480	0	0	3180	974
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.5			0.0	0.0	0.0	14.7	3.3	0.0	0.0	8.4	7.4
Incr Delay (d2), s/veh	0.3			0.0	0.0	0.0	0.9	0.1	0.0	0.0	0.2	0.2
Initial Q Delay(d3), s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4			0.0	0.0	0.0	0.6	0.0	0.0	0.0	1.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.8			0.0	0.0	0.0	15.6	3.3	0.0	0.0	8.6	7.6
LnGrp LOS	B						B	A			A	A
Approach Vol, veh/h					0			1415			1230	
Approach Delay, s/veh					0.0			5.2			8.5	
Approach LOS								A			A	

Timer - Assigned Phs		2			5	6	7	8				
Phs Duration (G+Y+Rc), s		26.4			8.4	18.0	9.4	0.0				
Change Period (Y+Rc), s		4.0			4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s		31.0			5.0	22.0	28.0	29.0				
Max Q Clear Time (g_c+I1), s		6.0			4.1	7.7	3.4	0.0				
Green Ext Time (p_c), s		8.4			0.1	6.2	0.4	0.0				

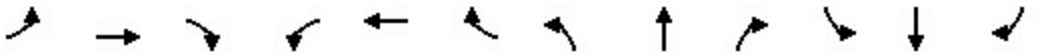
Intersection Summary		
HCM 7th Control Delay, s/veh	7.1	
HCM 7th LOS	A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	527	177	240	836	301	195	911	215	222	806	109
Future Volume (veh/h)	153	527	177	240	836	301	195	911	215	222	806	109
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		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	156	538	181	245	853	307	199	930	219	227	822	111
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	238	1505	457	284	1572	478	291	1453	444	468	1715	525
Arrive On Green	0.07	0.29	0.29	0.08	0.30	0.30	0.08	0.28	0.28	0.13	0.33	0.33
Sat Flow, veh/h	3510	5187	1576	3510	5187	1578	3510	5187	1586	3510	5187	1587
Grp Volume(v), veh/h	156	538	181	245	853	307	199	930	219	227	822	111
Grp Sat Flow(s),veh/h/ln	1755	1729	1576	1755	1729	1578	1755	1729	1586	1755	1729	1587
Q Serve(g_s), s	3.2	6.1	6.8	5.1	10.2	12.5	4.1	11.7	8.6	4.4	9.4	3.7
Cycle Q Clear(g_c), s	3.2	6.1	6.8	5.1	10.2	12.5	4.1	11.7	8.6	4.4	9.4	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	238	1505	457	284	1572	478	291	1453	444	468	1715	525
V/C Ratio(X)	0.65	0.36	0.40	0.86	0.54	0.64	0.68	0.64	0.49	0.48	0.48	0.21
Avail Cap(c_a), veh/h	284	2375	722	284	2375	722	425	2375	726	473	2445	748
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	20.9	21.1	33.7	21.6	22.4	33.1	23.4	22.3	29.8	19.8	17.9
Incr Delay (d2), s/veh	4.1	0.1	0.6	23.0	0.3	1.4	2.8	0.5	0.8	0.8	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.2	2.3	2.9	3.7	4.3	1.7	4.2	3.0	1.8	3.3	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.9	21.0	21.7	56.8	21.9	23.8	36.0	23.9	23.2	30.6	20.0	18.1
LnGrp LOS	D	C	C	E	C	C	D	C	C	C	B	B
Approach Vol, veh/h		875			1405			1348			1160	
Approach Delay, s/veh		24.2			28.4			25.6			21.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	24.8	10.0	25.6	10.2	28.6	9.0	26.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	34.0	6.0	34.0	9.0	35.0	6.0	34.0
Max Q Clear Time (g_c+I1), s	6.4	13.7	7.1	8.8	6.1	11.4	5.2	14.5
Green Ext Time (p_c), s	0.2	6.6	0.0	4.0	0.2	5.6	0.0	6.5

Intersection Summary	
HCM 7th Control Delay, s/veh	25.2
HCM 7th LOS	C

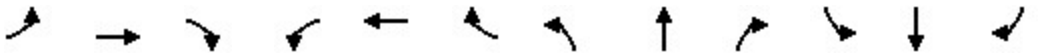


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	77	200	83	123	49	174	1277	84	30	1119	62
Future Volume (veh/h)	38	77	200	83	123	49	174	1277	84	30	1119	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	80	208	86	128	51	181	1330	88	31	1166	65
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	73	330	280	113	372	311	225	2272	690	60	1799	546
Arrive On Green	0.04	0.17	0.17	0.06	0.20	0.20	0.12	0.44	0.44	0.03	0.35	0.35
Sat Flow, veh/h	1810	1900	1610	1810	1900	1587	1810	5187	1575	1810	5187	1575
Grp Volume(v), veh/h	40	80	208	86	128	51	181	1330	88	31	1166	65
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1587	1810	1729	1575	1810	1729	1575
Q Serve(g_s), s	1.3	2.2	7.5	2.9	3.6	1.6	6.0	11.9	2.0	1.0	11.7	1.7
Cycle Q Clear(g_c), s	1.3	2.2	7.5	2.9	3.6	1.6	6.0	11.9	2.0	1.0	11.7	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	73	330	280	113	372	311	225	2272	690	60	1799	546
V/C Ratio(X)	0.55	0.24	0.74	0.76	0.34	0.16	0.80	0.59	0.13	0.51	0.65	0.12
Avail Cap(c_a), veh/h	176	1203	1020	147	1172	979	264	3116	946	176	2863	869
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	22.0	24.1	28.4	21.3	20.6	26.2	13.1	10.3	29.3	16.9	13.7
Incr Delay (d2), s/veh	6.3	0.4	3.9	15.4	0.5	0.2	14.2	0.2	0.1	6.6	0.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.0	3.0	1.7	1.5	0.6	3.1	3.5	0.6	0.5	3.8	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.3	22.3	28.0	43.8	21.9	20.8	40.4	13.3	10.4	35.8	17.3	13.8
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		328			265			1599			1262	
Approach Delay, s/veh		27.5			28.8			16.2			17.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	31.0	7.9	16.7	11.7	25.4	6.5	18.1
Change Period (Y+Rc), s	4.0	4.0	4.0	6.0	4.0	4.0	4.0	6.0
Max Green Setting (Gmax), s	6.0	37.0	5.0	39.0	9.0	34.0	6.0	38.0
Max Q Clear Time (g_c+I1), s	3.0	13.9	4.9	9.5	8.0	13.7	3.3	5.6
Green Ext Time (p_c), s	0.0	9.6	0.0	1.2	0.0	7.7	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	18.8
HCM 7th LOS	B

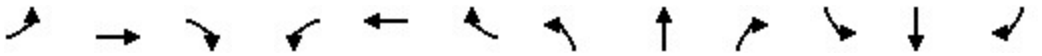
Appendix F. Year 2028 With Project Phases I-II Peak Hour Analysis Worksheets



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	1156	32	2	830	38	9	4	0	33	12	34
Future Volume (veh/h)	36	1156	32	2	830	38	9	4	0	33	12	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	1217	34	2	874	40	9	4	0	35	13	36
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.96	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	2102	59	6	1845	84	391	141	0	253	110	153
Arrive On Green	0.04	0.41	0.41	0.00	0.36	0.36	0.22	0.22	0.00	0.22	0.22	0.22
Sat Flow, veh/h	1810	5187	145	1810	5078	232	924	648	0	431	502	700
Grp Volume(v), veh/h	38	811	440	2	595	319	13	0	0	84	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1873	1810	1729	1851	1572	0	0	1634	0	0
Q Serve(g_s), s	0.7	5.9	5.9	0.0	4.2	4.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	5.9	5.9	0.0	4.2	4.3	0.2	0.0	0.0	1.3	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.13	0.69		0.00	0.42		0.43
Lane Grp Cap(c), veh/h	81	1402	759	6	1256	673	533	0	0	515	0	0
V/C Ratio(X)	0.47	0.58	0.58	0.35	0.47	0.47	0.02	0.00	0.00	0.16	0.00	0.00
Avail Cap(c_a), veh/h	282	1939	1051	282	1939	1038	1377	0	0	1394	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	15.0	7.4	7.4	16.0	7.9	7.9	9.9	0.0	0.0	10.3	0.0	0.0
Incr Delay (d2), s/veh	4.2	0.4	0.7	34.0	0.3	0.5	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.9	1.0	0.1	0.7	0.8	0.1	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.1	7.8	8.1	49.9	8.1	8.4	9.9	0.0	0.0	10.4	0.0	0.0
LnGrp LOS	B	A	A	D	A	A	A			B		
Approach Vol, veh/h		1289			916			13			84	
Approach Delay, s/veh		8.2			8.3			9.9			10.4	
Approach LOS		A			A			A			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.0	4.1	17.0		11.0	5.4	15.7				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		25.0	5.0	18.0		25.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s		2.2	2.0	7.9		3.3	2.7	6.3				
Green Ext Time (p_c), s		0.0	0.0	5.2		0.4	0.0	4.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	8.4
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	246	737	402	140	660	152	290	1303	259	188	1188	165
Future Volume (veh/h)	246	737	402	140	660	152	290	1303	259	188	1188	165
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		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781
Adj Flow Rate, veh/h	286	857	467	163	767	177	337	1515	301	219	1381	192
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	8	8	8	8	8	8	8	8	8	8	8	8
Cap, veh/h	322	1634	501	222	1486	574	355	1758	647	258	1615	649
Arrive On Green	0.10	0.34	0.34	0.07	0.31	0.31	0.11	0.36	0.36	0.08	0.33	0.33
Sat Flow, veh/h	3291	4863	1491	3291	4863	1490	3291	4863	1508	3291	4863	1508
Grp Volume(v), veh/h	286	857	467	163	767	177	337	1515	301	219	1381	192
Grp Sat Flow(s),veh/h/ln	1646	1621	1491	1646	1621	1490	1646	1621	1508	1646	1621	1508
Q Serve(g_s), s	8.8	14.5	30.9	5.0	13.3	8.5	10.4	29.5	14.5	6.7	27.0	8.5
Cycle Q Clear(g_c), s	8.8	14.5	30.9	5.0	13.3	8.5	10.4	29.5	14.5	6.7	27.0	8.5
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	322	1634	501	222	1486	574	355	1758	647	258	1615	649
V/C Ratio(X)	0.89	0.52	0.93	0.73	0.52	0.31	0.95	0.86	0.47	0.85	0.86	0.30
Avail Cap(c_a), veh/h	322	1667	511	226	1524	585	355	1858	678	258	1715	680
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	27.3	32.8	46.7	29.2	22.0	45.3	30.2	20.8	46.5	31.8	19.0
Incr Delay (d2), s/veh	24.4	0.3	24.0	11.5	0.3	0.3	34.9	4.2	0.5	22.5	4.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	5.2	13.6	2.3	4.9	2.8	5.7	11.0	4.8	3.4	10.2	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	69.9	27.6	56.8	58.2	29.5	22.3	80.2	34.5	21.3	69.0	36.1	19.3
LnGrp LOS	E	C	E	E	C	C	F	C	C	E	D	B
Approach Vol, veh/h		1610			1107			2153			1792	
Approach Delay, s/veh		43.6			32.6			39.8			38.3	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	40.9	10.9	38.3	15.0	37.9	14.0	35.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	39.0	7.0	35.0	11.0	36.0	10.0	32.0
Max Q Clear Time (g_c+I1), s	8.7	31.5	7.0	32.9	12.4	29.0	10.8	15.3
Green Ext Time (p_c), s	0.0	5.4	0.0	1.4	0.0	4.6	0.0	4.9

Intersection Summary	
HCM 7th Control Delay, s/veh	39.1
HCM 7th LOS	D

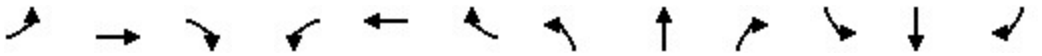
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	1335	72	87	808	61	99	6	38	86	7	50
Future Volume (veh/h)	67	1335	72	87	808	61	99	6	38	86	7	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1900	1900	1870	1870	1870	1900	1870	1900
Adj Flow Rate, veh/h	74	1467	76	92	888	67	104	6	40	100	0	55
Peak Hour Factor	0.91	0.91	0.95	0.95	0.91	0.91	0.95	0.95	0.95	0.91	0.95	0.91
Percent Heavy Veh, %	0	0	2	2	0	0	2	2	2	0	2	0
Cap, veh/h	217	1956	597	123	1993	618	156	9	60	467	0	208
Arrive On Green	0.06	0.38	0.38	0.07	0.38	0.38	0.13	0.13	0.13	0.13	0.00	0.13
Sat Flow, veh/h	3510	5187	1583	1781	5187	1609	1198	69	461	3619	0	1610
Grp Volume(v), veh/h	74	1467	76	92	888	67	150	0	0	100	0	55
Grp Sat Flow(s),veh/h/ln	1755	1729	1583	1781	1729	1609	1728	0	0	1810	0	1610
Q Serve(g_s), s	1.1	13.3	1.7	2.8	6.9	1.5	4.5	0.0	0.0	1.3	0.0	1.7
Cycle Q Clear(g_c), s	1.1	13.3	1.7	2.8	6.9	1.5	4.5	0.0	0.0	1.3	0.0	1.7
Prop In Lane	1.00		1.00	1.00		1.00	0.69		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	217	1956	597	123	1993	618	224	0	0	467	0	208
V/C Ratio(X)	0.34	0.75	0.13	0.75	0.45	0.11	0.67	0.00	0.00	0.21	0.00	0.26
Avail Cap(c_a), veh/h	323	2199	671	164	2199	682	573	0	0	1201	0	534
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	1.00
Uniform Delay (d), s/veh	24.4	14.7	11.1	24.8	12.4	10.7	22.5	0.0	0.0	21.2	0.0	21.3
Incr Delay (d2), s/veh	0.9	1.3	0.1	12.1	0.2	0.1	3.4	0.0	0.0	0.2	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.0	0.5	1.4	2.0	0.4	1.9	0.0	0.0	0.5	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.3	16.0	11.2	36.9	12.6	10.8	25.9	0.0	0.0	21.4	0.0	22.0
LnGrp LOS	C	B	B	D	B	B	C			C		C
Approach Vol, veh/h		1617			1047			150			155	
Approach Delay, s/veh		16.2			14.6			25.9			21.6	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	2	3	4		6	7	8					
Phs Duration (G+Y+Rc), s	11.0	7.8	24.5		11.0	7.4	24.9					
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0	4.0	4.0					
Max Green Setting (Gmax), s	18.0	5.0	23.0		18.0	5.0	23.0					
Max Q Clear Time (g_c+I1), s	6.5	4.8	15.3		3.7	3.1	8.9					
Green Ext Time (p_c), s	0.6	0.0	5.1		0.4	0.0	4.9					

Intersection Summary	
HCM 7th Control Delay, s/veh	16.4
HCM 7th LOS	B

Notes

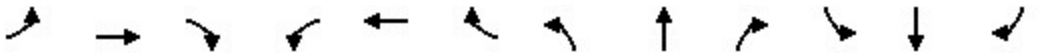
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	1217	99	14	809	89	85	43	50	223	48	112
Future Volume (veh/h)	120	1217	99	14	809	89	85	43	50	223	48	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	135	1367	111	16	909	100	96	48	56	251	54	126
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	296	2129	661	36	1794	557	258	502	223	395	643	281
Arrive On Green	0.08	0.41	0.41	0.02	0.35	0.35	0.07	0.14	0.14	0.11	0.18	0.18
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	3510	3610	1600	3510	3610	1579
Grp Volume(v), veh/h	135	1367	111	16	909	100	96	48	56	251	54	126
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1755	1805	1600	1755	1805	1579
Q Serve(g_s), s	1.8	10.6	2.2	0.4	7.0	2.2	1.3	0.6	1.6	3.4	0.6	3.6
Cycle Q Clear(g_c), s	1.8	10.6	2.2	0.4	7.0	2.2	1.3	0.6	1.6	3.4	0.6	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	296	2129	661	36	1794	557	258	502	223	395	643	281
V/C Ratio(X)	0.46	0.64	0.17	0.44	0.51	0.18	0.37	0.10	0.25	0.64	0.08	0.45
Avail Cap(c_a), veh/h	489	2888	896	180	2681	832	349	2153	954	768	2584	1130
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	11.9	9.4	24.4	13.0	11.5	22.2	18.9	19.3	21.3	17.2	18.5
Incr Delay (d2), s/veh	1.1	0.3	0.1	8.3	0.2	0.2	0.9	0.1	0.6	1.7	0.1	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.8	0.5	0.2	2.0	0.6	0.5	0.2	0.5	1.3	0.2	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.0	12.2	9.5	32.7	13.3	11.6	23.1	19.0	19.9	23.0	17.3	19.6
LnGrp LOS	C	B	A	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		1613			1025			200			431	
Approach Delay, s/veh		12.9			13.4			21.2			21.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	11.0	5.0	24.6	7.7	13.0	8.2	21.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	30.0	5.0	28.0	5.0	36.0	7.0	26.0
Max Q Clear Time (g_c+I1), s	5.4	3.6	2.4	12.6	3.3	5.6	3.8	9.0
Green Ext Time (p_c), s	0.4	0.4	0.0	8.0	0.0	0.7	0.1	5.5

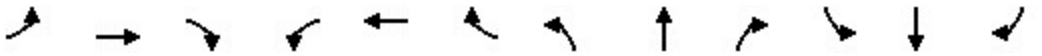
Intersection Summary	
HCM 7th Control Delay, s/veh	14.7
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	535	162	331	783	133	244	670	251	123	949	253
Future Volume (veh/h)	126	535	162	331	783	133	244	670	251	123	949	253
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796
Adj Flow Rate, veh/h	138	588	178	364	860	146	268	736	276	135	1043	278
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	211	1038	321	382	1290	400	297	1988	617	209	1293	569
Arrive On Green	0.06	0.21	0.21	0.12	0.26	0.26	0.09	0.41	0.41	0.06	0.38	0.38
Sat Flow, veh/h	3319	4904	1518	3319	4904	1519	3319	4904	1521	3319	3413	1502
Grp Volume(v), veh/h	138	588	178	364	860	146	268	736	276	135	1043	278
Grp Sat Flow(s),veh/h/ln	1659	1635	1518	1659	1635	1519	1659	1635	1521	1659	1706	1502
Q Serve(g_s), s	3.2	8.4	8.2	8.5	12.2	6.1	6.2	8.2	10.3	3.1	21.4	11.0
Cycle Q Clear(g_c), s	3.2	8.4	8.2	8.5	12.2	6.1	6.2	8.2	10.3	3.1	21.4	11.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	211	1038	321	382	1290	400	297	1988	617	209	1293	569
V/C Ratio(X)	0.65	0.57	0.55	0.95	0.67	0.37	0.90	0.37	0.45	0.65	0.81	0.49
Avail Cap(c_a), veh/h	297	2009	622	382	2134	661	297	2197	682	340	1573	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	27.6	27.5	34.3	25.7	23.5	35.2	16.2	16.9	35.8	21.7	18.5
Incr Delay (d2), s/veh	3.4	0.5	1.5	33.7	0.6	0.6	28.4	0.1	0.5	3.3	2.7	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.0	2.8	4.9	4.3	2.0	3.5	2.7	3.2	1.3	7.8	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.1	28.1	29.0	68.1	26.3	24.0	63.7	16.4	17.4	39.1	24.4	19.2
LnGrp LOS	D	C	C	E	C	C	E	B	B	D	C	B
Approach Vol, veh/h		904			1370			1280			1456	
Approach Delay, s/veh		29.9			37.2			26.5			24.7	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	35.7	13.0	20.5	11.0	33.6	9.0	24.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	35.0	9.0	32.0	7.0	36.0	7.0	34.0
Max Q Clear Time (g_c+I1), s	5.1	10.2	10.5	10.4	8.2	23.4	5.2	14.2
Green Ext Time (p_c), s	0.1	3.3	0.0	4.1	0.0	6.1	0.1	5.8

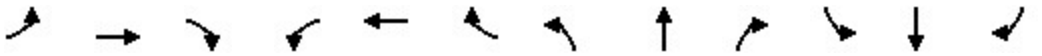
Intersection Summary	
HCM 7th Control Delay, s/veh	29.5
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	717	20	29	537	102	52	28	42	354	77	99
Future Volume (veh/h)	80	717	20	29	537	102	52	28	42	354	77	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		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	85	763	21	31	571	109	55	30	45	377	82	105
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	123	1357	418	63	824	364	95	285	240	443	650	549
Arrive On Green	0.07	0.26	0.26	0.03	0.23	0.23	0.05	0.15	0.15	0.24	0.34	0.34
Sat Flow, veh/h	1810	5187	1598	1810	3610	1596	1810	1900	1601	1810	1900	1606
Grp Volume(v), veh/h	85	763	21	31	571	109	55	30	45	377	82	105
Grp Sat Flow(s),veh/h/ln	1810	1729	1598	1810	1805	1596	1810	1900	1601	1810	1900	1606
Q Serve(g_s), s	2.4	6.6	0.5	0.9	7.5	2.9	1.5	0.7	1.3	10.3	1.5	2.4
Cycle Q Clear(g_c), s	2.4	6.6	0.5	0.9	7.5	2.9	1.5	0.7	1.3	10.3	1.5	2.4
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	123	1357	418	63	824	364	95	285	240	443	650	549
V/C Ratio(X)	0.69	0.56	0.05	0.49	0.69	0.30	0.58	0.11	0.19	0.85	0.13	0.19
Avail Cap(c_a), veh/h	175	1802	555	175	1254	554	210	917	772	559	1283	1085
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	23.6	16.6	14.3	24.6	18.3	16.6	24.0	19.0	19.3	18.7	11.7	12.0
Incr Delay (d2), s/veh	6.7	0.4	0.0	5.9	1.1	0.5	5.4	0.2	0.4	9.9	0.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.1	0.2	0.4	2.6	0.9	0.7	0.3	0.4	4.9	0.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.3	16.9	14.4	30.4	19.4	17.0	29.4	19.2	19.6	28.6	11.8	12.2
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		869			711			130			564	
Approach Delay, s/veh		18.2			19.5			23.6			23.1	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.7	11.8	5.8	17.6	6.7	21.7	7.5	15.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	25.0	5.0	18.0	6.0	35.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	12.3	3.3	2.9	8.6	3.5	4.4	4.4	9.5
Green Ext Time (p_c), s	0.4	0.2	0.0	3.2	0.0	0.8	0.0	1.9

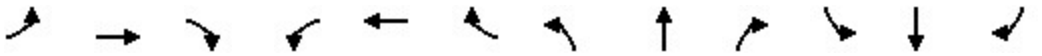
Intersection Summary	
HCM 7th Control Delay, s/veh	20.1
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	651	247	111	458	21	129	26	181	41	56	14
Future Volume (veh/h)	24	651	247	111	458	21	129	26	181	41	56	14
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		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	748	284	128	526	24	148	30	208	47	64	16
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	59	1050	453	164	1259	557	189	416	351	89	310	259
Arrive On Green	0.03	0.29	0.29	0.09	0.35	0.35	0.10	0.22	0.22	0.05	0.16	0.16
Sat Flow, veh/h	1810	3610	1558	1810	3610	1596	1810	1900	1606	1810	1900	1583
Grp Volume(v), veh/h	28	748	284	128	526	24	148	30	208	47	64	16
Grp Sat Flow(s),veh/h/ln	1810	1805	1558	1810	1805	1596	1810	1900	1606	1810	1900	1583
Q Serve(g_s), s	0.7	8.5	7.2	3.2	5.1	0.5	3.6	0.6	5.3	1.2	1.3	0.4
Cycle Q Clear(g_c), s	0.7	8.5	7.2	3.2	5.1	0.5	3.6	0.6	5.3	1.2	1.3	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	59	1050	453	164	1259	557	189	416	351	89	310	259
V/C Ratio(X)	0.47	0.71	0.63	0.78	0.42	0.04	0.78	0.07	0.59	0.53	0.21	0.06
Avail Cap(c_a), veh/h	198	1502	648	198	1502	664	198	999	844	238	1040	867
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	21.7	14.5	14.0	20.3	11.3	9.8	19.9	14.2	16.0	21.2	16.5	16.1
Incr Delay (d2), s/veh	5.7	0.9	1.4	15.0	0.2	0.0	17.4	0.1	1.6	4.8	0.3	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	0.3	2.6	2.0	1.8	1.4	0.1	2.2	0.2	1.6	0.5	0.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.4	15.4	15.5	35.3	11.6	9.9	37.4	14.2	17.6	26.0	16.9	16.2
LnGrp LOS	C	B	B	D	B	A	D	B	B	C	B	B
Approach Vol, veh/h		1060			678			386			127	
Approach Delay, s/veh		15.7			16.0			24.9			20.2	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	14.0	8.1	17.3	8.8	11.5	5.5	19.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	24.0	5.0	19.0	5.0	25.0	5.0	19.0
Max Q Clear Time (g_c+I1), s	3.2	7.3	5.2	10.5	5.6	3.3	2.7	7.1
Green Ext Time (p_c), s	0.0	0.7	0.0	2.4	0.0	0.3	0.0	2.3

Intersection Summary	
HCM 7th Control Delay, s/veh	17.6
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	306	0	576	437	448	456	303	1210	2	2	1519	224
Future Volume (veh/h)	306	0	576	437	448	456	303	1210	2	2	1519	224
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	373	0	702	604	446	556	370	1476	2	2	1852	273
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	555	0	493	847	445	753	368	2405	3	5	1801	559
Arrive On Green	0.16	0.00	0.16	0.24	0.24	0.24	0.11	0.46	0.46	0.00	0.36	0.36
Sat Flow, veh/h	3506	0	3114	3506	1841	3116	3401	5183	7	1753	5025	1559
Grp Volume(v), veh/h	373	0	702	604	446	556	370	954	524	2	1852	273
Grp Sat Flow(s),veh/h/ln	1753	0	1557	1753	1841	1558	1700	1675	1839	1753	1675	1559
Q Serve(g_s), s	12.0	0.0	19.0	18.9	29.0	19.8	13.0	25.6	25.6	0.1	43.0	16.4
Cycle Q Clear(g_c), s	12.0	0.0	19.0	18.9	29.0	19.8	13.0	25.6	25.6	0.1	43.0	16.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	555	0	493	847	445	753	368	1554	853	5	1801	559
V/C Ratio(X)	0.67	0.00	1.42	0.71	1.00	0.74	1.00	0.61	0.61	0.42	1.03	0.49
Avail Cap(c_a), veh/h	555	0	493	847	445	753	368	1554	853	73	1801	559
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	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	47.6	0.0	50.5	41.7	45.5	42.0	53.5	24.1	24.1	59.7	38.5	30.0
Incr Delay (d2), s/veh	3.2	0.0	202.3	2.8	43.3	3.9	48.0	0.7	1.3	50.9	28.9	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	21.0	8.2	18.0	7.7	7.8	9.4	10.5	0.1	21.1	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.7	0.0	252.8	44.5	88.8	45.9	101.5	24.8	25.4	110.6	67.4	30.6
LnGrp LOS	D		F	D	F	D	F	C	C	F	F	C
Approach Vol, veh/h		1075			1606			1848			2127	
Approach Delay, s/veh		182.7			57.3			40.3			62.7	
Approach LOS		F			E			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.3	59.7		23.0	17.0	47.0		33.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	5.0	51.0		19.0	13.0	43.0		29.0				
Max Q Clear Time (g_c+I1), s	2.1	27.6		21.0	15.0	45.0		31.0				
Green Ext Time (p_c), s	0.0	9.6		0.0	0.0	0.0		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	74.6	
HCM 7th LOS	E	

Notes

User approved volume balancing among the lanes for turning movement.



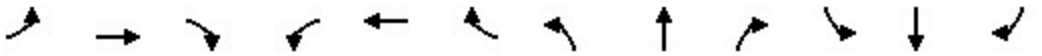
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	803	32	38	595	72	97
Future Volume (veh/h)	803	32	38	595	72	97
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	912	36	43	676	82	110
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1467	58	89	2108	126	169
Arrive On Green	0.41	0.41	0.05	0.58	0.18	0.18
Sat Flow, veh/h	3635	140	1810	3705	718	964
Grp Volume(v), veh/h	465	483	43	676	193	0
Grp Sat Flow(s),veh/h/ln	1805	1874	1810	1805	1691	0
Q Serve(g_s), s	6.8	6.8	0.8	3.2	3.5	0.0
Cycle Q Clear(g_c), s	6.8	6.8	0.8	3.2	3.5	0.0
Prop In Lane		0.07	1.00		0.42	0.57
Lane Grp Cap(c), veh/h	748	777	89	2108	296	0
V/C Ratio(X)	0.62	0.62	0.48	0.32	0.65	0.00
Avail Cap(c_a), veh/h	1412	1467	272	3803	865	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	7.7	7.7	15.4	3.5	12.8	0.0
Incr Delay (d2), s/veh	0.9	0.8	4.0	0.1	2.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.2	0.3	0.0	1.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	8.5	8.5	19.4	3.6	15.2	0.0
LnGrp LOS	A	A	B	A	B	
Approach Vol, veh/h	948			719	193	
Approach Delay, s/veh	8.5			4.6	15.2	
Approach LOS	A			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		9.8	5.6	17.8		23.4
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		17.0	5.0	26.0		35.0
Max Q Clear Time (g_c+I1), s		5.5	2.8	8.8		5.2
Green Ext Time (p_c), s		0.4	0.0	5.0		4.3

Intersection Summary	
HCM 7th Control Delay, s/veh	7.7
HCM 7th LOS	A

Notes

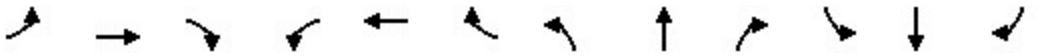
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	370	298	145	332	238	227	919	135	248	1185	152
Future Volume (veh/h)	189	370	298	145	332	238	227	919	135	248	1185	152
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		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	220	430	347	169	386	277	264	1069	157	288	1378	177
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	311	950	733	247	884	392	357	1719	526	388	1764	547
Arrive On Green	0.09	0.26	0.26	0.07	0.24	0.24	0.10	0.33	0.33	0.11	0.34	0.34
Sat Flow, veh/h	3510	3610	2785	3510	3610	1602	3510	5187	1587	3510	5187	1607
Grp Volume(v), veh/h	220	430	347	169	386	277	264	1069	157	288	1378	177
Grp Sat Flow(s),veh/h/ln	1755	1805	1392	1755	1805	1602	1755	1729	1587	1755	1729	1607
Q Serve(g_s), s	4.3	7.1	7.5	3.3	6.4	11.2	5.2	12.4	5.2	5.7	17.0	5.8
Cycle Q Clear(g_c), s	4.3	7.1	7.5	3.3	6.4	11.2	5.2	12.4	5.2	5.7	17.0	5.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	311	950	733	247	884	392	357	1719	526	388	1764	547
V/C Ratio(X)	0.71	0.45	0.47	0.69	0.44	0.71	0.74	0.62	0.30	0.74	0.78	0.32
Avail Cap(c_a), veh/h	345	1724	1330	247	1623	720	395	1822	557	493	1968	610
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.5	21.9	22.1	32.3	22.7	24.5	31.1	20.0	17.7	30.7	21.1	17.4
Incr Delay (d2), s/veh	5.8	0.3	0.5	7.6	0.3	2.3	6.5	0.6	0.3	4.5	1.9	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.7	2.2	1.6	2.5	4.0	2.3	4.3	1.7	2.4	6.1	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.3	22.3	22.5	40.0	23.1	26.9	37.6	20.6	18.0	35.2	23.0	17.8
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	C	B
Approach Vol, veh/h		997			832			1490			1843	
Approach Delay, s/veh		25.7			27.8			23.4			24.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	27.6	9.0	22.7	11.2	28.2	10.3	21.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	25.0	5.0	34.0	8.0	27.0	7.0	32.0
Max Q Clear Time (g_c+I1), s	7.7	14.4	5.3	9.5	7.2	19.0	6.3	13.2
Green Ext Time (p_c), s	0.2	5.2	0.0	4.0	0.1	5.2	0.0	3.0

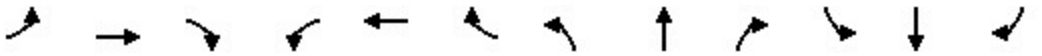
Intersection Summary	
HCM 7th Control Delay, s/veh	24.9
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	729	157	95	497	12	154	6	167	29	16	9
Future Volume (veh/h)	6	729	157	95	497	12	154	6	167	29	16	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		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	911	196	119	621	15	192	8	209	36	20	11
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	26	1256	542	180	1557	38	308	13	285	110	61	34
Arrive On Green	0.01	0.35	0.35	0.10	0.43	0.43	0.18	0.18	0.18	0.11	0.11	0.11
Sat Flow, veh/h	1810	3610	1559	1810	3600	87	1740	73	1607	966	537	295
Grp Volume(v), veh/h	8	911	196	119	311	325	200	0	209	67	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1559	1810	1805	1881	1813	0	1607	1798	0	0
Q Serve(g_s), s	0.3	13.5	5.7	3.9	7.2	7.2	6.2	0.0	7.5	2.1	0.0	0.0
Cycle Q Clear(g_c), s	0.3	13.5	5.7	3.9	7.2	7.2	6.2	0.0	7.5	2.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.05	0.96		1.00	0.54		0.16
Lane Grp Cap(c), veh/h	26	1256	542	180	781	814	321	0	285	206	0	0
V/C Ratio(X)	0.30	0.73	0.36	0.66	0.40	0.40	0.62	0.00	0.73	0.33	0.00	0.00
Avail Cap(c_a), veh/h	207	1651	713	296	914	953	563	0	499	206	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	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.9	17.4	14.9	26.6	11.9	11.9	23.3	0.0	23.8	24.9	0.0	0.0
Incr Delay (d2), s/veh	6.3	1.1	0.4	4.1	0.3	0.3	2.0	0.0	3.7	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	0.2	4.6	1.7	1.7	2.3	2.4	2.6	0.0	2.7	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.2	18.5	15.3	30.7	12.2	12.2	25.3	0.0	27.5	25.8	0.0	0.0
LnGrp LOS	D	B	B	C	B	B	C		C	C		
Approach Vol, veh/h		1115			755			409			67	
Approach Delay, s/veh		18.1			15.1			26.4			25.8	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	14.8	10.1	25.3	11.0	4.9	30.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.0	10.0	28.0	7.0	7.0	31.0
Max Q Clear Time (g_c+I1), s	9.5	5.9	15.5	4.1	2.3	9.2
Green Ext Time (p_c), s	1.2	0.1	5.1	0.0	0.0	3.3

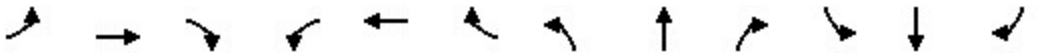
Intersection Summary	
HCM 7th Control Delay, s/veh	18.8
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	440	196	293	256	55	130	92	252	83	176	15
Future Volume (veh/h)	64	440	196	293	256	55	130	92	252	83	176	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		1.00	1.00		1.00	1.00		0.92	1.00		0.91
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	75	518	231	345	301	65	153	108	296	98	207	18
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	97	712	317	436	965	430	233	766	596	140	707	61
Arrive On Green	0.05	0.20	0.20	0.12	0.27	0.27	0.07	0.40	0.40	0.08	0.41	0.41
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	1900	1480	1810	1707	148
Grp Volume(v), veh/h	75	518	231	345	301	65	153	108	296	98	0	225
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1900	1480	1810	0	1856
Q Serve(g_s), s	3.3	10.8	10.8	7.7	5.4	2.5	3.4	2.9	12.0	4.3	0.0	6.5
Cycle Q Clear(g_c), s	3.3	10.8	10.8	7.7	5.4	2.5	3.4	2.9	12.0	4.3	0.0	6.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	97	712	317	436	965	430	233	766	596	140	0	768
V/C Ratio(X)	0.77	0.73	0.73	0.79	0.31	0.15	0.66	0.14	0.50	0.70	0.00	0.29
Avail Cap(c_a), veh/h	202	1120	500	523	1255	560	349	802	624	180	0	783
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	37.6	30.3	30.3	34.3	23.6	22.5	36.7	15.2	17.9	36.3	0.0	15.8
Incr Delay (d2), s/veh	12.0	1.4	3.2	6.8	0.2	0.2	3.1	0.1	0.6	8.2	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.4	4.1	3.4	2.1	0.9	1.5	1.1	3.6	2.1	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.6	31.8	33.5	41.1	23.8	22.7	39.8	15.3	18.6	44.5	0.0	16.0
LnGrp LOS	D	C	C	D	C	C	D	B	B	D		B
Approach Vol, veh/h		824			711			557			323	
Approach Delay, s/veh		33.9			32.1			23.8			24.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	36.5	14.0	19.9	9.3	37.3	8.3	25.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	34.0	12.0	25.0	8.0	34.0	9.0	28.0
Max Q Clear Time (g_c+I1), s	6.3	14.0	9.7	12.8	5.4	8.5	5.3	7.4
Green Ext Time (p_c), s	0.0	1.5	0.3	3.0	0.1	1.1	0.0	1.8

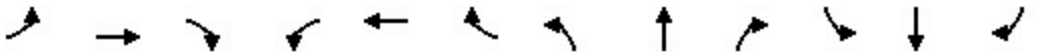
Intersection Summary	
HCM 7th Control Delay, s/veh	29.8
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	605	25	44	265	73	42	50	139	231	37	82
Future Volume (veh/h)	56	605	25	44	265	73	42	50	139	231	37	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	70	756	31	55	331	91	52	62	174	289	46	102
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	114	1141	506	97	1109	492	182	343	289	427	476	397
Arrive On Green	0.06	0.32	0.32	0.05	0.31	0.31	0.05	0.18	0.18	0.12	0.25	0.25
Sat Flow, veh/h	1810	3610	1603	1810	3610	1602	3510	1900	1602	3510	1900	1584
Grp Volume(v), veh/h	70	756	31	55	331	91	52	62	174	289	46	102
Grp Sat Flow(s),veh/h/ln	1810	1805	1603	1810	1805	1602	1755	1900	1602	1755	1900	1584
Q Serve(g_s), s	1.8	8.8	0.7	1.4	3.4	2.0	0.7	1.3	4.9	3.8	0.9	2.5
Cycle Q Clear(g_c), s	1.8	8.8	0.7	1.4	3.4	2.0	0.7	1.3	4.9	3.8	0.9	2.5
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	114	1141	506	97	1109	492	182	343	289	427	476	397
V/C Ratio(X)	0.62	0.66	0.06	0.56	0.30	0.18	0.29	0.18	0.60	0.68	0.10	0.26
Avail Cap(c_a), veh/h	222	1923	854	185	1849	821	360	1362	1149	575	1479	1233
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	14.4	11.6	22.5	12.9	12.4	22.3	16.9	18.4	20.5	14.0	14.7
Incr Delay (d2), s/veh	5.3	0.7	0.1	5.0	0.1	0.2	0.9	0.2	2.0	1.9	0.1	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	0.8	2.7	0.2	0.6	1.0	0.6	0.3	0.5	1.6	1.4	0.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.6	15.1	11.7	27.6	13.0	12.6	23.1	17.2	20.4	22.4	14.1	15.0
LnGrp LOS	C	B	B	C	B	B	C	B	C	C	B	B
Approach Vol, veh/h		857			477			288			437	
Approach Delay, s/veh		16.0			14.6			20.2			19.8	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	12.8	6.6	19.4	6.5	16.2	7.1	19.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	35.0	5.0	26.0	5.0	38.0	6.0	25.0
Max Q Clear Time (g_c+I1), s	5.8	6.9	3.4	10.8	2.7	4.5	3.8	5.4
Green Ext Time (p_c), s	0.2	0.8	0.0	4.1	0.0	0.5	0.0	2.0

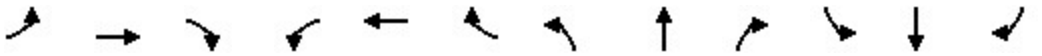
Intersection Summary	
HCM 7th Control Delay, s/veh	17.1
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	334	378	151	165	101	199	885	202	160	1175	26
Future Volume (veh/h)	22	334	378	151	165	101	199	885	202	160	1175	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	355	402	161	176	107	212	941	215	170	1250	28
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	89	1087	484	246	1793	549	307	1792	549	237	1689	517
Arrive On Green	0.03	0.30	0.30	0.07	0.35	0.35	0.09	0.35	0.35	0.07	0.33	0.33
Sat Flow, veh/h	3510	3610	1609	3510	5187	1587	3510	5187	1588	3510	5187	1588
Grp Volume(v), veh/h	23	355	402	161	176	107	212	941	215	170	1250	28
Grp Sat Flow(s),veh/h/ln	1755	1805	1609	1755	1729	1587	1755	1729	1588	1755	1729	1588
Q Serve(g_s), s	0.5	5.6	17.3	3.3	1.7	3.5	4.3	10.7	7.6	3.5	15.9	0.9
Cycle Q Clear(g_c), s	0.5	5.6	17.3	3.3	1.7	3.5	4.3	10.7	7.6	3.5	15.9	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	89	1087	484	246	1793	549	307	1792	549	237	1689	517
V/C Ratio(X)	0.26	0.33	0.83	0.65	0.10	0.20	0.69	0.53	0.39	0.72	0.74	0.05
Avail Cap(c_a), veh/h	237	1559	695	332	2380	728	474	2450	750	237	2100	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	20.1	24.1	33.6	16.4	17.0	32.8	19.4	18.4	33.9	22.2	17.2
Incr Delay (d2), s/veh	1.5	0.2	5.7	2.9	0.0	0.2	2.8	0.2	0.5	10.0	1.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.1	6.5	1.4	0.6	1.1	1.8	3.8	2.5	1.7	5.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.9	20.2	29.9	36.5	16.4	17.2	35.6	19.6	18.8	43.9	23.3	17.2
LnGrp LOS	D	C	C	D	B	B	D	B	B	D	C	B
Approach Vol, veh/h		780			444			1368			1448	
Approach Delay, s/veh		25.7			23.9			22.0			25.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	29.6	9.2	26.3	10.5	28.1	5.9	29.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	35.0	7.0	32.0	10.0	30.0	5.0	34.0
Max Q Clear Time (g_c+I1), s	5.5	12.7	5.3	19.3	6.3	17.9	2.5	5.5
Green Ext Time (p_c), s	0.0	6.8	0.1	2.8	0.2	6.2	0.0	1.3

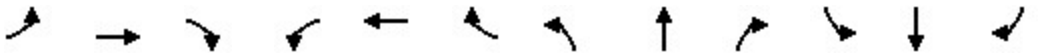
Intersection Summary	
HCM 7th Control Delay, s/veh	24.2
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1003	218	235	551	43	145	487	174	43	602	48
Future Volume (veh/h)	49	1003	218	235	551	43	145	487	174	43	602	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	1067	232	250	586	46	154	518	185	46	640	51
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	161	1332	593	348	1432	112	243	920	407	150	1184	364
Arrive On Green	0.05	0.37	0.37	0.10	0.42	0.42	0.07	0.25	0.25	0.04	0.23	0.23
Sat Flow, veh/h	3510	3610	1608	3510	3391	266	3510	3610	1597	3510	5187	1595
Grp Volume(v), veh/h	52	1067	232	250	311	321	154	518	185	46	640	51
Grp Sat Flow(s),veh/h/ln	1755	1805	1608	1755	1805	1852	1755	1805	1597	1755	1729	1595
Q Serve(g_s), s	1.0	18.1	7.3	4.7	8.2	8.3	2.9	8.5	6.7	0.9	7.4	1.7
Cycle Q Clear(g_c), s	1.0	18.1	7.3	4.7	8.2	8.3	2.9	8.5	6.7	0.9	7.4	1.7
Prop In Lane	1.00		1.00	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	161	1332	593	348	762	782	243	920	407	150	1184	364
V/C Ratio(X)	0.32	0.80	0.39	0.72	0.41	0.41	0.63	0.56	0.45	0.31	0.54	0.14
Avail Cap(c_a), veh/h	257	1534	683	411	846	868	257	1692	749	257	2432	748
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.5	19.3	15.9	29.8	13.8	13.8	30.9	22.1	21.4	31.7	23.2	21.0
Incr Delay (d2), s/veh	1.1	2.8	0.4	4.9	0.4	0.3	4.6	0.5	0.8	1.1	0.4	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	7.0	2.4	2.1	2.9	3.0	1.3	3.1	2.3	0.4	2.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.7	22.1	16.3	34.7	14.1	14.1	35.5	22.7	22.2	32.8	23.6	21.2
LnGrp LOS	C	C	B	C	B	B	D	C	C	C	C	C
Approach Vol, veh/h		1351			882			857			737	
Approach Delay, s/veh		21.5			20.0			24.9			24.0	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	21.4	10.8	29.2	8.7	19.6	7.1	32.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	32.0	8.0	29.0	5.0	32.0	5.0	32.0
Max Q Clear Time (g_c+I1), s	2.9	10.5	6.7	20.1	4.9	9.4	3.0	10.3
Green Ext Time (p_c), s	0.0	3.5	0.1	5.0	0.0	3.9	0.0	3.6

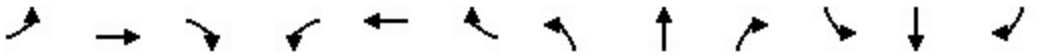
Intersection Summary	
HCM 7th Control Delay, s/veh	22.4
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	828	156	152	526	43	196	615	135	170	737	177
Future Volume (veh/h)	146	828	156	152	526	43	196	615	135	170	737	177
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		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	154	872	164	160	554	45	206	647	142	179	776	186
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	262	1680	514	264	1683	508	308	1366	424	283	1328	412
Arrive On Green	0.07	0.32	0.32	0.08	0.32	0.32	0.09	0.26	0.26	0.08	0.26	0.26
Sat Flow, veh/h	3510	5187	1586	3510	5187	1565	3510	5187	1608	3510	5187	1608
Grp Volume(v), veh/h	154	872	164	160	554	45	206	647	142	179	776	186
Grp Sat Flow(s),veh/h/ln	1755	1729	1586	1755	1729	1565	1755	1729	1608	1755	1729	1608
Q Serve(g_s), s	2.6	8.5	4.9	2.8	5.0	1.2	3.5	6.5	4.4	3.1	8.2	6.1
Cycle Q Clear(g_c), s	2.6	8.5	4.9	2.8	5.0	1.2	3.5	6.5	4.4	3.1	8.2	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	262	1680	514	264	1683	508	308	1366	424	283	1328	412
V/C Ratio(X)	0.59	0.52	0.32	0.61	0.33	0.09	0.67	0.47	0.34	0.63	0.58	0.45
Avail Cap(c_a), veh/h	338	2582	790	338	2582	779	395	2749	852	507	2915	904
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.9	17.1	15.9	27.9	15.9	14.6	27.5	19.3	18.5	27.7	20.3	19.5
Incr Delay (d2), s/veh	2.1	0.2	0.4	2.2	0.1	0.1	2.9	0.3	0.5	2.3	0.4	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.9	1.5	1.1	1.6	0.4	1.4	2.2	1.4	1.2	2.7	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.0	17.4	16.2	30.1	16.0	14.7	30.4	19.6	19.0	30.1	20.7	20.3
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	C	C
Approach Vol, veh/h		1190			759			995			1141	
Approach Delay, s/veh		18.8			18.9			21.7			22.1	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	20.4	8.7	24.2	9.5	19.9	8.7	24.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	33.0	6.0	31.0	7.0	35.0	6.0	31.0
Max Q Clear Time (g_c+I1), s	5.1	8.5	4.8	10.5	5.5	10.2	4.6	7.0
Green Ext Time (p_c), s	0.2	4.4	0.1	6.1	0.1	5.5	0.1	3.5

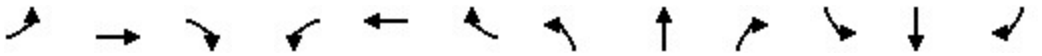
Intersection Summary	
HCM 7th Control Delay, s/veh	20.5
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	91	280	163	106	59	180	876	211	44	939	18
Future Volume (veh/h)	43	91	280	163	106	59	180	876	211	44	939	18
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		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	47	99	304	177	115	64	196	952	229	48	1021	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	80	460	382	220	607	505	241	1421	341	81	1308	404
Arrive On Green	0.04	0.24	0.24	0.12	0.32	0.32	0.13	0.34	0.34	0.04	0.25	0.25
Sat Flow, veh/h	1810	1900	1576	1810	1900	1579	1810	4173	1001	1810	5187	1604
Grp Volume(v), veh/h	47	99	304	177	115	64	196	788	393	48	1021	20
Grp Sat Flow(s),veh/h/ln	1810	1900	1576	1810	1900	1579	1810	1729	1716	1810	1729	1604
Q Serve(g_s), s	1.6	2.7	11.6	6.1	2.8	1.8	6.7	12.4	12.5	1.7	11.7	0.6
Cycle Q Clear(g_c), s	1.6	2.7	11.6	6.1	2.8	1.8	6.7	12.4	12.5	1.7	11.7	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.58	1.00		1.00
Lane Grp Cap(c), veh/h	80	460	382	220	607	505	241	1178	585	81	1308	404
V/C Ratio(X)	0.59	0.22	0.80	0.80	0.19	0.13	0.81	0.67	0.67	0.59	0.78	0.05
Avail Cap(c_a), veh/h	142	655	543	255	774	643	283	1246	618	142	1463	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.9	19.3	22.7	27.3	15.7	15.4	26.9	18.0	18.0	29.9	22.2	18.1
Incr Delay (d2), s/veh	6.6	0.2	5.4	14.9	0.1	0.1	14.3	1.3	2.6	6.7	2.5	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	0.8	1.1	4.3	3.3	1.1	0.6	3.4	4.1	4.3	0.8	4.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.6	19.6	28.1	42.2	15.9	15.5	41.1	19.3	20.6	36.6	24.7	18.1
LnGrp LOS	D	B	C	D	B	B	D	B	C	D	C	B
Approach Vol, veh/h		450			356			1377			1089	
Approach Delay, s/veh		27.1			28.9			22.8			25.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	25.7	11.8	19.5	12.5	20.1	6.8	24.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	23.0	9.0	22.0	10.0	18.0	5.0	26.0
Max Q Clear Time (g_c+I1), s	3.7	14.5	8.1	13.6	8.7	13.7	3.6	4.8
Green Ext Time (p_c), s	0.0	4.3	0.0	1.0	0.1	2.3	0.0	0.7

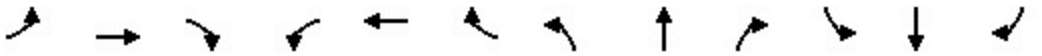
Intersection Summary	
HCM 7th Control Delay, s/veh	24.8
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	4	36	89	10	48	52	1245	120	60	1287	27
Future Volume (veh/h)	17	4	36	89	10	48	52	1245	120	60	1287	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	19	4	40	98	11	53	57	1368	132	66	1414	30
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	43	19	187	279	345	289	103	1901	588	114	1931	585
Arrive On Green	0.02	0.13	0.13	0.08	0.18	0.18	0.06	0.37	0.37	0.06	0.37	0.37
Sat Flow, veh/h	1810	148	1484	3510	1900	1589	1810	5187	1604	1810	5187	1570
Grp Volume(v), veh/h	19	0	44	98	11	53	57	1368	132	66	1414	30
Grp Sat Flow(s),veh/h/ln	1810	0	1633	1755	1900	1589	1810	1729	1604	1810	1729	1570
Q Serve(g_s), s	0.5	0.0	1.1	1.2	0.2	1.2	1.3	9.9	2.5	1.6	10.3	0.5
Cycle Q Clear(g_c), s	0.5	0.0	1.1	1.2	0.2	1.2	1.3	9.9	2.5	1.6	10.3	0.5
Prop In Lane	1.00		0.91	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	43	0	205	279	345	289	103	1901	588	114	1931	585
V/C Ratio(X)	0.45	0.00	0.21	0.35	0.03	0.18	0.55	0.72	0.22	0.58	0.73	0.05
Avail Cap(c_a), veh/h	207	0	969	401	1128	943	207	2132	659	207	2132	645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	0.0	17.2	19.1	14.7	15.2	20.1	11.9	9.6	20.0	11.9	8.8
Incr Delay (d2), s/veh	7.1	0.0	0.5	0.8	0.0	0.3	4.5	1.1	0.2	4.6	1.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.3	0.4	0.1	0.4	0.6	2.5	0.6	0.7	2.6	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.2	0.0	17.7	19.8	14.8	15.5	24.6	13.0	9.8	24.5	13.1	8.8
LnGrp LOS	C		B	B	B	B	C	B	A	C	B	A
Approach Vol, veh/h		63			162			1557			1510	
Approach Delay, s/veh		20.9			18.1			13.1			13.5	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	20.0	7.5	9.5	6.5	20.3	5.0	12.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	18.0	5.0	26.0	5.0	18.0	5.0	26.0
Max Q Clear Time (g_c+I1), s	3.6	11.9	3.2	3.1	3.3	12.3	2.5	3.2
Green Ext Time (p_c), s	0.0	4.0	0.0	0.1	0.0	3.8	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	13.7
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	0	193	0	0	0	180	1289	0	0	1238	171
Future Volume (veh/h)	137	0	193	0	0	0	180	1289	0	0	1238	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	152	0	214	0	0	0	200	1432	0	0	1376	190
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1035	0	321	0	379	0	253	3189	0	0	1982	615
Arrive On Green	0.20	0.00	0.20	0.00	0.00	0.00	0.14	0.61	0.00	0.00	0.38	0.38
Sat Flow, veh/h	3510	0	1610	0	1900	0	1810	5358	0	0	5358	1610
Grp Volume(v), veh/h	152	0	214	0	0	0	200	1432	0	0	1376	190
Grp Sat Flow(s),veh/h/ln	1755	0	1610	0	1900	0	1810	1729	0	0	1729	1610
Q Serve(g_s), s	1.6	0.0	5.3	0.0	0.0	0.0	4.6	6.3	0.0	0.0	9.6	3.6
Cycle Q Clear(g_c), s	1.6	0.0	5.3	0.0	0.0	0.0	4.6	6.3	0.0	0.0	9.6	3.6
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	1035	0	321	0	379	0	253	3189	0	0	1982	615
V/C Ratio(X)	0.15	0.00	0.67	0.00	0.00	0.00	0.79	0.45	0.00	0.00	0.69	0.31
Avail Cap(c_a), veh/h	2129	0	823	0	971	0	294	3615	0	0	2290	711
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	14.4	0.0	15.9	0.0	0.0	0.0	17.9	4.4	0.0	0.0	11.2	9.3
Incr Delay (d2), s/veh	0.1	0.0	2.4	0.0	0.0	0.0	11.9	0.1	0.0	0.0	0.8	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.6	0.0	0.0	0.0	2.2	0.4	0.0	0.0	2.2	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.5	0.0	18.3	0.0	0.0	0.0	29.8	4.5	0.0	0.0	12.0	9.6
LnGrp LOS	B		B				C	A			B	A
Approach Vol, veh/h		366			0			1632			1566	
Approach Delay, s/veh		16.7			0.0			7.6			11.7	
Approach LOS		B						A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		30.5		12.6	10.0	20.4		12.6				
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s		30.0		22.0	7.0	19.0		22.0				
Max Q Clear Time (g_c+I1), s		8.3		7.3	6.6	11.6		0.0				
Green Ext Time (p_c), s		9.5		1.4	0.0	4.8		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	10.3
HCM 7th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	0	212	60	0	12	275	1719	73	10	1636	51
Future Volume (veh/h)	44	0	212	60	0	12	275	1719	73	10	1636	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1870	1900	1870	1900	1900	1900	1900	1870
Adj Flow Rate, veh/h	0	0	272	71	0	14	289	2022	86	12	1925	54
Peak Hour Factor	0.95	0.95	0.95	0.85	0.95	0.85	0.95	0.85	0.85	0.85	0.85	0.95
Percent Heavy Veh, %	2	2	2	0	2	0	2	0	0	0	0	2
Cap, veh/h	0	244	414	275	0	207	342	3327	1033	27	2412	737
Arrive On Green	0.00	0.00	0.13	0.13	0.00	0.13	0.19	0.64	0.64	0.02	0.46	0.46
Sat Flow, veh/h	0	1870	3170	1125	0	1585	1781	5187	1610	1810	5187	1585
Grp Volume(v), veh/h	0	0	272	71	0	14	289	2022	86	12	1925	54
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1125	0	1585	1781	1729	1610	1810	1729	1585
Q Serve(g_s), s	0.0	0.0	4.6	3.3	0.0	0.4	8.8	12.9	1.1	0.4	17.8	1.1
Cycle Q Clear(g_c), s	0.0	0.0	4.6	3.3	0.0	0.4	8.8	12.9	1.1	0.4	17.8	1.1
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	244	414	275	0	207	342	3327	1033	27	2412	737
V/C Ratio(X)	0.00	0.00	0.66	0.26	0.00	0.07	0.85	0.61	0.08	0.44	0.80	0.07
Avail Cap(c_a), veh/h	0	597	1011	487	0	506	379	3327	1033	160	2574	787
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	23.3	22.8	0.0	21.5	22.0	5.9	3.8	27.5	12.8	8.4
Incr Delay (d2), s/veh	0.0	0.0	1.8	0.5	0.0	0.1	15.0	0.3	0.0	10.5	1.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.7	0.8	0.0	0.2	4.4	1.9	0.2	0.2	4.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	25.1	23.3	0.0	21.6	37.0	6.3	3.9	38.1	14.6	8.4
LnGrp LOS			C	C		C	D	A	A	D	B	A
Approach Vol, veh/h		272			85			2397			1991	
Approach Delay, s/veh		25.1			23.0			9.9			14.6	
Approach LOS		C			C			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	40.2		11.4	14.8	30.2		11.4				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	5.0	35.0		18.0	12.0	28.0		18.0				
Max Q Clear Time (g_c+I1), s	2.4	14.9		6.6	10.8	19.8		5.3				
Green Ext Time (p_c), s	0.0	13.7		0.8	0.1	6.4		0.2				

Intersection Summary		
HCM 7th Control Delay, s/veh		13.0
HCM 7th LOS		B

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



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	319	203	0	1735	1707	625
Future Volume (veh/h)	319	203	0	1735	1707	625
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	384	193	0	1928	1897	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	690	307	0	3222	3222	
Arrive On Green	0.19	0.19	0.00	0.62	0.62	0.00
Sat Flow, veh/h	3619	1610	0	5529	5358	1610
Grp Volume(v), veh/h	384	193	0	1928	1897	0
Grp Sat Flow(s),veh/h/ln	1810	1610	0	1729	1729	1610
Q Serve(g_s), s	4.1	4.7	0.0	9.5	9.3	0.0
Cycle Q Clear(g_c), s	4.1	4.7	0.0	9.5	9.3	0.0
Prop In Lane	1.00	1.00	0.00			1.00
Lane Grp Cap(c), veh/h	690	307	0	3222	3222	
V/C Ratio(X)	0.56	0.63	0.00	0.60	0.59	
Avail Cap(c_a), veh/h	1277	568	0	4515	4515	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.6	15.8	0.0	4.9	4.8	0.0
Incr Delay (d2), s/veh	0.7	2.1	0.0	0.2	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.6	0.0	0.5	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	16.3	17.9	0.0	5.0	5.0	0.0
LnGrp LOS	B	B		A	A	
Approach Vol, veh/h	577			1928	1897	
Approach Delay, s/veh	16.8			5.0	5.0	
Approach LOS	B			A	A	

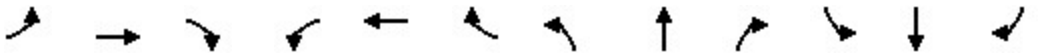
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		30.4		12.1		30.4
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		37.0		15.0		37.0
Max Q Clear Time (g_c+I1), s		11.5		6.7		11.3
Green Ext Time (p_c), s		14.9		1.4		14.7

Intersection Summary	
HCM 7th Control Delay, s/veh	6.6
HCM 7th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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



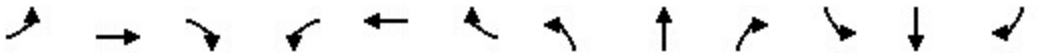
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	411	0	88	0	1648	724	385	1521	0
Future Volume (veh/h)	0	0	0	411	0	88	0	1648	724	385	1521	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1870	1900	0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	0	0	0	462	0	99	0	1852	813	433	1709	0
Peak Hour Factor	0.95	0.95	0.95	0.89	0.95	0.89	0.95	0.89	0.89	0.89	0.89	0.95
Percent Heavy Veh, %	2	2	2	0	2	0	0	0	0	0	0	0
Cap, veh/h	0	3	0	641	0	571	0	2334	1001	548	3518	0
Arrive On Green	0.00	0.00	0.00	0.18	0.00	0.18	0.00	0.45	0.45	0.16	0.68	0.00
Sat Flow, veh/h	0	-74814	0	3619	0	3220	0	5358	1590	3510	5358	0
Grp Volume(v), veh/h	0	0	0	462	0	99	0	1852	813	433	1709	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1810	0	1610	0	1729	1590	1755	1729	0
Q Serve(g_s), s	0.0	0.0	0.0	6.7	0.0	1.4	0.0	16.9	21.6	6.6	8.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	6.7	0.0	1.4	0.0	16.9	21.6	6.6	8.8	0.0
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	3	0	641	0	571	0	2334	1001	548	3518	0
V/C Ratio(X)	0.00	0.00	0.00	0.72	0.00	0.17	0.00	0.79	0.81	0.79	0.49	0.00
Avail Cap(c_a), veh/h	0	236	0	1177	0	1687	0	2342	1003	571	3560	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	21.5	0.0	19.3	0.0	13.0	7.9	22.5	4.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.5	0.0	0.1	0.0	2.0	5.2	7.2	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.5	0.0	0.5	0.0	4.7	5.1	2.8	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	23.0	0.0	19.5	0.0	15.0	13.0	29.6	4.4	0.0
LnGrp LOS				C		B		B	B	C	A	
Approach Vol, veh/h		0			561			2665			2142	
Approach Delay, s/veh		0.0			22.4			14.4			9.5	
Approach LOS					C			B			A	

Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	12.6	28.9	13.8	0.0		41.6		13.8				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0		4.0		4.0				
Max Green Setting (Gmax), s	9.0	25.0	18.0	7.0		38.0		29.0				
Max Q Clear Time (g_c+I1), s	8.6	23.6	8.7	0.0		10.8		3.4				
Green Ext Time (p_c), s	0.1	1.3	1.2	0.0		13.3		0.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	13.3
HCM 7th LOS	B

Notes

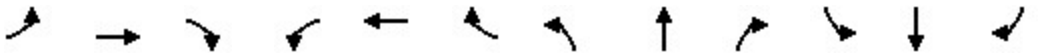
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	324	63	199	522	344	243	1626	163	274	979	455
Future Volume (veh/h)	166	324	63	199	522	344	243	1626	163	274	979	455
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		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	187	364	71	224	587	387	273	1827	183	308	1100	511
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	222	1330	407	289	1429	438	338	2000	199	349	2180	677
Arrive On Green	0.06	0.26	0.26	0.08	0.28	0.28	0.10	0.42	0.42	0.10	0.42	0.42
Sat Flow, veh/h	3510	5187	1589	3510	5187	1588	3510	4794	478	3510	5187	1610
Grp Volume(v), veh/h	187	364	71	224	587	387	273	1315	695	308	1100	511
Grp Sat Flow(s),veh/h/ln	1755	1729	1589	1755	1729	1588	1755	1729	1814	1755	1729	1610
Q Serve(g_s), s	5.8	6.2	3.8	6.9	10.2	25.8	8.4	39.6	40.0	9.6	17.3	29.8
Cycle Q Clear(g_c), s	5.8	6.2	3.8	6.9	10.2	25.8	8.4	39.6	40.0	9.6	17.3	29.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	222	1330	407	289	1429	438	338	1442	757	349	2180	677
V/C Ratio(X)	0.84	0.27	0.17	0.77	0.41	0.88	0.81	0.91	0.92	0.88	0.50	0.76
Avail Cap(c_a), veh/h	222	1360	417	381	1595	488	413	1470	771	349	2180	677
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.2	32.9	32.0	49.7	32.7	38.4	49.0	30.3	30.4	49.2	23.6	27.2
Incr Delay (d2), s/veh	24.2	0.1	0.2	7.1	0.2	16.2	9.4	8.8	15.8	22.2	0.2	4.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	2.5	1.5	3.2	4.2	11.5	4.0	16.5	19.0	5.1	6.5	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	75.4	33.0	32.2	56.8	32.9	54.6	58.4	39.2	46.2	71.3	23.8	32.1
LnGrp LOS	E	C	C	E	C	D	E	D	D	E	C	C
Approach Vol, veh/h		622			1198			2283			1919	
Approach Delay, s/veh		45.7			44.4			43.6			33.6	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	50.1	13.1	32.4	14.7	50.5	11.0	34.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	47.0	12.0	29.0	13.0	45.0	7.0	34.0
Max Q Clear Time (g_c+I1), s	11.6	42.0	8.9	8.2	10.4	31.8	7.8	27.8
Green Ext Time (p_c), s	0.0	4.1	0.2	2.3	0.2	7.0	0.0	2.7

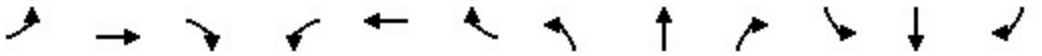
Intersection Summary	
HCM 7th Control Delay, s/veh	40.8
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	0	248	0	0	0	107	625	0	0	1028	113
Future Volume (veh/h)	200	0	248	0	0	0	107	625	0	0	1028	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	217	0	270	0	0	0	116	679	0	0	1117	123
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	606	0	0	0	5	0	335	3137	0	0	2065	632
Arrive On Green	0.17	0.00	0.00	0.00	0.00	0.00	0.10	0.60	0.00	0.00	0.40	0.40
Sat Flow, veh/h	3510	217		0	-76000	0	3510	5358	0	0	5358	1589
Grp Volume(v), veh/h	217	13.5		0	0	0	116	679	0	0	1117	123
Grp Sat Flow(s),veh/h/ln	1755	B		0	1900	0	1755	1729	0	0	1729	1589
Q Serve(g_s), s	2.0			0.0	0.0	0.0	1.1	2.1	0.0	0.0	5.9	1.8
Cycle Q Clear(g_c), s	2.0			0.0	0.0	0.0	1.1	2.1	0.0	0.0	5.9	1.8
Prop In Lane	1.00			0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	606			0	5	0	335	3137	0	0	2065	632
V/C Ratio(X)	0.36			0.00	0.00	0.00	0.35	0.22	0.00	0.00	0.54	0.19
Avail Cap(c_a), veh/h	2736			0	1534	0	489	4476	0	0	3176	973
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.1			0.0	0.0	0.0	15.2	3.2	0.0	0.0	8.3	7.1
Incr Delay (d2), s/veh	0.4			0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.2	0.1
Initial Q Delay(d3), s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6			0.0	0.0	0.0	0.3	0.0	0.0	0.0	1.1	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.5			0.0	0.0	0.0	15.8	3.3	0.0	0.0	8.5	7.2
LnGrp LOS	B						B	A			A	A
Approach Vol, veh/h					0			795			1240	
Approach Delay, s/veh					0.0			5.1			8.4	
Approach LOS								A			A	

Timer - Assigned Phs		2			5	6	7	8				
Phs Duration (G+Y+Rc), s		25.7			7.4	18.3	10.2	0.0				
Change Period (Y+Rc), s		4.0			4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s		31.0			5.0	22.0	28.0	29.0				
Max Q Clear Time (g_c+I1), s		4.1			3.1	7.9	4.0	0.0				
Green Ext Time (p_c), s		4.3			0.0	6.3	0.7	0.0				

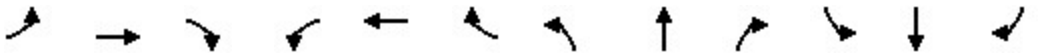
Intersection Summary												
HCM 7th Control Delay, s/veh			7.7									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	793	186	211	388	161	88	493	195	388	789	92
Future Volume (veh/h)	135	793	186	211	388	161	88	493	195	388	789	92
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		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	145	853	200	227	417	173	95	530	210	417	848	99
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	252	1534	466	273	1564	476	223	1156	353	545	1632	499
Arrive On Green	0.07	0.30	0.30	0.08	0.30	0.30	0.06	0.22	0.22	0.16	0.31	0.31
Sat Flow, veh/h	3510	5187	1576	3510	5187	1578	3510	5187	1585	3510	5187	1587
Grp Volume(v), veh/h	145	853	200	227	417	173	95	530	210	417	848	99
Grp Sat Flow(s),veh/h/ln	1755	1729	1576	1755	1729	1578	1755	1729	1585	1755	1729	1587
Q Serve(g_s), s	2.6	8.9	6.6	4.1	3.9	5.5	1.7	5.7	7.6	7.3	8.6	2.9
Cycle Q Clear(g_c), s	2.6	8.9	6.6	4.1	3.9	5.5	1.7	5.7	7.6	7.3	8.6	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	252	1534	466	273	1564	476	223	1156	353	545	1632	499
V/C Ratio(X)	0.57	0.56	0.43	0.83	0.27	0.36	0.43	0.46	0.59	0.77	0.52	0.20
Avail Cap(c_a), veh/h	273	2739	832	273	2739	833	327	2819	862	545	3142	961
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	28.9	19.1	18.3	29.3	17.1	17.6	29.0	21.7	22.4	26.1	18.1	16.1
Incr Delay (d2), s/veh	2.5	0.3	0.6	19.3	0.1	0.5	1.3	0.3	1.6	6.4	0.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.1	2.1	2.3	1.4	1.8	0.7	2.0	2.7	3.2	2.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.5	19.4	18.9	48.6	17.2	18.1	30.3	21.9	24.0	32.5	18.3	16.3
LnGrp LOS	C	B	B	D	B	B	C	C	C	C	B	B
Approach Vol, veh/h		1198			817			835			1364	
Approach Delay, s/veh		20.8			26.1			23.4			22.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	18.3	9.0	23.0	8.1	24.3	8.6	23.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	35.0	5.0	34.0	6.0	39.0	5.0	34.0
Max Q Clear Time (g_c+I1), s	9.3	9.6	6.1	10.9	3.7	10.6	4.6	7.5
Green Ext Time (p_c), s	0.1	4.0	0.0	6.4	0.0	6.1	0.0	3.2

Intersection Summary	
HCM 7th Control Delay, s/veh	22.9
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	87	185	88	36	71	99	695	63	52	1102	55
Future Volume (veh/h)	57	87	185	88	36	71	99	695	63	52	1102	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	64	98	208	99	40	80	111	781	71	58	1238	62
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	99	336	285	128	366	306	143	2069	628	94	1927	585
Arrive On Green	0.05	0.18	0.18	0.07	0.19	0.19	0.08	0.40	0.40	0.05	0.37	0.37
Sat Flow, veh/h	1810	1900	1610	1810	1900	1587	1810	5187	1575	1810	5187	1575
Grp Volume(v), veh/h	64	98	208	99	40	80	111	781	71	58	1238	62
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1587	1810	1729	1575	1810	1729	1575
Q Serve(g_s), s	2.1	2.7	7.3	3.2	1.0	2.6	3.6	6.4	1.7	1.9	11.7	1.5
Cycle Q Clear(g_c), s	2.1	2.7	7.3	3.2	1.0	2.6	3.6	6.4	1.7	1.9	11.7	1.5
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	99	336	285	128	366	306	143	2069	628	94	1927	585
V/C Ratio(X)	0.65	0.29	0.73	0.78	0.11	0.26	0.77	0.38	0.11	0.62	0.64	0.11
Avail Cap(c_a), veh/h	273	1243	1053	182	1147	958	212	2958	898	243	3045	925
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.6	21.3	23.2	27.2	19.9	20.5	26.9	12.7	11.3	27.7	15.5	12.3
Incr Delay (d2), s/veh	6.8	0.5	3.6	12.3	0.1	0.5	9.9	0.1	0.1	6.5	0.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.2	2.8	1.7	0.4	0.9	1.7	1.9	0.5	0.9	3.6	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.4	21.8	26.8	39.5	20.0	20.9	36.8	12.8	11.4	34.2	15.8	12.3
LnGrp LOS	C	C	C	D	B	C	D	B	B	C	B	B
Approach Vol, veh/h		370			219			963			1358	
Approach Delay, s/veh		26.8			29.2			15.5			16.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	27.8	8.2	16.5	8.7	26.1	7.3	17.5
Change Period (Y+Rc), s	4.0	4.0	4.0	6.0	4.0	4.0	4.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	6.0	39.0	7.0	35.0	9.0	36.0
Max Q Clear Time (g_c+I1), s	3.9	8.4	5.2	9.3	5.6	13.7	4.1	4.6
Green Ext Time (p_c), s	0.0	5.3	0.0	1.3	0.0	8.4	0.0	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	18.4
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	94	84	7	109	52
Future Vol, veh/h	6	94	84	7	109	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	99	88	7	115	55

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	349	48	0	0	96	0
Stage 1	92	-	-	-	-	-
Stage 2	257	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	622	1011	-	-	1496	-
Stage 1	921	-	-	-	-	-
Stage 2	762	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	574	1011	-	-	1496	-
Mov Cap-2 Maneuver	574	-	-	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	704	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.18	0	5.15
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	967	1496	-
HCM Lane V/C Ratio	-	-	0.109	0.077	-
HCM Ctrl Dly (s/v)	-	-	9.2	7.6	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.2	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱		↑↑↑		↱
Traffic Vol, veh/h	1461	29	0	912	0	25
Future Vol, veh/h	1461	29	0	912	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	90	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1538	31	0	960	0	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	769
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	295
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	295
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	18.39
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	295	-	-	-
HCM Lane V/C Ratio	0.089	-	-	-
HCM Ctrl Dly (s/v)	18.4	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1450	28	0	957	0	24
Future Vol, veh/h	1450	28	0	957	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1526	29	0	1007	0	25

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	763
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	298
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	298
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	18.21
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	298	-	-	-
HCM Lane V/C Ratio	0.085	-	-	-
HCM Ctrl Dly (s/v)	18.2	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1347	21	0	956	0	38
Future Vol, veh/h	1347	21	0	956	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1418	22	0	1006	0	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	709
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	323
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	323
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	17.71
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	323	-	-	-
HCM Lane V/C Ratio	0.124	-	-	-
HCM Ctrl Dly (s/v)	17.7	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	19	0	1852	1679	36
Future Vol, veh/h	0	19	0	1852	1679	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	20	0	1949	1767	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	884	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	248	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	248	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	20.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	248	-	-
HCM Lane V/C Ratio	-	0.081	-	-
HCM Ctrl Dly (s/v)	-	20.8	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-

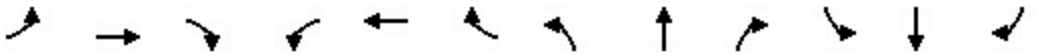
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	19	0	2067	1726	0
Future Vol, veh/h	0	19	0	2067	1726	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	20	0	2176	1817	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	908	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	239	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	239	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	21.46	0	0
HCM LOS	C		

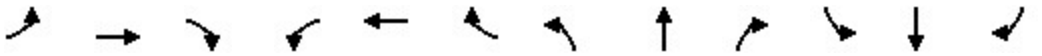
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	239	-	-
HCM Lane V/C Ratio	-	0.084	-	-
HCM Ctrl Dly (s/v)	-	21.5	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	1023	12	3	1523	24	15	2	2	50	0	53
Future Volume (veh/h)	30	1023	12	3	1523	24	15	2	2	50	0	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	33	1112	13	3	1655	26	16	2	2	54	0	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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	70	2518	29	7	2322	36	394	50	30	248	43	156
Arrive On Green	0.04	0.48	0.48	0.00	0.44	0.44	0.19	0.19	0.19	0.19	0.00	0.19
Sat Flow, veh/h	1810	5285	62	1810	5258	83	1132	261	155	536	225	818
Grp Volume(v), veh/h	33	728	397	3	1088	593	20	0	0	112	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1889	1810	1729	1883	1548	0	0	1579	0	0
Q Serve(g_s), s	0.7	5.1	5.1	0.1	9.4	9.4	0.0	0.0	0.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.7	5.1	5.1	0.1	9.4	9.4	0.3	0.0	0.0	2.1	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.04	0.80		0.10	0.48		0.52
Lane Grp Cap(c), veh/h	70	1648	900	7	1527	831	473	0	0	448	0	0
V/C Ratio(X)	0.47	0.44	0.44	0.40	0.71	0.71	0.04	0.00	0.00	0.25	0.00	0.00
Avail Cap(c_a), veh/h	247	1702	929	247	1702	927	1176	0	0	1196	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	17.2	6.3	6.3	18.2	8.3	8.3	12.1	0.0	0.0	12.8	0.0	0.0
Incr Delay (d2), s/veh	4.8	0.2	0.3	31.7	1.3	2.3	0.0	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.7	0.9	0.1	1.8	2.2	0.1	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.0	6.5	6.7	49.9	9.6	10.6	12.1	0.0	0.0	13.1	0.0	0.0
LnGrp LOS	C	A	A	D	A	B	B			B		
Approach Vol, veh/h		1158			1684			20			112	
Approach Delay, s/veh		7.0			10.0			12.1			13.1	
Approach LOS		A			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.0	4.2	21.4		11.0	5.4	20.2				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		25.0	5.0	18.0		25.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s		2.3	2.1	7.1		4.1	2.7	11.4				
Green Ext Time (p_c), s		0.0	0.0	4.9		0.5	0.0	4.8				

Intersection Summary	
HCM 7th Control Delay, s/veh	9.0
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	318	758	391	245	1025	244	405	1506	198	250	1289	235
Future Volume (veh/h)	318	758	391	245	1025	244	405	1506	198	250	1289	235
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		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781
Adj Flow Rate, veh/h	328	781	403	253	1057	252	418	1553	204	258	1329	242
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	8	8	8	8	8	8	8	8	8	8	8	8
Cap, veh/h	371	1463	448	309	1372	562	464	1755	680	309	1527	638
Arrive On Green	0.11	0.30	0.30	0.09	0.28	0.28	0.14	0.36	0.36	0.09	0.31	0.31
Sat Flow, veh/h	3291	4863	1490	3291	4863	1488	3291	4863	1491	3291	4863	1491
Grp Volume(v), veh/h	328	781	403	253	1057	252	418	1553	204	258	1329	242
Grp Sat Flow(s),veh/h/ln	1646	1621	1490	1646	1621	1488	1646	1621	1491	1646	1621	1491
Q Serve(g_s), s	10.5	14.2	27.6	8.0	21.2	13.5	13.3	31.9	9.2	8.2	27.5	11.8
Cycle Q Clear(g_c), s	10.5	14.2	27.6	8.0	21.2	13.5	13.3	31.9	9.2	8.2	27.5	11.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	371	1463	448	309	1372	562	464	1755	680	309	1527	638
V/C Ratio(X)	0.88	0.53	0.90	0.82	0.77	0.45	0.90	0.88	0.30	0.83	0.87	0.38
Avail Cap(c_a), veh/h	371	1553	476	309	1462	589	464	1828	702	309	1599	660
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	31.0	35.7	47.3	35.0	24.9	45.0	31.9	18.3	47.4	34.5	20.9
Incr Delay (d2), s/veh	21.4	0.3	19.1	15.7	2.4	0.6	20.5	5.4	0.2	17.6	5.3	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	5.2	5.3	11.7	3.8	8.2	4.5	6.4	12.2	3.0	3.9	10.7	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	68.0	31.3	54.7	63.0	37.5	25.5	65.5	37.4	18.6	65.0	39.8	21.3
LnGrp LOS	E	C	D	E	D	C	E	D	B	E	D	C
Approach Vol, veh/h		1512			1562			2175			1829	
Approach Delay, s/veh		45.5			39.7			41.0			40.9	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	42.4	14.0	36.0	19.0	37.4	16.0	34.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	40.0	10.0	34.0	15.0	35.0	12.0	32.0
Max Q Clear Time (g_c+I1), s	10.2	33.9	10.0	29.6	15.3	29.5	12.5	23.2
Green Ext Time (p_c), s	0.0	4.5	0.0	2.5	0.0	3.8	0.0	4.7

Intersection Summary	
HCM 7th Control Delay, s/veh	41.7
HCM 7th LOS	D

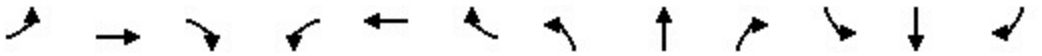
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	1257	118	142	1358	134	188	12	70	168	12	106
Future Volume (veh/h)	150	1257	118	142	1358	134	188	12	70	168	12	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1900	1900	1870	1870	1870	1900	1870	1900
Adj Flow Rate, veh/h	155	1296	124	149	1400	138	198	13	74	182	0	109
Peak Hour Factor	0.97	0.97	0.95	0.95	0.97	0.97	0.95	0.95	0.95	0.97	0.95	0.97
Percent Heavy Veh, %	0	0	2	2	0	0	2	2	2	0	2	0
Cap, veh/h	266	1633	498	188	1785	554	245	16	92	414	0	184
Arrive On Green	0.08	0.31	0.31	0.11	0.34	0.34	0.20	0.20	0.20	0.11	0.00	0.11
Sat Flow, veh/h	3510	5187	1583	1781	5187	1609	1202	79	449	3619	0	1610
Grp Volume(v), veh/h	155	1296	124	149	1400	138	285	0	0	182	0	109
Grp Sat Flow(s),veh/h/ln	1755	1729	1583	1781	1729	1609	1729	0	0	1810	0	1610
Q Serve(g_s), s	2.6	14.0	3.6	5.0	14.8	3.8	9.6	0.0	0.0	2.9	0.0	3.9
Cycle Q Clear(g_c), s	2.6	14.0	3.6	5.0	14.8	3.8	9.6	0.0	0.0	2.9	0.0	3.9
Prop In Lane	1.00		1.00	1.00		1.00	0.69		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	266	1633	498	188	1785	554	353	0	0	414	0	184
V/C Ratio(X)	0.58	0.79	0.25	0.79	0.78	0.25	0.81	0.00	0.00	0.44	0.00	0.59
Avail Cap(c_a), veh/h	287	1780	543	204	1950	605	509	0	0	1065	0	474
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	1.00
Uniform Delay (d), s/veh	27.3	19.1	15.6	26.7	18.0	14.4	23.2	0.0	0.0	25.3	0.0	25.7
Incr Delay (d2), s/veh	2.6	2.4	0.3	18.0	2.0	0.2	6.2	0.0	0.0	0.7	0.0	3.0
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	4.9	1.1	2.8	5.0	1.1	4.2	0.0	0.0	1.2	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.9	21.5	15.8	44.7	20.0	14.6	29.4	0.0	0.0	26.0	0.0	28.7
LnGrp LOS	C	C	B	D	C	B	C			C		C
Approach Vol, veh/h		1575			1687			285			291	
Approach Delay, s/veh		21.9			21.8			29.4			27.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	16.5	10.4	23.3	11.0	8.6	25.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	7.0	21.0	18.0	5.0	23.0
Max Q Clear Time (g_c+I1), s	11.6	7.0	16.0	5.9	4.6	16.8
Green Ext Time (p_c), s	0.9	0.0	3.2	0.8	0.0	4.2

Intersection Summary	
HCM 7th Control Delay, s/veh	22.8
HCM 7th LOS	C

Notes

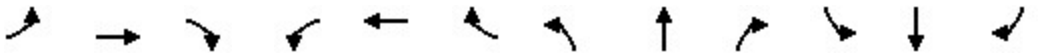
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	1266	161	60	1442	144	161	56	32	221	72	156
Future Volume (veh/h)	146	1266	161	60	1442	144	161	56	32	221	72	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	149	1292	164	61	1471	147	164	57	33	226	73	159
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	275	2202	683	98	2075	644	281	534	237	346	601	263
Arrive On Green	0.08	0.42	0.42	0.05	0.40	0.40	0.08	0.15	0.15	0.10	0.17	0.17
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	3510	3610	1600	3510	3610	1578
Grp Volume(v), veh/h	149	1292	164	61	1471	147	164	57	33	226	73	159
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1755	1805	1600	1755	1805	1578
Q Serve(g_s), s	2.4	11.1	3.8	1.9	13.8	3.5	2.6	0.8	1.0	3.6	1.0	5.4
Cycle Q Clear(g_c), s	2.4	11.1	3.8	1.9	13.8	3.5	2.6	0.8	1.0	3.6	1.0	5.4
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	275	2202	683	98	2075	644	281	534	237	346	601	263
V/C Ratio(X)	0.54	0.59	0.24	0.63	0.71	0.23	0.58	0.11	0.14	0.65	0.12	0.60
Avail Cap(c_a), veh/h	302	2498	775	156	2498	775	302	1925	853	604	2235	977
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	25.8	12.8	10.7	26.9	14.6	11.5	25.8	21.5	21.6	25.2	20.6	22.5
Incr Delay (d2), s/veh	1.7	0.3	0.2	6.4	0.7	0.2	2.5	0.1	0.3	2.1	0.1	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.2	1.0	0.9	4.2	1.0	1.1	0.3	0.4	1.5	0.4	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.5	13.1	10.9	33.3	15.3	11.7	28.3	21.5	21.8	27.3	20.7	24.7
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1605			1679			254			458	
Approach Delay, s/veh		14.2			15.7			26.0			25.4	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	12.6	7.1	28.7	8.6	13.7	8.5	27.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	31.0	5.0	28.0	5.0	36.0	5.0	28.0
Max Q Clear Time (g_c+I1), s	5.6	3.0	3.9	13.1	4.6	7.4	4.4	15.8
Green Ext Time (p_c), s	0.3	0.4	0.0	7.6	0.0	0.9	0.0	7.5

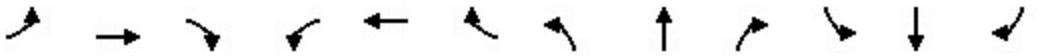
Intersection Summary	
HCM 7th Control Delay, s/veh	16.9
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	983	367	281	678	191	325	1098	426	187	919	210
Future Volume (veh/h)	240	983	367	281	678	191	325	1098	426	187	919	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796
Adj Flow Rate, veh/h	242	993	371	284	685	193	328	1109	430	189	928	212
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	224	1511	468	262	1566	485	337	1736	539	261	1131	498
Arrive On Green	0.07	0.31	0.31	0.08	0.32	0.32	0.10	0.35	0.35	0.08	0.33	0.33
Sat Flow, veh/h	3319	4904	1519	3319	4904	1519	3319	4904	1521	3319	3413	1502
Grp Volume(v), veh/h	242	993	371	284	685	193	328	1109	430	189	928	212
Grp Sat Flow(s),veh/h/ln	1659	1635	1519	1659	1635	1519	1659	1635	1521	1659	1706	1502
Q Serve(g_s), s	6.0	15.6	19.8	7.0	9.8	8.8	8.7	16.8	22.6	4.9	22.2	9.8
Cycle Q Clear(g_c), s	6.0	15.6	19.8	7.0	9.8	8.8	8.7	16.8	22.6	4.9	22.2	9.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	224	1511	468	262	1566	485	337	1736	539	261	1131	498
V/C Ratio(X)	1.08	0.66	0.79	1.08	0.44	0.40	0.97	0.64	0.80	0.72	0.82	0.43
Avail Cap(c_a), veh/h	224	1768	548	262	1823	565	337	1989	617	337	1384	609
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	41.4	26.6	28.1	40.9	23.9	23.6	39.8	23.9	25.8	39.9	27.2	23.1
Incr Delay (d2), s/veh	82.6	0.7	6.8	80.1	0.2	0.5	42.1	0.6	6.5	5.4	3.4	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	5.6	7.4	5.6	3.5	2.9	5.3	5.9	8.2	2.1	8.6	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	123.9	27.4	34.9	121.0	24.1	24.1	81.9	24.5	32.3	45.4	30.6	23.7
LnGrp LOS	F	C	C	F	C	C	F	C	C	D	C	C
Approach Vol, veh/h		1606			1162			1867			1329	
Approach Delay, s/veh		43.6			47.8			36.4			31.6	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	35.4	11.0	31.3	13.0	33.4	10.0	32.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	36.0	7.0	32.0	9.0	36.0	6.0	33.0
Max Q Clear Time (g_c+I1), s	6.9	18.8	9.0	21.8	10.7	24.2	8.0	11.8
Green Ext Time (p_c), s	0.1	4.9	0.0	5.3	0.0	5.1	0.0	4.8

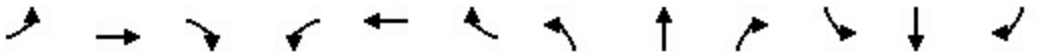
Intersection Summary	
HCM 7th Control Delay, s/veh	39.5
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	787	20	39	1043	302	47	38	40	202	46	114
Future Volume (veh/h)	111	787	20	39	1043	302	47	38	40	202	46	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	116	820	21	41	1086	315	49	40	42	210	48	119
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	149	2040	630	76	1274	565	86	262	221	263	448	379
Arrive On Green	0.08	0.39	0.39	0.04	0.35	0.35	0.05	0.14	0.14	0.15	0.24	0.24
Sat Flow, veh/h	1810	5187	1602	1810	3610	1601	1810	1900	1600	1810	1900	1604
Grp Volume(v), veh/h	116	820	21	41	1086	315	49	40	42	210	48	119
Grp Sat Flow(s),veh/h/ln	1810	1729	1602	1810	1805	1601	1810	1900	1600	1810	1900	1604
Q Serve(g_s), s	3.6	6.5	0.5	1.3	15.8	9.0	1.5	1.1	1.3	6.4	1.1	3.5
Cycle Q Clear(g_c), s	3.6	6.5	0.5	1.3	15.8	9.0	1.5	1.1	1.3	6.4	1.1	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	149	2040	630	76	1274	565	86	262	221	263	448	379
V/C Ratio(X)	0.78	0.40	0.03	0.54	0.85	0.56	0.57	0.15	0.19	0.80	0.11	0.31
Avail Cap(c_a), veh/h	159	2040	630	191	1397	620	159	835	703	382	1069	903
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.6	12.4	10.6	26.7	17.0	14.8	26.5	21.6	21.7	23.5	17.0	17.9
Incr Delay (d2), s/veh	20.3	0.1	0.0	5.9	4.9	0.9	5.9	0.3	0.4	7.4	0.1	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	1.9	0.1	0.6	5.9	2.7	0.7	0.4	0.4	3.0	0.5	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.9	12.6	10.6	32.6	22.0	15.7	32.4	21.8	22.1	30.9	17.1	18.4
LnGrp LOS	D	B	B	C	C	B	C	C	C	C	B	B
Approach Vol, veh/h		957			1442			131			377	
Approach Delay, s/veh		16.6			20.9			25.9			25.2	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	11.8	6.4	26.4	6.7	17.4	8.7	24.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	25.0	6.0	21.0	5.0	32.0	5.0	22.0
Max Q Clear Time (g_c+I1), s	8.4	3.3	3.3	8.5	3.5	5.5	5.6	17.8
Green Ext Time (p_c), s	0.2	0.3	0.0	4.1	0.0	0.6	0.0	2.2

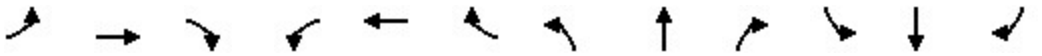
Intersection Summary	
HCM 7th Control Delay, s/veh	20.3
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	811	87	148	768	18	115	32	142	44	19	4
Future Volume (veh/h)	20	811	87	148	768	18	115	32	142	44	19	4
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		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	845	91	154	800	19	120	33	148	46	20	4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	46	1141	493	190	1429	633	154	369	312	87	299	249
Arrive On Green	0.03	0.32	0.32	0.11	0.40	0.40	0.09	0.19	0.19	0.05	0.16	0.16
Sat Flow, veh/h	1810	3610	1559	1810	3610	1598	1810	1900	1605	1810	1900	1583
Grp Volume(v), veh/h	21	845	91	154	800	19	120	33	148	46	20	4
Grp Sat Flow(s),veh/h/ln	1810	1805	1559	1810	1805	1598	1810	1900	1605	1810	1900	1583
Q Serve(g_s), s	0.5	9.9	2.0	4.0	8.2	0.3	3.1	0.7	3.9	1.2	0.4	0.1
Cycle Q Clear(g_c), s	0.5	9.9	2.0	4.0	8.2	0.3	3.1	0.7	3.9	1.2	0.4	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	46	1141	493	190	1429	633	154	369	312	87	299	249
V/C Ratio(X)	0.46	0.74	0.18	0.81	0.56	0.03	0.78	0.09	0.47	0.53	0.07	0.02
Avail Cap(c_a), veh/h	190	1442	623	190	1442	638	190	959	810	228	999	832
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	14.5	11.8	20.8	11.2	8.8	21.3	15.7	17.0	22.1	17.1	16.9
Incr Delay (d2), s/veh	6.9	1.6	0.2	22.4	0.5	0.0	15.1	0.1	1.1	5.0	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.1	0.5	2.5	2.3	0.1	1.8	0.3	1.2	0.6	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.7	16.1	12.0	43.2	11.6	8.8	36.4	15.8	18.1	27.1	17.2	17.0
LnGrp LOS	C	B	B	D	B	A	D	B	B	C	B	B
Approach Vol, veh/h		957			973			301			70	
Approach Delay, s/veh		16.0			16.6			25.2			23.7	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	13.2	9.0	19.0	8.0	11.5	5.2	22.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	24.0	5.0	19.0	5.0	25.0	5.0	19.0
Max Q Clear Time (g_c+I1), s	3.2	5.9	6.0	11.9	5.1	2.4	2.5	10.2
Green Ext Time (p_c), s	0.0	0.5	0.0	2.8	0.0	0.0	0.0	3.2

Intersection Summary	
HCM 7th Control Delay, s/veh	17.7
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	278	2	644	522	533	559	316	1448	16	4	1823	321
Future Volume (veh/h)	278	2	644	522	533	559	316	1448	16	4	1823	321
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	288	0	664	609	450	576	326	1493	16	4	1879	331
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	555	0	493	847	445	753	340	2365	25	9	1843	572
Arrive On Green	0.16	0.00	0.16	0.24	0.24	0.24	0.10	0.46	0.46	0.01	0.37	0.37
Sat Flow, veh/h	3506	0	3114	3506	1841	3116	3401	5126	55	1753	5025	1559
Grp Volume(v), veh/h	288	0	664	609	450	576	326	976	533	4	1879	331
Grp Sat Flow(s),veh/h/ln	1753	0	1557	1753	1841	1558	1700	1675	1831	1753	1675	1559
Q Serve(g_s), s	9.0	0.0	19.0	19.1	29.0	20.6	11.4	26.6	26.6	0.3	44.0	20.5
Cycle Q Clear(g_c), s	9.0	0.0	19.0	19.1	29.0	20.6	11.4	26.6	26.6	0.3	44.0	20.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	555	0	493	847	445	753	340	1546	845	9	1843	572
V/C Ratio(X)	0.52	0.00	1.35	0.72	1.01	0.76	0.96	0.63	0.63	0.44	1.02	0.58
Avail Cap(c_a), veh/h	555	0	493	847	445	753	340	1546	845	73	1843	572
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.3	0.0	50.5	41.8	45.5	42.3	53.8	24.6	24.6	59.5	38.0	30.6
Incr Delay (d2), s/veh	0.9	0.0	169.1	3.0	45.6	4.7	37.8	0.8	1.5	29.8	26.1	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	18.7	8.3	18.2	8.1	6.5	9.8	10.9	0.2	21.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.2	0.0	219.6	44.7	91.1	47.0	91.6	25.4	26.1	89.3	64.1	32.0
LnGrp LOS	D		F	D	F	D	F	C	C	F	F	C
Approach Vol, veh/h		952			1635			1835			2214	
Approach Delay, s/veh		167.4			58.3			37.3			59.3	
Approach LOS		F			E			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	59.4		23.0	16.0	48.0		33.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	5.0	51.0		19.0	12.0	44.0		29.0				
Max Q Clear Time (g_c+I1), s	2.3	28.6		21.0	13.4	46.0		31.0				
Green Ext Time (p_c), s	0.0	9.7		0.0	0.0	0.0		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	68.5
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.



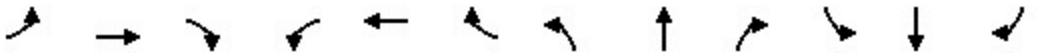
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	612	58	74	947	51	53
Future Volume (veh/h)	612	58	74	947	51	53
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	658	62	80	1018	55	57
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1185	112	149	2082	120	124
Arrive On Green	0.36	0.36	0.08	0.58	0.14	0.14
Sat Flow, veh/h	3428	314	1810	3705	829	859
Grp Volume(v), veh/h	356	364	80	1018	113	0
Grp Sat Flow(s),veh/h/ln	1805	1842	1810	1805	1704	0
Q Serve(g_s), s	4.5	4.6	1.2	4.8	1.7	0.0
Cycle Q Clear(g_c), s	4.5	4.6	1.2	4.8	1.7	0.0
Prop In Lane		0.17	1.00		0.49	0.50
Lane Grp Cap(c), veh/h	642	655	149	2082	247	0
V/C Ratio(X)	0.55	0.56	0.54	0.49	0.46	0.00
Avail Cap(c_a), veh/h	1445	1474	567	4523	949	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	7.4	7.4	12.7	3.6	11.3	0.0
Incr Delay (d2), s/veh	0.8	0.7	3.0	0.2	1.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.8	0.4	0.1	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	8.2	8.2	15.7	3.8	12.6	0.0
LnGrp LOS	A	A	B	A	B	
Approach Vol, veh/h	720			1098	113	
Approach Delay, s/veh	8.2			4.6	12.6	
Approach LOS	A			A	B	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	8.2	6.4	14.2		20.6
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	16.0	9.0	23.0		36.0
Max Q Clear Time (g_c+I1), s	3.7	3.2	6.6		6.8
Green Ext Time (p_c), s	0.2	0.1	3.5		7.3

Intersection Summary	
HCM 7th Control Delay, s/veh	6.4
HCM 7th LOS	A

Notes

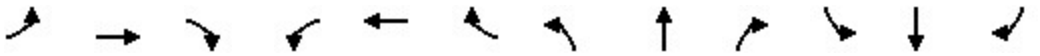
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	274	169	184	393	291	224	1397	118	207	1287	162
Future Volume (veh/h)	198	274	169	184	393	291	224	1397	118	207	1287	162
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		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	206	285	176	192	409	303	233	1455	123	216	1341	169
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	295	953	735	278	936	415	324	1782	545	332	1793	556
Arrive On Green	0.08	0.26	0.26	0.08	0.26	0.26	0.09	0.34	0.34	0.09	0.35	0.35
Sat Flow, veh/h	3510	3610	2785	3510	3610	1603	3510	5187	1587	3510	5187	1607
Grp Volume(v), veh/h	206	285	176	192	409	303	233	1455	123	216	1341	169
Grp Sat Flow(s),veh/h/ln	1755	1805	1392	1755	1805	1603	1755	1729	1587	1755	1729	1607
Q Serve(g_s), s	4.2	4.6	3.6	3.9	6.9	12.6	4.7	18.7	4.0	4.3	16.7	5.6
Cycle Q Clear(g_c), s	4.2	4.6	3.6	3.9	6.9	12.6	4.7	18.7	4.0	4.3	16.7	5.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	295	953	735	278	936	415	324	1782	545	332	1793	556
V/C Ratio(X)	0.70	0.30	0.24	0.69	0.44	0.73	0.72	0.82	0.23	0.65	0.75	0.30
Avail Cap(c_a), veh/h	336	1679	1295	288	1630	724	384	1916	586	336	1845	572
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	32.6	21.5	21.1	32.8	22.6	24.7	32.2	21.9	17.1	31.9	21.1	17.5
Incr Delay (d2), s/veh	5.4	0.2	0.2	6.6	0.3	2.5	5.2	2.7	0.2	4.3	1.7	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.7	1.1	1.8	2.6	4.5	2.1	6.9	1.3	1.9	6.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.0	21.7	21.3	39.4	22.9	27.2	37.4	24.6	17.3	36.2	22.8	17.8
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	C	B
Approach Vol, veh/h		667			904			1811			1726	
Approach Delay, s/veh		26.6			27.9			25.8			24.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	29.1	9.8	23.3	10.8	29.3	10.1	22.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	27.0	6.0	34.0	8.0	26.0	7.0	33.0
Max Q Clear Time (g_c+I1), s	6.3	20.7	5.9	6.6	6.7	18.7	6.2	14.6
Green Ext Time (p_c), s	0.0	4.4	0.0	2.3	0.1	4.8	0.1	3.2

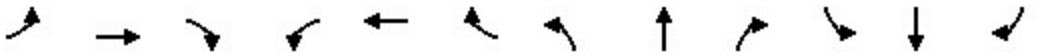
Intersection Summary	
HCM 7th Control Delay, s/veh	25.6
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	527	27	60	710	32	35	3	82	16	4	11
Future Volume (veh/h)	10	527	27	60	710	32	35	3	82	16	4	11
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		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	579	30	66	780	35	38	3	90	18	4	12
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	36	1003	432	155	1208	54	252	20	241	137	30	91
Arrive On Green	0.02	0.28	0.28	0.09	0.34	0.34	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1810	3610	1555	1810	3513	158	1683	133	1607	922	205	615
Grp Volume(v), veh/h	11	579	30	66	401	414	41	0	90	34	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1555	1810	1805	1866	1816	0	1607	1742	0	0
Q Serve(g_s), s	0.3	6.5	0.7	1.6	8.8	8.9	0.9	0.0	2.4	0.8	0.0	0.0
Cycle Q Clear(g_c), s	0.3	6.5	0.7	1.6	8.8	8.9	0.9	0.0	2.4	0.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.08	0.93		1.00	0.53		0.35
Lane Grp Cap(c), veh/h	36	1003	432	155	621	641	272	0	241	258	0	0
V/C Ratio(X)	0.31	0.58	0.07	0.42	0.65	0.65	0.15	0.00	0.37	0.13	0.00	0.00
Avail Cap(c_a), veh/h	268	2138	921	268	1069	1105	845	0	748	258	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	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.8	14.7	12.6	20.5	13.1	13.1	17.5	0.0	18.1	17.5	0.0	0.0
Incr Delay (d2), s/veh	4.7	0.5	0.1	1.8	1.1	1.1	0.3	0.0	1.0	0.2	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.0	0.2	0.6	2.7	2.8	0.3	0.0	0.8	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.5	15.2	12.6	22.3	14.2	14.2	17.7	0.0	19.1	17.7	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	B		B	B		
Approach Vol, veh/h		620			881			131			34	
Approach Delay, s/veh		15.3			14.8			18.6			17.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.1	8.1	17.1		11.0	4.9	20.3				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		22.0	7.0	28.0		7.0	7.0	28.0				
Max Q Clear Time (g_c+I1), s		4.4	3.6	8.5		2.8	2.3	10.9				
Green Ext Time (p_c), s		0.4	0.0	3.4		0.0	0.0	4.1				

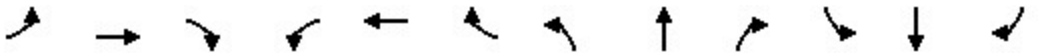
Intersection Summary												
HCM 7th Control Delay, s/veh			15.4									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	277	161	247	314	86	159	174	195	52	98	13
Future Volume (veh/h)	24	277	161	247	314	86	159	174	195	52	98	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		1.00	1.00		1.00	1.00		0.93	1.00		0.91
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	25	289	168	257	327	90	166	181	203	54	102	14
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	70	559	249	353	782	349	258	853	670	118	711	98
Arrive On Green	0.04	0.15	0.15	0.10	0.22	0.22	0.07	0.45	0.45	0.07	0.44	0.44
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	1900	1493	1810	1614	222
Grp Volume(v), veh/h	25	289	168	257	327	90	166	181	203	54	0	116
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1900	1493	1810	0	1836
Q Serve(g_s), s	0.9	5.1	6.8	4.9	5.4	3.2	3.2	4.0	6.0	2.0	0.0	2.6
Cycle Q Clear(g_c), s	0.9	5.1	6.8	4.9	5.4	3.2	3.2	4.0	6.0	2.0	0.0	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	70	559	249	353	782	349	258	853	670	118	0	809
V/C Ratio(X)	0.36	0.52	0.67	0.73	0.42	0.26	0.64	0.21	0.30	0.46	0.00	0.14
Avail Cap(c_a), veh/h	183	1301	580	405	1353	603	405	931	732	183	0	873
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	32.5	26.9	27.7	30.3	23.4	22.5	31.3	11.6	12.2	31.2	0.0	11.6
Incr Delay (d2), s/veh	3.1	0.7	3.2	5.6	0.4	0.4	2.7	0.1	0.3	2.7	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.0	2.6	2.2	2.1	1.1	1.3	1.4	1.6	0.9	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.6	27.7	30.8	35.9	23.8	22.9	33.9	11.8	12.4	34.0	0.0	11.7
LnGrp LOS	D	C	C	D	C	C	C	B	B	C		B
Approach Vol, veh/h		482			674			550			170	
Approach Delay, s/veh		29.2			28.3			18.7			18.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	35.1	11.0	14.7	9.1	34.6	6.7	19.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	34.0	8.0	25.0	8.0	33.0	7.0	26.0
Max Q Clear Time (g_c+I1), s	4.0	8.0	6.9	8.8	5.2	4.6	2.9	7.4
Green Ext Time (p_c), s	0.0	1.6	0.1	1.9	0.1	0.5	0.0	2.0

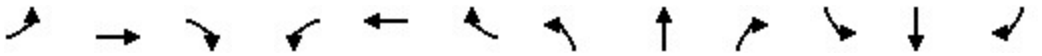
Intersection Summary	
HCM 7th Control Delay, s/veh	24.8
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	348	45	55	339	93	38	33	57	113	31	53
Future Volume (veh/h)	42	348	45	55	339	93	38	33	57	113	31	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		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	359	46	57	349	96	39	34	59	116	32	55
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	87	762	338	108	804	356	156	399	336	328	492	410
Arrive On Green	0.05	0.21	0.21	0.06	0.22	0.22	0.04	0.21	0.21	0.09	0.26	0.26
Sat Flow, veh/h	1810	3610	1599	1810	3610	1599	3510	1900	1603	3510	1900	1584
Grp Volume(v), veh/h	43	359	46	57	349	96	39	34	59	116	32	55
Grp Sat Flow(s),veh/h/ln	1810	1805	1599	1810	1805	1599	1755	1900	1603	1755	1900	1584
Q Serve(g_s), s	0.9	3.3	0.9	1.1	3.1	1.9	0.4	0.5	1.1	1.2	0.5	1.0
Cycle Q Clear(g_c), s	0.9	3.3	0.9	1.1	3.1	1.9	0.4	0.5	1.1	1.2	0.5	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	87	762	338	108	804	356	156	399	336	328	492	410
V/C Ratio(X)	0.49	0.47	0.14	0.53	0.43	0.27	0.25	0.09	0.18	0.35	0.07	0.13
Avail Cap(c_a), veh/h	289	2499	1107	337	2595	1150	467	1770	1494	561	1821	1518
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.4	13.0	12.0	17.1	12.6	12.1	17.3	11.9	12.2	16.0	10.5	10.7
Incr Delay (d2), s/veh	4.3	0.5	0.2	4.0	0.4	0.4	0.8	0.1	0.2	0.6	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.9	0.2	0.5	0.9	0.5	0.1	0.2	0.3	0.4	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.7	13.4	12.2	21.1	12.9	12.5	18.2	12.0	12.4	16.6	10.6	10.8
LnGrp LOS	C	B	B	C	B	B	B	B	B	B	B	B
Approach Vol, veh/h		448			502			132			203	
Approach Delay, s/veh		14.1			13.8			14.0			14.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	11.9	6.2	11.9	5.7	13.7	5.8	12.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	35.0	7.0	26.0	5.0	36.0	6.0	27.0
Max Q Clear Time (g_c+I1), s	3.2	3.1	3.1	5.3	2.4	3.0	2.9	5.1
Green Ext Time (p_c), s	0.1	0.3	0.0	2.1	0.0	0.3	0.0	2.2

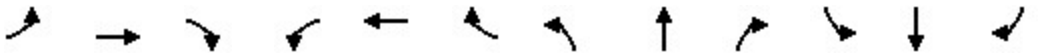
Intersection Summary	
HCM 7th Control Delay, s/veh	14.0
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	144	206	102	235	144	445	1287	158	151	1027	64
Future Volume (veh/h)	40	144	206	102	235	144	445	1287	158	151	1027	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	147	210	104	240	147	454	1313	161	154	1048	65
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	145	670	298	242	1106	338	571	2076	636	271	1632	500
Arrive On Green	0.04	0.19	0.19	0.07	0.21	0.21	0.16	0.40	0.40	0.08	0.31	0.31
Sat Flow, veh/h	3510	3610	1608	3510	5187	1585	3510	5187	1589	3510	5187	1588
Grp Volume(v), veh/h	41	147	210	104	240	147	454	1313	161	154	1048	65
Grp Sat Flow(s),veh/h/ln	1755	1805	1608	1755	1729	1585	1755	1729	1589	1755	1729	1588
Q Serve(g_s), s	0.7	2.1	7.3	1.7	2.3	4.8	7.4	12.1	4.0	2.5	10.4	1.7
Cycle Q Clear(g_c), s	0.7	2.1	7.3	1.7	2.3	4.8	7.4	12.1	4.0	2.5	10.4	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	145	670	298	242	1106	338	571	2076	636	271	1632	500
V/C Ratio(X)	0.28	0.22	0.70	0.43	0.22	0.43	0.79	0.63	0.25	0.57	0.64	0.13
Avail Cap(c_a), veh/h	294	1996	889	353	2955	903	647	3042	932	294	2520	772
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.8	20.6	22.8	26.7	19.4	20.4	24.0	14.4	11.9	26.6	17.6	14.6
Incr Delay (d2), s/veh	1.1	0.2	3.0	1.2	0.1	0.9	6.1	0.3	0.2	2.2	0.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.8	2.6	0.7	0.8	1.6	3.1	3.7	1.1	1.0	3.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.8	20.8	25.8	27.9	19.5	21.2	30.1	14.7	12.2	28.8	18.0	14.7
LnGrp LOS	C	C	C	C	B	C	C	B	B	C	B	B
Approach Vol, veh/h		398			491			1928			1267	
Approach Delay, s/veh		24.3			21.8			18.1			19.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	27.9	8.1	15.1	13.7	22.8	6.5	16.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	35.0	6.0	33.0	11.0	29.0	5.0	34.0
Max Q Clear Time (g_c+I1), s	4.5	14.1	3.7	9.3	9.4	12.4	2.7	6.8
Green Ext Time (p_c), s	0.0	9.3	0.0	1.4	0.3	6.3	0.0	1.9

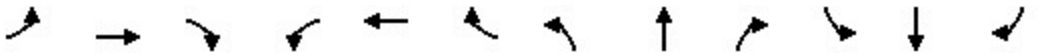
Intersection Summary	
HCM 7th Control Delay, s/veh	19.5
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	464	149	201	827	43	248	681	191	67	650	83
Future Volume (veh/h)	42	464	149	201	827	43	248	681	191	67	650	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	488	157	212	871	45	261	717	201	71	684	87
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	151	1050	467	316	1180	61	365	1093	484	200	1327	409
Arrive On Green	0.04	0.29	0.29	0.09	0.34	0.34	0.10	0.30	0.30	0.06	0.26	0.26
Sat Flow, veh/h	3510	3610	1607	3510	3492	180	3510	3610	1599	3510	5187	1597
Grp Volume(v), veh/h	44	488	157	212	450	466	261	717	201	71	684	87
Grp Sat Flow(s),veh/h/ln	1755	1805	1607	1755	1805	1867	1755	1805	1599	1755	1729	1597
Q Serve(g_s), s	0.7	6.8	4.7	3.6	13.6	13.6	4.4	10.7	6.2	1.2	7.0	2.6
Cycle Q Clear(g_c), s	0.7	6.8	4.7	3.6	13.6	13.6	4.4	10.7	6.2	1.2	7.0	2.6
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	151	1050	467	316	610	631	365	1093	484	200	1327	409
V/C Ratio(X)	0.29	0.46	0.34	0.67	0.74	0.74	0.71	0.66	0.42	0.35	0.52	0.21
Avail Cap(c_a), veh/h	285	1697	755	398	907	938	398	1931	855	285	2607	803
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	17.9	17.2	27.2	18.0	18.0	26.8	18.7	17.1	28.0	19.7	18.1
Incr Delay (d2), s/veh	1.1	0.3	0.4	3.0	1.8	1.7	5.4	0.7	0.6	1.1	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.5	1.6	1.5	5.1	5.3	1.9	3.7	2.1	0.5	2.3	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.7	18.3	17.6	30.2	19.8	19.7	32.2	19.4	17.7	29.1	20.0	18.3
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		689			1128			1179			842	
Approach Delay, s/veh		18.8			21.7			21.9			20.6	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	22.7	9.6	21.9	10.4	19.8	6.6	24.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	33.0	7.0	29.0	7.0	31.0	5.0	31.0
Max Q Clear Time (g_c+I1), s	3.2	12.7	5.6	8.8	6.4	9.0	2.7	15.6
Green Ext Time (p_c), s	0.0	4.8	0.1	3.5	0.1	4.3	0.0	4.9

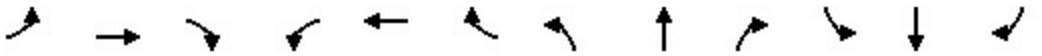
Intersection Summary	
HCM 7th Control Delay, s/veh	21.0
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	505	137	189	709	88	345	959	211	151	798	116
Future Volume (veh/h)	124	505	137	189	709	88	345	959	211	151	798	116
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		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	129	526	143	197	739	92	359	999	220	157	831	121
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	245	1459	445	272	1499	451	460	1662	515	256	1359	422
Arrive On Green	0.07	0.28	0.28	0.08	0.29	0.29	0.13	0.32	0.32	0.07	0.26	0.26
Sat Flow, veh/h	3510	5187	1583	3510	5187	1562	3510	5187	1609	3510	5187	1608
Grp Volume(v), veh/h	129	526	143	197	739	92	359	999	220	157	831	121
Grp Sat Flow(s),veh/h/ln	1755	1729	1583	1755	1729	1562	1755	1729	1609	1755	1729	1608
Q Serve(g_s), s	2.3	5.2	4.6	3.5	7.6	2.9	6.4	10.5	6.9	2.8	9.1	3.9
Cycle Q Clear(g_c), s	2.3	5.2	4.6	3.5	7.6	2.9	6.4	10.5	6.9	2.8	9.1	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	245	1459	445	272	1499	451	460	1662	515	256	1359	422
V/C Ratio(X)	0.53	0.36	0.32	0.72	0.49	0.20	0.78	0.60	0.43	0.61	0.61	0.29
Avail Cap(c_a), veh/h	272	2493	761	272	2493	751	490	2814	873	435	2734	848
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	18.5	18.3	29.1	19.0	17.3	27.1	18.5	17.3	29.0	20.9	19.0
Incr Delay (d2), s/veh	1.7	0.2	0.4	9.2	0.3	0.2	7.5	0.4	0.6	2.4	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.8	1.5	1.7	2.6	0.9	2.8	3.4	2.2	1.1	3.1	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.7	18.7	18.7	38.3	19.3	17.5	34.6	18.8	17.8	31.4	21.4	19.4
LnGrp LOS	C	B	B	D	B	B	C	B	B	C	C	B
Approach Vol, veh/h		798			1028			1578			1109	
Approach Delay, s/veh		20.6			22.8			22.3			22.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	24.7	9.0	22.1	12.5	20.9	8.5	22.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	35.0	5.0	31.0	9.0	34.0	5.0	31.0
Max Q Clear Time (g_c+I1), s	4.8	12.5	5.5	7.2	8.4	11.1	4.3	9.6
Green Ext Time (p_c), s	0.1	7.1	0.0	3.8	0.1	5.5	0.0	4.8

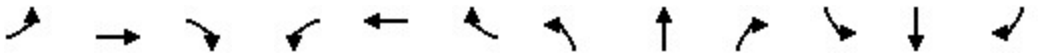
Intersection Summary	
HCM 7th Control Delay, s/veh	22.2
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	66	204	256	124	78	234	1274	194	24	1090	29
Future Volume (veh/h)	67	66	204	256	124	78	234	1274	194	24	1090	29
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		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	69	68	210	264	128	80	241	1313	200	25	1124	30
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	93	345	285	309	572	475	285	1835	279	49	1420	439
Arrive On Green	0.05	0.18	0.18	0.17	0.30	0.30	0.16	0.40	0.40	0.03	0.27	0.27
Sat Flow, veh/h	1810	1900	1571	1810	1900	1579	1810	4540	692	1810	5187	1604
Grp Volume(v), veh/h	69	68	210	264	128	80	241	1000	513	25	1124	30
Grp Sat Flow(s),veh/h/ln	1810	1900	1571	1810	1900	1579	1810	1729	1774	1810	1729	1604
Q Serve(g_s), s	2.8	2.2	9.3	10.5	3.7	2.8	9.6	17.9	17.9	1.0	14.8	1.0
Cycle Q Clear(g_c), s	2.8	2.2	9.3	10.5	3.7	2.8	9.6	17.9	17.9	1.0	14.8	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	93	345	285	309	572	475	285	1397	717	49	1420	439
V/C Ratio(X)	0.74	0.20	0.74	0.86	0.22	0.17	0.85	0.72	0.72	0.51	0.79	0.07
Avail Cap(c_a), veh/h	196	566	468	367	746	620	343	1498	768	122	1615	499
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	34.6	25.7	28.6	29.8	19.4	19.0	30.2	18.5	18.5	35.4	24.9	19.9
Incr Delay (d2), s/veh	11.1	0.3	3.7	15.5	0.2	0.2	15.2	1.5	3.0	7.9	2.5	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.0	3.5	5.5	1.5	0.9	4.9	6.1	6.5	0.5	5.5	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.7	25.9	32.3	45.3	19.6	19.2	45.4	20.0	21.4	43.4	27.3	19.9
LnGrp LOS	D	C	C	D	B	B	D	B	C	D	C	B
Approach Vol, veh/h		347			472			1754			1179	
Approach Delay, s/veh		33.7			33.9			23.9			27.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	33.9	16.6	17.4	15.6	24.2	7.8	26.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	32.0	15.0	22.0	14.0	23.0	8.0	29.0
Max Q Clear Time (g_c+I1), s	3.0	19.9	12.5	11.3	11.6	16.8	4.8	5.7
Green Ext Time (p_c), s	0.0	6.9	0.2	0.7	0.2	3.4	0.0	0.8

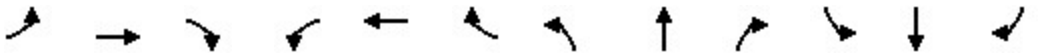
Intersection Summary	
HCM 7th Control Delay, s/veh	27.2
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	20	87	133	34	101	87	1552	97	80	1464	41
Future Volume (veh/h)	47	20	87	133	34	101	87	1552	97	80	1464	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	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	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	48	21	90	137	35	104	90	1600	100	82	1509	42
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	89	45	193	307	345	288	132	1898	587	125	1880	569
Arrive On Green	0.05	0.14	0.14	0.09	0.18	0.18	0.07	0.37	0.37	0.07	0.36	0.36
Sat Flow, veh/h	1810	314	1344	3510	1900	1589	1810	5187	1604	1810	5187	1570
Grp Volume(v), veh/h	48	0	111	137	35	104	90	1600	100	82	1509	42
Grp Sat Flow(s),veh/h/ln	1810	0	1658	1755	1900	1589	1810	1729	1604	1810	1729	1570
Q Serve(g_s), s	1.2	0.0	2.9	1.8	0.7	2.7	2.3	13.6	2.0	2.1	12.5	0.8
Cycle Q Clear(g_c), s	1.2	0.0	2.9	1.8	0.7	2.7	2.3	13.6	2.0	2.1	12.5	0.8
Prop In Lane	1.00		0.81	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	89	0	238	307	345	288	132	1898	587	125	1880	569
V/C Ratio(X)	0.54	0.00	0.47	0.45	0.10	0.36	0.68	0.84	0.17	0.65	0.80	0.07
Avail Cap(c_a), veh/h	189	0	900	366	1031	862	189	1949	602	189	1949	590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.2	0.0	18.8	20.8	16.3	17.2	21.7	13.9	10.3	21.7	13.7	10.0
Incr Delay (d2), s/veh	5.0	0.0	1.4	1.0	0.1	0.8	6.1	3.5	0.1	5.6	2.5	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	0.0	1.0	0.7	0.3	0.9	1.0	4.0	0.5	0.9	3.6	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.2	0.0	20.3	21.8	16.5	17.9	27.8	17.4	10.4	27.4	16.2	10.1
LnGrp LOS	C		C	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		159			276			1790			1633	
Approach Delay, s/veh		22.4			19.7			17.5			16.6	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	21.5	8.2	10.9	7.5	21.4	6.4	12.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	18.0	5.0	26.0	5.0	18.0	5.0	26.0
Max Q Clear Time (g_c+I1), s	4.1	15.6	3.8	4.9	4.3	14.5	3.2	4.7
Green Ext Time (p_c), s	0.0	2.0	0.0	0.5	0.0	2.6	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	17.5
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	258	0	160	0	0	0	302	1565	0	0	1447	254
Future Volume (veh/h)	258	0	160	0	0	0	302	1565	0	0	1447	254
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	263	0	163	0	0	0	308	1597	0	0	1477	259
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	892	0	270	0	318	0	373	3442	0	0	1935	601
Arrive On Green	0.17	0.00	0.17	0.00	0.00	0.00	0.21	0.66	0.00	0.00	0.37	0.37
Sat Flow, veh/h	3510	0	1610	0	1900	0	1810	5358	0	0	5358	1610
Grp Volume(v), veh/h	263	0	163	0	0	0	308	1597	0	0	1477	259
Grp Sat Flow(s),veh/h/ln	1755	0	1610	0	1900	0	1810	1729	0	0	1729	1610
Q Serve(g_s), s	3.2	0.0	4.4	0.0	0.0	0.0	7.7	7.1	0.0	0.0	11.8	5.7
Cycle Q Clear(g_c), s	3.2	0.0	4.4	0.0	0.0	0.0	7.7	7.1	0.0	0.0	11.8	5.7
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	892	0	270	0	318	0	373	3442	0	0	1935	601
V/C Ratio(X)	0.29	0.00	0.60	0.00	0.00	0.00	0.83	0.46	0.00	0.00	0.76	0.43
Avail Cap(c_a), veh/h	1936	0	749	0	883	0	459	3836	0	0	2082	646
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	17.7	0.0	18.2	0.0	0.0	0.0	18.0	3.9	0.0	0.0	13.0	11.1
Incr Delay (d2), s/veh	0.2	0.0	2.2	0.0	0.0	0.0	9.9	0.1	0.0	0.0	1.6	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	1.5	0.0	0.0	0.0	3.4	0.4	0.0	0.0	3.2	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.9	0.0	20.4	0.0	0.0	0.0	27.9	4.0	0.0	0.0	14.6	11.6
LnGrp LOS	B		C				C	A			B	B
Approach Vol, veh/h		426			0			1905			1736	
Approach Delay, s/veh		18.9			0.0			7.8			14.2	
Approach LOS		B						A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		35.4		11.9	13.7	21.7		11.9				
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s		35.0		22.0	12.0	19.0		22.0				
Max Q Clear Time (g_c+I1), s		9.1		6.4	9.7	13.8		0.0				
Green Ext Time (p_c), s		11.9		1.5	0.2	3.8		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			11.7									
HCM 7th LOS			B									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	0	397	89	0	74	446	1863	107	14	1859	81
Future Volume (veh/h)	81	0	397	89	0	74	446	1863	107	14	1859	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1870	1900	1870	1900	1900	1900	1900	1870
Adj Flow Rate, veh/h	0	0	520	96	0	80	480	2003	115	15	1999	87
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	0	2	0	2	0	0	0	0	2
Cap, veh/h	0	252	427	210	0	214	517	3626	1103	32	2211	676
Arrive On Green	0.00	0.00	0.13	0.13	0.00	0.13	0.29	0.70	0.70	0.02	0.43	0.43
Sat Flow, veh/h	0	1870	3170	896	0	1585	1781	5187	1577	1810	5187	1585
Grp Volume(v), veh/h	0	0	520	96	0	80	480	2003	115	15	1999	87
Grp Sat Flow(s),veh/h/ln	0	1870	1585	896	0	1585	1781	1729	1577	1810	1729	1585
Q Serve(g_s), s	0.0	0.0	10.9	8.4	0.0	3.7	21.2	15.3	1.9	0.7	29.1	2.7
Cycle Q Clear(g_c), s	0.0	0.0	10.9	8.4	0.0	3.7	21.2	15.3	1.9	0.7	29.1	2.7
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	252	427	210	0	214	517	3626	1103	32	2211	676
V/C Ratio(X)	0.00	0.00	1.22	0.46	0.00	0.37	0.93	0.55	0.10	0.47	0.90	0.13
Avail Cap(c_a), veh/h	0	416	706	289	0	353	551	3626	1103	112	2246	686
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	35.0	33.9	0.0	31.9	27.8	6.0	3.9	39.3	21.6	14.1
Incr Delay (d2), s/veh	0.0	0.0	110.2	1.6	0.0	1.1	21.4	0.2	0.0	10.3	5.6	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	0.0	0.0	10.6	1.8	0.0	1.4	10.9	3.0	0.4	0.4	10.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	145.1	35.4	0.0	33.0	49.3	6.1	4.0	49.6	27.3	14.2
LnGrp LOS			F	D		C	D	A	A	D	C	B
Approach Vol, veh/h		520			176			2598			2101	
Approach Delay, s/veh		145.1			34.3			14.0			26.9	
Approach LOS		F			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	60.5		14.9	27.5	38.5		14.9				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	5.0	55.0		18.0	25.0	35.0		18.0				
Max Q Clear Time (g_c+I1), s	2.7	17.3		0.0	23.2	31.1		10.4				
Green Ext Time (p_c), s	0.0	20.2		0.0	0.3	3.4		0.5				

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.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	290	168	0	1989	1898	693
Future Volume (veh/h)	290	168	0	1989	1898	693
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	310	156	0	2030	1937	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	575	256	0	3416	3416	
Arrive On Green	0.16	0.16	0.00	0.66	0.66	0.00
Sat Flow, veh/h	3619	1610	0	5529	5358	1610
Grp Volume(v), veh/h	310	156	0	2030	1937	0
Grp Sat Flow(s),veh/h/ln	1810	1610	0	1729	1729	1610
Q Serve(g_s), s	3.5	4.0	0.0	9.6	8.9	0.0
Cycle Q Clear(g_c), s	3.5	4.0	0.0	9.6	8.9	0.0
Prop In Lane	1.00	1.00	0.00			1.00
Lane Grp Cap(c), veh/h	575	256	0	3416	3416	
V/C Ratio(X)	0.54	0.61	0.00	0.59	0.57	
Avail Cap(c_a), veh/h	907	404	0	4848	4848	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.0	17.2	0.0	4.2	4.1	0.0
Incr Delay (d2), s/veh	0.8	2.3	0.0	0.2	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.4	0.0	0.2	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.8	19.5	0.0	4.4	4.2	0.0
LnGrp LOS	B	B		A	A	
Approach Vol, veh/h	466			2030	1937	
Approach Delay, s/veh	18.3			4.4	4.2	
Approach LOS	B			A	A	

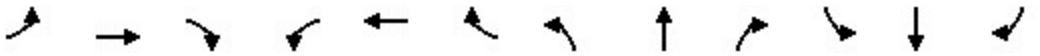
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		32.9		11.0		32.9
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		41.0		11.0		41.0
Max Q Clear Time (g_c+I1), s		11.6		6.0		10.9
Green Ext Time (p_c), s		17.3		0.8		16.5

Intersection Summary	
HCM 7th Control Delay, s/veh	5.8
HCM 7th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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



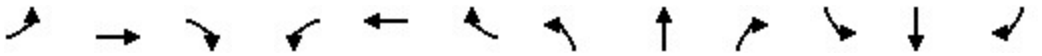
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	907	0	277	0	1715	397	238	1805	0
Future Volume (veh/h)	0	0	0	907	0	277	0	1715	397	238	1805	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1870	1900	0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	0	0	0	945	0	289	0	1786	414	248	1880	0
Peak Hour Factor	0.95	0.95	0.95	0.96	0.95	0.96	0.95	0.96	0.96	0.96	0.96	0.95
Percent Heavy Veh, %	2	2	2	0	2	0	0	0	0	0	0	0
Cap, veh/h	0	3	0	1087	0	967	0	2146	1142	334	2970	0
Arrive On Green	0.00	0.00	0.00	0.30	0.00	0.30	0.00	0.41	0.41	0.10	0.57	0.00
Sat Flow, veh/h	0	-74814	0	3619	0	3220	0	5358	1590	3510	5358	0
Grp Volume(v), veh/h	0	0	0	945	0	289	0	1786	414	248	1880	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1810	0	1610	0	1729	1590	1755	1729	0
Q Serve(g_s), s	0.0	0.0	0.0	15.6	0.0	4.3	0.0	19.4	6.3	4.3	15.3	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	15.6	0.0	4.3	0.0	19.4	6.3	4.3	15.3	0.0
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	3	0	1087	0	967	0	2146	1142	334	2970	0
V/C Ratio(X)	0.00	0.00	0.00	0.87	0.00	0.30	0.00	0.83	0.36	0.74	0.63	0.00
Avail Cap(c_a), veh/h	0	148	0	1207	0	1534	0	2223	1165	334	3047	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	20.9	0.0	16.9	0.0	16.5	3.5	27.7	9.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.5	0.0	0.2	0.0	2.8	0.2	8.6	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	6.5	0.0	1.4	0.0	6.2	0.9	2.0	3.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	27.4	0.0	17.1	0.0	19.3	3.7	36.3	9.4	0.0
LnGrp LOS				C		B		B	A	D	A	
Approach Vol, veh/h		0			1234			2200			2128	
Approach Delay, s/veh		0.0			25.0			16.3			12.6	
Approach LOS					C			B			B	

Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	10.0	30.1	22.9	0.0		40.1		22.9				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0		4.0		4.0				
Max Green Setting (Gmax), s	6.0	27.0	21.0	5.0		37.0		30.0				
Max Q Clear Time (g_c+I1), s	6.3	21.4	17.6	0.0		17.3		6.3				
Green Ext Time (p_c), s	0.0	4.7	1.4	0.0		12.3		1.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	16.8
HCM 7th LOS	B

Notes

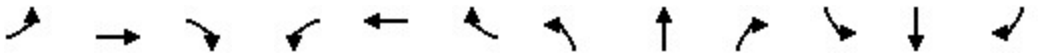
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	321	531	155	306	672	399	159	1194	215	339	1773	331
Future Volume (veh/h)	321	531	155	306	672	399	159	1194	215	339	1773	331
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		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	341	565	165	326	715	424	169	1270	229	361	1886	352
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	345	1491	457	401	1574	482	239	1472	265	379	1935	601
Arrive On Green	0.10	0.29	0.29	0.11	0.30	0.30	0.07	0.33	0.33	0.11	0.37	0.37
Sat Flow, veh/h	3510	5187	1590	3510	5187	1588	3510	4418	797	3510	5187	1610
Grp Volume(v), veh/h	341	565	165	326	715	424	169	994	505	361	1886	352
Grp Sat Flow(s),veh/h/ln	1755	1729	1590	1755	1729	1588	1755	1729	1757	1755	1729	1610
Q Serve(g_s), s	9.9	8.9	8.4	9.2	11.3	25.8	4.8	27.4	27.4	10.4	36.5	17.9
Cycle Q Clear(g_c), s	9.9	8.9	8.4	9.2	11.3	25.8	4.8	27.4	27.4	10.4	36.5	17.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	345	1491	457	401	1574	482	239	1152	585	379	1935	601
V/C Ratio(X)	0.99	0.38	0.36	0.81	0.45	0.88	0.71	0.86	0.86	0.95	0.97	0.59
Avail Cap(c_a), veh/h	345	1491	457	517	1731	530	241	1154	586	379	1935	601
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.9	29.0	28.9	44.0	28.7	33.7	46.5	31.8	31.8	45.2	31.5	25.6
Incr Delay (d2), s/veh	45.5	0.2	0.5	7.5	0.2	14.7	9.0	6.9	12.6	33.9	14.9	1.5
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	6.3	3.5	3.1	4.3	4.5	11.3	2.3	11.5	12.6	6.1	16.2	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	91.4	29.2	29.3	51.6	28.9	48.4	55.5	38.7	44.3	79.1	46.3	27.1
LnGrp LOS	F	C	C	D	C	D	E	D	D	E	D	C
Approach Vol, veh/h		1071			1465			1668			2599	
Approach Delay, s/veh		49.0			39.6			42.1			48.3	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	37.9	15.6	33.3	10.9	42.0	14.0	34.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	34.0	15.0	29.0	7.0	38.0	10.0	34.0
Max Q Clear Time (g_c+I1), s	12.4	29.4	11.2	10.9	6.8	38.5	11.9	27.8
Green Ext Time (p_c), s	0.0	3.2	0.4	3.8	0.0	0.0	0.0	3.1

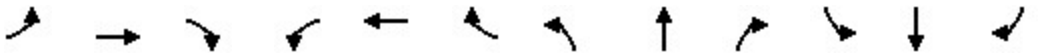
Intersection Summary	
HCM 7th Control Delay, s/veh	45.0
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	0	160	0	0	0	212	1156	0	0	1041	145
Future Volume (veh/h)	143	0	160	0	0	0	212	1156	0	0	1041	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	151	0	168	0	0	0	223	1217	0	0	1096	153
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	530	0	0	0	5	0	434	3256	0	0	2041	625
Arrive On Green	0.15	0.00	0.00	0.00	0.00	0.00	0.12	0.63	0.00	0.00	0.39	0.39
Sat Flow, veh/h	3510	151		0	-76000	0	3510	5358	0	0	5358	1589
Grp Volume(v), veh/h	151	13.9		0	0	0	223	1217	0	0	1096	153
Grp Sat Flow(s),veh/h/ln	1755	B		0	1900	0	1755	1729	0	0	1729	1589
Q Serve(g_s), s	1.4			0.0	0.0	0.0	2.1	4.1	0.0	0.0	5.9	2.3
Cycle Q Clear(g_c), s	1.4			0.0	0.0	0.0	2.1	4.1	0.0	0.0	5.9	2.3
Prop In Lane	1.00			0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	530			0	5	0	434	3256	0	0	2041	625
V/C Ratio(X)	0.28			0.00	0.00	0.00	0.51	0.37	0.00	0.00	0.54	0.24
Avail Cap(c_a), veh/h	2718			0	1524	0	485	4447	0	0	3156	967
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.6			0.0	0.0	0.0	14.8	3.3	0.0	0.0	8.4	7.4
Incr Delay (d2), s/veh	0.3			0.0	0.0	0.0	0.9	0.1	0.0	0.0	0.2	0.2
Initial Q Delay(d3), s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4			0.0	0.0	0.0	0.7	0.0	0.0	0.0	1.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.9			0.0	0.0	0.0	15.8	3.3	0.0	0.0	8.7	7.6
LnGrp LOS	B						B	A			A	A
Approach Vol, veh/h					0			1440			1249	
Approach Delay, s/veh					0.0			5.3			8.5	
Approach LOS								A			A	

Timer - Assigned Phs		2			5	6	7	8				
Phs Duration (G+Y+Rc), s		26.7			8.5	18.2	9.5	0.0				
Change Period (Y+Rc), s		4.0			4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s		31.0			5.0	22.0	28.0	29.0				
Max Q Clear Time (g_c+I1), s		6.1			4.1	7.9	3.4	0.0				
Green Ext Time (p_c), s		8.5			0.1	6.3	0.4	0.0				

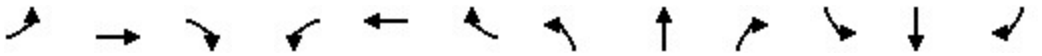
Intersection Summary		
HCM 7th Control Delay, s/veh	7.2	
HCM 7th LOS	A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	527	183	246	836	301	201	935	221	222	830	109
Future Volume (veh/h)	153	527	183	246	836	301	201	935	221	222	830	109
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		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	156	538	187	251	853	307	205	954	226	227	847	111
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	238	1502	456	281	1566	476	296	1477	452	464	1725	528
Arrive On Green	0.07	0.29	0.29	0.08	0.30	0.30	0.08	0.28	0.28	0.13	0.33	0.33
Sat Flow, veh/h	3510	5187	1576	3510	5187	1578	3510	5187	1586	3510	5187	1587
Grp Volume(v), veh/h	156	538	187	251	853	307	205	954	226	227	847	111
Grp Sat Flow(s),veh/h/ln	1755	1729	1576	1755	1729	1578	1755	1729	1586	1755	1729	1587
Q Serve(g_s), s	3.2	6.2	7.2	5.3	10.3	12.6	4.3	12.1	8.9	4.5	9.8	3.8
Cycle Q Clear(g_c), s	3.2	6.2	7.2	5.3	10.3	12.6	4.3	12.1	8.9	4.5	9.8	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	238	1502	456	281	1566	476	296	1477	452	464	1725	528
V/C Ratio(X)	0.66	0.36	0.41	0.89	0.54	0.64	0.69	0.65	0.50	0.49	0.49	0.21
Avail Cap(c_a), veh/h	281	2353	715	281	2353	716	421	2353	719	468	2422	741
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	34.1	21.1	21.5	34.2	21.9	22.7	33.4	23.5	22.4	30.2	20.0	18.0
Incr Delay (d2), s/veh	4.3	0.1	0.6	28.1	0.3	1.5	2.9	0.5	0.9	0.8	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.3	2.4	3.2	3.8	4.4	1.8	4.4	3.1	1.8	3.4	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.3	21.2	22.1	62.3	22.2	24.1	36.3	24.0	23.2	31.0	20.2	18.2
LnGrp LOS	D	C	C	E	C	C	D	C	C	C	C	B
Approach Vol, veh/h		881			1411			1385			1185	
Approach Delay, s/veh		24.4			29.7			25.7			22.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	25.3	10.0	25.7	10.3	28.9	9.1	26.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	34.0	6.0	34.0	9.0	35.0	6.0	34.0
Max Q Clear Time (g_c+I1), s	6.5	14.1	7.3	9.2	6.3	11.8	5.2	14.6
Green Ext Time (p_c), s	0.2	6.7	0.0	4.1	0.2	5.8	0.0	6.4

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	77	206	89	123	49	180	1313	90	30	1155	62
Future Volume (veh/h)	38	77	206	89	123	49	180	1313	90	30	1155	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		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	80	215	93	128	51	188	1368	94	31	1203	65
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	72	335	284	120	385	322	232	2304	700	60	1811	550
Arrive On Green	0.04	0.18	0.18	0.07	0.20	0.20	0.13	0.44	0.44	0.03	0.35	0.35
Sat Flow, veh/h	1810	1900	1610	1810	1900	1587	1810	5187	1575	1810	5187	1575
Grp Volume(v), veh/h	40	80	215	93	128	51	188	1368	94	31	1203	65
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1587	1810	1729	1575	1810	1729	1575
Q Serve(g_s), s	1.4	2.3	8.2	3.2	3.7	1.7	6.5	12.8	2.3	1.1	12.6	1.8
Cycle Q Clear(g_c), s	1.4	2.3	8.2	3.2	3.7	1.7	6.5	12.8	2.3	1.1	12.6	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	72	335	284	120	385	322	232	2304	700	60	1811	550
V/C Ratio(X)	0.56	0.24	0.76	0.78	0.33	0.16	0.81	0.59	0.13	0.52	0.66	0.12
Avail Cap(c_a), veh/h	169	1154	978	141	1124	939	254	2988	908	169	2746	834
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.3	22.7	25.1	29.5	21.9	21.1	27.2	13.5	10.6	30.5	17.7	14.2
Incr Delay (d2), s/veh	6.6	0.4	4.1	20.3	0.5	0.2	16.6	0.2	0.1	6.8	0.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.0	3.2	2.0	1.6	0.6	3.5	3.8	0.7	0.5	4.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.9	23.1	29.3	49.8	22.4	21.3	43.9	13.7	10.6	37.3	18.1	14.3
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		335			272			1650			1299	
Approach Delay, s/veh		28.7			31.6			17.0			18.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	32.5	8.3	17.3	12.2	26.4	6.6	19.0
Change Period (Y+Rc), s	4.0	4.0	4.0	6.0	4.0	4.0	4.0	6.0
Max Green Setting (Gmax), s	6.0	37.0	5.0	39.0	9.0	34.0	6.0	38.0
Max Q Clear Time (g_c+I1), s	3.1	14.8	5.2	10.2	8.5	14.6	3.4	5.7
Green Ext Time (p_c), s	0.0	9.7	0.0	1.2	0.0	7.8	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	19.7
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	5.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	175	74	12	175	118
Future Vol, veh/h	12	175	74	12	175	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	179	76	12	179	120

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	499	44	0	0	88	0
Stage 1	82	-	-	-	-	-
Stage 2	417	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	501	1017	-	-	1506	-
Stage 1	932	-	-	-	-	-
Stage 2	633	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	441	1017	-	-	1506	-
Mov Cap-2 Maneuver	441	-	-	-	-	-
Stage 1	932	-	-	-	-	-
Stage 2	558	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.81	0	4.61
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	938	1506	-
HCM Lane V/C Ratio	-	-	0.203	0.119	-
HCM Ctrl Dly (s/v)	-	-	9.8	7.7	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0.4	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1471	48	0	1646	0	47
Future Vol, veh/h	1471	48	0	1646	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	90	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1501	49	0	1680	0	48

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	751
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	303
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	303
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	19.08
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	303	-	-	-
HCM Lane V/C Ratio	0.158	-	-	-
HCM Ctrl Dly (s/v)	19.1	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.6	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱		↑↑↑		↱
Traffic Vol, veh/h	1477	48	0	1652	0	48
Future Vol, veh/h	1477	48	0	1652	0	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1507	49	0	1686	0	49

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	754
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	302
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	302
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	19.21
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	302	-	-	-
HCM Lane V/C Ratio	0.162	-	-	-
HCM Ctrl Dly (s/v)	19.2	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.6	-	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1398	36	0	1634	0	58
Future Vol, veh/h	1398	36	0	1634	0	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1441	37	0	1685	0	60

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	721
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	317
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	317
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	18.96
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	317	-	-	-
HCM Lane V/C Ratio	0.188	-	-	-
HCM Ctrl Dly (s/v)	19	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.7	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	35	0	2109	1865	60
Future Vol, veh/h	0	35	0	2109	1865	60
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	-	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	36	0	2174	1923	62

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	961	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	220	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	220	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	24.54	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	220	-	-
HCM Lane V/C Ratio	-	0.164	-	-
HCM Ctrl Dly (s/v)	-	24.5	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.6	-	-

Intersection	
Int Delay, s/veh	0.2

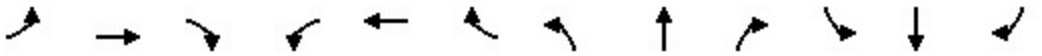
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	35	0	2416	1898	0
Future Vol, veh/h	0	35	0	2416	1898	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	36	0	2465	1937	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	968	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	218	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	218	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	24.75	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	218	-	-
HCM Lane V/C Ratio	-	0.164	-	-
HCM Ctrl Dly (s/v)	-	24.7	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.6	-	-

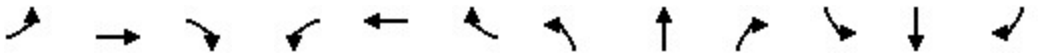
Appendix G. Buildout Year 2046 Peak Hour Analysis Worksheets



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	1141	29	2	810	40	5	4	0	34	13	31
Future Volume (veh/h)	34	1141	29	2	810	40	5	4	0	34	13	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	1240	32	2	880	43	5	4	0	37	14	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	79	2123	55	6	1859	91	322	208	0	261	112	142
Arrive On Green	0.04	0.41	0.41	0.00	0.37	0.37	0.22	0.22	0.00	0.22	0.22	0.22
Sat Flow, veh/h	1810	5199	134	1810	5060	247	685	957	0	463	516	653
Grp Volume(v), veh/h	37	825	447	2	601	322	9	0	0	85	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1875	1810	1729	1848	1641	0	0	1632	0	0
Q Serve(g_s), s	0.6	6.0	6.0	0.0	4.3	4.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	6.0	6.0	0.0	4.3	4.3	0.1	0.0	0.0	1.3	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.13	0.56		0.00	0.44		0.40
Lane Grp Cap(c), veh/h	79	1412	766	6	1270	679	530	0	0	514	0	0
V/C Ratio(X)	0.47	0.58	0.58	0.36	0.47	0.47	0.02	0.00	0.00	0.17	0.00	0.00
Avail Cap(c_a), veh/h	280	1929	1046	280	1929	1031	1406	0	0	1388	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	15.1	7.4	7.4	16.1	7.8	7.8	9.9	0.0	0.0	10.4	0.0	0.0
Incr Delay (d2), s/veh	4.2	0.4	0.7	34.4	0.3	0.5	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.9	1.0	0.1	0.7	0.8	0.0	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.3	7.8	8.1	50.4	8.1	8.3	10.0	0.0	0.0	10.5	0.0	0.0
LnGrp LOS	B	A	A	D	A	A	A			B		
Approach Vol, veh/h		1309			925			9			85	
Approach Delay, s/veh		8.2			8.3			10.0			10.5	
Approach LOS		A			A			A			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.0	4.1	17.2		11.0	5.4	15.9				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		25.0	5.0	18.0		25.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s		2.1	2.0	8.0		3.3	2.6	6.3				
Green Ext Time (p_c), s		0.0	0.0	5.2		0.4	0.0	4.1				

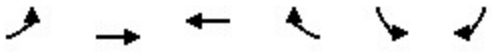
Intersection Summary	
HCM 7th Control Delay, s/veh	8.3
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	251	705	417	154	636	161	310	1523	283	198	1384	169
Future Volume (veh/h)	251	705	417	154	636	161	310	1523	283	198	1384	169
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		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781
Adj Flow Rate, veh/h	256	719	426	157	649	164	316	1554	289	202	1412	172
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	8	8	8	8	8	8	8	8	8	8	8	8
Cap, veh/h	277	1577	483	208	1475	563	312	1802	654	243	1699	654
Arrive On Green	0.08	0.32	0.32	0.06	0.30	0.30	0.09	0.37	0.37	0.07	0.35	0.35
Sat Flow, veh/h	3291	4863	1491	3291	4863	1490	3291	4863	1508	3291	4863	1508
Grp Volume(v), veh/h	256	719	426	157	649	164	316	1554	289	202	1412	172
Grp Sat Flow(s),veh/h/ln	1646	1621	1491	1646	1621	1490	1646	1621	1508	1646	1621	1508
Q Serve(g_s), s	7.3	11.1	25.7	4.5	10.2	7.3	9.0	28.1	12.8	5.8	25.3	6.9
Cycle Q Clear(g_c), s	7.3	11.1	25.7	4.5	10.2	7.3	9.0	28.1	12.8	5.8	25.3	6.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	277	1577	483	208	1475	563	312	1802	654	243	1699	654
V/C Ratio(X)	0.92	0.46	0.88	0.76	0.44	0.29	1.01	0.86	0.44	0.83	0.83	0.26
Avail Cap(c_a), veh/h	277	1740	533	208	1638	613	312	1894	683	243	1792	683
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.2	25.5	30.4	43.8	26.6	20.7	43.0	27.7	18.8	43.4	28.3	17.2
Incr Delay (d2), s/veh	34.5	0.2	14.8	14.6	0.2	0.3	54.4	4.2	0.5	21.3	3.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	4.0	10.4	2.1	3.7	2.4	5.8	10.3	4.1	2.9	9.3	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	77.7	25.7	45.2	58.3	26.8	21.0	97.4	31.9	19.3	64.7	31.7	17.4
LnGrp LOS	E	C	D	E	C	C	F	C	B	E	C	B
Approach Vol, veh/h		1401			970			2159			1786	
Approach Delay, s/veh		41.1			30.9			39.8			34.0	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	39.2	10.0	34.8	13.0	37.2	12.0	32.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	37.0	6.0	34.0	9.0	35.0	8.0	32.0
Max Q Clear Time (g_c+I1), s	7.8	30.1	6.5	27.7	11.0	27.3	9.3	12.2
Green Ext Time (p_c), s	0.0	5.1	0.0	3.1	0.0	5.1	0.0	4.4

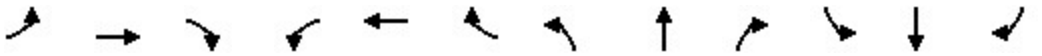
Intersection Summary	
HCM 7th Control Delay, s/veh	37.1
HCM 7th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	69	1263	807	63	88	51
Future Volume (veh/h)	69	1263	807	63	88	51
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	75	1373	877	68	96	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	271	2958	1874	581	583	267
Arrive On Green	0.08	0.57	0.36	0.36	0.17	0.17
Sat Flow, veh/h	3510	5358	5358	1608	3510	1610
Grp Volume(v), veh/h	75	1373	877	68	96	55
Grp Sat Flow(s),veh/h/ln	1755	1729	1729	1608	1755	1610
Q Serve(g_s), s	0.6	4.7	3.9	0.9	0.7	0.9
Cycle Q Clear(g_c), s	0.6	4.7	3.9	0.9	0.7	0.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	271	2958	1874	581	583	267
V/C Ratio(X)	0.28	0.46	0.47	0.12	0.16	0.21
Avail Cap(c_a), veh/h	578	5128	3590	1113	3702	1698
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	13.2	3.8	7.4	6.5	10.8	10.9
Incr Delay (d2), s/veh	0.5	0.1	0.2	0.1	0.1	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.6	0.0	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	13.8	3.9	7.6	6.6	11.0	11.3
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		1448	945		151	
Approach Delay, s/veh		4.4	7.6		11.1	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			21.3		9.0	6.3	15.0
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			30.0		32.0	5.0	21.0
Max Q Clear Time (g_c+I1), s			6.7		2.9	2.6	5.9
Green Ext Time (p_c), s			9.6		0.5	0.0	4.9

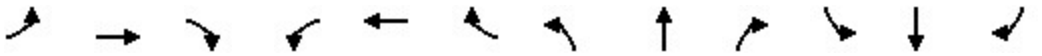
Intersection Summary	
HCM 7th Control Delay, s/veh	6.0
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	1053	17	20	705	86	14	34	70	216	37	113
Future Volume (veh/h)	119	1053	17	20	705	86	14	34	70	216	37	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	129	1145	18	22	766	93	15	37	76	235	40	123
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	306	1919	596	48	1605	498	66	543	241	384	869	381
Arrive On Green	0.09	0.37	0.37	0.03	0.31	0.31	0.02	0.15	0.15	0.11	0.24	0.24
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	3510	3610	1601	3510	3610	1582
Grp Volume(v), veh/h	129	1145	18	22	766	93	15	37	76	235	40	123
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1755	1805	1601	1755	1805	1582
Q Serve(g_s), s	1.6	8.3	0.3	0.6	5.6	2.0	0.2	0.4	2.0	3.0	0.4	3.0
Cycle Q Clear(g_c), s	1.6	8.3	0.3	0.6	5.6	2.0	0.2	0.4	2.0	3.0	0.4	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	306	1919	596	48	1605	498	66	543	241	384	869	381
V/C Ratio(X)	0.42	0.60	0.03	0.46	0.48	0.19	0.23	0.07	0.32	0.61	0.05	0.32
Avail Cap(c_a), veh/h	528	3119	968	194	2896	899	377	2326	1031	829	2791	1223
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	20.1	11.9	9.3	22.3	13.0	11.8	22.5	17.0	17.6	19.8	13.6	14.6
Incr Delay (d2), s/veh	0.9	0.3	0.0	6.6	0.2	0.2	1.7	0.1	0.7	1.6	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.2	0.1	0.3	1.6	0.5	0.1	0.1	0.6	1.1	0.1	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.1	12.2	9.4	29.0	13.2	12.0	24.2	17.0	18.4	21.4	13.6	15.0
LnGrp LOS	C	B	A	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		1292			881			128			398	
Approach Delay, s/veh		13.0			13.5			18.7			18.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	11.0	5.2	21.2	4.9	15.2	8.1	18.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	30.0	5.0	28.0	5.0	36.0	7.0	26.0
Max Q Clear Time (g_c+I1), s	5.0	4.0	2.6	10.3	2.2	5.0	3.6	7.6
Green Ext Time (p_c), s	0.4	0.4	0.0	6.9	0.0	0.6	0.1	4.8

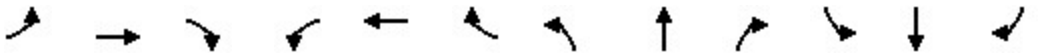
Intersection Summary	
HCM 7th Control Delay, s/veh	14.3
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	473	181	339	730	100	272	704	220	84	1002	240
Future Volume (veh/h)	119	473	181	339	730	100	272	704	220	84	1002	240
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796
Adj Flow Rate, veh/h	129	514	197	368	793	109	296	765	239	91	1089	261
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, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	202	997	309	344	1208	374	301	2107	654	185	1347	593
Arrive On Green	0.06	0.20	0.20	0.10	0.25	0.25	0.09	0.43	0.43	0.06	0.39	0.39
Sat Flow, veh/h	3319	4904	1518	3319	4904	1519	3319	4904	1521	3319	3413	1502
Grp Volume(v), veh/h	129	514	197	368	793	109	296	765	239	91	1089	261
Grp Sat Flow(s),veh/h/ln	1659	1635	1518	1659	1635	1519	1659	1635	1521	1659	1706	1502
Q Serve(g_s), s	2.9	7.2	9.2	8.0	11.2	4.5	6.9	8.1	8.2	2.1	21.9	9.8
Cycle Q Clear(g_c), s	2.9	7.2	9.2	8.0	11.2	4.5	6.9	8.1	8.2	2.1	21.9	9.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	202	997	309	344	1208	374	301	2107	654	185	1347	593
V/C Ratio(X)	0.64	0.52	0.64	1.07	0.66	0.29	0.98	0.36	0.37	0.49	0.81	0.44
Avail Cap(c_a), veh/h	301	2035	630	344	2099	650	301	2417	750	258	1638	721
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	27.3	28.1	34.5	26.1	23.6	35.0	14.9	14.9	35.3	20.8	17.1
Incr Delay (d2), s/veh	3.4	0.4	2.2	67.9	0.6	0.4	46.8	0.1	0.3	2.0	2.6	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.6	3.2	6.2	4.0	1.5	4.5	2.6	2.4	0.8	7.8	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.7	27.7	30.3	102.4	26.7	24.0	81.8	15.0	15.2	37.4	23.4	17.6
LnGrp LOS	D	C	C	F	C	C	F	B	B	D	C	B
Approach Vol, veh/h		840			1270			1300			1441	
Approach Delay, s/veh		30.0			48.4			30.2			23.2	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	37.1	12.0	19.7	11.0	34.4	8.7	23.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	38.0	8.0	32.0	7.0	37.0	7.0	33.0
Max Q Clear Time (g_c+I1), s	4.1	10.1	10.0	11.2	8.9	23.9	4.9	13.2
Green Ext Time (p_c), s	0.0	3.7	0.0	3.7	0.0	6.4	0.1	5.2

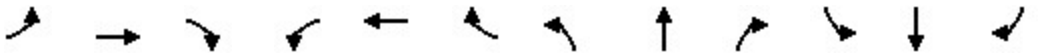
Intersection Summary	
HCM 7th Control Delay, s/veh	32.9
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	687	20	20	518	92	52	29	34	340	78	100
Future Volume (veh/h)	81	687	20	20	518	92	52	29	34	340	78	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		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	747	22	22	563	100	57	32	37	370	85	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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	126	1401	432	47	819	362	98	287	242	437	643	543
Arrive On Green	0.07	0.27	0.27	0.03	0.23	0.23	0.05	0.15	0.15	0.24	0.34	0.34
Sat Flow, veh/h	1810	5187	1598	1810	3610	1596	1810	1900	1601	1810	1900	1606
Grp Volume(v), veh/h	88	747	22	22	563	100	57	32	37	370	85	109
Grp Sat Flow(s),veh/h/ln	1810	1729	1598	1810	1805	1596	1810	1900	1601	1810	1900	1606
Q Serve(g_s), s	2.4	6.3	0.5	0.6	7.3	2.7	1.6	0.7	1.0	10.0	1.6	2.5
Cycle Q Clear(g_c), s	2.4	6.3	0.5	0.6	7.3	2.7	1.6	0.7	1.0	10.0	1.6	2.5
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	126	1401	432	47	819	362	98	287	242	437	643	543
V/C Ratio(X)	0.70	0.53	0.05	0.46	0.69	0.28	0.58	0.11	0.15	0.85	0.13	0.20
Avail Cap(c_a), veh/h	176	1815	559	176	1263	558	211	923	778	563	1293	1093
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	23.4	16.0	13.9	24.7	18.2	16.4	23.8	18.9	19.0	18.6	11.8	12.1
Incr Delay (d2), s/veh	6.9	0.3	0.0	6.9	1.0	0.4	5.4	0.2	0.3	9.3	0.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.0	0.2	0.3	2.5	0.8	0.8	0.3	0.3	4.7	0.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.3	16.3	13.9	31.6	19.3	16.8	29.1	19.0	19.3	27.9	11.9	12.3
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		857			685			126			564	
Approach Delay, s/veh		17.7			19.3			23.7			22.4	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	11.8	5.3	17.9	6.8	21.4	7.6	15.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	25.0	5.0	18.0	6.0	35.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	12.0	3.0	2.6	8.3	3.6	4.5	4.4	9.3
Green Ext Time (p_c), s	0.5	0.2	0.0	3.2	0.0	0.8	0.0	1.9

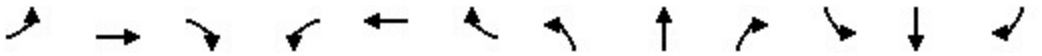
Intersection Summary	
HCM 7th Control Delay, s/veh	19.7
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	671	338	74	479	14	206	30	141	33	64	25
Future Volume (veh/h)	36	671	338	74	479	14	206	30	141	33	64	25
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		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	729	367	80	521	15	224	33	153	36	70	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	77	1008	435	124	1103	487	282	521	440	72	300	250
Arrive On Green	0.04	0.28	0.28	0.07	0.31	0.31	0.16	0.27	0.27	0.04	0.16	0.16
Sat Flow, veh/h	1810	3610	1557	1810	3610	1594	1810	1900	1607	1810	1900	1583
Grp Volume(v), veh/h	39	729	367	80	521	15	224	33	153	36	70	27
Grp Sat Flow(s),veh/h/ln	1810	1805	1557	1810	1805	1594	1810	1900	1607	1810	1900	1583
Q Serve(g_s), s	1.0	8.6	10.5	2.0	5.5	0.3	5.6	0.6	3.6	0.9	1.5	0.7
Cycle Q Clear(g_c), s	1.0	8.6	10.5	2.0	5.5	0.3	5.6	0.6	3.6	0.9	1.5	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	77	1008	435	124	1103	487	282	521	440	72	300	250
V/C Ratio(X)	0.51	0.72	0.84	0.64	0.47	0.03	0.79	0.06	0.35	0.50	0.23	0.11
Avail Cap(c_a), veh/h	191	1450	625	191	1450	640	382	1205	1019	191	1004	836
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.2	15.4	16.1	21.5	13.3	11.5	19.2	12.7	13.8	22.3	17.4	17.1
Incr Delay (d2), s/veh	5.1	1.0	7.2	5.4	0.3	0.0	7.9	0.1	0.5	5.3	0.4	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.7	3.6	0.9	1.7	0.1	2.6	0.2	1.0	0.4	0.6	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.3	16.4	23.3	26.9	13.6	11.5	27.2	12.7	14.2	27.5	17.8	17.2
LnGrp LOS	C	B	C	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		1135			616			410			133	
Approach Delay, s/veh		19.0			15.3			21.2			20.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.9	17.0	7.3	17.2	11.4	11.5	6.0	18.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	30.0	5.0	19.0	10.0	25.0	5.0	19.0
Max Q Clear Time (g_c+I1), s	2.9	5.6	4.0	10.6	7.6	3.5	3.0	7.5
Green Ext Time (p_c), s	0.0	0.6	0.0	2.1	0.1	0.3	0.0	2.3

Intersection Summary	
HCM 7th Control Delay, s/veh	18.5
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	289	0	620	599	580	605	306	1214	3	3	1569	188
Future Volume (veh/h)	289	0	620	599	580	605	306	1214	3	3	1569	188
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	314	0	674	716	539	658	333	1320	3	3	1705	204
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, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	534	0	474	968	508	861	324	2149	5	7	1627	505
Arrive On Green	0.15	0.00	0.15	0.28	0.28	0.28	0.10	0.42	0.42	0.00	0.32	0.32
Sat Flow, veh/h	3506	0	3114	3506	1841	3116	3401	5177	12	1753	5025	1558
Grp Volume(v), veh/h	314	0	674	716	539	658	333	854	469	3	1705	204
Grp Sat Flow(s),veh/h/ln	1753	0	1557	1753	1841	1558	1700	1675	1839	1753	1675	1558
Q Serve(g_s), s	8.8	0.0	16.0	19.5	29.0	20.3	10.0	21.0	21.0	0.2	34.0	10.7
Cycle Q Clear(g_c), s	8.8	0.0	16.0	19.5	29.0	20.3	10.0	21.0	21.0	0.2	34.0	10.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	534	0	474	968	508	861	324	1390	763	7	1627	505
V/C Ratio(X)	0.59	0.00	1.42	0.74	1.06	0.76	1.03	0.61	0.61	0.43	1.05	0.40
Avail Cap(c_a), veh/h	534	0	474	968	508	861	324	1390	763	83	1627	505
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.4	0.0	44.5	34.6	38.0	34.9	47.5	24.1	24.1	52.2	35.5	27.6
Incr Delay (d2), s/veh	1.7	0.0	201.3	3.0	56.8	4.1	57.4	0.8	1.5	36.6	36.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	19.1	8.2	20.2	7.7	6.6	7.6	8.5	0.1	18.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.1	0.0	245.8	37.6	94.8	39.0	104.9	24.9	25.6	88.7	71.5	28.1
LnGrp LOS	D		F	D	F	D	F	C	C	F	F	C
Approach Vol, veh/h		988			1913			1656			1912	
Approach Delay, s/veh		181.4			54.2			41.2			66.9	
Approach LOS		F			D			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.4	47.6		20.0	14.0	38.0		33.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	5.0	39.0		16.0	10.0	34.0		29.0				
Max Q Clear Time (g_c+I1), s	2.2	23.0		18.0	12.0	36.0		31.0				
Green Ext Time (p_c), s	0.0	7.0		0.0	0.0	0.0		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	74.0
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

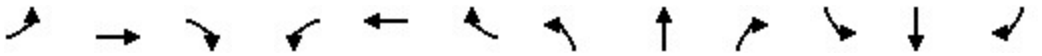


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	862	34	46	619	76	126
Future Volume (veh/h)	862	34	46	619	76	126
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	937	37	50	673	83	137
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1468	58	100	2118	113	187
Arrive On Green	0.41	0.41	0.06	0.59	0.18	0.18
Sat Flow, veh/h	3634	140	1810	3705	631	1042
Grp Volume(v), veh/h	478	496	50	673	221	0
Grp Sat Flow(s),veh/h/ln	1805	1874	1810	1805	1681	0
Q Serve(g_s), s	7.2	7.2	0.9	3.2	4.3	0.0
Cycle Q Clear(g_c), s	7.2	7.2	0.9	3.2	4.3	0.0
Prop In Lane		0.07	1.00		0.38	0.62
Lane Grp Cap(c), veh/h	748	777	100	2118	302	0
V/C Ratio(X)	0.64	0.64	0.50	0.32	0.73	0.00
Avail Cap(c_a), veh/h	1318	1369	317	3691	835	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.0	8.0	15.7	3.6	13.3	0.0
Incr Delay (d2), s/veh	0.9	0.9	3.8	0.1	3.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.4	0.4	0.1	1.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	8.9	8.9	19.5	3.7	16.7	0.0
LnGrp LOS	A	A	B	A	B	
Approach Vol, veh/h	974			723	221	
Approach Delay, s/veh	8.9			4.8	16.7	
Approach LOS	A			A	B	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	10.1	5.9	18.2		24.1
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	17.0	6.0	25.0		35.0
Max Q Clear Time (g_c+I1), s	6.3	2.9	9.2		5.2
Green Ext Time (p_c), s	0.5	0.0	5.0		4.3

Intersection Summary	
HCM 7th Control Delay, s/veh	8.2
HCM 7th LOS	A

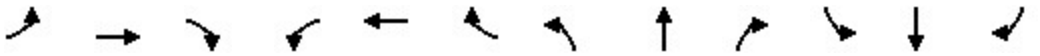
Notes
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	381	336	153	346	249	254	959	150	264	1264	150
Future Volume (veh/h)	182	381	336	153	346	249	254	959	150	264	1264	150
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		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	198	414	365	166	376	271	276	1042	163	287	1374	163
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	290	914	705	250	873	388	370	1747	534	388	1775	550
Arrive On Green	0.08	0.25	0.25	0.07	0.24	0.24	0.11	0.34	0.34	0.11	0.34	0.34
Sat Flow, veh/h	3510	3610	2784	3510	3610	1602	3510	5187	1587	3510	5187	1607
Grp Volume(v), veh/h	198	414	365	166	376	271	276	1042	163	287	1374	163
Grp Sat Flow(s),veh/h/ln	1755	1805	1392	1755	1805	1602	1755	1729	1587	1755	1729	1607
Q Serve(g_s), s	3.8	6.8	7.9	3.2	6.2	10.8	5.4	11.7	5.3	5.6	16.6	5.2
Cycle Q Clear(g_c), s	3.8	6.8	7.9	3.2	6.2	10.8	5.4	11.7	5.3	5.6	16.6	5.2
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	290	914	705	250	873	388	370	1747	534	388	1775	550
V/C Ratio(X)	0.68	0.45	0.52	0.66	0.43	0.70	0.75	0.60	0.30	0.74	0.77	0.30
Avail Cap(c_a), veh/h	350	1750	1349	250	1647	731	400	1849	566	500	1996	619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.3	22.1	22.5	31.8	22.5	24.3	30.5	19.3	17.2	30.2	20.7	16.9
Incr Delay (d2), s/veh	4.1	0.4	0.6	6.4	0.3	2.3	6.9	0.5	0.3	4.2	1.7	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	2.6	2.3	1.5	2.3	3.8	2.4	4.0	1.7	2.3	5.9	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.4	22.4	23.1	38.2	22.8	26.5	37.4	19.8	17.5	34.4	22.4	17.2
LnGrp LOS	D	C	C	D	C	C	D	B	B	C	C	B
Approach Vol, veh/h		977			813			1481			1824	
Approach Delay, s/veh		25.3			27.2			22.8			23.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	27.6	9.0	21.8	11.4	28.0	9.8	21.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	25.0	5.0	34.0	8.0	27.0	7.0	32.0
Max Q Clear Time (g_c+I1), s	7.6	13.7	5.2	9.9	7.4	18.6	5.8	12.8
Green Ext Time (p_c), s	0.2	5.3	0.0	3.9	0.1	5.4	0.1	2.9

Intersection Summary	
HCM 7th Control Delay, s/veh	24.4
HCM 7th LOS	C



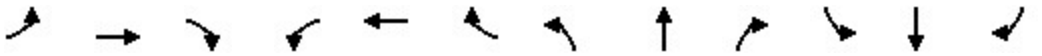
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	789	159	92	537	6	157	6	160	22	15	10
Future Volume (veh/h)	6	789	159	92	537	6	157	6	160	22	15	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	7	858	173	100	584	7	171	7	174	24	16	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	17	1217	526	129	1459	17	272	11	251	141	94	65
Arrive On Green	0.01	0.34	0.34	0.07	0.40	0.40	0.16	0.16	0.16	0.17	0.17	0.17
Sat Flow, veh/h	1810	3610	1559	1810	3652	44	1742	71	1607	841	561	386
Grp Volume(v), veh/h	7	858	173	100	289	302	178	0	174	51	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1559	1810	1805	1891	1813	0	1607	1788	0	0
Q Serve(g_s), s	0.2	12.3	4.9	3.2	6.8	6.8	5.5	0.0	6.1	1.5	0.0	0.0
Cycle Q Clear(g_c), s	0.2	12.3	4.9	3.2	6.8	6.8	5.5	0.0	6.1	1.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.96		1.00	0.47		0.22
Lane Grp Cap(c), veh/h	17	1217	526	129	721	755	283	0	251	299	0	0
V/C Ratio(X)	0.42	0.70	0.33	0.77	0.40	0.40	0.63	0.00	0.69	0.17	0.00	0.00
Avail Cap(c_a), veh/h	151	1692	730	212	906	949	577	0	511	299	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	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.4	17.2	14.8	27.3	12.8	12.8	23.6	0.0	23.9	21.3	0.0	0.0
Incr Delay (d2), s/veh	16.1	0.8	0.4	9.4	0.4	0.3	2.3	0.0	3.4	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.2	1.5	1.6	2.2	2.3	2.3	0.0	2.2	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.5	18.0	15.1	36.6	13.2	13.2	25.9	0.0	27.3	21.6	0.0	0.0
LnGrp LOS	D	B	B	D	B	B	C		C	C		
Approach Vol, veh/h		1038			691			352			51	
Approach Delay, s/veh		17.7			16.6			26.6			21.6	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	13.3	8.3	24.1	14.0	4.5	27.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.0	7.0	28.0	10.0	5.0	30.0
Max Q Clear Time (g_c+I1), s	8.1	5.2	14.3	3.5	2.2	8.8
Green Ext Time (p_c), s	1.1	0.0	5.0	0.1	0.0	3.0

Intersection Summary	
HCM 7th Control Delay, s/veh	18.9
HCM 7th LOS	B

Notes

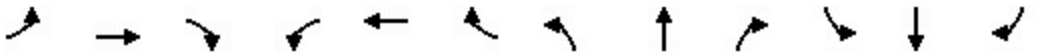
User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	473	214	312	275	55	141	95	267	83	181	16
Future Volume (veh/h)	67	473	214	312	275	55	141	95	267	83	181	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.92	1.00		0.91
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	73	514	233	339	299	60	153	103	290	90	197	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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	95	715	319	436	975	435	233	766	597	136	704	61
Arrive On Green	0.05	0.20	0.20	0.12	0.27	0.27	0.07	0.40	0.40	0.08	0.41	0.41
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	1900	1480	1810	1709	147
Grp Volume(v), veh/h	73	514	233	339	299	60	153	103	290	90	0	214
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1900	1480	1810	0	1856
Q Serve(g_s), s	3.2	10.7	10.9	7.5	5.3	2.3	3.4	2.8	11.7	3.9	0.0	6.2
Cycle Q Clear(g_c), s	3.2	10.7	10.9	7.5	5.3	2.3	3.4	2.8	11.7	3.9	0.0	6.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	95	715	319	436	975	435	233	766	597	136	0	765
V/C Ratio(X)	0.77	0.72	0.73	0.78	0.31	0.14	0.66	0.13	0.49	0.66	0.00	0.28
Avail Cap(c_a), veh/h	202	1122	501	524	1257	561	349	827	644	157	0	785
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	37.6	30.1	30.2	34.1	23.4	22.3	36.6	15.1	17.8	36.2	0.0	15.7
Incr Delay (d2), s/veh	12.3	1.4	3.2	6.1	0.2	0.1	3.1	0.1	0.6	8.0	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.4	4.1	3.3	2.1	0.8	1.5	1.1	3.5	1.9	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.9	31.5	33.4	40.2	23.5	22.4	39.8	15.2	18.4	44.2	0.0	15.9
LnGrp LOS	D	C	C	D	C	C	D	B	B	D		B
Approach Vol, veh/h		820			698			546			304	
Approach Delay, s/veh		33.7			31.5			23.8			24.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	36.4	14.0	19.9	9.3	37.2	8.2	25.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	35.0	12.0	25.0	8.0	34.0	9.0	28.0
Max Q Clear Time (g_c+I1), s	5.9	13.7	9.5	12.9	5.4	8.2	5.2	7.3
Green Ext Time (p_c), s	0.0	1.5	0.3	3.0	0.1	1.1	0.0	1.8

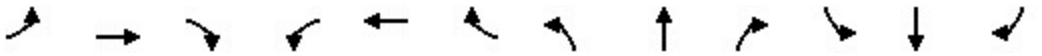
Intersection Summary	
HCM 7th Control Delay, s/veh	29.6
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	663	27	44	288	80	45	53	143	252	40	89
Future Volume (veh/h)	60	663	27	44	288	80	45	53	143	252	40	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	65	721	29	48	313	87	49	58	155	274	43	97
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	151	1095	486	124	1040	461	243	319	269	484	449	374
Arrive On Green	0.08	0.30	0.30	0.07	0.29	0.29	0.07	0.17	0.17	0.14	0.24	0.24
Sat Flow, veh/h	1810	3610	1602	1810	3610	1602	3510	1900	1602	3510	1900	1583
Grp Volume(v), veh/h	65	721	29	48	313	87	49	58	155	274	43	97
Grp Sat Flow(s),veh/h/ln	1810	1805	1602	1810	1805	1602	1755	1900	1602	1755	1900	1583
Q Serve(g_s), s	1.7	8.6	0.6	1.3	3.4	2.0	0.7	1.3	4.4	3.6	0.9	2.5
Cycle Q Clear(g_c), s	1.7	8.6	0.6	1.3	3.4	2.0	0.7	1.3	4.4	3.6	0.9	2.5
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	151	1095	486	124	1040	461	243	319	269	484	449	374
V/C Ratio(X)	0.43	0.66	0.06	0.39	0.30	0.19	0.20	0.18	0.58	0.57	0.10	0.26
Avail Cap(c_a), veh/h	292	1893	840	256	1820	808	496	1341	1131	779	1495	1246
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	21.6	15.0	12.3	22.1	13.8	13.3	21.8	17.7	19.0	20.0	14.8	15.4
Incr Delay (d2), s/veh	1.9	0.7	0.1	2.0	0.2	0.2	0.4	0.3	2.0	1.0	0.1	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	0.7	2.7	0.2	0.5	1.0	0.6	0.2	0.5	1.5	1.3	0.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.5	15.7	12.3	24.1	13.9	13.5	22.2	18.0	21.0	21.0	14.9	15.8
LnGrp LOS	C	B	B	C	B	B	C	B	C	C	B	B
Approach Vol, veh/h		815			448			262			414	
Approach Delay, s/veh		16.2			14.9			20.5			19.1	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	12.3	7.4	19.0	7.4	15.7	8.1	18.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	35.0	7.0	26.0	7.0	39.0	8.0	25.0
Max Q Clear Time (g_c+I1), s	5.6	6.4	3.3	10.6	2.7	4.5	3.7	5.4
Green Ext Time (p_c), s	0.4	0.7	0.0	3.9	0.0	0.5	0.0	1.9

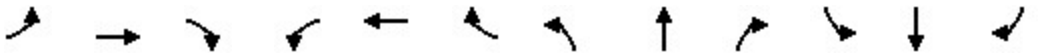
Intersection Summary	
HCM 7th Control Delay, s/veh	17.1
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	377	402	156	186	110	212	897	207	174	1187	29
Future Volume (veh/h)	25	377	402	156	186	110	212	897	207	174	1187	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	410	437	170	202	120	230	975	225	189	1290	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	99	1145	510	250	1868	572	318	1810	554	220	1663	509
Arrive On Green	0.03	0.32	0.32	0.07	0.36	0.36	0.09	0.35	0.35	0.06	0.32	0.32
Sat Flow, veh/h	3510	3610	1609	3510	5187	1588	3510	5187	1588	3510	5187	1588
Grp Volume(v), veh/h	27	410	437	170	202	120	230	975	225	189	1290	32
Grp Sat Flow(s),veh/h/ln	1755	1805	1609	1755	1729	1588	1755	1729	1588	1755	1729	1588
Q Serve(g_s), s	0.6	7.0	20.4	3.8	2.1	4.2	5.1	12.0	8.6	4.3	18.0	1.1
Cycle Q Clear(g_c), s	0.6	7.0	20.4	3.8	2.1	4.2	5.1	12.0	8.6	4.3	18.0	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	99	1145	510	250	1868	572	318	1810	554	220	1663	509
V/C Ratio(X)	0.27	0.36	0.86	0.68	0.11	0.21	0.72	0.54	0.41	0.86	0.78	0.06
Avail Cap(c_a), veh/h	220	1445	644	307	2206	675	439	2271	696	220	1947	596
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.0	21.0	25.6	36.2	17.0	17.7	35.4	20.9	19.7	37.1	24.5	18.8
Incr Delay (d2), s/veh	1.5	0.2	9.2	4.4	0.0	0.2	3.6	0.3	0.5	27.5	1.7	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	0.3	2.7	8.1	1.7	0.7	1.4	2.2	4.3	2.9	2.5	6.7	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.5	21.2	34.8	40.6	17.0	17.9	39.0	21.1	20.2	64.6	26.3	18.9
LnGrp LOS	D	C	C	D	B	B	D	C	C	E	C	B
Approach Vol, veh/h		874			492			1430			1511	
Approach Delay, s/veh		28.6			25.4			23.8			30.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	31.9	9.7	29.3	11.3	29.6	6.3	32.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	35.0	7.0	32.0	10.0	30.0	5.0	34.0
Max Q Clear Time (g_c+I1), s	6.3	14.0	5.8	22.4	7.1	20.0	2.6	6.2
Green Ext Time (p_c), s	0.0	7.0	0.1	2.8	0.2	5.6	0.0	1.5

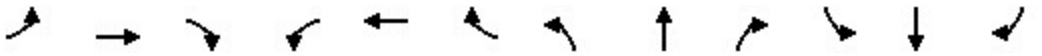
Intersection Summary	
HCM 7th Control Delay, s/veh	27.5
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	1031	275	280	557	36	185	518	213	37	640	42
Future Volume (veh/h)	42	1031	275	280	557	36	185	518	213	37	640	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	1121	299	304	605	39	201	563	232	40	696	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	145	1300	579	381	1471	95	286	997	442	133	1208	371
Arrive On Green	0.04	0.36	0.36	0.11	0.43	0.43	0.08	0.28	0.28	0.04	0.23	0.23
Sat Flow, veh/h	3510	3610	1607	3510	3443	222	3510	3610	1598	3510	5187	1596
Grp Volume(v), veh/h	46	1121	299	304	317	327	201	563	232	40	696	46
Grp Sat Flow(s),veh/h/ln	1755	1805	1607	1755	1805	1860	1755	1805	1598	1755	1729	1596
Q Serve(g_s), s	0.9	21.2	10.8	6.2	9.0	9.0	4.1	9.9	9.1	0.8	8.8	1.7
Cycle Q Clear(g_c), s	0.9	21.2	10.8	6.2	9.0	9.0	4.1	9.9	9.1	0.8	8.8	1.7
Prop In Lane	1.00		1.00	1.00		0.12	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	145	1300	579	381	771	794	286	997	442	133	1208	371
V/C Ratio(X)	0.32	0.86	0.52	0.80	0.41	0.41	0.70	0.56	0.53	0.30	0.58	0.12
Avail Cap(c_a), veh/h	238	1372	611	381	771	794	286	1617	716	238	2253	693
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	34.3	21.9	18.5	32.0	14.7	14.7	33.0	22.9	22.6	34.5	25.0	22.3
Incr Delay (d2), s/veh	1.2	5.7	0.7	11.3	0.4	0.3	7.5	0.5	1.0	1.2	0.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	9.0	3.7	3.1	3.3	3.4	1.9	3.7	3.2	0.3	3.2	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.5	27.6	19.3	43.3	15.0	15.0	40.5	23.4	23.5	35.7	25.5	22.5
LnGrp LOS	D	C	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		1466			948			996			782	
Approach Delay, s/veh		26.1			24.1			26.9			25.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	24.4	12.0	30.5	10.0	21.2	7.0	35.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	33.0	8.0	28.0	6.0	32.0	5.0	31.0
Max Q Clear Time (g_c+I1), s	2.8	11.9	8.2	23.2	6.1	10.8	2.9	11.0
Green Ext Time (p_c), s	0.0	3.9	0.0	3.2	0.0	4.2	0.0	3.6

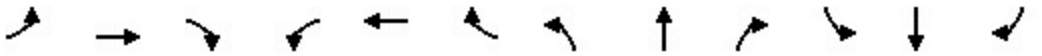
Intersection Summary	
HCM 7th Control Delay, s/veh	25.8
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	1042	180	176	665	52	230	685	157	209	814	211
Future Volume (veh/h)	174	1042	180	176	665	52	230	685	157	209	814	211
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		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	189	1133	196	191	723	57	250	745	171	227	885	229
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	274	1767	541	276	1770	535	340	1405	436	323	1380	428
Arrive On Green	0.08	0.34	0.34	0.08	0.34	0.34	0.10	0.27	0.27	0.09	0.27	0.27
Sat Flow, veh/h	3510	5187	1587	3510	5187	1567	3510	5187	1608	3510	5187	1608
Grp Volume(v), veh/h	189	1133	196	191	723	57	250	745	171	227	885	229
Grp Sat Flow(s),veh/h/ln	1755	1729	1587	1755	1729	1567	1755	1729	1608	1755	1729	1608
Q Serve(g_s), s	3.9	13.5	6.8	3.9	7.8	1.8	5.1	9.0	6.4	4.6	11.1	9.0
Cycle Q Clear(g_c), s	3.9	13.5	6.8	3.9	7.8	1.8	5.1	9.0	6.4	4.6	11.1	9.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	274	1767	541	276	1770	535	340	1405	436	323	1380	428
V/C Ratio(X)	0.69	0.64	0.36	0.69	0.41	0.11	0.73	0.53	0.39	0.70	0.64	0.54
Avail Cap(c_a), veh/h	287	2188	670	287	2188	661	382	2259	700	478	2400	744
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.0	20.4	18.2	33.0	18.5	16.5	32.3	22.8	21.9	32.4	23.9	23.1
Incr Delay (d2), s/veh	6.5	0.4	0.4	6.6	0.2	0.1	6.4	0.3	0.6	2.8	0.5	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	4.9	2.2	1.8	2.7	0.6	2.2	3.2	2.2	1.9	4.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.5	20.9	18.6	39.6	18.7	16.6	38.6	23.1	22.4	35.2	24.4	24.1
LnGrp LOS	D	C	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		1518			971			1166			1341	
Approach Delay, s/veh		22.9			22.7			26.3			26.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	23.9	9.8	29.0	11.1	23.5	9.7	29.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	32.0	6.0	31.0	8.0	34.0	6.0	31.0
Max Q Clear Time (g_c+I1), s	6.6	11.0	5.9	15.5	7.1	13.1	5.9	9.8
Green Ext Time (p_c), s	0.2	5.0	0.0	7.1	0.1	6.1	0.0	4.6

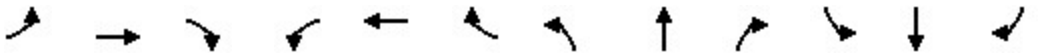
Intersection Summary	
HCM 7th Control Delay, s/veh	24.5
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	86	303	176	103	61	194	1002	229	45	1065	18
Future Volume (veh/h)	43	86	303	176	103	61	194	1002	229	45	1065	18
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		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	91	319	185	108	64	204	1055	241	47	1121	19
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	76	469	389	215	615	511	242	1490	340	79	1364	422
Arrive On Green	0.04	0.25	0.25	0.12	0.32	0.32	0.13	0.35	0.35	0.04	0.26	0.26
Sat Flow, veh/h	1810	1900	1576	1810	1900	1580	1810	4219	963	1810	5187	1604
Grp Volume(v), veh/h	45	91	319	185	108	64	204	865	431	47	1121	19
Grp Sat Flow(s),veh/h/ln	1810	1900	1576	1810	1900	1580	1810	1729	1723	1810	1729	1604
Q Serve(g_s), s	1.6	2.6	12.9	6.8	2.7	1.9	7.4	14.5	14.5	1.7	13.7	0.6
Cycle Q Clear(g_c), s	1.6	2.6	12.9	6.8	2.7	1.9	7.4	14.5	14.5	1.7	13.7	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.56	1.00		1.00
Lane Grp Cap(c), veh/h	76	469	389	215	615	511	242	1221	609	79	1364	422
V/C Ratio(X)	0.59	0.19	0.82	0.86	0.18	0.13	0.84	0.71	0.71	0.60	0.82	0.05
Avail Cap(c_a), veh/h	134	649	538	215	734	610	242	1221	609	134	1463	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	20.0	23.9	29.1	16.3	16.1	28.5	18.8	18.8	31.6	23.3	18.5
Incr Delay (d2), s/veh	7.0	0.2	7.0	28.0	0.1	0.1	22.9	1.9	3.8	7.1	3.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.0	5.0	4.3	1.1	0.6	4.3	5.0	5.3	0.8	5.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.7	20.2	30.9	57.1	16.5	16.2	51.4	20.7	22.6	38.7	27.0	18.6
LnGrp LOS	D	C	C	E	B	B	D	C	C	D	C	B
Approach Vol, veh/h		455			357			1500			1187	
Approach Delay, s/veh		29.5			37.5			25.4			27.4	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	27.8	12.0	20.6	13.0	21.7	6.8	25.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	23.0	8.0	23.0	9.0	19.0	5.0	26.0
Max Q Clear Time (g_c+I1), s	3.7	16.5	8.8	14.9	9.4	15.7	3.6	4.7
Green Ext Time (p_c), s	0.0	3.8	0.0	1.0	0.0	2.0	0.0	0.6

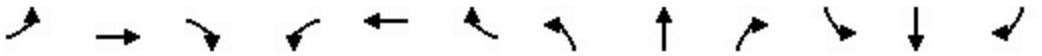
Intersection Summary	
HCM 7th Control Delay, s/veh	27.8
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	4	35	91	9	50	53	1412	126	63	1445	28
Future Volume (veh/h)	18	4	35	91	9	50	53	1412	126	63	1445	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	4	38	99	10	54	58	1535	137	68	1571	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	44	19	182	277	338	282	104	1961	606	115	1994	604
Arrive On Green	0.02	0.12	0.12	0.08	0.18	0.18	0.06	0.38	0.38	0.06	0.38	0.38
Sat Flow, veh/h	1810	156	1478	3510	1900	1589	1810	5187	1604	1810	5187	1570
Grp Volume(v), veh/h	20	0	42	99	10	54	58	1535	137	68	1571	30
Grp Sat Flow(s),veh/h/ln	1810	0	1634	1755	1900	1589	1810	1729	1604	1810	1729	1570
Q Serve(g_s), s	0.5	0.0	1.0	1.2	0.2	1.3	1.4	11.8	2.6	1.6	12.0	0.5
Cycle Q Clear(g_c), s	0.5	0.0	1.0	1.2	0.2	1.3	1.4	11.8	2.6	1.6	12.0	0.5
Prop In Lane	1.00		0.90	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	0	202	277	338	282	104	1961	606	115	1994	604
V/C Ratio(X)	0.45	0.00	0.21	0.36	0.03	0.19	0.56	0.78	0.23	0.59	0.79	0.05
Avail Cap(c_a), veh/h	201	0	945	390	1099	919	201	2077	642	201	2077	629
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.6	0.0	17.7	19.6	15.3	15.7	20.6	12.3	9.5	20.5	12.2	8.7
Incr Delay (d2), s/veh	6.9	0.0	0.5	0.8	0.0	0.3	4.6	1.9	0.2	4.7	2.0	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	0.3	0.0	0.3	0.4	0.1	0.4	0.6	3.1	0.7	0.7	3.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.6	0.0	18.2	20.4	15.3	16.1	25.3	14.3	9.7	25.2	14.2	8.7
LnGrp LOS	C		B	C	B	B	C	B	A	C	B	A
Approach Vol, veh/h		62			163			1730			1669	
Approach Delay, s/veh		21.6			18.6			14.3			14.6	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	21.0	7.5	9.5	6.6	21.3	5.1	12.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	18.0	5.0	26.0	5.0	18.0	5.0	26.0
Max Q Clear Time (g_c+I1), s	3.6	13.8	3.2	3.0	3.4	14.0	2.5	3.3
Green Ext Time (p_c), s	0.0	3.2	0.0	0.1	0.0	3.0	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	14.7
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	0	191	0	0	0	178	1454	0	0	1368	190
Future Volume (veh/h)	153	0	191	0	0	0	178	1454	0	0	1368	190
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	166	0	208	0	0	0	193	1580	0	0	1487	207
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1017	0	315	0	372	0	245	3220	0	0	2042	634
Arrive On Green	0.20	0.00	0.20	0.00	0.00	0.00	0.14	0.62	0.00	0.00	0.39	0.39
Sat Flow, veh/h	3510	0	1610	0	1900	0	1810	5358	0	0	5358	1610
Grp Volume(v), veh/h	166	0	208	0	0	0	193	1580	0	0	1487	207
Grp Sat Flow(s),veh/h/ln	1755	0	1610	0	1900	0	1810	1729	0	0	1729	1610
Q Serve(g_s), s	1.7	0.0	5.2	0.0	0.0	0.0	4.5	7.2	0.0	0.0	10.6	3.9
Cycle Q Clear(g_c), s	1.7	0.0	5.2	0.0	0.0	0.0	4.5	7.2	0.0	0.0	10.6	3.9
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	1017	0	315	0	372	0	245	3220	0	0	2042	634
V/C Ratio(X)	0.16	0.00	0.66	0.00	0.00	0.00	0.79	0.49	0.00	0.00	0.73	0.33
Avail Cap(c_a), veh/h	2102	0	813	0	959	0	291	3570	0	0	2261	702
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	14.8	0.0	16.2	0.0	0.0	0.0	18.2	4.5	0.0	0.0	11.2	9.2
Incr Delay (d2), s/veh	0.1	0.0	2.4	0.0	0.0	0.0	11.6	0.1	0.0	0.0	1.1	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	0.0	1.6	0.0	0.0	0.0	2.2	0.5	0.0	0.0	2.5	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.9	0.0	18.5	0.0	0.0	0.0	29.8	4.6	0.0	0.0	12.3	9.5
LnGrp LOS	B		B				C	A			B	A
Approach Vol, veh/h		374			0			1773			1694	
Approach Delay, s/veh		16.9			0.0			7.4			12.0	
Approach LOS		B						A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		31.1		12.5	9.9	21.2		12.5				
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s		30.0		22.0	7.0	19.0		22.0				
Max Q Clear Time (g_c+I1), s		9.2		7.2	6.5	12.6		0.0				
Green Ext Time (p_c), s		10.5		1.4	0.0	4.5		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	10.3
HCM 7th LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	64	11	1974	76	9	1853
Future Volume (veh/h)	64	11	1974	76	9	1853
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	70	12	2146	83	10	2014
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	131	117	3147	977	33	3725
Arrive On Green	0.07	0.07	0.61	0.61	0.02	0.72
Sat Flow, veh/h	1810	1610	5358	1610	1810	5358
Grp Volume(v), veh/h	70	12	2146	83	10	2014
Grp Sat Flow(s),veh/h/ln	1810	1610	1729	1610	1810	1729
Q Serve(g_s), s	1.6	0.3	11.9	0.9	0.2	7.7
Cycle Q Clear(g_c), s	1.6	0.3	11.9	0.9	0.2	7.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	131	117	3147	977	33	3725
V/C Ratio(X)	0.53	0.10	0.68	0.08	0.30	0.54
Avail Cap(c_a), veh/h	1052	936	3618	1123	295	4945
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.2	18.6	5.7	3.5	20.8	2.8
Incr Delay (d2), s/veh	3.3	0.4	0.4	0.0	5.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.1	1.0	0.1	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	22.6	19.0	6.1	3.5	25.8	2.9
LnGrp LOS	C	B	A	A	C	A
Approach Vol, veh/h	82		2229			2024
Approach Delay, s/veh	22.0		6.0			3.0
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	4.8	30.1			34.9	8.1
Change Period (Y+Rc), s	4.0	4.0			4.0	5.0
Max Green Setting (Gmax), s	7.0	30.0			41.0	25.0
Max Q Clear Time (g_c+I1), s	2.2	13.9			9.7	3.6
Green Ext Time (p_c), s	0.0	12.2			17.7	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	4.9
HCM 7th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	349	248	0	1886	1865	725
Future Volume (veh/h)	349	248	0	1886	1865	725
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	429	216	0	2050	2027	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	715	318	0	3259	3259	
Arrive On Green	0.20	0.20	0.00	0.63	0.63	0.00
Sat Flow, veh/h	3619	1610	0	5529	5358	1610
Grp Volume(v), veh/h	429	216	0	2050	2027	0
Grp Sat Flow(s),veh/h/ln	1810	1610	0	1729	1729	1610
Q Serve(g_s), s	5.0	5.7	0.0	11.2	11.0	0.0
Cycle Q Clear(g_c), s	5.0	5.7	0.0	11.2	11.0	0.0
Prop In Lane	1.00	1.00	0.00			1.00
Lane Grp Cap(c), veh/h	715	318	0	3259	3259	
V/C Ratio(X)	0.60	0.68	0.00	0.63	0.62	
Avail Cap(c_a), veh/h	1102	490	0	4286	4286	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.8	17.1	0.0	5.3	5.2	0.0
Incr Delay (d2), s/veh	0.8	2.5	0.0	0.2	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.1	0.0	0.9	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.6	19.6	0.0	5.5	5.4	0.0
LnGrp LOS	B	B		A	A	
Approach Vol, veh/h	645			2050	2027	
Approach Delay, s/veh	18.3			5.5	5.4	
Approach LOS	B			A	A	

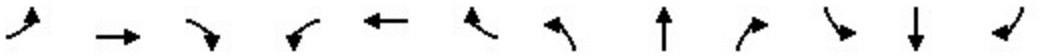
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		32.9		13.1		32.9
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		38.0		14.0		38.0
Max Q Clear Time (g_c+I1), s		13.2		7.7		13.0
Green Ext Time (p_c), s		15.7		1.4		15.6

Intersection Summary	
HCM 7th Control Delay, s/veh	7.2
HCM 7th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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



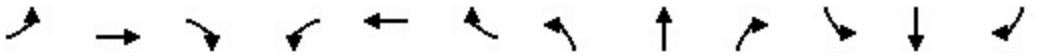
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	450	0	157	0	1739	705	659	1463	0
Future Volume (veh/h)	0	0	0	450	0	157	0	1739	705	659	1463	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1870	1900	0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	0	0	0	474	0	165	0	1831	742	694	1540	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	0	0	0	0	0	0	0
Cap, veh/h	0	3	0	610	0	543	0	2275	969	789	3732	0
Arrive On Green	0.00	0.00	0.00	0.17	0.00	0.17	0.00	0.44	0.44	0.22	0.72	0.00
Sat Flow, veh/h	0	-74814	0	3619	0	3220	0	5358	1590	3510	5358	0
Grp Volume(v), veh/h	0	0	0	474	0	165	0	1831	742	694	1540	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1810	0	1610	0	1729	1590	1755	1729	0
Q Serve(g_s), s	0.0	0.0	0.0	9.0	0.0	3.2	0.0	21.9	24.6	13.7	8.5	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	9.0	0.0	3.2	0.0	21.9	24.6	13.7	8.5	0.0
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	3	0	610	0	543	0	2275	969	789	3732	0
V/C Ratio(X)	0.00	0.00	0.00	0.78	0.00	0.30	0.00	0.80	0.77	0.88	0.41	0.00
Avail Cap(c_a), veh/h	0	157	0	962	0	1306	0	2321	983	835	3845	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	28.4	0.0	26.0	0.0	17.4	10.3	26.8	4.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.2	0.0	0.3	0.0	2.1	3.6	10.3	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	3.7	0.0	1.1	0.0	7.2	6.9	6.1	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	30.6	0.0	26.4	0.0	19.5	13.9	37.0	4.1	0.0
LnGrp LOS				C		C		B	B	D	A	
Approach Vol, veh/h		0			639			2573			2234	
Approach Delay, s/veh		0.0			29.5			17.9			14.3	
Approach LOS					C			B			B	

Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	20.1	35.4	16.1	0.0		55.4		16.1				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0		4.0		4.0				
Max Green Setting (Gmax), s	17.0	32.0	19.0	6.0		53.0		29.0				
Max Q Clear Time (g_c+I1), s	15.7	26.6	11.0	0.0		10.5		5.2				
Green Ext Time (p_c), s	0.4	4.8	1.1	0.0		13.4		0.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	17.8
HCM 7th LOS	B

Notes

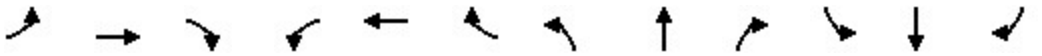
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	327	63	199	526	332	242	1614	163	265	973	449
Future Volume (veh/h)	161	327	63	199	526	332	242	1614	163	265	973	449
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		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	175	355	68	216	572	361	263	1754	177	288	1058	488
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	206	1332	408	299	1469	450	330	1801	181	330	1950	605
Arrive On Green	0.06	0.26	0.26	0.09	0.28	0.28	0.09	0.38	0.38	0.09	0.38	0.38
Sat Flow, veh/h	3510	5187	1589	3510	5187	1588	3510	4790	482	3510	5187	1610
Grp Volume(v), veh/h	175	355	68	216	572	361	263	1265	666	288	1058	488
Grp Sat Flow(s),veh/h/ln	1755	1729	1589	1755	1729	1588	1755	1729	1813	1755	1729	1610
Q Serve(g_s), s	4.2	4.6	2.8	5.1	7.6	17.9	6.2	30.6	30.9	6.9	13.6	23.1
Cycle Q Clear(g_c), s	4.2	4.6	2.8	5.1	7.6	17.9	6.2	30.6	30.9	6.9	13.6	23.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	206	1332	408	299	1469	450	330	1300	682	330	1950	605
V/C Ratio(X)	0.85	0.27	0.17	0.72	0.39	0.80	0.80	0.97	0.98	0.87	0.54	0.81
Avail Cap(c_a), veh/h	206	1767	542	412	2072	635	330	1300	682	330	1950	605
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	39.7	25.2	24.5	38.0	24.6	28.3	37.8	26.1	26.2	38.1	20.8	23.8
Incr Delay (d2), s/veh	26.8	0.1	0.2	3.9	0.2	5.0	12.8	18.7	28.8	21.7	0.3	7.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	1.8	1.0	2.2	2.9	6.9	3.1	14.1	16.8	3.7	4.8	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.5	25.3	24.7	41.8	24.7	33.3	50.6	44.8	55.0	59.8	21.1	31.7
LnGrp LOS	E	C	C	D	C	C	D	D	D	E	C	C
Approach Vol, veh/h		598			1149			2194			1834	
Approach Delay, s/veh		37.3			30.6			48.6			30.0	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	36.0	11.2	25.9	12.0	36.0	9.0	28.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	32.0	10.0	29.0	8.0	32.0	5.0	34.0
Max Q Clear Time (g_c+I1), s	8.9	32.9	7.1	6.6	8.2	25.1	6.2	19.9
Green Ext Time (p_c), s	0.0	0.0	0.2	2.3	0.0	4.3	0.0	4.2

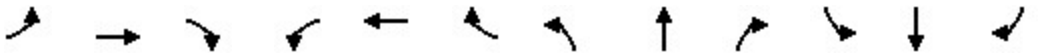
Intersection Summary	
HCM 7th Control Delay, s/veh	37.9
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	0	268	0	0	0	114	691	0	0	1138	116
Future Volume (veh/h)	207	0	268	0	0	0	114	691	0	0	1138	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	225	0	291	0	0	0	124	751	0	0	1237	126
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	592	0	0	0	5	0	339	3208	0	0	2155	660
Arrive On Green	0.17	0.00	0.00	0.00	0.00	0.00	0.10	0.62	0.00	0.00	0.42	0.42
Sat Flow, veh/h	3510	225		0	-76000	0	3510	5358	0	0	5358	1589
Grp Volume(v), veh/h	225	14.3		0	0	0	124	751	0	0	1237	126
Grp Sat Flow(s),veh/h/ln	1755	B		0	1900	0	1755	1729	0	0	1729	1589
Q Serve(g_s), s	2.1			0.0	0.0	0.0	1.2	2.4	0.0	0.0	6.9	1.9
Cycle Q Clear(g_c), s	2.1			0.0	0.0	0.0	1.2	2.4	0.0	0.0	6.9	1.9
Prop In Lane	1.00			0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	592			0	5	0	339	3208	0	0	2155	660
V/C Ratio(X)	0.38			0.00	0.00	0.00	0.37	0.23	0.00	0.00	0.57	0.19
Avail Cap(c_a), veh/h	2617			0	1467	0	467	4281	0	0	3038	931
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.9			0.0	0.0	0.0	15.9	3.2	0.0	0.0	8.4	7.0
Incr Delay (d2), s/veh	0.4			0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.2	0.1
Initial Q Delay(d3), s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6			0.0	0.0	0.0	0.4	0.1	0.0	0.0	1.3	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.3			0.0	0.0	0.0	16.5	3.2	0.0	0.0	8.7	7.1
LnGrp LOS	B						B	A			A	A
Approach Vol, veh/h					0			875			1363	
Approach Delay, s/veh					0.0			5.1			8.5	
Approach LOS								A			A	

Timer - Assigned Phs		2			5	6	7	8				
Phs Duration (G+Y+Rc), s		27.2			7.6	19.6	10.3	0.0				
Change Period (Y+Rc), s		4.0			4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s		31.0			5.0	22.0	28.0	29.0				
Max Q Clear Time (g_c+I1), s		4.4			3.2	8.9	4.1	0.0				
Green Ext Time (p_c), s		4.9			0.1	6.7	0.7	0.0				

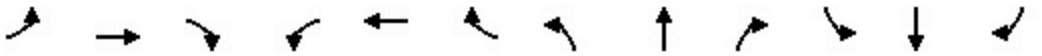
Intersection Summary												
HCM 7th Control Delay, s/veh			7.8									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	959	165	238	472	227	75	490	212	522	783	99
Future Volume (veh/h)	150	959	165	238	472	227	75	490	212	522	783	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		0.98	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	163	1042	179	259	513	247	82	533	230	567	851	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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	244	1613	490	274	1658	505	189	1142	349	640	1809	553
Arrive On Green	0.07	0.31	0.31	0.08	0.32	0.32	0.05	0.22	0.22	0.18	0.35	0.35
Sat Flow, veh/h	3510	5187	1577	3510	5187	1579	3510	5187	1585	3510	5187	1587
Grp Volume(v), veh/h	163	1042	179	259	513	247	82	533	230	567	851	108
Grp Sat Flow(s),veh/h/ln	1755	1729	1577	1755	1729	1579	1755	1729	1585	1755	1729	1587
Q Serve(g_s), s	3.5	13.3	6.8	5.6	5.7	9.7	1.7	6.9	10.2	12.1	9.8	3.7
Cycle Q Clear(g_c), s	3.5	13.3	6.8	5.6	5.7	9.7	1.7	6.9	10.2	12.1	9.8	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	244	1613	490	274	1658	505	189	1142	349	640	1809	553
V/C Ratio(X)	0.67	0.65	0.36	0.94	0.31	0.49	0.43	0.47	0.66	0.89	0.47	0.20
Avail Cap(c_a), veh/h	274	2296	698	274	2296	699	229	2364	722	640	2972	909
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	34.9	22.8	20.6	35.2	19.7	21.1	35.2	26.0	27.3	30.6	19.5	17.5
Incr Delay (d2), s/veh	5.2	0.4	0.5	39.5	0.1	0.7	1.6	0.3	2.1	14.1	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.9	2.3	3.8	2.1	3.3	0.7	2.6	3.7	5.9	3.5	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.1	23.2	21.0	74.7	19.8	21.8	36.8	26.3	29.4	44.7	19.7	17.6
LnGrp LOS	D	C	C	E	B	C	D	C	C	D	B	B
Approach Vol, veh/h		1384			1019			845			1526	
Approach Delay, s/veh		24.9			34.3			28.2			28.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	20.9	10.0	27.9	8.1	30.8	9.3	28.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	35.0	6.0	34.0	5.0	44.0	6.0	34.0
Max Q Clear Time (g_c+I1), s	14.1	12.2	7.6	15.3	3.7	11.8	5.5	11.7
Green Ext Time (p_c), s	0.0	4.0	0.0	7.2	0.0	6.3	0.0	4.0

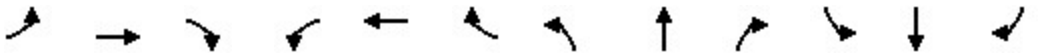
Intersection Summary	
HCM 7th Control Delay, s/veh	28.7
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	89	184	86	37	72	98	692	61	53	1101	56
Future Volume (veh/h)	58	89	184	86	37	72	98	692	61	53	1101	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	97	200	93	40	78	107	752	66	58	1197	61
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	98	326	276	167	398	332	138	1989	604	94	1861	565
Arrive On Green	0.05	0.17	0.17	0.09	0.21	0.21	0.08	0.38	0.38	0.05	0.36	0.36
Sat Flow, veh/h	1810	1900	1610	1810	1900	1587	1810	5187	1575	1810	5187	1575
Grp Volume(v), veh/h	63	97	200	93	40	78	107	752	66	58	1197	61
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1587	1810	1729	1575	1810	1729	1575
Q Serve(g_s), s	2.0	2.7	7.0	2.9	1.0	2.4	3.5	6.2	1.6	1.9	11.5	1.5
Cycle Q Clear(g_c), s	2.0	2.7	7.0	2.9	1.0	2.4	3.5	6.2	1.6	1.9	11.5	1.5
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	98	326	276	167	398	332	138	1989	604	94	1861	565
V/C Ratio(X)	0.64	0.30	0.72	0.56	0.10	0.23	0.77	0.38	0.11	0.62	0.64	0.11
Avail Cap(c_a), veh/h	273	1240	1051	212	1176	983	212	2864	870	242	2951	896
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	21.6	23.4	26.0	19.1	19.6	27.1	13.3	11.9	27.8	16.0	12.8
Incr Delay (d2), s/veh	6.8	0.5	3.6	2.9	0.1	0.4	9.1	0.1	0.1	6.5	0.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.2	2.8	1.3	0.4	0.9	1.7	1.9	0.5	0.9	3.6	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.5	22.1	27.0	28.9	19.2	20.0	36.2	13.4	11.9	34.3	16.3	12.9
LnGrp LOS	C	C	C	C	B	C	D	B	B	C	B	B
Approach Vol, veh/h		360			211			925			1316	
Approach Delay, s/veh		27.0			23.8			15.9			17.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	26.9	9.5	16.2	8.6	25.4	7.2	18.5
Change Period (Y+Rc), s	4.0	4.0	4.0	6.0	4.0	4.0	4.0	6.0
Max Green Setting (Gmax), s	8.0	33.0	7.0	39.0	7.0	34.0	9.0	37.0
Max Q Clear Time (g_c+I1), s	3.9	8.2	4.9	9.0	5.5	13.5	4.0	4.4
Green Ext Time (p_c), s	0.0	5.0	0.0	1.2	0.0	7.9	0.0	0.4

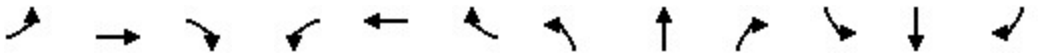
Intersection Summary	
HCM 7th Control Delay, s/veh	18.4
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	991	6	3	1492	25	9	2	2	52	0	49
Future Volume (veh/h)	25	991	6	3	1492	25	9	2	2	52	0	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	1043	6	3	1571	26	9	2	2	55	0	52
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	58	2474	14	7	2296	38	352	79	47	267	44	150
Arrive On Green	0.03	0.46	0.46	0.00	0.44	0.44	0.20	0.20	0.20	0.20	0.00	0.20
Sat Flow, veh/h	1810	5322	31	1810	5253	87	928	402	242	585	223	764
Grp Volume(v), veh/h	26	678	371	3	1034	563	13	0	0	107	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1894	1810	1729	1882	1571	0	0	1573	0	0
Q Serve(g_s), s	0.5	4.7	4.7	0.1	8.6	8.6	0.0	0.0	0.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.5	4.7	4.7	0.1	8.6	8.6	0.2	0.0	0.0	1.9	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.05	0.69		0.15	0.51		0.49
Lane Grp Cap(c), veh/h	58	1607	881	7	1511	822	478	0	0	460	0	0
V/C Ratio(X)	0.45	0.42	0.42	0.40	0.68	0.68	0.03	0.00	0.00	0.23	0.00	0.00
Avail Cap(c_a), veh/h	253	1740	953	253	1740	947	1217	0	0	1222	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	17.0	6.4	6.4	17.8	8.1	8.1	11.7	0.0	0.0	12.3	0.0	0.0
Incr Delay (d2), s/veh	5.4	0.2	0.3	31.7	0.9	1.7	0.0	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.7	0.8	0.1	1.5	1.8	0.1	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.5	6.5	6.7	49.5	9.0	9.8	11.7	0.0	0.0	12.6	0.0	0.0
LnGrp LOS	C	A	A	D	A	A	B			B		
Approach Vol, veh/h		1075			1600			13			107	
Approach Delay, s/veh		7.0			9.4			11.7			12.6	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.0	4.1	20.6		11.0	5.1	19.6				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		25.0	5.0	18.0		25.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s		2.2	2.1	6.7		3.9	2.5	10.6				
Green Ext Time (p_c), s		0.0	0.0	4.6		0.5	0.0	5.0				

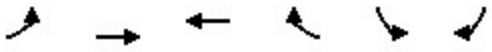
Intersection Summary	
HCM 7th Control Delay, s/veh	8.6
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	645	393	268	907	258	434	1677	215	265	1345	183
Future Volume (veh/h)	196	645	393	268	907	258	434	1677	215	265	1345	183
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		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781
Adj Flow Rate, veh/h	206	679	414	282	955	272	457	1765	226	279	1416	193
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	8	8	8	8	8	8	8	8	8	8	8	8
Cap, veh/h	262	1389	426	304	1451	584	498	1923	736	304	1637	628
Arrive On Green	0.08	0.29	0.29	0.09	0.30	0.30	0.15	0.40	0.40	0.09	0.34	0.34
Sat Flow, veh/h	3291	4863	1490	3291	4863	1490	3291	4863	1509	3291	4863	1508
Grp Volume(v), veh/h	206	679	414	282	955	272	457	1765	226	279	1416	193
Grp Sat Flow(s),veh/h/ln	1646	1621	1490	1646	1621	1490	1646	1621	1509	1646	1621	1508
Q Serve(g_s), s	7.3	13.8	32.7	10.1	20.4	16.2	16.3	41.0	10.7	10.0	32.4	10.2
Cycle Q Clear(g_c), s	7.3	13.8	32.7	10.1	20.4	16.2	16.3	41.0	10.7	10.0	32.4	10.2
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	262	1389	426	304	1451	584	498	1923	736	304	1637	628
V/C Ratio(X)	0.79	0.49	0.97	0.93	0.66	0.47	0.92	0.92	0.31	0.92	0.87	0.31
Avail Cap(c_a), veh/h	332	1389	426	304	1451	584	498	1960	748	304	1674	639
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.8	35.3	42.1	53.6	36.5	27.0	49.8	34.2	18.4	53.6	37.0	23.3
Incr Delay (d2), s/veh	9.4	0.3	36.4	33.2	1.1	0.6	22.2	7.4	0.2	31.2	4.9	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	5.3	15.7	5.4	7.8	5.5	7.9	16.1	3.5	5.3	12.7	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.2	35.6	78.5	86.9	37.6	27.6	72.0	41.5	18.6	84.8	41.9	23.6
LnGrp LOS	E	D	E	F	D	C	E	D	B	F	D	C
Approach Vol, veh/h		1299			1509			2448			1888	
Approach Delay, s/veh		53.7			45.0			45.1			46.4	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	51.1	15.0	38.0	22.0	44.1	13.5	39.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	48.0	11.0	34.0	18.0	41.0	12.0	33.0
Max Q Clear Time (g_c+I1), s	12.0	43.0	12.1	34.7	18.3	34.4	9.3	22.4
Green Ext Time (p_c), s	0.0	4.1	0.0	0.0	0.0	4.5	0.2	5.0

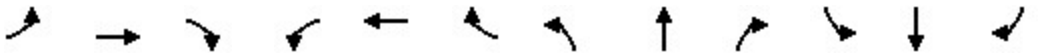
Intersection Summary	
HCM 7th Control Delay, s/veh	47.0
HCM 7th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	153	1123	1355	137	171	109
Future Volume (veh/h)	153	1123	1355	137	171	109
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	166	1221	1473	149	186	118
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	363	3319	2277	706	580	266
Arrive On Green	0.10	0.64	0.44	0.44	0.17	0.17
Sat Flow, veh/h	3510	5358	5358	1608	3510	1610
Grp Volume(v), veh/h	166	1221	1473	149	186	118
Grp Sat Flow(s),veh/h/ln	1755	1729	1729	1608	1755	1610
Q Serve(g_s), s	1.8	4.6	9.1	2.4	1.9	2.7
Cycle Q Clear(g_c), s	1.8	4.6	9.1	2.4	1.9	2.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	363	3319	2277	706	580	266
V/C Ratio(X)	0.46	0.37	0.65	0.21	0.32	0.44
Avail Cap(c_a), veh/h	428	3917	2780	862	2651	1216
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	17.3	3.5	9.0	7.1	15.1	15.4
Incr Delay (d2), s/veh	0.9	0.1	0.4	0.1	0.3	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.2	1.9	0.0	0.7	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	18.2	3.5	9.4	7.3	15.4	16.6
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		1387	1622		304	
Approach Delay, s/veh		5.3	9.2		15.9	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			30.3		10.8	8.2	22.0
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			31.0		31.0	5.0	22.0
Max Q Clear Time (g_c+I1), s			6.6		4.7	3.8	11.1
Green Ext Time (p_c), s			8.5		1.0	0.1	6.9

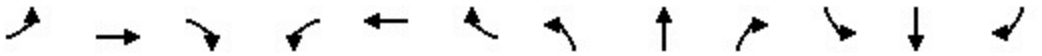
Intersection Summary	
HCM 7th Control Delay, s/veh	8.2
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	1009	30	86	1243	140	30	30	46	215	53	158
Future Volume (veh/h)	148	1009	30	86	1243	140	30	30	46	215	53	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	156	1062	32	91	1308	147	32	32	48	226	56	166
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	297	2065	641	126	1986	617	124	474	210	355	712	311
Arrive On Green	0.08	0.40	0.40	0.07	0.38	0.38	0.04	0.13	0.13	0.10	0.20	0.20
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	3510	3610	1599	3510	3610	1580
Grp Volume(v), veh/h	156	1062	32	91	1308	147	32	32	48	226	56	166
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1755	1805	1599	1755	1805	1580
Q Serve(g_s), s	2.3	8.3	0.7	2.6	11.1	3.3	0.5	0.4	1.4	3.3	0.7	5.0
Cycle Q Clear(g_c), s	2.3	8.3	0.7	2.6	11.1	3.3	0.5	0.4	1.4	3.3	0.7	5.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	297	2065	641	126	1986	617	124	474	210	355	712	311
V/C Ratio(X)	0.53	0.51	0.05	0.72	0.66	0.24	0.26	0.07	0.23	0.64	0.08	0.53
Avail Cap(c_a), veh/h	395	2529	785	238	2626	815	329	2099	930	658	2437	1067
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	23.4	12.1	9.9	24.3	13.6	11.2	25.0	20.3	20.7	23.0	17.5	19.2
Incr Delay (d2), s/veh	1.4	0.2	0.0	7.7	0.4	0.2	1.1	0.1	0.5	1.9	0.0	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.3	0.2	1.2	3.2	0.9	0.2	0.2	0.5	1.3	0.2	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.8	12.3	9.9	32.0	14.0	11.4	26.1	20.4	21.3	24.9	17.5	20.6
LnGrp LOS	C	B	A	C	B	B	C	C	C	C	B	C
Approach Vol, veh/h		1250			1546			112			448	
Approach Delay, s/veh		13.8			14.8			22.4			22.4	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	11.0	7.7	25.2	5.9	14.5	8.5	24.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	31.0	7.0	26.0	5.0	36.0	6.0	27.0
Max Q Clear Time (g_c+I1), s	5.3	3.4	4.6	10.3	2.5	7.0	4.3	13.1
Green Ext Time (p_c), s	0.3	0.3	0.0	6.1	0.0	0.8	0.1	7.3

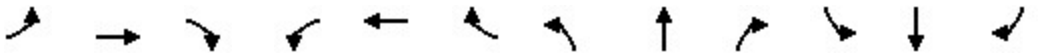
Intersection Summary	
HCM 7th Control Delay, s/veh	15.7
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	883	402	262	585	134	355	1153	388	130	967	196
Future Volume (veh/h)	225	883	402	262	585	134	355	1153	388	130	967	196
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796
Adj Flow Rate, veh/h	237	929	423	276	616	141	374	1214	408	137	1018	206
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	294	1402	434	335	1462	453	436	2019	626	194	1156	509
Arrive On Green	0.09	0.29	0.29	0.10	0.30	0.30	0.13	0.41	0.41	0.06	0.34	0.34
Sat Flow, veh/h	3319	4904	1519	3319	4904	1519	3319	4904	1521	3319	3413	1502
Grp Volume(v), veh/h	237	929	423	276	616	141	374	1214	408	137	1018	206
Grp Sat Flow(s),veh/h/ln	1659	1635	1519	1659	1635	1519	1659	1635	1521	1659	1706	1502
Q Serve(g_s), s	7.8	18.7	30.8	9.1	11.3	8.0	12.3	21.7	24.1	4.5	31.5	11.8
Cycle Q Clear(g_c), s	7.8	18.7	30.8	9.1	11.3	8.0	12.3	21.7	24.1	4.5	31.5	11.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	294	1402	434	335	1462	453	436	2019	626	194	1156	509
V/C Ratio(X)	0.80	0.66	0.97	0.82	0.42	0.31	0.86	0.60	0.65	0.71	0.88	0.41
Avail Cap(c_a), veh/h	326	1402	434	386	1490	462	504	2191	680	267	1281	564
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	50.0	35.2	39.5	49.3	31.5	30.4	47.6	25.7	26.5	51.8	34.9	28.4
Incr Delay (d2), s/veh	12.6	1.2	36.3	12.1	0.2	0.4	12.4	0.4	2.0	5.1	6.9	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	7.2	15.2	4.2	4.3	2.8	5.6	7.9	8.4	2.0	13.3	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.6	36.4	75.8	61.4	31.7	30.8	60.0	26.1	28.4	56.9	41.8	28.9
LnGrp LOS	E	D	E	E	C	C	E	C	C	E	D	C
Approach Vol, veh/h		1589			1033			1996			1361	
Approach Delay, s/veh		50.8			39.5			32.9			41.3	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	50.1	15.3	36.0	18.7	41.9	13.9	37.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	50.0	13.0	32.0	17.0	42.0	11.0	34.0
Max Q Clear Time (g_c+I1), s	6.5	23.7	11.1	32.8	14.3	33.5	9.8	13.3
Green Ext Time (p_c), s	0.1	6.4	0.2	0.0	0.4	4.4	0.1	4.1

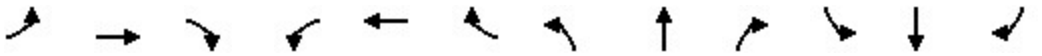
Intersection Summary	
HCM 7th Control Delay, s/veh	40.7
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	744	20	21	1005	280	47	39	28	180	47	115
Future Volume (veh/h)	112	744	20	21	1005	280	47	39	28	180	47	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	118	783	21	22	1058	295	49	41	29	189	49	121
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	152	2125	656	47	1270	563	87	270	227	240	430	363
Arrive On Green	0.08	0.41	0.41	0.03	0.35	0.35	0.05	0.14	0.14	0.13	0.23	0.23
Sat Flow, veh/h	1810	5187	1602	1810	3610	1601	1810	1900	1600	1810	1900	1604
Grp Volume(v), veh/h	118	783	21	22	1058	295	49	41	29	189	49	121
Grp Sat Flow(s),veh/h/ln	1810	1729	1602	1810	1805	1601	1810	1900	1600	1810	1900	1604
Q Serve(g_s), s	3.5	5.8	0.4	0.7	14.8	8.1	1.5	1.0	0.9	5.6	1.1	3.5
Cycle Q Clear(g_c), s	3.5	5.8	0.4	0.7	14.8	8.1	1.5	1.0	0.9	5.6	1.1	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	152	2125	656	47	1270	563	87	270	227	240	430	363
V/C Ratio(X)	0.78	0.37	0.03	0.47	0.83	0.52	0.57	0.15	0.13	0.79	0.11	0.33
Avail Cap(c_a), veh/h	164	2125	656	164	1440	639	164	896	754	361	1102	930
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	24.8	11.3	9.7	26.5	16.4	14.2	25.7	20.8	20.7	23.2	16.9	17.8
Incr Delay (d2), s/veh	19.6	0.1	0.0	7.1	3.9	0.8	5.7	0.3	0.3	6.6	0.1	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	2.1	1.6	0.1	0.3	5.3	2.3	0.7	0.4	0.3	2.6	0.5	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.3	11.4	9.8	33.6	20.3	15.0	31.4	21.0	20.9	29.8	17.1	18.4
LnGrp LOS	D	B	A	C	C	B	C	C	C	C	B	B
Approach Vol, veh/h		922			1375			119			359	
Approach Delay, s/veh		15.6			19.4			25.3			24.2	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	11.8	5.4	26.6	6.6	16.5	8.6	23.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	26.0	5.0	22.0	5.0	32.0	5.0	22.0
Max Q Clear Time (g_c+I1), s	7.6	3.0	2.7	7.8	3.5	5.5	5.5	16.8
Green Ext Time (p_c), s	0.2	0.2	0.0	4.1	0.0	0.6	0.0	2.6

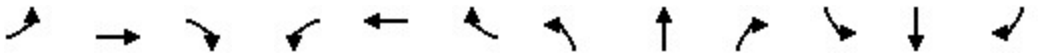
Intersection Summary	
HCM 7th Control Delay, s/veh	19.0
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	834	158	97	825	8	207	34	89	33	28	8
Future Volume (veh/h)	33	834	158	97	825	8	207	34	89	33	28	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		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	878	166	102	868	8	218	36	94	35	29	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	69	1151	497	135	1282	567	274	492	416	69	277	230
Arrive On Green	0.04	0.32	0.32	0.07	0.36	0.36	0.15	0.26	0.26	0.04	0.15	0.15
Sat Flow, veh/h	1810	3610	1559	1810	3610	1597	1810	1900	1606	1810	1900	1582
Grp Volume(v), veh/h	35	878	166	102	868	8	218	36	94	35	29	8
Grp Sat Flow(s),veh/h/ln	1810	1805	1559	1810	1805	1597	1810	1900	1606	1810	1900	1582
Q Serve(g_s), s	1.0	11.3	4.2	2.9	10.5	0.2	6.0	0.7	2.4	1.0	0.7	0.2
Cycle Q Clear(g_c), s	1.0	11.3	4.2	2.9	10.5	0.2	6.0	0.7	2.4	1.0	0.7	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	69	1151	497	135	1282	567	274	492	416	69	277	230
V/C Ratio(X)	0.51	0.76	0.33	0.76	0.68	0.01	0.80	0.07	0.23	0.51	0.10	0.03
Avail Cap(c_a), veh/h	175	1468	634	175	1468	649	385	1214	1026	175	993	827
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	24.4	15.8	13.4	23.4	14.1	10.8	21.1	14.5	15.1	24.4	19.1	18.9
Incr Delay (d2), s/veh	5.6	1.8	0.4	12.9	1.1	0.0	7.6	0.1	0.3	5.6	0.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.8	1.2	1.5	3.3	0.0	2.8	0.3	0.7	0.5	0.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.0	17.7	13.8	36.3	15.2	10.8	28.7	14.5	15.3	30.0	19.3	19.0
LnGrp LOS	C	B	B	D	B	B	C	B	B	C	B	B
Approach Vol, veh/h		1079			978			348			72	
Approach Delay, s/veh		17.5			17.4			23.6			24.5	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	17.4	7.8	20.5	11.8	11.5	6.0	22.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	33.0	5.0	21.0	11.0	27.0	5.0	21.0
Max Q Clear Time (g_c+I1), s	3.0	4.4	4.9	13.3	8.0	2.7	3.0	12.5
Green Ext Time (p_c), s	0.0	0.4	0.0	2.9	0.2	0.1	0.0	3.4

Intersection Summary	
HCM 7th Control Delay, s/veh	18.5
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	237	3	692	714	687	732	318	1415	23	6	1798	244
Future Volume (veh/h)	237	3	692	714	687	732	318	1415	23	6	1798	244
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	246	0	713	807	609	755	328	1459	24	6	1854	252
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	488	0	433	976	512	867	325	2142	35	40	1748	542
Arrive On Green	0.14	0.00	0.14	0.28	0.28	0.28	0.10	0.42	0.42	0.02	0.35	0.35
Sat Flow, veh/h	3506	0	3113	3506	1841	3117	3401	5092	84	1753	5025	1559
Grp Volume(v), veh/h	246	0	713	807	609	755	328	960	523	6	1854	252
Grp Sat Flow(s),veh/h/ln	1753	0	1557	1753	1841	1558	1700	1675	1826	1753	1675	1559
Q Serve(g_s), s	7.5	0.0	16.0	24.8	32.0	26.5	11.0	26.8	26.8	0.4	40.0	14.5
Cycle Q Clear(g_c), s	7.5	0.0	16.0	24.8	32.0	26.5	11.0	26.8	26.8	0.4	40.0	14.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	488	0	433	976	512	867	325	1409	768	40	1748	542
V/C Ratio(X)	0.50	0.00	1.65	0.83	1.19	0.87	1.01	0.68	0.68	0.15	1.06	0.46
Avail Cap(c_a), veh/h	488	0	433	976	512	867	325	1409	768	229	1748	542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.8	0.0	49.5	38.9	41.5	39.5	52.0	27.0	27.0	55.1	37.5	29.2
Incr Delay (d2), s/veh	0.8	0.0	301.0	6.0	103.3	9.6	52.0	1.4	2.5	1.7	39.7	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	24.1	10.9	28.4	10.7	6.8	10.0	11.2	0.2	21.4	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.7	0.0	350.5	44.9	144.8	49.1	104.0	28.4	29.5	56.8	77.2	29.8
LnGrp LOS	D		F	D	F	D	F	C	C	E	F	C
Approach Vol, veh/h		959			2171			1811			2112	
Approach Delay, s/veh		272.6			74.4			42.4			71.5	
Approach LOS		F			E			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	52.4		20.0	15.0	44.0		36.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	15.0	36.0		16.0	11.0	40.0		32.0				
Max Q Clear Time (g_c+I1), s	2.4	28.8		18.0	13.0	42.0		34.0				
Green Ext Time (p_c), s	0.0	4.6		0.0	0.0	0.0		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	92.2
HCM 7th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

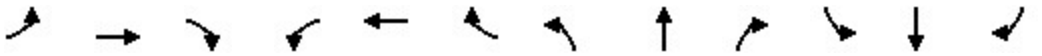


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	636	62	89	965	55	61
Future Volume (veh/h)	636	62	89	965	55	61
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	669	65	94	1016	58	64
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1185	115	164	2099	120	133
Arrive On Green	0.36	0.36	0.09	0.58	0.15	0.15
Sat Flow, veh/h	3418	323	1810	3705	802	885
Grp Volume(v), veh/h	363	371	94	1016	123	0
Grp Sat Flow(s),veh/h/ln	1805	1840	1810	1805	1701	0
Q Serve(g_s), s	4.8	4.8	1.5	4.9	2.0	0.0
Cycle Q Clear(g_c), s	4.8	4.8	1.5	4.9	2.0	0.0
Prop In Lane		0.18	1.00		0.47	0.52
Lane Grp Cap(c), veh/h	644	656	164	2099	255	0
V/C Ratio(X)	0.56	0.57	0.57	0.48	0.48	0.00
Avail Cap(c_a), veh/h	1454	1482	607	4603	799	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	7.7	7.7	13.0	3.6	11.6	0.0
Incr Delay (d2), s/veh	0.8	0.8	3.1	0.2	1.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.9	0.5	0.1	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	8.5	8.5	16.1	3.8	13.0	0.0
LnGrp LOS	A	A	B	A	B	
Approach Vol, veh/h	734			1110	123	
Approach Delay, s/veh	8.5			4.8	13.0	
Approach LOS	A			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		8.5	6.7	14.6		21.3
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		14.0	10.0	24.0		38.0
Max Q Clear Time (g_c+I1), s		4.0	3.5	6.8		6.9
Green Ext Time (p_c), s		0.2	0.1	3.7		7.4

Intersection Summary	
HCM 7th Control Delay, s/veh	6.7
HCM 7th LOS	A

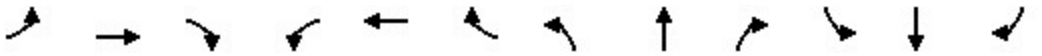
Notes
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	259	192	184	389	301	253	1459	129	219	1361	149
Future Volume (veh/h)	182	259	192	184	389	301	253	1459	129	219	1361	149
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		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	192	273	202	194	409	317	266	1536	136	231	1433	157
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	322	954	736	322	954	424	328	1753	536	325	1749	542
Arrive On Green	0.09	0.26	0.26	0.09	0.26	0.26	0.09	0.34	0.34	0.09	0.34	0.34
Sat Flow, veh/h	3510	3610	2785	3510	3610	1603	3510	5187	1587	3510	5187	1607
Grp Volume(v), veh/h	192	273	202	194	409	317	266	1536	136	231	1433	157
Grp Sat Flow(s),veh/h/ln	1755	1805	1392	1755	1805	1603	1755	1729	1587	1755	1729	1607
Q Serve(g_s), s	3.9	4.5	4.3	4.0	7.0	13.6	5.6	20.9	4.7	4.8	19.0	5.4
Cycle Q Clear(g_c), s	3.9	4.5	4.3	4.0	7.0	13.6	5.6	20.9	4.7	4.8	19.0	5.4
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	322	954	736	322	954	424	328	1753	536	325	1749	542
V/C Ratio(X)	0.60	0.29	0.27	0.60	0.43	0.75	0.81	0.88	0.25	0.71	0.82	0.29
Avail Cap(c_a), veh/h	422	1638	1263	328	1541	684	328	1799	551	328	1799	558
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	32.7	21.9	21.9	32.7	22.9	25.3	33.3	23.3	18.0	33.0	22.7	18.2
Incr Delay (d2), s/veh	1.8	0.2	0.2	3.0	0.3	2.7	14.2	5.1	0.2	6.9	3.1	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	1.6	1.7	1.3	1.7	2.7	4.9	2.8	8.1	1.5	2.2	7.1	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.5	22.1	22.1	35.7	23.2	28.0	47.6	28.5	18.2	39.9	25.8	18.5
LnGrp LOS	C	C	C	D	C	C	D	C	B	D	C	B
Approach Vol, veh/h		667			920			1938			1821	
Approach Delay, s/veh		25.7			27.5			30.4			27.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	29.3	10.9	23.8	11.0	29.3	10.9	23.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	26.0	7.0	34.0	7.0	26.0	9.0	32.0
Max Q Clear Time (g_c+I1), s	6.8	22.9	6.0	6.5	7.6	21.0	5.9	15.6
Green Ext Time (p_c), s	0.0	2.5	0.1	2.3	0.0	3.6	0.2	3.1

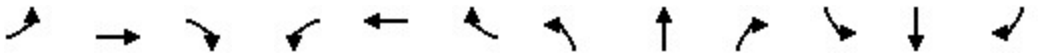
Intersection Summary	
HCM 7th Control Delay, s/veh	28.1
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	541	27	55	741	21	35	3	72	4	4	11
Future Volume (veh/h)	10	541	27	55	741	21	35	3	72	4	4	11
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		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	569	28	58	780	22	37	3	76	4	4	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	36	996	429	143	1201	34	255	21	244	51	51	153
Arrive On Green	0.02	0.28	0.28	0.08	0.34	0.34	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1810	3610	1554	1810	3582	101	1680	136	1607	339	339	1018
Grp Volume(v), veh/h	11	569	28	58	393	409	40	0	76	20	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1554	1810	1805	1878	1816	0	1607	1697	0	0
Q Serve(g_s), s	0.3	6.3	0.6	1.4	8.6	8.6	0.9	0.0	2.0	0.5	0.0	0.0
Cycle Q Clear(g_c), s	0.3	6.3	0.6	1.4	8.6	8.6	0.9	0.0	2.0	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.05	0.92		1.00	0.20		0.60
Lane Grp Cap(c), veh/h	36	996	429	143	605	630	276	0	244	255	0	0
V/C Ratio(X)	0.30	0.57	0.07	0.40	0.65	0.65	0.15	0.00	0.31	0.08	0.00	0.00
Avail Cap(c_a), veh/h	271	2167	933	271	1083	1127	856	0	758	255	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	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.5	14.5	12.5	20.4	13.2	13.2	17.2	0.0	17.6	17.1	0.0	0.0
Incr Delay (d2), s/veh	4.7	0.5	0.1	1.8	1.2	1.1	0.2	0.0	0.7	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.0	0.2	0.6	2.6	2.7	0.3	0.0	0.6	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.2	15.0	12.5	22.3	14.4	14.3	17.4	0.0	18.3	17.2	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	B		B	B		
Approach Vol, veh/h		608			860			116			20	
Approach Delay, s/veh		15.1			14.9			18.0			17.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	11.1	7.7	16.9	11.0	4.9	19.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	22.0	7.0	28.0	7.0	7.0	28.0
Max Q Clear Time (g_c+I1), s	4.0	3.4	8.3	2.5	2.3	10.6
Green Ext Time (p_c), s	0.3	0.0	3.3	0.0	0.0	4.1

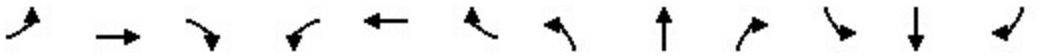
Intersection Summary	
HCM 7th Control Delay, s/veh	15.2
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	333	115	165	387	117	112	137	131	68	78	19
Future Volume (veh/h)	35	333	115	165	387	117	112	137	131	68	78	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.93	1.00		0.92
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	351	121	174	407	123	118	144	138	72	82	20
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	94	551	246	267	639	285	232	866	681	139	675	165
Arrive On Green	0.05	0.15	0.15	0.08	0.18	0.18	0.07	0.46	0.46	0.08	0.47	0.47
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	1900	1495	1810	1447	353
Grp Volume(v), veh/h	37	351	121	174	407	123	118	144	138	72	0	102
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1900	1495	1810	0	1800
Q Serve(g_s), s	1.3	6.1	4.6	3.2	7.0	4.6	2.2	3.0	3.7	2.6	0.0	2.2
Cycle Q Clear(g_c), s	1.3	6.1	4.6	3.2	7.0	4.6	2.2	3.0	3.7	2.6	0.0	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	94	551	246	267	639	285	232	866	681	139	0	840
V/C Ratio(X)	0.39	0.64	0.49	0.65	0.64	0.43	0.51	0.17	0.20	0.52	0.00	0.12
Avail Cap(c_a), veh/h	189	1344	599	366	1344	599	314	962	757	216	0	965
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.8	26.7	26.1	30.2	25.6	24.6	30.3	10.8	11.0	29.8	0.0	10.1
Incr Delay (d2), s/veh	2.7	1.2	1.5	2.7	1.1	1.0	1.7	0.1	0.1	2.9	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	2.4	1.7	1.3	2.7	1.6	0.9	1.0	1.0	1.1	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.5	27.9	27.6	32.8	26.7	25.7	32.0	10.8	11.1	32.7	0.0	10.2
LnGrp LOS	C	C	C	C	C	C	C	B	B	C		B
Approach Vol, veh/h		509			704			400			174	
Approach Delay, s/veh		28.2			28.0			17.2			19.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	34.6	9.1	14.3	8.4	35.3	7.5	15.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	34.0	7.0	25.0	6.0	36.0	7.0	25.0
Max Q Clear Time (g_c+I1), s	4.6	5.7	5.2	8.1	4.2	4.2	3.3	9.0
Green Ext Time (p_c), s	0.0	1.2	0.1	2.1	0.0	0.5	0.0	2.4

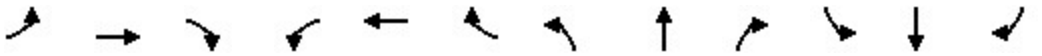
Intersection Summary	
HCM 7th Control Delay, s/veh	24.8
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	373	48	53	362	101	41	35	49	122	33	57
Future Volume (veh/h)	45	373	48	53	362	101	41	35	49	122	33	57
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		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	47	393	51	56	381	106	43	37	52	128	35	60
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	93	801	355	106	827	366	168	391	330	340	484	404
Arrive On Green	0.05	0.22	0.22	0.06	0.23	0.23	0.05	0.21	0.21	0.10	0.25	0.25
Sat Flow, veh/h	1810	3610	1599	1810	3610	1600	3510	1900	1603	3510	1900	1584
Grp Volume(v), veh/h	47	393	51	56	381	106	43	37	52	128	35	60
Grp Sat Flow(s),veh/h/ln	1810	1805	1599	1810	1805	1600	1755	1900	1603	1755	1900	1584
Q Serve(g_s), s	1.0	3.6	1.0	1.2	3.5	2.1	0.5	0.6	1.0	1.3	0.5	1.1
Cycle Q Clear(g_c), s	1.0	3.6	1.0	1.2	3.5	2.1	0.5	0.6	1.0	1.3	0.5	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	93	801	355	106	827	366	168	391	330	340	484	404
V/C Ratio(X)	0.51	0.49	0.14	0.53	0.46	0.29	0.26	0.09	0.16	0.38	0.07	0.15
Avail Cap(c_a), veh/h	283	2445	1083	283	2445	1083	457	1782	1504	549	1831	1527
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.7	13.0	12.0	17.6	12.8	12.2	17.6	12.3	12.5	16.2	10.9	11.1
Incr Delay (d2), s/veh	4.2	0.5	0.2	4.0	0.4	0.4	0.8	0.1	0.2	0.7	0.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.0	0.3	0.5	1.0	0.5	0.2	0.2	0.3	0.4	0.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.9	13.5	12.2	21.6	13.2	12.6	18.4	12.5	12.7	16.9	10.9	11.2
LnGrp LOS	C	B	B	C	B	B	B	B	B	B	B	B
Approach Vol, veh/h		491			543			132			223	
Approach Delay, s/veh		14.2			13.9			14.5			14.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	11.9	6.2	12.5	5.8	13.8	6.0	12.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	36.0	6.0	26.0	5.0	37.0	6.0	26.0
Max Q Clear Time (g_c+I1), s	3.3	3.0	3.2	5.6	2.5	3.1	3.0	5.5
Green Ext Time (p_c), s	0.1	0.3	0.0	2.3	0.0	0.3	0.0	2.4

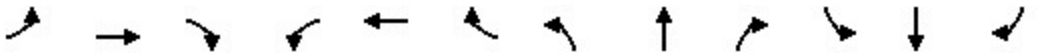
Intersection Summary	
HCM 7th Control Delay, s/veh	14.2
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	159	221	101	263	156	479	1306	161	165	1041	71
Future Volume (veh/h)	44	159	221	101	263	156	479	1306	161	165	1041	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	167	233	106	277	164	504	1375	169	174	1096	75
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	154	717	319	235	1151	352	558	2094	641	267	1664	510
Arrive On Green	0.04	0.20	0.20	0.07	0.22	0.22	0.16	0.40	0.40	0.08	0.32	0.32
Sat Flow, veh/h	3510	3610	1608	3510	5187	1585	3510	5187	1589	3510	5187	1588
Grp Volume(v), veh/h	46	167	233	106	277	164	504	1375	169	174	1096	75
Grp Sat Flow(s),veh/h/ln	1755	1805	1608	1755	1729	1585	1755	1729	1589	1755	1729	1588
Q Serve(g_s), s	0.8	2.4	8.5	1.8	2.8	5.6	8.9	13.5	4.5	3.0	11.4	2.1
Cycle Q Clear(g_c), s	0.8	2.4	8.5	1.8	2.8	5.6	8.9	13.5	4.5	3.0	11.4	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	154	717	319	235	1151	352	558	2094	641	267	1664	510
V/C Ratio(X)	0.30	0.23	0.73	0.45	0.24	0.47	0.90	0.66	0.26	0.65	0.66	0.15
Avail Cap(c_a), veh/h	279	1895	844	335	2805	857	558	2887	884	279	2475	758
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.1	21.2	23.6	28.2	20.1	21.2	26.0	15.2	12.5	28.2	18.4	15.2
Incr Delay (d2), s/veh	1.1	0.2	3.2	1.3	0.1	1.0	18.0	0.4	0.2	5.0	0.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.9	3.1	0.7	1.0	1.9	4.6	4.2	1.3	1.3	3.8	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.2	21.3	26.8	29.6	20.2	22.2	43.9	15.6	12.7	33.2	18.8	15.4
LnGrp LOS	C	C	C	C	C	C	D	B	B	C	B	B
Approach Vol, veh/h		446			547			2048			1345	
Approach Delay, s/veh		25.1			22.6			22.3			20.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	29.4	8.2	16.5	14.0	24.2	6.8	17.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	35.0	6.0	33.0	10.0	30.0	5.0	34.0
Max Q Clear Time (g_c+I1), s	5.0	15.5	3.8	10.5	10.9	13.4	2.8	7.6
Green Ext Time (p_c), s	0.0	9.5	0.0	1.6	0.0	6.6	0.0	2.1

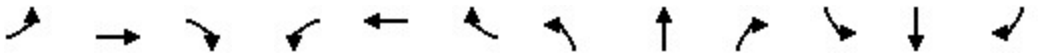
Intersection Summary	
HCM 7th Control Delay, s/veh	22.1
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	465	184	237	837	36	311	708	222	58	692	71
Future Volume (veh/h)	35	465	184	237	837	36	311	708	222	58	692	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	489	194	249	881	38	327	745	234	61	728	75
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	133	986	439	356	1187	51	393	1145	507	183	1335	411
Arrive On Green	0.04	0.27	0.27	0.10	0.34	0.34	0.11	0.32	0.32	0.05	0.26	0.26
Sat Flow, veh/h	3510	3610	1607	3510	3525	152	3510	3610	1600	3510	5187	1597
Grp Volume(v), veh/h	37	489	194	249	451	468	327	745	234	61	728	75
Grp Sat Flow(s),veh/h/ln	1755	1805	1607	1755	1805	1872	1755	1805	1600	1755	1729	1597
Q Serve(g_s), s	0.6	7.1	6.2	4.3	13.8	13.8	5.7	11.1	7.3	1.0	7.6	2.3
Cycle Q Clear(g_c), s	0.6	7.1	6.2	4.3	13.8	13.8	5.7	11.1	7.3	1.0	7.6	2.3
Prop In Lane	1.00		1.00	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	133	986	439	356	608	631	393	1145	507	183	1335	411
V/C Ratio(X)	0.28	0.50	0.44	0.70	0.74	0.74	0.83	0.65	0.46	0.33	0.55	0.18
Avail Cap(c_a), veh/h	281	1617	720	449	895	929	393	1906	845	281	2573	792
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.2	19.1	18.8	27.2	18.3	18.3	27.2	18.4	17.1	28.6	20.1	18.1
Incr Delay (d2), s/veh	1.1	0.4	0.7	3.4	1.9	1.8	14.1	0.6	0.7	1.1	0.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.7	2.1	1.8	5.2	5.4	2.8	3.8	2.4	0.4	2.6	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.4	19.5	19.5	30.6	20.2	20.1	41.2	19.0	17.7	29.6	20.4	18.3
LnGrp LOS	C	B	B	C	C	C	D	B	B	C	C	B
Approach Vol, veh/h		720			1168			1306			864	
Approach Delay, s/veh		20.0			22.4			24.3			20.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	23.8	10.3	21.1	11.0	20.1	6.4	25.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	33.0	8.0	28.0	7.0	31.0	5.0	31.0
Max Q Clear Time (g_c+I1), s	3.0	13.1	6.3	9.1	7.7	9.6	2.6	15.8
Green Ext Time (p_c), s	0.0	5.1	0.1	3.5	0.0	4.5	0.0	4.9

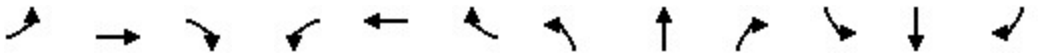
Intersection Summary	
HCM 7th Control Delay, s/veh	22.3
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	638	154	216	896	109	402	1055	243	187	868	139
Future Volume (veh/h)	149	638	154	216	896	109	402	1055	243	187	868	139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	157	672	162	227	943	115	423	1111	256	197	914	146
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	241	1453	443	325	1578	476	514	1717	533	290	1386	430
Arrive On Green	0.07	0.28	0.28	0.09	0.30	0.30	0.15	0.33	0.33	0.08	0.27	0.27
Sat Flow, veh/h	3510	5187	1583	3510	5187	1564	3510	5187	1609	3510	5187	1608
Grp Volume(v), veh/h	157	672	162	227	943	115	423	1111	256	197	914	146
Grp Sat Flow(s),veh/h/ln	1755	1729	1583	1755	1729	1564	1755	1729	1609	1755	1729	1608
Q Serve(g_s), s	3.3	8.0	6.1	4.7	11.6	4.1	8.8	13.7	9.5	4.1	11.7	5.5
Cycle Q Clear(g_c), s	3.3	8.0	6.1	4.7	11.6	4.1	8.8	13.7	9.5	4.1	11.7	5.5
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	241	1453	443	325	1578	476	514	1717	533	290	1386	430
V/C Ratio(X)	0.65	0.46	0.37	0.70	0.60	0.24	0.82	0.65	0.48	0.68	0.66	0.34
Avail Cap(c_a), veh/h	328	2147	655	328	2147	647	563	2493	773	469	2355	730
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	34.0	22.3	21.6	33.0	22.2	19.6	31.0	21.3	19.9	33.4	24.4	22.1
Incr Delay (d2), s/veh	3.0	0.2	0.5	6.3	0.4	0.3	8.9	0.4	0.7	2.8	0.5	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.0	2.1	2.1	4.2	1.4	3.9	4.7	3.2	1.7	4.2	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.0	22.5	22.1	39.3	22.5	19.8	39.9	21.7	20.6	36.2	25.0	22.6
LnGrp LOS	D	C	C	D	C	B	D	C	C	D	C	C
Approach Vol, veh/h		991			1285			1790			1257	
Approach Delay, s/veh		24.7			25.2			25.9			26.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	28.8	10.9	25.0	15.0	24.0	9.1	26.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	36.0	7.0	31.0	12.0	34.0	7.0	31.0
Max Q Clear Time (g_c+I1), s	6.1	15.7	6.7	10.0	10.8	13.7	5.3	13.6
Green Ext Time (p_c), s	0.2	7.8	0.0	4.7	0.2	6.0	0.1	5.9

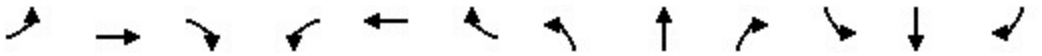
Intersection Summary	
HCM 7th Control Delay, s/veh	25.6
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	63	215	275	120	80	248	1433	201	24	1218	30
Future Volume (veh/h)	69	63	215	275	120	80	248	1433	201	24	1218	30
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		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	70	64	219	281	122	82	253	1462	205	24	1282	30
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.95	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	91	342	282	319	581	483	292	1963	275	46	1512	468
Arrive On Green	0.05	0.18	0.18	0.18	0.31	0.31	0.16	0.43	0.43	0.03	0.29	0.29
Sat Flow, veh/h	1810	1900	1570	1810	1900	1579	1810	4596	644	1810	5187	1605
Grp Volume(v), veh/h	70	64	219	281	122	82	253	1100	567	24	1282	30
Grp Sat Flow(s),veh/h/ln	1810	1900	1570	1810	1900	1579	1810	1729	1782	1810	1729	1605
Q Serve(g_s), s	3.2	2.4	11.1	12.7	4.0	3.2	11.4	22.4	22.4	1.1	19.5	1.1
Cycle Q Clear(g_c), s	3.2	2.4	11.1	12.7	4.0	3.2	11.4	22.4	22.4	1.1	19.5	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.36	1.00		1.00
Lane Grp Cap(c), veh/h	91	342	282	319	581	483	292	1477	761	46	1512	468
V/C Ratio(X)	0.77	0.19	0.78	0.88	0.21	0.17	0.87	0.74	0.75	0.52	0.85	0.06
Avail Cap(c_a), veh/h	195	499	413	346	658	547	324	1487	767	108	1611	498
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	39.3	29.1	32.7	33.6	21.5	21.3	34.2	20.1	20.2	40.3	27.9	21.4
Incr Delay (d2), s/veh	12.7	0.3	5.5	21.0	0.2	0.2	19.9	2.1	4.0	8.7	4.3	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.1	4.4	7.1	1.7	1.1	6.2	7.9	8.6	0.6	7.7	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.0	29.4	38.2	54.6	21.7	21.4	54.1	22.2	24.1	49.0	32.2	21.5
LnGrp LOS	D	C	D	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		353			485			1920			1336	
Approach Delay, s/veh		39.4			40.7			27.0			32.2	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	39.7	18.8	19.0	17.5	28.4	8.2	29.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	36.0	16.0	22.0	15.0	26.0	9.0	29.0
Max Q Clear Time (g_c+I1), s	3.1	24.4	14.7	13.1	13.4	21.5	5.2	6.0
Green Ext Time (p_c), s	0.0	7.3	0.1	0.7	0.1	2.9	0.0	0.8

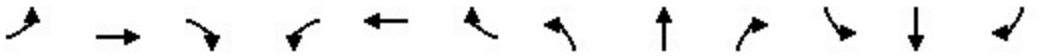
Intersection Summary	
HCM 7th Control Delay, s/veh	31.4
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	19	88	137	33	107	89	1724	98	84	1625	44
Future Volume (veh/h)	50	19	88	137	33	107	89	1724	98	84	1625	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	20	93	144	35	113	94	1815	103	88	1711	46
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	90	36	167	277	287	240	123	2341	724	119	2331	706
Arrive On Green	0.05	0.12	0.12	0.08	0.15	0.15	0.07	0.45	0.45	0.07	0.45	0.45
Sat Flow, veh/h	1810	293	1362	3510	1900	1588	1810	5187	1605	1810	5187	1571
Grp Volume(v), veh/h	53	0	113	144	35	113	94	1815	103	88	1711	46
Grp Sat Flow(s),veh/h/ln	1810	0	1655	1755	1900	1588	1810	1729	1605	1810	1729	1571
Q Serve(g_s), s	1.6	0.0	3.7	2.2	0.9	3.7	2.9	16.8	2.1	2.7	15.4	0.9
Cycle Q Clear(g_c), s	1.6	0.0	3.7	2.2	0.9	3.7	2.9	16.8	2.1	2.7	15.4	0.9
Prop In Lane	1.00		0.82	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	90	0	202	277	287	240	123	2341	724	119	2331	706
V/C Ratio(X)	0.59	0.00	0.56	0.52	0.12	0.47	0.76	0.78	0.14	0.74	0.73	0.07
Avail Cap(c_a), veh/h	159	0	757	309	869	726	159	2554	790	159	2554	774
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.4	0.0	23.5	25.2	20.9	22.0	26.0	13.2	9.1	26.1	12.9	8.9
Incr Delay (d2), s/veh	5.9	0.0	2.4	1.5	0.2	1.4	14.9	1.4	0.1	11.5	1.0	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	0.8	0.0	1.4	0.9	0.4	1.3	1.6	4.6	0.6	1.4	4.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.4	0.0	25.9	26.7	21.0	23.5	40.9	14.6	9.2	37.5	13.9	8.9
LnGrp LOS	C		C	C	C	C	D	B	A	D	B	A
Approach Vol, veh/h		166			292			2012			1845	
Approach Delay, s/veh		28.0			24.8			15.5			14.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	29.7	8.5	11.0	7.9	29.6	6.8	12.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	28.0	5.0	26.0	5.0	28.0	5.0	26.0
Max Q Clear Time (g_c+I1), s	4.7	18.8	4.2	5.7	4.9	17.4	3.6	5.7
Green Ext Time (p_c), s	0.0	6.9	0.0	0.5	0.0	7.3	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	16.4
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	284	0	151	0	0	0	298	1726	0	0	1570	285
Future Volume (veh/h)	284	0	151	0	0	0	298	1726	0	0	1570	285
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	299	0	159	0	0	0	314	1817	0	0	1653	300
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	865	0	264	0	312	0	372	3501	0	0	2016	626
Arrive On Green	0.16	0.00	0.16	0.00	0.00	0.00	0.21	0.67	0.00	0.00	0.39	0.39
Sat Flow, veh/h	3510	0	1610	0	1900	0	1810	5358	0	0	5358	1610
Grp Volume(v), veh/h	299	0	159	0	0	0	314	1817	0	0	1653	300
Grp Sat Flow(s),veh/h/ln	1755	0	1610	0	1900	0	1810	1729	0	0	1729	1610
Q Serve(g_s), s	3.9	0.0	4.6	0.0	0.0	0.0	8.3	8.7	0.0	0.0	14.2	7.0
Cycle Q Clear(g_c), s	3.9	0.0	4.6	0.0	0.0	0.0	8.3	8.7	0.0	0.0	14.2	7.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	865	0	264	0	312	0	372	3501	0	0	2016	626
V/C Ratio(X)	0.35	0.00	0.60	0.00	0.00	0.00	0.84	0.52	0.00	0.00	0.82	0.48
Avail Cap(c_a), veh/h	1845	0	713	0	842	0	401	3655	0	0	2088	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	19.0	0.0	19.3	0.0	0.0	0.0	19.0	4.0	0.0	0.0	13.6	11.4
Incr Delay (d2), s/veh	0.2	0.0	2.2	0.0	0.0	0.0	14.3	0.1	0.0	0.0	2.6	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	1.5	0.0	0.0	0.0	4.1	0.5	0.0	0.0	4.1	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.2	0.0	21.5	0.0	0.0	0.0	33.2	4.2	0.0	0.0	16.3	12.0
LnGrp LOS	B		C				C	A			B	B
Approach Vol, veh/h		458			0			2131			1953	
Approach Delay, s/veh		20.0			0.0			8.4			15.6	
Approach LOS		B						A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		37.5		12.1	14.2	23.3		12.1				
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s		35.0		22.0	11.0	20.0		22.0				
Max Q Clear Time (g_c+I1), s		10.7		6.6	10.3	16.2		0.0				
Green Ext Time (p_c), s		13.5		1.6	0.1	3.1		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			12.7									
HCM 7th LOS			B									



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	96	73	2149	112	13	2089
Future Volume (veh/h)	96	73	2149	112	13	2089
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	101	77	2262	118	14	2199
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	176	157	3090	959	45	3670
Arrive On Green	0.10	0.10	0.60	0.60	0.02	0.71
Sat Flow, veh/h	1810	1610	5358	1610	1810	5358
Grp Volume(v), veh/h	101	77	2262	118	14	2199
Grp Sat Flow(s),veh/h/ln	1810	1610	1729	1610	1810	1729
Q Serve(g_s), s	2.5	2.1	14.4	1.5	0.4	9.9
Cycle Q Clear(g_c), s	2.5	2.1	14.4	1.5	0.4	9.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	176	157	3090	959	45	3670
V/C Ratio(X)	0.57	0.49	0.73	0.12	0.31	0.60
Avail Cap(c_a), veh/h	981	873	3375	1048	275	4612
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.9	19.7	6.7	4.1	22.1	3.4
Incr Delay (d2), s/veh	2.9	2.4	0.8	0.1	3.8	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.8	1.8	0.3	0.2	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	22.8	22.1	7.4	4.1	25.9	3.6
LnGrp LOS	C	C	A	A	C	A
Approach Vol, veh/h	178		2380			2213
Approach Delay, s/veh	22.5		7.3			3.7
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.1	31.5			36.6	9.5
Change Period (Y+Rc), s	4.0	4.0			4.0	5.0
Max Green Setting (Gmax), s	7.0	30.0			41.0	25.0
Max Q Clear Time (g_c+I1), s	2.4	16.4			11.9	4.5
Green Ext Time (p_c), s	0.0	11.1			18.9	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	6.2
HCM 7th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	304	205	0	2136	2016	786
Future Volume (veh/h)	304	205	0	2136	2016	786
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	355	179	0	2248	2122	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	610	271	0	3442	3442	
Arrive On Green	0.17	0.17	0.00	0.66	0.66	0.00
Sat Flow, veh/h	3619	1610	0	5529	5358	1610
Grp Volume(v), veh/h	355	179	0	2248	2122	0
Grp Sat Flow(s),veh/h/ln	1810	1610	0	1729	1729	1610
Q Serve(g_s), s	4.3	5.0	0.0	12.3	11.1	0.0
Cycle Q Clear(g_c), s	4.3	5.0	0.0	12.3	11.1	0.0
Prop In Lane	1.00	1.00	0.00			1.00
Lane Grp Cap(c), veh/h	610	271	0	3442	3442	
V/C Ratio(X)	0.58	0.66	0.00	0.65	0.62	
Avail Cap(c_a), veh/h	987	439	0	4246	4246	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.3	18.5	0.0	4.8	4.6	0.0
Incr Delay (d2), s/veh	0.9	2.7	0.0	0.3	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.8	0.0	0.7	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	19.2	21.3	0.0	5.0	4.7	0.0
LnGrp LOS	B	C		A	A	
Approach Vol, veh/h	534			2248	2122	
Approach Delay, s/veh	19.9			5.0	4.7	
Approach LOS	B			A	A	

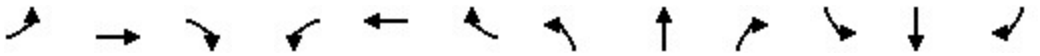
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		35.6		12.0		35.6
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		39.0		13.0		39.0
Max Q Clear Time (g_c+I1), s		14.3		7.0		13.1
Green Ext Time (p_c), s		17.4		1.1		16.8

Intersection Summary	
HCM 7th Control Delay, s/veh	6.5
HCM 7th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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



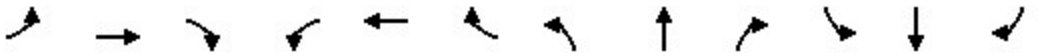
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	921	0	483	0	1664	379	380	1734	0
Future Volume (veh/h)	0	0	0	921	0	483	0	1664	379	380	1734	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1870	1900	0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	0	0	0	969	0	508	0	1752	399	400	1825	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	0	0	0	0	0	0	0
Cap, veh/h	0	2	0	1094	0	973	0	2069	1121	488	3066	0
Arrive On Green	0.00	0.00	0.00	0.30	0.00	0.30	0.00	0.40	0.40	0.14	0.59	0.00
Sat Flow, veh/h	0	-74814	0	3619	0	3220	0	5358	1590	3510	5358	0
Grp Volume(v), veh/h	0	0	0	969	0	508	0	1752	399	400	1825	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1810	0	1610	0	1729	1590	1755	1729	0
Q Serve(g_s), s	0.0	0.0	0.0	19.1	0.0	9.8	0.0	23.0	7.5	8.3	16.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	19.1	0.0	9.8	0.0	23.0	7.5	8.3	16.6	0.0
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	2	0	1094	0	973	0	2069	1121	488	3066	0
V/C Ratio(X)	0.00	0.00	0.00	0.89	0.00	0.52	0.00	0.85	0.36	0.82	0.60	0.00
Avail Cap(c_a), veh/h	0	175	0	1207	0	1546	0	2145	1144	515	3182	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	24.9	0.0	21.7	0.0	20.5	4.5	31.4	9.7	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	7.7	0.0	0.4	0.0	3.3	0.2	9.8	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	8.4	0.0	3.4	0.0	8.1	1.5	3.8	4.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	32.6	0.0	22.1	0.0	23.7	4.7	41.1	10.0	0.0
LnGrp LOS				C		C		C	A	D	A	
Approach Vol, veh/h		0			1477			2151			2225	
Approach Delay, s/veh		0.0			29.0			20.2			15.6	
Approach LOS					C			C			B	

Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	14.4	33.9	26.7	0.0		48.3		26.7				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0		4.0		4.0				
Max Green Setting (Gmax), s	11.0	31.0	25.0	7.0		46.0		36.0				
Max Q Clear Time (g_c+I1), s	10.3	25.0	21.1	0.0		18.6		11.8				
Green Ext Time (p_c), s	0.1	4.9	1.5	0.0		14.5		2.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	20.7
HCM 7th LOS	C

Notes

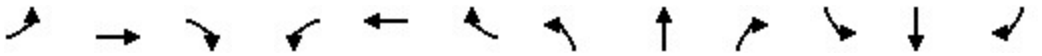
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	315	535	154	305	678	378	158	1162	215	316	1758	307
Future Volume (veh/h)	315	535	154	305	678	378	158	1162	215	316	1758	307
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		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	332	563	162	321	714	398	166	1223	226	333	1851	323
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	365	1449	444	395	1493	457	231	1512	279	397	2029	630
Arrive On Green	0.10	0.28	0.28	0.11	0.29	0.29	0.07	0.34	0.34	0.11	0.39	0.39
Sat Flow, veh/h	3510	5187	1590	3510	5187	1588	3510	4399	813	3510	5187	1610
Grp Volume(v), veh/h	332	563	162	321	714	398	166	961	488	333	1851	323
Grp Sat Flow(s),veh/h/ln	1755	1729	1590	1755	1729	1588	1755	1729	1754	1755	1729	1610
Q Serve(g_s), s	9.9	9.3	8.7	9.4	12.0	25.2	4.9	26.7	26.7	9.8	35.7	16.2
Cycle Q Clear(g_c), s	9.9	9.3	8.7	9.4	12.0	25.2	4.9	26.7	26.7	9.8	35.7	16.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	365	1449	444	395	1493	457	231	1188	603	397	2029	630
V/C Ratio(X)	0.91	0.39	0.36	0.81	0.48	0.87	0.72	0.81	0.81	0.84	0.91	0.51
Avail Cap(c_a), veh/h	365	1449	444	531	1667	511	232	1188	603	431	2060	639
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.9	30.8	30.6	45.8	31.1	35.8	48.5	31.6	31.6	45.9	30.5	24.5
Incr Delay (d2), s/veh	25.9	0.2	0.5	6.9	0.2	14.0	10.3	4.3	8.1	12.8	6.6	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	3.7	3.2	4.4	4.8	11.0	2.4	10.9	11.7	4.8	14.5	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.8	31.0	31.1	52.8	31.3	49.8	58.7	35.8	39.7	58.7	37.1	25.2
LnGrp LOS	E	C	C	D	C	D	E	D	D	E	D	C
Approach Vol, veh/h		1057			1433			1615			2507	
Approach Delay, s/veh		44.1			41.3			39.3			38.5	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	40.3	15.9	33.5	10.9	45.4	15.0	34.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.0	36.0	16.0	29.0	7.0	42.0	11.0	34.0
Max Q Clear Time (g_c+I1), s	11.8	28.7	11.4	11.3	6.9	37.7	11.9	27.2
Green Ext Time (p_c), s	0.1	4.6	0.5	3.8	0.0	3.6	0.0	3.3

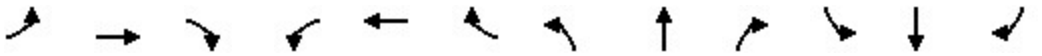
Intersection Summary	
HCM 7th Control Delay, s/veh	40.2
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	0	170	0	0	0	226	1266	0	0	1143	147
Future Volume (veh/h)	146	0	170	0	0	0	226	1266	0	0	1143	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	154	0	179	0	0	0	238	1333	0	0	1203	155
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	523	0	0	0	5	0	428	3310	0	0	2125	651
Arrive On Green	0.15	0.00	0.00	0.00	0.00	0.00	0.12	0.64	0.00	0.00	0.41	0.41
Sat Flow, veh/h	3510	154		0	-76000	0	3510	5358	0	0	5358	1589
Grp Volume(v), veh/h	154	14.5		0	0	0	238	1333	0	0	1203	155
Grp Sat Flow(s),veh/h/ln	1755	B		0	1900	0	1755	1729	0	0	1729	1589
Q Serve(g_s), s	1.5			0.0	0.0	0.0	2.4	4.7	0.0	0.0	6.7	2.4
Cycle Q Clear(g_c), s	1.5			0.0	0.0	0.0	2.4	4.7	0.0	0.0	6.7	2.4
Prop In Lane	1.00			0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	523			0	5	0	428	3310	0	0	2125	651
V/C Ratio(X)	0.29			0.00	0.00	0.00	0.56	0.40	0.00	0.00	0.57	0.24
Avail Cap(c_a), veh/h	2616			0	1467	0	467	4280	0	0	3037	930
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	14.2			0.0	0.0	0.0	15.5	3.3	0.0	0.0	8.5	7.3
Incr Delay (d2), s/veh	0.3			0.0	0.0	0.0	1.2	0.1	0.0	0.0	0.2	0.2
Initial Q Delay(d3), s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4			0.0	0.0	0.0	0.8	0.0	0.0	0.0	1.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.5			0.0	0.0	0.0	16.7	3.4	0.0	0.0	8.8	7.4
LnGrp LOS	B						B	A			A	A
Approach Vol, veh/h					0			1571			1358	
Approach Delay, s/veh					0.0			5.4			8.6	
Approach LOS								A			A	

Timer - Assigned Phs		2			5	6	7	8				
Phs Duration (G+Y+Rc), s		28.0			8.6	19.4	9.6	0.0				
Change Period (Y+Rc), s		4.0			4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s		31.0			5.0	22.0	28.0	29.0				
Max Q Clear Time (g_c+I1), s		6.7			4.4	8.7	3.5	0.0				
Green Ext Time (p_c), s		9.5			0.0	6.6	0.5	0.0				

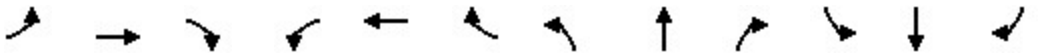
Intersection Summary		
HCM 7th Control Delay, s/veh	7.3	
HCM 7th LOS	A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	642	158	264	1007	417	173	932	237	310	826	123
Future Volume (veh/h)	173	642	158	264	1007	417	173	932	237	310	826	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	182	676	166	278	1060	439	182	981	249	326	869	129
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	263	1670	508	357	1810	551	263	1425	436	407	1638	501
Arrive On Green	0.07	0.32	0.32	0.10	0.35	0.35	0.07	0.27	0.27	0.12	0.32	0.32
Sat Flow, veh/h	3510	5187	1578	3510	5187	1580	3510	5187	1586	3510	5187	1587
Grp Volume(v), veh/h	182	676	166	278	1060	439	182	981	249	326	869	129
Grp Sat Flow(s),veh/h/ln	1755	1729	1578	1755	1729	1580	1755	1729	1586	1755	1729	1587
Q Serve(g_s), s	4.4	8.8	6.9	6.7	14.4	21.6	4.4	14.6	11.7	7.8	11.9	5.2
Cycle Q Clear(g_c), s	4.4	8.8	6.9	6.7	14.4	21.6	4.4	14.6	11.7	7.8	11.9	5.2
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	263	1670	508	357	1810	551	263	1425	436	407	1638	501
V/C Ratio(X)	0.69	0.40	0.33	0.78	0.59	0.80	0.69	0.69	0.57	0.80	0.53	0.26
Avail Cap(c_a), veh/h	407	2044	622	407	2044	623	407	2044	625	448	2105	644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	22.8	22.2	37.8	23.0	25.3	38.9	28.0	26.9	37.2	24.3	22.0
Incr Delay (d2), s/veh	3.3	0.2	0.4	8.2	0.3	6.4	3.3	0.6	1.2	9.3	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	3.3	2.4	3.1	5.4	8.3	1.9	5.6	4.2	3.6	4.4	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.2	23.0	22.5	46.0	23.3	31.7	42.2	28.6	28.1	46.5	24.5	22.2
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1024			1777			1412			1324	
Approach Delay, s/veh		26.3			28.9			30.2			29.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	27.7	12.8	31.8	10.5	31.2	10.5	34.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	34.0	10.0	34.0	10.0	35.0	10.0	34.0
Max Q Clear Time (g_c+I1), s	9.8	16.6	8.7	10.8	6.4	13.9	6.4	23.6
Green Ext Time (p_c), s	0.1	6.6	0.1	4.9	0.2	5.9	0.2	5.9

Intersection Summary	
HCM 7th Control Delay, s/veh	29.0
HCM 7th LOS	C

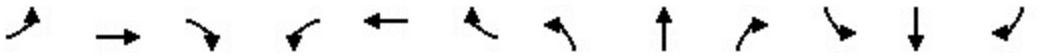


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	78	203	85	125	50	177	1304	86	31	1143	63
Future Volume (veh/h)	39	78	203	85	125	50	177	1304	86	31	1143	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	82	214	89	132	53	186	1373	91	33	1203	66
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	73	335	284	115	378	316	230	2297	698	63	1819	552
Arrive On Green	0.04	0.18	0.18	0.06	0.20	0.20	0.13	0.44	0.44	0.03	0.35	0.35
Sat Flow, veh/h	1810	1900	1610	1810	1900	1587	1810	5187	1575	1810	5187	1575
Grp Volume(v), veh/h	41	82	214	89	132	53	186	1373	91	33	1203	66
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1587	1810	1729	1575	1810	1729	1575
Q Serve(g_s), s	1.4	2.4	8.0	3.1	3.8	1.8	6.4	12.8	2.2	1.1	12.5	1.8
Cycle Q Clear(g_c), s	1.4	2.4	8.0	3.1	3.8	1.8	6.4	12.8	2.2	1.1	12.5	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	73	335	284	115	378	316	230	2297	698	63	1819	552
V/C Ratio(X)	0.56	0.24	0.75	0.78	0.35	0.17	0.81	0.60	0.13	0.53	0.66	0.12
Avail Cap(c_a), veh/h	171	1164	987	142	1134	948	256	3015	916	171	2771	841
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	22.6	24.9	29.4	21.9	21.1	27.0	13.4	10.5	30.2	17.5	14.0
Incr Delay (d2), s/veh	6.5	0.4	4.1	19.0	0.6	0.2	16.0	0.3	0.1	6.6	0.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.0	3.2	1.9	1.7	0.6	3.4	3.8	0.7	0.6	4.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.5	22.9	29.0	48.4	22.5	21.4	43.1	13.7	10.6	36.8	17.9	14.1
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		337			274			1650			1302	
Approach Delay, s/veh		28.4			30.7			16.8			18.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	32.2	8.0	17.2	12.1	26.3	6.6	18.7
Change Period (Y+Rc), s	4.0	4.0	4.0	6.0	4.0	4.0	4.0	6.0
Max Green Setting (Gmax), s	6.0	37.0	5.0	39.0	9.0	34.0	6.0	38.0
Max Q Clear Time (g_c+I1), s	3.1	14.8	5.1	10.0	8.4	14.5	3.4	5.8
Green Ext Time (p_c), s	0.0	9.8	0.0	1.2	0.0	7.8	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	19.5
HCM 7th LOS	B

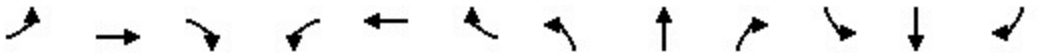
Appendix H. Buildout Year 2046 With Project Phases I-II Peak Hour Analysis Worksheets



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	1155	32	2	829	40	9	4	0	34	13	35
Future Volume (veh/h)	37	1155	32	2	829	40	9	4	0	34	13	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	1255	35	2	901	43	10	4	0	37	14	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	84	2132	59	6	1860	89	399	130	0	250	109	151
Arrive On Green	0.05	0.41	0.41	0.00	0.37	0.37	0.22	0.22	0.00	0.22	0.22	0.22
Sat Flow, veh/h	1810	5187	145	1810	5066	241	965	600	0	430	507	698
Grp Volume(v), veh/h	40	837	453	2	614	330	14	0	0	89	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1874	1810	1729	1849	1565	0	0	1635	0	0
Q Serve(g_s), s	0.7	6.1	6.1	0.0	4.4	4.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	6.1	6.1	0.0	4.4	4.4	0.2	0.0	0.0	1.3	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.13	0.71		0.00	0.42		0.43
Lane Grp Cap(c), veh/h	84	1421	770	6	1269	679	529	0	0	510	0	0
V/C Ratio(X)	0.47	0.59	0.59	0.36	0.48	0.49	0.03	0.00	0.00	0.17	0.00	0.00
Avail Cap(c_a), veh/h	279	1921	1041	279	1921	1027	1357	0	0	1381	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	15.1	7.4	7.4	16.1	7.9	7.9	10.0	0.0	0.0	10.5	0.0	0.0
Incr Delay (d2), s/veh	4.1	0.4	0.7	34.7	0.3	0.5	0.0	0.0	0.0	0.2	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.9	1.0	0.1	0.8	0.9	0.1	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.1	7.8	8.1	50.8	8.2	8.4	10.1	0.0	0.0	10.6	0.0	0.0
LnGrp LOS	B	A	A	D	A	A	B			B		
Approach Vol, veh/h		1330			946			14			89	
Approach Delay, s/veh		8.3			8.4			10.1			10.6	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.0	4.1	17.3		11.0	5.5	15.9				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		25.0	5.0	18.0		25.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s		2.2	2.0	8.1		3.3	2.7	6.4				
Green Ext Time (p_c), s		0.0	0.0	5.2		0.4	0.0	4.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	8.4
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	251	705	430	154	636	161	310	1523	283	198	1384	169
Future Volume (veh/h)	251	705	430	154	636	161	310	1523	283	198	1384	169
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		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781
Adj Flow Rate, veh/h	256	719	439	157	649	164	316	1554	289	202	1412	172
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	8	8	8	8	8	8	8	8	8	8	8	8
Cap, veh/h	275	1600	490	206	1499	570	309	1792	650	240	1691	650
Arrive On Green	0.08	0.33	0.33	0.06	0.31	0.31	0.09	0.37	0.37	0.07	0.35	0.35
Sat Flow, veh/h	3291	4863	1491	3291	4863	1490	3291	4863	1508	3291	4863	1508
Grp Volume(v), veh/h	256	719	439	157	649	164	316	1554	289	202	1412	172
Grp Sat Flow(s),veh/h/ln	1646	1621	1491	1646	1621	1490	1646	1621	1508	1646	1621	1508
Q Serve(g_s), s	7.4	11.2	26.9	4.5	10.2	7.3	9.0	28.4	12.9	5.8	25.6	7.0
Cycle Q Clear(g_c), s	7.4	11.2	26.9	4.5	10.2	7.3	9.0	28.4	12.9	5.8	25.6	7.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	275	1600	490	206	1499	570	309	1792	650	240	1691	650
V/C Ratio(X)	0.93	0.45	0.90	0.76	0.43	0.29	1.02	0.87	0.44	0.84	0.84	0.26
Avail Cap(c_a), veh/h	275	1725	529	206	1623	608	309	1877	677	240	1775	677
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	25.3	30.6	44.2	26.5	20.6	43.4	28.1	19.2	43.9	28.7	17.5
Incr Delay (d2), s/veh	36.6	0.2	16.9	15.4	0.2	0.3	57.1	4.5	0.5	22.5	3.5	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	4.0	11.1	2.2	3.7	2.4	5.9	10.5	4.1	3.0	9.4	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	80.3	25.5	47.5	59.6	26.7	20.9	100.6	32.6	19.7	66.4	32.2	17.7
LnGrp LOS	F	C	D	E	C	C	F	C	B	E	C	B
Approach Vol, veh/h		1414			970			2159			1786	
Approach Delay, s/veh		42.3			31.0			40.8			34.7	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	39.3	10.0	35.5	13.0	37.3	12.0	33.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	37.0	6.0	34.0	9.0	35.0	8.0	32.0
Max Q Clear Time (g_c+I1), s	7.8	30.4	6.5	28.9	11.0	27.6	9.4	12.2
Green Ext Time (p_c), s	0.0	4.9	0.0	2.7	0.0	4.9	0.0	4.4

Intersection Summary	
HCM 7th Control Delay, s/veh	37.9
HCM 7th LOS	D

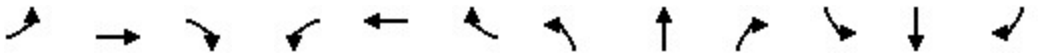
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	1333	72	87	807	63	99	6	38	88	7	51
Future Volume (veh/h)	69	1333	72	87	807	63	99	6	38	88	7	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1900	1900	1870	1870	1870	1900	1870	1900
Adj Flow Rate, veh/h	70	1360	73	89	823	64	101	6	39	95	0	52
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	2	2	0	0	2	2	2	0	2	0
Cap, veh/h	213	1900	580	123	1942	602	158	9	61	477	0	212
Arrive On Green	0.06	0.37	0.37	0.07	0.37	0.37	0.13	0.13	0.13	0.13	0.00	0.13
Sat Flow, veh/h	3510	5187	1583	1781	5187	1609	1195	71	461	3619	0	1610
Grp Volume(v), veh/h	70	1360	73	89	823	64	146	0	0	95	0	52
Grp Sat Flow(s),veh/h/ln	1755	1729	1583	1781	1729	1609	1728	0	0	1810	0	1610
Q Serve(g_s), s	1.0	12.0	1.6	2.6	6.3	1.4	4.3	0.0	0.0	1.2	0.0	1.5
Cycle Q Clear(g_c), s	1.0	12.0	1.6	2.6	6.3	1.4	4.3	0.0	0.0	1.2	0.0	1.5
Prop In Lane	1.00		1.00	1.00		1.00	0.69		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	213	1900	580	123	1942	602	228	0	0	477	0	212
V/C Ratio(X)	0.33	0.72	0.13	0.73	0.42	0.11	0.64	0.00	0.00	0.20	0.00	0.25
Avail Cap(c_a), veh/h	331	2246	686	168	2246	697	586	0	0	1227	0	546
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.9	14.5	11.2	24.2	12.3	10.8	21.9	0.0	0.0	20.6	0.0	20.7
Incr Delay (d2), s/veh	0.9	0.9	0.1	9.5	0.1	0.1	3.0	0.0	0.0	0.2	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	3.6	0.4	1.3	1.8	0.4	1.8	0.0	0.0	0.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.8	15.4	11.3	33.8	12.5	10.9	24.9	0.0	0.0	20.8	0.0	21.3
LnGrp LOS	C	B	B	C	B	B	C			C		C
Approach Vol, veh/h		1503			976			146			147	
Approach Delay, s/veh		15.6			14.3			24.9			20.9	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	2	3	4		6	7	8					
Phs Duration (G+Y+Rc), s	11.0	7.7	23.5		11.0	7.2	23.9					
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0	4.0	4.0					
Max Green Setting (Gmax), s	18.0	5.0	23.0		18.0	5.0	23.0					
Max Q Clear Time (g_c+I1), s	6.3	4.6	14.0		3.5	3.0	8.3					
Green Ext Time (p_c), s	0.5	0.0	5.5		0.4	0.0	4.6					

Intersection Summary	
HCM 7th Control Delay, s/veh	15.9
HCM 7th LOS	B

Notes

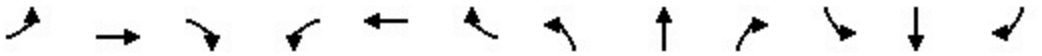
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	1203	104	20	804	86	89	53	70	216	59	113
Future Volume (veh/h)	119	1203	104	20	804	86	89	53	70	216	59	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	129	1308	113	22	874	93	97	58	76	235	64	123
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	294	2082	646	48	1783	554	261	511	226	377	630	276
Arrive On Green	0.08	0.40	0.40	0.03	0.34	0.34	0.07	0.14	0.14	0.11	0.17	0.17
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	3510	3610	1600	3510	3610	1579
Grp Volume(v), veh/h	129	1308	113	22	874	93	97	58	76	235	64	123
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1755	1805	1600	1755	1805	1579
Q Serve(g_s), s	1.7	10.0	2.2	0.6	6.6	2.0	1.3	0.7	2.1	3.2	0.7	3.5
Cycle Q Clear(g_c), s	1.7	10.0	2.2	0.6	6.6	2.0	1.3	0.7	2.1	3.2	0.7	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	294	2082	646	48	1783	554	261	511	226	377	630	276
V/C Ratio(X)	0.44	0.63	0.17	0.46	0.49	0.17	0.37	0.11	0.34	0.62	0.10	0.45
Avail Cap(c_a), veh/h	497	2935	911	183	2725	846	355	2189	970	780	2626	1148
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	21.6	11.9	9.5	23.7	12.8	11.3	21.8	18.5	19.1	21.1	17.2	18.3
Incr Delay (d2), s/veh	1.0	0.3	0.1	6.8	0.2	0.1	0.9	0.1	0.9	1.7	0.1	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.7	0.6	0.3	1.9	0.5	0.5	0.3	0.7	1.2	0.3	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.6	12.2	9.7	30.5	13.0	11.4	22.7	18.6	20.0	22.8	17.2	19.4
LnGrp LOS	C	B	A	C	B	B	C	B	C	C	B	B
Approach Vol, veh/h		1550			989			231			422	
Approach Delay, s/veh		12.9			13.3			20.8			21.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	11.0	5.3	23.9	7.7	12.6	8.2	21.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	30.0	5.0	28.0	5.0	36.0	7.0	26.0
Max Q Clear Time (g_c+I1), s	5.2	4.1	2.6	12.0	3.3	5.5	3.7	8.6
Green Ext Time (p_c), s	0.4	0.5	0.0	7.9	0.0	0.7	0.1	5.3

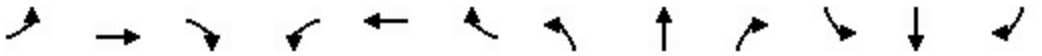
Intersection Summary	
HCM 7th Control Delay, s/veh	14.6
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	525	181	359	768	124	272	704	268	116	1002	240
Future Volume (veh/h)	119	525	181	359	768	124	272	704	268	116	1002	240
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796
Adj Flow Rate, veh/h	129	571	197	390	835	135	296	765	291	126	1089	261
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, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	200	1049	325	338	1252	388	296	2065	641	198	1337	588
Arrive On Green	0.06	0.21	0.21	0.10	0.26	0.26	0.09	0.42	0.42	0.06	0.39	0.39
Sat Flow, veh/h	3319	4904	1518	3319	4904	1519	3319	4904	1521	3319	3413	1502
Grp Volume(v), veh/h	129	571	197	390	835	135	296	765	291	126	1089	261
Grp Sat Flow(s),veh/h/ln	1659	1635	1518	1659	1635	1519	1659	1635	1521	1659	1706	1502
Q Serve(g_s), s	3.0	8.1	9.2	8.0	12.0	5.7	7.0	8.4	10.8	2.9	22.4	10.1
Cycle Q Clear(g_c), s	3.0	8.1	9.2	8.0	12.0	5.7	7.0	8.4	10.8	2.9	22.4	10.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	200	1049	325	338	1252	388	296	2065	641	198	1337	588
V/C Ratio(X)	0.64	0.54	0.61	1.15	0.67	0.35	1.00	0.37	0.45	0.64	0.81	0.44
Avail Cap(c_a), veh/h	296	1997	618	338	2059	638	296	2246	697	338	1607	707
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	36.1	27.5	27.9	35.3	26.3	23.9	35.8	15.6	16.3	36.1	21.4	17.6
Incr Delay (d2), s/veh	3.4	0.4	1.8	97.8	0.6	0.5	52.7	0.1	0.5	3.4	2.8	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	1.2	2.9	3.2	7.6	4.3	1.9	4.8	2.7	3.3	1.2	8.1	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.5	27.9	29.7	133.1	26.9	24.5	88.5	15.7	16.8	39.5	24.2	18.1
LnGrp LOS	D	C	C	F	C	C	F	B	B	D	C	B
Approach Vol, veh/h		897			1360			1352			1476	
Approach Delay, s/veh		30.0			57.1			31.9			24.4	
Approach LOS		C			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	37.1	12.0	20.8	11.0	34.8	8.7	24.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	36.0	8.0	32.0	7.0	37.0	7.0	33.0
Max Q Clear Time (g_c+I1), s	4.9	10.4	10.0	11.2	9.0	24.4	5.0	14.0
Green Ext Time (p_c), s	0.1	3.4	0.0	4.0	0.0	6.3	0.1	5.5

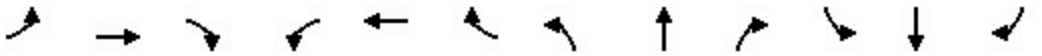
Intersection Summary	
HCM 7th Control Delay, s/veh	36.1
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	715	20	29	536	103	52	29	42	356	78	100
Future Volume (veh/h)	81	715	20	29	536	103	52	29	42	356	78	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		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	777	22	32	583	112	57	32	46	387	85	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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	124	1366	421	64	830	367	97	281	237	451	653	552
Arrive On Green	0.07	0.26	0.26	0.04	0.23	0.23	0.05	0.15	0.15	0.25	0.34	0.34
Sat Flow, veh/h	1810	5187	1598	1810	3610	1596	1810	1900	1600	1810	1900	1606
Grp Volume(v), veh/h	88	777	22	32	583	112	57	32	46	387	85	109
Grp Sat Flow(s),veh/h/ln	1810	1729	1598	1810	1805	1596	1810	1900	1600	1810	1900	1606
Q Serve(g_s), s	2.5	6.8	0.5	0.9	7.8	3.1	1.6	0.8	1.3	10.7	1.6	2.5
Cycle Q Clear(g_c), s	2.5	6.8	0.5	0.9	7.8	3.1	1.6	0.8	1.3	10.7	1.6	2.5
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	124	1366	421	64	830	367	97	281	237	451	653	552
V/C Ratio(X)	0.71	0.57	0.05	0.50	0.70	0.31	0.59	0.11	0.19	0.86	0.13	0.20
Avail Cap(c_a), veh/h	172	1774	546	172	1235	546	206	902	760	550	1263	1068
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	24.0	16.8	14.5	24.9	18.6	16.8	24.3	19.4	19.7	18.9	11.9	12.2
Incr Delay (d2), s/veh	7.8	0.4	0.1	5.9	1.1	0.5	5.5	0.2	0.4	11.0	0.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.2	0.2	0.4	2.7	0.9	0.8	0.3	0.4	5.3	0.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.7	17.2	14.5	30.8	19.7	17.2	29.8	19.6	20.1	29.9	12.0	12.3
LnGrp LOS	C	B	B	C	B	B	C	B	C	C	B	B
Approach Vol, veh/h		887			727			135			581	
Approach Delay, s/veh		18.6			19.8			24.1			24.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.1	11.8	5.9	17.9	6.8	22.1	7.6	16.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	25.0	5.0	18.0	6.0	35.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	12.7	3.3	2.9	8.8	3.6	4.5	4.5	9.8
Green Ext Time (p_c), s	0.4	0.2	0.0	3.2	0.0	0.8	0.0	1.9

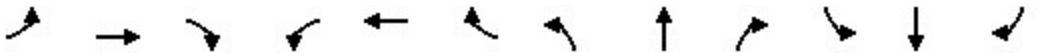
Intersection Summary	
HCM 7th Control Delay, s/veh	20.6
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	687	338	80	488	17	206	30	149	37	64	25
Future Volume (veh/h)	36	687	338	80	488	17	206	30	149	37	64	25
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		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	747	367	87	530	18	224	33	162	40	70	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	76	1021	440	130	1127	498	282	510	432	78	297	247
Arrive On Green	0.04	0.28	0.28	0.07	0.31	0.31	0.16	0.27	0.27	0.04	0.16	0.16
Sat Flow, veh/h	1810	3610	1557	1810	3610	1595	1810	1900	1607	1810	1900	1583
Grp Volume(v), veh/h	39	747	367	87	530	18	224	33	162	40	70	27
Grp Sat Flow(s),veh/h/ln	1810	1805	1557	1810	1805	1595	1810	1900	1607	1810	1900	1583
Q Serve(g_s), s	1.0	9.0	10.6	2.2	5.7	0.4	5.7	0.6	3.9	1.0	1.5	0.7
Cycle Q Clear(g_c), s	1.0	9.0	10.6	2.2	5.7	0.4	5.7	0.6	3.9	1.0	1.5	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	76	1021	440	130	1127	498	282	510	432	78	297	247
V/C Ratio(X)	0.51	0.73	0.83	0.67	0.47	0.04	0.80	0.06	0.38	0.51	0.24	0.11
Avail Cap(c_a), veh/h	189	1431	617	189	1431	632	378	1189	1006	189	991	826
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.5	15.5	16.1	21.7	13.3	11.5	19.5	13.0	14.3	22.4	17.7	17.4
Incr Delay (d2), s/veh	5.2	1.2	6.8	5.9	0.3	0.0	8.3	0.1	0.5	5.1	0.4	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.9	3.6	1.0	1.7	0.1	2.7	0.2	1.1	0.5	0.6	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.6	16.7	23.0	27.6	13.6	11.5	27.8	13.1	14.8	27.6	18.1	17.6
LnGrp LOS	C	B	C	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		1153			635			419			137	
Approach Delay, s/veh		19.1			15.5			21.6			20.8	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	16.9	7.4	17.6	11.5	11.5	6.0	19.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	30.0	5.0	19.0	10.0	25.0	5.0	19.0
Max Q Clear Time (g_c+I1), s	3.0	5.9	4.2	11.0	7.7	3.5	3.0	7.7
Green Ext Time (p_c), s	0.0	0.6	0.0	2.1	0.1	0.3	0.0	2.3

Intersection Summary	
HCM 7th Control Delay, s/veh	18.6
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	329	0	620	599	580	624	306	1303	3	3	1651	230
Future Volume (veh/h)	329	0	620	599	580	624	306	1303	3	3	1651	230
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	358	0	674	716	539	678	333	1416	3	3	1795	250
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, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	534	0	474	968	508	861	292	2149	5	7	1675	520
Arrive On Green	0.15	0.00	0.15	0.28	0.28	0.28	0.09	0.42	0.42	0.00	0.33	0.33
Sat Flow, veh/h	3506	0	3114	3506	1841	3116	3401	5178	11	1753	5025	1559
Grp Volume(v), veh/h	358	0	674	716	539	678	333	916	503	3	1795	250
Grp Sat Flow(s),veh/h/ln	1753	0	1557	1753	1841	1558	1700	1675	1839	1753	1675	1559
Q Serve(g_s), s	10.1	0.0	16.0	19.5	29.0	21.1	9.0	23.1	23.1	0.2	35.0	13.4
Cycle Q Clear(g_c), s	10.1	0.0	16.0	19.5	29.0	21.1	9.0	23.1	23.1	0.2	35.0	13.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	534	0	474	968	508	861	292	1390	763	7	1675	520
V/C Ratio(X)	0.67	0.00	1.42	0.74	1.06	0.79	1.14	0.66	0.66	0.43	1.07	0.48
Avail Cap(c_a), veh/h	534	0	474	968	508	861	292	1390	763	83	1675	520
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	0.0	44.5	34.6	38.0	35.2	48.0	24.7	24.7	52.2	35.0	27.8
Incr Delay (d2), s/veh	3.2	0.0	201.3	3.0	56.8	4.9	96.8	1.2	2.1	36.6	44.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	19.1	8.2	20.2	8.1	7.5	8.5	9.5	0.1	19.7	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.2	0.0	245.8	37.6	94.8	40.1	144.8	25.9	26.8	88.7	79.0	28.5
LnGrp LOS	D		F	D	F	D	F	C	C	F	F	C
Approach Vol, veh/h		1032			1933			1752			2048	
Approach Delay, s/veh		176.2			54.4			48.8			72.8	
Approach LOS		F			D			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.4	47.6		20.0	13.0	39.0		33.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	5.0	39.0		16.0	9.0	35.0		29.0				
Max Q Clear Time (g_c+I1), s	2.2	25.1		18.0	11.0	37.0		31.0				
Green Ext Time (p_c), s	0.0	7.0		0.0	0.0	0.0		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	77.1	
HCM 7th LOS	E	

Notes

User approved volume balancing among the lanes for turning movement.



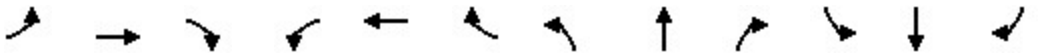
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	894	34	52	655	76	134
Future Volume (veh/h)	894	34	52	655	76	134
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	972	37	57	712	83	146
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1497	57	110	2149	109	191
Arrive On Green	0.42	0.42	0.06	0.60	0.18	0.18
Sat Flow, veh/h	3640	135	1810	3705	606	1065
Grp Volume(v), veh/h	495	514	57	712	230	0
Grp Sat Flow(s),veh/h/ln	1805	1875	1810	1805	1678	0
Q Serve(g_s), s	7.8	7.8	1.1	3.5	4.6	0.0
Cycle Q Clear(g_c), s	7.8	7.8	1.1	3.5	4.6	0.0
Prop In Lane		0.07	1.00		0.36	0.63
Lane Grp Cap(c), veh/h	762	792	110	2149	301	0
V/C Ratio(X)	0.65	0.65	0.52	0.33	0.76	0.00
Avail Cap(c_a), veh/h	1322	1373	306	3660	756	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.2	8.2	16.2	3.6	13.9	0.0
Incr Delay (d2), s/veh	0.9	0.9	3.8	0.1	4.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.6	0.4	0.1	1.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	9.1	9.1	20.0	3.7	17.9	0.0
LnGrp LOS	A	A	B	A	B	
Approach Vol, veh/h	1009			769	230	
Approach Delay, s/veh	9.1			4.9	17.9	
Approach LOS	A			A	B	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	10.4	6.2	19.0		25.1
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	16.0	6.0	26.0		36.0
Max Q Clear Time (g_c+I1), s	6.6	3.1	9.8		5.5
Green Ext Time (p_c), s	0.5	0.0	5.2		4.6

Intersection Summary	
HCM 7th Control Delay, s/veh	8.5
HCM 7th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	409	336	164	367	253	254	987	154	264	1275	159
Future Volume (veh/h)	198	409	336	164	367	253	254	987	154	264	1275	159
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		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	215	445	365	178	399	275	276	1073	167	287	1386	173
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	305	944	728	245	882	391	368	1737	532	386	1765	547
Arrive On Green	0.09	0.26	0.26	0.07	0.24	0.24	0.10	0.33	0.33	0.11	0.34	0.34
Sat Flow, veh/h	3510	3610	2785	3510	3610	1602	3510	5187	1587	3510	5187	1607
Grp Volume(v), veh/h	215	445	365	178	399	275	276	1073	167	287	1386	173
Grp Sat Flow(s),veh/h/ln	1755	1805	1392	1755	1805	1602	1755	1729	1587	1755	1729	1607
Q Serve(g_s), s	4.3	7.4	8.0	3.6	6.7	11.2	5.5	12.4	5.6	5.7	17.2	5.7
Cycle Q Clear(g_c), s	4.3	7.4	8.0	3.6	6.7	11.2	5.5	12.4	5.6	5.7	17.2	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	305	944	728	245	882	391	368	1737	532	386	1765	547
V/C Ratio(X)	0.70	0.47	0.50	0.73	0.45	0.70	0.75	0.62	0.31	0.74	0.79	0.32
Avail Cap(c_a), veh/h	344	1717	1324	245	1616	717	393	1814	555	491	1959	607
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	22.2	22.4	32.6	23.0	24.6	31.1	19.9	17.7	30.8	21.2	17.4
Incr Delay (d2), s/veh	5.6	0.4	0.5	10.2	0.4	2.3	7.4	0.6	0.3	4.5	2.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.8	2.3	1.7	2.6	4.0	2.5	4.3	1.8	2.4	6.2	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.3	22.6	23.0	42.8	23.3	27.0	38.5	20.5	18.0	35.4	23.2	17.8
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	C	B
Approach Vol, veh/h		1025			852			1516			1846	
Approach Delay, s/veh		25.8			28.6			23.5			24.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	28.0	9.0	22.7	11.5	28.3	10.2	21.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	25.0	5.0	34.0	8.0	27.0	7.0	32.0
Max Q Clear Time (g_c+I1), s	7.7	14.4	5.6	10.0	7.5	19.2	6.3	13.2
Green Ext Time (p_c), s	0.2	5.2	0.0	4.1	0.1	5.1	0.1	3.0

Intersection Summary	
HCM 7th Control Delay, s/veh	25.2
HCM 7th LOS	C

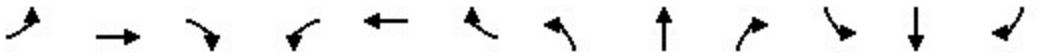
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	817	159	95	558	12	157	6	168	30	15	10
Future Volume (veh/h)	6	817	159	95	558	12	157	6	168	30	15	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	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		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	7	888	173	103	607	13	171	7	183	33	16	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	17	1232	532	133	1465	31	279	11	258	161	78	54
Arrive On Green	0.01	0.34	0.34	0.07	0.41	0.41	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1810	3610	1559	1810	3611	77	1742	71	1607	985	478	328
Grp Volume(v), veh/h	7	888	173	103	303	317	178	0	183	60	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1559	1810	1805	1883	1813	0	1607	1791	0	0
Q Serve(g_s), s	0.2	13.2	5.0	3.4	7.3	7.4	5.6	0.0	6.6	1.8	0.0	0.0
Cycle Q Clear(g_c), s	0.2	13.2	5.0	3.4	7.3	7.4	5.6	0.0	6.6	1.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.96		1.00	0.55		0.18
Lane Grp Cap(c), veh/h	17	1232	532	133	733	764	291	0	258	293	0	0
V/C Ratio(X)	0.42	0.72	0.33	0.77	0.41	0.41	0.61	0.00	0.71	0.21	0.00	0.00
Avail Cap(c_a), veh/h	148	1651	713	207	885	923	563	0	499	293	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	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	30.2	17.6	14.9	27.9	13.0	13.0	23.9	0.0	24.4	22.2	0.0	0.0
Incr Delay (d2), s/veh	16.1	1.0	0.4	9.1	0.4	0.4	2.1	0.0	3.6	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.5	1.5	1.6	2.4	2.5	2.3	0.0	2.4	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.3	18.6	15.3	37.0	13.4	13.3	26.0	0.0	28.0	22.5	0.0	0.0
LnGrp LOS	D	B	B	D	B	B	C		C	C		
Approach Vol, veh/h		1068			723			361			60	
Approach Delay, s/veh		18.3			16.7			27.0			22.5	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	13.8	8.5	24.9	14.0	4.6	28.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.0	7.0	28.0	10.0	5.0	30.0
Max Q Clear Time (g_c+I1), s	8.6	5.4	15.2	3.8	2.2	9.4
Green Ext Time (p_c), s	1.1	0.0	5.0	0.1	0.0	3.2

Intersection Summary	
HCM 7th Control Delay, s/veh	19.3
HCM 7th LOS	B

Notes

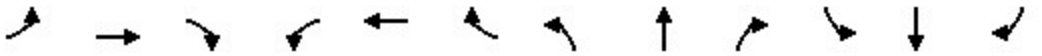
User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	489	214	321	284	58	141	95	275	87	181	16
Future Volume (veh/h)	67	489	214	321	284	58	141	95	275	87	181	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.92	1.00		0.91
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	73	532	233	349	309	63	153	103	299	95	197	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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	95	725	323	438	986	440	233	762	593	138	702	61
Arrive On Green	0.05	0.20	0.20	0.12	0.27	0.27	0.07	0.40	0.40	0.08	0.41	0.41
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	1900	1479	1810	1709	147
Grp Volume(v), veh/h	73	532	233	349	309	63	153	103	299	95	0	214
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1900	1479	1810	0	1856
Q Serve(g_s), s	3.2	11.2	11.0	7.8	5.5	2.4	3.4	2.8	12.3	4.2	0.0	6.2
Cycle Q Clear(g_c), s	3.2	11.2	11.0	7.8	5.5	2.4	3.4	2.8	12.3	4.2	0.0	6.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	95	725	323	438	986	440	233	762	593	138	0	763
V/C Ratio(X)	0.77	0.73	0.72	0.80	0.31	0.14	0.66	0.14	0.50	0.69	0.00	0.28
Avail Cap(c_a), veh/h	201	1113	496	520	1247	556	346	797	620	179	0	778
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	37.9	30.4	30.3	34.5	23.4	22.3	37.0	15.4	18.2	36.5	0.0	15.9
Incr Delay (d2), s/veh	12.3	1.5	3.0	7.3	0.2	0.1	3.1	0.1	0.7	7.3	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.6	4.1	3.5	2.1	0.8	1.5	1.1	3.7	2.0	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.2	31.8	33.3	41.8	23.6	22.4	40.1	15.5	18.9	43.8	0.0	16.1
LnGrp LOS	D	C	C	D	C	C	D	B	B	D		B
Approach Vol, veh/h		838			721			555			309	
Approach Delay, s/veh		33.8			32.3			24.1			24.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	36.5	14.1	20.3	9.4	37.3	8.2	26.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	34.0	12.0	25.0	8.0	34.0	9.0	28.0
Max Q Clear Time (g_c+I1), s	6.2	14.3	9.8	13.2	5.4	8.2	5.2	7.5
Green Ext Time (p_c), s	0.0	1.5	0.3	3.1	0.1	1.1	0.0	1.8

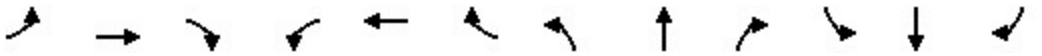
Intersection Summary	
HCM 7th Control Delay, s/veh	30.0
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	671	27	47	294	80	45	53	151	252	40	89
Future Volume (veh/h)	60	671	27	47	294	80	45	53	151	252	40	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	65	729	29	51	320	87	49	58	164	274	43	97
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	150	1096	486	128	1052	467	242	328	276	477	455	379
Arrive On Green	0.08	0.30	0.30	0.07	0.29	0.29	0.07	0.17	0.17	0.14	0.24	0.24
Sat Flow, veh/h	1810	3610	1602	1810	3610	1602	3510	1900	1602	3510	1900	1583
Grp Volume(v), veh/h	65	729	29	51	320	87	49	58	164	274	43	97
Grp Sat Flow(s),veh/h/ln	1810	1805	1602	1810	1805	1602	1755	1900	1602	1755	1900	1583
Q Serve(g_s), s	1.7	8.9	0.6	1.4	3.5	2.1	0.7	1.3	4.8	3.7	0.9	2.5
Cycle Q Clear(g_c), s	1.7	8.9	0.6	1.4	3.5	2.1	0.7	1.3	4.8	3.7	0.9	2.5
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	150	1096	486	128	1052	467	242	328	276	477	455	379
V/C Ratio(X)	0.43	0.67	0.06	0.40	0.30	0.19	0.20	0.18	0.59	0.57	0.09	0.26
Avail Cap(c_a), veh/h	287	1861	826	251	1790	794	487	1319	1112	766	1469	1225
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	15.3	12.5	22.4	13.9	13.4	22.2	17.8	19.2	20.4	14.9	15.5
Incr Delay (d2), s/veh	2.0	0.7	0.1	2.0	0.2	0.2	0.4	0.3	2.0	1.1	0.1	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	0.7	2.8	0.2	0.6	1.1	0.6	0.2	0.5	1.6	1.3	0.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.0	16.0	12.5	24.4	14.0	13.6	22.6	18.1	21.3	21.5	15.0	15.9
LnGrp LOS	C	B	B	C	B	B	C	B	C	C	B	B
Approach Vol, veh/h		823			458			271			414	
Approach Delay, s/veh		16.5			15.1			20.8			19.5	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	12.7	7.6	19.3	7.5	16.1	8.2	18.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	35.0	7.0	26.0	7.0	39.0	8.0	25.0
Max Q Clear Time (g_c+I1), s	5.7	6.8	3.4	10.9	2.7	4.5	3.7	5.5
Green Ext Time (p_c), s	0.4	0.8	0.0	4.0	0.0	0.5	0.0	1.9

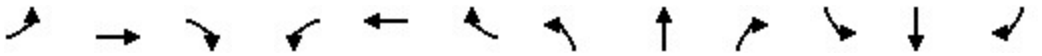
Intersection Summary	
HCM 7th Control Delay, s/veh	17.4
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	381	402	159	189	110	212	897	211	174	1187	29
Future Volume (veh/h)	25	381	402	159	189	110	212	897	211	174	1187	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	414	437	173	205	120	230	975	229	189	1290	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	99	1141	508	253	1867	571	312	1831	561	216	1690	518
Arrive On Green	0.03	0.32	0.32	0.07	0.36	0.36	0.09	0.35	0.35	0.06	0.33	0.33
Sat Flow, veh/h	3510	3610	1609	3510	5187	1588	3510	5187	1588	3510	5187	1588
Grp Volume(v), veh/h	27	414	437	173	205	120	230	975	229	189	1290	32
Grp Sat Flow(s),veh/h/ln	1755	1805	1609	1755	1729	1588	1755	1729	1588	1755	1729	1588
Q Serve(g_s), s	0.6	7.2	20.7	3.9	2.1	4.2	5.2	12.1	8.8	4.3	18.1	1.1
Cycle Q Clear(g_c), s	0.6	7.2	20.7	3.9	2.1	4.2	5.2	12.1	8.8	4.3	18.1	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	99	1141	508	253	1867	571	312	1831	561	216	1690	518
V/C Ratio(X)	0.27	0.36	0.86	0.68	0.11	0.21	0.74	0.53	0.41	0.87	0.76	0.06
Avail Cap(c_a), veh/h	216	1424	635	303	2175	666	346	2239	686	216	2047	627
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	38.6	21.4	26.0	36.7	17.3	18.0	36.0	20.9	19.8	37.7	24.5	18.8
Incr Delay (d2), s/veh	1.5	0.2	9.6	4.9	0.0	0.2	7.2	0.2	0.5	30.1	1.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.8	8.3	1.7	0.8	1.4	2.4	4.4	3.0	2.6	6.8	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.1	21.6	35.7	41.6	17.3	18.2	43.3	21.1	20.3	67.8	25.9	18.9
LnGrp LOS	D	C	D	D	B	B	D	C	C	E	C	B
Approach Vol, veh/h		878			498			1434			1511	
Approach Delay, s/veh		29.2			26.0			24.6			31.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	32.6	9.8	29.6	11.2	30.4	6.3	33.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	35.0	7.0	32.0	8.0	32.0	5.0	34.0
Max Q Clear Time (g_c+I1), s	6.3	14.1	5.9	22.7	7.2	20.1	2.6	6.2
Green Ext Time (p_c), s	0.0	7.0	0.1	2.8	0.1	6.3	0.0	1.5

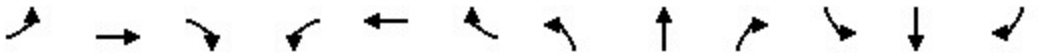
Intersection Summary	
HCM 7th Control Delay, s/veh	27.9
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	1031	279	292	557	36	188	529	222	37	656	42
Future Volume (veh/h)	42	1031	279	292	557	36	188	529	222	37	656	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	1121	303	317	605	39	204	575	241	40	713	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	144	1288	573	404	1483	95	281	999	442	132	1215	374
Arrive On Green	0.04	0.36	0.36	0.12	0.43	0.43	0.08	0.28	0.28	0.04	0.23	0.23
Sat Flow, veh/h	3510	3610	1607	3510	3443	222	3510	3610	1598	3510	5187	1596
Grp Volume(v), veh/h	46	1121	303	317	317	327	204	575	241	40	713	46
Grp Sat Flow(s),veh/h/ln	1755	1805	1607	1755	1805	1860	1755	1805	1598	1755	1729	1596
Q Serve(g_s), s	1.0	21.7	11.2	6.6	9.1	9.1	4.2	10.3	9.6	0.8	9.1	1.7
Cycle Q Clear(g_c), s	1.0	21.7	11.2	6.6	9.1	9.1	4.2	10.3	9.6	0.8	9.1	1.7
Prop In Lane	1.00		1.00	1.00		0.12	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	144	1288	573	404	778	801	281	999	442	132	1215	374
V/C Ratio(X)	0.32	0.87	0.53	0.78	0.41	0.41	0.72	0.58	0.55	0.30	0.59	0.12
Avail Cap(c_a), veh/h	234	1350	601	422	778	801	281	1543	683	234	2148	661
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	34.9	22.5	19.1	32.2	14.7	14.7	33.6	23.3	23.1	35.1	25.4	22.6
Incr Delay (d2), s/veh	1.3	6.2	0.8	9.0	0.3	0.3	8.9	0.5	1.0	1.3	0.5	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	9.3	3.9	3.1	3.3	3.4	2.0	3.8	3.4	0.3	3.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.1	28.7	19.9	41.3	15.1	15.1	42.6	23.8	24.1	36.3	25.9	22.7
LnGrp LOS	D	C	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		1470			961			1020			799	
Approach Delay, s/veh		27.1			23.7			27.6			26.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	24.7	12.6	30.7	10.0	21.5	7.1	36.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	32.0	9.0	28.0	6.0	31.0	5.0	32.0
Max Q Clear Time (g_c+I1), s	2.8	12.3	8.6	23.7	6.2	11.1	3.0	11.1
Green Ext Time (p_c), s	0.0	4.0	0.1	3.0	0.0	4.2	0.0	3.6

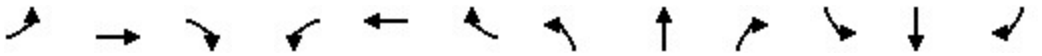
Intersection Summary	
HCM 7th Control Delay, s/veh	26.3
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	1042	184	184	665	52	233	708	163	209	846	211
Future Volume (veh/h)	174	1042	184	184	665	52	233	708	163	209	846	211
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		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	189	1133	200	200	723	57	253	770	177	227	920	229
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	273	1749	535	281	1761	532	341	1440	446	321	1411	437
Arrive On Green	0.08	0.34	0.34	0.08	0.34	0.34	0.10	0.28	0.28	0.09	0.27	0.27
Sat Flow, veh/h	3510	5187	1587	3510	5187	1566	3510	5187	1608	3510	5187	1608
Grp Volume(v), veh/h	189	1133	200	200	723	57	253	770	177	227	920	229
Grp Sat Flow(s),veh/h/ln	1755	1729	1587	1755	1729	1566	1755	1729	1608	1755	1729	1608
Q Serve(g_s), s	3.9	13.9	7.2	4.2	8.0	1.9	5.3	9.4	6.7	4.7	11.8	9.1
Cycle Q Clear(g_c), s	3.9	13.9	7.2	4.2	8.0	1.9	5.3	9.4	6.7	4.7	11.8	9.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	273	1749	535	281	1761	532	341	1440	446	321	1411	437
V/C Ratio(X)	0.69	0.65	0.37	0.71	0.41	0.11	0.74	0.53	0.40	0.71	0.65	0.52
Avail Cap(c_a), veh/h	281	2147	657	281	2147	648	375	2216	687	469	2354	730
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.7	21.1	18.8	33.6	19.0	17.0	32.9	23.0	22.0	33.0	24.1	23.1
Incr Delay (d2), s/veh	6.9	0.5	0.4	8.1	0.2	0.1	7.0	0.3	0.6	2.8	0.5	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	5.0	2.3	1.9	2.8	0.6	2.3	3.4	2.3	1.9	4.2	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.6	21.5	19.3	41.7	19.1	17.0	39.9	23.3	22.5	35.9	24.6	24.1
LnGrp LOS	D	C	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		1522			980			1200			1376	
Approach Delay, s/veh		23.6			23.6			26.7			26.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	24.8	10.0	29.3	11.3	24.4	9.8	29.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	32.0	6.0	31.0	8.0	34.0	6.0	31.0
Max Q Clear Time (g_c+I1), s	6.7	11.4	6.2	15.9	7.3	13.8	5.9	10.0
Green Ext Time (p_c), s	0.2	5.1	0.0	7.1	0.1	6.3	0.0	4.6

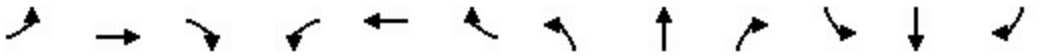
Intersection Summary	
HCM 7th Control Delay, s/veh	25.1
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	86	311	184	103	61	200	1034	235	45	1109	18
Future Volume (veh/h)	43	86	311	184	103	61	200	1034	235	45	1109	18
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		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	91	327	194	108	64	211	1088	247	47	1167	19
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	76	472	391	234	638	531	234	1475	335	78	1363	421
Arrive On Green	0.04	0.25	0.25	0.13	0.34	0.34	0.13	0.35	0.35	0.04	0.26	0.26
Sat Flow, veh/h	1810	1900	1576	1810	1900	1580	1810	4224	958	1810	5187	1604
Grp Volume(v), veh/h	45	91	327	194	108	64	211	891	444	47	1167	19
Grp Sat Flow(s),veh/h/ln	1810	1900	1576	1810	1900	1580	1810	1729	1724	1810	1729	1604
Q Serve(g_s), s	1.7	2.6	13.7	7.3	2.8	1.9	8.0	15.7	15.7	1.8	14.9	0.6
Cycle Q Clear(g_c), s	1.7	2.6	13.7	7.3	2.8	1.9	8.0	15.7	15.7	1.8	14.9	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.56	1.00		1.00
Lane Grp Cap(c), veh/h	76	472	391	234	638	531	234	1208	602	78	1363	421
V/C Ratio(X)	0.60	0.19	0.84	0.83	0.17	0.12	0.90	0.74	0.74	0.61	0.86	0.05
Avail Cap(c_a), veh/h	130	601	499	234	711	591	234	1208	602	130	1418	438
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	32.7	20.6	24.8	29.5	16.3	16.0	29.8	19.8	19.8	32.7	24.4	19.1
Incr Delay (d2), s/veh	7.3	0.2	9.5	21.2	0.1	0.1	33.6	2.4	4.8	7.4	5.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.1	5.6	4.3	1.1	0.6	5.2	5.5	5.9	0.9	5.8	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.0	20.8	34.3	50.7	16.4	16.1	63.4	22.2	24.6	40.1	29.7	19.2
LnGrp LOS	D	C	C	D	B	B	E	C	C	D	C	B
Approach Vol, veh/h		463			366			1546			1233	
Approach Delay, s/veh		32.2			34.5			28.5			29.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	28.3	13.0	21.3	13.0	22.3	6.9	27.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	23.0	9.0	22.0	9.0	19.0	5.0	26.0
Max Q Clear Time (g_c+I1), s	3.8	17.7	9.3	15.7	10.0	16.9	3.7	4.8
Green Ext Time (p_c), s	0.0	3.3	0.0	0.9	0.0	1.4	0.0	0.6

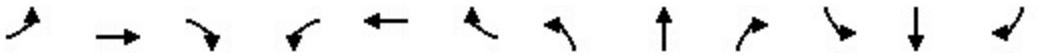
Intersection Summary	
HCM 7th Control Delay, s/veh	30.1
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	4	39	95	9	50	56	1456	129	63	1505	28
Future Volume (veh/h)	18	4	39	95	9	50	56	1456	129	63	1505	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	4	42	103	10	54	61	1583	140	68	1636	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	44	18	185	281	342	286	107	1969	609	115	1992	603
Arrive On Green	0.02	0.12	0.12	0.08	0.18	0.18	0.06	0.38	0.38	0.06	0.38	0.38
Sat Flow, veh/h	1810	142	1490	3510	1900	1589	1810	5187	1604	1810	5187	1570
Grp Volume(v), veh/h	20	0	46	103	10	54	61	1583	140	68	1636	30
Grp Sat Flow(s),veh/h/ln	1810	0	1632	1755	1900	1589	1810	1729	1604	1810	1729	1570
Q Serve(g_s), s	0.5	0.0	1.2	1.3	0.2	1.3	1.5	12.4	2.7	1.7	12.9	0.5
Cycle Q Clear(g_c), s	0.5	0.0	1.2	1.3	0.2	1.3	1.5	12.4	2.7	1.7	12.9	0.5
Prop In Lane	1.00		0.91	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	0	203	281	342	286	107	1969	609	115	1992	603
V/C Ratio(X)	0.45	0.00	0.23	0.37	0.03	0.19	0.57	0.80	0.23	0.59	0.82	0.05
Avail Cap(c_a), veh/h	199	0	935	387	1088	910	199	2057	636	199	2057	623
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.8	0.0	17.9	19.8	15.3	15.8	20.8	12.6	9.6	20.7	12.6	8.8
Incr Delay (d2), s/veh	7.0	0.0	0.6	0.8	0.0	0.3	4.7	2.3	0.2	4.8	2.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.4	0.5	0.1	0.4	0.6	3.3	0.7	0.7	3.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.8	0.0	18.5	20.6	15.4	16.1	25.5	14.9	9.8	25.5	15.3	8.8
LnGrp LOS	C		B	C	B	B	C	B	A	C	B	A
Approach Vol, veh/h		66			167			1784			1734	
Approach Delay, s/veh		21.6			18.8			14.9			15.6	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	21.2	7.6	9.6	6.7	21.4	5.1	12.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	18.0	5.0	26.0	5.0	18.0	5.0	26.0
Max Q Clear Time (g_c+I1), s	3.7	14.4	3.3	3.2	3.5	14.9	2.5	3.3
Green Ext Time (p_c), s	0.0	2.8	0.0	0.2	0.0	2.5	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	15.5
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	0	195	0	0	0	181	1504	0	0	1436	190
Future Volume (veh/h)	153	0	195	0	0	0	181	1504	0	0	1436	190
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	166	0	212	0	0	0	197	1635	0	0	1561	207
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1015	0	317	0	374	0	249	3234	0	0	2055	638
Arrive On Green	0.20	0.00	0.20	0.00	0.00	0.00	0.14	0.62	0.00	0.00	0.40	0.40
Sat Flow, veh/h	3510	0	1610	0	1900	0	1810	5358	0	0	5358	1610
Grp Volume(v), veh/h	166	0	212	0	0	0	197	1635	0	0	1561	207
Grp Sat Flow(s),veh/h/ln	1755	0	1610	0	1900	0	1810	1729	0	0	1729	1610
Q Serve(g_s), s	1.8	0.0	5.4	0.0	0.0	0.0	4.7	7.7	0.0	0.0	11.6	4.0
Cycle Q Clear(g_c), s	1.8	0.0	5.4	0.0	0.0	0.0	4.7	7.7	0.0	0.0	11.6	4.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	1015	0	317	0	374	0	249	3234	0	0	2055	638
V/C Ratio(X)	0.16	0.00	0.67	0.00	0.00	0.00	0.79	0.51	0.00	0.00	0.76	0.32
Avail Cap(c_a), veh/h	2056	0	795	0	938	0	284	3492	0	0	2212	687
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	15.1	0.0	16.5	0.0	0.0	0.0	18.6	4.6	0.0	0.0	11.6	9.3
Incr Delay (d2), s/veh	0.1	0.0	2.4	0.0	0.0	0.0	12.6	0.1	0.0	0.0	1.5	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	0.5	0.0	1.7	0.0	0.0	0.0	2.3	0.6	0.0	0.0	2.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.2	0.0	19.0	0.0	0.0	0.0	31.2	4.7	0.0	0.0	13.1	9.6
LnGrp LOS	B		B				C	A			B	A
Approach Vol, veh/h		378			0			1832			1768	
Approach Delay, s/veh		17.3			0.0			7.6			12.7	
Approach LOS		B						A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		31.8		12.8	10.1	21.7		12.8				
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s		30.0		22.0	7.0	19.0		22.0				
Max Q Clear Time (g_c+I1), s		9.7		7.4	6.7	13.6		0.0				
Green Ext Time (p_c), s		10.7		1.4	0.0	4.1		0.0				

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	0	212	64	0	11	275	1974	76	9	1891	51
Future Volume (veh/h)	44	0	212	64	0	11	275	1974	76	9	1891	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1870	1900	1870	1900	1900	1900	1900	1870
Adj Flow Rate, veh/h	0	0	272	67	0	12	289	2078	80	9	1991	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	0	2	0	0	0	0	2
Cap, veh/h	0	243	412	273	0	206	341	3360	1043	21	2428	742
Arrive On Green	0.00	0.00	0.13	0.13	0.00	0.13	0.19	0.65	0.65	0.01	0.47	0.47
Sat Flow, veh/h	0	1870	3170	1125	0	1585	1781	5187	1610	1810	5187	1585
Grp Volume(v), veh/h	0	0	272	67	0	12	289	2078	80	9	1991	54
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1125	0	1585	1781	1729	1610	1810	1729	1585
Q Serve(g_s), s	0.0	0.0	4.7	3.1	0.0	0.4	8.9	13.4	1.0	0.3	18.9	1.1
Cycle Q Clear(g_c), s	0.0	0.0	4.7	3.1	0.0	0.4	8.9	13.4	1.0	0.3	18.9	1.1
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	243	412	273	0	206	341	3360	1043	21	2428	742
V/C Ratio(X)	0.00	0.00	0.66	0.25	0.00	0.06	0.85	0.62	0.08	0.43	0.82	0.07
Avail Cap(c_a), veh/h	0	591	1001	481	0	500	375	3360	1043	159	2548	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	23.6	22.9	0.0	21.7	22.2	5.9	3.7	28.0	13.1	8.4
Incr Delay (d2), s/veh	0.0	0.0	1.8	0.5	0.0	0.1	15.4	0.3	0.0	13.1	2.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.7	0.8	0.0	0.1	4.5	1.9	0.1	0.2	5.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	25.4	23.4	0.0	21.9	37.6	6.2	3.8	41.1	15.3	8.4
LnGrp LOS			C	C		C	D	A	A	D	B	A
Approach Vol, veh/h		272			79			2447			2054	
Approach Delay, s/veh		25.4			23.2			9.9			15.2	
Approach LOS		C			C			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	40.9		11.4	14.9	30.7		11.4				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	5.0	35.0		18.0	12.0	28.0		18.0				
Max Q Clear Time (g_c+I1), s	2.3	15.4		6.7	10.9	20.9		5.1				
Green Ext Time (p_c), s	0.0	13.8		0.8	0.1	5.8		0.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	13.2
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	368	248	0	1956	1919	739
Future Volume (veh/h)	368	248	0	1956	1919	739
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	444	223	0	2126	2086	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	734	326	0	3257	3257	
Arrive On Green	0.20	0.20	0.00	0.63	0.63	0.00
Sat Flow, veh/h	3619	1610	0	5529	5358	1610
Grp Volume(v), veh/h	444	223	0	2126	2086	0
Grp Sat Flow(s),veh/h/ln	1810	1610	0	1729	1729	1610
Q Serve(g_s), s	5.3	6.1	0.0	12.2	11.8	0.0
Cycle Q Clear(g_c), s	5.3	6.1	0.0	12.2	11.8	0.0
Prop In Lane	1.00	1.00	0.00			1.00
Lane Grp Cap(c), veh/h	734	326	0	3257	3257	
V/C Ratio(X)	0.61	0.68	0.00	0.65	0.64	
Avail Cap(c_a), veh/h	1150	511	0	4064	4064	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.1	17.4	0.0	5.5	5.5	0.0
Incr Delay (d2), s/veh	0.8	2.5	0.0	0.3	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.2	0.0	1.1	1.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.9	19.9	0.0	5.8	5.7	0.0
LnGrp LOS	B	B		A	A	
Approach Vol, veh/h	667			2126	2086	
Approach Delay, s/veh	18.6			5.8	5.7	
Approach LOS	B			A	A	

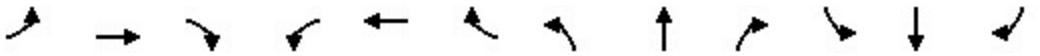
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		33.7		13.6		33.7
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		37.0		15.0		37.0
Max Q Clear Time (g_c+I1), s		14.2		8.1		13.8
Green Ext Time (p_c), s		15.4		1.5		15.3

Intersection Summary	
HCM 7th Control Delay, s/veh	7.5
HCM 7th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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



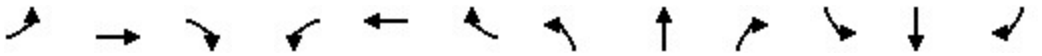
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	450	0	173	0	1793	705	670	1506	0
Future Volume (veh/h)	0	0	0	450	0	173	0	1793	705	670	1506	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1870	1900	0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	0	0	0	474	0	182	0	1887	742	705	1585	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	0	0	0	0	0	0	0
Cap, veh/h	0	3	0	609	0	542	0	2270	967	796	3736	0
Arrive On Green	0.00	0.00	0.00	0.17	0.00	0.17	0.00	0.44	0.44	0.23	0.72	0.00
Sat Flow, veh/h	0	-74814	0	3619	0	3220	0	5358	1590	3510	5358	0
Grp Volume(v), veh/h	0	0	0	474	0	182	0	1887	742	705	1585	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1810	0	1610	0	1729	1590	1755	1729	0
Q Serve(g_s), s	0.0	0.0	0.0	9.0	0.0	3.6	0.0	23.1	24.8	14.0	8.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	9.0	0.0	3.6	0.0	23.1	24.8	14.0	8.8	0.0
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	3	0	609	0	542	0	2270	967	796	3736	0
V/C Ratio(X)	0.00	0.00	0.00	0.78	0.00	0.34	0.00	0.83	0.77	0.89	0.42	0.00
Avail Cap(c_a), veh/h	0	156	0	957	0	1300	0	2311	979	831	3827	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	28.6	0.0	26.3	0.0	17.9	10.4	26.9	4.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.2	0.0	0.4	0.0	2.7	3.7	11.0	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	3.7	0.0	1.3	0.0	7.7	7.0	6.2	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	30.8	0.0	26.7	0.0	20.5	14.1	37.8	4.1	0.0
LnGrp LOS				C		C		C	B	D	A	
Approach Vol, veh/h		0			656			2629			2290	
Approach Delay, s/veh		0.0			29.6			18.7			14.5	
Approach LOS					C			B			B	

Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	20.3	35.4	16.1	0.0		55.7		16.1				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0		4.0		4.0				
Max Green Setting (Gmax), s	17.0	32.0	19.0	6.0		53.0		29.0				
Max Q Clear Time (g_c+I1), s	16.0	26.8	11.0	0.0		10.8		5.6				
Green Ext Time (p_c), s	0.3	4.7	1.1	0.0		14.0		0.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	18.3
HCM 7th LOS	B

Notes

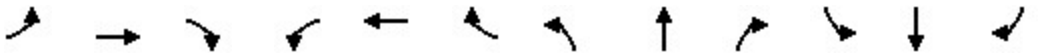
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	327	63	199	526	351	242	1641	163	279	987	464
Future Volume (veh/h)	169	327	63	199	526	351	242	1641	163	279	987	464
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		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	184	355	68	216	572	382	263	1784	177	303	1073	504
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	203	1384	424	298	1523	466	325	1778	176	325	1922	597
Arrive On Green	0.06	0.27	0.27	0.08	0.29	0.29	0.09	0.37	0.37	0.09	0.37	0.37
Sat Flow, veh/h	3510	5187	1590	3510	5187	1588	3510	4798	474	3510	5187	1610
Grp Volume(v), veh/h	184	355	68	216	572	382	263	1284	677	303	1073	504
Grp Sat Flow(s),veh/h/ln	1755	1729	1590	1755	1729	1588	1755	1729	1815	1755	1729	1610
Q Serve(g_s), s	4.5	4.7	2.8	5.2	7.6	19.3	6.3	32.0	32.0	7.4	14.2	24.8
Cycle Q Clear(g_c), s	4.5	4.7	2.8	5.2	7.6	19.3	6.3	32.0	32.0	7.4	14.2	24.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	203	1384	424	298	1523	466	325	1281	672	325	1922	597
V/C Ratio(X)	0.91	0.26	0.16	0.73	0.38	0.82	0.81	1.00	1.01	0.93	0.56	0.84
Avail Cap(c_a), veh/h	203	1742	534	407	2042	625	325	1281	672	325	1922	597
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	40.4	24.9	24.3	38.5	24.2	28.4	38.4	27.2	27.2	38.9	21.6	24.9
Incr Delay (d2), s/veh	38.1	0.1	0.2	4.1	0.2	6.3	14.1	25.6	36.5	32.7	0.4	10.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	1.8	1.0	2.3	2.9	7.5	3.2	15.8	18.7	4.4	5.1	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	78.5	25.0	24.4	42.6	24.4	34.7	52.5	52.8	63.7	71.6	21.9	35.7
LnGrp LOS	E	C	C	D	C	C	D	F	F	E	C	D
Approach Vol, veh/h		607			1170			2224			1880	
Approach Delay, s/veh		41.2			31.1			56.1			33.6	
Approach LOS		D			C			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	36.0	11.3	27.0	12.0	36.0	9.0	29.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	32.0	10.0	29.0	8.0	32.0	5.0	34.0
Max Q Clear Time (g_c+I1), s	9.4	34.0	7.2	6.7	8.3	26.8	6.5	21.3
Green Ext Time (p_c), s	0.0	0.0	0.2	2.3	0.0	3.5	0.0	4.0

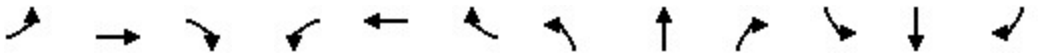
Intersection Summary	
HCM 7th Control Delay, s/veh	42.4
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	0	272	0	0	0	117	700	0	0	1150	116
Future Volume (veh/h)	207	0	272	0	0	0	117	700	0	0	1150	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	225	0	296	0	0	0	127	761	0	0	1250	126
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	589	0	0	0	5	0	342	3218	0	0	2163	662
Arrive On Green	0.17	0.00	0.00	0.00	0.00	0.00	0.10	0.62	0.00	0.00	0.42	0.42
Sat Flow, veh/h	3510	225		0	-76000	0	3510	5358	0	0	5358	1589
Grp Volume(v), veh/h	225	14.4		0	0	0	127	761	0	0	1250	126
Grp Sat Flow(s),veh/h/ln	1755	B		0	1900	0	1755	1729	0	0	1729	1589
Q Serve(g_s), s	2.2			0.0	0.0	0.0	1.3	2.5	0.0	0.0	7.0	1.9
Cycle Q Clear(g_c), s	2.2			0.0	0.0	0.0	1.3	2.5	0.0	0.0	7.0	1.9
Prop In Lane	1.00			0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	589			0	5	0	342	3218	0	0	2163	662
V/C Ratio(X)	0.38			0.00	0.00	0.00	0.37	0.24	0.00	0.00	0.58	0.19
Avail Cap(c_a), veh/h	2603			0	1459	0	465	4258	0	0	3022	926
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	14.0			0.0	0.0	0.0	16.0	3.2	0.0	0.0	8.5	7.0
Incr Delay (d2), s/veh	0.4			0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.2	0.1
Initial Q Delay(d3), s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7			0.0	0.0	0.0	0.4	0.1	0.0	0.0	1.3	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.4			0.0	0.0	0.0	16.6	3.2	0.0	0.0	8.7	7.1
LnGrp LOS	B						B	A			A	A
Approach Vol, veh/h					0			888			1376	
Approach Delay, s/veh					0.0			5.1			8.6	
Approach LOS								A			A	

Timer - Assigned Phs		2			5	6	7	8				
Phs Duration (G+Y+Rc), s		27.4			7.7	19.7	10.3	0.0				
Change Period (Y+Rc), s		4.0			4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s		31.0			5.0	22.0	28.0	29.0				
Max Q Clear Time (g_c+I1), s		4.5			3.3	9.0	4.2	0.0				
Green Ext Time (p_c), s		4.9			0.1	6.7	0.7	0.0				

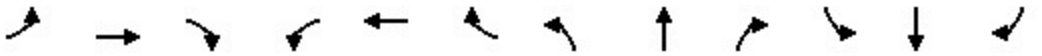
Intersection Summary												
HCM 7th Control Delay, s/veh			7.9									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	959	169	242	472	227	78	502	215	522	799	99
Future Volume (veh/h)	150	959	169	242	472	227	78	502	215	522	799	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		0.98	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	163	1042	184	263	513	247	85	546	234	567	868	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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	243	1610	490	273	1654	503	191	1157	354	637	1816	556
Arrive On Green	0.07	0.31	0.31	0.08	0.32	0.32	0.05	0.22	0.22	0.18	0.35	0.35
Sat Flow, veh/h	3510	5187	1577	3510	5187	1579	3510	5187	1585	3510	5187	1587
Grp Volume(v), veh/h	163	1042	184	263	513	247	85	546	234	567	868	108
Grp Sat Flow(s),veh/h/ln	1755	1729	1577	1755	1729	1579	1755	1729	1585	1755	1729	1587
Q Serve(g_s), s	3.5	13.4	7.0	5.8	5.8	9.8	1.8	7.1	10.4	12.2	10.1	3.7
Cycle Q Clear(g_c), s	3.5	13.4	7.0	5.8	5.8	9.8	1.8	7.1	10.4	12.2	10.1	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	1610	490	273	1654	503	191	1157	354	637	1816	556
V/C Ratio(X)	0.67	0.65	0.38	0.96	0.31	0.49	0.45	0.47	0.66	0.89	0.48	0.19
Avail Cap(c_a), veh/h	273	2285	695	273	2285	695	227	2352	719	637	2957	905
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.1	23.0	20.8	35.5	19.9	21.2	35.4	26.0	27.3	30.8	19.6	17.5
Incr Delay (d2), s/veh	5.3	0.4	0.5	44.4	0.1	0.7	1.6	0.3	2.1	14.7	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.9	2.4	4.0	2.1	3.3	0.8	2.6	3.8	5.9	3.6	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.4	23.4	21.2	79.9	20.0	22.0	37.0	26.3	29.4	45.5	19.8	17.7
LnGrp LOS	D	C	C	E	B	C	D	C	C	D	B	B
Approach Vol, veh/h		1389			1023			865			1543	
Approach Delay, s/veh		25.1			35.9			28.2			29.1	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	21.2	10.0	28.0	8.2	31.0	9.4	28.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	35.0	6.0	34.0	5.0	44.0	6.0	34.0
Max Q Clear Time (g_c+I1), s	14.2	12.4	7.8	15.4	3.8	12.1	5.5	11.8
Green Ext Time (p_c), s	0.0	4.1	0.0	7.2	0.0	6.4	0.0	4.0

Intersection Summary	
HCM 7th Control Delay, s/veh	29.2
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	89	188	90	37	72	101	710	64	53	1125	56
Future Volume (veh/h)	58	89	188	90	37	72	101	710	64	53	1125	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	97	204	98	40	78	110	772	70	58	1223	61
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	97	329	278	168	403	337	142	2016	612	93	1874	569
Arrive On Green	0.05	0.17	0.17	0.09	0.21	0.21	0.08	0.39	0.39	0.05	0.36	0.36
Sat Flow, veh/h	1810	1900	1610	1810	1900	1587	1810	5187	1575	1810	5187	1575
Grp Volume(v), veh/h	63	97	204	98	40	78	110	772	70	58	1223	61
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1587	1810	1729	1575	1810	1729	1575
Q Serve(g_s), s	2.1	2.7	7.3	3.2	1.0	2.5	3.6	6.5	1.7	1.9	12.0	1.6
Cycle Q Clear(g_c), s	2.1	2.7	7.3	3.2	1.0	2.5	3.6	6.5	1.7	1.9	12.0	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	97	329	278	168	403	337	142	2016	612	93	1874	569
V/C Ratio(X)	0.65	0.30	0.73	0.58	0.10	0.23	0.77	0.38	0.11	0.63	0.65	0.11
Avail Cap(c_a), veh/h	266	1212	1027	207	1150	961	207	2800	850	237	2885	876
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	22.0	23.9	26.6	19.4	20.0	27.6	13.4	12.0	28.4	16.3	13.0
Incr Delay (d2), s/veh	7.0	0.5	3.7	3.2	0.1	0.3	10.4	0.1	0.1	6.7	0.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.2	2.9	1.4	0.4	0.9	1.8	2.0	0.6	0.9	3.8	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.4	22.5	27.7	29.8	19.5	20.3	38.1	13.5	12.0	35.2	16.7	13.1
LnGrp LOS	D	C	C	C	B	C	D	B	B	D	B	B
Approach Vol, veh/h		364			216			952			1342	
Approach Delay, s/veh		27.6			24.5			16.3			17.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	27.8	9.7	16.6	8.8	26.1	7.3	19.0
Change Period (Y+Rc), s	4.0	4.0	4.0	6.0	4.0	4.0	4.0	6.0
Max Green Setting (Gmax), s	8.0	33.0	7.0	39.0	7.0	34.0	9.0	37.0
Max Q Clear Time (g_c+I1), s	3.9	8.5	5.2	9.3	5.6	14.0	4.1	4.5
Green Ext Time (p_c), s	0.0	5.2	0.0	1.2	0.0	8.0	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	18.8
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	4.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	94	118	7	109	74
Future Vol, veh/h	6	94	118	7	109	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	96	120	7	111	76

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	384	64	0	0	128	0
Stage 1	124	-	-	-	-	-
Stage 2	260	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	591	987	-	-	1456	-
Stage 1	888	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	546	987	-	-	1456	-
Mov Cap-2 Maneuver	546	-	-	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	701	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.29	0	4.57
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	942	1456	-
HCM Lane V/C Ratio	-	-	0.108	0.076	-
HCM Ctrl Dly (s/v)	-	-	9.3	7.7	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.2	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱		↑↑↑		↱
Traffic Vol, veh/h	1460	29	0	910	0	25
Future Vol, veh/h	1460	29	0	910	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	90	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1490	30	0	929	0	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	745
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	306
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	306
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	17.83
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	306	-	-	-
HCM Lane V/C Ratio	0.083	-	-	-
HCM Ctrl Dly (s/v)	17.8	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱		↑↑↑		↱
Traffic Vol, veh/h	1450	28	0	957	0	24
Future Vol, veh/h	1450	28	0	957	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1480	29	0	977	0	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	740
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	308
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	308
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	17.68
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	308	-	-	-
HCM Lane V/C Ratio	0.079	-	-	-
HCM Ctrl Dly (s/v)	17.7	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱		↑↑↑		↱
Traffic Vol, veh/h	1348	21	0	957	0	38
Future Vol, veh/h	1348	21	0	957	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1376	21	0	977	0	39

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	688
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	334
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	334
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	17.21
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	334	-	-	-
HCM Lane V/C Ratio	0.116	-	-	-
HCM Ctrl Dly (s/v)	17.2	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	19	0	2116	1933	36
Future Vol, veh/h	0	19	0	2116	1933	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	19	0	2159	1972	37

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	986	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	212	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	212	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	23.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	212	-	-
HCM Lane V/C Ratio	-	0.092	-	-
HCM Ctrl Dly (s/v)	-	23.7	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-

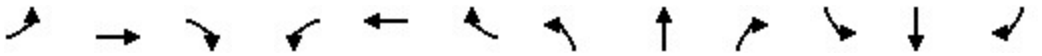
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	19	0	2325	1955	0
Future Vol, veh/h	0	19	0	2325	1955	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	19	0	2372	1995	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	997	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	208	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	208	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	24.05	0	0
HCM LOS	C		

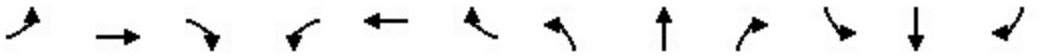
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	208	-	-
HCM Lane V/C Ratio	-	0.093	-	-
HCM Ctrl Dly (s/v)	-	24.1	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	1021	12	3	1521	25	15	2	2	52	0	55
Future Volume (veh/h)	31	1021	12	3	1521	25	15	2	2	52	0	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	33	1075	13	3	1601	26	16	2	2	55	0	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	71	2494	30	7	2298	37	397	50	30	252	44	156
Arrive On Green	0.04	0.47	0.47	0.00	0.44	0.44	0.19	0.19	0.19	0.19	0.00	0.19
Sat Flow, veh/h	1810	5282	64	1810	5255	85	1132	261	155	542	226	810
Grp Volume(v), veh/h	33	704	384	3	1054	573	20	0	0	113	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1888	1810	1729	1882	1548	0	0	1578	0	0
Q Serve(g_s), s	0.6	4.9	4.9	0.1	8.9	8.9	0.0	0.0	0.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.6	4.9	4.9	0.1	8.9	8.9	0.3	0.0	0.0	2.1	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.05	0.80		0.10	0.49		0.51
Lane Grp Cap(c), veh/h	71	1633	892	7	1512	823	477	0	0	452	0	0
V/C Ratio(X)	0.47	0.43	0.43	0.40	0.70	0.70	0.04	0.00	0.00	0.25	0.00	0.00
Avail Cap(c_a), veh/h	249	1716	937	249	1716	934	1186	0	0	1206	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	17.1	6.3	6.3	18.0	8.3	8.3	11.9	0.0	0.0	12.6	0.0	0.0
Incr Delay (d2), s/veh	4.7	0.2	0.3	31.7	1.1	2.0	0.0	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.7	0.8	0.1	1.7	2.0	0.1	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.8	6.5	6.7	49.8	9.3	10.2	12.0	0.0	0.0	12.9	0.0	0.0
LnGrp LOS	C	A	A	D	A	B	B			B		
Approach Vol, veh/h		1121			1630			20			113	
Approach Delay, s/veh		7.0			9.7			12.0			12.9	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.0	4.1	21.1		11.0	5.4	19.9				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		25.0	5.0	18.0		25.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s		2.3	2.1	6.9		4.1	2.6	10.9				
Green Ext Time (p_c), s		0.0	0.0	4.7		0.5	0.0	4.9				

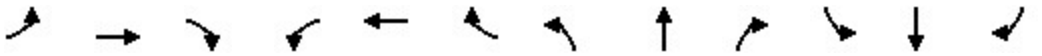
Intersection Summary	
HCM 7th Control Delay, s/veh	8.8
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	325	727	416	268	989	258	434	1758	215	265	1498	243
Future Volume (veh/h)	325	727	416	268	989	258	434	1758	215	265	1498	243
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		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781
Adj Flow Rate, veh/h	332	742	424	273	1009	263	443	1794	219	270	1529	248
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	8	8	8	8	8	8	8	8	8	8	8	8
Cap, veh/h	346	1471	451	283	1378	551	440	1813	685	283	1580	643
Arrive On Green	0.11	0.30	0.30	0.09	0.28	0.28	0.13	0.37	0.37	0.09	0.32	0.32
Sat Flow, veh/h	3291	4863	1490	3291	4863	1488	3291	4863	1491	3291	4863	1491
Grp Volume(v), veh/h	332	742	424	273	1009	263	443	1794	219	270	1529	248
Grp Sat Flow(s),veh/h/ln	1646	1621	1490	1646	1621	1488	1646	1621	1491	1646	1621	1491
Q Serve(g_s), s	10.5	13.1	29.0	8.7	19.6	14.2	14.0	38.4	9.8	8.5	32.4	11.9
Cycle Q Clear(g_c), s	10.5	13.1	29.0	8.7	19.6	14.2	14.0	38.4	9.8	8.5	32.4	11.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	346	1471	451	283	1378	551	440	1813	685	283	1580	643
V/C Ratio(X)	0.96	0.50	0.94	0.96	0.73	0.48	1.01	0.99	0.32	0.95	0.97	0.39
Avail Cap(c_a), veh/h	346	1487	456	283	1394	556	440	1813	685	283	1580	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.6	30.0	35.6	47.7	33.9	25.3	45.3	32.6	18.0	47.6	34.8	20.4
Incr Delay (d2), s/veh	37.7	0.3	27.7	43.6	2.0	0.6	44.4	18.7	0.3	41.0	15.6	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	4.8	13.2	5.1	7.5	4.7	8.1	16.6	3.1	4.9	13.9	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	84.3	30.3	63.3	91.3	35.9	25.9	89.7	51.3	18.2	88.6	50.4	20.8
LnGrp LOS	F	C	E	F	D	C	F	D	B	F	D	C
Approach Vol, veh/h		1498			1545			2456			2047	
Approach Delay, s/veh		51.6			44.0			55.3			51.8	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	43.0	13.0	35.6	18.0	38.0	15.0	33.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	39.0	9.0	32.0	14.0	34.0	11.0	30.0
Max Q Clear Time (g_c+I1), s	10.5	40.4	10.7	31.0	16.0	34.4	12.5	21.6
Green Ext Time (p_c), s	0.0	0.0	0.0	0.6	0.0	0.0	0.0	4.4

Intersection Summary	
HCM 7th Control Delay, s/veh	51.3
HCM 7th LOS	D



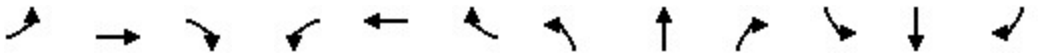
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	1254	118	142	1355	137	188	12	70	171	12	109
Future Volume (veh/h)	153	1254	118	142	1355	137	188	12	70	171	12	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1900	1900	1870	1870	1870	1900	1870	1900
Adj Flow Rate, veh/h	156	1280	120	145	1383	140	192	12	71	183	0	111
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	2	2	0	0	2	2	2	0	2	0
Cap, veh/h	271	1622	495	183	1755	544	242	15	90	423	0	188
Arrive On Green	0.08	0.31	0.31	0.10	0.34	0.34	0.20	0.20	0.20	0.12	0.00	0.12
Sat Flow, veh/h	3510	5187	1583	1781	5187	1609	1208	75	447	3619	0	1610
Grp Volume(v), veh/h	156	1280	120	145	1383	140	275	0	0	183	0	111
Grp Sat Flow(s),veh/h/ln	1755	1729	1583	1781	1729	1609	1730	0	0	1810	0	1610
Q Serve(g_s), s	2.6	13.5	3.4	4.8	14.4	3.8	9.1	0.0	0.0	2.8	0.0	3.9
Cycle Q Clear(g_c), s	2.6	13.5	3.4	4.8	14.4	3.8	9.1	0.0	0.0	2.8	0.0	3.9
Prop In Lane	1.00		1.00	1.00		1.00	0.70		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	271	1622	495	183	1755	544	347	0	0	423	0	188
V/C Ratio(X)	0.58	0.79	0.24	0.79	0.79	0.26	0.79	0.00	0.00	0.43	0.00	0.59
Avail Cap(c_a), veh/h	293	1731	528	208	1904	591	548	0	0	1087	0	484
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	1.00
Uniform Delay (d), s/veh	26.7	18.8	15.3	26.3	17.9	14.4	22.8	0.0	0.0	24.6	0.0	25.1
Incr Delay (d2), s/veh	2.4	2.4	0.3	16.6	2.1	0.2	4.1	0.0	0.0	0.7	0.0	2.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	4.7	1.0	2.6	4.9	1.1	3.8	0.0	0.0	1.2	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.1	21.2	15.6	42.8	20.0	14.6	26.9	0.0	0.0	25.3	0.0	28.0
LnGrp LOS	C	C	B	D	C	B	C			C		C
Approach Vol, veh/h		1556			1668			275			294	
Approach Delay, s/veh		21.6			21.6			26.9			26.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		16.0	10.2	22.7		11.0	8.6	24.3				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		19.0	7.0	20.0		18.0	5.0	22.0				
Max Q Clear Time (g_c+I1), s		11.1	6.8	15.5		5.9	4.6	16.4				
Green Ext Time (p_c), s		1.0	0.0	2.9		0.8	0.0	3.9				

Intersection Summary	
HCM 7th Control Delay, s/veh	22.3
HCM 7th LOS	C

Notes

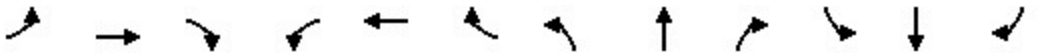
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	1259	170	86	1431	140	170	65	46	215	88	158
Future Volume (veh/h)	148	1259	170	86	1431	140	170	65	46	215	88	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	156	1325	179	91	1506	147	179	68	48	226	93	166
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	273	2145	666	118	2081	646	280	554	245	344	619	271
Arrive On Green	0.08	0.41	0.41	0.07	0.40	0.40	0.08	0.15	0.15	0.10	0.17	0.17
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	3510	3610	1601	3510	3610	1578
Grp Volume(v), veh/h	156	1325	179	91	1506	147	179	68	48	226	93	166
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1755	1805	1601	1755	1805	1578
Q Serve(g_s), s	2.5	11.9	4.4	2.9	14.5	3.6	2.9	1.0	1.6	3.7	1.3	5.8
Cycle Q Clear(g_c), s	2.5	11.9	4.4	2.9	14.5	3.6	2.9	1.0	1.6	3.7	1.3	5.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	273	2145	666	118	2081	646	280	554	245	344	619	271
V/C Ratio(X)	0.57	0.62	0.27	0.77	0.72	0.23	0.64	0.12	0.20	0.66	0.15	0.61
Avail Cap(c_a), veh/h	296	2360	733	183	2447	760	296	1886	836	591	2190	957
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	26.4	13.7	11.5	27.3	15.0	11.7	26.5	21.7	21.9	25.8	20.9	22.8
Incr Delay (d2), s/veh	2.2	0.4	0.2	9.9	0.9	0.2	4.2	0.1	0.4	2.1	0.1	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.6	1.2	1.4	4.5	1.0	1.3	0.4	0.5	1.5	0.5	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.7	14.1	11.7	37.2	15.9	11.9	30.7	21.8	22.3	27.9	21.0	25.0
LnGrp LOS	C	B	B	D	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1660			1744			295			485	
Approach Delay, s/veh		15.2			16.7			27.3			25.6	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	13.1	7.9	28.5	8.7	14.2	8.6	27.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	31.0	6.0	27.0	5.0	36.0	5.0	28.0
Max Q Clear Time (g_c+I1), s	5.7	3.6	4.9	13.9	4.9	7.8	4.5	16.5
Green Ext Time (p_c), s	0.3	0.5	0.0	7.2	0.0	1.1	0.0	7.3

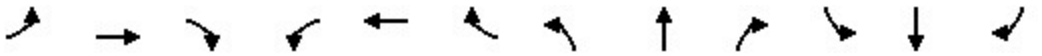
Intersection Summary	
HCM 7th Control Delay, s/veh	17.9
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	960	402	304	663	182	355	1153	459	178	967	196
Future Volume (veh/h)	225	960	402	304	663	182	355	1153	459	178	967	196
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796
Adj Flow Rate, veh/h	237	1011	423	320	698	192	374	1214	483	187	1018	206
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	297	1379	427	377	1497	464	435	1914	594	247	1139	501
Arrive On Green	0.09	0.28	0.28	0.11	0.31	0.31	0.13	0.39	0.39	0.07	0.33	0.33
Sat Flow, veh/h	3319	4904	1519	3319	4904	1519	3319	4904	1521	3319	3413	1502
Grp Volume(v), veh/h	237	1011	423	320	698	192	374	1214	483	187	1018	206
Grp Sat Flow(s),veh/h/ln	1659	1635	1519	1659	1635	1519	1659	1635	1521	1659	1706	1502
Q Serve(g_s), s	8.0	21.2	31.6	10.8	13.1	11.4	12.6	22.8	32.3	6.3	32.2	12.1
Cycle Q Clear(g_c), s	8.0	21.2	31.6	10.8	13.1	11.4	12.6	22.8	32.3	6.3	32.2	12.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	297	1379	427	377	1497	464	435	1914	594	247	1139	501
V/C Ratio(X)	0.80	0.73	0.99	0.85	0.47	0.41	0.86	0.63	0.81	0.76	0.89	0.41
Avail Cap(c_a), veh/h	379	1379	427	408	1497	464	496	1982	615	350	1230	541
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.8	37.0	40.7	49.5	32.0	31.4	48.4	28.1	31.0	51.7	36.0	29.3
Incr Delay (d2), s/veh	9.0	2.0	40.8	14.7	0.2	0.6	13.0	0.6	8.0	5.9	8.3	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	8.3	15.9	5.1	5.0	4.1	5.8	8.4	12.3	2.7	13.8	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.8	39.1	81.6	64.2	32.2	32.0	61.5	28.7	39.0	57.5	44.3	29.8
LnGrp LOS	E	D	F	E	C	C	E	C	D	E	D	C
Approach Vol, veh/h		1671			1210			2071			1411	
Approach Delay, s/veh		52.8			40.6			37.0			43.9	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	48.4	16.9	36.0	18.9	42.0	14.2	38.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	46.0	14.0	32.0	17.0	41.0	13.0	33.0
Max Q Clear Time (g_c+I1), s	8.3	24.8	12.8	33.6	14.6	34.2	10.0	15.1
Green Ext Time (p_c), s	0.2	5.7	0.1	0.0	0.3	3.8	0.2	4.6

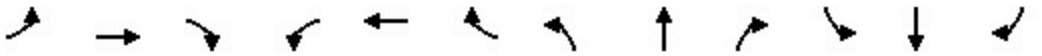
Intersection Summary	
HCM 7th Control Delay, s/veh	43.4
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	786	20	39	1041	304	47	39	40	203	47	115
Future Volume (veh/h)	112	786	20	39	1041	304	47	39	40	203	47	115
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		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	118	827	21	41	1096	320	49	41	42	214	49	121
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	151	2050	633	76	1275	566	85	260	219	267	450	380
Arrive On Green	0.08	0.40	0.40	0.04	0.35	0.35	0.05	0.14	0.14	0.15	0.24	0.24
Sat Flow, veh/h	1810	5187	1602	1810	3610	1601	1810	1900	1600	1810	1900	1604
Grp Volume(v), veh/h	118	827	21	41	1096	320	49	41	42	214	49	121
Grp Sat Flow(s),veh/h/ln	1810	1729	1602	1810	1805	1601	1810	1900	1600	1810	1900	1604
Q Serve(g_s), s	3.7	6.6	0.5	1.3	16.2	9.3	1.5	1.1	1.3	6.6	1.2	3.6
Cycle Q Clear(g_c), s	3.7	6.6	0.5	1.3	16.2	9.3	1.5	1.1	1.3	6.6	1.2	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	151	2050	633	76	1275	566	85	260	219	267	450	380
V/C Ratio(X)	0.78	0.40	0.03	0.54	0.86	0.57	0.57	0.16	0.19	0.80	0.11	0.32
Avail Cap(c_a), veh/h	158	2050	633	189	1383	614	158	827	697	378	1059	894
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	25.8	12.5	10.6	27.0	17.2	15.0	26.8	21.9	22.0	23.7	17.1	18.1
Incr Delay (d2), s/veh	21.0	0.1	0.0	5.9	5.4	1.0	5.9	0.3	0.4	8.0	0.1	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	1.9	0.1	0.6	6.1	2.8	0.7	0.5	0.5	3.1	0.5	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.7	12.6	10.7	32.9	22.6	16.0	32.7	22.1	22.4	31.7	17.3	18.5
LnGrp LOS	D	B	B	C	C	B	C	C	C	C	B	B
Approach Vol, veh/h		966			1457			132			384	
Approach Delay, s/veh		16.7			21.5			26.1			25.7	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	11.9	6.4	26.7	6.7	17.6	8.8	24.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	25.0	6.0	21.0	5.0	32.0	5.0	22.0
Max Q Clear Time (g_c+I1), s	8.6	3.3	3.3	8.6	3.5	5.6	5.7	18.2
Green Ext Time (p_c), s	0.2	0.3	0.0	4.1	0.0	0.6	0.0	2.1

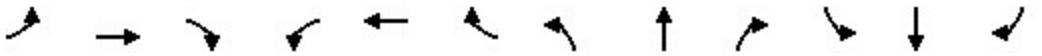
Intersection Summary	
HCM 7th Control Delay, s/veh	20.7
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	858	158	109	843	14	207	34	101	39	28	8
Future Volume (veh/h)	33	858	158	109	843	14	207	34	101	39	28	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		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	903	166	115	887	15	218	36	106	41	29	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	69	1162	502	148	1321	584	271	475	402	77	271	226
Arrive On Green	0.04	0.32	0.32	0.08	0.37	0.37	0.15	0.25	0.25	0.04	0.14	0.14
Sat Flow, veh/h	1810	3610	1560	1810	3610	1597	1810	1900	1606	1810	1900	1582
Grp Volume(v), veh/h	35	903	166	115	887	15	218	36	106	41	29	8
Grp Sat Flow(s),veh/h/ln	1810	1805	1560	1810	1805	1597	1810	1900	1606	1810	1900	1582
Q Serve(g_s), s	1.0	11.9	4.3	3.3	10.9	0.3	6.1	0.8	2.8	1.2	0.7	0.2
Cycle Q Clear(g_c), s	1.0	11.9	4.3	3.3	10.9	0.3	6.1	0.8	2.8	1.2	0.7	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	69	1162	502	148	1321	584	271	475	402	77	271	226
V/C Ratio(X)	0.51	0.78	0.33	0.78	0.67	0.03	0.80	0.08	0.26	0.53	0.11	0.04
Avail Cap(c_a), veh/h	172	1437	621	206	1506	666	343	1117	944	206	973	810
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	24.9	16.2	13.6	23.7	14.1	10.7	21.7	15.1	15.9	24.7	19.7	19.5
Incr Delay (d2), s/veh	5.7	2.2	0.4	11.6	1.0	0.0	10.4	0.1	0.3	5.5	0.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	4.1	1.2	1.7	3.4	0.1	3.0	0.3	0.9	0.6	0.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.6	18.4	14.0	35.4	15.0	10.7	32.0	15.2	16.2	30.2	19.9	19.5
LnGrp LOS	C	B	B	D	B	B	C	B	B	C	B	B
Approach Vol, veh/h		1104			1017			360			78	
Approach Delay, s/veh		18.1			17.3			25.7			25.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	17.2	8.3	21.0	11.9	11.5	6.0	23.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	31.0	6.0	21.0	10.0	27.0	5.0	22.0
Max Q Clear Time (g_c+I1), s	3.2	4.8	5.3	13.9	8.1	2.7	3.0	12.9
Green Ext Time (p_c), s	0.0	0.5	0.0	2.9	0.1	0.1	0.0	3.6

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	297	3	692	714	687	761	318	1549	23	6	1972	328
Future Volume (veh/h)	297	3	692	714	687	761	318	1549	23	6	1972	328
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	308	0	713	807	609	785	328	1597	24	6	2033	338
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	505	0	448	926	486	823	299	2251	34	40	1889	586
Arrive On Green	0.14	0.00	0.14	0.26	0.26	0.26	0.09	0.44	0.44	0.02	0.38	0.38
Sat Flow, veh/h	3506	0	3113	3506	1841	3116	3401	5100	77	1753	5025	1559
Grp Volume(v), veh/h	308	0	713	807	609	785	328	1049	572	6	2033	338
Grp Sat Flow(s),veh/h/ln	1753	0	1557	1753	1841	1558	1700	1675	1827	1753	1675	1559
Q Serve(g_s), s	10.3	0.0	18.0	27.5	33.0	31.0	11.0	31.8	31.8	0.4	47.0	21.6
Cycle Q Clear(g_c), s	10.3	0.0	18.0	27.5	33.0	31.0	11.0	31.8	31.8	0.4	47.0	21.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	505	0	448	926	486	823	299	1479	806	40	1889	586
V/C Ratio(X)	0.61	0.00	1.59	0.87	1.25	0.95	1.10	0.71	0.71	0.15	1.08	0.58
Avail Cap(c_a), veh/h	505	0	448	926	486	823	299	1479	806	210	1889	586
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.2	0.0	53.5	44.0	46.0	45.3	57.0	28.4	28.4	59.9	39.0	31.1
Incr Delay (d2), s/veh	2.1	0.0	276.1	9.1	130.0	21.0	80.2	1.6	2.9	1.7	44.5	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	24.0	12.6	31.9	13.8	7.9	12.1	13.5	0.2	25.6	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.3	0.0	329.6	53.1	176.0	66.2	137.2	30.0	31.3	61.7	83.5	32.5
LnGrp LOS	D		F	D	F	E	F	C	C	E	F	C
Approach Vol, veh/h		1021			2201			1949			2377	
Approach Delay, s/veh		245.9			91.8			48.4			76.2	
Approach LOS		F			F			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	59.2		22.0	15.0	51.0		37.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	15.0	43.0		18.0	11.0	47.0		33.0				
Max Q Clear Time (g_c+I1), s	2.4	33.8		20.0	13.0	49.0		35.0				
Green Ext Time (p_c), s	0.0	5.9		0.0	0.0	0.0		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	96.5
HCM 7th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.



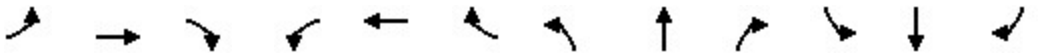
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	684	62	101	1037	55	73
Future Volume (veh/h)	684	62	101	1037	55	73
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	720	65	106	1092	58	77
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1219	110	174	2125	112	149
Arrive On Green	0.36	0.36	0.10	0.59	0.16	0.16
Sat Flow, veh/h	3442	302	1810	3705	721	958
Grp Volume(v), veh/h	388	397	106	1092	136	0
Grp Sat Flow(s),veh/h/ln	1805	1844	1810	1805	1692	0
Q Serve(g_s), s	5.4	5.4	1.8	5.6	2.3	0.0
Cycle Q Clear(g_c), s	5.4	5.4	1.8	5.6	2.3	0.0
Prop In Lane		0.16	1.00		0.43	0.57
Lane Grp Cap(c), veh/h	657	672	174	2125	263	0
V/C Ratio(X)	0.59	0.59	0.61	0.51	0.52	0.00
Avail Cap(c_a), veh/h	1329	1358	637	4393	758	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.0	8.0	13.5	3.8	12.1	0.0
Incr Delay (d2), s/veh	0.8	0.8	3.4	0.2	1.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.0	0.6	0.1	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	8.9	8.9	16.9	4.0	13.7	0.0
LnGrp LOS	A	A	B	A	B	
Approach Vol, veh/h	785			1198	136	
Approach Delay, s/veh	8.9			5.1	13.7	
Approach LOS	A			A	B	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	8.8	7.0	15.4		22.4
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	14.0	11.0	23.0		38.0
Max Q Clear Time (g_c+I1), s	4.3	3.8	7.4		7.6
Green Ext Time (p_c), s	0.2	0.1	3.8		8.1

Intersection Summary	
HCM 7th Control Delay, s/veh	7.1
HCM 7th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	301	192	208	431	307	253	1500	135	219	1385	167
Future Volume (veh/h)	206	301	192	208	431	307	253	1500	135	219	1385	167
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		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	217	317	202	219	454	323	266	1579	142	231	1458	176
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	320	971	749	320	971	431	324	1751	536	321	1747	541
Arrive On Green	0.09	0.27	0.27	0.09	0.27	0.27	0.09	0.34	0.34	0.09	0.34	0.34
Sat Flow, veh/h	3510	3610	2785	3510	3610	1603	3510	5187	1587	3510	5187	1607
Grp Volume(v), veh/h	217	317	202	219	454	323	266	1579	142	231	1458	176
Grp Sat Flow(s),veh/h/ln	1755	1805	1393	1755	1805	1603	1755	1729	1587	1755	1729	1607
Q Serve(g_s), s	4.5	5.3	4.3	4.6	8.0	14.0	5.7	22.0	4.9	4.9	19.7	6.2
Cycle Q Clear(g_c), s	4.5	5.3	4.3	4.6	8.0	14.0	5.7	22.0	4.9	4.9	19.7	6.2
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	320	971	749	320	971	431	324	1751	536	321	1747	541
V/C Ratio(X)	0.68	0.33	0.27	0.68	0.47	0.75	0.82	0.90	0.27	0.72	0.83	0.33
Avail Cap(c_a), veh/h	416	1616	1247	324	1521	675	324	1776	543	324	1776	550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.4	22.2	21.9	33.4	23.2	25.4	33.9	24.0	18.3	33.6	23.2	18.8
Incr Delay (d2), s/veh	2.9	0.2	0.2	5.8	0.4	2.6	15.5	6.8	0.3	7.5	3.6	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	1.9	2.0	1.3	2.1	3.1	5.0	2.9	8.8	1.6	2.2	7.5	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.3	22.4	22.1	39.2	23.6	28.0	49.4	30.7	18.6	41.0	26.8	19.1
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	C	B
Approach Vol, veh/h		736			996			1987			1865	
Approach Delay, s/veh		26.4			28.5			32.3			27.8	
Approach LOS		C			C			C			C	

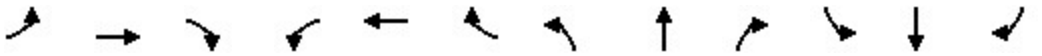
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	29.6	10.9	24.4	11.0	29.6	10.9	24.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	26.0	7.0	34.0	7.0	26.0	9.0	32.0
Max Q Clear Time (g_c+I1), s	6.9	24.0	6.6	7.3	7.7	21.7	6.5	16.0
Green Ext Time (p_c), s	0.0	1.6	0.0	2.6	0.0	3.2	0.2	3.4

Intersection Summary	
HCM 7th Control Delay, s/veh	29.4
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	583	27	61	783	33	35	3	84	16	4	11
Future Volume (veh/h)	10	583	27	61	783	33	35	3	84	16	4	11
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		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	614	28	64	824	35	37	3	88	17	4	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	36	1041	449	152	1241	53	248	20	238	131	31	92
Arrive On Green	0.02	0.29	0.29	0.08	0.35	0.35	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1810	3610	1555	1810	3523	150	1680	136	1607	896	211	633
Grp Volume(v), veh/h	11	614	28	64	422	437	40	0	88	33	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1555	1810	1805	1868	1816	0	1607	1740	0	0
Q Serve(g_s), s	0.3	7.0	0.6	1.6	9.5	9.5	0.9	0.0	2.4	0.8	0.0	0.0
Cycle Q Clear(g_c), s	0.3	7.0	0.6	1.6	9.5	9.5	0.9	0.0	2.4	0.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.08	0.92		1.00	0.52		0.36
Lane Grp Cap(c), veh/h	36	1041	449	152	636	658	268	0	238	254	0	0
V/C Ratio(X)	0.31	0.59	0.06	0.42	0.66	0.66	0.15	0.00	0.37	0.13	0.00	0.00
Avail Cap(c_a), veh/h	264	2185	942	264	1093	1131	796	0	704	254	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	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.2	14.6	12.4	20.8	13.1	13.1	17.8	0.0	18.4	17.8	0.0	0.0
Incr Delay (d2), s/veh	4.7	0.5	0.1	1.9	1.2	1.2	0.3	0.0	1.0	0.2	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.2	0.2	0.6	2.9	3.0	0.3	0.0	0.8	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.8	15.2	12.4	22.7	14.3	14.3	18.0	0.0	19.4	18.0	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	B		B	B		
Approach Vol, veh/h		653			923			128			33	
Approach Delay, s/veh		15.2			14.9			19.0			18.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	11.1	8.0	17.8	11.0	5.0	20.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	21.0	7.0	29.0	7.0	7.0	29.0
Max Q Clear Time (g_c+I1), s	4.4	3.6	9.0	2.8	2.3	11.5
Green Ext Time (p_c), s	0.4	0.0	3.6	0.0	0.0	4.4

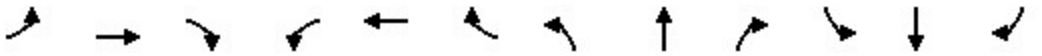
Intersection Summary	
HCM 7th Control Delay, s/veh	15.4
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	357	115	183	405	123	112	137	143	74	78	19
Future Volume (veh/h)	35	357	115	183	405	123	112	137	143	74	78	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.93	1.00		0.92
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	376	121	193	426	129	118	144	151	78	82	20
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	93	575	257	286	684	305	228	851	669	143	668	163
Arrive On Green	0.05	0.16	0.16	0.08	0.19	0.19	0.07	0.45	0.45	0.08	0.46	0.46
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	1900	1493	1810	1447	353
Grp Volume(v), veh/h	37	376	121	193	426	129	118	144	151	78	0	102
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1900	1493	1810	0	1799
Q Serve(g_s), s	1.4	6.7	4.7	3.7	7.5	4.9	2.2	3.1	4.3	2.9	0.0	2.2
Cycle Q Clear(g_c), s	1.4	6.7	4.7	3.7	7.5	4.9	2.2	3.1	4.3	2.9	0.0	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	93	575	257	286	684	305	228	851	669	143	0	831
V/C Ratio(X)	0.40	0.65	0.47	0.67	0.62	0.42	0.52	0.17	0.23	0.55	0.00	0.12
Avail Cap(c_a), veh/h	184	1311	585	357	1311	585	306	966	759	184	0	941
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	31.6	27.2	26.3	30.7	25.7	24.6	31.1	11.4	11.7	30.5	0.0	10.6
Incr Delay (d2), s/veh	2.7	1.3	1.3	3.6	0.9	0.9	1.8	0.1	0.2	3.2	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	0.6	2.7	1.7	1.5	2.9	1.7	0.9	1.1	1.2	1.3	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.3	28.4	27.6	34.3	26.6	25.5	33.0	11.4	11.8	33.8	0.0	10.6
LnGrp LOS	C	C	C	C	C	C	C	B	B	C		B
Approach Vol, veh/h		534			748			413			180	
Approach Delay, s/veh		28.7			28.4			17.7			20.7	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	34.8	9.6	15.0	8.5	35.8	7.6	17.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	35.0	7.0	25.0	6.0	36.0	7.0	25.0
Max Q Clear Time (g_c+I1), s	4.9	6.3	5.7	8.7	4.2	4.2	3.4	9.5
Green Ext Time (p_c), s	0.0	1.2	0.1	2.2	0.0	0.5	0.0	2.5

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	385	48	59	374	101	41	35	61	122	33	57
Future Volume (veh/h)	45	385	48	59	374	101	41	35	61	122	33	57
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		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	47	405	51	62	394	106	43	37	64	128	35	60
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	93	812	360	114	854	379	168	387	327	338	479	400
Arrive On Green	0.05	0.23	0.23	0.06	0.24	0.24	0.05	0.20	0.20	0.10	0.25	0.25
Sat Flow, veh/h	1810	3610	1599	1810	3610	1600	3510	1900	1603	3510	1900	1584
Grp Volume(v), veh/h	47	405	51	62	394	106	43	37	64	128	35	60
Grp Sat Flow(s),veh/h/ln	1810	1805	1599	1810	1805	1600	1755	1900	1603	1755	1900	1584
Q Serve(g_s), s	1.0	3.8	1.0	1.3	3.6	2.1	0.5	0.6	1.3	1.3	0.5	1.1
Cycle Q Clear(g_c), s	1.0	3.8	1.0	1.3	3.6	2.1	0.5	0.6	1.3	1.3	0.5	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	93	812	360	114	854	379	168	387	327	338	479	400
V/C Ratio(X)	0.51	0.50	0.14	0.55	0.46	0.28	0.26	0.10	0.20	0.38	0.07	0.15
Avail Cap(c_a), veh/h	280	2417	1071	326	2510	1113	452	1713	1445	542	1762	1468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.9	13.1	12.0	17.7	12.7	12.1	17.8	12.6	12.8	16.5	11.1	11.3
Incr Delay (d2), s/veh	4.2	0.5	0.2	4.0	0.4	0.4	0.8	0.1	0.3	0.7	0.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.1	0.3	0.5	1.0	0.5	0.2	0.2	0.3	0.4	0.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.2	13.6	12.2	21.7	13.1	12.5	18.6	12.7	13.1	17.1	11.1	11.5
LnGrp LOS	C	B	B	C	B	B	B	B	B	B	B	B
Approach Vol, veh/h		503			562			144			223	
Approach Delay, s/veh		14.3			13.9			14.6			14.7	
Approach LOS		B			B			B			B	

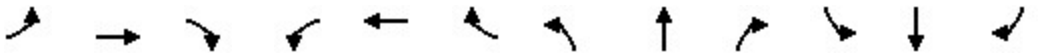
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	11.9	6.4	12.7	5.9	13.8	6.0	13.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	35.0	7.0	26.0	5.0	36.0	6.0	27.0
Max Q Clear Time (g_c+I1), s	3.3	3.3	3.3	5.8	2.5	3.1	3.0	5.6
Green Ext Time (p_c), s	0.1	0.3	0.0	2.4	0.0	0.3	0.0	2.5

Intersection Summary	
HCM 7th Control Delay, s/veh	14.2
HCM 7th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	165	221	107	269	156	479	1306	167	165	1041	71
Future Volume (veh/h)	44	165	221	107	269	156	479	1306	167	165	1041	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	174	233	113	283	164	504	1375	176	174	1096	75
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	154	719	320	240	1159	354	557	2089	640	267	1662	509
Arrive On Green	0.04	0.20	0.20	0.07	0.22	0.22	0.16	0.40	0.40	0.08	0.32	0.32
Sat Flow, veh/h	3510	3610	1608	3510	5187	1586	3510	5187	1589	3510	5187	1588
Grp Volume(v), veh/h	46	174	233	113	283	164	504	1375	176	174	1096	75
Grp Sat Flow(s),veh/h/ln	1755	1805	1608	1755	1729	1586	1755	1729	1589	1755	1729	1588
Q Serve(g_s), s	0.8	2.6	8.6	2.0	2.8	5.6	8.9	13.6	4.7	3.0	11.5	2.1
Cycle Q Clear(g_c), s	0.8	2.6	8.6	2.0	2.8	5.6	8.9	13.6	4.7	3.0	11.5	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	154	719	320	240	1159	354	557	2089	640	267	1662	509
V/C Ratio(X)	0.30	0.24	0.73	0.47	0.24	0.46	0.91	0.66	0.28	0.65	0.66	0.15
Avail Cap(c_a), veh/h	278	1889	841	334	2796	855	557	2878	882	278	2467	755
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.2	21.3	23.7	28.3	20.1	21.2	26.1	15.3	12.6	28.3	18.5	15.3
Incr Delay (d2), s/veh	1.1	0.2	3.2	1.4	0.1	0.9	18.4	0.4	0.2	5.0	0.5	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	0.3	1.0	3.1	0.8	1.0	1.9	4.6	4.2	1.4	1.3	3.8	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.3	21.4	26.8	29.7	20.2	22.1	44.5	15.7	12.9	33.4	18.9	15.4
LnGrp LOS	C	C	C	C	C	C	D	B	B	C	B	B
Approach Vol, veh/h		453			560			2055			1345	
Approach Delay, s/veh		25.1			22.7			22.5			20.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	29.4	8.3	16.6	14.0	24.2	6.8	18.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	35.0	6.0	33.0	10.0	30.0	5.0	34.0
Max Q Clear Time (g_c+I1), s	5.0	15.6	4.0	10.6	10.9	13.5	2.8	7.6
Green Ext Time (p_c), s	0.0	9.5	0.1	1.6	0.0	6.6	0.0	2.2

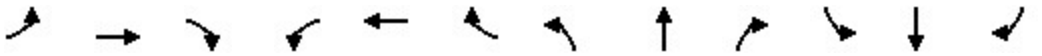
Intersection Summary	
HCM 7th Control Delay, s/veh	22.2
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	465	190	255	837	36	317	732	240	58	715	71
Future Volume (veh/h)	35	465	190	255	837	36	317	732	240	58	715	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	489	200	268	881	38	334	771	253	61	753	75
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	133	964	429	374	1183	51	390	1158	513	183	1358	418
Arrive On Green	0.04	0.27	0.27	0.11	0.34	0.34	0.11	0.32	0.32	0.05	0.26	0.26
Sat Flow, veh/h	3510	3610	1607	3510	3525	152	3510	3610	1600	3510	5187	1597
Grp Volume(v), veh/h	37	489	200	268	451	468	334	771	253	61	753	75
Grp Sat Flow(s),veh/h/ln	1755	1805	1607	1755	1805	1872	1755	1805	1600	1755	1729	1597
Q Serve(g_s), s	0.6	7.2	6.6	4.7	14.0	14.0	5.9	11.6	8.0	1.1	7.9	2.3
Cycle Q Clear(g_c), s	0.6	7.2	6.6	4.7	14.0	14.0	5.9	11.6	8.0	1.1	7.9	2.3
Prop In Lane	1.00		1.00	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	133	964	429	374	606	629	390	1158	513	183	1358	418
V/C Ratio(X)	0.28	0.51	0.47	0.72	0.74	0.74	0.86	0.67	0.49	0.33	0.55	0.18
Avail Cap(c_a), veh/h	278	1602	713	445	887	920	390	1888	837	278	2549	785
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.5	19.6	19.4	27.3	18.6	18.6	27.6	18.5	17.3	28.8	20.1	18.0
Incr Delay (d2), s/veh	1.1	0.4	0.8	4.4	2.0	1.9	17.0	0.7	0.7	1.1	0.4	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.7	2.3	2.0	5.3	5.5	3.1	4.0	2.7	0.4	2.7	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.6	20.0	20.1	31.7	20.5	20.4	44.6	19.2	18.0	29.9	20.5	18.2
LnGrp LOS	C	C	C	C	C	C	D	B	B	C	C	B
Approach Vol, veh/h		726			1187			1358			889	
Approach Delay, s/veh		20.6			23.0			25.2			20.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	24.2	10.7	20.8	11.0	20.5	6.4	25.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	33.0	8.0	28.0	7.0	31.0	5.0	31.0
Max Q Clear Time (g_c+I1), s	3.1	13.6	6.7	9.2	7.9	9.9	2.6	16.0
Green Ext Time (p_c), s	0.0	5.3	0.1	3.5	0.0	4.7	0.0	4.9

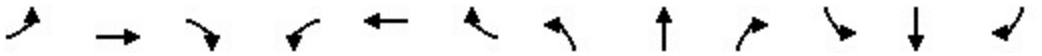
Intersection Summary	
HCM 7th Control Delay, s/veh	22.9
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	638	160	228	896	109	408	1103	255	187	915	139
Future Volume (veh/h)	149	638	160	228	896	109	408	1103	255	187	915	139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	157	672	168	240	943	115	429	1161	268	197	963	146
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	239	1439	439	320	1559	470	516	1767	548	288	1430	443
Arrive On Green	0.07	0.28	0.28	0.09	0.30	0.30	0.15	0.34	0.34	0.08	0.28	0.28
Sat Flow, veh/h	3510	5187	1582	3510	5187	1563	3510	5187	1609	3510	5187	1608
Grp Volume(v), veh/h	157	672	168	240	943	115	429	1161	268	197	963	146
Grp Sat Flow(s),veh/h/ln	1755	1729	1582	1755	1729	1563	1755	1729	1609	1755	1729	1608
Q Serve(g_s), s	3.3	8.2	6.6	5.1	11.9	4.3	9.1	14.6	10.1	4.2	12.7	5.5
Cycle Q Clear(g_c), s	3.3	8.2	6.6	5.1	11.9	4.3	9.1	14.6	10.1	4.2	12.7	5.5
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	239	1439	439	320	1559	470	516	1767	548	288	1430	443
V/C Ratio(X)	0.66	0.47	0.38	0.75	0.60	0.24	0.83	0.66	0.49	0.68	0.67	0.33
Avail Cap(c_a), veh/h	320	2097	640	320	2097	632	549	2435	755	458	2300	713
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	34.9	23.0	22.4	34.0	22.9	20.2	31.8	21.5	20.0	34.2	24.7	22.1
Incr Delay (d2), s/veh	3.0	0.2	0.5	9.4	0.4	0.3	10.0	0.4	0.7	2.9	0.6	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.1	2.2	2.4	4.3	1.4	4.2	5.1	3.4	1.7	4.6	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.9	23.2	22.9	43.4	23.3	20.5	41.8	21.9	20.7	37.1	25.3	22.6
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		997			1298			1858			1306	
Approach Delay, s/veh		25.5			26.8			26.3			26.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	30.1	11.0	25.3	15.3	25.1	9.2	27.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	36.0	7.0	31.0	12.0	34.0	7.0	31.0
Max Q Clear Time (g_c+I1), s	6.2	16.6	7.1	10.2	11.1	14.7	5.3	13.9
Green Ext Time (p_c), s	0.2	8.1	0.0	4.7	0.2	6.2	0.1	5.8

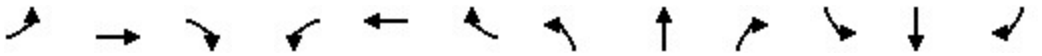
Intersection Summary	
HCM 7th Control Delay, s/veh	26.4
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	63	227	287	120	80	260	1499	213	24	1283	30
Future Volume (veh/h)	69	63	227	287	120	80	260	1499	213	24	1283	30
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		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	70	64	232	293	122	82	265	1530	217	24	1309	31
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	91	350	289	328	598	497	289	1960	277	46	1517	469
Arrive On Green	0.05	0.18	0.18	0.18	0.31	0.31	0.16	0.43	0.43	0.03	0.29	0.29
Sat Flow, veh/h	1810	1900	1571	1810	1900	1579	1810	4590	650	1810	5187	1605
Grp Volume(v), veh/h	70	64	232	293	122	82	265	1152	595	24	1309	31
Grp Sat Flow(s),veh/h/ln	1810	1900	1571	1810	1900	1579	1810	1729	1781	1810	1729	1605
Q Serve(g_s), s	3.3	2.5	12.4	13.9	4.1	3.3	12.6	25.1	25.2	1.1	20.9	1.2
Cycle Q Clear(g_c), s	3.3	2.5	12.4	13.9	4.1	3.3	12.6	25.1	25.2	1.1	20.9	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.36	1.00		1.00
Lane Grp Cap(c), veh/h	91	350	289	328	598	497	289	1477	761	46	1517	469
V/C Ratio(X)	0.77	0.18	0.80	0.89	0.20	0.16	0.92	0.78	0.78	0.53	0.86	0.07
Avail Cap(c_a), veh/h	186	477	394	330	629	523	289	1477	761	103	1598	494
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	41.1	30.2	34.2	35.1	22.0	21.7	36.3	21.6	21.6	42.2	29.3	22.4
Incr Delay (d2), s/veh	12.7	0.2	8.2	25.1	0.2	0.2	32.1	2.8	5.3	9.0	4.9	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.1	5.1	8.0	1.7	1.2	7.7	9.2	10.0	0.6	8.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.9	30.4	42.4	60.1	22.1	21.8	68.4	24.3	26.9	51.2	34.3	22.4
LnGrp LOS	D	C	D	E	C	C	E	C	C	D	C	C
Approach Vol, veh/h		366			497			2012			1364	
Approach Delay, s/veh		42.5			44.5			30.9			34.3	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	41.4	19.9	20.1	18.0	29.6	8.4	31.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	36.0	16.0	22.0	14.0	27.0	9.0	29.0
Max Q Clear Time (g_c+I1), s	3.1	27.2	15.9	14.4	14.6	22.9	5.3	6.1
Green Ext Time (p_c), s	0.0	6.2	0.0	0.6	0.0	2.7	0.0	0.8

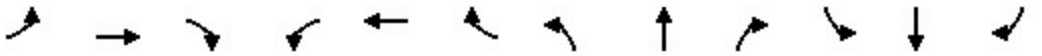
Intersection Summary	
HCM 7th Control Delay, s/veh	34.6
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	19	94	143	33	107	95	1814	104	84	1714	44
Future Volume (veh/h)	50	19	94	143	33	107	95	1814	104	84	1714	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	20	99	151	35	113	100	1909	109	88	1804	46
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	90	34	166	277	285	238	129	2373	734	119	2344	710
Arrive On Green	0.05	0.12	0.12	0.08	0.15	0.15	0.07	0.46	0.46	0.07	0.45	0.45
Sat Flow, veh/h	1810	278	1375	3510	1900	1588	1810	5187	1605	1810	5187	1571
Grp Volume(v), veh/h	53	0	119	151	35	113	100	1909	109	88	1804	46
Grp Sat Flow(s),veh/h/ln	1810	0	1653	1755	1900	1588	1810	1729	1605	1810	1729	1571
Q Serve(g_s), s	1.7	0.0	3.9	2.4	0.9	3.8	3.1	18.2	2.3	2.8	16.9	1.0
Cycle Q Clear(g_c), s	1.7	0.0	3.9	2.4	0.9	3.8	3.1	18.2	2.3	2.8	16.9	1.0
Prop In Lane	1.00		0.83	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	90	0	199	277	285	238	129	2373	734	119	2344	710
V/C Ratio(X)	0.59	0.00	0.60	0.54	0.12	0.47	0.78	0.80	0.15	0.74	0.77	0.06
Avail Cap(c_a), veh/h	157	0	745	304	857	716	157	2518	779	157	2518	763
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.8	0.0	24.0	25.6	21.2	22.4	26.3	13.4	9.1	26.5	13.3	8.9
Incr Delay (d2), s/veh	6.0	0.0	2.8	1.7	0.2	1.5	17.9	1.9	0.1	12.3	1.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	1.5	0.9	0.4	1.3	1.8	5.1	0.6	1.4	4.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.9	0.0	26.9	27.2	21.4	23.9	44.2	15.3	9.2	38.8	14.7	9.0
LnGrp LOS	C		C	C	C	C	D	B	A	D	B	A
Approach Vol, veh/h		172			299			2118			1938	
Approach Delay, s/veh		28.7			25.3			16.4			15.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	30.4	8.6	11.0	8.1	30.1	6.9	12.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	28.0	5.0	26.0	5.0	28.0	5.0	26.0
Max Q Clear Time (g_c+I1), s	4.8	20.2	4.4	5.9	5.1	18.9	3.7	5.8
Green Ext Time (p_c), s	0.0	6.2	0.0	0.5	0.0	6.7	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	17.1
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	284	0	157	0	0	0	304	1828	0	0	1671	285
Future Volume (veh/h)	284	0	157	0	0	0	304	1828	0	0	1671	285
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	299	0	165	0	0	0	320	1924	0	0	1759	300
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	868	0	268	0	316	0	376	3505	0	0	2017	626
Arrive On Green	0.17	0.00	0.17	0.00	0.00	0.00	0.21	0.68	0.00	0.00	0.39	0.39
Sat Flow, veh/h	3510	0	1610	0	1900	0	1810	5358	0	0	5358	1610
Grp Volume(v), veh/h	299	0	165	0	0	0	320	1924	0	0	1759	300
Grp Sat Flow(s),veh/h/ln	1755	0	1610	0	1900	0	1810	1729	0	0	1729	1610
Q Serve(g_s), s	3.9	0.0	4.8	0.0	0.0	0.0	8.6	9.7	0.0	0.0	15.9	7.1
Cycle Q Clear(g_c), s	3.9	0.0	4.8	0.0	0.0	0.0	8.6	9.7	0.0	0.0	15.9	7.1
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	868	0	268	0	316	0	376	3505	0	0	2017	626
V/C Ratio(X)	0.34	0.00	0.62	0.00	0.00	0.00	0.85	0.55	0.00	0.00	0.87	0.48
Avail Cap(c_a), veh/h	1807	0	698	0	824	0	392	3579	0	0	2045	635
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	0.0	19.6	0.0	0.0	0.0	19.3	4.2	0.0	0.0	14.3	11.6
Incr Delay (d2), s/veh	0.2	0.0	2.3	0.0	0.0	0.0	15.6	0.2	0.0	0.0	4.4	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	1.6	0.0	0.0	0.0	4.4	0.6	0.0	0.0	4.9	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.5	0.0	21.9	0.0	0.0	0.0	35.0	4.4	0.0	0.0	18.7	12.2
LnGrp LOS	B		C				C	A			B	B
Approach Vol, veh/h		464			0			2244			2059	
Approach Delay, s/veh		20.4			0.0			8.8			17.8	
Approach LOS		C						A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		38.3		12.4	14.6	23.7		12.4				
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s		35.0		22.0	11.0	20.0		22.0				
Max Q Clear Time (g_c+I1), s		11.7		6.8	10.6	17.9		0.0				
Green Ext Time (p_c), s		14.0		1.6	0.0	1.8		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			13.8									
HCM 7th LOS			B									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	0	397	96	0	73	446	2149	112	13	2147	81
Future Volume (veh/h)	81	0	397	96	0	73	446	2149	112	13	2147	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1870	1900	1870	1900	1900	1900	1900	1870
Adj Flow Rate, veh/h	0	0	494	98	0	74	455	2193	114	13	2191	83
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	0	2	0	2	0	0	0	0	2
Cap, veh/h	0	240	407	186	0	204	485	3857	1173	27	2523	771
Arrive On Green	0.00	0.00	0.13	0.13	0.00	0.13	0.27	0.74	0.74	0.01	0.49	0.49
Sat Flow, veh/h	0	1870	3170	917	0	1585	1781	5187	1577	1810	5187	1585
Grp Volume(v), veh/h	0	0	494	98	0	74	455	2193	114	13	2191	83
Grp Sat Flow(s),veh/h/ln	0	1870	1585	917	0	1585	1781	1729	1577	1810	1729	1585
Q Serve(g_s), s	0.0	0.0	13.6	11.1	0.0	4.5	26.5	19.9	2.1	0.8	39.9	3.0
Cycle Q Clear(g_c), s	0.0	0.0	13.6	11.1	0.0	4.5	26.5	19.9	2.1	0.8	39.9	3.0
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	240	407	186	0	204	485	3857	1173	27	2523	771
V/C Ratio(X)	0.00	0.00	1.21	0.53	0.00	0.36	0.94	0.57	0.10	0.48	0.87	0.11
Avail Cap(c_a), veh/h	0	405	686	266	0	343	520	3907	1188	85	2637	806
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	46.3	45.2	0.0	42.3	37.8	6.0	3.8	51.9	24.3	14.8
Incr Delay (d2), s/veh	0.0	0.0	108.6	2.3	0.0	1.1	24.3	0.2	0.0	12.5	3.3	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	0.0	0.0	11.4	2.6	0.0	1.8	13.9	4.6	0.4	0.4	14.8	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	154.9	47.5	0.0	43.4	62.0	6.2	3.8	64.4	27.5	14.8
LnGrp LOS			F	D		D	E	A	A	E	C	B
Approach Vol, veh/h		494			172			2762			2287	
Approach Delay, s/veh		154.9			45.7			15.3			27.3	
Approach LOS		F			D			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	83.0		17.6	32.9	55.7		17.6				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	5.0	80.0		23.0	31.0	54.0		23.0				
Max Q Clear Time (g_c+I1), s	2.8	21.9		0.0	28.5	41.9		13.1				
Green Ext Time (p_c), s	0.0	28.6		0.0	0.4	9.8		0.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	33.1
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	333	205	0	2241	2130	816
Future Volume (veh/h)	333	205	0	2241	2130	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	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	376	189	0	2359	2242	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	623	277	0	3460	3460	
Arrive On Green	0.17	0.17	0.00	0.67	0.67	0.00
Sat Flow, veh/h	3619	1610	0	5529	5358	1610
Grp Volume(v), veh/h	376	189	0	2359	2242	0
Grp Sat Flow(s),veh/h/ln	1810	1610	0	1729	1729	1610
Q Serve(g_s), s	4.8	5.5	0.0	13.8	12.6	0.0
Cycle Q Clear(g_c), s	4.8	5.5	0.0	13.8	12.6	0.0
Prop In Lane	1.00	1.00	0.00			1.00
Lane Grp Cap(c), veh/h	623	277	0	3460	3460	
V/C Ratio(X)	0.60	0.68	0.00	0.68	0.65	
Avail Cap(c_a), veh/h	946	421	0	4068	4068	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.0	19.3	0.0	5.1	4.9	0.0
Incr Delay (d2), s/veh	0.9	3.0	0.0	0.4	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.1	0.0	1.0	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	20.0	22.3	0.0	5.4	5.1	0.0
LnGrp LOS	B	C		A	A	
Approach Vol, veh/h	565			2359	2242	
Approach Delay, s/veh	20.7			5.4	5.1	
Approach LOS	C			A	A	

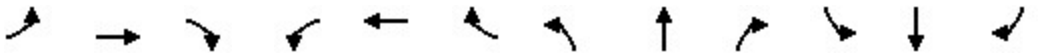
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		37.2		12.6		37.2
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		39.0		13.0		39.0
Max Q Clear Time (g_c+I1), s		15.8		7.5		14.6
Green Ext Time (p_c), s		17.4		1.1		17.1

Intersection Summary	
HCM 7th Control Delay, s/veh	7.0
HCM 7th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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



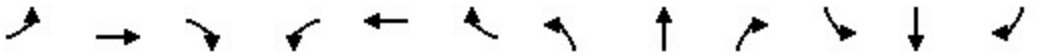
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	921	0	506	0	1746	379	404	1824	0
Future Volume (veh/h)	0	0	0	921	0	506	0	1746	379	404	1824	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1870	1900	0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	0	0	0	969	0	533	0	1838	399	425	1920	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	0	0	0	0	0	0	0
Cap, veh/h	0	2	0	1070	0	952	0	2105	1121	501	3115	0
Arrive On Green	0.00	0.00	0.00	0.30	0.00	0.30	0.00	0.41	0.41	0.14	0.60	0.00
Sat Flow, veh/h	0	-74814	0	3619	0	3220	0	5358	1590	3510	5358	0
Grp Volume(v), veh/h	0	0	0	969	0	533	0	1838	399	425	1920	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1810	0	1610	0	1729	1590	1755	1729	0
Q Serve(g_s), s	0.0	0.0	0.0	19.8	0.0	10.8	0.0	25.1	7.7	9.1	18.1	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	19.8	0.0	10.8	0.0	25.1	7.7	9.1	18.1	0.0
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	2	0	1070	0	952	0	2105	1121	501	3115	0
V/C Ratio(X)	0.00	0.00	0.00	0.91	0.00	0.56	0.00	0.87	0.36	0.85	0.62	0.00
Avail Cap(c_a), veh/h	0	170	0	1127	0	1463	0	2154	1136	501	3163	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	26.1	0.0	22.9	0.0	21.1	4.6	32.2	9.8	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	10.2	0.0	0.5	0.0	4.2	0.2	12.9	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	9.1	0.0	3.7	0.0	9.1	1.5	4.4	4.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	36.3	0.0	23.4	0.0	25.3	4.8	45.1	10.1	0.0
LnGrp LOS				D		C		C	A	D	B	
Approach Vol, veh/h		0			1502			2237			2345	
Approach Delay, s/veh		0.0			31.7			21.6			16.5	
Approach LOS					C			C			B	

Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	15.0	35.3	26.8	0.0		50.3		26.8				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0		4.0		4.0				
Max Green Setting (Gmax), s	11.0	32.0	24.0	7.0		47.0		35.0				
Max Q Clear Time (g_c+I1), s	11.1	27.1	21.8	0.0		20.1		12.8				
Green Ext Time (p_c), s	0.0	4.2	0.9	0.0		15.3		2.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	22.1
HCM 7th LOS	C

Notes

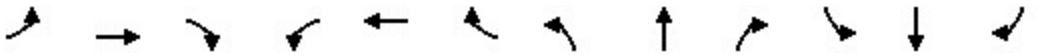
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	327	535	154	305	678	407	158	1203	215	346	1788	337
Future Volume (veh/h)	327	535	154	305	678	407	158	1203	215	346	1788	337
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		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	344	563	162	321	714	428	166	1266	226	364	1882	355
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	358	1494	458	393	1546	474	227	1466	262	422	2008	623
Arrive On Green	0.10	0.29	0.29	0.11	0.30	0.30	0.06	0.33	0.33	0.12	0.39	0.39
Sat Flow, veh/h	3510	5187	1590	3510	5187	1588	3510	4426	790	3510	5187	1610
Grp Volume(v), veh/h	344	563	162	321	714	428	166	989	503	364	1882	355
Grp Sat Flow(s),veh/h/ln	1755	1729	1590	1755	1729	1588	1755	1729	1758	1755	1729	1610
Q Serve(g_s), s	10.5	9.3	8.7	9.6	12.1	27.9	5.0	28.9	28.9	11.0	37.6	18.7
Cycle Q Clear(g_c), s	10.5	9.3	8.7	9.6	12.1	27.9	5.0	28.9	28.9	11.0	37.6	18.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	358	1494	458	393	1546	474	227	1145	582	422	2008	623
V/C Ratio(X)	0.96	0.38	0.35	0.82	0.46	0.90	0.73	0.86	0.86	0.86	0.94	0.57
Avail Cap(c_a), veh/h	358	1494	458	521	1635	501	228	1154	587	423	2020	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	30.7	30.4	46.8	30.8	36.4	49.5	33.8	33.8	46.6	31.8	26.0
Incr Delay (d2), s/veh	37.2	0.2	0.5	7.4	0.2	19.1	11.4	6.9	12.6	16.4	9.1	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	3.8	3.3	4.5	4.8	12.7	2.4	12.2	13.3	5.5	15.8	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	85.4	30.8	30.9	54.2	31.0	55.5	61.0	40.7	46.4	63.0	40.9	27.2
LnGrp LOS	F	C	C	D	C	E	E	D	D	E	D	C
Approach Vol, veh/h		1069			1463			1658			2601	
Approach Delay, s/veh		48.4			43.3			44.5			42.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	39.7	16.1	35.1	11.0	45.7	15.0	36.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.0	36.0	16.0	29.0	7.0	42.0	11.0	34.0
Max Q Clear Time (g_c+I1), s	13.0	30.9	11.6	11.3	7.0	39.6	12.5	29.9
Green Ext Time (p_c), s	0.0	3.5	0.4	3.8	0.0	2.1	0.0	2.2

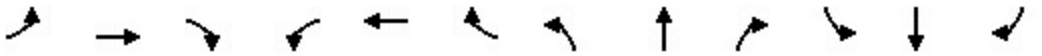
Intersection Summary	
HCM 7th Control Delay, s/veh	43.9
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	0	176	0	0	0	232	1284	0	0	1161	147
Future Volume (veh/h)	146	0	176	0	0	0	232	1284	0	0	1161	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	154	0	185	0	0	0	244	1352	0	0	1222	155
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	521	0	0	0	5	0	428	3320	0	0	2138	655
Arrive On Green	0.15	0.00	0.00	0.00	0.00	0.00	0.12	0.64	0.00	0.00	0.41	0.41
Sat Flow, veh/h	3510	154		0	-76000	0	3510	5358	0	0	5358	1589
Grp Volume(v), veh/h	154	14.7		0	0	0	244	1352	0	0	1222	155
Grp Sat Flow(s),veh/h/ln	1755	B		0	1900	0	1755	1729	0	0	1729	1589
Q Serve(g_s), s	1.5			0.0	0.0	0.0	2.5	4.8	0.0	0.0	6.9	2.4
Cycle Q Clear(g_c), s	1.5			0.0	0.0	0.0	2.5	4.8	0.0	0.0	6.9	2.4
Prop In Lane	1.00			0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	521			0	5	0	428	3320	0	0	2138	655
V/C Ratio(X)	0.30			0.00	0.00	0.00	0.57	0.41	0.00	0.00	0.57	0.24
Avail Cap(c_a), veh/h	2599			0	1457	0	464	4252	0	0	3018	924
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	14.3			0.0	0.0	0.0	15.7	3.3	0.0	0.0	8.5	7.2
Incr Delay (d2), s/veh	0.3			0.0	0.0	0.0	1.4	0.1	0.0	0.0	0.2	0.2
Initial Q Delay(d3), s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5			0.0	0.0	0.0	0.8	0.0	0.0	0.0	1.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.7			0.0	0.0	0.0	17.1	3.4	0.0	0.0	8.8	7.4
LnGrp LOS	B						B	A			A	A
Approach Vol, veh/h					0			1596			1377	
Approach Delay, s/veh					0.0			5.5			8.6	
Approach LOS								A			A	

Timer - Assigned Phs		2			5	6	7	8				
Phs Duration (G+Y+Rc), s		28.2			8.6	19.6	9.6	0.0				
Change Period (Y+Rc), s		4.0			4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s		31.0			5.0	22.0	28.0	29.0				
Max Q Clear Time (g_c+I1), s		6.8			4.5	8.9	3.5	0.0				
Green Ext Time (p_c), s		9.6			0.0	6.7	0.5	0.0				

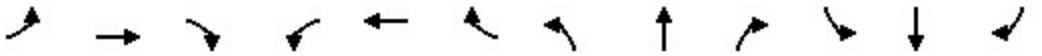
Intersection Summary												
HCM 7th Control Delay, s/veh			7.3									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	642	164	270	1007	417	179	956	243	310	850	123
Future Volume (veh/h)	173	642	164	270	1007	417	179	956	243	310	850	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	182	676	173	284	1060	439	188	1006	256	326	895	129
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	262	1654	503	362	1802	549	268	1447	443	404	1648	504
Arrive On Green	0.07	0.32	0.32	0.10	0.35	0.35	0.08	0.28	0.28	0.12	0.32	0.32
Sat Flow, veh/h	3510	5187	1577	3510	5187	1580	3510	5187	1586	3510	5187	1587
Grp Volume(v), veh/h	182	676	173	284	1060	439	188	1006	256	326	895	129
Grp Sat Flow(s),veh/h/ln	1755	1729	1577	1755	1729	1580	1755	1729	1586	1755	1729	1587
Q Serve(g_s), s	4.4	8.9	7.3	6.9	14.6	21.9	4.5	15.1	12.1	7.9	12.4	5.3
Cycle Q Clear(g_c), s	4.4	8.9	7.3	6.9	14.6	21.9	4.5	15.1	12.1	7.9	12.4	5.3
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	262	1654	503	362	1802	549	268	1447	443	404	1648	504
V/C Ratio(X)	0.69	0.41	0.34	0.78	0.59	0.80	0.70	0.70	0.58	0.81	0.54	0.26
Avail Cap(c_a), veh/h	403	2026	616	403	2026	617	403	2026	620	444	2086	638
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	39.3	23.2	22.7	38.1	23.3	25.7	39.2	28.1	27.0	37.6	24.5	22.1
Incr Delay (d2), s/veh	3.3	0.2	0.4	8.9	0.4	6.7	3.3	0.6	1.2	9.8	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	3.4	2.6	3.2	5.5	8.4	2.0	5.8	4.4	3.7	4.6	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.6	23.4	23.1	47.0	23.7	32.3	42.5	28.7	28.2	47.3	24.8	22.3
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1031			1783			1450			1350	
Approach Delay, s/veh		26.7			29.5			30.4			30.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	28.3	13.0	31.8	10.7	31.7	10.5	34.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	34.0	10.0	34.0	10.0	35.0	10.0	34.0
Max Q Clear Time (g_c+I1), s	9.9	17.1	8.9	10.9	6.5	14.4	6.4	23.9
Green Ext Time (p_c), s	0.1	6.7	0.1	4.9	0.2	6.0	0.2	5.8

Intersection Summary	
HCM 7th Control Delay, s/veh	29.3
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	78	209	91	125	50	183	1340	92	31	1179	63
Future Volume (veh/h)	39	78	209	91	125	50	183	1340	92	31	1179	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	82	220	96	132	53	193	1411	97	33	1241	66
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	72	339	287	124	393	328	236	2326	706	62	1828	555
Arrive On Green	0.04	0.18	0.18	0.07	0.21	0.21	0.13	0.45	0.45	0.03	0.35	0.35
Sat Flow, veh/h	1810	1900	1610	1810	1900	1587	1810	5187	1575	1810	5187	1575
Grp Volume(v), veh/h	41	82	220	96	132	53	193	1411	97	33	1241	66
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1587	1810	1729	1575	1810	1729	1575
Q Serve(g_s), s	1.5	2.5	8.6	3.5	3.9	1.8	6.9	13.7	2.4	1.2	13.5	1.9
Cycle Q Clear(g_c), s	1.5	2.5	8.6	3.5	3.9	1.8	6.9	13.7	2.4	1.2	13.5	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	72	339	287	124	393	328	236	2326	706	62	1828	555
V/C Ratio(X)	0.57	0.24	0.77	0.78	0.34	0.16	0.82	0.61	0.14	0.53	0.68	0.12
Avail Cap(c_a), veh/h	163	1115	945	136	1086	907	245	2887	877	163	2653	805
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.3	23.5	26.0	30.5	22.5	21.6	28.1	13.9	10.8	31.6	18.3	14.5
Incr Delay (d2), s/veh	6.8	0.4	4.3	22.3	0.5	0.2	18.8	0.3	0.1	6.9	0.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.1	3.5	2.2	1.7	0.7	3.9	4.2	0.8	0.6	4.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.2	23.8	30.3	52.8	23.0	21.9	46.9	14.2	10.9	38.4	18.8	14.6
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		343			281			1701			1340	
Approach Delay, s/veh		29.7			33.0			17.7			19.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	33.8	8.5	17.8	12.7	27.4	6.7	19.7
Change Period (Y+Rc), s	4.0	4.0	4.0	6.0	4.0	4.0	4.0	6.0
Max Green Setting (Gmax), s	6.0	37.0	5.0	39.0	9.0	34.0	6.0	38.0
Max Q Clear Time (g_c+I1), s	3.2	15.7	5.5	10.6	8.9	15.5	3.5	5.9
Green Ext Time (p_c), s	0.0	9.9	0.0	1.2	0.0	7.9	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	20.5
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	175	106	12	175	169
Future Vol, veh/h	12	175	106	12	175	169
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	179	108	12	179	172

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	558	60	0	0	120	0
Stage 1	114	-	-	-	-	-
Stage 2	444	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	460	993	-	-	1466	-
Stage 1	898	-	-	-	-	-
Stage 2	614	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	404	993	-	-	1466	-
Mov Cap-2 Maneuver	404	-	-	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	539	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10	0	4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	908	1466	-
HCM Lane V/C Ratio	-	-	0.21	0.122	-
HCM Ctrl Dly (s/v)	-	-	10	7.8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q (veh)	-	-	0.8	0.4	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱		↑↑↑		↱
Traffic Vol, veh/h	1472	48	0	1657	0	47
Future Vol, veh/h	1472	48	0	1657	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	90	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1502	49	0	1691	0	48

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	751
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	303
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	303
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	19.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	303	-	-	-
HCM Lane V/C Ratio	0.158	-	-	-
HCM Ctrl Dly (s/v)	19.1	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q (veh)	0.6	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱		↑↑↑		↱
Traffic Vol, veh/h	1477	48	0	1652	0	48
Future Vol, veh/h	1477	48	0	1652	0	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1507	49	0	1686	0	49

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	754
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	302
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	302
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	19.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	302	-	-	-
HCM Lane V/C Ratio	0.162	-	-	-
HCM Ctrl Dly (s/v)	19.2	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q (veh)	0.6	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱		↑↑↑		↱
Traffic Vol, veh/h	1399	36	0	1634	0	58
Future Vol, veh/h	1399	36	0	1634	0	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1428	37	0	1667	0	59

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	714
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	321
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	321
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	18.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	321	-	-	-
HCM Lane V/C Ratio	0.184	-	-	-
HCM Ctrl Dly (s/v)	18.7	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q (veh)	0.7	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	35	0	2407	2212	60
Future Vol, veh/h	0	35	0	2407	2212	60
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	-	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	36	0	2456	2257	61

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1129	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	170	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	170	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	31.7	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	170	-	-
HCM Lane V/C Ratio	-	0.21	-	-
HCM Ctrl Dly (s/v)	-	31.7	-	-
HCM Lane LOS	-	D	-	-
HCM 95th %tile Q (veh)	-	0.8	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	35	0	2707	2271	0
Future Vol, veh/h	0	35	0	2707	2271	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	36	0	2762	2317	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1159	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	162	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	162	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	33.4	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	162	-	-
HCM Lane V/C Ratio	-	0.22	-	-
HCM Ctrl Dly (s/v)	-	33.4	-	-
HCM Lane LOS	-	D	-	-
HCM 95th %tile Q (veh)	-	0.8	-	-

Appendix I. With Improvement
Peak Hour Analysis And Signal Warrant Worksheets



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	19	0	2116	1933	36
Future Volume (vph)	0	19	0	2116	1933	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0	4.0
Lane Util. Factor		1.00		0.91	0.91	1.00
Frt		0.87		1.00	1.00	0.85
Flt Protected		1.00		1.00	1.00	1.00
Satd. Flow (prot)		1611		5085	5085	1583
Flt Permitted		1.00		1.00	1.00	1.00
Satd. Flow (perm)		1611		5085	5085	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	19	0	2159	1972	37
RTOR Reduction (vph)	0	16	0	0	0	0
Lane Group Flow (vph)	0	3	0	2159	1972	37
Turn Type		Perm		NA	NA	custom
Protected Phases				2 4	6	4
Permitted Phases		4				6
Actuated Green, G (s)		9.1		60.9	43.8	52.9
Effective Green, g (s)		9.1		60.9	43.8	52.9
Actuated g/C Ratio		0.15		1.00	0.72	0.87
Clearance Time (s)		4.0			4.0	4.0
Vehicle Extension (s)		3.0			3.0	3.0
Lane Grp Cap (vph)		240		5085	3657	1583
v/s Ratio Prot				c0.42	c0.39	0.00
v/s Ratio Perm		0.00				0.02
v/c Ratio		0.01		0.42	0.54	0.02
Uniform Delay, d1		22.1		0.0	3.9	0.5
Progression Factor		1.00		1.00	1.00	1.00
Incremental Delay, d2		0.0		0.1	0.2	0.0
Delay (s)		22.1		0.1	4.1	0.5
Level of Service		C		A	A	A
Approach Delay (s/veh)	22.1			0.1	4.0	
Approach LOS	C			A	A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	2.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	60.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	49.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	35	0	2407	2212	60
Future Volume (vph)	0	35	0	2407	2212	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0	4.0
Lane Util. Factor		1.00		0.91	0.91	1.00
Frt		0.87		1.00	1.00	0.85
Flt Protected		1.00		1.00	1.00	1.00
Satd. Flow (prot)		1611		5085	5085	1583
Flt Permitted		1.00		1.00	1.00	1.00
Satd. Flow (perm)		1611		5085	5085	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	36	0	2456	2257	61
RTOR Reduction (vph)	0	13	0	0	0	0
Lane Group Flow (vph)	0	23	0	2456	2257	61
Turn Type		Perm		NA	NA	custom
Protected Phases				2 4	6	4
Permitted Phases		4				6
Actuated Green, G (s)		9.0		63.7	46.7	55.7
Effective Green, g (s)		9.0		63.7	46.7	55.7
Actuated g/C Ratio		0.14		1.00	0.73	0.87
Clearance Time (s)		4.0			4.0	4.0
Vehicle Extension (s)		3.0			3.0	3.0
Lane Grp Cap (vph)		227		5085	3727	1583
v/s Ratio Prot				c0.48	c0.44	0.01
v/s Ratio Perm		0.01				0.03
v/c Ratio		0.10		0.48	0.61	0.04
Uniform Delay, d1		23.8		0.0	4.1	0.5
Progression Factor		1.00		1.00	1.00	1.00
Incremental Delay, d2		0.2		0.1	0.3	0.0
Delay (s)		24.0		0.1	4.4	0.5
Level of Service		C		A	A	A
Approach Delay (s/veh)	24.0			0.1	4.3	
Approach LOS	C			A	A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	2.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	63.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	55.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	19	0	2325	1955	0
Future Volume (vph)	0	19	0	2325	1955	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0	
Lane Util. Factor		1.00		0.91	0.91	
Frt		0.87		1.00	1.00	
Flt Protected		1.00		1.00	1.00	
Satd. Flow (prot)		1611		5085	5085	
Flt Permitted		1.00		1.00	1.00	
Satd. Flow (perm)		1611		5085	5085	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	19	0	2372	1995	0
RTOR Reduction (vph)	0	17	0	0	0	0
Lane Group Flow (vph)	0	2	0	2372	1995	0
Turn Type		Perm		NA	NA	
Protected Phases				2 4	6	
Permitted Phases		4				
Actuated Green, G (s)		8.1		62.6	46.5	
Effective Green, g (s)		8.1		62.6	46.5	
Actuated g/C Ratio		0.13		1.00	0.74	
Clearance Time (s)		4.0			4.0	
Vehicle Extension (s)		3.0			3.0	
Lane Grp Cap (vph)		208		5085	3777	
v/s Ratio Prot				c0.47	c0.39	
v/s Ratio Perm		0.00				
v/c Ratio		0.01		0.47	0.53	
Uniform Delay, d1		23.8		0.0	3.4	
Progression Factor		1.00		1.00	1.00	
Incremental Delay, d2		0.0		0.1	0.1	
Delay (s)		23.8		0.1	3.5	
Level of Service		C		A	A	
Approach Delay (s/veh)	23.8			0.1	3.5	
Approach LOS	C			A	A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	1.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	62.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	50.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	35	0	2707	2243	0
Future Volume (vph)	0	35	0	2707	2243	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0	
Lane Util. Factor		1.00		0.91	0.91	
Frt		0.87		1.00	1.00	
Flt Protected		1.00		1.00	1.00	
Satd. Flow (prot)		1611		5085	5085	
Flt Permitted		1.00		1.00	1.00	
Satd. Flow (perm)		1611		5085	5085	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	36	0	2762	2289	0
RTOR Reduction (vph)	0	13	0	0	0	0
Lane Group Flow (vph)	0	23	0	2762	2289	0
Turn Type		Perm		NA	NA	
Protected Phases				2 4	6	
Permitted Phases		4				
Actuated Green, G (s)		8.1		69.8	53.7	
Effective Green, g (s)		8.1		69.8	53.7	
Actuated g/C Ratio		0.12		1.00	0.77	
Clearance Time (s)		4.0			4.0	
Vehicle Extension (s)		3.0			3.0	
Lane Grp Cap (vph)		186		5085	3912	
v/s Ratio Prot				c0.54	c0.45	
v/s Ratio Perm		0.01				
v/c Ratio		0.12		0.54	0.59	
Uniform Delay, d1		27.7		0.0	3.4	
Progression Factor		1.00		1.00	1.00	
Incremental Delay, d2		0.3		0.1	0.2	
Delay (s)		28.0		0.1	3.6	
Level of Service		C		A	A	
Approach Delay (s/veh)	28.0			0.1	3.6	
Approach LOS	C			A	A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	1.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	69.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

WARRANT 3 - PEAK HOUR

(Part A or Part B must be satisfied) SATISFIED ☐ YES ☑ NO

Part A

SATISFIED ☐ YES ☑ NO

(All parts 1, 2, and 3 below must be satisfied for the same

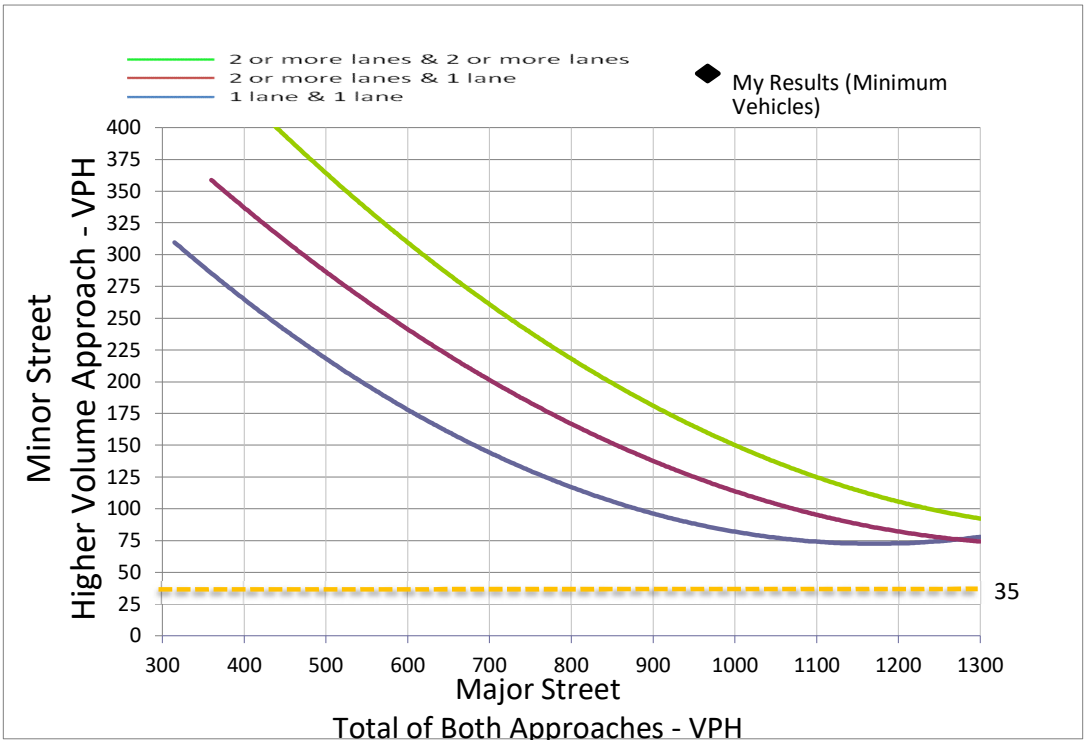
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐ YES ☑ NO
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☐ YES ☑ NO
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches	☑ YES ☐ NO

SATISFIED ☐ YES ☑ NO

Part B

APPROACH LANES	One	Two or More	
Both Approaches - Major Street	☐	☑	4679 ← ENTER CORRECT HOURS
Higher Approach - Minor Street	☑	☐	35 ← ENTER PEAK HOUR VOL.

The plotted point falls above the applicable curve in Figure 4C-3 (Urban Areas)	☐ YES ☐ NO
OR The plotted point falls above the applicable curve in Figure 4C-4 (Rural Areas)	☐ YES ☑ NO



WARRANT 3 - PEAK HOUR

(Part A or Part B must be satisfied) SATISFIED ☐ YES ☑ NO

Part A

SATISFIED ☐ YES ☑ NO

(All parts 1, 2, and 3 below must be satisfied for the same

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐ YES ☑ NO
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☐ YES ☑ NO
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches	☑ YES ☐ NO

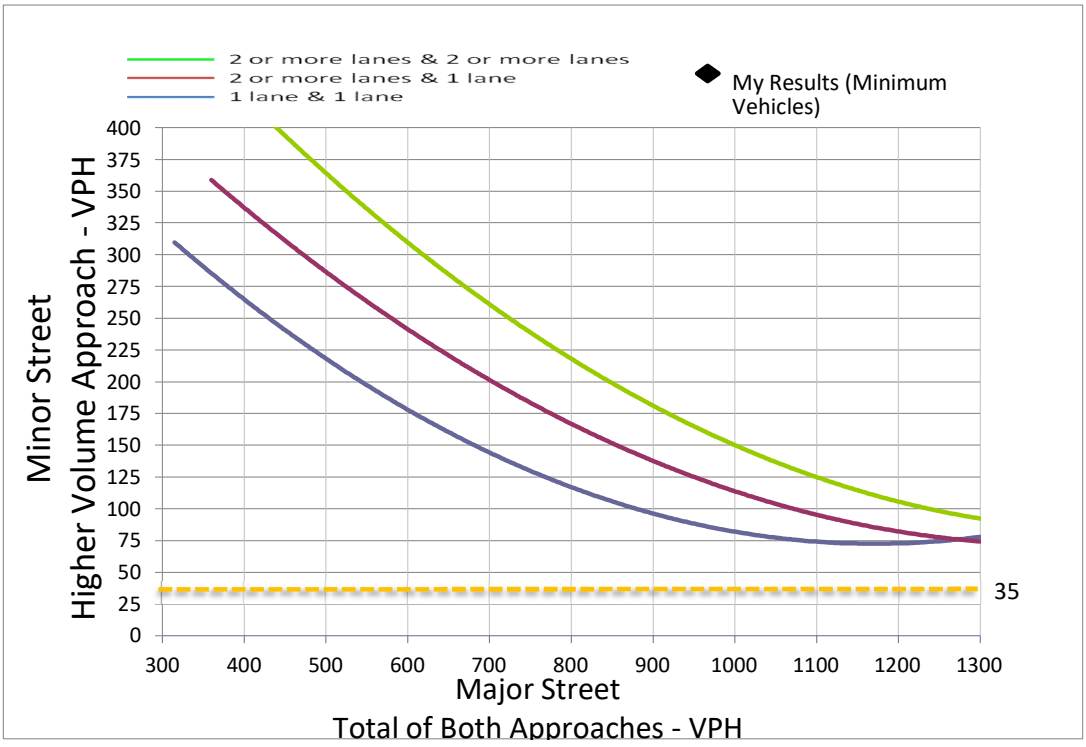
SATISFIED ☐ YES ☑ NO

Part B

APPROACH LANES	One	Two or More	
Both Approaches - Major Street	☐	☑	4978 ← ENTER CORRECT HOURS
Higher Approach - Minor Street	☑	☐	35

ENTER PEAK HOUR VOL.

The plotted point falls above the applicable curve in Figure 4C-3 (Urban Areas)	☐ YES ☐ NO
OR The plotted point falls above the applicable curve in Figure 4C-4 (Rural Areas)	☐ YES ☑ NO



Appendix J. Access Queue Analysis Worksheets

Intersection: 3: Project Dwy D/NW Promenade & Rosedale Highway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	T	R	L	T	T	T	R	LTR
Maximum Queue (ft)	57	79	276	297	344	47	137	189	198	174	59	138
Average Queue (ft)	11	33	154	156	194	13	49	102	109	85	26	64
95th Queue (ft)	38	59	247	255	302	32	105	170	173	148	50	115
Link Distance (ft)			412	412	412	412	559	559	559	559		332
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	225	225									200	
Storage Blk Time (%)			2							0		
Queuing Penalty (veh)			1							0		

Intersection: 3: Project Dwy D/NW Promenade & Rosedale Highway

Movement	SB	SB	SB
Directions Served	L	LT	R
Maximum Queue (ft)	38	76	42
Average Queue (ft)	9	36	14
95th Queue (ft)	30	68	32
Link Distance (ft)		292	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		200
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 20: Coffee Road & Project Dwy G/Jet Way

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	R	L	TR	L	T	T	T	R	L	T	T
Maximum Queue (ft)	183	117	88	40	249	246	257	248	20	43	335	341
Average Queue (ft)	87	24	38	9	131	116	89	67	2	8	202	211
95th Queue (ft)	140	69	76	28	223	227	197	168	11	32	313	320
Link Distance (ft)	440	440	248	248		1588	1588	1588			414	414
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)					280				185	280		
Storage Blk Time (%)					0	1		0			2	
Queuing Penalty (veh)					2	1		0			0	

Intersection: 20: Coffee Road & Project Dwy G/Jet Way

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	341	47
Average Queue (ft)	224	16
95th Queue (ft)	327	41
Link Distance (ft)	414	414
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 27: El Toro Viejo Rd & Project Dwy A

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	70	43
Average Queue (ft)	34	10
95th Queue (ft)	55	34
Link Distance (ft)	524	381
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 28: Project Dwy B & Rosedale Highway

Movement	NB
Directions Served	R
Maximum Queue (ft)	48
Average Queue (ft)	18
95th Queue (ft)	45
Link Distance (ft)	220
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 29: Project Dwy C & Rosedale Highway

Movement	NB
Directions Served	R
Maximum Queue (ft)	55
Average Queue (ft)	19
95th Queue (ft)	49
Link Distance (ft)	241
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 30: Project Dwy E & Rosedale Highway

Movement	EB	NB
Directions Served	T	R
Maximum Queue (ft)	13	65
Average Queue (ft)	0	24
95th Queue (ft)	8	53
Link Distance (ft)	559	288
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 31: Coffee Road & Project Dwy F

Movement	EB	NB	NB	NB	SB	SB	SB
Directions Served	R	T	T	T	T	T	R
Maximum Queue (ft)	38	272	262	182	3	7	7
Average Queue (ft)	15	109	60	15	0	0	0
95th Queue (ft)	40	361	248	97	2	6	6
Link Distance (ft)	316	414	414	414	414	414	
Upstream Blk Time (%)		6	0				
Queuing Penalty (veh)		38	0				
Storage Bay Dist (ft)							50
Storage Blk Time (%)						0	
Queuing Penalty (veh)						0	

Intersection: 32: Coffee Road & Project Dwy H

Movement	EB	NB	NB	NB	SB
Directions Served	R	T	T	T	T
Maximum Queue (ft)	40	78	219	200	71
Average Queue (ft)	13	4	12	10	2
95th Queue (ft)	38	42	172	166	59
Link Distance (ft)	813	3130	3130	3130	487
Upstream Blk Time (%)					0
Queuing Penalty (veh)					0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Zone Summary

Zone wide Queuing Penalty: 951

Intersection: 3: Project Dwy D/NW Promenade & Rosedale Highway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	T	R	L	T	T	T	R	LTR
Maximum Queue (ft)	88	123	233	274	352	77	184	331	328	305	236	218
Average Queue (ft)	38	57	136	148	204	21	77	199	206	179	46	109
95th Queue (ft)	79	99	225	249	320	54	149	308	305	273	128	182
Link Distance (ft)			412	412	412	412	559	559	559	559		332
Upstream Blk Time (%)					0							
Queuing Penalty (veh)					0							
Storage Bay Dist (ft)	225	225									200	
Storage Blk Time (%)			1							5		
Queuing Penalty (veh)			1							8		

Intersection: 3: Project Dwy D/NW Promenade & Rosedale Highway

Movement	SB	SB	SB
Directions Served	L	LT	R
Maximum Queue (ft)	86	163	87
Average Queue (ft)	23	70	30
95th Queue (ft)	64	130	61
Link Distance (ft)		292	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		200
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 20: Coffee Road & Project Dwy G/Jet Way

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	R	L	TR	L	T	T	T	R	L	T	T
Maximum Queue (ft)	341	299	114	153	400	1053	983	538	21	90	393	406
Average Queue (ft)	213	158	48	71	257	541	380	124	2	16	237	247
95th Queue (ft)	383	363	101	190	485	1349	887	385	16	59	401	418
Link Distance (ft)	440	440	248	248		1617	1617	1617			414	414
Upstream Blk Time (%)	10	10		11		12					0	1
Queuing Penalty (veh)	0	0		0		0					1	3
Storage Bay Dist (ft)					280				185	280		
Storage Blk Time (%)					18	30		2			7	
Queuing Penalty (veh)					121	124		2			1	

Intersection: 20: Coffee Road & Project Dwy G/Jet Way

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	400	67
Average Queue (ft)	248	25
95th Queue (ft)	419	58
Link Distance (ft)	414	414
Upstream Blk Time (%)	1	
Queuing Penalty (veh)	3	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 27: El Toro Viejo Rd & Project Dwy A

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	72	57
Average Queue (ft)	40	13
95th Queue (ft)	61	43
Link Distance (ft)	524	381
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 28: Project Dwy B & Rosedale Highway

Movement	NB
Directions Served	R
Maximum Queue (ft)	57
Average Queue (ft)	25
95th Queue (ft)	52
Link Distance (ft)	220
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 29: Project Dwy C & Rosedale Highway

Movement	EB	NB
Directions Served	T	R
Maximum Queue (ft)	15	68
Average Queue (ft)	1	26
95th Queue (ft)	9	57
Link Distance (ft)	393	241
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 30: Project Dwy E & Rosedale Highway

Movement	EB	WB	WB	NB
Directions Served	T	T	T	R
Maximum Queue (ft)	16	3	6	69
Average Queue (ft)	1	0	0	31
95th Queue (ft)	13	3	5	58
Link Distance (ft)	559	419	419	288
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 31: Coffee Road & Project Dwy F

Movement	EB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	T	T	T	T	T	T	R
Maximum Queue (ft)	58	418	412	377	80	84	39	9
Average Queue (ft)	20	313	183	99	3	3	2	0
95th Queue (ft)	48	561	449	317	49	50	17	7
Link Distance (ft)	316	414	414	414	414	414	414	
Upstream Blk Time (%)		22	0	0		0		
Queuing Penalty (veh)		154	3	2		0		
Storage Bay Dist (ft)								50
Storage Blk Time (%)							0	0
Queuing Penalty (veh)							0	0

Intersection: 32: Coffee Road & Project Dwy H

Movement	EB	NB	NB	NB	SB
Directions Served	R	T	T	T	TR
Maximum Queue (ft)	60	879	982	645	150
Average Queue (ft)	19	382	298	76	5
95th Queue (ft)	50	1326	1002	404	89
Link Distance (ft)	822	2096	2096	2096	510
Upstream Blk Time (%)		5	0		0
Queuing Penalty (veh)		0	0		0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Zone Summary

Zone wide Queuing Penalty: 2173

Intersection: 3: Project Dwy D/NW Promenade & Rosedale Highway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	T	R	L	T	T	T	R	LTR
Maximum Queue (ft)	44	76	243	262	337	42	121	211	205	188	57	157
Average Queue (ft)	12	33	127	133	194	14	52	102	110	88	24	70
95th Queue (ft)	36	61	223	230	301	33	101	179	183	159	52	129
Link Distance (ft)			412	412	412	412	559	559	559	559		332
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	225	225									200	
Storage Blk Time (%)			1							0		
Queuing Penalty (veh)			0							0		

Intersection: 3: Project Dwy D/NW Promenade & Rosedale Highway

Movement	SB	SB	SB
Directions Served	L	LT	R
Maximum Queue (ft)	45	99	48
Average Queue (ft)	9	35	17
95th Queue (ft)	30	74	36
Link Distance (ft)		292	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		200
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 20: Coffee Road & Project Dwy G/Jet Way

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	R	L	TR	L	T	T	T	R	L	T	T
Maximum Queue (ft)	171	84	79	32	300	390	349	254	40	47	314	320
Average Queue (ft)	86	22	38	7	156	142	112	71	2	9	199	209
95th Queue (ft)	142	58	71	25	278	368	315	180	17	34	286	298
Link Distance (ft)	440	440	247	247		1593	1593	1593			414	414
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)					280				185	280		
Storage Blk Time (%)					1	5		0			1	
Queuing Penalty (veh)					4	15		0			0	

Intersection: 20: Coffee Road & Project Dwy G/Jet Way

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	322	56
Average Queue (ft)	218	19
95th Queue (ft)	305	44
Link Distance (ft)	414	414
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 27: El Toro Viejo Rd & Project Dwy A

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	78	48
Average Queue (ft)	35	11
95th Queue (ft)	57	38
Link Distance (ft)	524	381
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 28: Project Dwy B & Rosedale Highway

Movement	NB
Directions Served	R
Maximum Queue (ft)	49
Average Queue (ft)	19
95th Queue (ft)	47
Link Distance (ft)	220
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 29: Project Dwy C & Rosedale Highway

Movement	EB	NB
Directions Served	T	R
Maximum Queue (ft)	5	56
Average Queue (ft)	0	17
95th Queue (ft)	4	46
Link Distance (ft)	393	241
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 30: Project Dwy E & Rosedale Highway

Movement	NB
Directions Served	R
Maximum Queue (ft)	68
Average Queue (ft)	24
95th Queue (ft)	54
Link Distance (ft)	288
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 31: Coffee Road & Project Dwy F

Movement	EB	NB	NB	NB	SB
Directions Served	R	T	T	T	R
Maximum Queue (ft)	45	315	308	252	20
Average Queue (ft)	13	139	84	20	1
95th Queue (ft)	39	412	287	119	10
Link Distance (ft)	316	414	414	414	
Upstream Blk Time (%)		5	0	0	
Queuing Penalty (veh)		36	0	0	
Storage Bay Dist (ft)					50
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 32: Coffee Road & Project Dwy H

Movement	EB	NB	NB	NB
Directions Served	R	T	T	T
Maximum Queue (ft)	47	912	1138	1303
Average Queue (ft)	14	69	85	83
95th Queue (ft)	40	486	645	626
Link Distance (ft)	948	4520	4520	4520
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 1054

Intersection: 3: Project Dwy D/NW Promenade & Rosedale Highway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	T	R	L	T	T	T	R	LTR
Maximum Queue (ft)	87	111	267	298	357	56	230	312	328	283	125	261
Average Queue (ft)	36	54	161	170	223	23	107	196	203	173	41	142
95th Queue (ft)	73	93	259	282	341	48	196	296	305	257	86	236
Link Distance (ft)			412	412	412	412	559	559	559	559		332
Upstream Blk Time (%)					0							
Queuing Penalty (veh)					0							
Storage Bay Dist (ft)	225	225									200	
Storage Blk Time (%)			2							3		
Queuing Penalty (veh)			3							5		

Intersection: 3: Project Dwy D/NW Promenade & Rosedale Highway

Movement	SB	SB	SB
Directions Served	L	LT	R
Maximum Queue (ft)	105	156	87
Average Queue (ft)	19	69	29
95th Queue (ft)	63	125	61
Link Distance (ft)		292	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		200
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 20: Coffee Road & Project Dwy G/Jet Way

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	R	L	TR	L	T	T	T	R	L	T	T
Maximum Queue (ft)	353	312	134	148	400	1632	1622	1583	273	59	414	422
Average Queue (ft)	223	170	57	52	380	1111	1048	744	61	18	294	301
95th Queue (ft)	342	303	107	126	463	2038	2023	1760	267	47	417	435
Link Distance (ft)	440	440	248	248		1602	1602	1602			414	414
Upstream Blk Time (%)	0	0		0		30	10	0			1	1
Queuing Penalty (veh)	0	0		0		0	0	0			4	4
Storage Bay Dist (ft)					280				185	280		
Storage Blk Time (%)					57	27		11			13	
Queuing Penalty (veh)					383	132		12			2	

Intersection: 20: Coffee Road & Project Dwy G/Jet Way

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	422	151
Average Queue (ft)	302	32
95th Queue (ft)	433	95
Link Distance (ft)	414	414
Upstream Blk Time (%)	1	
Queuing Penalty (veh)	5	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 27: El Toro Viejo Rd & Project Dwy A

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	88	61
Average Queue (ft)	44	16
95th Queue (ft)	71	48
Link Distance (ft)	524	381
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 28: Project Dwy B & Rosedale Highway

Movement	WB	NB
Directions Served	T	R
Maximum Queue (ft)	16	68
Average Queue (ft)	1	27
95th Queue (ft)	8	54
Link Distance (ft)	393	220
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 29: Project Dwy C & Rosedale Highway

Movement	EB	NB
Directions Served	T	R
Maximum Queue (ft)	11	65
Average Queue (ft)	0	30
95th Queue (ft)	8	57
Link Distance (ft)	393	241
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 30: Project Dwy E & Rosedale Highway

Movement	EB	EB	WB	WB	NB
Directions Served	T	T	T	T	R
Maximum Queue (ft)	14	11	33	78	69
Average Queue (ft)	0	1	1	3	29
95th Queue (ft)	10	9	23	55	58
Link Distance (ft)	559	559	419	419	288
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 31: Coffee Road & Project Dwy F

Movement	EB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	T	T	T	T	T	T	R
Maximum Queue (ft)	70	425	444	435	11	32	11	10
Average Queue (ft)	25	318	282	207	0	1	0	0
95th Queue (ft)	56	541	545	504	6	14	8	7
Link Distance (ft)	316	404	404	404	414	414	414	
Upstream Blk Time (%)		18	4	4				
Queuing Penalty (veh)		130	27	30				
Storage Bay Dist (ft)								50
Storage Blk Time (%)							0	0
Queuing Penalty (veh)							0	0

Intersection: 32: Coffee Road & Project Dwy H

Movement	EB	NB	NB	NB
Directions Served	R	T	T	T
Maximum Queue (ft)	67	173	437	330
Average Queue (ft)	25	16	34	22
95th Queue (ft)	55	120	231	183
Link Distance (ft)	808	2103	2103	2103
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 2033

Intersection: 3: Project Dwy D/NW Promenade & Rosedale Highway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	T	R	L	T	T	T	R	LTR
Maximum Queue (ft)	44	86	227	237	311	41	117	168	182	148	51	136
Average Queue (ft)	11	31	121	125	170	14	50	88	98	77	20	68
95th Queue (ft)	34	63	210	217	280	30	99	150	159	137	45	119
Link Distance (ft)			412	412	412	412	559	559	559	559		332
Upstream Blk Time (%)					0							
Queuing Penalty (veh)					0							
Storage Bay Dist (ft)	225	225									200	
Storage Blk Time (%)			0							0		
Queuing Penalty (veh)			0							0		

Intersection: 3: Project Dwy D/NW Promenade & Rosedale Highway

Movement	SB	SB	SB
Directions Served	L	LT	R
Maximum Queue (ft)	40	89	35
Average Queue (ft)	9	33	15
95th Queue (ft)	30	67	31
Link Distance (ft)		292	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		200
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 20: Coffee Road & Project Dwy G/Jet Way

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	R	L	TR	L	T	T	T	R	L	T	T
Maximum Queue (ft)	192	163	83	31	349	404	338	280	79	47	342	356
Average Queue (ft)	91	27	30	6	185	151	119	88	3	10	215	230
95th Queue (ft)	151	89	65	23	306	315	259	212	47	35	320	341
Link Distance (ft)	439	439	248	248		1598	1598	1598			414	414
Upstream Blk Time (%)											0	
Queuing Penalty (veh)											0	
Storage Bay Dist (ft)					280				185	280		
Storage Blk Time (%)					4	3		3			1	
Queuing Penalty (veh)					26	9		2			0	

Intersection: 20: Coffee Road & Project Dwy G/Jet Way

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	347	54
Average Queue (ft)	241	17
95th Queue (ft)	344	43
Link Distance (ft)	414	414
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 27: El Toro Viejo Rd & Project Dwy A

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	63	60
Average Queue (ft)	34	13
95th Queue (ft)	51	42
Link Distance (ft)	524	381
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 28: Project Dwy B & Rosedale Highway

Movement	NB
Directions Served	R
Maximum Queue (ft)	50
Average Queue (ft)	18
95th Queue (ft)	45
Link Distance (ft)	220
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 29: Project Dwy C & Rosedale Highway

Movement	WB	NB
Directions Served	T	R
Maximum Queue (ft)	106	48
Average Queue (ft)	4	20
95th Queue (ft)	75	46
Link Distance (ft)	412	241
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 30: Project Dwy E & Rosedale Highway

Movement	EB	EB	EB	NB
Directions Served	T	T	T	R
Maximum Queue (ft)	46	20	17	65
Average Queue (ft)	3	1	1	26
95th Queue (ft)	37	14	9	52
Link Distance (ft)	559	559	559	288
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 31: Coffee Road & Project Dwy F

Movement	EB	NB	NB	NB	SB	SB	SB
Directions Served	R	T	T	T	T	T	T
Maximum Queue (ft)	40	305	270	259	11	25	28
Average Queue (ft)	15	164	124	63	1	2	3
95th Queue (ft)	40	451	386	242	11	23	27
Link Distance (ft)	316	414	414	414	414	414	414
Upstream Blk Time (%)		7	0	0			
Queuing Penalty (veh)		52	2	1			
Storage Bay Dist (ft)							
Storage Blk Time (%)							0
Queuing Penalty (veh)							0

Intersection: 32: Coffee Road & Project Dwy H

Movement	EB	NB	NB	NB
Directions Served	R	T	T	T
Maximum Queue (ft)	48	637	936	835
Average Queue (ft)	17	32	70	63
95th Queue (ft)	43	351	550	523
Link Distance (ft)	912	2566	2566	2566
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 1196

Intersection: 3: Project Dwy D/NW Promenade & Rosedale Highway

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	T	R	L	T	T	T	R	LTR
Maximum Queue (ft)	109	119	274	308	354	69	171	300	322	282	122	236
Average Queue (ft)	40	59	148	160	215	24	77	185	194	165	42	127
95th Queue (ft)	82	97	246	275	334	53	147	279	287	254	87	214
Link Distance (ft)			412	412	412	412	559	559	559	559		332
Upstream Blk Time (%)				0	0							
Queuing Penalty (veh)				0	0							
Storage Bay Dist (ft)	225	225									200	
Storage Blk Time (%)			2							3		
Queuing Penalty (veh)			4							4		

Intersection: 3: Project Dwy D/NW Promenade & Rosedale Highway

Movement	SB	SB	SB
Directions Served	L	LT	R
Maximum Queue (ft)	82	143	72
Average Queue (ft)	21	68	29
95th Queue (ft)	55	123	58
Link Distance (ft)		292	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		200
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 20: Coffee Road & Project Dwy G/Jet Way

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	R	L	TR	L	T	T	T	R	L	T	T
Maximum Queue (ft)	367	309	158	115	400	1625	1605	1603	335	127	417	428
Average Queue (ft)	206	152	71	48	391	1182	1101	738	101	21	307	323
95th Queue (ft)	311	274	135	101	443	1937	1933	1723	353	80	445	462
Link Distance (ft)	440	440	248	248		1590	1590	1590			414	414
Upstream Blk Time (%)	0					27	9	1			0	1
Queuing Penalty (veh)	0					0	0	0			2	7
Storage Bay Dist (ft)					280				185	280		
Storage Blk Time (%)					57	35		35			15	
Queuing Penalty (veh)					420	160		40			2	

Intersection: 20: Coffee Road & Project Dwy G/Jet Way

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	426	223
Average Queue (ft)	329	35
95th Queue (ft)	460	136
Link Distance (ft)	414	414
Upstream Blk Time (%)	2	0
Queuing Penalty (veh)	10	1
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 27: El Toro Viejo Rd & Project Dwy A

Movement	WB	NB	SB
Directions Served	LR	TR	L
Maximum Queue (ft)	80	9	86
Average Queue (ft)	44	0	22
95th Queue (ft)	68	4	61
Link Distance (ft)	524	704	381
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 28: Project Dwy B & Rosedale Highway

Movement	NB
Directions Served	R
Maximum Queue (ft)	74
Average Queue (ft)	30
95th Queue (ft)	57
Link Distance (ft)	220
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 29: Project Dwy C & Rosedale Highway

Movement	EB	NB
Directions Served	T	R
Maximum Queue (ft)	11	68
Average Queue (ft)	0	30
95th Queue (ft)	7	57
Link Distance (ft)	393	241
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 30: Project Dwy E & Rosedale Highway

Movement	EB	EB	EB	WB	NB
Directions Served	T	T	T	T	R
Maximum Queue (ft)	50	32	11	4	71
Average Queue (ft)	8	2	1	0	32
95th Queue (ft)	49	20	9	3	59
Link Distance (ft)	559	559	559	419	288
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 31: Coffee Road & Project Dwy F

Movement	EB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	T	T	T	T	T	T	R
Maximum Queue (ft)	82	435	462	458	179	225	209	45
Average Queue (ft)	29	389	376	372	25	34	35	3
95th Queue (ft)	75	539	569	566	126	148	155	27
Link Distance (ft)	316	414	414	414	414	414	414	
Upstream Blk Time (%)		24	12	14	0	0		
Queuing Penalty (veh)		185	91	109	0	0		
Storage Bay Dist (ft)								50
Storage Blk Time (%)							4	0
Queuing Penalty (veh)							3	0

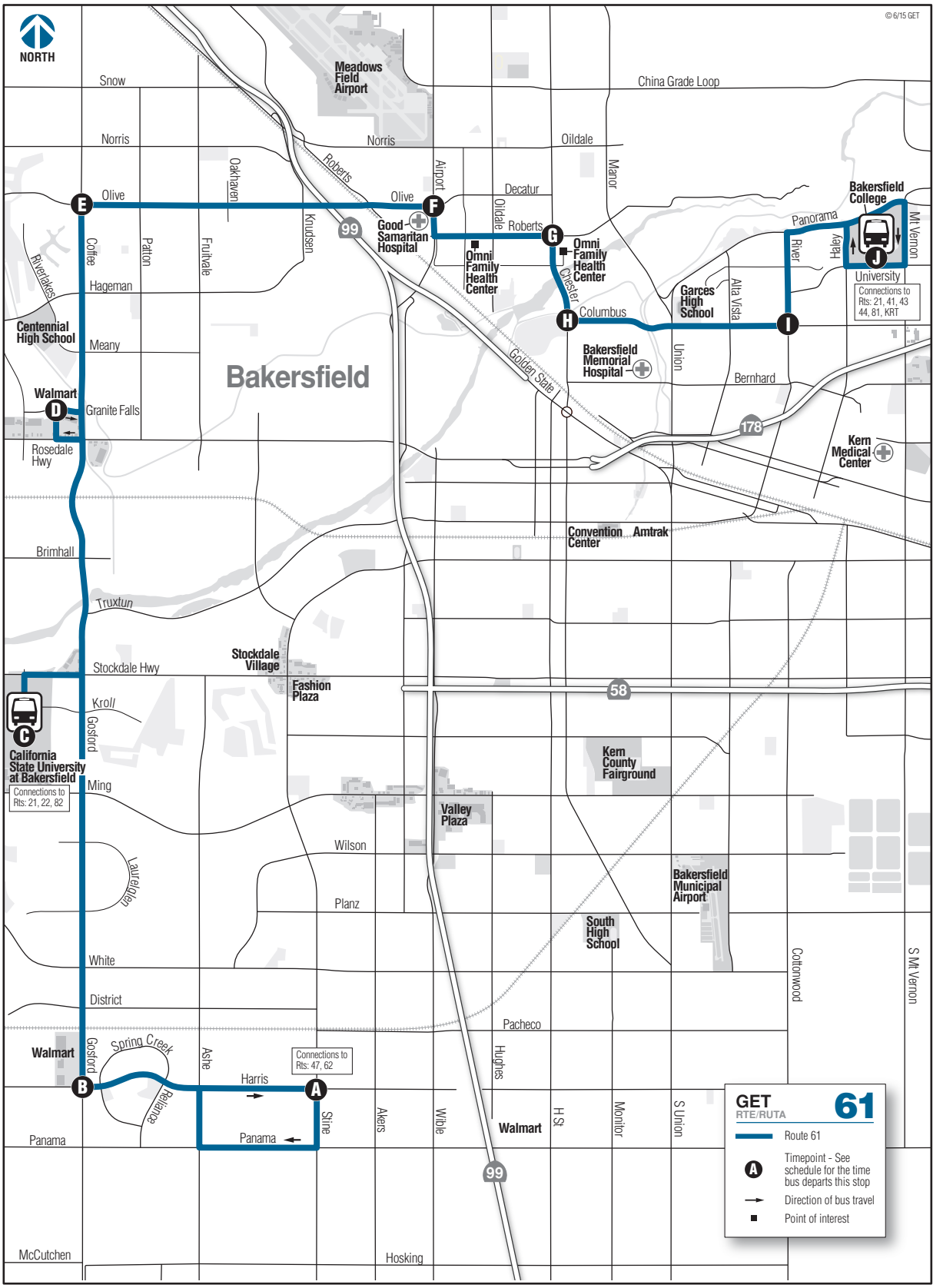
Intersection: 32: Coffee Road & Project Dwy H

Movement	EB	NB	NB	NB
Directions Served	R	T	T	T
Maximum Queue (ft)	60	2083	2066	2014
Average Queue (ft)	24	1283	1261	1032
95th Queue (ft)	54	2386	2363	2286
Link Distance (ft)	800	2107	2107	2107
Upstream Blk Time (%)		17	12	5
Queuing Penalty (veh)		0	0	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 3904

Appendix K. Transit Information



(Route 61 continued on next page)

ROUTE 61 DAILY SCHEDULE

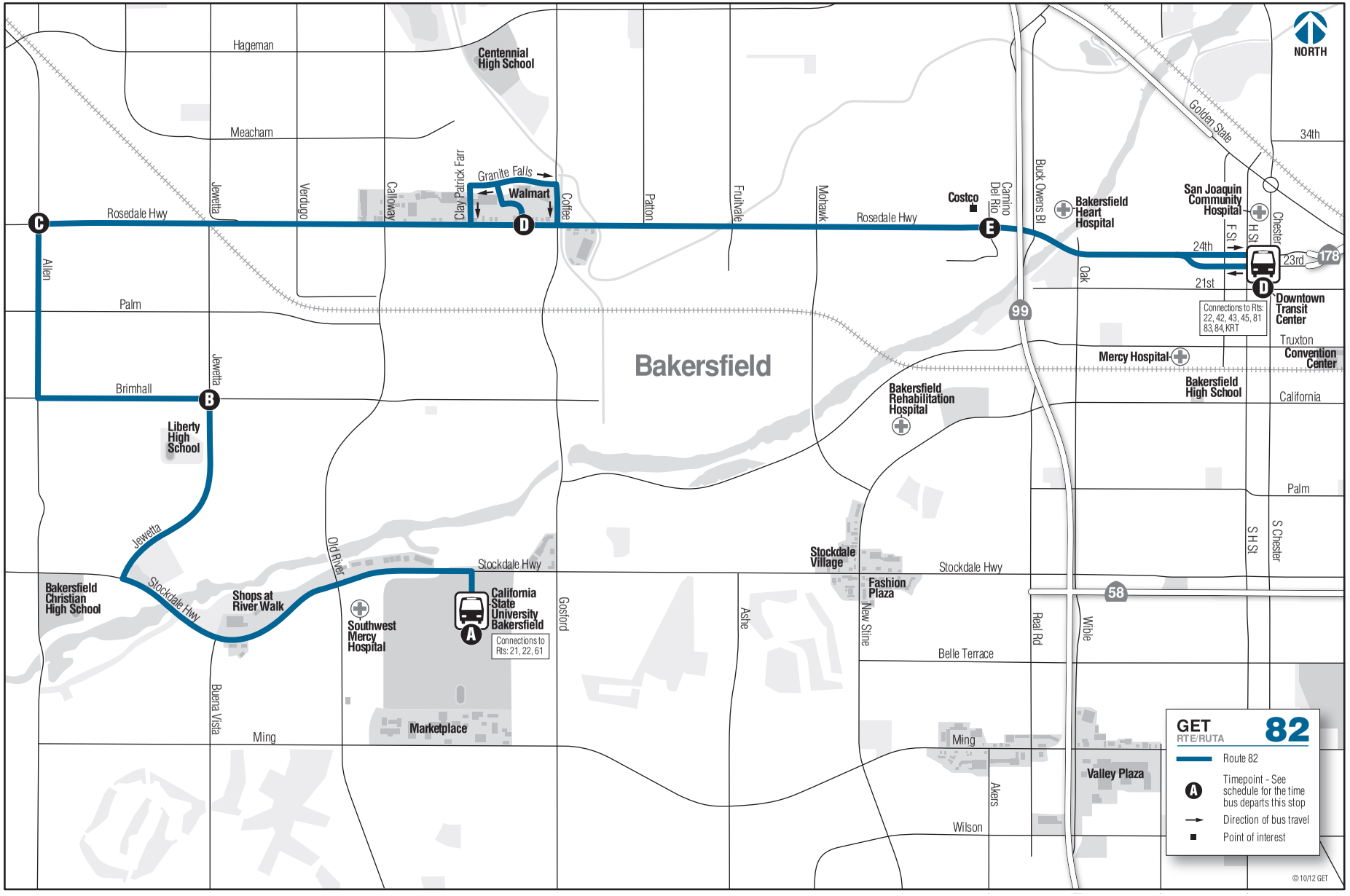
NORTHBOUND BAKERSFIELD COLLEGE/STINE HARRIS

STINE & HARRIS (A)	HARRIS & GOSFORD (B)	CSUB (C)	WALMART NW PROMENADE (D)	COFFEE & OLIVE (E)	OLIVE & AIRPORT (F)	N. CHESTER & ROBERTS (G)	RIVER & COLUMBUS (I)	BAKERSFIELD COLLEGE (J)
-	-	-	7:05 AM	7:13 AM	7:23 AM	7:34 AM	7:45 AM	8:00 AM
7:20 AM	7:28 AM	7:45 AM	8:05 AM	8:13 AM	8:23 AM	8:34 AM	8:45 AM	9:00 AM
8:20 AM	8:28 AM	8:45 AM	9:05 AM	9:13 AM	9:23 AM	9:34 AM	9:45 AM	10:00 AM
9:20 AM	9:28 AM	9:45 AM	10:05 AM	10:13 AM	10:23 AM	10:34 AM	10:45 AM	11:00 AM
10:20 AM	10:28 AM	10:45 AM	11:05 AM	11:13 AM	11:23 AM	11:34 AM	11:45 AM	**12:00 PM**
11:20 AM	11:28 AM	11:45 AM	**12:05 PM**	**12:13 PM**	**12:23 PM**	**12:34 PM**	**12:45 PM**	**1:00 PM**
12:20 PM	**12:28 PM**	**12:45 PM**	**1:05 PM**	**1:13 PM**	**1:23 PM**	**1:34 PM**	**1:45 PM**	**2:00 PM**
1:20 PM	**1:28 PM**	**1:45 PM**	**2:05 PM**	**2:13 PM**	**2:23 PM**	**2:34 PM**	**2:45 PM**	**3:00 PM**
2:20 PM	**2:28 PM**	**2:45 PM**	**3:05 PM**	**3:13 PM**	**3:23 PM**	**3:34 PM**	**3:45 PM**	**4:00 PM**
3:20 PM	**3:28 PM**	**3:45 PM**	**4:05 PM**	**4:13 PM**	**4:23 PM**	**4:34 PM**	**4:45 PM**	**5:00 PM**
4:20 PM	**4:28 PM**	**4:45 PM**	**5:05 PM**	**5:13 PM**	**5:23 PM**	**5:34 PM**	**5:45 PM**	**6:00 PM**
5:20 PM	**5:28 PM**	**5:45 PM**	**6:05 PM**	**6:13 PM**	**6:23 PM**	**6:34 PM**	**6:45 PM**	**7:00 PM**
6:20 PM	**6:28 PM**	**6:45 PM**	**7:05 PM**	-	-	-	-	-

NORTHBOUND STINE HARRIS/BAKERSFIELD COLLEGE

BAKERSFIELD COLLEGE (J)	COLUMBUS & RIVER (I)	CHESTER & W. COLUMBUS (H)	OLIVE & AIRPORT (F)	COFFEE & OLIVE (E)	WALMART NW PROMENADE (D)	CSUB (C)	HARRIS & GOSFORD (B)	STINE & HARRIS (A)
-	-	-	-	-	6:47 AM	7:00 AM	7:14 AM	7:20 AM
7:00 AM	7:10 AM	7:17 AM	7:28 AM	7:36 AM	7:47 AM	8:00 AM	8:14 AM	8:20 AM
8:00 AM	8:10 AM	8:17 AM	8:28 AM	8:36 AM	8:47 AM	9:00 AM	9:14 AM	9:20 AM
9:00 AM	9:10 AM	9:17 AM	9:28 AM	9:36 AM	9:47 AM	10:00 AM	10:14 AM	10:20 AM
10:00 AM	10:10 AM	10:17 AM	10:28 AM	10:36 AM	10:47 AM	11:00 AM	11:14 AM	11:20 AM
11:00 AM	11:10 AM	11:17 AM	11:28 AM	11:36 AM	11:47 AM	**12:00 PM**	**12:14 PM**	**12:20 PM**
12:00 PM	**12:10 PM**	**12:17 PM**	**12:28 PM**	**12:36 PM**	**12:47 PM**	**1:00 PM**	**1:14 PM**	**1:20 PM**
1:00 PM	**1:10 PM**	**1:17 PM**	**1:28 PM**	**1:36 PM**	**1:47 PM**	**2:00 PM**	**2:14 PM**	**2:20 PM**
2:00 PM	**2:10 PM**	**2:17 PM**	**2:28 PM**	**2:36 PM**	**2:47 PM**	**3:00 PM**	**3:14 PM**	**3:20 PM**
3:00 PM	**3:10 PM**	**3:17 PM**	**3:28 PM**	**3:36 PM**	**3:47 PM**	**4:00 PM**	**4:14 PM**	**4:20 PM**
4:00 PM	**4:10 PM**	**4:17 PM**	**4:28 PM**	**4:36 PM**	**4:47 PM**	**5:00 PM**	**5:14 PM**	**5:20 PM**
5:00 PM	**5:10 PM**	**5:17 PM**	**5:28 PM**	**5:36 PM**	**5:47 PM**	**6:00 PM**	**6:14 PM**	**6:20 PM**
6:00 PM	**6:10 PM**	**6:17 PM**	**6:28 PM**	**6:36 PM**	**6:47 PM**	-	-	-

This route operates on all holidays except Thanksgiving and Christmas. Operates the same schedule as Saturdays and Sundays only on the holidays listed on the website. Esta ruta opera todos los días de fiesta, excepto el Día de Acción de Gracias y Navidad. Opera el mismo horario como los sábados y los domingos. Véase en la página de web para una lista de estos días.



(Route 82 continued on next page)

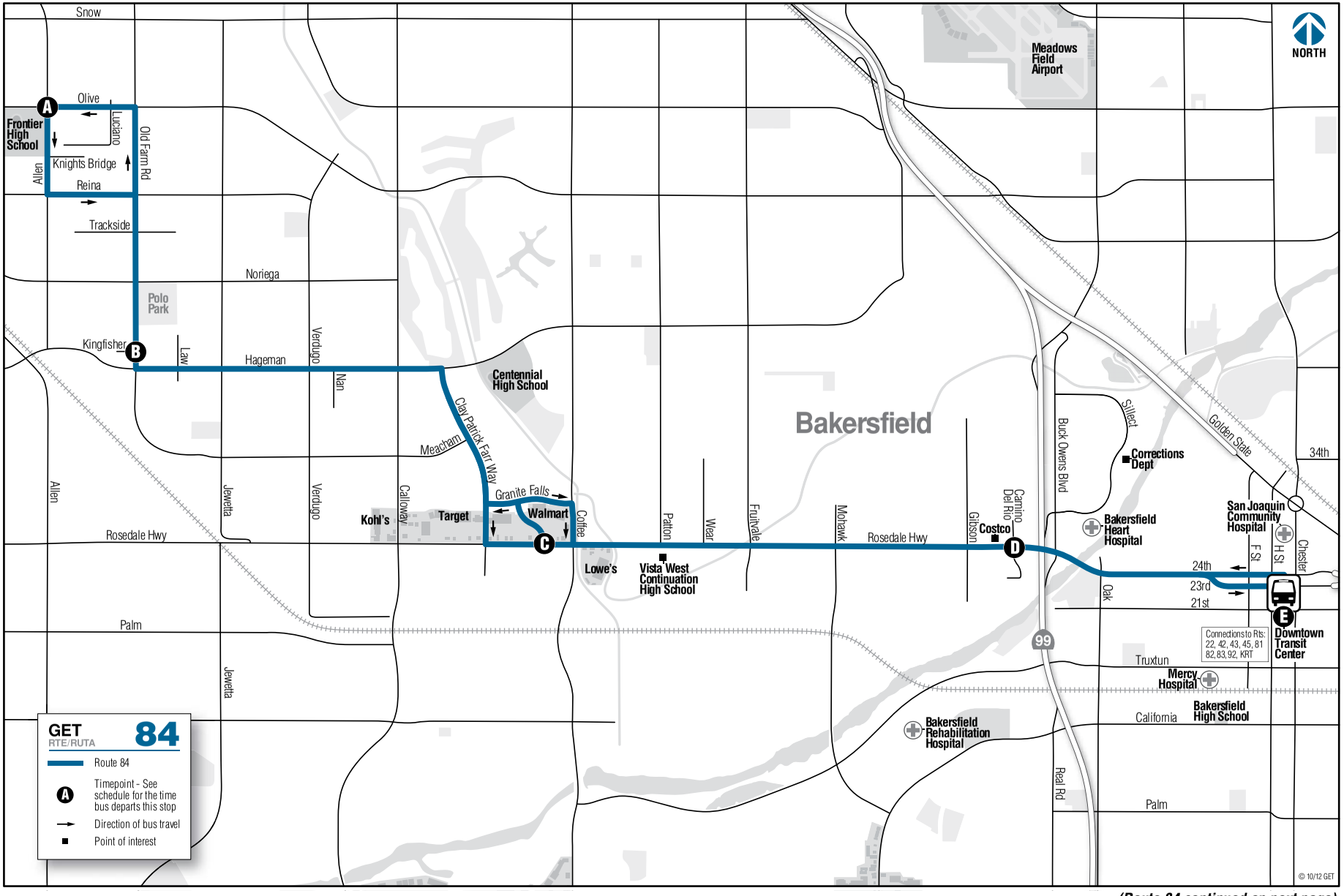
ROUTE 82 DAILY SCHEDULE

EASTBOUND CSUB/DOWNTOWN

CSUB (A)	JEWETTA ACROSS FROM LIBERTY HS (B)	ROSEDALE & ALLEN (C)	WALMART NW PROMENADE (D)	ROSEDALE & CAMINO DEL RIO (E)	DOWNTOWN TRANSIT CENTER (F)
7:00 AM	7:15 AM	7:23 AM	7:36 AM	7:47 AM	8:00 AM
8:00 AM	8:15 AM	8:23 AM	8:36 AM	8:47 AM	9:00 AM
9:00 AM	9:15 AM	9:23 AM	9:36 AM	9:47 AM	10:00 AM
10:00 AM	10:15 AM	10:23 AM	10:36 AM	10:47 AM	11:00 AM
11:00 AM	11:15 AM	11:23 AM	11:36 AM	11:47 AM	**12:00 PM**
12:00 PM	**12:15 PM**	**12:23 PM**	**12:36 PM**	**12:47 PM**	**1:00 PM**
1:00 PM	**1:15 PM**	**1:23 PM**	**1:36 PM**	**1:47 PM**	**2:00 PM**
2:00 PM	**2:15 PM**	**2:23 PM**	**2:36 PM**	**2:47 PM**	**3:00 PM**
3:00 PM	**3:15 PM**	**3:23 PM**	**3:36 PM**	**3:47 PM**	**4:00 PM**
4:00 PM	**4:15 PM**	**4:23 PM**	**4:36 PM**	**4:47 PM**	**5:00 PM**
5:00 PM	**5:15 PM**	**5:23 PM**	**5:36 PM**	**5:47 PM**	**6:00 PM**
6:00 PM	**6:15 PM**	**6:23 PM**	**6:36 PM**	**6:47 PM**	**6:55 PM**

WESTBOUND DOWNTOWN/CSUB

DOWNTOWN TRANSIT CENTER (F)	ROSEDALE @ COSTCO (E)	WAL-MART NW PROMENADE (D)	ALLEN & ROSEDALE (C)	JEWETTA & BRIMHALL (B)	CSUB (A)
7:00 AM	7:09 AM	7:23 AM	7:35 AM	7:43 AM	8:00 AM
8:00 AM	8:09 AM	8:23 AM	8:35 AM	8:43 AM	9:00 AM
9:00 AM	9:09 AM	9:23 AM	9:35 AM	9:43 AM	10:00 AM
10:00 AM	10:09 AM	10:23 AM	10:35 AM	10:43 AM	11:00 AM
11:00 AM	11:09 AM	11:23 AM	11:35 AM	11:43 AM	**12:00 PM**
12:00 PM	**12:09 PM**	**12:23 PM**	**12:35 PM**	**12:43 PM**	**1:00 PM**
1:00 PM	**1:09 PM**	**1:23 PM**	**1:35 PM**	**1:43 PM**	**2:00 PM**
2:00 PM	**2:09 PM**	**2:23 PM**	**2:35 PM**	**2:43 PM**	**3:00 PM**
3:00 PM	**3:09 PM**	**3:23 PM**	**3:35 PM**	**3:43 PM**	**4:00 PM**
4:00 PM	**4:09 PM**	**4:23 PM**	**4:35 PM**	**4:43 PM**	**5:00 PM**
5:00 PM	**5:09 PM**	**5:23 PM**	**5:35 PM**	**5:43 PM**	**6:00 PM**
6:00 PM	**6:09 PM**	**6:23 PM**	**6:35 PM**	**6:43 PM**	**6:55 PM**



(Route 84 continued on next page)

ROUTE 84 DAILY SCHEDULE

EASTBOUND FRONTIER HIGH SCHOOL/DOWNTOWN

ALLEN @ FRONTIER HIGH SCHOOL (A)	OLD FARM & KINGFISHER (B)	WALMART NW PROMENADE (C)	ROSEDALE & CAMINO DEL RIO (D)	DOWNTOWN TRANSIT CENTER (E)
7:58 AM	8:07 AM	8:21 AM	8:32 AM	8:45 AM
9:28 AM	9:37 AM	9:51 AM	10:02 AM	10:15 AM
10:58 AM	11:07 AM	11:21 AM	11:32 AM	11:45 AM
12:28 PM	**12:37 PM**	**12:51 PM**	**1:02 PM**	**1:15 PM**
1:58 PM	**2:07 PM**	**2:21 PM**	**2:32 PM**	**2:45 PM**
3:28 PM	**3:37 PM**	**3:51 PM**	**4:02 PM**	**4:15 PM**
4:58 PM	**5:07 PM**	**5:21 PM**	**5:32 PM**	**5:45 PM**
6:28 PM	**6:37 PM**	**6:51 PM**	**7:02 PM**	**7:10 PM**

WESTBOUND DOWNTOWN/FRONTIER HIGH SCHOOL

DOWNTOWN TRANSIT CENTER (E)	ROSEDALE & COSTCO (D)	WAL-MART NW PROMENADE (C)	OLD FARM & HAGEMAN (B)	ALLEN @ FRONTIER HIGH SCHOOL (A)
7:15 AM	7:24 AM	7:38 AM	7:50 AM	7:58 AM
8:45 AM	8:54 AM	9:08 AM	9:20 AM	9:28 AM
10:15 AM	10:24 AM	10:38 AM	10:50 AM	10:58 AM
11:45 AM	11:54 AM	**12:08 PM**	**12:20 PM**	**12:28 PM**
1:15 PM	**1:24 PM**	**1:38 PM**	**1:50 PM**	**1:58 PM**
2:45 PM	**2:54 PM**	**3:08 PM**	**3:20 PM**	**3:28 PM**
4:15 PM	**4:24 PM**	**4:38 PM**	**4:50 PM**	**4:58 PM**
5:45 PM	**5:54 PM**	**6:08 PM**	**6:20 PM**	**6:28 PM**

Appendix L. Vehicle Miles Traveled

t +1 213 267 2332 | **f** +1 213 318 0744
info@gentecsol.com | www.gentecsol.com
11845 W Olympic Blvd. 11th Floor, Los Angeles, CA 90064
GTS | General Technologies and Solutions

MEMORANDUM

Date:	May 5, 2026	**GTS:** 251009
To:	Integrated Engineering Group (IEG)	
From:	Rawad Hani, GTS	
Subject:	**Vehicle Miles Traveled (VMT) Analysis** **Riverview Market Commercial Development, City of Bakersfield, CA**	

This memorandum describes the development of vehicle miles traveled (VMT) analysis for the proposed Riverview Market Commercial Development (project) in the City of Bakersfield (City), Kern County (County), CA.

The project is located on the south side of Rosedale Highway (CA-58), north of the railroad tracks, west of Coffee Road, and east of El Toro Viejo Road in the northwestern portion of the City of Bakersfield, Kern County.

The project site is approximately 46-acres and is currently undeveloped. The project proposes to develop the following land uses shown in Table 1 in two separate phases. However, both phases were combined for the purposes of the VMT analysis.

The VMT analysis evaluated the project using the 2020 and 2046 model years of the Kern Council of Governments' (Kern COG's)'s San Joaquin Valley Model Improvement Program Phase 3 (VMIP III) model obtained from Kern COG which is the most recent version of the travel model.

Table 1: Riverview Market – Project Land uses

Land use Category	Quantity	Units[1]
Shopping Center – Phase I	244.417	TSF
Medical Office	9.129	TSF
Drive-thru restaurants	16.884	TSF
Automated Carwash	4.100	TSF
Public Storage	40.000	TSF
Gas Filling Station	40	VFP
Shopping Center - Phase II	89.818	TSF

1. TSF: Thousand Square Feet / VFP: Vehicle Fueling Positions

Background

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As shown in Table 1 above, the project consists of multiple non-residential land uses. All of the project land uses except medical office can be considered as retail land uses. Even medical office building land use can be considered as a retail use for the purposes of the VMT analysis as majority of trips and VMT is generated by its customers similar to retail. However, for the purposes of VMT analysis, the project medical office use was evaluated using VMT per employee metric.

According to OPR TA guidance for evaluating retail projects, the appropriate VMT metric is the change in total roadway VMT within the defined geographic area (the "region"). A retail project is considered to generate a significant transportation impact if the total regional VMT under the "with project" scenario is higher than the VMT estimated for the "without project" scenario.

Also, OPR TA recommends use of VMT per employee to evaluate office land uses. An office project is considered to generate a significant impact if the project VMT per employee is greater than 85% of regional baseline average.

Similarly, the OPR TA recommends using a region for VMT analysis purposes that is estimated to contain majority of the project land use trips, and thereby VMT. Given the project's location and size, it was determined that Kern County can be used as the region for the purposes of project VMT evaluation. Therefore, the project retail uses would have a significant impact if there is a net increase in roadway VMT within Kern County between "with project" and "without project" scenarios and project medical office would have a significant impact if the project VMT per employee is greater than 85% of Kern County's baseline average VMT per employee

The OPR TA also includes multiple screening criteria which were reviewed for project evaluation. This project was compared with screening criteria established in the OPR TA to check if the project can be screened out of a detailed VMT analysis. Evaluation of the screening criteria is described below:

Small Project: Based on OPR TA, projects that generate less than 110 daily trips can be considered as small projects and can be screened out of detailed VMT analysis. However, based on project trip generation, the project will generate approximately 15,000 daily trips which is more than 110. Therefore, the project cannot be screened out using this criterion.

Map-Based Screening for Residential and Office Projects: As noted previously, the City has yet to adopt its own SB 743 implementation guidelines. Jurisdictions that have adopted VMT guidelines typically provide existing low-VMT screening maps. Residential and office projects located in these low-VMT areas, and that share similar characteristics, are generally expected to generate comparably low VMT and can therefore be screened out from further analysis. In this case, however, the project consists of retail uses and no official screening maps are available. As a result, this screening criterion does not apply to the project.

Local-Serving Retail: The OPR TA recommends that retail uses under 50,000 square feet may be considered local-serving and can be screened out from a detailed VMT analysis. However, as shown in

Table 1, the proposed project includes more than 50,000 square feet of retail space. Therefore, this screening criterion does not apply to the project.

Other Screening Criteria: Similarly, OPR TA recommends that public-serving institutional uses and affordable housing be screened out from detailed VMT analysis. Because the proposed project does not include affordable housing or public institutional uses, this screening criterion is not applicable to the project.

As described above, the entire project doesn't meet any of the screening criteria identified in the OPR TA. Hence, a full VMT analysis was conducted using the most recent version of Kern COG VMIP III model.

Model Approach

Kern COG VMIP III is a socioeconomic data-based model and so the project land uses must be converted into model socioeconomic data categories for modeling purposes. The Institute of Transportation Engineers (ITE), Trip Generation manual was used to convert the project land uses' square footage into number of employees. The ITE Trip Generation manual includes trips for land uses by different/multiple units (e.g., TSF, employees, rooms). For example, the ITE manual includes trip rates by both square footage and number of employees for project's land uses. Trip rates for both square footage and number of employees from the manual were used to estimate number of employees for thousand square foot of land use which in turn was used to estimate total project employees. All project land uses were converted into employment based on ITE conversion process except the automated carwash. Project-specific employment data for the proposed carwash was unavailable, and standard sources such as the ITE Trip Generation Manual do not provide employment estimates for this land use. Accordingly, a planning level assumption was applied, consisting of two employees per shift, two shifts per day, and one manager, for a total of five employees used for VMT modeling purposes

An estimated total of 5 employees was used for the automated carwash (4.1 TSF). The model socioeconomic datasets for both 2020 and 2046 scenarios were updated to include estimated project employment in the project zones. The following Table 2 shows the employment conversion factors and total employment for the project land uses.

Table 2: Riverview Market – Project Employment Estimation

Land use Category	Quantity	Units	Employees per Land Use Unit	Total Employees	Model Employment Category
Shopping Center	244.417	TSF	2.12	519	Retail
Medical Office	9.129	TSF	4.13	38	Medical
Drive-thru restaurants	16.884	TSF	10.50	177	Food Industry
Automated Carwash	4.100	TSF	n/a	5	Retail
Public Storage	40.000	TSF	0.34	14	Industrial
Gas Filling Station	40	VFP	0.62	25	Retail
Shopping Center - Phase II	89.818	TSF	2.12	191	Retail
Total				**969**	

Typically, project VMT is calculated by isolating the project in a new TAZ or multiple TAZs depending on the diversity of project land uses and project size. Since VMIP III allows zone splits/ addition of new TAZs, multiple TAZ (7 TAZs) were used to model different land use types of the project. Given retail land uses are evaluated using roadway VMT, they do not require isolation of land uses in the model. However, the project land uses were separated into their own TAZs to develop project trip distribution using select zone model runs.

Both baseline (2020) and horizon year (2046) model runs were used to estimate project's VMT impacts. No project specific network modifications were conducted for neither base nor horizon scenarios. Full model runs with feedback loops were conducted for all of the project scenarios.

It should be noted that the cumulative (2046) scenario was modeled using a "zero-sum" approach. This method maintains the same regional control totals as the cumulative "no project" scenario by reallocating, or reducing, land uses in other growth areas to accommodate the project site. Project-specific land use and employment inputs by TAZ were provided to Kern COG for developing the zero-sum socioeconomic dataset. Kern COG subsequently adjusted the cumulative scenario to incorporate the project's employment while keeping the overall regional control totals consistent with the adopted 2046 regional forecast.

VMT Analysis

As noted previously, the OPR TA recommends evaluating retail projects using the net change in total VMT between the "with project" and "without project" scenarios. A retail project is considered to result in a significant impact if it generates a net increase in roadway VMT within Kern County under the "with project" conditions relative to the "without project" scenario.

Table 3 below presents the total roadway VMT within Kern County for both scenarios under the base year (2020) and cumulative/horizon year (2046) conditions. The total roadway VMT for Year 2028 values (with and without project VMT) were estimated using linear interpolation of 2020 and 2046 VMT numbers.

Table 3: Riverview Market – Project VMT evaluation (retail land uses)

Daily Countywide Roadway VMT	With Project (a)	Without Project (b)	Difference (c = a - b)	% Difference
2020	30,554,590	30,503,375	51,215	0.17%
2028	32,624,519	32,582,785	41,733	0.13%
2046	37,281,858	37,261,458	20,399	0.05%

Medical Office evaluation: The OPR Technical Advisory recommends using VMT per employee as the appropriate metric for evaluating office land uses. Under this guidance, an office project would result in a significant impact if its VMT per employee exceeds 85 percent of the regional baseline average. Consistent with the retail analysis, Kern County was defined as the region for this evaluation. Accordingly,

the project's medical office component would be considered to have a significant impact if its VMT per employee is greater than 85 percent of the Kern County baseline average.

Table 4 below presents the VMT per employee estimates for the project's medical office use.

Table 4: Riverview Market – Project Medical Office VMT evaluation

2020	Project (Medical Office)	Kern County	Kern County Threshold*
Total Employees (non-retail) (d)	38	339,500	
Homebased Work (HBW) VMT (e)	571	5,609,069	
HBW VMT per employee (f=e/d)	15.13	16.52	14.04
Percentage above threshold	7.76%		

** Estimated using "No project" base year (2020) model run. 85% of baseline regional average*

Active Transportation VMT Reductions

As the Project incorporates and expands active transportation facilities for pedestrians and bicyclists, the VMT analysis accounts for potential VMT reductions associated with these improvements. However, conventional travel demand models are not well suited to quantify VMT reductions resulting from localized mode shift attributable to enhanced active transportation infrastructure. Accordingly, supplemental off-model calculations were conducted to estimate VMT reductions associated with the proposed Project improvements.

These off-model calculations follow the methodologies and default assumptions outlined in the California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (October 2024). The applicable measures and corresponding assumptions are summarized below.

End-of-Trip Bicycle Facilities

The Project provides end-of-trip bicycle amenities, including bicycle parking and lockers. Consistent with CAPCOA Measure T-10, Provide End-of-Trip Bicycle Facilities, the provision of these facilities can achieve a reduction in employee commute VMT corresponding to a 0.1 percent to 4.4 percent reduction in greenhouse gas emissions.

Pedestrian Network Improvements

The Project proposes new sidewalks along its frontages, improving pedestrian connectivity and walkability. Based on CAPCOA Measure T-18, Provide Pedestrian Network Improvements, the provision

of sidewalks and an enhanced pedestrian network can result in up to a 6.4 percent reduction in greenhouse gas emissions associated with household vehicle travel at the plan or community level.

Bicycle Facility Improvements

The Project proposes a new bicycle lane along Rosedale Drive, extending an existing facility and improving overall bicycle network connectivity. Consistent with CAPCOA Measure T-19-A, Construct or Improve Bicycle Facility, this improvement can achieve up to a 0.8 percent reduction in greenhouse gas emissions from displaced vehicle travel on roadways parallel to the bicycle facility. In addition, CAPCOA Measure T-19-B, Construct or Improve Bike Boulevard, indicates that bicycle-oriented corridor enhancements can result in up to a 0.2 percent reduction in greenhouse gas emissions from displaced vehicle travel.

Conclusion

The vehicle miles traveled (VMT) analysis for the proposed Riverview Market Commercial Development was conducted in accordance with the Governor's Office of Planning and Research (OPR) Technical Advisory and utilizes the most recent Kern Council of Governments VMIP III travel demand model. The analysis demonstrates that the project would result in a net increase in countywide roadway VMT under both existing and cumulative conditions, and that the project's medical office component would exceed the applicable VMT per employee threshold. Accordingly, the project would result in a significant transportation impact under CEQA.

The project has been designed to incorporate feasible VMT reducing strategies consistent with State guidance and best practices, including enhanced pedestrian connectivity, new and expanded bicycle facilities, and end-of-trip bicycle amenities. Consistent with CAPCOA methodologies, these measures are estimated to result in a cumulative VMT reduction of approximately 0.1 percent to 11.8 percent. These reductions would meaningfully reduce VMT associated with retail uses and employee commute trips and represent a good-faith effort to minimize vehicle travel to the extent feasible given the project's location and operational characteristics.

The project site is situated within an established and planned commercial corridor in close proximity to existing and planned residential neighborhoods, as well as other commercial and service uses. Given this context, the proposed development would introduce additional retail, dining, and service options within a relatively short distance of surrounding compatible land uses, which may facilitate shorter trips and increase the potential for internal capture and linked trips. The project would also complement nearby development by broadening the range of goods and services available locally, which could reduce the need for some longer-distance trips to other areas of the City or County. While these factors do not eliminate the identified VMT impact, they reflect the project's contribution to enhancing the availability of services within the local community.

Appendix H-2

Vehicle Miles Traveled (VMT) Analysis

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MEMORANDUM

Date:	May 5, 2026	**GTS:** 251009
To:	Integrated Engineering Group (IEG)	
From:	Rawad Hani, GTS	
Subject:	**Vehicle Miles Traveled (VMT) Analysis** **Riverview Market Commercial Development, City of Bakersfield, CA**	

This memorandum describes the development of vehicle miles traveled (VMT) analysis for the proposed Riverview Market Commercial Development (project) in the City of Bakersfield (City), Kern County (County), CA.

The project is located on the south side of Rosedale Highway (CA-58), north of the railroad tracks, west of Coffee Road, and east of El Toro Viejo Road in the northwestern portion of the City of Bakersfield, Kern County.

The project site is approximately 46-acres and is currently undeveloped. The project proposes to develop the following land uses shown in Table 1 in two separate phases. However, both phases were combined for the purposes of the VMT analysis.

The VMT analysis evaluated the project using the 2020 and 2046 model years of the Kern Council of Governments' (Kern COG's)'s San Joaquin Valley Model Improvement Program Phase 3 (VMIP III) model obtained from Kern COG which is the most recent version of the travel model.

Table 1: Riverview Market – Project Land uses

Land use Category	Quantity	Units[1]
Shopping Center – Phase I	244.417	TSF
Medical Office	9.129	TSF
Drive-thru restaurants	16.884	TSF
Automated Carwash	4.100	TSF
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