LINSCOTT
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engineers

TRANSPORTATION IMPACT ANALYSIS

MONTE VISTA REGIONAL SOCCER AND WELLNESS PARK

El Centro, California
November 30, 2020

LLG Ref. 3-20-3294

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TRANSPORTATION IMPACT ANALYSIS

MONTE VISTA SOCCER COMPLEX

Imperial County, California
November 6, 2020

1.0 INTRODUCTION

Linscott, Law & Greenspan Engineers (LLG) has been retained to assess the potential traffic impacts to local roadway system due to the proposed Monte Vista Regional Soccer and Wellness Park project. The property is situated on approximately +/- 63 acres of agriculture land located within the County of Imperial. The property is located on the southwest corner of W. McCabe Road/Sperber Road intersection.

The following items are included in this traffic analysis:

- Project Description
- Existing Conditions Description
- Analysis Approach and Methodology
- Significance Criteria
- Analysis of Existing Conditions
- Project Traffic Generation/Distribution/Assignment
- Cumulative Projects Discussion
- Analysis of Roadway and Intersection Capacity
- Site Access Discussion
- Significance of Impacts and Mitigation Measures

2.0 PROJECT DESCRIPTION

2.1 Project Location

The project site is located on the southeast corner of the intersection of W. McCabe Road and Sperber Road in the County of Imperial. The site is currently vacant farmland. ***Figure 1–1*** shows the vicinity map. ***Figure 1–2*** shows a more detailed project area map.

2.2 Project Description

The proposed project will be developed on 63 acres of vacant land. The project will include 13 full-size soccer fields including a park fitness loop and a field house and a sustainable organic farm. The project is proposed to be completed in three (3) phases. Phase 1 will accommodate 5 full-size soccer fields, parking lot, and a field house including restrooms. Phase II will accommodate 5 full-size soccer fields, parking lot, park fitness loop, playground and a sustainable organic farm/orchard. Phase III will accommodate 3 full-size soccer fields.

Access to the project site is assumed to be provided via two driveways on Sperber Road.

Figure 2–3 shows the Project's conceptual site plan.

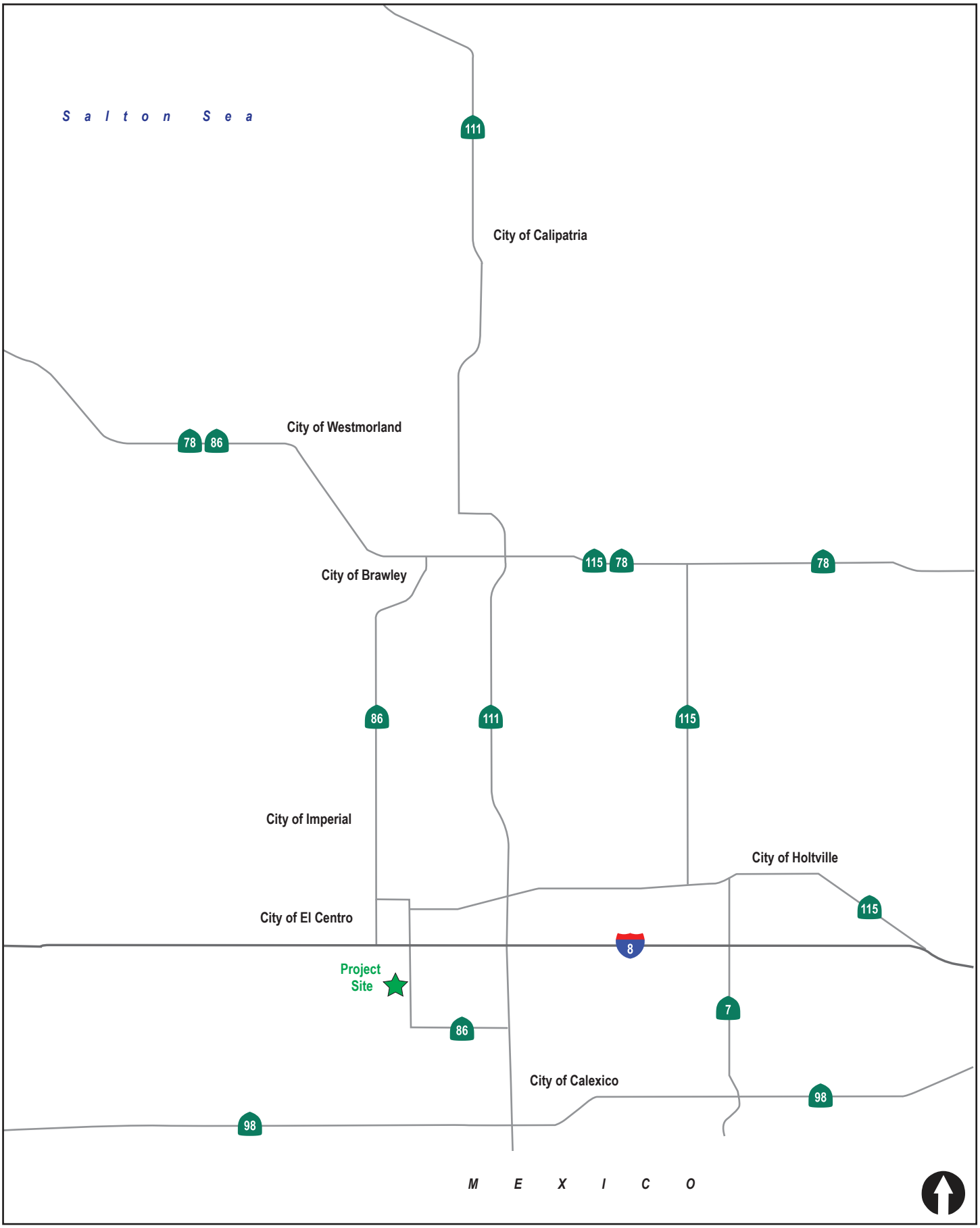

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Figure 2-1

Vicinity Map

Monte Vista Regional Soccer & Wellness Park

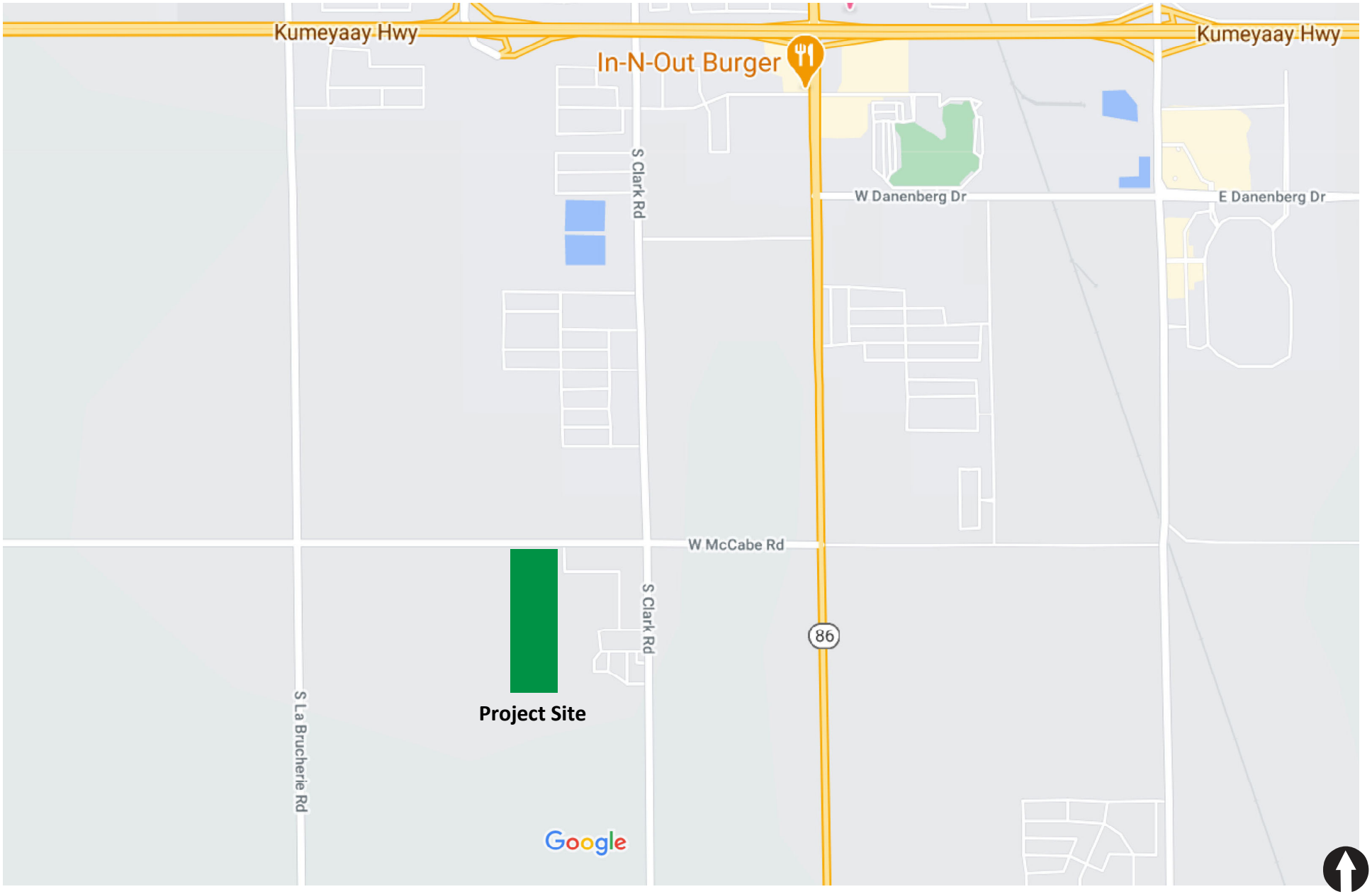

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Figure 2-2

Project Area Map

MONTE VISTA REGIONAL SOCCER & WELLNESS PARK

- A Existing ICOE West
- B ICOE West Parking 85 Stalls+11 ADA
- C Future IVCEC-
- D Future IVCEC Parking-257 Stalls+ 20 ADA
- E Concession | Restroom
- F Food Truck Area
- G Play Lawn
- H Nature Play
- I Bioswale | Native Plant Garden
- J Turf Berm
- K Restroom
- L Future Organic Farm | Orchard
- M Soccer Fields
- N The Grove | Dining
- O Warm Up Lawn
- P Drop off
- Q Play Area
- R Wellness Loop
- S Future Parking 320 Stalls+ 11 ADA
- T Park Entrance | Ticket Booth
- U Main Park Entrance | Ticket Booth
- V Field House

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Figure 2-3

Site Plan

MONTE VISTA REGIONAL SOCCER & WELLNESS PARK

3.0 EXISTING CONDITIONS

Effective evaluation of the traffic impacts associated with the proposed Project requires an understanding of the existing transportation system within the project area. ***Figure 3–1*** shows an existing conditions diagram, including the study intersection and street segment lane configurations.

The study area includes the following six (6) existing intersections and four (4) street segments.

Intersections:

1. McCabe Road / La Brucherie Road
2. McCabe Road / Sperber Road
3. McCabe Road / Clark Road
4. McCabe Road / SR-86
5. Wake Ave / Clark Rd
6. Wake Ave / SR-86

Segments (Weekday Only):

McCabe Road

1. La Brucherie Road to Sperber Road
2. Sperber Road to Clark Road
3. Clark Road to SR-86

Clark Road

4. McCabe Rod to Wake Avenue

3.1 Existing Street Network

The following is a description of the existing street network in the study area.

La Brucherie Road is classified as a 4-lane Arterial on the City of El Centro Circulation Element. La Brucherie Road is currently constructed as a north-south two-lane undivided roadway providing one lane of travel per direction. No bike lanes or bus stops are provided, and parking is generally prohibited within the project area. The posted speed limit is 55 mph.

Sperber Road is an unclassified north-south two-lane undivided roadway within the study area. Sperber Road currently provides access to several County offices and departments. No bike lanes or bus stops are provided, and parking is generally prohibited within the project area. The speed limit is 25 mph.

Clark Road is classified as a 4-lane Arterial between McCabe Road and Danenberg Road and a 6-lane Arterial north of Danenberg Road on the City of El Centro Circulation Element. Clark Road is currently constructed as a two-lane undivided roadway between McCabe Road and Palmview Avenue and four-lane undivided roadway between Palmview Avenue and Wake Avenue within the project vicinity. No bike lanes or bus stops are provided, and parking is generally prohibited within the project area. The posted speed limit is 50 mph.

McCabe Road is classified as a 6-lane Arterial on the City of El Centro Circulation Element. Currently, McCabe Road is currently constructed as an east-west two lane undivided roadway providing one lane of travel per direction. No bike lanes or bus stops are provided, and parking is generally prohibited within the project area. The posted speed limit is 50 mph.

State Route 86 (SR-86) is classified as a State Highway/Expressway on the Imperial County General Plan Circulation Element. Within the study area, SR-86 is constructed as a two-lane undivided roadway between McCabe Road and Countryside Drive and three-lane divided roadway, providing two lanes of travel in northbound direction and one lane in southbound direction. The posted speed limit is generally 65 mph. Bike lanes are not provided, though the roadway is generally built with 8-foot shoulders. No bus stops are provided, and parking is not permitted along either side of the roadway.

Wake Avenue is classified as a 4-Lane Collector on the City of El Centro Circulation Element. It is currently constructed as a four-lane undivided roadway, providing two travel lane per direction. This facility runs east-west and curbside parking is not permitted. No bike lanes provided between SR 86 and Clark Road. The posted speed limit is 40 mph.

3.2 Existing Traffic Volumes

Peak Hour Volumes– Traffic counts were obtained from historical records where available. Where counts were not available, existing weekday PM peak hour (4:00-6:00 PM) and weekend Mid-day peak hour (12:00-2:00 PM) traffic volumes were commissioned at all the study area intersections. PM peak hour manual turning movement counts were taken on Tuesday, September 29, 2020 and Mid-day peak hour manual turning movement counts were taken on Saturday, September 26, 2020.

Daily Volumes– Traffic counts were obtained from historical records where available. Where counts were not available, Average Daily Traffic (ADT) volumes were taken on the week of September 29th, 2020.

However, given the changes in travel patterns and lower activity due to the CoVid-19 pandemic, existing traffic counts were adjusted by comparing them to historical traffic count data as explained below.

The traffic counts from a nearby development project which was approved, Imperial County Office of Education Transportation Impact Study (March 2018), were reviewed and identified three (3) common intersections as shown in ***Table 3-1***. The counts for these three intersections from the Imperial County Office of Education ttransportation impact sstudy were used to calculate an adjusted factor by comparing them with the existing counts (2020) as shown in Table 3-1. Based on a comparison for three intersections, an average 19% reduction in total PM peak hour volume was calculated in 2020. Therefore, a 20% adjustment factor was applied to the study intersections and street segments to reflect a Year 2020 non CoVid-19 traffic volume baseline.

TABLE 3–1
INTERSECTION COUNTS COMPARISON (PM PEAK HOUR TOTAL)

Intersections	Pre Covid-19	During Covid-19	% Less in 2020
	Year-2017[a]	Year-2020[b]	
• McCabe Road and La Brucherie Road	591	543	8.8%
• McCabe Road and Sperber Road	466	341	36.7%
• McCabe Road and Clark Road	817	732	11.6%
Average Total			**19.03%**

Source:

a- Imperial County Office of Education Transportation Impact Study.

b- LLG Traffic Counts.

Table 3–2 is a summary of the existing street segment adjusted average weekday daily traffic within the project study area. ***Figure 3–2*** shows the Existing Adjusted Traffic Volumes. ***Appendix A*** contains the manual count sheets.

TABLE 3–1
EXISTING SEGMENT VOLUMES

Intersection	Adjusted Volume
McCabe Road	
La Brucherie Road to Sperber Road	5,332[a]
Sperber Road to S. Clark Rd	4,564[b]
S. Clark Road to SR 86	6,042[a]
Clark Road	
McCabe Road to Wake Avenue	6,178[a]

Footnotes:

a. Historical counts obtained from the Imperial County Office of Education Traffic Study which were collected in Year 2017. A growth factor of 2% per year applied to reflect year 2020.

b. Existing ADT estimated by applying 20% adjustment factor.

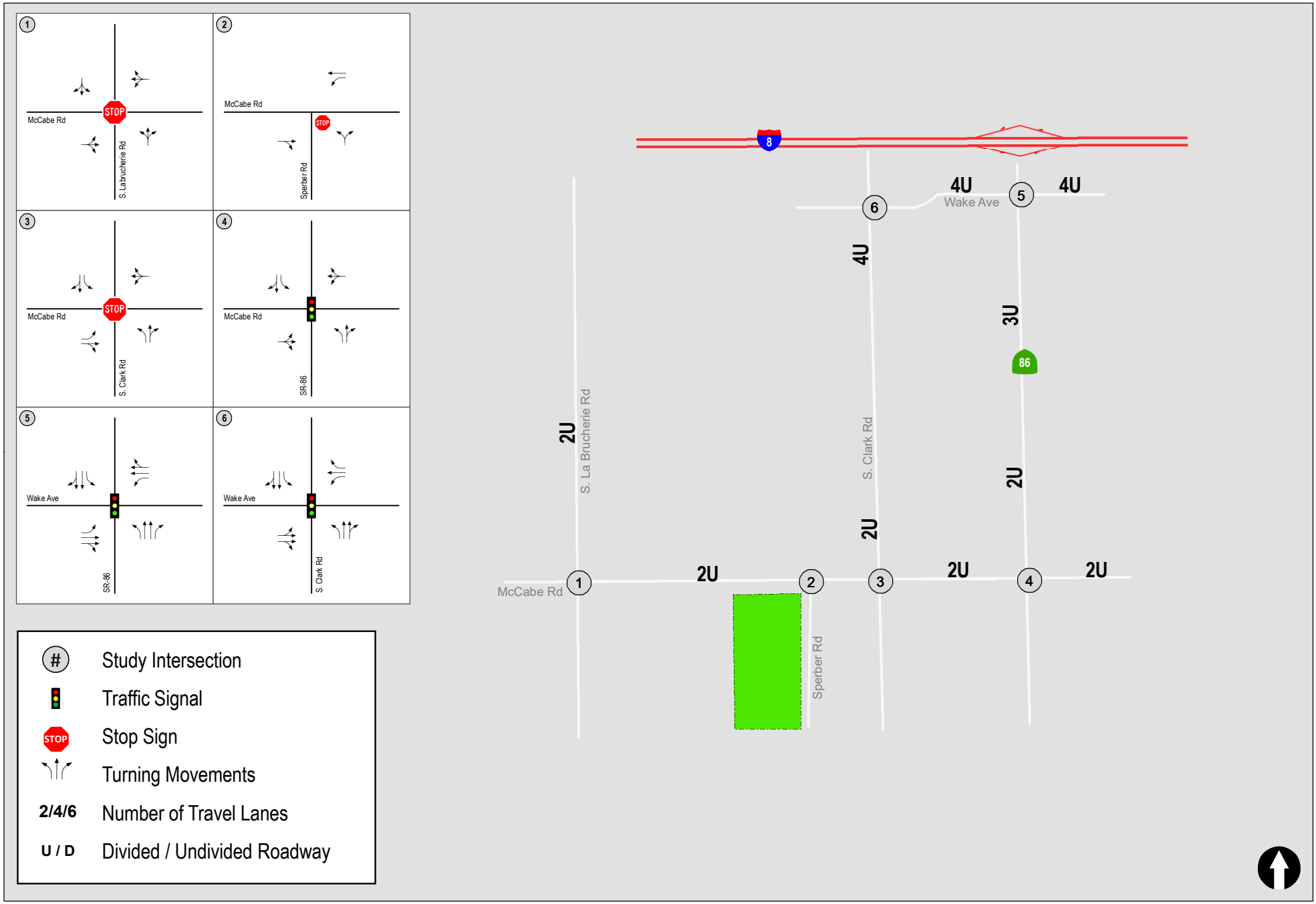

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Figure 3-1

Existing Conditions Diagram

MONTE VISTA REGIONAL SOCCER & WELLNESS PARK

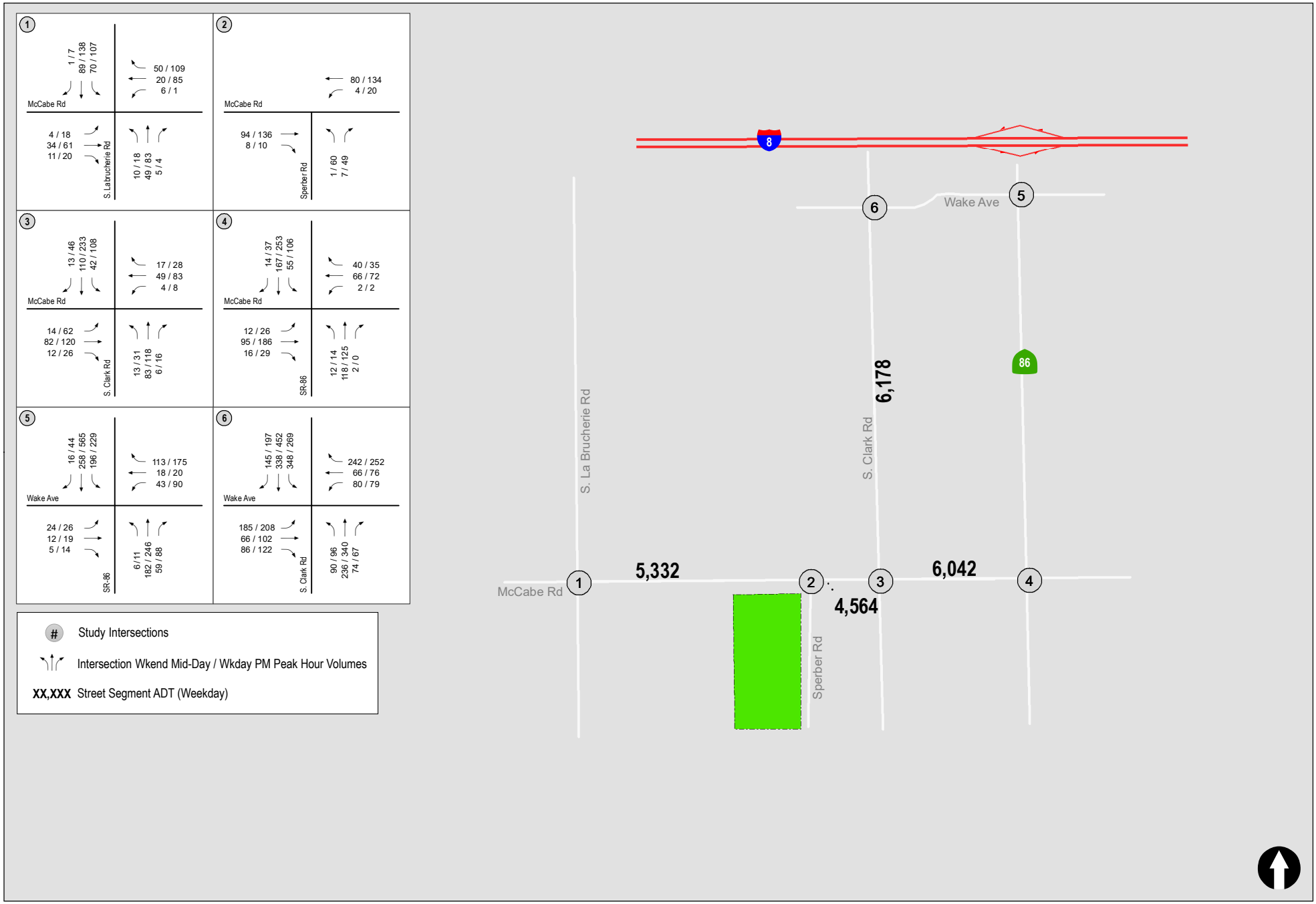

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Figure 3-2

Existing Traffic Volumes

MONTE VISTA REGIONAL SOCCER & WELLNESS PARK

4.0 ANALYSIS SCENARIOS, APPROACH AND METHODOLOGY

4.1 Intersections

The following scenarios were analyzed:

- Existing
- Existing + Project
- Existing + Cumulative Projects
- Existing + Project + Cumulative Projects

4.2 Methodology

There are various methodologies used to analyze signalized intersections, unsignalized intersections and street segments. The measure of effectiveness for intersection and segment operations is level of service (LOS) which denotes the operating conditions which occur at a given intersection or on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis taking into account factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. LOS provides an index to the operational qualities of a roadway segment or an intersection. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst. LOS designation is reported differently for signalized and unsignalized intersections, as well as for roadway segments.

In the Highway Capacity Manual (HCM) 6th Edition, LOS for signalized intersections is defined in terms of delay. The LOS analysis provides results in seconds of delay expressed in terms of letters A through F. Delay is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. ***Table 4–1*** summarizes the signalized intersections levels of service descriptions.

4.3.1 *Signalized Intersections*

Table 4–2 depicts the criteria, which are based on the average control delay for any particular minor movement (unsignalized intersections) and overall intersection (signalized intersections).

For signalized intersections, LOS criteria is stated in terms of the average control delay per vehicle for a 15-minute analysis period. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

LOS A describes operations with very low delay, (i.e. less than 10.0 seconds per vehicle). This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.

LOS B describes operations with delay in the range 10.1 seconds and 20.0 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of Average delay.

LOS C describes operations with delay in the range 20.1 seconds and 35.0 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.

TABLE 4–1
INTERSECTION LEVEL OF SERVICE DESCRIPTIONS

LOS	Description
A	Occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	Generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.
C	Generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
D	Generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.
F	Considered to be unacceptable to most drivers. This condition often occurs with over saturation i.e. when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume-to-capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels

TABLE 4–2
INTERSECTION LEVEL OF SERVICE (LOS) & DELAY RANGES

LOS	Delay (seconds/vehicle)	
	Signalized Intersections	**Unsignalized Intersections**
A	≤ 10.0	≤ 10.0
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 80.0	35.1 to 50.0
F	≥ 80.1	≥ 50.1

Source: Highway Capacity Manual 6th Edition

LOS D describes operations with delay in the range 35.1 seconds and 55.0 seconds per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or higher v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are frequent.

LOS E describes operations with delay in the range of 55.1 seconds to 80.0 seconds per vehicle. This is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.

LOS F describes operations with delay in excess of over 80.0 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with over-saturation (i.e., when arrival flow rates exceed the capacity of the intersection). It may also occur at high v/c ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

4.3.2 *Unsignalized Intersections*

For unsignalized intersections, LOS is determined by the computed or measured control delay and is defined for each minor movement. For All-Way-Stop-controlled (AWSC) intersections, the overall intersection delay is reported. For two-way-stop-controlled (TWSC) intersections, LOS is not defined for the intersection as a whole, but the worst-case movement (typically the minor street left-turn) delay and LOS are reported.

LOS F exists when there are insufficient gaps of suitable size to allow a side street demand to safely cross through a major street traffic stream. This LOS is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches. The method, however, is based on a constant critical gap size; that is, the critical gap remains constant no matter how long the side-street motorist waits.

LOS F may also appear in the form of side-street vehicles selecting smaller-than-usual gaps. In such cases, safety may be a problem, and some disruption to the major traffic stream may result. It is important to note that LOS F may not always result in long queues but may result in adjustments to normal gap acceptance behavior, which are more difficult to observe in the field than queuing.

4.3.3 *Street Segments*

Street segment analysis is based upon the comparison of daily traffic volumes (ADTs) to the City of El Centro's *Level of Threshold Volumes for Various Roadway Types (ADT)* table. This table provides segment capacities for different street classifications, based on traffic volumes and roadway characteristics. The El Centro's *Level of Threshold Volumes for Various Roadway Types (ADT)* table is shown in ***Table 4–3.***

TABLE 4-3
LEVEL OF SERVICE THRESHOLD VOLUMES FOR VARIOUS ROADWAY TYPES (ADT)

ROADWAY TYPE	Code	LOS A	LOS B	LOS C	LOS D	LOS E
10-Lane Freeway	10F	64,000	99,000	139,000	160,000	182,000
8-Lane Freeway	8F	51,000	79,000	112,000	136,000	146,000
6-Lane Freeway	6F	39,000	59,000	85,000	102,000	110,000
8-Lane Expressway	8E	35,000	54,000	75,000	90,000	98,000
6-Lane Expressway	6E	28,000	42,000	56,000	67,000	74,000
4-Lane Freeway	4F	26,000	40,000	57,000	69,000	74,000
8-Lane Divided Arterial (w/ left-turn lane)	9	40,000	47,000	54,000	61,000	68,000
6-Lane Divided Arterial (w/ left-turn lane)	7	32,000	38,000	43,000	49,000	54,000
4-Lane Expressway	4E	18,000	27,000	36,000	45,000	50,000
4-Lane Divided Arterial (w/ left-turn lane)	5	22,000	25,000	29,000	32,500	36,000
4-Lane Undivided Arterial (no left-turn lane)	4	16,000	19,000	22,000	24,000	27,000
2-Lane Rural Highway	2R	4,000	8,000	12,000	17,000	25,000
2-Lane Arterial (w/ left-turn lane)	3	11,000	12,500	14,500	16,000	18,000
2-Lane Collector	2	6,000	7,500	9,000	10,500	12,000
2-Lane Local	1	1,200	1,400	1,600	1,800	2,000
1-Lane Freeway Diamond Ramp	1D	11,000	12,800	14,700	16,500	18,300
2-Lane Freeway Diamond Ramp	2D	22,000	25,600	29,400	33,000	36,600
1-Lane Freeway Loop Ramp	1L	9,000	10,500	12,000	13,500	15,000
2-Lane Freeway Loop Ramp		16,000	18,700	21,300	24,000	26,700

Notes:

1. The above threshold volumes for preliminary planning purposes only. If available, the results of detailed level of service analyses will typically have priority over the levels of service derived from this table. In that case this table can be used by the analyst for providing additional considerations for recommending the appropriate general roadway type for the specific condition being analyzed.
2. All above facilities assume 60%/40% peak hour directional split. All above facilities assume peak hour representing approximately 10% of the Average Daily Traffic (ADT), except for mainline freeway facilities, which assume peak hour representing 9% of the Average Daily Traffic (ADT).
3. Based on *Highway Capacity Manual*, Transportation Research Board, 2000.
4. Freeway thresholds are consistent with conditions utilizing a .95 peak hour factor, with 2% trucks and slightly over a one-mile average interchange spacing.
5. Expressways are consistent with the average of a multi-lane highway (with no signals) and Class I Arterial (with an average spacing of 0.8 signals per mile and a .45 G/C ratio.
6. Arterial thresholds are consistent with the average Class 1 and Class 2 arterials with an assumed signal density of two signals per mile. This assumes a divided arterial with left-turn lanes. Thresholds for four-lane undivided arterials assume approximately two-thirds the capacity of a four-lane divided arterial due to the impedance in traffic flow resulting from left-turning vehicles waiting in the inside through lane, thus significantly reducing the capacity of the roadway.
7. Rural highways are generally consistent with the *2000 Highway Capacity Manual* rural highway, assuming 8% trucks, 4% RV's, 20% no-passing, and level terrain. The greatest difference is that it assumes a maximum capacity (upper end of LOS E) of 25,000 rather than 28,000 calculated using the new *Highway Capacity Manual*.
8. Two lane collectors assume approximately three-fourths of the capacity of a two-lane arterial with left-turn lanes. This is based on the assumption that left-turn channelization is not provided on a two-lane collector.
9. Local Street level of service thresholds are based upon "Neighborhood Traffic Related Quality-of-Life Considerations" which assumes a standard suburban neighborhood, 40-foot roadway width, a 25 mile per hour speed limit with normal speed violation rates.
10. Capacities for Diamond Ramps and Loop Ramps may be slightly higher or lower than the planning level capacities indicated above. The 2000 Highway Capacity Manual (2000 HCM) states that the capacity of a one-lane diamond to be 2,200 vehicles per hour (vph), and 1,800 vph for a small radius loop ramp. Two-lane freeway ramp capacities are estimated in the 2000 HCM to be 4,400 vph for a two-lane diamond and 3,200 vph for a two-lane small radius loop. Varying intermediate ramp capacities are provided for incremental conditions between these two extremes. Capacities given for each service level assume the same level of service for the adjoining merging roadway as well as level of service being determined by volume-to-capacity and not attainable speed. Level of service will be controlled by freeway level of service if worse than ramp. Mitigations of level of service deficiencies may include the addition of a lane on the freeway ramp, the addition of an auxiliary lane on the freeway mainline, the addition of approach lanes at the ramp junction with the local intersecting street, and/or geometric modifications to improve the efficiency of the ramp itself or its termini. The appropriate mitigation should be determined on a case-by-case basis, considering freeway main line volumes and weaving, the extent that the freeway ramp volume exceeds the above planning thresholds, and the levels of service of the ramp intersection with the local street.
11. All volumes are approximate and assume ideal roadway characteristics.

5.0 SUBSTANTIAL EFFECT CRITERIA

The criteria is based on the City of El Centro's General Plan Circulation Element which states that "Level of Service C is considered acceptable, with the exception of the largely commercial corridors located along Imperial Avenue, Fourth Street, Dogwood Avenue and Ross Avenue, where level of service D is acceptable". ***Appendix B*** contains the pertinent pages of the City of El Centro Circulation Element.

6.0 ANALYSIS OF EXISTING CONDITIONS

6.1 Peak Hour Intersection Levels of Service

Table 6–1 summarizes the existing peak hour operations at the study area intersections. As seen in *Table 6–1*, all study intersections are calculated to operate at LOS C or better during both the weekend Mid-Day and weekday PM peak hours. ***Appendix C*** provides the intersection analysis worksheets for all scenarios.

6.2 Street Segment Levels of Service

As seen in ***Table 6–2***, all study area segments are calculated to currently operate at LOS A on a daily basis.

TABLE 6–1
EXISTING INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing	
			Delay[a]	LOS[b]
1. McCabe Road / La Brucherie Rd	AWSC[d]	Mid-day Weekend	8.6	A
		PM Weekday	10.9	B
2. McCabe Rd / Sperber Rd	TWSC[c]	Mid-day Weekend	8.9	A
		PM Weekday	10.8	B
3. McCabe Rd / Clark Rd	AWSC	Mid-day Weekend	9.0	A
		PM Weekday	14.1	B
4. McCabe Rd / SR-86	Signal	Mid-day Weekend	12.0	B
		PM Weekday	14.9	B
5. Wake Ave / Clark Rd	Signal	Mid-day Weekend	18.0	B
		PM Weekday	20.4	B
6. Wake Ave / SR-86	Signal	Mid-day Weekend	32.8	C
		PM Weekday	32.2	C

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. Two Way Stop Controlled intersection. Minor street left turn delay is reported.
d. All Way Stop Controlled intersection. Minor street left turn delay is reported.

SIGNALIZED		UNSIGNALIZED	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 45.0	D	25.1 to 35.0	D
45.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

TABLE 6–2
EXISTING STREET SEGMENT OPERATIONS

Street Segment	Roadway Classification	Capacity at LOS E [a]	Existing		
			ADT [b]	LOS [c]	V/C [d]
McCabe Road					
La Brucherie Road to Sperber Road	2-Ln Collector	12,000	5,332	A	0.444
Sperber Road to S. Clark Rd	2-Ln Collector	12,000	4,564	A	0.380
S. Clark Road to SR 86	2-Ln Collector	12,000	6,042	B	0.504
Clark Road					
McCabe Road to Wake Avenue	4-Ln Arterial	36,000	6,178	A	0.172

Footnotes:

a. Capacities based on City of El Centro & County of Imperial Roadway Classification tables.
b. Average Daily Traffic.
c. Level of Service.
d. Volume to Capacity ratio.

7.0 TRIP GENERATION/DISTRIBUTION/ASSIGNMENT

7.1 Trip Generation

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. As discussed in *Section 2.2,* the Proposed Project includes soccer fields which include a park fitness loop, a field house and restrooms. The project also includes a sustainable organic farm. For the purposes of estimating the proposed project's trip generation by soccer fields and associated amenities, LLG decided to use a published ITE rate for "Soccer Complex" (Land Use 488) which has a description as follows:

> *"Soccer complexes are outdoor parks that are used for non-professional soccer games. They may consist of one or more fields, and the size of the field within the land use may vary to accommodate games for different age groups. Ancillary amenities may include a fitness trail, activities shelter, aquatic center, picnic grounds, basketball and tennis courts and a playground."*

In addition to providing a published rate for the soccer arena, use of this rate also provides additional coverage with respect to the ancillary uses in question (park fitness loop, etc.) since it covers not only the soccer arena but other "ancillary amenities".

The trip generation estimates for the organic farm/orchard were based on the SANDAG's *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region* (April 2002) "Agriculture" land use.

Table 7–1 summarizes the trip generation rates used in forecasting the vehicular trips generated by the proposed project and the project's peak hour and ADT trip generation amounts.

7.1.1 *Project Trip Generation*

As shown in *Table 7–1*, the Project is expected to generate a total of 945 weekday daily trips, with 219 trips in the weekday PM peak hour (143 inbound, 76 outbound) and a total of 5,281 weekend daily trips, with 526 trips in the weekend Mid-day peak (253 inbound, 273 outbound).

7.2 Trip Distribution / Assignment

The project traffic was distributed and assigned to the roadway network based on existing travel patterns, the project's proximity to state highways and arterials, transit centers/stops, and residential neighborhoods.

Figure 7–1 depicts the trip distribution percentages for the project traffic. ***Figure 7–2*** illustrates the total project traffic volumes assignment. ***Figure 7–3*** illustrates the existing + project traffic volumes assignment.

TABLE 7–1
PROJECT TRIP GENERATION (WEEKDAY)

Land Use	Size	Daily Trip Ends (ADTs) [a]		PM Peak Hour				
		Rate	Volume	Rate	In:Out	Volume		
					Split%	In	Out	Total
Soccer Field[a]	13 Fields	71.33/Field	927	16.43/Field	66:34	141	73	214
Organic Farm/Orchard[b]	8.9 acre	2/Acre	18	0.53/Acre	43:57	2	3	5
Total Net Trips			**945**			**143**	**76**	**219**

Footnotes:

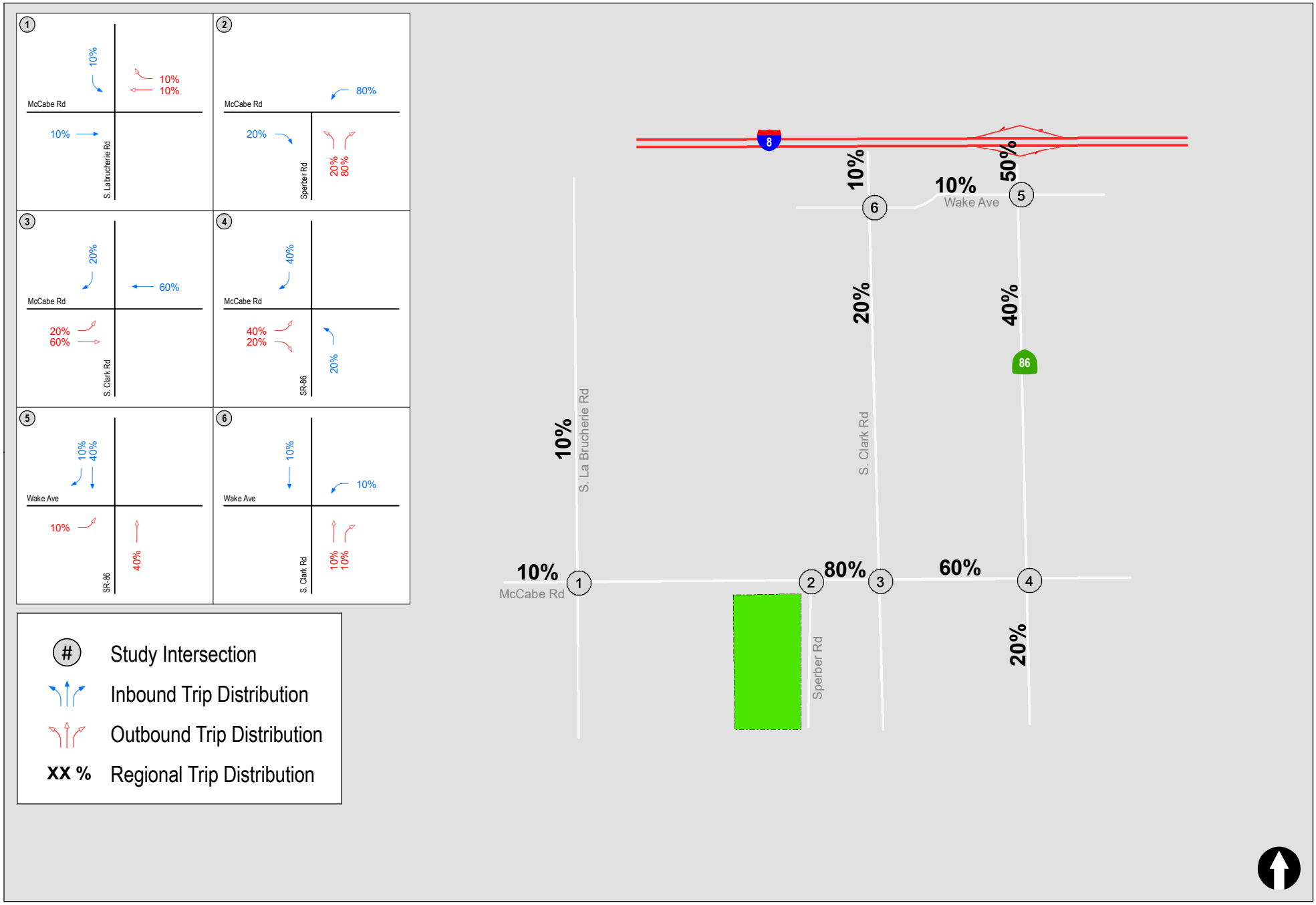
a. ITE "Soccer Complex" rate applied, (ITE 488).
b. SANDAG "agriculture" rate applied. Since no peak splits are provided by SANDAG, peak splits taken from ITE 818 "Nursery (Wholesale)" rates.

TABLE 7–2
PROJECT TRIP GENERATION (WEEKEND)

Land Use	Size	Daily Trip Ends (ADTs) [a]		Mid-day Peak Hour				
		Rate	Volume	Rate	In:Out	Volume		
					Split%	In	Out	Total
Soccer Field[a]	13 Fields	404.88 /Field	5,263	40.1/Field	48:52	250	271	521
Organuc Farm/Orchard[b]	8.9 acre	2/Acre	18	0.58/Acre	50:50	3	2	5
Total Net Trips			**5,281**			**253**	**273**	**526**

Footnotes:

a. ITE "Soccer Complex" rate applied, (ITE 488).
b. SANDAG "agriculture" rate applied. Since no peak splits are provided by SANDAG, peak splits taken from ITE 818 "Nursery (Wholesale)" rates.



LINSCOTT LAW & GREENSPAN engineers

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Figure 7-1

Project Traffic Distribution

MONTE VISTA REGIONAL SOCCER & WELLNESS PARK

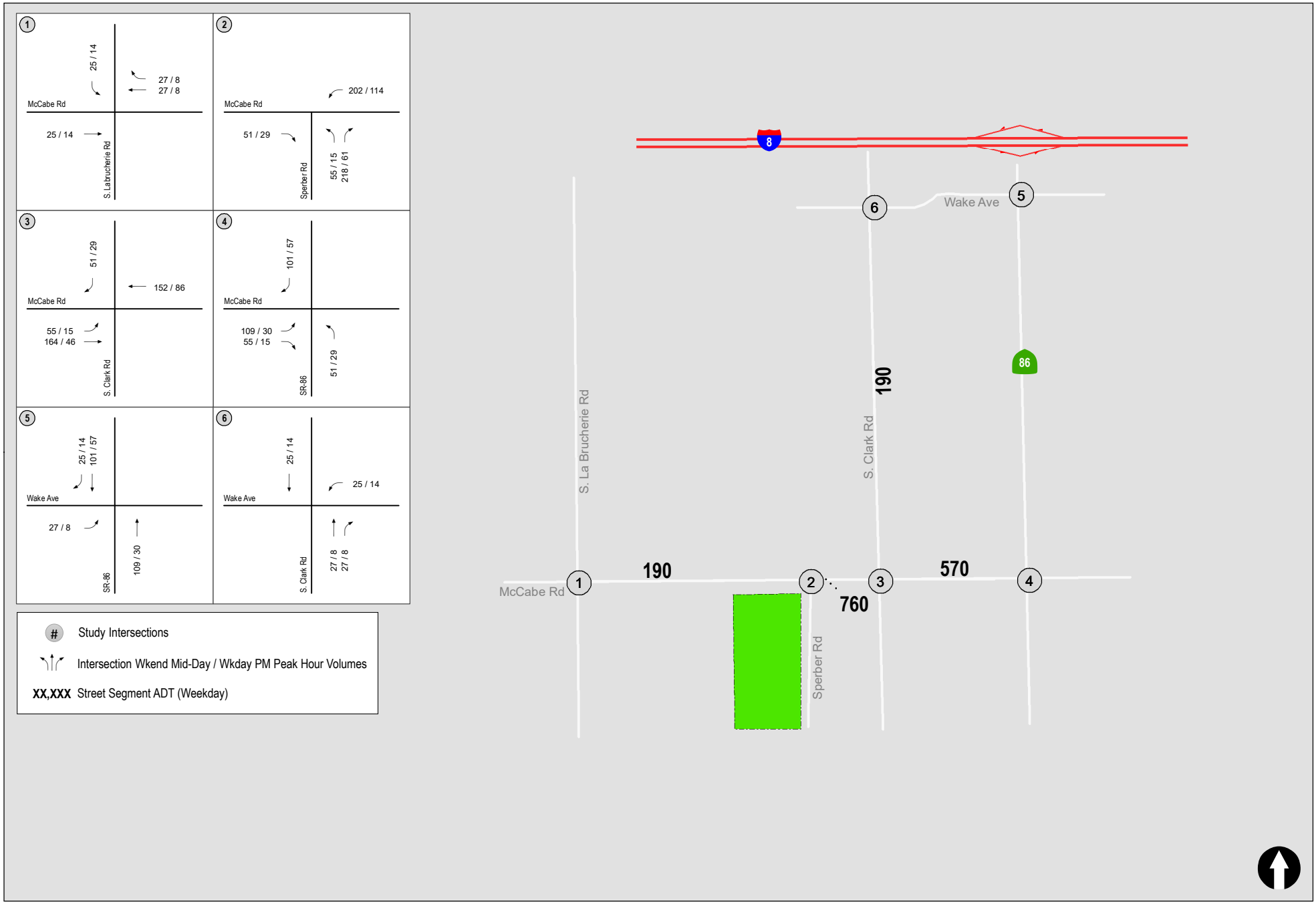

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Figure 7-2

Project Traffic Volumes

MONTE VISTA REGIONAL SOCCER & WELLNESS PARK

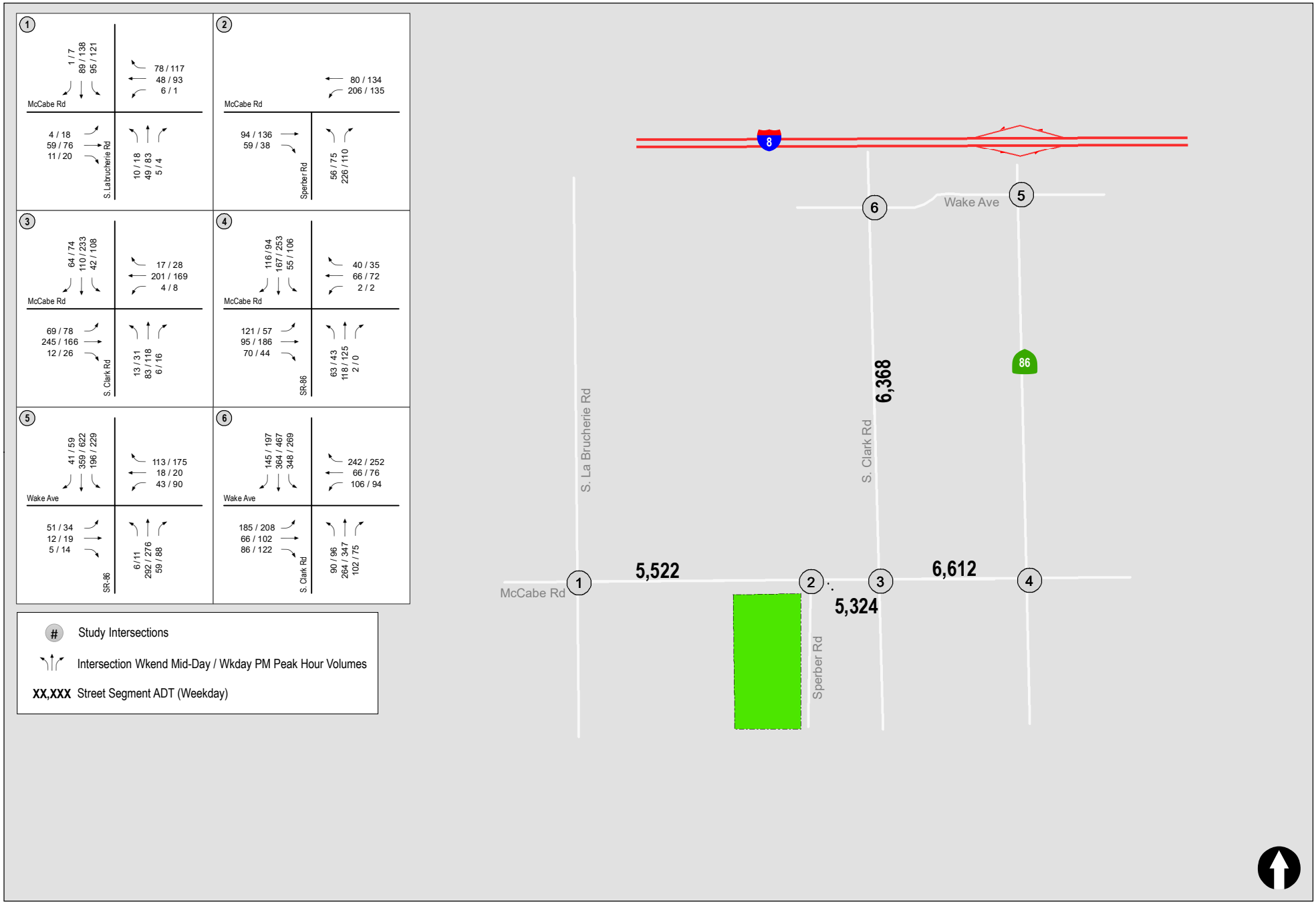

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Figure 7-3

Existing + Project Traffic Volumes

MONTE VISTA REGIONAL SOCCER & WELLNESS PARK

8.0 CUMULATIVE TRAFFIC

Based on research, there are no significant projects near the project site which would generate a substantial amount of traffic in the next 5 years. A State Courthouse Office is proposed on Wake Avenue between 8th Street and 4th Street and the Lotus Ranch Subdivision is proposed on the southwest corner of Interstate 8 and La Brucherie Avenue. Both are more then 2 miles away from the project site. Therefore for the purposes of the analysis, an increase over existing volumes of 2% per annum for five (5) years from 2020 to 2025 was added to account for potential cumulative traffic that may occur prior to the opening of the Proposed Project.

9.0 CAPACITY ANALYSIS

9.1 Existing + Project Analysis

9.1.1 *Intersection Analysis*

Table 9-1 summarizes the Existing + Project peak hour intersection operations. As seen in *Table 9-1*, with the addition of Project traffic, all study intersections are calculated to operate at LOS C or better.

The Existing + Project peak hour analysis worksheets are included in ***Appendix C.***

9.1.2 *Segment Analysis*

Table 9-2 summarizes the Existing + Project segment operations. As seen in *Table 9-2*, with the addition of Project traffic, all study segments are calculated to operate at LOS B or better.

The following is a summary of the analyses for the Opening Year with and without Project traffic scenarios. *Appendix C* provides the intersection analysis worksheets for all scenarios.

9.2 Near-Term (Existing + Cumulative) Without Project Intersection Analysis

As discussed in *Section 8.0*, a growth rate of 2% per year (5 years) was added to existing traffic volumes to forecast the Near-Term without traffic volumes. ***Figure 9–1*** shows the Near-Term Without Project traffic volumes and ***Figure 9–2*** shows the Near-Term With Project traffic volumes.

9.2.1 *Intersection Analysis*

Table 9–1 summarizes the Near-Term peak hour intersection operations. As seen in *Table 9–1*, all study intersections are calculated to operate at LOS D or better in the near-term without project scenarios.

9.2.2 *Segment Analysis*

Table 9–2 summarizes the Near-Term street segment operations. As seen in *Table 9–2*, all study area segments are calculated to operate at LOS B or better on a daily basis.

9.3 Near-Term (Existing + Cumulative) With Project Intersection Analysis

9.3.1 *Intersection Analysis*

Table 9–1 summarizes the Near-Term peak hour intersection operations with the addition of project traffic. As seen in *Table 9–1*, all study intersections are calculated to operate at LOS D or better in the near-term with project scenarios.

9.3.2 *Segment Analysis*

Table 9–2 summarizes the Near-Term street segment operations with the addition of project traffic. As seen in *Table 9–2*, all study area segments are calculated to operate at LOS B or better on a daily basis.

TABLE 9–1
NEAR-TERM INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Existing With Project		Near-Term		Near-Term With Project			
			Delay[a]	LOS[b]	Delay[a]	LOS[b]	Delay[a]	LOS[b]	Delay[a]	LOS[b]	Δ[e]	LOS Deficiency
1. McCabe Road / La Brucherie Rd	AWSC[d]	Mid-day Weekend	8.6	A	9.3	A	8.8	A	9.5	A	0.7	No
		PM Weekday	10.9	B	11.5	B	11.9	B	12.7	B	0.5	No
2. McCabe Rd / Sperber Rd	MSSC[c]	Mid-day Weekend	8.9	A	14.1	B	9.0	A	14.5	B	5.5	No
		PM Weekday	10.8	B	14.0	B	11.2	B	14.9	A	3.7	No
3. McCabe Rd / Clark Rd	ASSC[d]	Mid-day Weekend	9.0	A	13.8	B	9.3	A	14.6	B	5.3	No
		PM Weekday	14.1	B	18.7	C	16.1	C	22.7	C	6.6	No
4. McCabe Rd / SR-86	Signal	Mid-day Weekend	12.0	B	15.4	B	12.2	B	15.7	B	3.5	No
		PM Weekday	14.9	B	16.6	B	16.0	B	17.6	B	1.6	No
5. Wake Ave / Clark Rd	Signal	Mid-day Weekend	18.0	B	17.7	B	19.1	B	19.1	B	0.0	No
		PM Weekday	20.4	C	20.6	C	21.1	C	21.3	C	0.2	No
6. Wake Ave / SR-86	Signal	Mid-day Weekend	32.8	C	32.9	C	41.0	D	41.0	D	0.0	No
		PM Weekday	32.2	C	32.4	C	36.6	D	36.9	D	0.3	No

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. MSSC – Minor Street Stop Controlled Intersection. Minor street left turn delay is reported.
d. AWSC – All way Stop Controlled Intersection. Minor street left turn delay is reported.
e. Δ denotes an increase in delay due to Project.

SIGNALIZED		UNSIGNALIZED	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

TABLE 9–2
NEAR-TERM STREET SEGMENT OPERATIONS (WEEKDAY)

Street Segment	Existing Capacity (LOS E)[a]	Existing			Existing + Project			Near-Term without Project			Near-Term with Project			LOS Deficiency
		ADT[b]	V/C[c]	LOS[d]	ADT	V/C	LOS	ADT	V/C	LOS	ADT	V/C	LOS	
McCabe Road														
La Brucherie Rd to Sperber Rd	12,000	5,332	0.444	A	5,522	0.460	A	5,865	0.489	A	6,055	0.505	B	No
Sperber Rd to Clark Rd	12,000	4,564	0.380	A	5,324	0.444	A	5,020	0.418	A	5,780	0.482	A	No
Clark Rd to SR 86	12,000	6,042	0.504	B	6,612	0.551	B	6,646	0.554	B	7,216	0.601	B	No
Clark Road														
McCabe Rd to Wake Avenue	36,000	6,178	0.172	A	6,368	0.177	A	6,795	0.189	A	6,985	0.194	A	No

Footnotes:

a. Capacities based on City of El Centro & County of Imperial Roadway Classification tables.
b. The capacity of the roadway at LOS E.
c. Level of Service.
d. Volume/Capacity ratio.

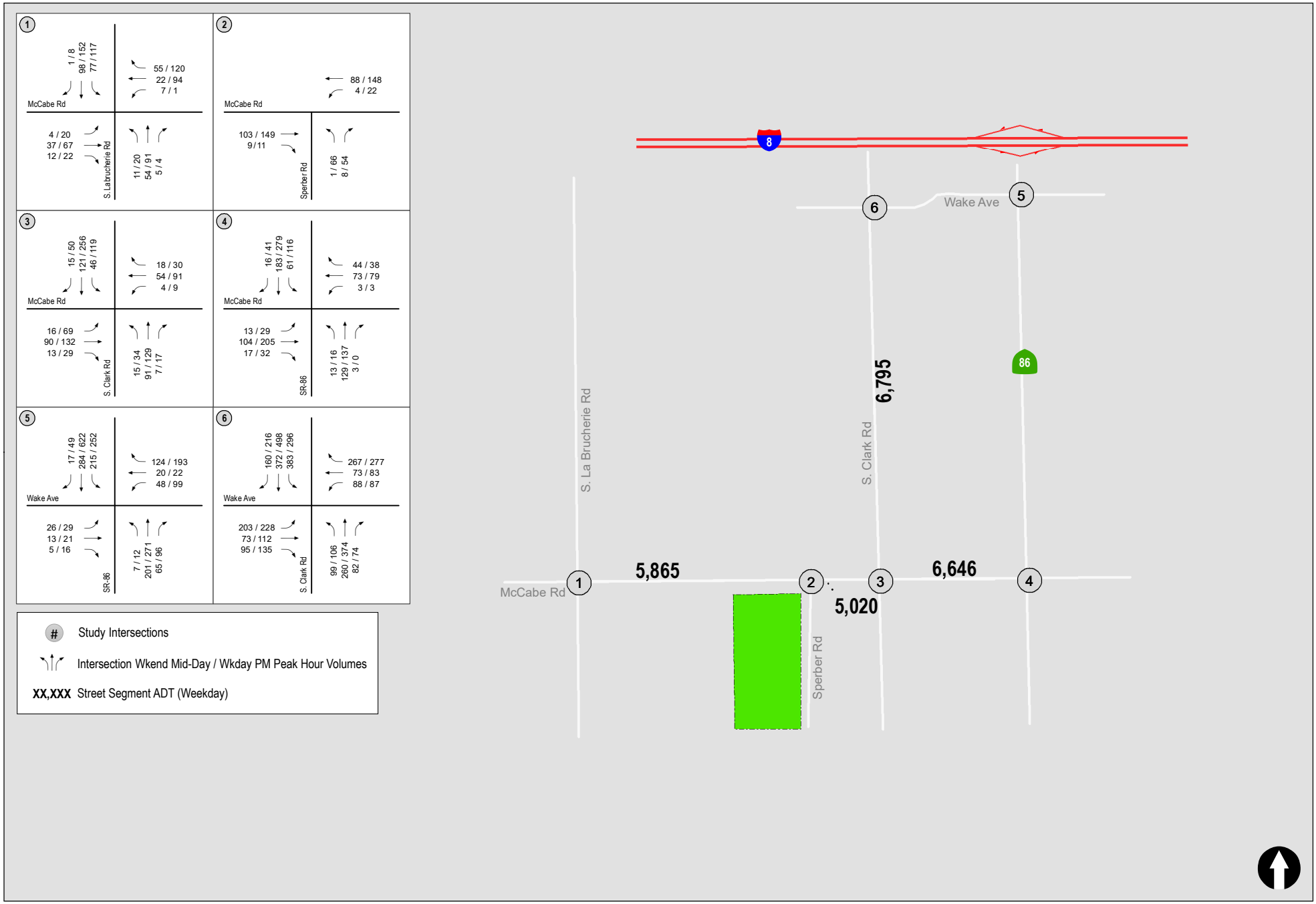

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Figure 9-1

Near-Term Without Project Traffic Volumes

MONTE VISTA REGIONAL SOCCER & WELLNESS PARK

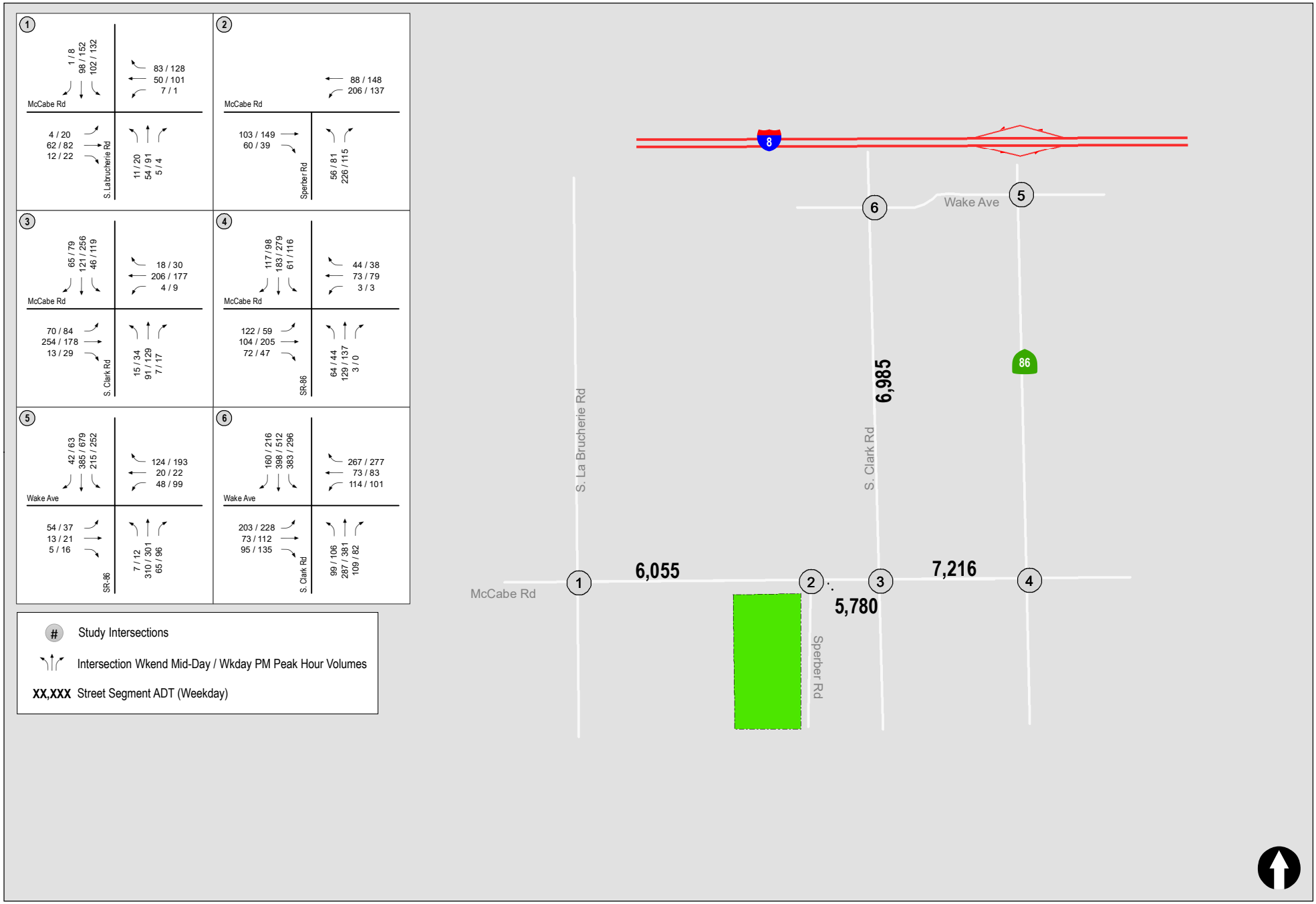

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Figure 9-2

Near-Term With Project Traffic Volumes

MONTE VISTA REGIONAL SOCCER & WELLNESS PARK

10.0 SITE ACCESS

10.1 Access

Site access to the project parking area is proposed via Sperber Road. The project parking access are described as follows:

- Project Driveway 1 – This driveway will be a full-access driveway aligned with the existing Betty Jo Mc Neece Loop road to serve the northerly parking lot.
- Project Driveway 2 – This driveway will be a full-access driveway to serve the southerly parking lot.

11.0 VEHICLES MILES TRAVELED ASSESSMENT

11.1 VMT Background

In September 2013, the Governor's Office signed SB 743 into law, starting a process that fundamentally changes the way transportation impact analysis is conducted under CEQA. These changes include the elimination of auto delay, level of service (LOS), and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant impacts. The justification for this paradigm shift is that Auto Delay/LOS impacts lead to improvements that increase roadway capacity and therefore induce more traffic and greenhouse gas emissions. The VMT standard for evaluating transportation impacts under CEQA became mandatory statewide on July 1, 2020.

VMT is defined as a measurement of miles traveled by vehicles within a specified region and for a specified time period. VMT is a measure of the use and efficiency of the transportation network. VMT's are calculated based on individual vehicle trips generated and their associated trip lengths. VMT accounts for two-way (round trip) travel and is typically estimated on a weekday for the purpose of measuring potential transportation impacts.

11.2 Significance Threshold

Since the City of El Centro has not yet formally developed draft guidelines or adopted significance criteria and technical methodologies for VMT analysis, LLG utilized OPR guidance from the Technical Advisory and Caltrans Regional Guidelines to develop significance thresholds and technical methodologies for this Project.

Guidance from OPR's Technical Advisory is used to establish a significance threshold of a minimum 15% reduction or more from the Regional average VMT per employee for this project evaluation. That means that if the Project's VMT per employee is more than 15% below the regional average, no significant transportation impact would result.

11.3 VMT Methodology

The VMT assessment was conducted using California Statewide Travel Demand Model (CSTDM) data provided by Caltrans. The following is a summary of steps involved in calculating the trip length and Region-wide VMT:

- Step 1. Determine the project analysis zone
- Step 2. Determine the VMT per employee for the zone where proposed Project is located.
- Step 3. Determine the average VMT per employee within the County of Imperial representing the Regional average VMT per employee.
- Step 4. Using the average VMT per employee from Step 2, compare the average VMT per employee against the Regional VMT per employee. It should be noted that this step differs from the typical approach of comparing VMT per Capita because there is no associated population for the Project.

Using the CSTDM, the VMT per Employee can be utilized at both the regional and census tract level.

11.4 VMT Assessment

Caltrans provides a Transportation Analysis Zone (TAZs) map which provide information for each zone. The Project site is located in the County of Imperial which includes total 17 zones representing the Imperial Region. ***Table 11-1*** tabulates the overall average regional VMT per employee and the threshold.

TABLE 11-1
REGIONAL VMT PER EMPLOYEE AND THRESHOLD

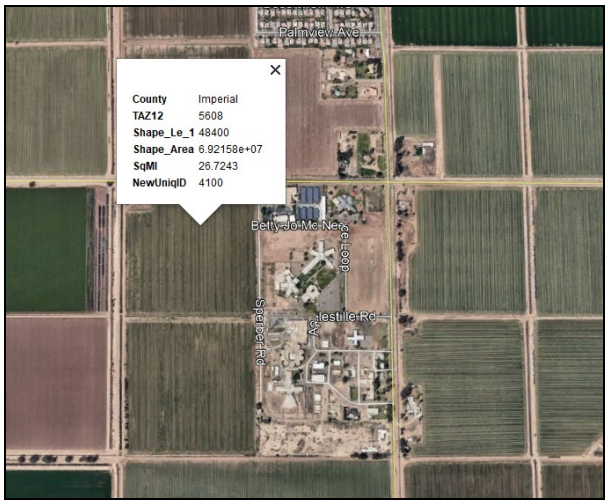
Region	Threshold[1]
26.06[2]	22.15

General Notes:

A. VMT per Employee information is obtained from CSTDM database.

Footnotes:

1. Based on 15% below the Regional VMT Average.
2. Regional VMT calculation is provided as Attachment D.



Project TAZ

Regional Map

Caltrans guidelines suggest that the VMT analysis is recommended based on the project location and zoning. The Project site is located in Traffic Analysis Zone (TAZ) 5608. The VMT per employee for TAZ 5608 is 23.5. The project is a recreational project located in a VMT efficient area (15% or more below the base year average VMT/employee) based on the applicable location-based CSTDM database produced by Caltrans.

It should be noted that the project is located within the TAZ in an area with high accessibility to destinations (i.e., downtown, I-8 major job centers) as compared to the areas in zone where the

project is located. Therefore, VMT per employee is calculated for adjustment associated with a particular measure is the latest edition of the California Air Pollution Control Officers Association's *Quantifying Greenhouse Gas Mitigation Measures, A Resource for Local Government to Assess Emission Reductions from Green Gas Mitigation Measures* report (CAPCOA Report). The CAPCOA Report provides a methodology to quantify the reductions in VMT for a variety of measures. ***Attachment E*** contains the CAPCOA fact sheet for each measure.

Adjustment Calculations
The following CAPCOA measures was selected since the Project's features meet the measure's description and applicability criteria.

LUT 4 Increase Destination Accessibility: Locating the project in an area with high accessibility to destinations (i.e., downtown or a major job center). This measure is applicable for projects in a suburban area. The distance to downtown from the Project site to Downtown El Centro is 3.2 miles and the average distance from dwelling units in Transportation Analysis Zone number 5608 to Downtown El Centro is 5.4 miles. ***Attachment F*** details this calculation.

Based on the analysis approach described, the VMT reduction for destination accessibility measure and the final VMT reduction shown in ***Table 11-2***.

TABLE 11-2
PROJECT FEATURE VMT ADJUSTMENTS

Destination Accessibility	Miles
Distance to Downtown or Job Center for the Project	3.2
Distance to Downtown or Job Center for the Zone # 5608[1]	5.4
Total Trip Length Adjustmen[1]	*(2.2)*
VMT for Zone (5608)	*23.5*
Final Project Adjusted VMT for Zone (5608)	***19.07***

Footnotes:
1. The total adjustment is calculated based on average length to downtown from each occupied parcel in the TAZ # 5608.

As seen in *Table 2*, the total project adjusted VMT is 19.07.

RESULT
As shown in ***Table 11-3***, the Project's employee VMT per employee is calculated to be less than the threshold established. **Therefore, the Project has no transportation impact and no mitigation measures are needed.**

TABLE 11-3
VMT PER EMPLOYEE COMPARISON

Region	Threshold[1]	Project Adjusted Zone	Significant Transportation Impact?
26.06	22.15	19.07	No

General Notes:

A. VMT per Resident information is obtained from CSTDM database

Footnotes:

1. Based on 15% below the Regional VMT Average.

12.0 SIGNIFICANCE OF IMPACTS AND MITIGATION MEASURES

Based on the analysis in this report, the Project does not result in a CEQA VMT significant impact. In addition, no intersection or segment were calculated to operate deficiently. Access to parking areas to be used for the soccer complex should only be via Sperber Road.

12.1 Access and Other Recommendations

The following improvements should be considered:

- If access is desired from McCabe Road, a dedicated left-turn pocket would need to be provided.
- Provide sufficient ADA compliant pedestrian access to all the Project facilities.
- It is recommended to provide 40' curb to curb width on Sperber Road. Restripe the Sperber Road to accommodate 2-lanes (one lane in each direction).
- The following lane configuration should be considered at the McCabe Road / Sperber Road intersection:
    - EB – One through lane, and one right lane
    - WB – One left-turn lane and one through lane
    - NB - One left-turn lane, one shared through/right lane

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TECHNICAL APPENDICES
MONTE VISTA REGIONAL SOCCER AND WELLNESS PARK

El Centro, California
October 30, 2020

LLG Ref. 3-20-3294

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APPENDICES

APPENDIX

A. Intersection and Segment Manual Count Sheets

B. City of El Centro Significance Criteria

C. Peak Hour Intersection Analysis Worksheets

D. Regional VMT Calculation

E. CAPCOA Fact Sheet

F. TAZs (5608) Average VMT Calculation

APPENDIX A

INTERSECTION AND SEGMENT MANUAL COUNT SHEETS

Intersection Turning Movement - Peak Hour Vehicle Count

LINSCOTT LAW & GREENSPAN engineers

Location:	#01	File Name:	ITM-20-035-01
Intersection:	S. La Brucherie Road & W. McCabe Road	Project:	LLG Ref. P20298
Date of Count:	Saturday, September 26, 2020 12:00 PM - 2:00 PM		Monte Vista Soccer Complex

AM	S. La Brucherie Road Southbound			W. McCabe Road Westbound			S. La Brucherie Road Northbound			W. McCabe Road Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	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
Approach%	-	-	-	-	-	-	-	-	-	-	-	-	
Total%	-	-	-	-	-	-	-	-	-	-	-	-	

AM Intersection Peak Hour: **07:00 to 08:00**

Volume	-	-	-	-	-	-	-	-	-	-	-	-	-
Approach%	-	-	-	-	-	-	-	-	-	-	-	-	
Total%	-	-	-	-	-	-	-	-	-	-	-	-	
PHF			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!	0.00

PM	S. La Brucherie Road Southbound			W. McCabe Road Westbound			S. La Brucherie Road Northbound			W. McCabe Road Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
12:00	8	14	2	0	6	15	2	7	2	1	9	2	68
12:15	15	16	3	0	3	14	2	13	0	4	5	7	82
12:30	16	12	0	2	3	14	0	9	1	1	8	2	68
12:45	12	20	0	2	6	7	5	7	1	1	8	2	71
13:00	12	20	0	1	2	7	1	8	1	0	6	5	63
13:15	18	22	1	0	6	14	2	17	1	1	6	0	88
13:30	13	16	0	0	9	7	1	8	1	1	6	3	65
13:45	13	15	0	0	4	6	4	12	0	2	10	3	69
Total	107	135	6	5	39	84	17	81	7	11	58	24	574
Approach%	43.1	54.4	2.4	3.9	30.5	65.6	16.2	77.1	6.7	11.8	62.4	25.8	
Total%	18.6	23.5	1.0	0.9	6.8	14.6	3.0	14.1	1.2	1.9	10.1	4.2	

PM Intersection Peak Hour: **12:30 to 13:30**

Volume	58	74	1	5	17	42	8	41	4	3	28	9	290
Approach%	43.6	55.6	0.8	7.8	26.6	65.6	15.1	77.4	7.5	7.5	70.0	22.5	
Total%	20.0	25.5	0.3	1.7	5.9	14.5	2.8	14.1	1.4	1.0	9.7	3.1	
PHF			0.81			0.80			0.66			0.91	0.00

Intersection Turning Movement - Bicycle & Pedestrian Count

LINSCOTT LAW & GREENSPAN engineers

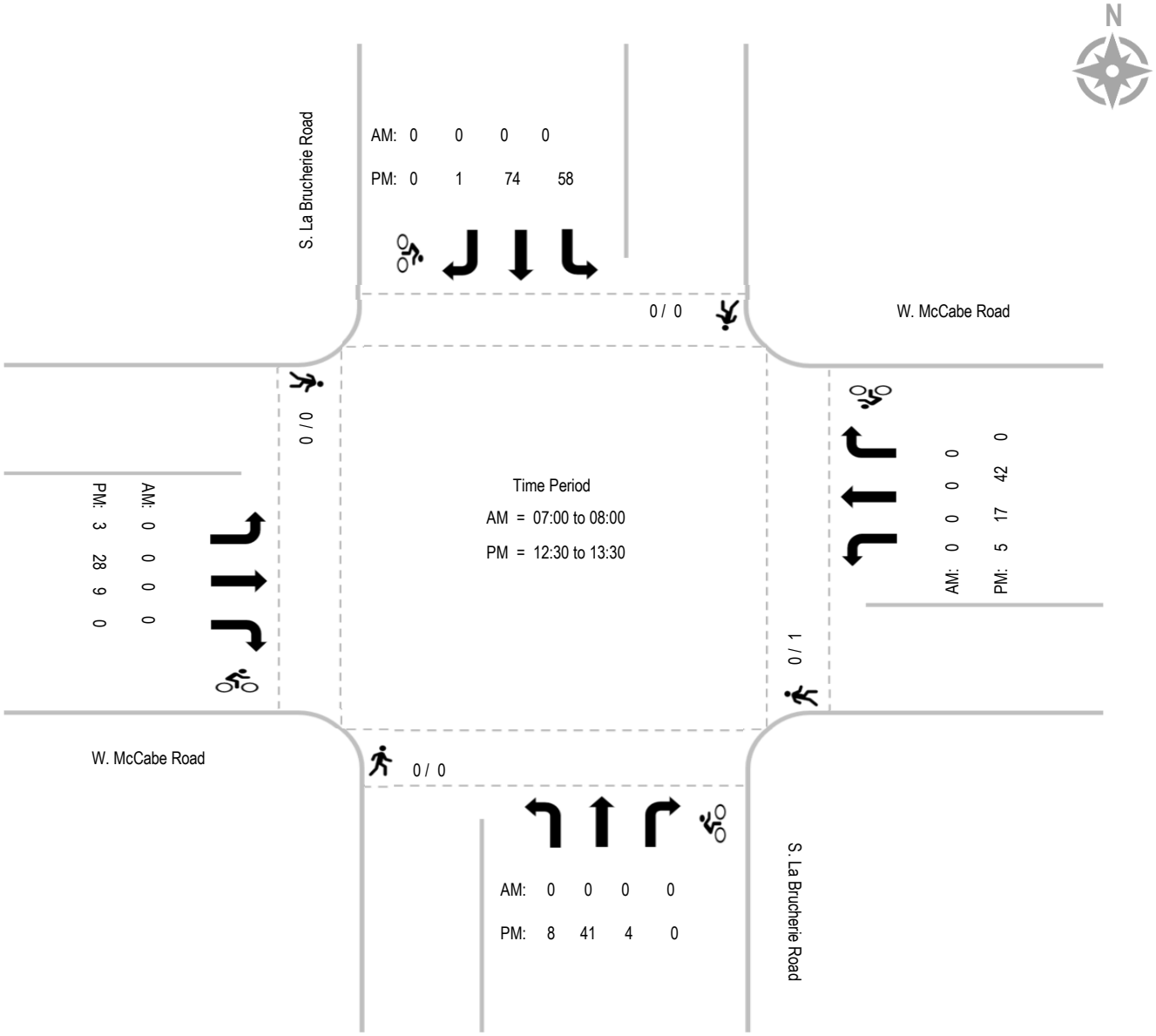
Location:	#01	File Name:	ITM-20-035-01
Intersection:	S. La Brucherie Road & W. McCabe Road	Project:	LLG Ref. P20298
Date of Count:	Saturday, September 26, 2020 12:00 PM - 2:00 PM		Monte Vista Soccer Complex

AM	S. La Brucherie Road Southbound				W. McCabe Road Westbound				S. La Brucherie Road Northbound				W. McCabe Road Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Total	0				0				0				0				0	
Bike Total		0	0	0		0	0	0		0	0	0		0	0	0		0

PM	S. La Brucherie Road Southbound				W. McCabe Road Westbound				S. La Brucherie Road Northbound				W. McCabe Road Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Total	0				1				0				0				1	
Bike Total		0	0	0		0	0	0		0	0	0		0	0	0		0

Intersection Turning Movement - Peak Hour Summary

LINSCOTT LAW & GREENSPAN engineers	Location:	#01	File Name: ITM-20-035-01
	Intersection:	S. La Brucherie Road & W. McCabe Road	Project: LLG Ref. P20298
	Date of Count:	Saturday, September 26, 2020 12:00 PM - 2:00 PM	Monte Vista Soccer Complex



Intersection Turning Movement - Peak Hour Vehicle Count

LINSCOTT LAW & GREENSPAN engineers

Location:	#02	File Name:	ITM-20-035-02
Intersection:	Sperber Road & W. McCabe Road	Project:	LLG Ref. P20298
Date of Count:	Saturday, September 26, 2020 12:00 PM - 2:00 PM		Monte Vista Soccer Complex

AM	Sperber Road Southbound			W. McCabe Road Westbound			Sperber Road Northbound			W. McCabe Road Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	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
Approach%	-	-	-	-	-	-	-	-	-	-	-	-	
Total%	-	-	-	-	-	-	-	-	-	-	-	-	

AM Intersection Peak Hour: **07:00 to 08:00**

Volume	-	-	-	-	-	-	-	-	-	-	-	-	-
Approach%	-	-	-	-	-	-	-	-	-	-	-	-	
Total%	-	-	-	-	-	-	-	-	-	-	-	-	
PHF			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!	0.00

PM	Sperber Road Southbound			W. McCabe Road Westbound			Sperber Road Northbound			W. McCabe Road Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
12:00	0	0	0	0	19	0	1	0	1	0	19	0	40
12:15	0	0	0	3	16	0	0	0	2	0	15	5	41
12:30	0	0	0	0	20	0	0	0	1	0	26	0	47
12:45	0	0	0	0	12	0	0	0	2	0	18	2	34
13:00	0	0	0	0	13	0	0	0	1	0	18	1	33
13:15	0	0	0	2	16	0	1	0	1	0	24	0	44
13:30	0	0	0	2	13	0	2	0	0	0	19	1	37
13:45	1	0	1	2	11	1	0	0	1	0	24	0	41
Total	1	0	1	9	120	1	4	0	9	0	163	9	317
Approach%	50.0	-	50.0	6.9	92.3	0.8	30.8	-	69.2	-	94.8	5.2	
Total%	0.3	-	0.3	2.8	37.9	0.3	1.3	-	2.8	-	51.4	2.8	

PM Intersection Peak Hour: **12:00 to 13:00**

Volume	-	-	-	3	67	-	1	-	6	-	78	7	162
Approach%	-	-	-	4.3	95.7	-	14.3	-	85.7	-	91.8	8.2	
Total%	-	-	-	1.9	41.4	-	0.6	-	3.7	-	48.1	4.3	
PHF			#DIV/0!			0.88			0.88			0.82	0.00

Intersection Turning Movement - Bicycle & Pedestrian Count

LINSCOTT LAW & GREENSPAN engineers

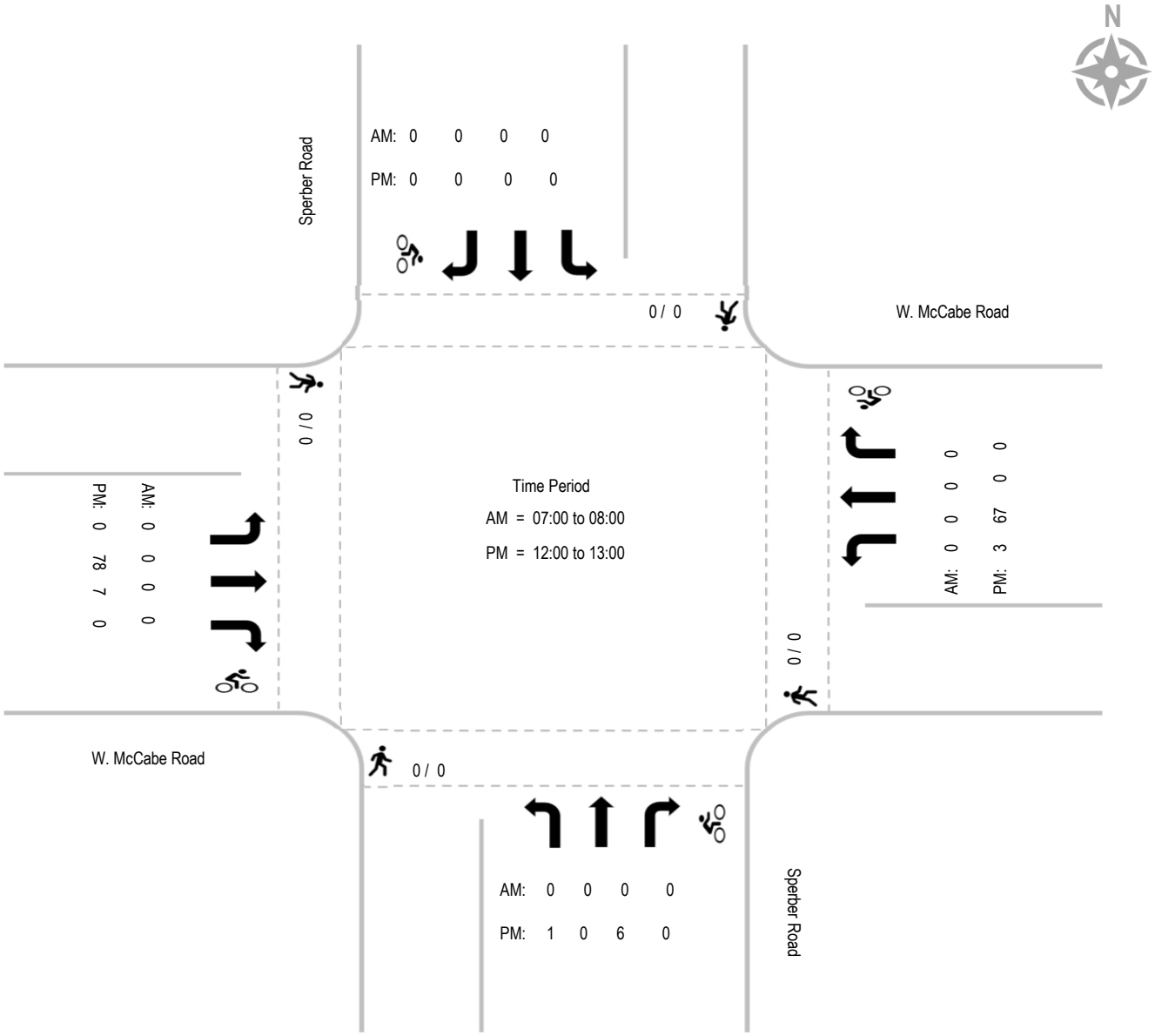
Location:	#02	File Name:	ITM-20-035-02
Intersection:	Sperber Road & W. McCabe Road	Project:	LLG Ref. P20298
Date of Count:	Saturday, September 26, 2020 12:00 PM - 2:00 PM		Monte Vista Soccer Complex

AM	Sperber Road Southbound				W. McCabe Road Westbound				Sperber Road Northbound				W. McCabe Road Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Total	0				0				0				0				0	
Bike Total		0	0	0		0	0	0		0	0	0		0	0	0		0

PM	Sperber Road Southbound				W. McCabe Road Westbound				Sperber Road Northbound				W. McCabe Road Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Total	0				0				0				0				0	
Bike Total		0	0	0		0	0	0		0	0	0		0	0	0		0

Intersection Turning Movement - Peak Hour Summary

Location:	#02	File Name:	ITM-20-035-02
Intersection:	Sperber Road & W. McCabe Road	Project:	LLG Ref. P20298
Date of Count:	Saturday, September 26, 2020 12:00 PM - 2:00 PM		Monte Vista Soccer Complex



Intersection Turning Movement - Peak Hour Vehicle Count

LINSCOTT LAW & GREENSPAN engineers

Location:	#03	File Name:	ITM-20-035-03
Intersection:	S. Clark Road & W. McCabe Road	Project:	LLG Ref. P20298
Date of Count:	Saturday, September 26, 2020 12:00 PM - 2:00 PM		Monte Vista Soccer Complex

AM	S. Clark Road Southbound			W. McCabe Road Westbound			S. Clark Road Northbound			W. McCabe Road Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	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
Approach%	-	-	-	-	-	-	-	-	-	-	-	-	
Total%	-	-	-	-	-	-	-	-	-	-	-	-	

AM Intersection Peak Hour: **07:00 to 08:00**

Volume	-	-	-	-	-	-	-	-	-	-	-	-	-
Approach%	-	-	-	-	-	-	-	-	-	-	-	-	
Total%	-	-	-	-	-	-	-	-	-	-	-	-	
PHF			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!	0.00

PM	S. Clark Road Southbound			W. McCabe Road Westbound			S. Clark Road Northbound			W. McCabe Road Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
12:00	10	13	2	0	14	8	3	14	2	4	12	3	85
12:15	9	16	5	1	15	6	0	9	1	4	15	2	83
12:30	5	19	3	0	16	6	2	12	1	6	20	2	92
12:45	14	29	2	1	6	3	3	17	2	1	15	2	95
13:00	8	20	2	0	8	2	3	18	1	3	15	2	82
13:15	8	24	4	2	11	3	3	22	1	2	18	4	102
13:30	6	27	6	0	5	3	4	16	0	3	17	0	87
13:45	9	18	2	3	12	6	1	4	2	2	22	1	82
Total	69	166	26	7	87	37	19	112	10	25	134	16	708
Approach%	26.4	63.6	10.0	5.3	66.4	28.2	13.5	79.4	7.1	14.3	76.6	9.1	
Total%	9.7	23.4	3.7	1.0	12.3	5.2	2.7	15.8	1.4	3.5	18.9	2.3	

PM Intersection Peak Hour: **12:30 to 13:30**

Volume	35	92	11	3	41	14	11	69	5	12	68	10	371
Approach%	25.4	66.7	8.0	5.2	70.7	24.1	12.9	81.2	5.9	13.3	75.6	11.1	
Total%	9.4	24.8	3.0	0.8	11.1	3.8	3.0	18.6	1.3	3.2	18.3	2.7	
PHF			0.77			0.66			0.82			0.80	0.00

Intersection Turning Movement - Bicycle & Pedestrian Count

LINSCOTT LAW & GREENSPAN engineers

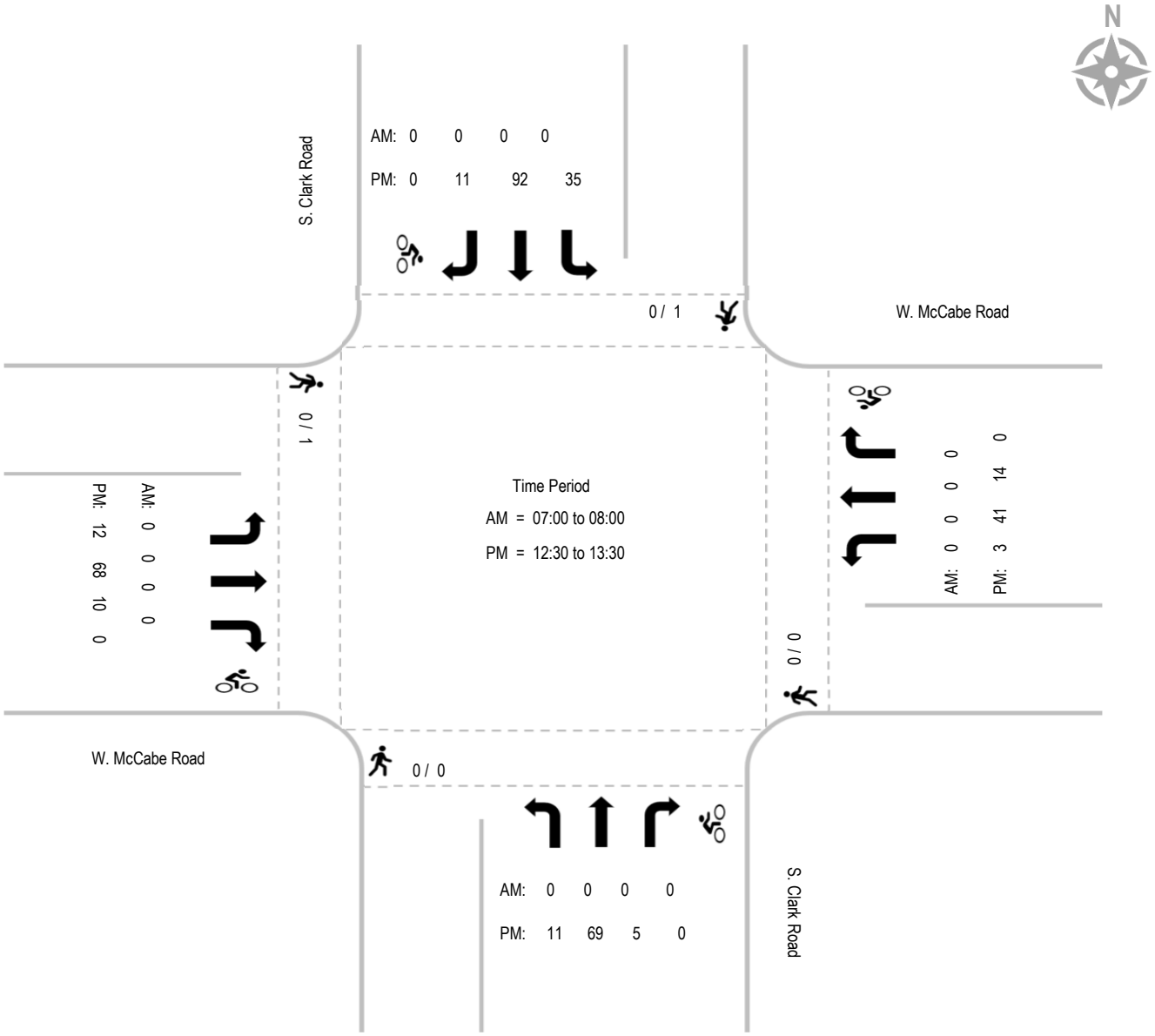
Location:	#03	File Name:	ITM-20-035-03
Intersection:	S. Clark Road & W. McCabe Road	Project:	LLG Ref. P20298
Date of Count:	Saturday, September 26, 2020 12:00 PM - 2:00 PM		Monte Vista Soccer Complex

AM	S. Clark Road Southbound				W. McCabe Road Westbound				S. Clark Road Northbound				W. McCabe Road Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Total	0				0				0				0				0	
Bike Total		0	0	0		0	0	0		0	0	0		0	0	0		0

PM	S. Clark Road Southbound				W. McCabe Road Westbound				S. Clark Road Northbound				W. McCabe Road Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Total	1				0				0				1				2	
Bike Total		0	0	0		0	0	0		0	0	0		0	0	0		0

Intersection Turning Movement - Peak Hour Summary

LINSCOTT LAW & GREENSPAN engineers	Location:	#03	File Name: ITM-20-035-03
	Intersection:	S. Clark Road & W. McCabe Road	Project: LLG Ref. P20298
	Date of Count:	Saturday, September 26, 2020 12:00 PM - 2:00 PM	Monte Vista Soccer Complex



Report Generated by Bearcat Enterprises LLC, DBA "Count Data" | 619-987-5136 |

Intersection Turning Movement - Peak Hour Vehicle Count

LINSCOTT LAW & GREENSPAN engineers

Location:	#04	File Name:	ITM-20-035-04
Intersection:	SR-86 & W. McCabe Road	Project:	LLG Ref. P20298
Date of Count:	Saturday, September 26, 2020 12:00 PM - 2:00 PM		Monte Vista Soccer Complex

AM	SR-86 Southbound			W. McCabe Road Westbound			SR-86 Northbound			W. McCabe Road Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	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
Approach%	-	-	-	-	-	-	-	-	-	-	-	-	
Total%	-	-	-	-	-	-	-	-	-	-	-	-	

AM Intersection Peak Hour: **07:00 to 08:00**

Volume	-	-	-	-	-	-	-	-	-	-	-	-	-
Approach%	-	-	-	-	-	-	-	-	-	-	-	-	
Total%	-	-	-	-	-	-	-	-	-	-	-	-	
PHF			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!	0.00

PM	SR-86 Southbound			W. McCabe Road Westbound			SR-86 Northbound			W. McCabe Road Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
12:00	10	30	3	1	15	7	5	27	0	1	21	4	124
12:15	16	33	2	1	17	11	2	20	1	3	20	3	129
12:30	10	37	3	0	16	7	2	30	0	1	19	3	128
12:45	10	39	4	0	7	8	1	21	1	5	19	3	118
13:00	10	33	1	0	9	7	1	11	0	3	24	4	103
13:15	7	28	1	0	10	4	2	25	0	4	17	3	101
13:30	17	32	4	0	7	17	0	20	1	0	25	1	124
13:45	15	35	3	0	15	11	0	22	1	5	22	6	135
Total	95	267	21	2	96	72	13	176	4	22	167	27	962
Approach%	24.8	69.7	5.5	1.2	56.5	42.4	6.7	91.2	2.1	10.2	77.3	12.5	
Total%	9.9	27.8	2.2	0.2	10.0	7.5	1.4	18.3	0.4	2.3	17.4	2.8	

PM Intersection Peak Hour: **12:00 to 13:00**

Volume	46	139	12	2	55	33	10	98	2	10	79	13	499
Approach%	23.4	70.6	6.1	2.2	61.1	36.7	9.1	89.1	1.8	9.8	77.5	12.7	
Total%	9.2	27.9	2.4	0.4	11.0	6.6	2.0	19.6	0.4	2.0	15.8	2.6	
PHF			0.93			0.78			0.86			0.94	0.00

Intersection Turning Movement - Bicycle & Pedestrian Count

LINSCOTT LAW & GREENSPAN engineers

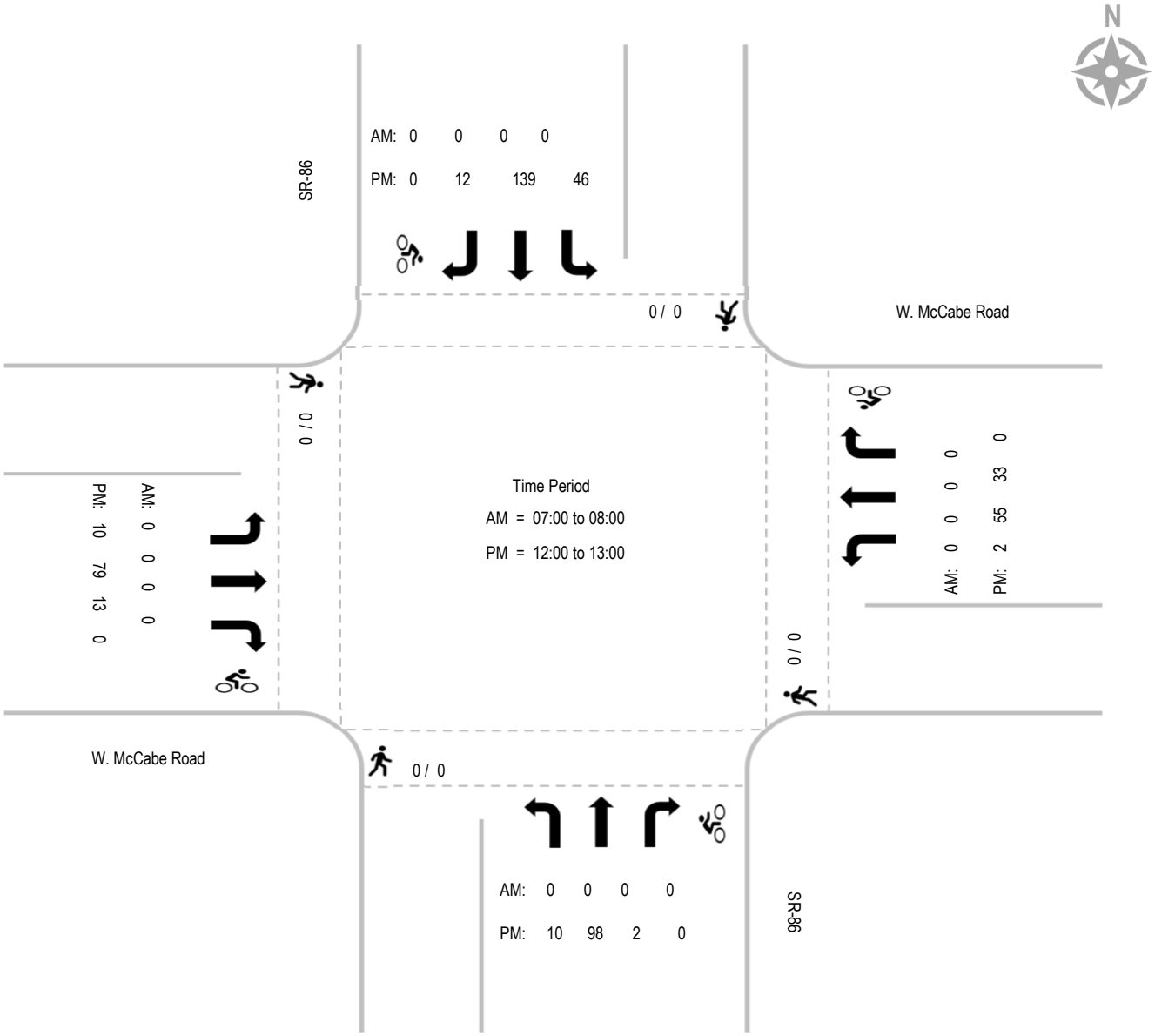
Location:	#04	File Name:	ITM-20-035-04
Intersection:	SR-86 & W. McCabe Road	Project:	LLG Ref. P20298
Date of Count:	Saturday, September 26, 2020 12:00 PM - 2:00 PM		Monte Vista Soccer Complex

AM	SR-86 Southbound				W. McCabe Road Westbound				SR-86 Northbound				W. McCabe Road Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Total	0				0				0				0				0	
Bike Total		0	0	0		0	0	0		0	0	0		0	0	0		0

PM	SR-86 Southbound				W. McCabe Road Westbound				SR-86 Northbound				W. McCabe Road Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Total	0				0				0				0				0	
Bike Total		0	0	0		0	0	0		0	0	0		0	0	0		0

Intersection Turning Movement - Peak Hour Summary

LINSCOTT LAW & GREENSPAN engineers	Location:	#04	File Name: ITM-20-035-04
	Intersection:	SR-86 & W. McCabe Road	Project: LLG Ref. P20298
	Date of Count:	Saturday, September 26, 2020 12:00 PM - 2:00 PM	Monte Vista Soccer Complex



Report Generated by Bearcat Enterprises LLC, DBA "Count Data" | 619-987-5136 |

Intersection Turning Movement - Peak Hour Vehicle Count

LINSCOTT LAW & GREENSPAN engineers

Location:	#05	File Name:	ITM-20-035-05
Intersection:	S. Clark Road & Wake Avenue	Project:	LLG Ref. P20298
Date of Count:	Saturday, September 26, 2020 12:00 PM - 2:00 PM		Monte Vista Soccer Complex

AM	S. Clark Road Southbound			Wake Avenue Westbound			S. Clark Road Northbound			Wake Avenue Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	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
Approach%	-	-	-	-	-	-	-	-	-	-	-	-	
Total%	-	-	-	-	-	-	-	-	-	-	-	-	

AM Intersection Peak Hour: **07:00 to 08:00**

Volume	-	-	-	-	-	-	-	-	-	-	-	-	-
Approach%	-	-	-	-	-	-	-	-	-	-	-	-	
Total%	-	-	-	-	-	-	-	-	-	-	-	-	
PHF			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!	0.00

PM	S. Clark Road Southbound			Wake Avenue Westbound			S. Clark Road Northbound			Wake Avenue Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
12:00	42	31	9	16	3	31	2	33	9	5	6	0	187
12:15	35	53	4	7	4	27	1	28	10	3	1	2	175
12:30	38	46	4	13	5	22	2	34	11	4	4	4	187
12:45	40	49	5	9	3	17	1	27	9	10	3	0	173
13:00	48	51	4	8	3	25	1	40	23	1	2	0	206
13:15	31	56	2	13	5	24	2	42	10	4	3	2	194
13:30	44	59	2	6	4	28	1	43	7	5	2	2	203
13:45	33	47	3	10	7	28	1	26	6	3	1	2	167
Total	311	392	33	82	34	202	11	273	85	35	22	12	1492
Approach%	42.3	53.3	4.5	25.8	10.7	63.5	3.0	74.0	23.0	50.7	31.9	17.4	
Total%	20.8	26.3	2.2	5.5	2.3	13.5	0.7	18.3	5.7	2.3	1.5	0.8	

PM Intersection Peak Hour: **12:45 to 13:45**

Volume	163	215	13	36	15	94	5	152	49	20	10	4	776
Approach%	41.7	55.0	3.3	24.8	10.3	64.8	2.4	73.8	23.8	58.8	29.4	11.8	
Total%	21.0	27.7	1.7	4.6	1.9	12.1	0.6	19.6	6.3	2.6	1.3	0.5	
PHF			0.93			0.86			0.80			0.65	0.00

Intersection Turning Movement - Bicycle & Pedestrian Count

LINSCOTT LAW & GREENSPAN engineers

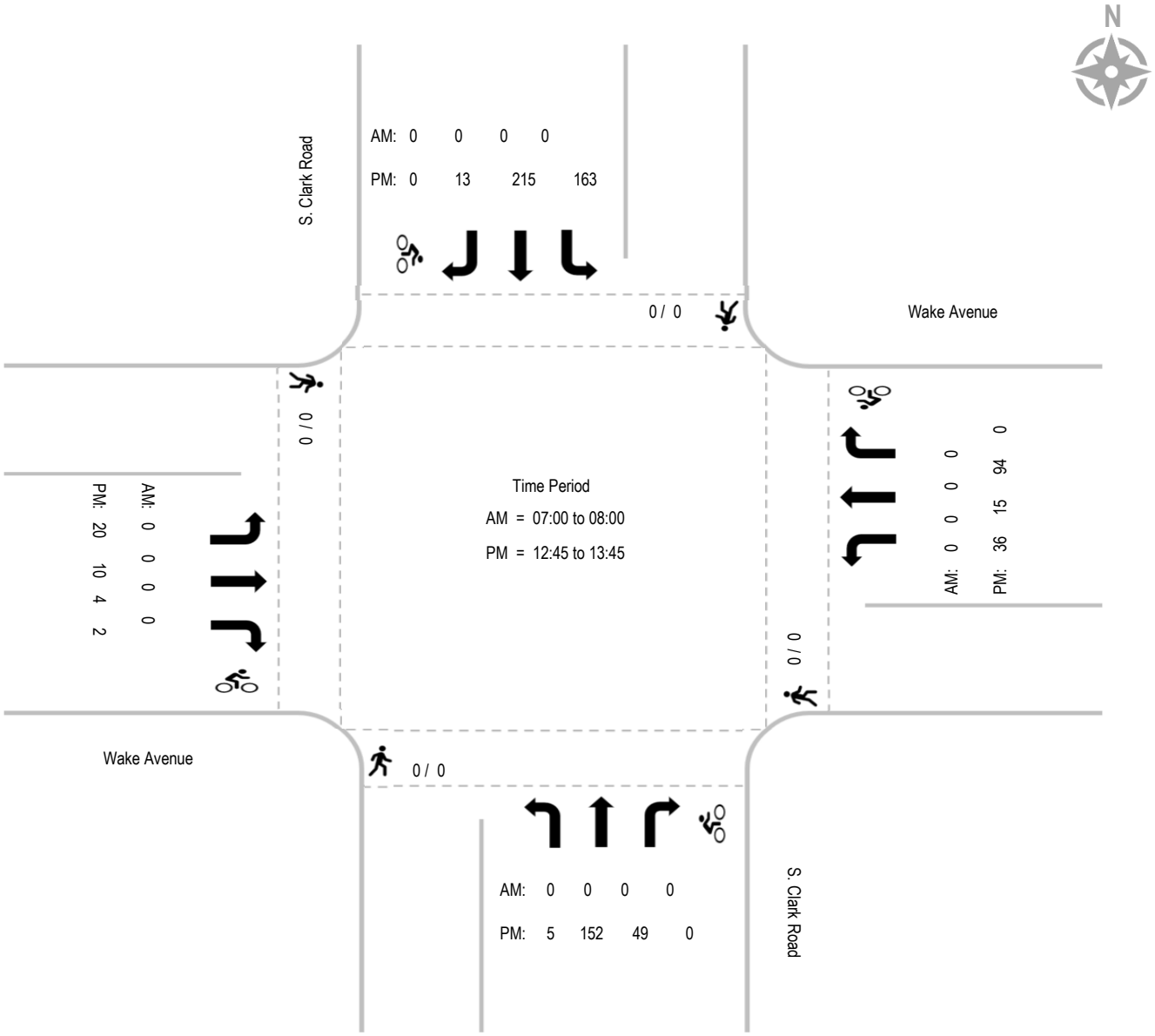
Location:	#05	File Name:	ITM-20-035-05
Intersection:	S. Clark Road & Wake Avenue	Project:	LLG Ref. P20298
Date of Count:	Saturday, September 26, 2020 12:00 PM - 2:00 PM		Monte Vista Soccer Complex

AM	S. Clark Road Southbound				Wake Avenue Westbound				S. Clark Road Northbound				Wake Avenue Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Total	0				0				0				0				0	
Bike Total		0	0	0		0	0	0		0	0	0		0	0	0		0

PM	S. Clark Road Southbound				Wake Avenue Westbound				S. Clark Road Northbound				Wake Avenue Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Total	0				0				0				0				0	
Bike Total		0	0	0		0	0	0		0	0	0		0	2	0		2

Intersection Turning Movement - Peak Hour Summary

LINSCOTT LAW & GREENSPAN engineers	Location:	#05	File Name: ITM-20-035-05
	Intersection:	S. Clark Road & Wake Avenue	Project: LLG Ref. P20298
	Date of Count:	Saturday, September 26, 2020 12:00 PM - 2:00 PM	Monte Vista Soccer Complex



Intersection Turning Movement - Peak Hour Vehicle Count

LINSCOTT LAW & GREENSPAN engineers

Location:	#06	File Name:	ITM-20-035-06
Intersection:	SR-86 & Wake Avenue	Project:	LLG Ref. P20298
Date of Count:	Saturday, September 26, 2020 12:00 PM - 2:00 PM		Monte Vista Soccer Complex

AM	SR-86 Southbound			Wake Avenue Westbound			SR-86 Northbound			Wake Avenue Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	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
Approach%	-	-	-	-	-	-	-	-	-	-	-	-	
Total%	-	-	-	-	-	-	-	-	-	-	-	-	

AM Intersection Peak Hour: **07:00 to 08:00**

Volume	-	-	-	-	-	-	-	-	-	-	-	-	-
Approach%	-	-	-	-	-	-	-	-	-	-	-	-	
Total%	-	-	-	-	-	-	-	-	-	-	-	-	
PHF			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!	0.00

PM	SR-86 Southbound			Wake Avenue Westbound			SR-86 Northbound			Wake Avenue Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
12:00	58	60	28	13	17	50	11	47	17	36	15	20	372
12:15	69	65	27	15	11	46	16	40	20	32	16	17	374
12:30	66	56	31	20	10	51	17	46	21	26	9	15	368
12:45	82	80	23	16	14	60	19	44	9	43	11	14	415
13:00	73	60	36	16	14	59	21	49	13	42	17	23	423
13:15	71	74	37	14	12	36	17	56	26	31	12	21	407
13:30	64	68	25	21	15	47	18	48	14	38	15	14	387
13:45	57	67	36	14	6	50	21	68	23	24	11	22	399
Total	540	530	243	129	99	399	140	398	143	272	106	146	3145
Approach%	41.1	40.4	18.5	20.6	15.8	63.6	20.6	58.4	21.0	51.9	20.2	27.9	
Total%	17.2	16.9	7.7	4.1	3.1	12.7	4.5	12.7	4.5	8.6	3.4	4.6	

PM Intersection Peak Hour: **12:45 to 13:45**

Volume	290	282	121	67	55	202	75	197	62	154	55	72	1,632
Approach%	41.8	40.7	17.5	20.7	17.0	62.3	22.5	59.0	18.6	54.8	19.6	25.6	
Total%	17.8	17.3	7.4	4.1	3.4	12.4	4.6	12.1	3.8	9.4	3.4	4.4	
PHF			0.94			0.90			0.84			0.86	0.00

Intersection Turning Movement - Bicycle & Pedestrian Count

LINSCOTT LAW & GREENSPAN engineers

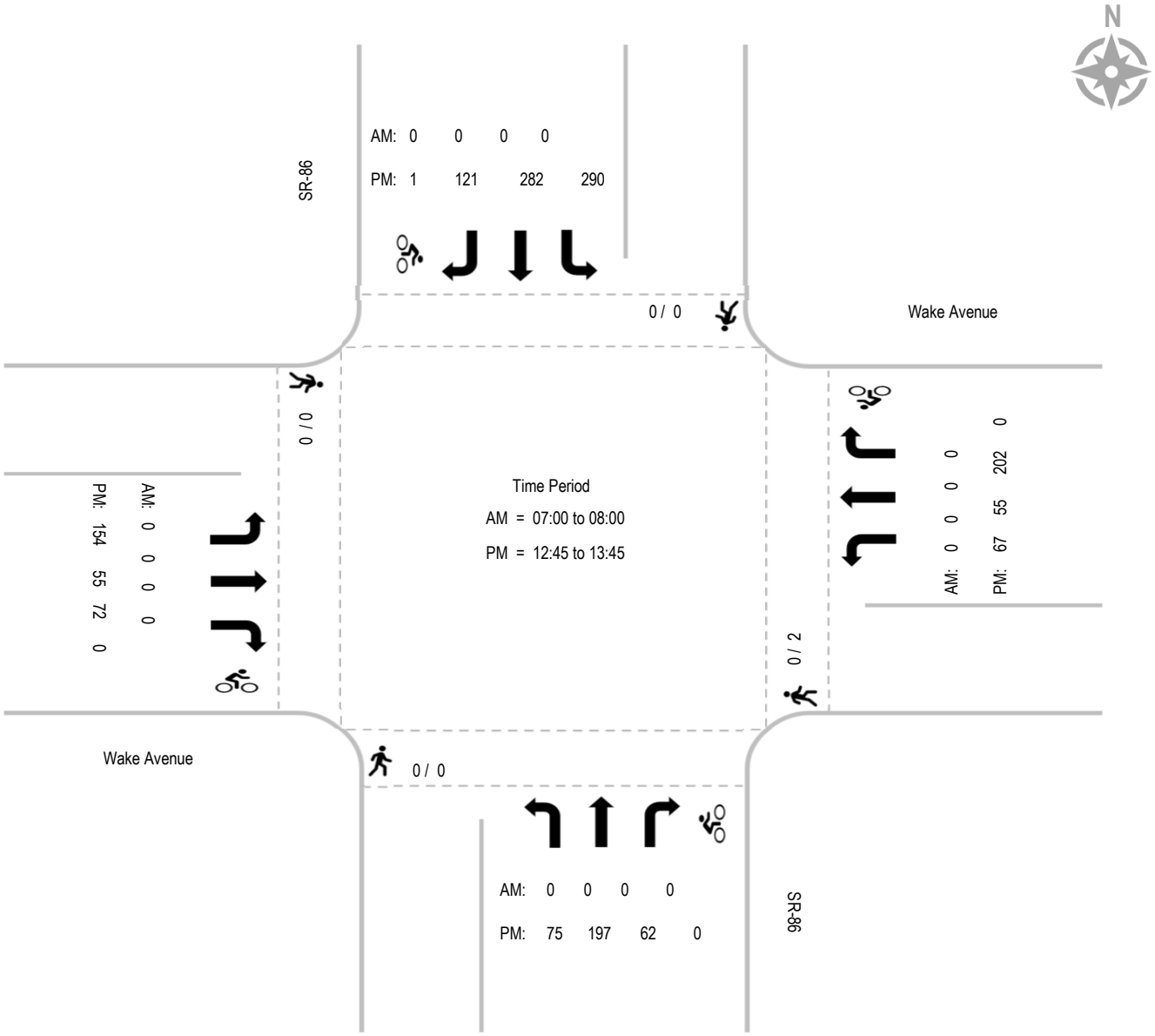
Location:	#06	File Name:	ITM-20-035-06
Intersection:	SR-86 & Wake Avenue	Project:	LLG Ref. P20298
Date of Count:	Saturday, September 26, 2020 12:00 PM - 2:00 PM		Monte Vista Soccer Complex

AM	SR-86 Southbound				Wake Avenue Westbound				SR-86 Northbound				Wake Avenue Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Total	0				0				0				0				0	
Bike Total		0	0	0		0	0	0		0	0	0		0	0	0		0

PM	SR-86 Southbound				Wake Avenue Westbound				SR-86 Northbound				Wake Avenue Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
13:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Total	0				2				0				0				2	
Bike Total		0	1	0		0	0	0		0	0	0		0	0	0		1

Intersection Turning Movement - Peak Hour Summary

LINSCOTT LAW & GREENSPAN engineers	Location:	#06	File Name: ITM-20-035-06
	Intersection:	SR-86 & Wake Avenue	Project: LLG Ref. P20298
	Date of Count:	Saturday, September 26, 2020 12:00 PM - 2:00 PM	Monte Vista Soccer Complex



Intersection Turning Movement - Peak Hour Vehicle Count

LINSCOTT LAW & GREENSPAN engineers

Location:	#01	File Name:	ITM-20-035-01
Intersection:	S. La Brucherie Road & W. McCabe Road	Project:	LLG Ref. P20298
Date of Count:	Tuesday, September 29, 2020 4:00 PM - 6:00 PM		Monte Vista Soccer Complex

AM	S. La Brucherie Road Southbound			W. McCabe Road Westbound			S. La Brucherie Road Northbound			W. McCabe Road Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	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
Approach%	-	-	-	-	-	-	-	-	-	-	-	-	
Total%	-	-	-	-	-	-	-	-	-	-	-	-	

AM Intersection Peak Hour: **07:00 to 08:00**

Volume	-	-	-	-	-	-	-	-	-	-	-	-	-
Approach%	-	-	-	-	-	-	-	-	-	-	-	-	
Total%	-	-	-	-	-	-	-	-	-	-	-	-	
PHF			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!	0.00

PM	S. La Brucherie Road Southbound			W. McCabe Road Westbound			S. La Brucherie Road Northbound			W. McCabe Road Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
16:00	22	31	2	1	10	15	3	13	1	2	13	6	119
16:15	23	24	0	1	7	11	5	17	1	2	12	5	108
16:30	30	27	0	0	11	11	2	15	2	1	8	4	111
16:45	13	28	3	0	11	9	3	17	1	2	11	6	104
17:00	27	38	1	0	22	36	7	15	0	5	8	3	162
17:15	21	25	3	0	14	20	3	22	2	5	12	8	135
17:30	18	28	0	0	17	17	3	14	0	2	12	6	117
17:45	23	24	2	1	18	18	2	18	1	3	19	0	129
Total	177	225	11	3	110	137	28	131	8	22	95	38	985
Approach%	42.9	54.5	2.7	1.2	44.0	54.8	16.8	78.4	4.8	14.2	61.3	24.5	
Total%	18.0	22.8	1.1	0.3	11.2	13.9	2.8	13.3	0.8	2.2	9.6	3.9	

PM Intersection Peak Hour: **17:00 to 18:00**

Volume	89	115	6	1	71	91	15	69	3	15	51	17	543
Approach%	42.4	54.8	2.9	0.6	43.6	55.8	17.2	79.3	3.4	18.1	61.4	20.5	
Total%	16.4	21.2	1.1	0.2	13.1	16.8	2.8	12.7	0.6	2.8	9.4	3.1	
PHF			0.80			0.70			0.81			0.83	0.00

Intersection Turning Movement - Bicycle & Pedestrian Count

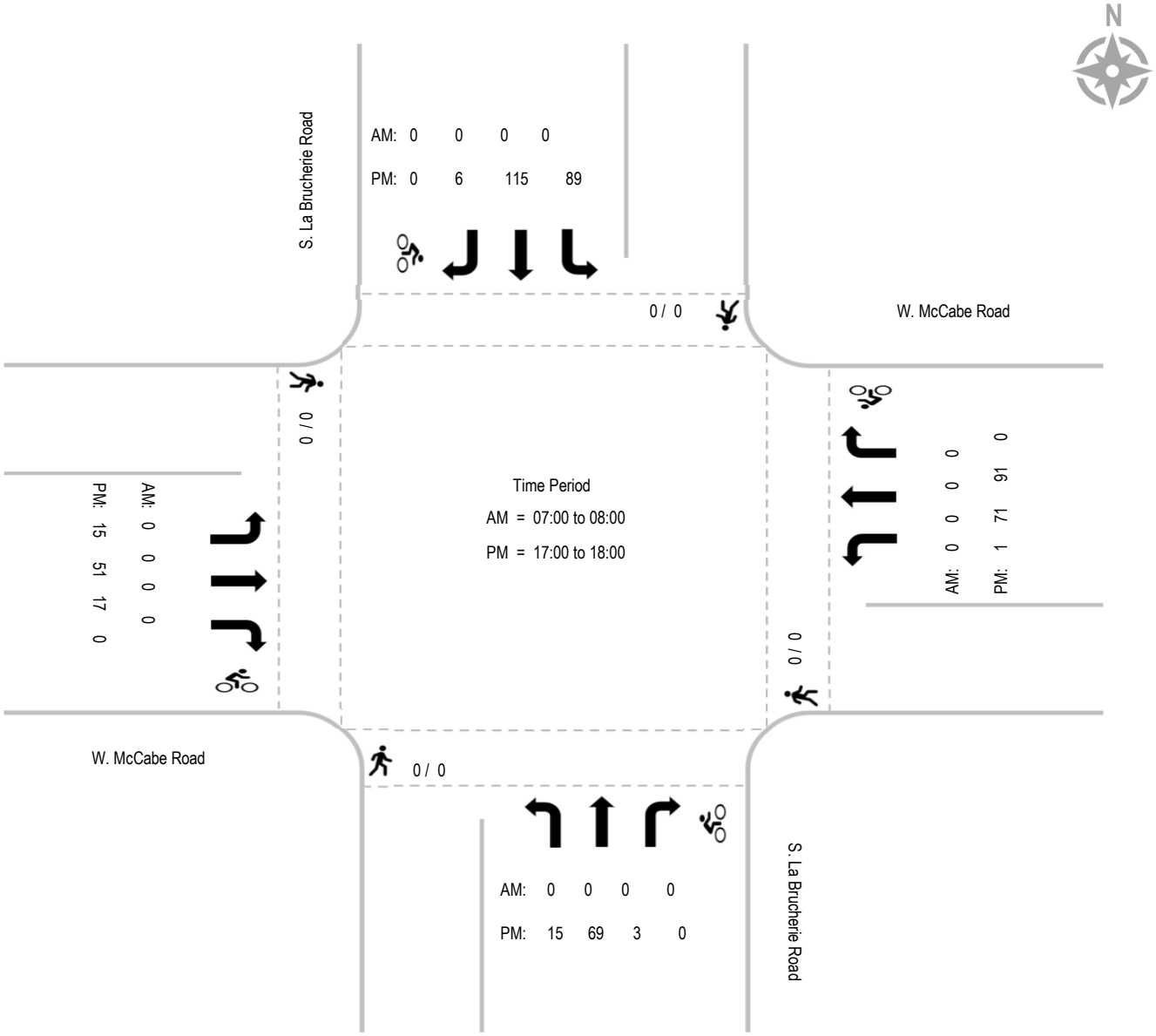
LINSCOTT LAW & GREENSPAN engineers	Location:	#01	File Name: ITM-20-035-01
	Intersection:	S. La Brucherie Road & W. McCabe Road	Project: LLG Ref. P20298
	Date of Count:	Tuesday, September 29, 2020 4:00 PM - 6:00 PM	Monte Vista Soccer Complex

AM	S. La Brucherie Road Southbound				W. McCabe Road Westbound				S. La Brucherie Road Northbound				W. McCabe Road Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Total	0				0				0				0				0	
Bike Total		0	0	0		0	0	0		0	0	0		0	0	0		0

PM	S. La Brucherie Road Southbound				W. McCabe Road Westbound				S. La Brucherie Road Northbound				W. McCabe Road Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Total	0				0				0				0				0	
Bike Total		0	0	0		0	0	0		0	0	0		0	0	0		0

Intersection Turning Movement - Peak Hour Summary

LINSCOTT LAW & GREENSPAN engineers	Location:	#01	File Name: ITM-20-035-01
	Intersection:	S. La Brucherie Road & W. McCabe Road	Project: LLG Ref. P20298
	Date of Count:	Tuesday, September 29, 2020 4:00 PM - 6:00 PM	Monte Vista Soccer Complex



Intersection Turning Movement - Peak Hour Vehicle Count

LINSCOTT LAW & GREENSPAN engineers

Location:	#02	File Name:	ITM-20-035-02
Intersection:	Sperber Road & W. McCabe Road	Project:	LLG Ref. P20298
Date of Count:	Tuesday, September 29, 2020 4:00 PM - 6:00 PM		Monte Vista Soccer Complex

AM	Sperber Road Southbound			W. McCabe Road Westbound			Sperber Road Northbound			W. McCabe Road Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	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
Approach%	-	-	-	-	-	-	-	-	-	-	-	-	
Total%	-	-	-	-	-	-	-	-	-	-	-	-	

AM Intersection Peak Hour: **07:00 to 08:00**

Volume	-	-	-	-	-	-	-	-	-	-	-	-	-
Approach%	-	-	-	-	-	-	-	-	-	-	-	-	
Total%	-	-	-	-	-	-	-	-	-	-	-	-	
PHF			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!	0.00

PM	Sperber Road Southbound			W. McCabe Road Westbound			Sperber Road Northbound			W. McCabe Road Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
16:00	0	0	0	2	23	0	2	0	6	0	32	2	67
16:15	0	0	0	1	13	0	1	0	2	0	40	0	57
16:30	0	0	0	2	16	0	6	0	3	0	34	1	62
16:45	0	0	0	3	23	0	7	0	9	0	25	0	67
17:00	0	0	0	1	29	0	26	0	20	0	35	2	113
17:15	0	0	0	1	30	0	6	0	5	0	33	0	75
17:30	0	0	0	3	21	0	9	0	5	0	31	0	69
17:45	0	0	0	12	32	0	9	0	11	0	34	6	104
Total	0	0	0	25	187	0	66	0	61	0	264	11	614
Approach%	-	-	-	11.8	88.2	-	52.0	-	48.0	-	96.0	4.0	
Total%	-	-	-	4.1	30.5	-	10.7	-	9.9	-	43.0	1.8	

PM Intersection Peak Hour: **17:00 to 18:00**

Volume	-	-	-	17	112	-	50	-	41	-	133	8	361
Approach%	-	-	-	13.2	86.8	-	54.9	-	45.1	-	94.3	5.7	
Total%	-	-	-	4.7	31.0	-	13.9	-	11.4	-	36.8	2.2	
PHF			#DIV/0!			0.73			0.49			0.88	0.00

Intersection Turning Movement - Bicycle & Pedestrian Count

LINSCOTT LAW & GREENSPAN engineers

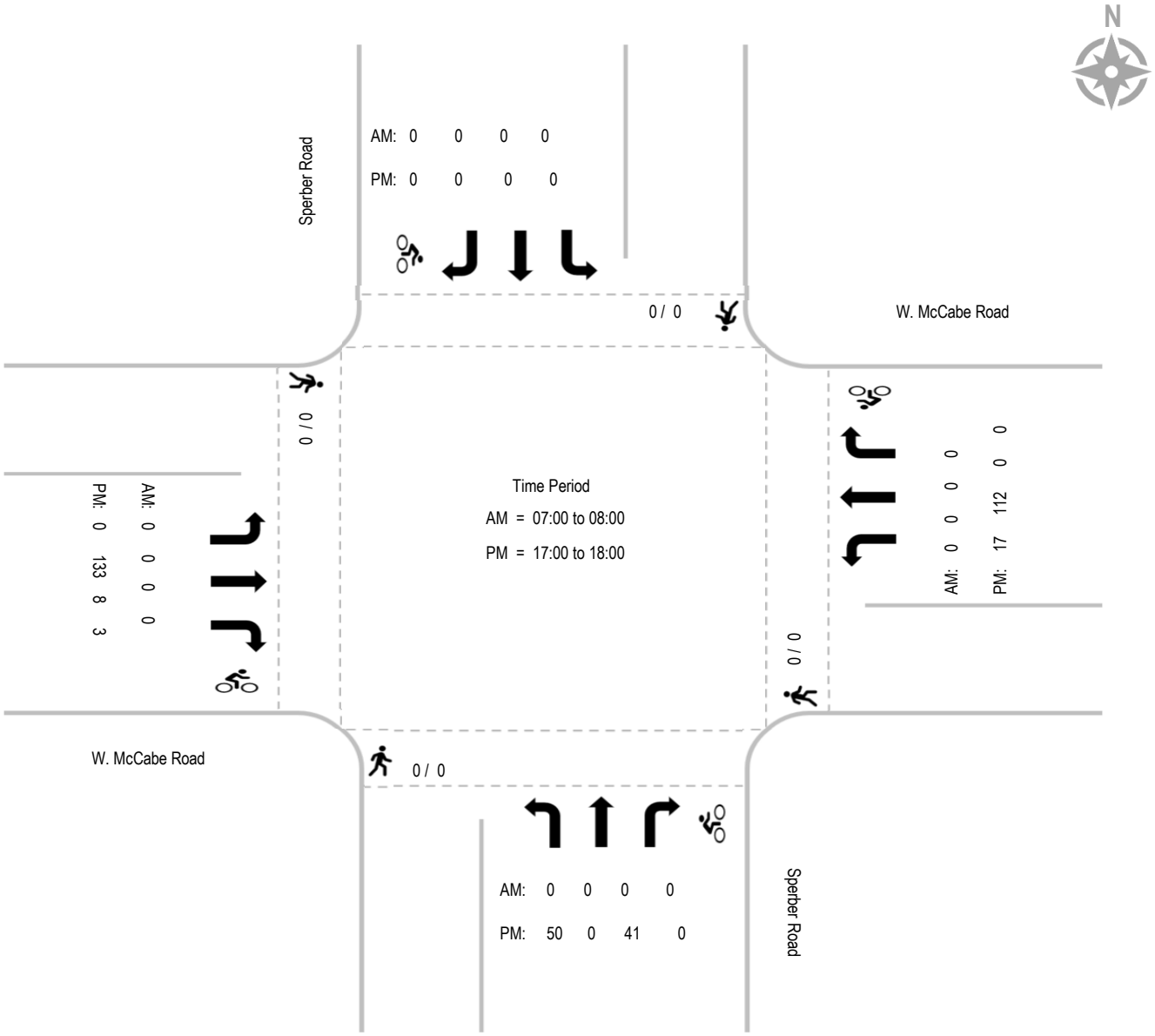
Location:	#02	File Name:	ITM-20-035-02
Intersection:	Sperber Road & W. McCabe Road	Project:	LLG Ref. P20298
Date of Count:	Tuesday, September 29, 2020 4:00 PM - 6:00 PM		Monte Vista Soccer Complex

AM	Sperber Road Southbound				W. McCabe Road Westbound				Sperber Road Northbound				W. McCabe Road Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Total	0				0				0				0				0	
Bike Total		0	0	0		0	0	0		0	0	0		0	0	0		0

PM	Sperber Road Southbound				W. McCabe Road Westbound				Sperber Road Northbound				W. McCabe Road Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Total	0				0				0				0				0	
Bike Total		0	0	0		0	0	0		0	0	0		0	3	0		3

Intersection Turning Movement - Peak Hour Summary

LINSCOTT LAW & GREENSPAN engineers	Location:	#02	File Name: ITM-20-035-02
	Intersection:	Sperber Road & W. McCabe Road	Project: LLG Ref. P20298
	Date of Count:	Tuesday, September 29, 2020 4:00 PM - 6:00 PM	Monte Vista Soccer Complex



Report Generated by Bearcat Enterprises LLC, DBA "Count Data" | 619-987-5136 |

Intersection Turning Movement - Peak Hour Vehicle Count

LINSCOTT LAW & GREENSPAN engineers

Location:	#03	File Name:	ITM-20-035-03
Intersection:	S. Clark Road & W. McCabe Road	Project:	LLG Ref. P20298
Date of Count:	Tuesday, September 29, 2020 4:00 PM - 6:00 PM		Monte Vista Soccer Complex

AM	S. Clark Road Southbound			W. McCabe Road Westbound			S. Clark Road Northbound			W. McCabe Road Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	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
Approach%	-	-	-	-	-	-	-	-	-	-	-	-	
Total%	-	-	-	-	-	-	-	-	-	-	-	-	

AM Intersection Peak Hour: **07:00 to 08:00**

Volume	-	-	-	-	-	-	-	-	-	-	-	-	-
Approach%	-	-	-	-	-	-	-	-	-	-	-	-	
Total%	-	-	-	-	-	-	-	-	-	-	-	-	
PHF			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!	0.00

PM	S. Clark Road Southbound			W. McCabe Road Westbound			S. Clark Road Northbound			W. McCabe Road Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
16:00	12	31	7	2	14	6	2	24	2	9	26	3	138
16:15	13	39	4	1	8	7	2	22	1	11	31	1	140
16:30	24	40	6	1	8	7	3	26	3	10	27	2	157
16:45	16	28	9	2	13	5	6	24	2	19	8	8	140
17:00	27	54	6	3	14	13	6	32	6	16	33	7	217
17:15	20	54	9	1	17	3	7	22	2	6	29	3	173
17:30	21	44	6	2	13	2	6	28	2	12	19	4	159
17:45	22	42	17	1	25	5	7	16	3	18	19	8	183
Total	155	332	64	13	112	48	39	194	21	101	192	36	1307
Approach%	28.1	60.3	11.6	7.5	64.7	27.7	15.4	76.4	8.3	30.7	58.4	10.9	
Total%	11.9	25.4	4.9	1.0	8.6	3.7	3.0	14.8	1.6	7.7	14.7	2.8	

PM Intersection Peak Hour: **17:00 to 18:00**

Volume	90	194	38	7	69	23	26	98	13	52	100	22	732
Approach%	28.0	60.2	11.8	7.1	69.7	23.2	19.0	71.5	9.5	29.9	57.5	12.6	
Total%	12.3	26.5	5.2	1.0	9.4	3.1	3.6	13.4	1.8	7.1	13.7	3.0	
PHF			0.93			0.80			0.78			0.78	0.00

Intersection Turning Movement - Bicycle & Pedestrian Count

LINSCOTT LAW & GREENSPAN engineers

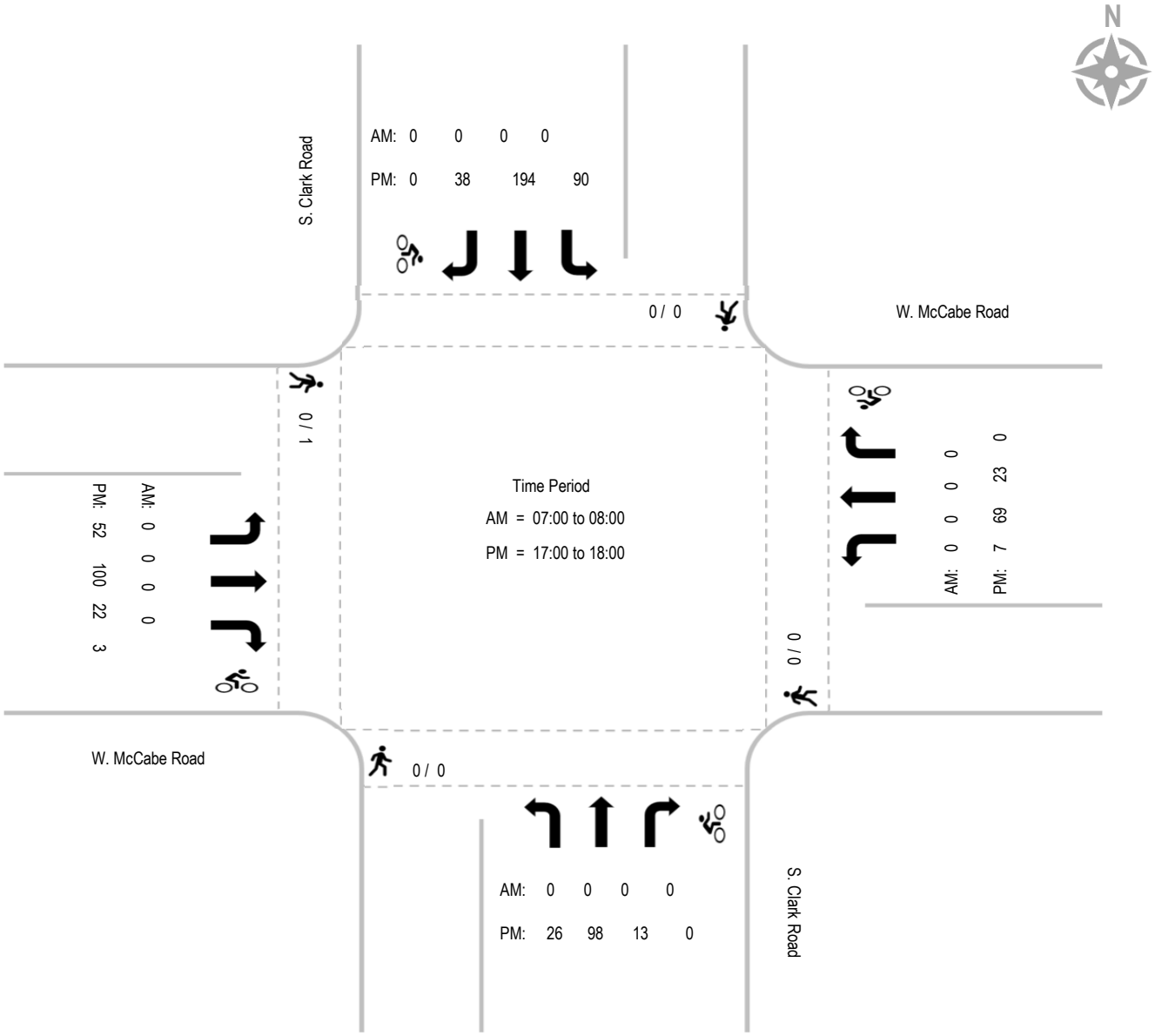
Location:	#03	File Name:	ITM-20-035-03
Intersection:	S. Clark Road & W. McCabe Road	Project:	LLG Ref. P20298
Date of Count:	Tuesday, September 29, 2020 4:00 PM - 6:00 PM		Monte Vista Soccer Complex

AM	S. Clark Road Southbound				W. McCabe Road Westbound				S. Clark Road Northbound				W. McCabe Road Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Total	0				0				0				0				0	
Bike Total		0	0	0		0	0	0		0	0	0		0	0	0		0

PM	S. Clark Road Southbound				W. McCabe Road Westbound				S. Clark Road Northbound				W. McCabe Road Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Total	0				0				0				1				1	
Bike Total		0	0	0		0	0	0		0	0	0		3	0	0		3

Intersection Turning Movement - Peak Hour Summary

LINSCOTT LAW & GREENSPAN engineers	Location:	#03	File Name: ITM-20-035-03
	Intersection:	S. Clark Road & W. McCabe Road	Project: LLG Ref. P20298
	Date of Count:	Tuesday, September 29, 2020 4:00 PM - 6:00 PM	Monte Vista Soccer Complex



Report Generated by Bearcat Enterprises LLC, DBA "Count Data" | 619-987-5136 |

Intersection Turning Movement - Peak Hour Vehicle Count

LINSCOTT LAW & GREENSPAN engineers

Location:	#04	File Name:	ITM-20-035-04
Intersection:	SR-86 & W. McCabe Road	Project:	LLG Ref. P20298
Date of Count:	Tuesday, September 29, 2020 4:00 PM - 6:00 PM		Monte Vista Soccer Complex

AM	SR-86 Southbound			W. McCabe Road Westbound			SR-86 Northbound			W. McCabe Road Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	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
Approach%	-	-	-	-	-	-	-	-	-	-	-	-	
Total%	-	-	-	-	-	-	-	-	-	-	-	-	

AM Intersection Peak Hour: **07:00 to 08:00**

Volume	-	-	-	-	-	-	-	-	-	-	-	-	-
Approach%	-	-	-	-	-	-	-	-	-	-	-	-	
Total%	-	-	-	-	-	-	-	-	-	-	-	-	
PHF			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!	0.00

PM	SR-86 Southbound			W. McCabe Road Westbound			SR-86 Northbound			W. McCabe Road Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
16:00	10	60	3	0	15	7	6	16	0	6	33	5	161
16:15	24	46	3	2	10	20	2	16	2	7	35	5	172
16:30	11	51	2	1	13	15	2	27	0	6	37	11	176
16:45	21	56	6	0	12	9	3	20	0	5	25	5	162
17:00	23	55	6	2	21	6	3	23	0	5	41	7	192
17:15	21	61	6	0	14	10	2	24	0	6	51	3	198
17:30	24	43	8	0	6	6	5	26	0	5	33	8	164
17:45	20	52	11	0	19	7	2	31	0	6	30	6	184
Total	154	424	45	5	110	80	25	183	2	46	285	50	1409
Approach%	24.7	68.1	7.2	2.6	56.4	41.0	11.9	87.1	1.0	12.1	74.8	13.1	
Total%	10.9	30.1	3.2	0.4	7.8	5.7	1.8	13.0	0.1	3.3	20.2	3.5	

PM Intersection Peak Hour: **17:00 to 18:00**

Volume	88	211	31	2	60	29	12	104	-	22	155	24	738
Approach%	26.7	63.9	9.4	2.2	65.9	31.9	10.3	89.7	-	10.9	77.1	11.9	
Total%	11.9	28.6	4.2	0.3	8.1	3.9	1.6	14.1	-	3.0	21.0	3.3	
PHF			0.94			0.78			0.88			0.84	0.00

Intersection Turning Movement - Bicycle & Pedestrian Count

LINSCOTT LAW & GREENSPAN engineers

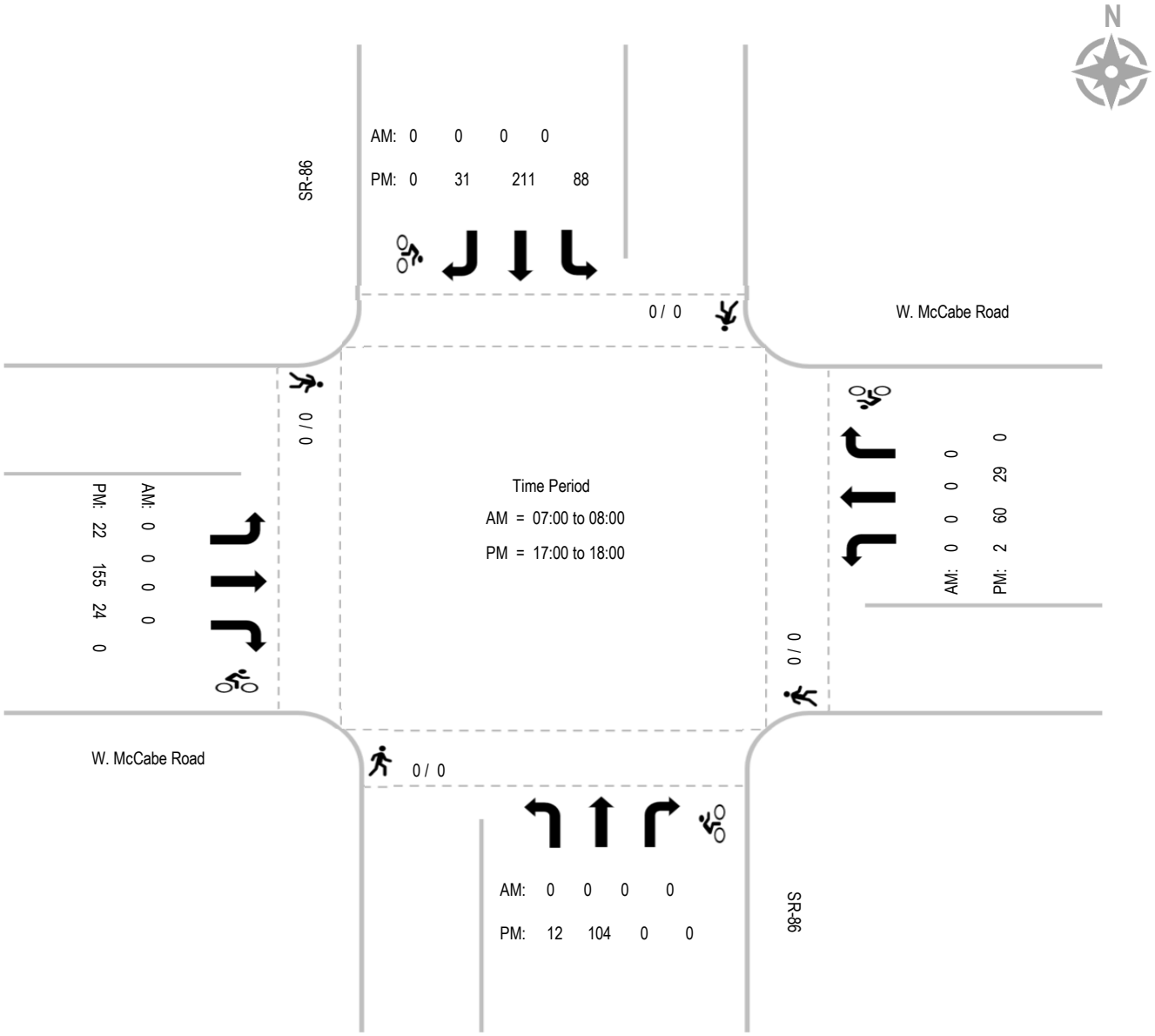
Location:	#04	File Name:	ITM-20-035-04
Intersection:	SR-86 & W. McCabe Road	Project:	LLG Ref. P20298
Date of Count:	Tuesday, September 29, 2020 4:00 PM - 6:00 PM		Monte Vista Soccer Complex

AM	SR-86 Southbound				W. McCabe Road Westbound				SR-86 Northbound				W. McCabe Road Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Total	0				0				0				0				0	
Bike Total		0	0	0		0	0	0		0	0	0		0	0	0		0

PM	SR-86 Southbound				W. McCabe Road Westbound				SR-86 Northbound				W. McCabe Road Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Total	0				0				0				0				0	
Bike Total		0	0	0		0	0	0		0	0	0		0	0	0		0

Intersection Turning Movement - Peak Hour Summary

LINSCOTT LAW & GREENSPAN engineers	Location:	#04	File Name: ITM-20-035-04
	Intersection:	SR-86 & W. McCabe Road	Project: LLG Ref. P20298
	Date of Count:	Tuesday, September 29, 2020 4:00 PM - 6:00 PM	Monte Vista Soccer Complex



Intersection Turning Movement - Peak Hour Vehicle Count

LINSCOTT LAW & GREENSPAN engineers

Location:	#05	File Name:	ITM-20-035-05
Intersection:	S. Clark Road & Wake Avenue	Project:	LLG Ref. P20298
Date of Count:	Tuesday, September 29, 2020 4:00 PM - 6:00 PM		Monte Vista Soccer Complex

AM	S. Clark Road Southbound			Wake Avenue Westbound			S. Clark Road Northbound			Wake Avenue Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	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
Approach%	-	-	-	-	-	-	-	-	-	-	-	-	
Total%	-	-	-	-	-	-	-	-	-	-	-	-	

AM Intersection Peak Hour: **07:00 to 08:00**

Volume	-	-	-	-	-	-	-	-	-	-	-	-	-
Approach%	-	-	-	-	-	-	-	-	-	-	-	-	
Total%	-	-	-	-	-	-	-	-	-	-	-	-	
PHF			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!	0.00

PM	S. Clark Road Southbound			Wake Avenue Westbound			S. Clark Road Northbound			Wake Avenue Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
16:00	48	68	4	16	3	34	1	38	14	0	3	2	231
16:15	44	84	9	11	4	39	1	40	10	1	3	1	247
16:30	53	91	12	20	7	6	1	46	14	4	1	4	259
16:45	47	85	10	18	1	33	1	43	19	8	3	2	270
17:00	45	122	11	14	5	52	3	54	17	6	3	4	336
17:15	49	114	12	22	5	35	2	52	17	6	3	4	321
17:30	45	120	7	18	4	28	2	48	18	2	7	3	302
17:45	52	115	7	21	3	31	2	51	21	8	3	1	315
Total	383	799	72	140	32	258	13	372	130	35	26	21	2281
Approach%	30.5	63.7	5.7	32.6	7.4	60.0	2.5	72.2	25.2	42.7	31.7	25.6	
Total%	16.8	35.0	3.2	6.1	1.4	11.3	0.6	16.3	5.7	1.5	1.1	0.9	

PM Intersection Peak Hour: **17:00 to 18:00**

Volume	191	471	37	75	17	146	9	205	73	22	16	12	1,274
Approach%	27.3	67.4	5.3	31.5	7.1	61.3	3.1	71.4	25.4	44.0	32.0	24.0	
Total%	15.0	37.0	2.9	5.9	1.3	11.5	0.7	16.1	5.7	1.7	1.3	0.9	
PHF			0.98			0.84			0.97			0.96	0.00

Intersection Turning Movement - Bicycle & Pedestrian Count

LINSCOTT LAW & GREENSPAN engineers

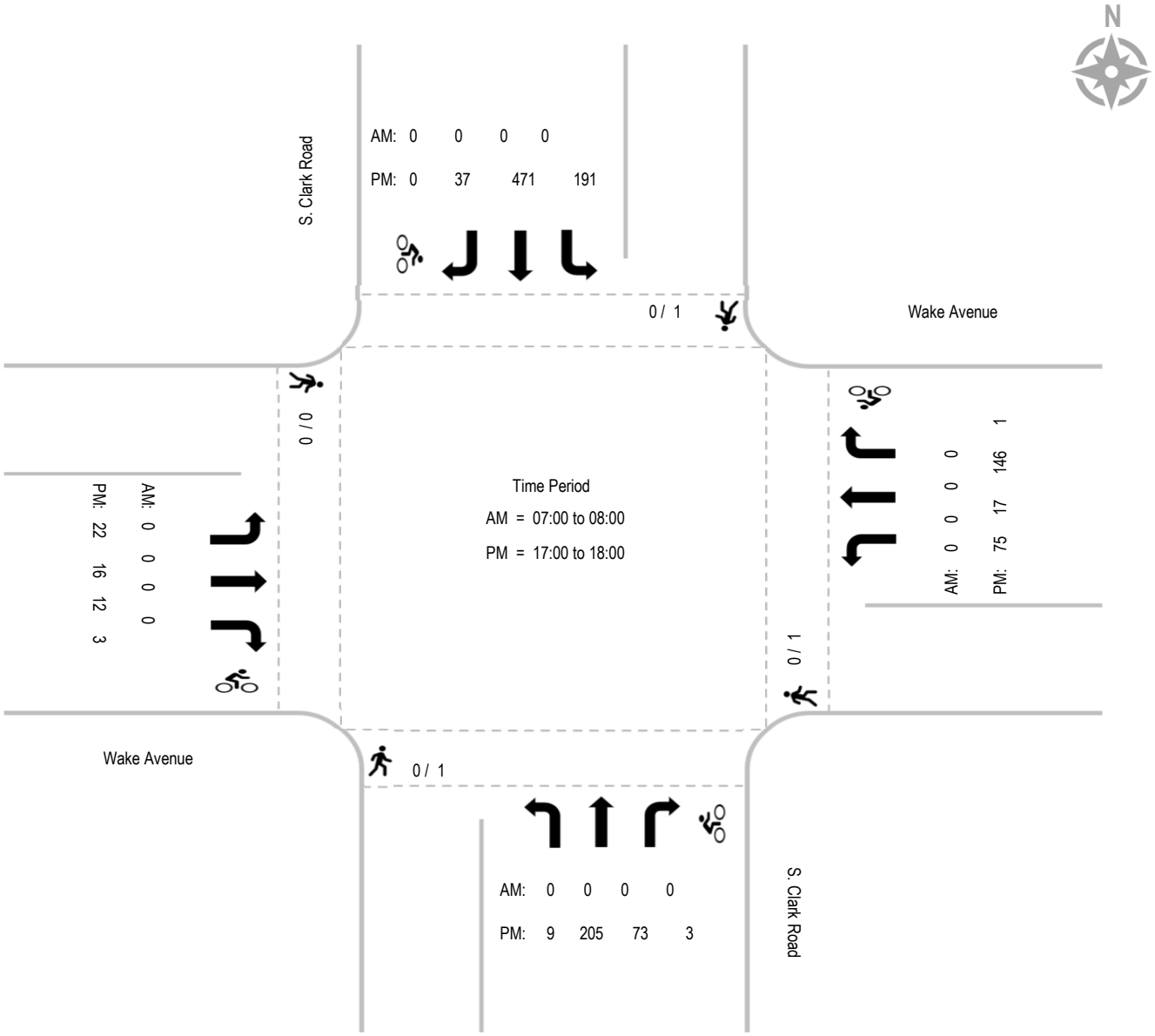
Location:	#05	File Name:	ITM-20-035-05
Intersection:	S. Clark Road & Wake Avenue	Project:	LLG Ref. P20298
Date of Count:	Tuesday, September 29, 2020 4:00 PM - 6:00 PM		Monte Vista Soccer Complex

AM	S. Clark Road Southbound				Wake Avenue Westbound				S. Clark Road Northbound				Wake Avenue Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Total	0				0				0				0				0	
Bike Total		0	0	0		0	0	0		0	0	0		0	0	0		0

PM	S. Clark Road Southbound				Wake Avenue Westbound				S. Clark Road Northbound				Wake Avenue Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
16:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1	2
17:30	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	2	2
17:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Ped Total	1				1				1				0				3	
Bike Total		0	0	0		0	1	0		2	1	0		1	1	1		7

Intersection Turning Movement - Peak Hour Summary

LINSCOTT LAW & GREENSPAN engineers	Location:	#05	File Name: ITM-20-035-05
	Intersection:	S. Clark Road & Wake Avenue	Project: LLG Ref. P20298
	Date of Count:	Tuesday, September 29, 2020 4:00 PM - 6:00 PM	Monte Vista Soccer Complex



Report Generated by Bearcat Enterprises LLC, DBA "Count Data" | 619-987-5136 |

Intersection Turning Movement - Peak Hour Vehicle Count

LINSCOTT LAW & GREENSPAN engineers

Location:	#06	File Name:	ITM-20-035-06
Intersection:	SR-86 & Wake Avenue	Project:	LLG Ref. P20298
Date of Count:	Tuesday, September 29, 2020 4:00 PM - 6:00 PM		Monte Vista Soccer Complex

AM	SR-86 Southbound			Wake Avenue Westbound			SR-86 Northbound			Wake Avenue Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	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
Approach%	-	-	-	-	-	-	-	-	-	-	-	-	
Total%	-	-	-	-	-	-	-	-	-	-	-	-	

AM Intersection Peak Hour: **07:00 to 08:00**

Volume	-	-	-	-	-	-	-	-	-	-	-	-	-
Approach%	-	-	-	-	-	-	-	-	-	-	-	-	
Total%	-	-	-	-	-	-	-	-	-	-	-	-	
PHF			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!	0.00

PM	SR-86 Southbound			Wake Avenue Westbound			SR-86 Northbound			Wake Avenue Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
16:00	59	97	40	13	17	45	19	49	8	34	10	39	430
16:15	49	81	43	11	13	34	26	62	16	32	17	33	417
16:30	55	92	38	16	7	53	25	74	7	33	18	27	445
16:45	63	95	39	19	9	35	24	47	15	45	17	23	431
17:00	50	85	44	17	18	57	32	95	11	49	32	34	524
17:15	58	107	42	15	12	56	13	69	12	45	18	26	473
17:30	67	74	34	21	20	51	22	50	17	41	16	22	435
17:45	49	111	44	13	13	46	13	69	16	38	19	20	451
Total	450	742	324	125	109	377	174	515	102	317	147	224	3606
Approach%	29.7	48.9	21.4	20.5	17.8	61.7	22.0	65.1	12.9	46.1	21.4	32.6	
Total%	12.5	20.6	9.0	3.5	3.0	10.5	4.8	14.3	2.8	8.8	4.1	6.2	

PM Intersection Peak Hour: **17:00 to 18:00**

Volume	224	377	164	66	63	210	80	283	56	173	85	102	1,883
Approach%	29.3	49.3	21.4	19.5	18.6	61.9	19.1	67.5	13.4	48.1	23.6	28.3	
Total%	11.9	20.0	8.7	3.5	3.3	11.2	4.2	15.0	3.0	9.2	4.5	5.4	
PHF			0.92			0.92			0.76			0.78	0.00

Intersection Turning Movement - Bicycle & Pedestrian Count

LINSCOTT LAW & GREENSPAN engineers

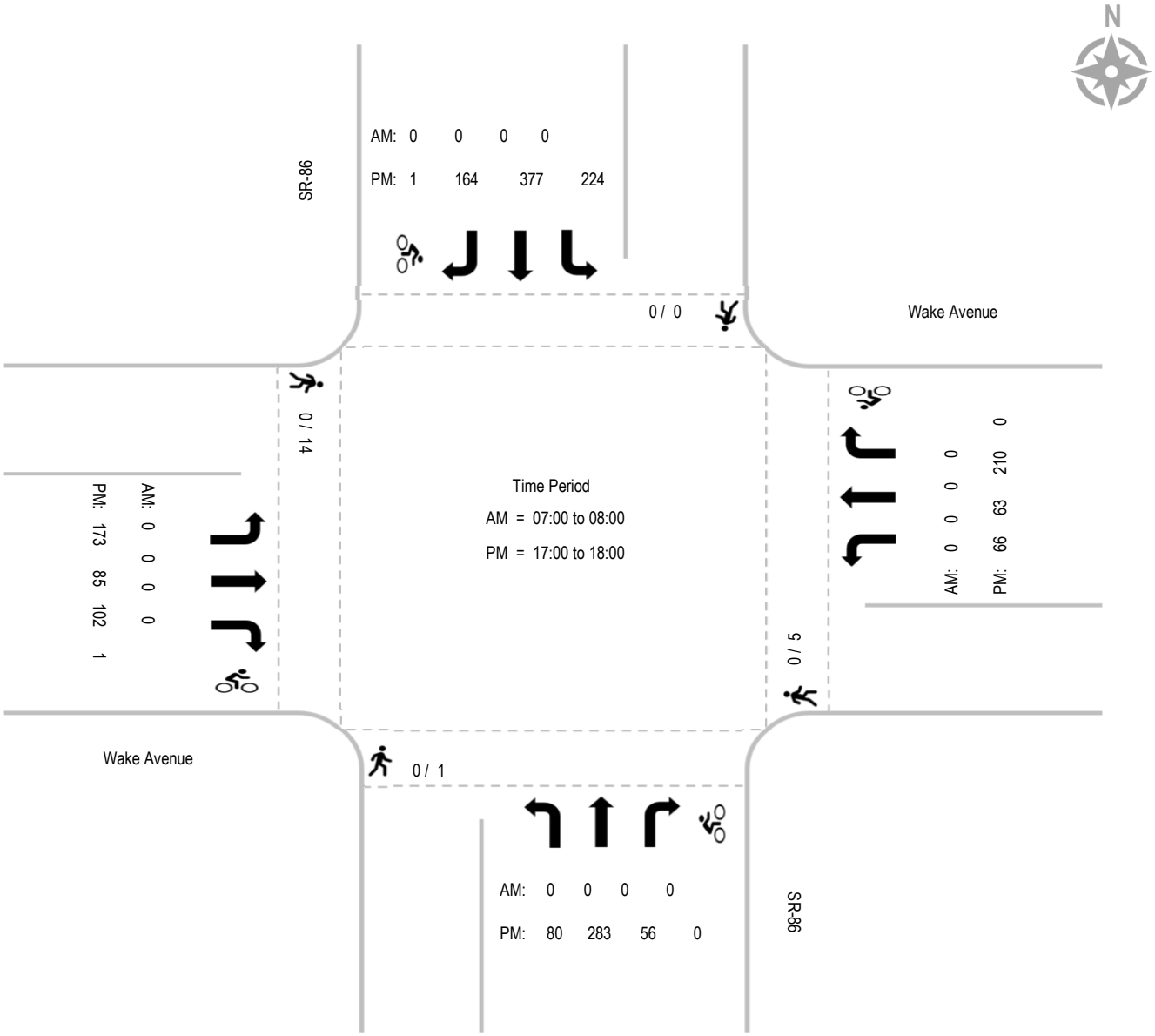
Location:	#06	File Name:	ITM-20-035-06
Intersection:	SR-86 & Wake Avenue	Project:	LLG Ref. P20298
Date of Count:	Tuesday, September 29, 2020 4:00 PM - 6:00 PM		Monte Vista Soccer Complex

AM	SR-86 Southbound				Wake Avenue Westbound				SR-86 Northbound				Wake Avenue Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Total	0				0				0				0				0	
Bike Total		0	0	0		0	0	0		0	0	0		0	0	0		0

PM	SR-86 Southbound				Wake Avenue Westbound				SR-86 Northbound				Wake Avenue Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1
16:15	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	1
16:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
16:45	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
17:30	0	0	0	0	0	0	0	0	1	0	0	0	7	0	0	0	8	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Ped Total	0				5				1				14				20	
Bike Total		0	0	1		0	0	0		0	0	0		1	0	0		2

Intersection Turning Movement - Peak Hour Summary

LINSCOTT LAW & GREENSPAN engineers	Location:	#06	File Name: ITM-20-035-06
	Intersection:	SR-86 & Wake Avenue	Project: LLG Ref. P20298
	Date of Count:	Tuesday, September 29, 2020 4:00 PM - 6:00 PM	Monte Vista Soccer Complex



Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **W. McCabe Rd, between Sperber Rd and S. Clark Rd**

Date: **Tuesday, September 29, 2020** Total Daily Volume: **3803** Description: **Total Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
28	17	14	30	42	122	162	277	185	153	202	236	274	266	261	254	248	318	353	151	88	52	40	30
4	4	7	6	10	18	38	53	68	38	49	60	77	70	76	72	68	82	95	51	22	17	11	13
12	3	2	1	6	28	27	50	42	37	46	57	68	73	58	55	56	78	82	29	22	18	12	9
7	2	1	12	14	28	46	75	38	43	54	55	68	62	74	68	59	66	95	40	27	6	9	5
5	8	4	11	12	48	51	99	37	35	53	64	61	61	53	59	65	92	81	31	17	11	8	3

Date: **Tuesday, September 29, 2020** Total Daily Volume: **1770** Description: **Eastbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
15	9	7	18	22	87	100	158	104	65	89	118	122	142	92	102	83	133	153	54	40	28	14	15
2	2	0	5	5	12	27	25	42	14	18	25	27	34	23	29	25	31	47	17	13	3	4	5
7	1	2	1	3	17	18	27	28	16	23	28	32	36	22	23	13	29	35	6	13	14	6	5
1	2	1	6	6	21	28	44	17	20	24	38	34	33	25	31	18	31	39	16	9	4	2	2
5	4	4	6	8	37	27	62	17	15	24	27	29	39	22	19	27	42	32	15	5	7	2	3

Date: **Tuesday, September 29, 2020** Total Daily Volume: **2033** Description: **Westbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
13	8	7	12	20	35	62	119	81	88	113	118	152	124	169	152	165	185	200	97	48	24	26	15
2	2	7	1	5	6	11	28	26	24	31	35	50	36	53	43	43	51	48	34	9	14	7	8
5	2	0	0	3	11	9	23	14	21	23	29	36	37	36	32	43	49	47	23	9	4	6	4
6	0	0	6	8	7	18	31	21	23	30	17	34	29	49	37	41	35	56	24	18	2	7	3
0	4	0	5	4	11	24	37	20	20	29	37	32	22	31	40	38	50	49	16	12	4	6	0

Report Generated by "Count Data" all rights reserved

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 2. W McCabe Rd btw S La Brucherie Rd and Clark Rd

Orientation: *East-West*

Date of Count: *Wednesday, November 01, 2017*

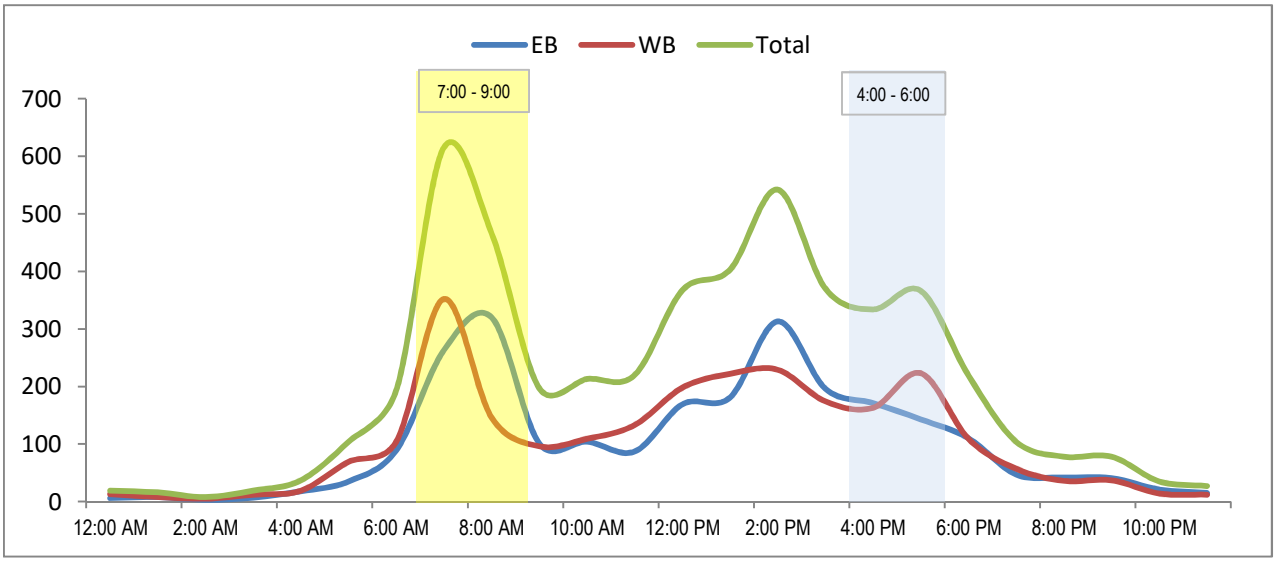
Analysts: *DASH*

Weather: *Sunny*

AVC Proj. No: *17-0780*

24 Hour Segment Volume				*5,030*					
Time	Hourly Volume				Time	Hourly Volume			
	EB	WB	Total			EB	WB	Total
12:00 AM - 1:00 AM	6	13	19		12:00 PM - 1:00 PM	169	198	367
1:00 AM - 2:00 AM	8	8	16		1:00 PM - 2:00 PM	181	222	403
2:00 AM - 3:00 AM	3	5	8		2:00 PM - 3:00 PM	313	229	542
3:00 AM - 4:00 AM	7	12	19		3:00 PM - 4:00 PM	196	174	370
4:00 AM - 5:00 AM	18	19	37		4:00 PM - 5:00 PM	171	163	334
5:00 AM - 6:00 AM	35	69	104		5:00 PM - 6:00 PM	143	223	366
6:00 AM - 7:00 AM	89	104	193		6:00 PM - 7:00 PM	110	109	219
7:00 AM - 8:00 AM	263	352	615		7:00 PM - 8:00 PM	47	57	104
8:00 AM - 9:00 AM	320	146	466		8:00 PM - 9:00 PM	42	36	78
9:00 AM - 10:00 AM	101	96	197		9:00 PM - 10:00 PM	41	37	78
10:00 AM - 11:00 AM	104	109	213		10:00 PM - 11:00 PM	21	14	35
11:00 AM - 12:00 PM	87	133	220		11:00 PM - 12:00 AM	15	12	27
Total	**1,041**	**1,066**	**2,107**		**Total**	**1,449**	**1,474**	**2,923**

24-Hour	*EB*	*Volume*	*2,490*	*24-Hour*	*WB*	*Volume*	*2,540*



24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 3. Clark Rd North of W. McCabe Rd

Orientation: *North-South*

Date of Count: *Wednesday, November 01, 2017*

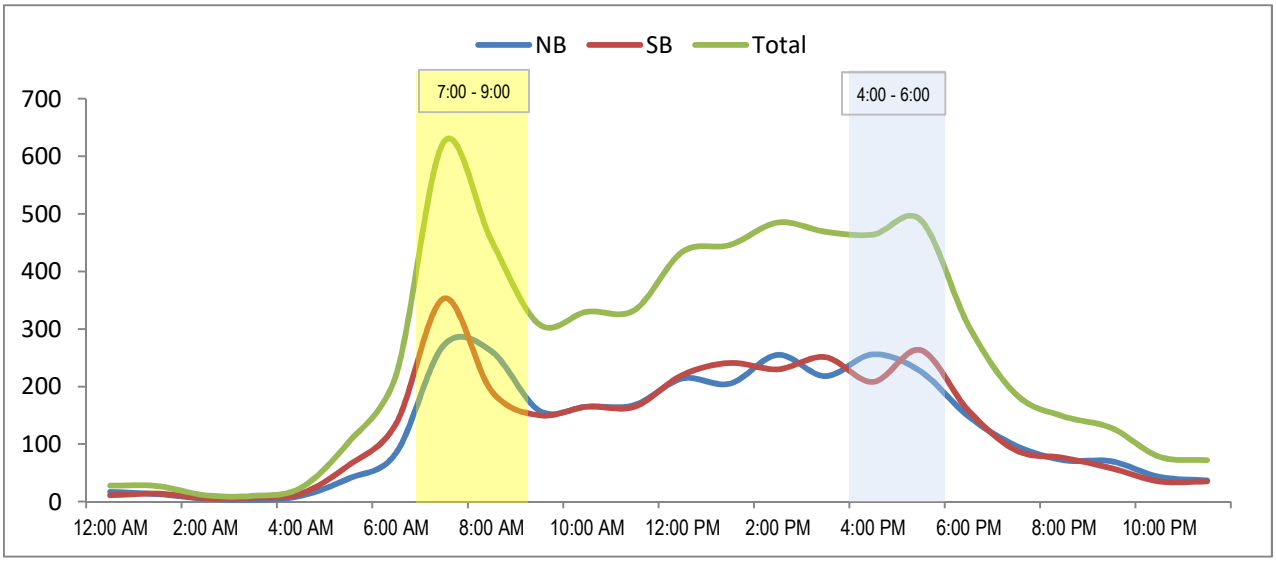
Analysts: *DASH*

Weather: *Sunny*

AVC Proj. No: *17-0780*

24 Hour Segment Volume				*6,178*			
Time	**Hourly Volume**			**Time**	**Hourly Volume**		
	NB	**SB**	**Total**		**NB**	**SB**	**Total**
12:00 AM - 1:00 AM	17	11	28	12:00 PM - 1:00 PM	214	220	434
1:00 AM - 2:00 AM	13	14	27	1:00 PM - 2:00 PM	205	241	446
2:00 AM - 3:00 AM	5	6	11	2:00 PM - 3:00 PM	255	230	485
3:00 AM - 4:00 AM	3	7	10	3:00 PM - 4:00 PM	218	251	469
4:00 AM - 5:00 AM	10	14	24	4:00 PM - 5:00 PM	256	208	464
5:00 AM - 6:00 AM	40	63	103	5:00 PM - 6:00 PM	226	263	489
6:00 AM - 7:00 AM	85	136	221	6:00 PM - 7:00 PM	148	158	306
7:00 AM - 8:00 AM	272	353	625	7:00 PM - 8:00 PM	97	89	186
8:00 AM - 9:00 AM	261	192	453	8:00 PM - 9:00 PM	72	76	148
9:00 AM - 10:00 AM	158	150	308	9:00 PM - 10:00 PM	70	58	128
10:00 AM - 11:00 AM	165	165	330	10:00 PM - 11:00 PM	43	35	78
11:00 AM - 12:00 PM	168	165	333	11:00 PM - 12:00 AM	37	35	72
Total	**1,197**	**1,276**	**2,473**	**Total**	**1,841**	**1,864**	**3,705**

24-Hour	*NB*	*Volume*	*3,038*	*24-Hour*	*SB*	*Volume*	*3,140*



LINSCOTT LAW & GREENSPAN engineers

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

AVC

Location: 4. W. Mc Cabe Rd East of So. Clark Rd

Orientation: *East-West*

Date of Count: *Wednesday, November 01, 2017*

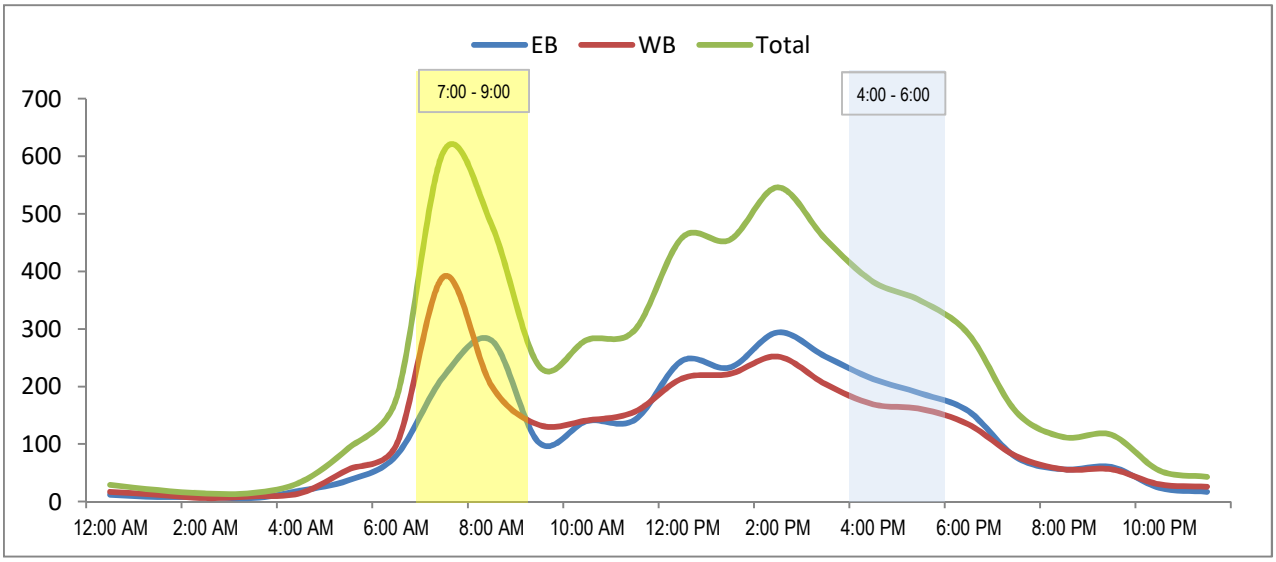
Analysts: *DASH*

Weather: *Sunny*

AVC Proj. No: *17-0780*

24 Hour Segment Volume				*5,706*			
Time	**Hourly Volume**			**Time**	**Hourly Volume**		
	EB	**WB**	**Total**		**EB**	**WB**	**Total**
12:00 AM - 1:00 AM	12	17	29	12:00 PM - 1:00 PM	245	214	459
1:00 AM - 2:00 AM	8	12	20	1:00 PM - 2:00 PM	233	222	455
2:00 AM - 3:00 AM	8	6	14	2:00 PM - 3:00 PM	294	252	546
3:00 AM - 4:00 AM	6	9	15	3:00 PM - 4:00 PM	252	204	456
4:00 AM - 5:00 AM	19	15	34	4:00 PM - 5:00 PM	213	169	382
5:00 AM - 6:00 AM	37	56	93	5:00 PM - 6:00 PM	188	161	349
6:00 AM - 7:00 AM	80	98	178	6:00 PM - 7:00 PM	157	134	291
7:00 AM - 8:00 AM	218	391	609	7:00 PM - 8:00 PM	77	79	156
8:00 AM - 9:00 AM	280	201	481	8:00 PM - 9:00 PM	56	56	112
9:00 AM - 10:00 AM	102	133	235	9:00 PM - 10:00 PM	60	56	116
10:00 AM - 11:00 AM	140	141	281	10:00 PM - 11:00 PM	24	30	54
11:00 AM - 12:00 PM	142	156	298	11:00 PM - 12:00 AM	17	26	43
Total	**1,052**	**1,235**	**2,287**	**Total**	**1,816**	**1,603**	**3,419**

24-Hour	*EB*	*Volume*	*2,868*	*24-Hour*	*WB*	*Volume*	*2,838*



APPENDIX B

CITY OF EL CENTRO STREET CLASSIFICATION

CIRCULATION ELEMENT

El Centro General Plan

INTRODUCTION

The City of El Centro is served by a diverse circulation system consisting of roadways, public transit, rail and air service, and pedestrian and bicycle trails. While the Interstate 8 freeway serves as the City's primary thoroughfare, Highway 86 and County Highway S80 bisect El Centro at Imperial and Adams Avenues; with County Highway S80 turning into Evan Hewes Highway near the City's eastern boundary. Imperial County Transit provides public bus service along Highway 86 (4th Avenue), State Street (south of Main St.), Highway 86 (Imperial Avenue) and a loop to the El Centro Regional Medical Center. Greyhound Bus provides additional intracity service with other fixed routes and charter. In addition to vehicular roadways, the San Diego & Arizona railroads approach El Centro from the east and west and merge into the Union Pacific Railroad, which extends north and south through the center of the City. Douthitt Strip Airport, a private airstrip, is located in the eastern portion of the City near Evan Hewes Highway. The City's network of bicycle paths offers an alternative to more conventional modes of transportation.

Whereas the City's planned land use development pattern is identified in the Land Use Element, the Circulation Element guides the continued development and improvement of both the existing and planned transportation system. Demand for local and regional circulation improvements and construction will increase as additional land is developed in the future. The Circulation Element establishes acceptable roadway service levels and identifies improvements required to maintain the service levels. The use of other modes of transportation such as transit, walking, bicycling and ridesharing are promoted to reduce the demand for transportation system improvements and to improve air quality.

Purpose of the Circulation Element

The purpose of the Circulation Element is to provide a safe, efficient and adequate circulation system for the City. State planning law requires:

"…a circulation element consisting of the general location for proposed major thoroughfares, transportation routes, terminals and other local public utilities and facilities, all correlated with the land use element plan."

To meet this purpose, the Circulation Element addresses the circulation improvements needed to provide adequate capacity for future land uses. Additionally, a hierarchy of transportation routes with typical development standards described for each roadway is established in the element.

ISSUES, GOALS, AND POLICIES

The City of El Centro has a circulation system that includes vehicular, public transit, rail, air, bicycle and pedestrian components. An inter-dependent circulation system is created as the local system is tied to a larger regional circulation system. A safe and convenient circulation system is needed to support a variety of land uses in the community.

Four major issues are addressed by the goals, policies, and plans of the Circulation Element. These major issues include: 1) providing a suitable system of City roadways that meets the needs of the community; 2) providing a public transportation network that gives El Centro residents access to various locations within the City and throughout the region; 3) ensuring adequate bicycle and pedestrian access throughout the community; and 4) supporting regional serving airports and railways.

Primary Circulation System

A well-designed local roadway system provides safe and convenient access to activities in the community. As well as providing access to all sections of the community, the roadway system should reflect the ideals of the community.

Circulation Goal 1: Provide a system of roadways that meets the needs of the community.

Policy 1.1: Provide and maintain a circulation system that is in balance with the land uses in El Centro by implementing the Circulation Master Plan.

Policy 1.2: Improve El Centro circulation system roadways in concert with land development to ensure sufficient levels of service.

Policy 1.3: Strive to maintain traffic conditions at intersections and roadways at level of service C or better, with the exception of the largely commercial corridors located along Imperial Avenue, Fourth Street, Dogwood Avenue and Ross Avenue (as specified in Figure C-8), where level of service D during peak hours is acceptable only after all respective circulation element improvements are implemented to the satisfaction of the City engineer. Exceptions to these standards will be allowed only where the City Council determines that the improvements needed to maintain the City's level of service standard at specific locations are infeasible.

Policy 1.4: Review new development proposals to ensure that the proposed development provides adequate parking and would not increase traffic on roadways and intersections to a level of service (LOS) worse than "C" unless the project will provide overriding socio/economic benefits to the City.

Policy 1.5: Provide Thresholds-of-Significance criteria to determine whether a project might have a significant effect on the environment.

Performance Criteria

The goal of the Circulation Element will be to provide a roadway system with adequate capacity and acceptable levels of service (LOS) to accommodate projected travel demands associated with the buildout of the Land Use Element. This can be accomplished by establishing minimum service levels for the designated street and conventional state highway system. Strategies that result in improvements to the transportation system, coupled with local job creation, will allow County residents to have access to a wide range of job opportunities within reasonable commute times.

The performance criteria used for evaluating volumes and capacities on the City Street System are based on Average Daily Traffic (ADT) data and the classification system described previously. El Centro's current system of LOS evaluation criteria is described in Table C-3. Level of service C is considered acceptable, with the exception of the largely commercial corridors located along Imperial Avenue, Fourth Street, Dogwood Avenue and Ross Avenue (as specified in Figure C-8), where level of service D is acceptable. Exceptions to these standards will be allowed only where the City Council determines that the improvements needed to maintain the City's level of service standard at specific locations are infeasible.

The City will utilize the LOS criteria outlined in Table C-3 to determine the significance of potential impacts as a result of development proposals. Those projects resulting in significant impacts to the transportation system will be required to mitigate such impacts through physical improvements and/or impact fees.

Relationship to Land Use

Future traffic volumes and highway capacity are directly related to future land use. Different types of land uses have differing effects on the street system in terms of the number of trips that are generated. Table C-4 indicates the expected trip generation of selected land uses that are identified in the Land Use Element.

APPENDIX C

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	34	11	6	20	50	10	49	5	70	89	1
Future Vol, veh/h	4	34	11	6	20	50	10	49	5	70	89	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	37	12	7	22	54	11	53	5	76	97	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	7.6	7.8	8.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	8%	8%	44%
Vol Thru, %	77%	69%	26%	56%
Vol Right, %	8%	22%	66%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	64	49	76	160
LT Vol	10	4	6	70
Through Vol	49	34	20	89
RT Vol	5	11	50	1
Lane Flow Rate	70	53	83	174
Geometry Grp	1	1	1	1
Degree of Util (X)	0.085	0.066	0.096	0.213
Departure Headway (Hd)	4.409	4.463	4.174	4.409
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	815	804	861	819
Service Time	2.425	2.481	2.189	2.409
HCM Lane V/C Ratio	0.086	0.066	0.096	0.212
HCM Control Delay	7.8	7.8	7.6	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0.3	0.8

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	94	8	4	80	1	7
Future Vol, veh/h	94	8	4	80	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	102	9	4	87	1	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	111	0	202	107
Stage 1	-	-	-	-	107	-
Stage 2	-	-	-	-	95	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1479	-	787	947
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	929	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1479	-	785	947
Mov Cap-2 Maneuver	-	-	-	-	785	-
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	926	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	923	-	-	1479	-
HCM Lane V/C Ratio	0.009	-	-	0.003	-
HCM Control Delay (s)	8.9	-	-	7.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	82	12	4	49	17	13	83	6	42	110	13
Future Vol, veh/h	14	82	12	4	49	17	13	83	6	42	110	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	89	13	4	53	18	14	90	7	46	120	14
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	8.9	9	8.8	8.9
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	6%	100%	0%
Vol Thru, %	0%	93%	0%	87%	70%	0%	89%
Vol Right, %	0%	7%	0%	13%	24%	0%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	89	14	94	70	42	123
LT Vol	13	0	14	0	4	42	0
Through Vol	0	83	0	82	49	0	110
RT Vol	0	6	0	12	17	0	13
Lane Flow Rate	14	97	15	102	76	46	134
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.023	0.139	0.025	0.149	0.112	0.072	0.189
Departure Headway (Hd)	5.735	5.184	5.854	5.261	5.291	5.662	5.085
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	623	691	611	680	676	632	705
Service Time	3.476	2.925	3.597	3.004	3.337	3.4	2.823
HCM Lane V/C Ratio	0.022	0.14	0.025	0.15	0.112	0.073	0.19
HCM Control Delay	8.6	8.8	8.7	8.9	9	8.8	9
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.5	0.1	0.5	0.4	0.2	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	95	16	2	66	40	12	118	2	55	167	14
Future Volume (veh/h)	12	95	16	2	66	40	12	118	2	55	167	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	103	17	2	72	43	13	128	2	60	182	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	116	181	29	96	136	80	30	855	13	109	869	72
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.02	0.47	0.47	0.06	0.51	0.51
Sat Flow, veh/h	110	1455	229	15	1094	644	1781	1836	29	1781	1705	140
Grp Volume(v), veh/h	133	0	0	117	0	0	13	0	130	60	0	197
Grp Sat Flow(s),veh/h/ln	1794	0	0	1753	0	0	1781	0	1865	1781	0	1845
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.0	0.0	0.3	0.0	1.5	1.3	0.0	2.3
Cycle Q Clear(g_c), s	2.7	0.0	0.0	2.4	0.0	0.0	0.3	0.0	1.5	1.3	0.0	2.3
Prop In Lane	0.10		0.13	0.02		0.37	1.00		0.02	1.00		0.08
Lane Grp Cap(c), veh/h	325	0	0	313	0	0	30	0	868	109	0	941
V/C Ratio(X)	0.41	0.00	0.00	0.37	0.00	0.00	0.43	0.00	0.15	0.55	0.00	0.21
Avail Cap(c_a), veh/h	922	0	0	906	0	0	230	0	868	230	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.0	0.0	0.0	15.9	0.0	0.0	18.8	0.0	5.9	17.6	0.0	5.2
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.7	0.0	0.0	9.5	0.0	0.4	4.2	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	1.0	0.0	0.0	0.9	0.0	0.0	0.2	0.0	0.4	0.5	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.8	0.0	0.0	16.6	0.0	0.0	28.4	0.0	6.3	21.9	0.0	5.7
LnGrp LOS	B	A	A	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h		133			117			143			257	
Approach Delay, s/veh		16.8			16.6			8.3			9.5	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.9	22.5		9.3	5.2	24.2		9.3
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	18.0		18.0	5.0	18.0		18.0
Max Q Clear Time (g_c+I1), s	3.3	3.5		4.7	2.3	4.3		4.4
Green Ext Time (p_c), s	0.0	0.5		0.5	0.0	0.8		0.4

Intersection Summary	
HCM 6th Ctrl Delay	12.0
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	12	5	43	18	113	6	182	59	196	258	16
Future Volume (veh/h)	24	12	5	43	18	113	6	182	59	196	258	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	13	5	47	20	123	7	198	64	213	280	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	256	93	84	209	186	16	1266	565	266	1691	102
Arrive On Green	0.03	0.10	0.10	0.05	0.12	0.12	0.01	0.36	0.36	0.15	0.50	0.50
Sat Flow, veh/h	1781	2556	925	1781	1777	1585	1781	3554	1585	1781	3405	206
Grp Volume(v), veh/h	26	9	9	47	20	123	7	198	64	213	145	152
Grp Sat Flow(s),veh/h/ln	1781	1777	1704	1781	1777	1585	1781	1777	1585	1781	1777	1833
Q Serve(g_s), s	0.7	0.2	0.3	1.3	0.5	3.9	0.2	2.0	1.4	6.0	2.3	2.4
Cycle Q Clear(g_c), s	0.7	0.2	0.3	1.3	0.5	3.9	0.2	2.0	1.4	6.0	2.3	2.4
Prop In Lane	1.00		0.54	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	54	178	171	84	209	186	16	1266	565	266	882	910
V/C Ratio(X)	0.48	0.05	0.05	0.56	0.10	0.66	0.42	0.16	0.11	0.80	0.16	0.17
Avail Cap(c_a), veh/h	172	616	591	172	616	549	172	1266	565	360	882	910
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	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	21.1	21.1	24.2	20.5	21.9	25.6	11.4	11.2	21.3	7.2	7.2
Incr Delay (d2), s/veh	6.6	0.1	0.1	5.6	0.2	4.0	16.4	0.3	0.4	8.8	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	0.4	0.1	0.1	0.7	0.2	1.5	0.2	0.7	0.5	2.9	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	21.2	21.3	29.8	20.7	25.9	42.0	11.7	11.6	30.1	7.6	7.6
LnGrp LOS	C	C	C	C	C	C	D	B	B	C	A	A
Approach Vol, veh/h		44			190			269			510	
Approach Delay, s/veh		27.3			26.3			12.4			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	12.3	23.0	7.0	9.7	5.0	30.3	6.1	10.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.5	18.5	5.0	18.0	5.0	24.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	3.0	4.0	3.3	2.3	2.2	4.4	2.7	5.9
Green Ext Time (p_c), s	0.1	1.2	0.0	0.0	0.0	1.6	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	18.0
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	66	86	80	66	242	90	236	74	348	338	145
Future Volume (veh/h)	185	66	86	80	66	242	90	236	74	348	338	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	201	72	93	87	72	263	98	257	80	378	367	158
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	267	111	144	284	298	608	126	635	193	399	946	401
Arrive On Green	0.15	0.15	0.15	0.16	0.16	0.16	0.07	0.24	0.24	0.22	0.39	0.39
Sat Flow, veh/h	1781	741	957	1781	1870	1585	1781	2683	817	1781	2431	1031
Grp Volume(v), veh/h	201	0	165	87	72	263	98	168	169	378	267	258
Grp Sat Flow(s),veh/h/ln	1781	0	1698	1781	1870	1585	1781	1777	1723	1781	1777	1685
Q Serve(g_s), s	8.5	0.0	7.2	3.4	2.6	9.6	4.2	6.2	6.5	16.4	8.4	8.6
Cycle Q Clear(g_c), s	8.5	0.0	7.2	3.4	2.6	9.6	4.2	6.2	6.5	16.4	8.4	8.6
Prop In Lane	1.00		0.56	1.00		1.00	1.00		0.47	1.00		0.61
Lane Grp Cap(c), veh/h	267	0	255	284	298	608	126	420	408	399	692	656
V/C Ratio(X)	0.75	0.00	0.65	0.31	0.24	0.43	0.78	0.40	0.41	0.95	0.39	0.39
Avail Cap(c_a), veh/h	410	0	391	410	430	719	241	420	408	399	692	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	31.8	0.0	31.3	29.0	28.7	17.8	35.7	25.2	25.3	29.9	17.2	17.2
Incr Delay (d2), s/veh	4.3	0.0	2.8	0.6	0.4	0.5	9.7	2.8	3.1	32.1	1.6	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	3.0	1.5	1.2	3.4	2.1	2.8	2.8	10.0	3.4	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.1	0.0	34.1	29.6	29.1	18.3	45.4	28.0	28.4	62.0	18.8	19.0
LnGrp LOS	D	A	C	C	C	B	D	C	C	E	B	B
Approach Vol, veh/h		366			422			435			903	
Approach Delay, s/veh		35.2			22.5			32.1			36.9	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	22.0	23.0		16.2	10.1	34.9		17.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	18.5		18.0	10.6	25.4		18.0
Max Q Clear Time (g_c+I1), s	10.4	8.5		10.5	6.2	10.6		11.6
Green Ext Time (p_c), s	0.0	1.3		1.3	0.1	2.6		0.9

Intersection Summary	
HCM 6th Ctrl Delay	32.8
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	61	20	1	85	109	18	83	4	107	138	7
Future Vol, veh/h	18	61	20	1	85	109	18	83	4	107	138	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	66	22	1	92	118	20	90	4	116	150	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.1	9.6	9.1	10.9
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	18%	1%	42%
Vol Thru, %	79%	62%	44%	55%
Vol Right, %	4%	20%	56%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	105	99	195	252
LT Vol	18	18	1	107
Through Vol	83	61	85	138
RT Vol	4	20	109	7
Lane Flow Rate	114	108	212	274
Geometry Grp	1	1	1	1
Degree of Util (X)	0.161	0.152	0.277	0.374
Departure Headway (Hd)	5.064	5.08	4.7	4.91
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	701	698	757	726
Service Time	3.154	3.167	2.774	2.986
HCM Lane V/C Ratio	0.163	0.155	0.28	0.377
HCM Control Delay	9.1	9.1	9.6	10.9
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.6	0.5	1.1	1.7

Intersection	
Int Delay, s/veh	3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	136	10	20	134	60	49
Future Vol, veh/h	136	10	20	134	60	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	148	11	22	146	65	53

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	159	0	344	154
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	190	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1420	-	652	892
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	842	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1420	-	642	892
Mov Cap-2 Maneuver	-	-	-	-	642	-
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	829	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	735	-	-	1420	-
HCM Lane V/C Ratio	0.161	-	-	0.015	-
HCM Control Delay (s)	10.8	-	-	7.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Intersection	
Intersection Delay, s/veh	12.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	62	120	26	8	83	28	31	118	16	108	233	46
Future Vol, veh/h	62	120	26	8	83	28	31	118	16	108	233	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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	130	28	9	90	30	34	128	17	117	253	50
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	11.3	11.5	10.8	13.2
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	7%	100%	0%
Vol Thru, %	0%	88%	0%	82%	70%	0%	84%
Vol Right, %	0%	12%	0%	18%	24%	0%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	134	62	146	119	108	279
LT Vol	31	0	62	0	8	108	0
Through Vol	0	118	0	120	83	0	233
RT Vol	0	16	0	26	28	0	46
Lane Flow Rate	34	146	67	159	129	117	303
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.064	0.251	0.13	0.279	0.233	0.21	0.491
Departure Headway (Hd)	6.802	6.208	6.951	6.318	6.492	6.454	5.83
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	526	577	515	568	551	555	619
Service Time	4.556	3.962	4.703	4.069	4.549	4.199	3.575
HCM Lane V/C Ratio	0.065	0.253	0.13	0.28	0.234	0.211	0.489
HCM Control Delay	10	11	10.7	11.5	11.5	10.9	14.1
HCM Lane LOS	A	B	B	B	B	B	B
HCM 95th-tile Q	0.2	1	0.4	1.1	0.9	0.8	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	186	29	2	72	35	14	125	0	106	253	37
Future Volume (veh/h)	26	186	29	2	72	35	14	125	0	106	253	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	202	32	2	78	38	15	136	0	115	275	40
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	112	295	44	85	240	115	34	761	0	152	756	110
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.02	0.41	0.00	0.09	0.47	0.47
Sat Flow, veh/h	108	1455	218	9	1186	568	1781	1870	0	1781	1596	232
Grp Volume(v), veh/h	262	0	0	118	0	0	15	136	0	115	0	315
Grp Sat Flow(s),veh/h/ln	1781	0	0	1763	0	0	1781	1870	0	1781	0	1829
Q Serve(g_s), s	2.2	0.0	0.0	0.0	0.0	0.0	0.4	2.1	0.0	2.8	0.0	4.9
Cycle Q Clear(g_c), s	6.0	0.0	0.0	2.5	0.0	0.0	0.4	2.1	0.0	2.8	0.0	4.9
Prop In Lane	0.11		0.12	0.02		0.32	1.00		0.00	1.00		0.13
Lane Grp Cap(c), veh/h	451	0	0	440	0	0	34	761	0	152	0	865
V/C Ratio(X)	0.58	0.00	0.00	0.27	0.00	0.00	0.44	0.18	0.00	0.76	0.00	0.36
Avail Cap(c_a), veh/h	807	0	0	797	0	0	201	761	0	201	0	865
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.4	0.0	0.0	15.1	0.0	0.0	21.5	8.4	0.0	19.8	0.0	7.4
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.3	0.0	0.0	8.8	0.5	0.0	10.9	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	0.9	0.0	0.0	0.2	0.7	0.0	1.4	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.6	0.0	0.0	15.4	0.0	0.0	30.3	8.9	0.0	30.6	0.0	8.6
LnGrp LOS	B	A	A	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h		262			118			151			430	
Approach Delay, s/veh		17.6			15.4			11.0			14.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.3	22.5		13.5	5.3	25.4		13.5
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	18.0		18.0	5.0	18.0		18.0
Max Q Clear Time (g_c+I1), s	4.8	4.1		8.0	2.4	6.9		4.5
Green Ext Time (p_c), s	0.0	0.5		1.0	0.0	1.3		0.4

Intersection Summary	
HCM 6th Ctrl Delay	14.9
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	19	14	90	20	175	11	246	88	229	565	44
Future Volume (veh/h)	26	19	14	90	20	175	11	246	88	229	565	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	21	15	98	22	190	12	267	96	249	614	48
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	257	165	125	289	258	27	1138	508	300	1582	123
Arrive On Green	0.03	0.12	0.12	0.07	0.16	0.16	0.02	0.32	0.32	0.17	0.47	0.47
Sat Flow, veh/h	1781	2076	1332	1781	1777	1585	1781	3554	1585	1781	3340	261
Grp Volume(v), veh/h	28	18	18	98	22	190	12	267	96	249	326	336
Grp Sat Flow(s),veh/h/ln	1781	1777	1631	1781	1777	1585	1781	1777	1585	1781	1777	1823
Q Serve(g_s), s	0.9	0.5	0.6	3.1	0.6	6.5	0.4	3.1	2.5	7.7	6.7	6.7
Cycle Q Clear(g_c), s	0.9	0.5	0.6	3.1	0.6	6.5	0.4	3.1	2.5	7.7	6.7	6.7
Prop In Lane	1.00		0.82	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	56	220	202	125	289	258	27	1138	508	300	842	864
V/C Ratio(X)	0.50	0.08	0.09	0.78	0.08	0.74	0.44	0.23	0.19	0.83	0.39	0.39
Avail Cap(c_a), veh/h	157	563	517	157	563	502	157	1138	508	339	842	864
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	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	22.0	22.0	26.0	20.2	22.6	27.7	14.2	14.0	22.8	9.6	9.6
Incr Delay (d2), s/veh	6.7	0.2	0.2	18.0	0.1	4.1	11.0	0.5	0.8	14.4	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.2	0.2	1.8	0.2	2.5	0.2	1.2	0.9	4.2	2.5	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.8	22.2	22.2	44.0	20.3	26.7	38.7	14.7	14.8	37.2	11.0	11.0
LnGrp LOS	C	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		64			310			375			911	
Approach Delay, s/veh		27.3			31.7			15.5			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	14.1	22.7	8.5	11.5	5.4	31.4	6.3	13.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.8	18.2	5.0	18.0	5.0	24.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	9.7	5.1	5.1	2.6	2.4	8.7	2.9	8.5
Green Ext Time (p_c), s	0.1	1.6	0.0	0.1	0.0	3.7	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	208	102	122	79	76	252	96	340	67	269	452	197
Future Volume (veh/h)	208	102	122	79	76	252	96	340	67	269	452	197
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	226	111	133	86	83	274	104	370	73	292	491	214
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	149	182	303	318	565	133	709	138	332	847	367
Arrive On Green	0.18	0.18	0.18	0.17	0.17	0.17	0.07	0.24	0.24	0.19	0.35	0.35
Sat Flow, veh/h	1610	841	1025	1781	1870	1585	1781	2964	579	1781	2413	1046
Grp Volume(v), veh/h	251	0	219	86	83	274	104	220	223	292	361	344
Grp Sat Flow(s),veh/h/ln	1790	0	1686	1781	1870	1585	1781	1777	1766	1781	1777	1682
Q Serve(g_s), s	10.7	0.0	9.7	3.3	3.1	10.7	4.6	8.6	8.7	12.7	13.1	13.3
Cycle Q Clear(g_c), s	10.7	0.0	9.7	3.3	3.1	10.7	4.6	8.6	8.7	12.7	13.1	13.3
Prop In Lane	0.90		0.61	1.00		1.00	1.00		0.33	1.00		0.62
Lane Grp Cap(c), veh/h	318	0	299	303	318	565	133	425	422	332	624	590
V/C Ratio(X)	0.79	0.00	0.73	0.28	0.26	0.48	0.78	0.52	0.53	0.88	0.58	0.58
Avail Cap(c_a), veh/h	417	0	393	404	424	655	195	425	422	370	624	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	31.3	0.0	30.9	28.7	28.6	19.9	36.1	26.2	26.3	31.4	21.0	21.0
Incr Delay (d2), s/veh	7.5	0.0	4.8	0.5	0.4	0.6	11.6	4.5	4.6	19.4	3.9	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	4.2	1.4	1.4	3.8	2.3	3.9	4.0	6.9	5.6	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.7	0.0	35.7	29.2	29.1	20.5	47.7	30.7	31.0	50.9	24.9	25.2
LnGrp LOS	D	A	D	C	C	C	D	C	C	D	C	C
Approach Vol, veh/h		470			443			547			997	
Approach Delay, s/veh		37.3			23.8			34.0			32.6	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	19.3	23.5		18.6	10.4	32.4		18.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	16.5	19.0		18.5	8.7	26.8		18.0
Max Q Clear Time (g_c+I1), s	14.7	10.7		12.7	6.6	15.3		12.7
Green Ext Time (p_c), s	0.2	1.5		1.4	0.0	3.2		0.8

Intersection Summary	
HCM 6th Ctrl Delay	32.2
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	59	11	6	48	78	10	49	5	95	89	1
Future Vol, veh/h	4	59	11	6	48	78	10	49	5	95	89	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	64	12	7	52	85	11	53	5	103	97	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	8.3	8.2	9.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	5%	5%	51%
Vol Thru, %	77%	80%	36%	48%
Vol Right, %	8%	15%	59%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	64	74	132	185
LT Vol	10	4	6	95
Through Vol	49	59	48	89
RT Vol	5	11	78	1
Lane Flow Rate	70	80	143	201
Geometry Grp	1	1	1	1
Degree of Util (X)	0.09	0.104	0.173	0.258
Departure Headway (Hd)	4.663	4.663	4.329	4.621
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	767	768	828	776
Service Time	2.699	2.695	2.357	2.652
HCM Lane V/C Ratio	0.091	0.104	0.173	0.259
HCM Control Delay	8.2	8.2	8.3	9.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.3	0.6	1

Intersection	
Int Delay, s/veh	7.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	94	59	206	80	56	226
Future Vol, veh/h	94	59	206	80	56	226
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	102	64	224	87	61	246

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	166	0	669	134
Stage 1	-	-	-	-	134	-
Stage 2	-	-	-	-	535	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1412	-	423	915
Stage 1	-	-	-	-	892	-
Stage 2	-	-	-	-	587	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1412	-	356	915
Mov Cap-2 Maneuver	-	-	-	-	356	-
Stage 1	-	-	-	-	892	-
Stage 2	-	-	-	-	494	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.8	14.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	698	-	-	1412	-
HCM Lane V/C Ratio	0.439	-	-	0.159	-
HCM Control Delay (s)	14.1	-	-	8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	2.2	-	-	0.6	-

Intersection	
Intersection Delay, s/veh	12.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	69	245	12	4	201	17	13	83	6	42	110	64
Future Vol, veh/h	69	245	12	4	201	17	13	83	6	42	110	64
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	75	266	13	4	218	18	14	90	7	46	120	70
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	13.1	13.5	10.8	11.7
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	2%	100%	0%
Vol Thru, %	0%	93%	0%	95%	91%	0%	63%
Vol Right, %	0%	7%	0%	5%	8%	0%	37%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	89	69	257	222	42	174
LT Vol	13	0	69	0	4	42	0
Through Vol	0	83	0	245	201	0	110
RT Vol	0	6	0	12	17	0	64
Lane Flow Rate	14	97	75	279	241	46	189
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.028	0.179	0.135	0.463	0.412	0.089	0.327
Departure Headway (Hd)	7.223	6.664	6.5	5.961	6.153	6.987	6.216
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	494	536	551	603	584	512	577
Service Time	4.99	4.431	4.25	3.711	4.207	4.744	3.972
HCM Lane V/C Ratio	0.028	0.181	0.136	0.463	0.413	0.09	0.328
HCM Control Delay	10.2	10.9	10.3	13.8	13.5	10.4	12
HCM Lane LOS	B	B	B	B	B	B	B
HCM 95th-tile Q	0.1	0.6	0.5	2.4	2	0.3	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	95	70	2	66	40	63	118	2	55	167	116
Future Volume (veh/h)	121	95	70	2	66	40	63	118	2	55	167	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	103	76	2	72	43	68	128	2	60	182	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	254	154	96	82	274	160	113	731	11	104	405	280
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.06	0.40	0.40	0.06	0.39	0.39
Sat Flow, veh/h	570	618	384	8	1099	643	1781	1836	29	1781	1029	713
Grp Volume(v), veh/h	311	0	0	117	0	0	68	0	130	60	0	308
Grp Sat Flow(s),veh/h/ln	1572	0	0	1750	0	0	1781	0	1865	1781	0	1742
Q Serve(g_s), s	5.9	0.0	0.0	0.0	0.0	0.0	1.7	0.0	2.1	1.5	0.0	6.0
Cycle Q Clear(g_c), s	8.3	0.0	0.0	2.5	0.0	0.0	1.7	0.0	2.1	1.5	0.0	6.0
Prop In Lane	0.42		0.24	0.02		0.37	1.00		0.02	1.00		0.41
Lane Grp Cap(c), veh/h	503	0	0	516	0	0	113	0	742	104	0	685
V/C Ratio(X)	0.62	0.00	0.00	0.23	0.00	0.00	0.60	0.00	0.18	0.58	0.00	0.45
Avail Cap(c_a), veh/h	720	0	0	766	0	0	194	0	742	194	0	685
HCM Platoon Ratio	1.00	1.00	1.00	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	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.9	0.0	0.0	13.8	0.0	0.0	20.9	0.0	8.9	21.0	0.0	10.2
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.2	0.0	0.0	5.1	0.0	0.5	5.0	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	0.0	0.9	0.0	0.0	0.8	0.0	0.7	0.7	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.1	0.0	0.0	14.1	0.0	0.0	26.0	0.0	9.4	26.0	0.0	12.4
LnGrp LOS	B	A	A	B	A	A	C	A	A	C	A	B
Approach Vol, veh/h		311			117			198			368	
Approach Delay, s/veh		17.1			14.1			15.1			14.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.2	22.7		15.9	7.4	22.5		15.9
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	18.0		18.0	5.0	18.0		18.0
Max Q Clear Time (g_c+I1), s	3.5	4.1		10.3	3.7	8.0		4.5
Green Ext Time (p_c), s	0.0	0.4		1.1	0.0	1.2		0.4

Intersection Summary	
HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	12	5	43	18	113	6	292	59	196	359	41
Future Volume (veh/h)	51	12	5	43	18	113	6	292	59	196	359	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	13	5	47	20	123	7	317	64	213	390	45
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	93	311	113	84	207	185	16	1229	548	265	1560	179
Arrive On Green	0.05	0.12	0.12	0.05	0.12	0.12	0.01	0.35	0.35	0.15	0.49	0.49
Sat Flow, veh/h	1781	2556	925	1781	1777	1585	1781	3554	1585	1781	3212	368
Grp Volume(v), veh/h	55	9	9	47	20	123	7	317	64	213	215	220
Grp Sat Flow(s),veh/h/ln	1781	1777	1704	1781	1777	1585	1781	1777	1585	1781	1777	1804
Q Serve(g_s), s	1.6	0.2	0.3	1.4	0.5	4.0	0.2	3.4	1.5	6.2	3.8	3.8
Cycle Q Clear(g_c), s	1.6	0.2	0.3	1.4	0.5	4.0	0.2	3.4	1.5	6.2	3.8	3.8
Prop In Lane	1.00		0.54	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	93	216	208	84	207	185	16	1229	548	265	863	876
V/C Ratio(X)	0.59	0.04	0.04	0.56	0.10	0.67	0.43	0.26	0.12	0.80	0.25	0.25
Avail Cap(c_a), veh/h	166	598	573	166	598	533	166	1229	548	350	863	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	24.8	20.7	20.7	25.0	21.1	22.6	26.4	12.6	11.9	22.0	8.1	8.1
Incr Delay (d2), s/veh	5.9	0.1	0.1	5.8	0.2	4.1	16.5	0.5	0.4	9.6	0.7	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	0.8	0.1	0.1	0.7	0.2	1.6	0.2	1.3	0.5	3.1	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.7	20.8	20.8	30.7	21.3	26.7	42.8	13.1	12.4	31.7	8.7	8.8
LnGrp LOS	C	C	C	C	C	C	D	B	B	C	A	A
Approach Vol, veh/h		73			190			388			648	
Approach Delay, s/veh		28.2			27.1			13.5			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	12.5	23.0	7.0	11.0	5.0	30.5	7.3	10.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.5	18.5	5.0	18.0	5.0	24.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	3.2	5.4	3.4	2.3	2.2	5.8	3.6	6.0
Green Ext Time (p_c), s	0.1	1.8	0.0	0.0	0.0	2.4	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	66	86	106	66	242	90	264	102	348	364	145
Future Volume (veh/h)	185	66	86	106	66	242	90	264	102	348	364	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	201	72	93	115	72	263	98	287	111	378	396	158
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	267	111	144	285	300	608	126	596	225	398	968	381
Arrive On Green	0.15	0.15	0.15	0.16	0.16	0.16	0.07	0.24	0.24	0.22	0.39	0.39
Sat Flow, veh/h	1781	741	957	1781	1870	1585	1781	2522	953	1781	2490	981
Grp Volume(v), veh/h	201	0	165	115	72	263	98	200	198	378	281	273
Grp Sat Flow(s),veh/h/ln	1781	0	1698	1781	1870	1585	1781	1777	1699	1781	1777	1694
Q Serve(g_s), s	8.5	0.0	7.2	4.5	2.6	9.6	4.2	7.6	7.9	16.4	9.0	9.2
Cycle Q Clear(g_c), s	8.5	0.0	7.2	4.5	2.6	9.6	4.2	7.6	7.9	16.4	9.0	9.2
Prop In Lane	1.00		0.56	1.00		1.00	1.00		0.56	1.00		0.58
Lane Grp Cap(c), veh/h	267	0	255	285	300	608	126	420	401	398	691	659
V/C Ratio(X)	0.75	0.00	0.65	0.40	0.24	0.43	0.78	0.48	0.49	0.95	0.41	0.41
Avail Cap(c_a), veh/h	410	0	390	410	430	719	241	420	401	398	691	659
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	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	31.9	0.0	31.3	29.5	28.7	17.8	35.7	25.7	25.8	30.0	17.4	17.4
Incr Delay (d2), s/veh	4.3	0.0	2.8	0.9	0.4	0.5	9.7	3.8	4.3	32.3	1.8	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	0.0	3.0	2.0	1.2	3.4	2.1	3.4	3.4	10.1	3.7	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.1	0.0	34.1	30.4	29.1	18.3	45.4	29.6	30.1	62.2	19.1	19.3
LnGrp LOS	D	A	C	C	C	B	D	C	C	E	B	B
Approach Vol, veh/h		366			450			496			932	
Approach Delay, s/veh		35.2			23.1			32.9			36.7	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	32.0	23.0		16.2	10.1	34.9		17.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	18.5		18.0	10.6	25.4		18.0
Max Q Clear Time (g_c+I1), s	19.4	9.9		10.5	6.2	11.2		11.6
Green Ext Time (p_c), s	0.0	1.4		1.3	0.1	2.7		0.9

Intersection Summary	
HCM 6th Ctrl Delay	32.9
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	76	20	1	93	117	18	83	4	121	138	7
Future Vol, veh/h	18	76	20	1	93	117	18	83	4	121	138	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	83	22	1	101	127	20	90	4	132	150	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.5	10	9.4	11.5
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	16%	0%	45%
Vol Thru, %	79%	67%	44%	52%
Vol Right, %	4%	18%	55%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	105	114	211	266
LT Vol	18	18	1	121
Through Vol	83	76	93	138
RT Vol	4	20	117	7
Lane Flow Rate	114	124	229	289
Geometry Grp	1	1	1	1
Degree of Util (X)	0.168	0.182	0.305	0.402
Departure Headway (Hd)	5.296	5.274	4.782	5.011
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	680	684	741	708
Service Time	3.304	3.28	2.878	3.111
HCM Lane V/C Ratio	0.168	0.181	0.309	0.408
HCM Control Delay	9.4	9.5	10	11.5
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.6	0.7	1.3	1.9

Intersection	
Int Delay, s/veh	5.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	136	38	135	134	75	110
Future Vol, veh/h	136	38	135	134	75	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	148	41	147	146	82	120

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	189	0	609	169
Stage 1	-	-	-	-	169	-
Stage 2	-	-	-	-	440	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1385	-	458	875
Stage 1	-	-	-	-	861	-
Stage 2	-	-	-	-	649	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1385	-	409	875
Mov Cap-2 Maneuver	-	-	-	-	409	-
Stage 1	-	-	-	-	861	-
Stage 2	-	-	-	-	580	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4	14
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	599	-	-	1385	-
HCM Lane V/C Ratio	0.336	-	-	0.106	-
HCM Control Delay (s)	14	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1.5	-	-	0.4	-

Intersection	
Intersection Delay, s/veh	15.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	78	166	26	8	169	28	31	118	16	108	233	74
Future Vol, veh/h	78	166	26	8	169	28	31	118	16	108	233	74
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	85	180	28	9	184	30	34	128	17	117	253	80
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	13.5	15.5	12.4	17
HCM LOS	B	C	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	4%	100%	0%
Vol Thru, %	0%	88%	0%	86%	82%	0%	76%
Vol Right, %	0%	12%	0%	14%	14%	0%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	134	78	192	205	108	307
LT Vol	31	0	78	0	8	108	0
Through Vol	0	118	0	166	169	0	233
RT Vol	0	16	0	26	28	0	74
Lane Flow Rate	34	146	85	209	223	117	334
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.072	0.287	0.177	0.4	0.436	0.235	0.605
Departure Headway (Hd)	7.682	7.083	7.506	6.899	7.043	7.215	6.532
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	466	507	478	522	512	501	557
Service Time	5.428	4.828	5.247	4.64	5.086	4.915	4.232
HCM Lane V/C Ratio	0.073	0.288	0.178	0.4	0.436	0.234	0.6
HCM Control Delay	11	12.7	11.9	14.2	15.5	12.1	18.7
HCM Lane LOS	B	B	B	B	C	B	C
HCM 95th-tile Q	0.2	1.2	0.6	1.9	2.2	0.9	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	186	44	2	72	35	43	125	0	106	253	94
Future Volume (veh/h)	57	186	44	2	72	35	43	125	0	106	253	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	62	202	48	2	78	38	47	136	0	115	275	102
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	149	286	62	81	279	134	87	728	0	149	551	204
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.05	0.39	0.00	0.08	0.42	0.42
Sat Flow, veh/h	235	1214	264	8	1187	568	1781	1870	0	1781	1301	483
Grp Volume(v), veh/h	312	0	0	118	0	0	47	136	0	115	0	377
Grp Sat Flow(s),veh/h/ln	1713	0	0	1763	0	0	1781	1870	0	1781	0	1784
Q Serve(g_s), s	4.6	0.0	0.0	0.0	0.0	0.0	1.2	2.2	0.0	2.9	0.0	7.1
Cycle Q Clear(g_c), s	7.8	0.0	0.0	2.5	0.0	0.0	1.2	2.2	0.0	2.9	0.0	7.1
Prop In Lane	0.20		0.15	0.02		0.32	1.00		0.00	1.00		0.27
Lane Grp Cap(c), veh/h	497	0	0	494	0	0	87	728	0	149	0	756
V/C Ratio(X)	0.63	0.00	0.00	0.24	0.00	0.00	0.54	0.19	0.00	0.77	0.00	0.50
Avail Cap(c_a), veh/h	754	0	0	763	0	0	193	728	0	193	0	756
HCM Platoon Ratio	1.00	1.00	1.00	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	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.4	0.0	0.0	14.5	0.0	0.0	21.5	9.3	0.0	20.8	0.0	9.7
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.2	0.0	0.0	5.1	0.6	0.0	13.5	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	0.9	0.0	0.0	0.5	0.8	0.0	1.6	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.7	0.0	0.0	14.7	0.0	0.0	26.6	9.9	0.0	34.2	0.0	12.1
LnGrp LOS	B	A	A	B	A	A	C	A	A	C	A	B
Approach Vol, veh/h		312			118			183			492	
Approach Delay, s/veh		17.7			14.7			14.2			17.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	22.5		15.4	6.8	24.1		15.4
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	18.0		18.0	5.0	18.0		18.0
Max Q Clear Time (g_c+I1), s	4.9	4.2		9.8	3.2	9.1		4.5
Green Ext Time (p_c), s	0.0	0.5		1.2	0.0	1.4		0.4

Intersection Summary	
HCM 6th Ctrl Delay	16.6
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	19	14	90	20	175	11	276	88	229	622	59
Future Volume (veh/h)	34	19	14	90	20	175	11	276	88	229	622	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	21	15	98	22	190	12	300	96	249	676	64
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	69	272	174	125	288	257	27	1127	503	300	1542	146
Arrive On Green	0.04	0.13	0.13	0.07	0.16	0.16	0.02	0.32	0.32	0.17	0.47	0.47
Sat Flow, veh/h	1781	2076	1332	1781	1777	1585	1781	3554	1585	1781	3281	310
Grp Volume(v), veh/h	37	18	18	98	22	190	12	300	96	249	366	374
Grp Sat Flow(s),veh/h/ln	1781	1777	1631	1781	1777	1585	1781	1777	1585	1781	1777	1814
Q Serve(g_s), s	1.2	0.5	0.6	3.1	0.6	6.5	0.4	3.6	2.5	7.8	7.9	7.9
Cycle Q Clear(g_c), s	1.2	0.5	0.6	3.1	0.6	6.5	0.4	3.6	2.5	7.8	7.9	7.9
Prop In Lane	1.00		0.82	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	69	233	213	125	288	257	27	1127	503	300	835	853
V/C Ratio(X)	0.54	0.08	0.09	0.78	0.08	0.74	0.44	0.27	0.19	0.83	0.44	0.44
Avail Cap(c_a), veh/h	155	557	511	155	557	497	155	1127	503	335	835	853
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	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	21.9	21.9	26.3	20.4	22.9	28.0	14.6	14.3	23.1	10.1	10.2
Incr Delay (d2), s/veh	6.3	0.1	0.2	18.4	0.1	4.1	11.0	0.6	0.8	14.8	1.7	1.6
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	0.6	0.2	0.2	1.9	0.2	2.6	0.2	1.4	0.9	4.2	3.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.4	22.0	22.1	44.6	20.5	27.0	39.0	15.2	15.1	37.9	11.8	11.8
LnGrp LOS	C	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		73			310			408			989	
Approach Delay, s/veh		27.8			32.1			15.9			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	14.2	22.7	8.5	12.0	5.4	31.5	6.7	13.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.8	18.2	5.0	18.0	5.0	24.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	9.8	5.6	5.1	2.6	2.4	9.9	3.2	8.5
Green Ext Time (p_c), s	0.1	1.8	0.0	0.1	0.0	4.0	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	20.6
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	208	102	122	94	76	252	96	347	75	269	467	197
Future Volume (veh/h)	208	102	122	94	76	252	96	347	75	269	467	197
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	226	111	133	102	83	274	104	377	82	292	508	214
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	149	182	304	319	566	133	695	150	332	856	359
Arrive On Green	0.18	0.18	0.18	0.17	0.17	0.17	0.07	0.24	0.24	0.19	0.35	0.35
Sat Flow, veh/h	1610	841	1025	1781	1870	1585	1781	2908	626	1781	2440	1023
Grp Volume(v), veh/h	251	0	219	102	83	274	104	229	230	292	369	353
Grp Sat Flow(s),veh/h/ln	1790	0	1686	1781	1870	1585	1781	1777	1758	1781	1777	1686
Q Serve(g_s), s	10.7	0.0	9.7	4.0	3.1	10.7	4.6	8.9	9.1	12.7	13.5	13.6
Cycle Q Clear(g_c), s	10.7	0.0	9.7	4.0	3.1	10.7	4.6	8.9	9.1	12.7	13.5	13.6
Prop In Lane	0.90		0.61	1.00		1.00	1.00		0.36	1.00		0.61
Lane Grp Cap(c), veh/h	318	0	299	304	319	566	133	425	420	332	623	592
V/C Ratio(X)	0.79	0.00	0.73	0.34	0.26	0.48	0.78	0.54	0.55	0.88	0.59	0.60
Avail Cap(c_a), veh/h	417	0	392	403	424	655	195	425	420	370	623	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	31.3	0.0	30.9	29.0	28.6	19.9	36.1	26.4	26.5	31.5	21.1	21.2
Incr Delay (d2), s/veh	7.5	0.0	4.8	0.6	0.4	0.6	11.6	4.8	5.1	19.4	4.1	4.4
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	5.1	0.0	4.2	1.7	1.4	3.8	2.3	4.1	4.2	6.9	5.8	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.8	0.0	35.7	29.7	29.0	20.5	47.8	31.2	31.5	50.9	25.2	25.6
LnGrp LOS	D	A	D	C	C	C	D	C	C	D	C	C
Approach Vol, veh/h		470			459			563			1014	
Approach Delay, s/veh		37.3			24.1			34.4			32.7	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	19.3	23.5		18.6	10.4	32.4		18.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	16.5	19.0		18.5	8.7	26.8		18.0
Max Q Clear Time (g_c+I1), s	14.7	11.1		12.7	6.6	15.6		12.7
Green Ext Time (p_c), s	0.2	1.6		1.4	0.0	3.3		0.9

Intersection Summary	
HCM 6th Ctrl Delay	32.4
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	37	12	7	22	55	11	54	5	77	98	1
Future Vol, veh/h	4	37	12	7	22	55	11	54	5	77	98	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	40	13	8	24	60	12	59	5	84	107	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	7.8	8	8.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	8%	8%	44%
Vol Thru, %	77%	70%	26%	56%
Vol Right, %	7%	23%	65%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	70	53	84	176
LT Vol	11	4	7	77
Through Vol	54	37	22	98
RT Vol	5	12	55	1
Lane Flow Rate	76	58	91	191
Geometry Grp	1	1	1	1
Degree of Util (X)	0.094	0.073	0.108	0.236
Departure Headway (Hd)	4.467	4.531	4.242	4.437
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	803	792	846	811
Service Time	2.489	2.552	2.26	2.454
HCM Lane V/C Ratio	0.095	0.073	0.108	0.236
HCM Control Delay	8	7.9	7.8	8.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0.4	0.9

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	103	9	4	88	1	8
Future Vol, veh/h	103	9	4	88	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	112	10	4	96	1	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	122	0	221	117
Stage 1	-	-	-	-	117	-
Stage 2	-	-	-	-	104	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1465	-	767	935
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	920	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1465	-	765	935
Mov Cap-2 Maneuver	-	-	-	-	765	-
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	917	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	912	-	-	1465	-
HCM Lane V/C Ratio	0.011	-	-	0.003	-
HCM Control Delay (s)	9	-	-	7.5	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	90	13	4	54	18	15	91	7	46	121	15
Future Vol, veh/h	16	90	13	4	54	18	15	91	7	46	121	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	98	14	4	59	20	16	99	8	50	132	16
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	9.2	9.2	9	9.2
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	5%	100%	0%
Vol Thru, %	0%	93%	0%	87%	71%	0%	89%
Vol Right, %	0%	7%	0%	13%	24%	0%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	98	16	103	76	46	136
LT Vol	15	0	16	0	4	46	0
Through Vol	0	91	0	90	54	0	121
RT Vol	0	7	0	13	18	0	15
Lane Flow Rate	16	107	17	112	83	50	148
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.026	0.156	0.029	0.167	0.124	0.08	0.212
Departure Headway (Hd)	5.815	5.261	5.947	5.355	5.395	5.733	5.152
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	614	679	601	667	662	624	695
Service Time	3.569	3.015	3.698	3.106	3.452	3.482	2.901
HCM Lane V/C Ratio	0.026	0.158	0.028	0.168	0.125	0.08	0.213
HCM Control Delay	8.7	9	8.9	9.2	9.2	9	9.3
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.6	0.1	0.6	0.4	0.3	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	104	17	3	73	44	13	129	3	61	183	16
Future Volume (veh/h)	13	104	17	3	73	44	13	129	3	61	183	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	113	18	3	79	48	14	140	3	66	199	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	195	30	96	144	86	32	836	18	116	859	73
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.02	0.46	0.46	0.07	0.51	0.51
Sat Flow, veh/h	105	1468	223	19	1085	646	1781	1824	39	1781	1699	145
Grp Volume(v), veh/h	145	0	0	130	0	0	14	0	143	66	0	216
Grp Sat Flow(s),veh/h/ln	1796	0	0	1750	0	0	1781	0	1863	1781	0	1844
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.0	0.0	0.3	0.0	1.8	1.4	0.0	2.6
Cycle Q Clear(g_c), s	2.9	0.0	0.0	2.7	0.0	0.0	0.3	0.0	1.8	1.4	0.0	2.6
Prop In Lane	0.10		0.12	0.02		0.37	1.00		0.02	1.00		0.08
Lane Grp Cap(c), veh/h	339	0	0	326	0	0	32	0	854	116	0	932
V/C Ratio(X)	0.43	0.00	0.00	0.40	0.00	0.00	0.44	0.00	0.17	0.57	0.00	0.23
Avail Cap(c_a), veh/h	909	0	0	891	0	0	227	0	854	227	0	932
HCM Platoon Ratio	1.00	1.00	1.00	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	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.0	0.0	0.0	16.0	0.0	0.0	19.1	0.0	6.2	17.8	0.0	5.4
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.8	0.0	0.0	9.0	0.0	0.4	4.3	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	1.1	0.0	0.0	1.0	0.0	0.0	0.2	0.0	0.5	0.6	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.9	0.0	0.0	16.7	0.0	0.0	28.1	0.0	6.7	22.1	0.0	6.0
LnGrp LOS	B	A	A	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h		145			130			157			282	
Approach Delay, s/veh		16.9			16.7			8.6			9.8	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.1	22.5		9.7	5.2	24.4		9.7
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	18.0		18.0	5.0	18.0		18.0
Max Q Clear Time (g_c+I1), s	3.4	3.8		4.9	2.3	4.6		4.7
Green Ext Time (p_c), s	0.0	0.5		0.6	0.0	0.9		0.5

Intersection Summary	
HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	13	5	48	20	124	7	201	65	215	284	17
Future Volume (veh/h)	26	13	5	48	20	124	7	201	65	215	284	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	14	5	52	22	135	8	218	71	234	309	18
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	280	95	90	224	200	19	1227	547	287	1693	98
Arrive On Green	0.03	0.11	0.11	0.05	0.13	0.13	0.01	0.35	0.35	0.16	0.50	0.50
Sat Flow, veh/h	1781	2609	880	1781	1777	1585	1781	3554	1585	1781	3414	198
Grp Volume(v), veh/h	28	9	10	52	22	135	8	218	71	234	160	167
Grp Sat Flow(s),veh/h/ln	1781	1777	1712	1781	1777	1585	1781	1777	1585	1781	1777	1835
Q Serve(g_s), s	0.8	0.3	0.3	1.5	0.6	4.4	0.2	2.3	1.6	6.8	2.7	2.7
Cycle Q Clear(g_c), s	0.8	0.3	0.3	1.5	0.6	4.4	0.2	2.3	1.6	6.8	2.7	2.7
Prop In Lane	1.00		0.51	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	57	191	184	90	224	200	19	1227	547	287	881	910
V/C Ratio(X)	0.49	0.05	0.05	0.58	0.10	0.68	0.43	0.18	0.13	0.81	0.18	0.18
Avail Cap(c_a), veh/h	166	597	575	166	597	532	166	1227	547	349	881	910
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.5	21.5	21.5	24.9	20.7	22.4	26.4	12.2	12.0	21.7	7.5	7.5
Incr Delay (d2), s/veh	6.5	0.1	0.1	5.8	0.2	4.0	14.8	0.3	0.5	11.7	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.1	0.7	0.2	1.7	0.2	0.9	0.6	3.5	0.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.0	21.6	21.6	30.7	20.9	26.3	41.1	12.6	12.5	33.4	7.9	7.9
LnGrp LOS	C	C	C	C	C	C	D	B	B	C	A	A
Approach Vol, veh/h		47			209			297			561	
Approach Delay, s/veh		27.8			26.9			13.3			18.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	23.0	7.2	10.3	5.1	31.1	6.2	11.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.5	18.5	5.0	18.0	5.0	24.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	8.8	4.3	3.5	2.3	2.2	4.7	2.8	6.4
Green Ext Time (p_c), s	0.1	1.3	0.0	0.0	0.0	1.8	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	73	95	88	73	267	99	260	82	383	372	160
Future Volume (veh/h)	203	73	95	88	73	267	99	260	82	383	372	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	221	79	103	96	79	290	108	283	89	416	404	174
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	284	118	153	306	322	616	139	612	189	386	893	380
Arrive On Green	0.16	0.16	0.16	0.17	0.17	0.17	0.08	0.23	0.23	0.22	0.37	0.37
Sat Flow, veh/h	1781	737	961	1781	1870	1585	1781	2675	824	1781	2428	1033
Grp Volume(v), veh/h	221	0	182	96	79	290	108	186	186	416	294	284
Grp Sat Flow(s),veh/h/ln	1781	0	1697	1781	1870	1585	1781	1777	1722	1781	1777	1684
Q Serve(g_s), s	9.6	0.0	8.2	3.8	3.0	11.1	4.8	7.3	7.5	17.5	10.1	10.3
Cycle Q Clear(g_c), s	9.6	0.0	8.2	3.8	3.0	11.1	4.8	7.3	7.5	17.5	10.1	10.3
Prop In Lane	1.00		0.57	1.00		1.00	1.00		0.48	1.00		0.61
Lane Grp Cap(c), veh/h	284	0	271	306	322	616	139	407	394	386	653	619
V/C Ratio(X)	0.78	0.00	0.67	0.31	0.25	0.47	0.78	0.46	0.47	1.08	0.45	0.46
Avail Cap(c_a), veh/h	397	0	378	397	417	697	265	407	394	386	653	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	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	32.6	0.0	32.0	29.3	28.9	18.5	36.6	26.8	26.9	31.6	19.4	19.4
Incr Delay (d2), s/veh	6.3	0.0	2.9	0.6	0.4	0.6	9.0	3.7	4.0	68.3	2.2	2.4
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	3.5	1.6	1.3	3.9	2.3	3.3	3.3	14.3	4.2	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.9	0.0	34.8	29.8	29.3	19.0	45.6	30.5	30.9	99.9	21.6	21.8
LnGrp LOS	D	A	C	C	C	B	D	C	C	F	C	C
Approach Vol, veh/h		403			465			480			994	
Approach Delay, s/veh		37.1			23.0			34.1			54.5	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	22.0	23.0		17.4	10.8	34.2		18.4
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	18.5		18.0	12.0	24.0		18.0
Max Q Clear Time (g_c+I1), s	19.5	9.5		11.6	6.8	12.3		13.1
Green Ext Time (p_c), s	0.0	1.3		1.3	0.1	2.6		0.8

Intersection Summary	
HCM 6th Ctrl Delay	41.0
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	67	22	1	94	120	20	91	4	117	152	8
Future Vol, veh/h	20	67	22	1	94	120	20	91	4	117	152	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	73	24	1	102	130	22	99	4	127	165	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.5	10.3	9.6	11.9
HCM LOS	A	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	18%	0%	42%
Vol Thru, %	79%	61%	44%	55%
Vol Right, %	3%	20%	56%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	115	109	215	277
LT Vol	20	20	1	117
Through Vol	91	67	94	152
RT Vol	4	22	120	8
Lane Flow Rate	125	118	234	301
Geometry Grp	1	1	1	1
Degree of Util (X)	0.185	0.176	0.32	0.429
Departure Headway (Hd)	5.324	5.341	4.935	5.128
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	674	672	731	705
Service Time	3.355	3.374	2.952	3.14
HCM Lane V/C Ratio	0.185	0.176	0.32	0.427
HCM Control Delay	9.6	9.5	10.3	11.9
HCM Lane LOS	A	A	B	B
HCM 95th-tile Q	0.7	0.6	1.4	2.2

Intersection	
Int Delay, s/veh	3.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	149	11	22	148	66	54
Future Vol, veh/h	149	11	22	148	66	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	162	12	24	161	72	59

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	174	0	377	168
Stage 1	-	-	-	-	168	-
Stage 2	-	-	-	-	209	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1403	-	625	876
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	826	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1403	-	614	876
Mov Cap-2 Maneuver	-	-	-	-	614	-
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	812	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	709	-	-	1403	-
HCM Lane V/C Ratio	0.184	-	-	0.017	-
HCM Control Delay (s)	11.2	-	-	7.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	13.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	69	132	29	9	91	30	34	129	17	119	256	50
Future Vol, veh/h	69	132	29	9	91	30	34	129	17	119	256	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	75	143	32	10	99	33	37	140	18	129	278	54
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	12	12.3	11.5	14.8
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	7%	100%	0%
Vol Thru, %	0%	88%	0%	82%	70%	0%	84%
Vol Right, %	0%	12%	0%	18%	23%	0%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	146	69	161	130	119	306
LT Vol	34	0	69	0	9	119	0
Through Vol	0	129	0	132	91	0	256
RT Vol	0	17	0	29	30	0	50
Lane Flow Rate	37	159	75	175	141	129	333
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.072	0.284	0.15	0.318	0.265	0.239	0.556
Departure Headway (Hd)	7.046	6.453	7.177	6.541	6.749	6.645	6.021
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	506	554	498	548	530	539	599
Service Time	4.82	4.227	4.946	4.309	4.824	4.404	3.78
HCM Lane V/C Ratio	0.073	0.287	0.151	0.319	0.266	0.239	0.556
HCM Control Delay	10.4	11.8	11.2	12.4	12.3	11.5	16.1
HCM Lane LOS	B	B	B	B	B	B	C
HCM 95th-tile Q	0.2	1.2	0.5	1.4	1.1	0.9	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	205	32	3	79	38	16	137	0	116	279	41
Future Volume (veh/h)	29	205	32	3	79	38	16	137	0	116	279	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	223	35	3	86	41	17	149	0	126	303	45
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	112	316	47	84	260	121	38	739	0	161	739	110
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.02	0.40	0.00	0.09	0.46	0.46
Sat Flow, veh/h	113	1450	215	12	1194	556	1781	1870	0	1781	1591	236
Grp Volume(v), veh/h	290	0	0	130	0	0	17	149	0	126	0	348
Grp Sat Flow(s),veh/h/ln	1778	0	0	1762	0	0	1781	1870	0	1781	0	1828
Q Serve(g_s), s	2.8	0.0	0.0	0.0	0.0	0.0	0.4	2.4	0.0	3.2	0.0	5.7
Cycle Q Clear(g_c), s	6.9	0.0	0.0	2.8	0.0	0.0	0.4	2.4	0.0	3.2	0.0	5.7
Prop In Lane	0.11		0.12	0.02		0.32	1.00		0.00	1.00		0.13
Lane Grp Cap(c), veh/h	475	0	0	465	0	0	38	739	0	161	0	849
V/C Ratio(X)	0.61	0.00	0.00	0.28	0.00	0.00	0.45	0.20	0.00	0.78	0.00	0.41
Avail Cap(c_a), veh/h	784	0	0	774	0	0	196	739	0	196	0	849
HCM Platoon Ratio	1.00	1.00	1.00	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	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.6	0.0	0.0	15.0	0.0	0.0	22.0	9.0	0.0	20.3	0.0	8.1
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.3	0.0	0.0	8.1	0.6	0.0	15.5	0.0	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	2.6	0.0	0.0	1.0	0.0	0.0	0.2	0.8	0.0	1.8	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.8	0.0	0.0	15.3	0.0	0.0	30.1	9.7	0.0	35.8	0.0	9.5
LnGrp LOS	B	A	A	B	A	A	C	A	A	D	A	A
Approach Vol, veh/h		290			130			166			474	
Approach Delay, s/veh		17.8			15.3			11.8			16.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.6	22.5		14.4	5.5	25.6		14.4
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	18.0		18.0	5.0	18.0		18.0
Max Q Clear Time (g_c+I1), s	5.2	4.4		8.9	2.4	7.7		4.8
Green Ext Time (p_c), s	0.0	0.5		1.1	0.0	1.4		0.5

Intersection Summary	
HCM 6th Ctrl Delay	16.0
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	21	16	99	22	193	12	271	96	252	622	49
Future Volume (veh/h)	29	21	16	99	22	193	12	271	96	252	622	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	23	17	108	24	210	13	295	104	274	676	53
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	267	177	139	309	275	29	1111	496	326	1601	125
Arrive On Green	0.03	0.13	0.13	0.08	0.17	0.17	0.02	0.31	0.31	0.18	0.48	0.48
Sat Flow, veh/h	1781	2047	1356	1781	1777	1585	1781	3554	1585	1781	3339	262
Grp Volume(v), veh/h	32	20	20	108	24	210	13	295	104	274	360	369
Grp Sat Flow(s),veh/h/ln	1781	1777	1626	1781	1777	1585	1781	1777	1585	1781	1777	1823
Q Serve(g_s), s	1.1	0.6	0.7	3.6	0.7	7.7	0.4	3.8	2.9	9.0	8.0	8.0
Cycle Q Clear(g_c), s	1.1	0.6	0.7	3.6	0.7	7.7	0.4	3.8	2.9	9.0	8.0	8.0
Prop In Lane	1.00		0.83	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	61	232	212	139	309	275	29	1111	496	326	852	874
V/C Ratio(X)	0.52	0.08	0.10	0.78	0.08	0.76	0.45	0.27	0.21	0.84	0.42	0.42
Avail Cap(c_a), veh/h	164	526	482	191	553	493	147	1111	496	396	852	874
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	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	23.2	23.3	27.5	21.0	23.9	29.6	15.7	15.4	24.0	10.3	10.3
Incr Delay (d2), s/veh	6.8	0.2	0.2	13.0	0.1	4.4	10.6	0.6	1.0	12.8	1.5	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	0.6	0.2	0.3	2.0	0.3	3.0	0.3	1.5	1.1	4.7	3.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.6	23.4	23.5	40.5	21.1	28.3	40.2	16.2	16.3	36.7	11.9	11.8
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		72			342			412			1003	
Approach Delay, s/veh		28.8			31.6			17.0			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	15.6	23.5	9.2	12.4	5.5	33.6	6.6	15.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	13.5	19.0	6.5	18.0	5.0	27.5	5.6	18.9
Max Q Clear Time (g_c+I1), s	11.0	5.8	5.6	2.7	2.4	10.0	3.1	9.7
Green Ext Time (p_c), s	0.2	1.8	0.0	0.1	0.0	4.3	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	21.1
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	228	112	135	87	83	277	106	374	74	296	498	216
Future Volume (veh/h)	228	112	135	87	83	277	106	374	74	296	498	216
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	248	122	147	95	90	301	115	407	80	322	541	235
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	303	159	195	318	334	600	146	643	125	356	809	350
Arrive On Green	0.19	0.19	0.19	0.18	0.18	0.18	0.08	0.22	0.22	0.20	0.34	0.34
Sat Flow, veh/h	1603	840	1031	1781	1870	1585	1781	2965	578	1781	2414	1045
Grp Volume(v), veh/h	277	0	240	95	90	301	115	243	244	322	398	378
Grp Sat Flow(s),veh/h/ln	1790	0	1685	1781	1870	1585	1781	1777	1766	1781	1777	1682
Q Serve(g_s), s	12.4	0.0	11.3	3.9	3.5	12.2	5.3	10.3	10.5	14.7	16.0	16.1
Cycle Q Clear(g_c), s	12.4	0.0	11.3	3.9	3.5	12.2	5.3	10.3	10.5	14.7	16.0	16.1
Prop In Lane	0.90		0.61	1.00		1.00	1.00		0.33	1.00		0.62
Lane Grp Cap(c), veh/h	338	0	318	318	334	600	146	385	383	356	596	564
V/C Ratio(X)	0.82	0.00	0.75	0.30	0.27	0.50	0.79	0.63	0.64	0.90	0.67	0.67
Avail Cap(c_a), veh/h	412	0	388	384	403	659	194	385	383	356	596	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	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	32.5	0.0	32.0	29.8	29.6	19.9	37.6	29.6	29.7	32.6	23.8	23.8
Incr Delay (d2), s/veh	10.4	0.0	6.6	0.5	0.4	0.7	14.5	7.6	7.9	25.3	5.8	6.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.0	5.0	1.7	1.6	4.4	2.8	5.0	5.0	8.5	7.2	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.8	0.0	38.6	30.3	30.0	20.5	52.1	37.2	37.6	57.9	29.6	30.0
LnGrp LOS	D	A	D	C	C	C	D	D	D	E	C	C
Approach Vol, veh/h		517			486			602			1098	
Approach Delay, s/veh		40.9			24.2			40.2			38.1	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	21.2	22.6		20.3	11.3	32.5		19.4
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	16.7	18.1		19.2	9.1	25.7		18.0
Max Q Clear Time (g_c+I1), s	13.7	12.5		14.4	7.3	18.1		14.2
Green Ext Time (p_c), s	0.0	1.3		1.4	0.0	2.8		0.7

Intersection Summary	
HCM 6th Ctrl Delay	36.6
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	62	12	7	50	83	11	54	5	102	98	1
Future Vol, veh/h	4	62	12	7	50	83	11	54	5	102	98	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	67	13	8	54	90	12	59	5	111	107	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	8.4	8.3	9.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	5%	5%	51%
Vol Thru, %	77%	79%	36%	49%
Vol Right, %	7%	15%	59%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	70	78	140	201
LT Vol	11	4	7	102
Through Vol	54	62	50	98
RT Vol	5	12	83	1
Lane Flow Rate	76	85	152	218
Geometry Grp	1	1	1	1
Degree of Util (X)	0.1	0.111	0.186	0.283
Departure Headway (Hd)	4.728	4.734	4.397	4.666
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	756	755	814	769
Service Time	2.769	2.774	2.431	2.699
HCM Lane V/C Ratio	0.101	0.113	0.187	0.283
HCM Control Delay	8.3	8.4	8.4	9.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.4	0.7	1.2

Intersection	
Int Delay, s/veh	7.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	103	60	206	88	56	226
Future Vol, veh/h	103	60	206	88	56	226
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	112	65	224	96	61	246

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	177	0	689	145
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	544	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1399	-	412	902
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	582	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1399	-	346	902
Mov Cap-2 Maneuver	-	-	-	-	346	-
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	489	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.6	14.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	684	-	-	1399	-
HCM Lane V/C Ratio	0.448	-	-	0.16	-
HCM Control Delay (s)	14.5	-	-	8.1	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	2.3	-	-	0.6	-

Intersection	
Intersection Delay, s/veh	13.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	70	254	13	4	206	18	15	91	7	46	121	65
Future Vol, veh/h	70	254	13	4	206	18	15	91	7	46	121	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	76	276	14	4	224	20	16	99	8	50	132	71
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	13.7	14.2	11.2	12.2
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	2%	100%	0%
Vol Thru, %	0%	93%	0%	95%	90%	0%	65%
Vol Right, %	0%	7%	0%	5%	8%	0%	35%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	98	70	267	228	46	186
LT Vol	15	0	70	0	4	46	0
Through Vol	0	91	0	254	206	0	121
RT Vol	0	7	0	13	18	0	65
Lane Flow Rate	16	107	76	290	248	50	202
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.033	0.201	0.14	0.491	0.434	0.099	0.356
Departure Headway (Hd)	7.353	6.791	6.636	6.095	6.298	7.099	6.34
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	485	525	539	589	570	503	564
Service Time	5.133	4.57	4.397	3.856	4.363	4.868	4.109
HCM Lane V/C Ratio	0.033	0.204	0.141	0.492	0.435	0.099	0.358
HCM Control Delay	10.4	11.3	10.5	14.6	14.2	10.7	12.6
HCM Lane LOS	B	B	B	B	B	B	B
HCM 95th-tile Q	0.1	0.7	0.5	2.7	2.2	0.3	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	104	72	3	73	44	64	129	3	61	183	117
Future Volume (veh/h)	122	104	72	3	73	44	64	129	3	61	183	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	133	113	78	3	79	48	70	140	3	66	199	127
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	251	165	97	82	279	165	114	713	15	110	415	265
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.06	0.39	0.39	0.06	0.39	0.39
Sat Flow, veh/h	552	647	380	11	1093	646	1781	1824	39	1781	1067	681
Grp Volume(v), veh/h	324	0	0	130	0	0	70	0	143	66	0	326
Grp Sat Flow(s),veh/h/ln	1578	0	0	1749	0	0	1781	0	1863	1781	0	1748
Q Serve(g_s), s	6.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	2.3	1.7	0.0	6.5
Cycle Q Clear(g_c), s	8.7	0.0	0.0	2.8	0.0	0.0	1.8	0.0	2.3	1.7	0.0	6.5
Prop In Lane	0.41		0.24	0.02		0.37	1.00		0.02	1.00		0.39
Lane Grp Cap(c), veh/h	513	0	0	527	0	0	114	0	729	110	0	679
V/C Ratio(X)	0.63	0.00	0.00	0.25	0.00	0.00	0.61	0.00	0.20	0.60	0.00	0.48
Avail Cap(c_a), veh/h	714	0	0	757	0	0	192	0	729	192	0	679
HCM Platoon Ratio	1.00	1.00	1.00	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	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.9	0.0	0.0	13.9	0.0	0.0	21.1	0.0	9.3	21.2	0.0	10.6
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.2	0.0	0.0	5.2	0.0	0.6	5.1	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	0.0	1.0	0.0	0.0	0.8	0.0	0.8	0.8	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	0.0	0.0	14.1	0.0	0.0	26.4	0.0	9.9	26.3	0.0	13.1
LnGrp LOS	B	A	A	B	A	A	C	A	A	C	A	B
Approach Vol, veh/h		324			130			213			392	
Approach Delay, s/veh		17.2			14.1			15.3			15.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.4	22.6		16.3	7.5	22.5		16.3
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	18.0		18.0	5.0	18.0		18.0
Max Q Clear Time (g_c+I1), s	3.7	4.3		10.7	3.8	8.5		4.8
Green Ext Time (p_c), s	0.0	0.5		1.1	0.0	1.2		0.5

Intersection Summary	
HCM 6th Ctrl Delay	15.7
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	13	5	48	20	124	7	310	65	215	385	42
Future Volume (veh/h)	54	13	5	48	20	124	7	310	65	215	385	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	14	5	52	22	135	8	337	71	234	418	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	96	337	114	89	222	198	19	1190	531	286	1566	171
Arrive On Green	0.05	0.13	0.13	0.05	0.12	0.12	0.01	0.33	0.33	0.16	0.48	0.48
Sat Flow, veh/h	1781	2609	880	1781	1777	1585	1781	3554	1585	1781	3230	354
Grp Volume(v), veh/h	59	9	10	52	22	135	8	337	71	234	229	235
Grp Sat Flow(s),veh/h/ln	1781	1777	1712	1781	1777	1585	1781	1777	1585	1781	1777	1807
Q Serve(g_s), s	1.8	0.3	0.3	1.6	0.6	4.5	0.2	3.8	1.7	7.0	4.2	4.3
Cycle Q Clear(g_c), s	1.8	0.3	0.3	1.6	0.6	4.5	0.2	3.8	1.7	7.0	4.2	4.3
Prop In Lane	1.00		0.51	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	96	229	221	89	222	198	19	1190	531	286	862	876
V/C Ratio(X)	0.61	0.04	0.04	0.59	0.10	0.68	0.43	0.28	0.13	0.82	0.27	0.27
Avail Cap(c_a), veh/h	161	579	558	161	579	516	161	1190	531	339	862	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	25.6	21.1	21.1	25.7	21.4	23.1	27.2	13.5	12.8	22.4	8.4	8.4
Incr Delay (d2), s/veh	6.2	0.1	0.1	6.0	0.2	4.1	14.9	0.6	0.5	12.7	0.8	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	0.9	0.1	0.1	0.8	0.2	1.8	0.2	1.5	0.6	3.7	1.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.8	21.1	21.2	31.7	21.6	27.2	42.0	14.1	13.3	35.1	9.2	9.2
LnGrp LOS	C	C	C	C	C	C	D	B	B	D	A	A
Approach Vol, veh/h		78			209			416			698	
Approach Delay, s/veh		29.2			27.7			14.5			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	13.4	23.0	7.2	11.6	5.1	31.3	7.5	11.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.5	18.5	5.0	18.0	5.0	24.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	9.0	5.8	3.6	2.3	2.2	6.3	3.8	6.5
Green Ext Time (p_c), s	0.1	1.9	0.0	0.0	0.0	2.6	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	73	95	114	73	267	99	287	109	383	398	160
Future Volume (veh/h)	203	73	95	114	73	267	99	287	109	383	398	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	221	79	103	124	79	290	108	312	118	416	433	174
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	284	118	153	307	323	617	139	581	215	386	912	363
Arrive On Green	0.16	0.16	0.16	0.17	0.17	0.17	0.08	0.23	0.23	0.22	0.37	0.37
Sat Flow, veh/h	1781	737	961	1781	1870	1585	1781	2537	941	1781	2482	988
Grp Volume(v), veh/h	221	0	182	124	79	290	108	217	213	416	309	298
Grp Sat Flow(s),veh/h/ln	1781	0	1697	1781	1870	1585	1781	1777	1701	1781	1777	1693
Q Serve(g_s), s	9.6	0.0	8.2	5.0	3.0	11.1	4.8	8.7	8.9	17.5	10.8	10.9
Cycle Q Clear(g_c), s	9.6	0.0	8.2	5.0	3.0	11.1	4.8	8.7	8.9	17.5	10.8	10.9
Prop In Lane	1.00		0.57	1.00		1.00	1.00		0.55	1.00		0.58
Lane Grp Cap(c), veh/h	284	0	271	307	323	617	139	407	389	386	653	622
V/C Ratio(X)	0.78	0.00	0.67	0.40	0.24	0.47	0.78	0.53	0.55	1.08	0.47	0.48
Avail Cap(c_a), veh/h	397	0	378	397	416	696	264	407	389	386	653	622
HCM Platoon Ratio	1.00	1.00	1.00	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	32.6	0.0	32.0	29.8	28.9	18.5	36.6	27.4	27.5	31.7	19.6	19.6
Incr Delay (d2), s/veh	6.4	0.0	2.9	0.9	0.4	0.6	9.0	4.9	5.5	68.6	2.4	2.6
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	4.5	0.0	3.5	2.2	1.3	3.9	2.3	4.0	4.0	14.3	4.5	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.0	0.0	34.9	30.6	29.3	19.0	45.6	32.3	33.0	100.2	22.0	22.3
LnGrp LOS	D	A	C	C	C	B	D	C	C	F	C	C
Approach Vol, veh/h		403			493			538			1023	
Approach Delay, s/veh		37.1			23.6			35.2			53.9	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	32.0	23.0		17.4	10.8	34.2		18.4
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	18.5		18.0	12.0	24.0		18.0
Max Q Clear Time (g_c+I1), s	19.5	10.9		11.6	6.8	12.9		13.1
Green Ext Time (p_c), s	0.0	1.4		1.3	0.1	2.7		0.9

Intersection Summary	
HCM 6th Ctrl Delay	41.0
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	82	22	1	101	128	20	91	4	132	152	8
Future Vol, veh/h	20	82	22	1	101	128	20	91	4	132	152	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	89	24	1	110	139	22	99	4	143	165	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.9	10.7	9.8	12.7
HCM LOS	A	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	16%	0%	45%
Vol Thru, %	79%	66%	44%	52%
Vol Right, %	3%	18%	56%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	115	124	230	292
LT Vol	20	20	1	132
Through Vol	91	82	101	152
RT Vol	4	22	128	8
Lane Flow Rate	125	135	250	317
Geometry Grp	1	1	1	1
Degree of Util (X)	0.19	0.204	0.349	0.461
Departure Headway (Hd)	5.471	5.454	5.023	5.23
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	655	658	715	689
Service Time	3.51	3.494	3.057	3.261
HCM Lane V/C Ratio	0.191	0.205	0.35	0.46
HCM Control Delay	9.8	9.9	10.7	12.7
HCM Lane LOS	A	A	B	B
HCM 95th-tile Q	0.7	0.8	1.6	2.4

Intersection	
Int Delay, s/veh	6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	149	39	137	148	81	115
Future Vol, veh/h	149	39	137	148	81	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	162	42	149	161	88	125

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	204	0	642	183
Stage 1	-	-	-	-	183	-
Stage 2	-	-	-	-	459	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1368	-	438	859
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	636	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1368	-	390	859
Mov Cap-2 Maneuver	-	-	-	-	390	-
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	567	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.8	14.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	574	-	-	1368	-
HCM Lane V/C Ratio	0.371	-	-	0.109	-
HCM Control Delay (s)	14.9	-	-	8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1.7	-	-	0.4	-

Intersection	
Intersection Delay, s/veh	17.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	84	178	29	9	177	30	34	129	17	119	256	79
Future Vol, veh/h	84	178	29	9	177	30	34	129	17	119	256	79
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	91	193	32	10	192	33	37	140	18	129	278	86
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	14.8	17	13.3	20.1
HCM LOS	B	C	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	4%	100%	0%
Vol Thru, %	0%	88%	0%	86%	82%	0%	76%
Vol Right, %	0%	12%	0%	14%	14%	0%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	146	84	207	216	119	335
LT Vol	34	0	84	0	9	119	0
Through Vol	0	129	0	178	177	0	256
RT Vol	0	17	0	29	30	0	79
Lane Flow Rate	37	159	91	225	235	129	364
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.082	0.326	0.198	0.449	0.479	0.266	0.681
Departure Headway (Hd)	7.987	7.388	7.791	7.18	7.348	7.415	6.735
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	448	486	460	502	491	484	535
Service Time	5.744	5.145	5.542	4.93	5.402	5.163	4.482
HCM Lane V/C Ratio	0.083	0.327	0.198	0.448	0.479	0.267	0.68
HCM Control Delay	11.5	13.7	12.5	15.7	17	12.8	22.7
HCM Lane LOS	B	B	B	C	C	B	C
HCM 95th-tile Q	0.3	1.4	0.7	2.3	2.6	1.1	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	205	47	3	79	38	44	137	0	116	279	98
Future Volume (veh/h)	59	205	47	3	79	38	44	137	0	116	279	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	223	51	3	86	41	48	149	0	126	303	107
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	306	64	80	297	138	88	707	0	161	553	195
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.05	0.38	0.00	0.09	0.42	0.42
Sat Flow, veh/h	224	1233	259	11	1196	556	1781	1870	0	1781	1320	466
Grp Volume(v), veh/h	338	0	0	130	0	0	48	149	0	126	0	410
Grp Sat Flow(s),veh/h/ln	1716	0	0	1764	0	0	1781	1870	0	1781	0	1786
Q Serve(g_s), s	5.2	0.0	0.0	0.0	0.0	0.0	1.3	2.6	0.0	3.3	0.0	8.2
Cycle Q Clear(g_c), s	8.7	0.0	0.0	2.8	0.0	0.0	1.3	2.6	0.0	3.3	0.0	8.2
Prop In Lane	0.19		0.15	0.02		0.32	1.00		0.00	1.00		0.26
Lane Grp Cap(c), veh/h	516	0	0	516	0	0	88	707	0	161	0	748
V/C Ratio(X)	0.65	0.00	0.00	0.25	0.00	0.00	0.55	0.21	0.00	0.78	0.00	0.55
Avail Cap(c_a), veh/h	733	0	0	741	0	0	187	707	0	187	0	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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.6	0.0	0.0	14.5	0.0	0.0	22.1	10.0	0.0	21.2	0.0	10.4
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.3	0.0	0.0	5.2	0.7	0.0	16.9	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	3.2	0.0	0.0	1.0	0.0	0.0	0.6	0.9	0.0	1.9	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.0	0.0	0.0	14.8	0.0	0.0	27.3	10.7	0.0	38.1	0.0	13.3
LnGrp LOS	B	A	A	B	A	A	C	B	A	D	A	B
Approach Vol, veh/h		338			130			197			536	
Approach Delay, s/veh		18.0			14.8			14.7			19.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.8	22.5		16.3	6.9	24.4		16.3
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	18.0		18.0	5.0	18.0		18.0
Max Q Clear Time (g_c+I1), s	5.3	4.6		10.7	3.3	10.2		4.8
Green Ext Time (p_c), s	0.0	0.5		1.2	0.0	1.4		0.5

Intersection Summary	
HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	21	16	99	22	193	12	301	96	252	679	63
Future Volume (veh/h)	37	21	16	99	22	193	12	301	96	252	679	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	23	17	108	24	210	13	327	104	274	738	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	277	184	139	307	274	29	1102	492	326	1568	144
Arrive On Green	0.04	0.14	0.14	0.08	0.17	0.17	0.02	0.31	0.31	0.18	0.48	0.48
Sat Flow, veh/h	1781	2047	1356	1781	1777	1585	1781	3554	1585	1781	3290	303
Grp Volume(v), veh/h	40	20	20	108	24	210	13	327	104	274	398	408
Grp Sat Flow(s),veh/h/ln	1781	1777	1626	1781	1777	1585	1781	1777	1585	1781	1777	1816
Q Serve(g_s), s	1.4	0.6	0.7	3.6	0.7	7.7	0.4	4.3	3.0	9.1	9.3	9.3
Cycle Q Clear(g_c), s	1.4	0.6	0.7	3.6	0.7	7.7	0.4	4.3	3.0	9.1	9.3	9.3
Prop In Lane	1.00		0.83	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	72	241	220	139	307	274	29	1102	492	326	847	866
V/C Ratio(X)	0.56	0.08	0.09	0.78	0.08	0.77	0.45	0.30	0.21	0.84	0.47	0.47
Avail Cap(c_a), veh/h	174	522	478	189	537	479	145	1102	492	393	847	866
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	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	23.1	23.2	27.7	21.2	24.2	29.9	16.1	15.6	24.2	10.8	10.8
Incr Delay (d2), s/veh	6.6	0.1	0.2	13.3	0.1	4.5	10.6	0.7	1.0	13.1	1.9	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.2	0.3	2.0	0.3	3.0	0.3	1.7	1.1	4.8	3.5	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.5	23.3	23.4	41.0	21.3	28.6	40.5	16.7	16.6	37.2	12.7	12.7
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		80			342			444			1080	
Approach Delay, s/veh		29.4			32.0			17.4			18.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.7	23.5	9.3	12.8	5.5	33.7	7.0	15.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	13.5	19.0	6.5	18.0	5.0	27.5	6.0	18.5
Max Q Clear Time (g_c+I1), s	11.1	6.3	5.6	2.7	2.4	11.3	3.4	9.7
Green Ext Time (p_c), s	0.2	2.0	0.0	0.1	0.0	4.7	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	21.3
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	228	112	135	101	83	277	106	381	82	296	512	216
Future Volume (veh/h)	228	112	135	101	83	277	106	381	82	296	512	216
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	248	122	147	110	90	301	115	414	89	322	557	235
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	303	159	195	318	334	600	146	632	135	356	817	344
Arrive On Green	0.19	0.19	0.19	0.18	0.18	0.18	0.08	0.22	0.22	0.20	0.34	0.34
Sat Flow, veh/h	1603	840	1031	1781	1870	1585	1781	2914	621	1781	2437	1026
Grp Volume(v), veh/h	277	0	240	110	90	301	115	251	252	322	406	386
Grp Sat Flow(s),veh/h/ln	1790	0	1685	1781	1870	1585	1781	1777	1759	1781	1777	1686
Q Serve(g_s), s	12.4	0.0	11.3	4.5	3.5	12.2	5.3	10.8	10.9	14.7	16.4	16.5
Cycle Q Clear(g_c), s	12.4	0.0	11.3	4.5	3.5	12.2	5.3	10.8	10.9	14.7	16.4	16.5
Prop In Lane	0.90		0.61	1.00		1.00	1.00		0.35	1.00		0.61
Lane Grp Cap(c), veh/h	338	0	318	318	334	600	146	385	381	356	595	565
V/C Ratio(X)	0.82	0.00	0.75	0.35	0.27	0.50	0.79	0.65	0.66	0.90	0.68	0.68
Avail Cap(c_a), veh/h	412	0	387	384	403	659	194	385	381	356	595	565
HCM Platoon Ratio	1.00	1.00	1.00	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	32.5	0.0	32.0	30.0	29.6	19.9	37.6	29.8	29.9	32.6	23.9	23.9
Incr Delay (d2), s/veh	10.4	0.0	6.6	0.6	0.4	0.6	14.5	8.3	8.7	25.4	6.2	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.0	5.0	2.0	1.6	4.4	2.8	5.2	5.3	8.5	7.4	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.9	0.0	38.7	30.7	30.0	20.5	52.2	38.1	38.6	58.0	30.1	30.5
LnGrp LOS	D	A	D	C	C	C	D	D	D	E	C	C
Approach Vol, veh/h		517			501			618			1114	
Approach Delay, s/veh		40.9			24.5			40.9			38.3	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	31.2	22.6		20.3	11.3	32.5		19.4
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	16.7	18.1		19.2	9.1	25.7		18.0
Max Q Clear Time (g_c+I1), s	16.7	12.9		14.4	7.3	18.5		14.2
Green Ext Time (p_c), s	0.0	1.3		1.4	0.0	2.7		0.8

Intersection Summary	
HCM 6th Ctrl Delay	36.9
HCM 6th LOS	D

APPENDIX D

REGIONAL VMT CALCULATION

Regional VMTper Employment for TAZ 5608		
Zone	County	VMTperEmp
5600	Imperial	20.84
5601	Imperial	30.05
5602	Imperial	33.75
5603	Imperial	32.72
5604	Imperial	24.47
5605	Imperial	22.56
5606	Imperial	29.29
5607	Imperial	26.76
5608	Imperial	23.54
5609	Imperial	24.79
5610	Imperial	24.48
5611	Imperial	20.06
5612	Imperial	20.97
5613	Imperial	18.36
5614	Imperial	48.36
5615	Imperial	19.15
5616	Imperial	22.84
Total		**442.99**
Average		**26.06**

VMTperEmp Household vehicle miles traveled per employee attributed at employment location

Source: CSTDM

VMT Adjustment Calculation	
Project ADT	934
Total Trip Length Adjustment	2.2
Project related Household vehicle miles traveled attributed at employee's work zone	2,055
Household vehicle miles traveled attributed at employee's work zone (TAZ 5608)	82,801
Project Adjusted Household vehicle miles traveled attributed at employee's work zone (TAZ 5608)	84,856
Zonal employment	3,517
Project Adjusted Household vehicle miles traveled per employee attributed at employment location	**19.06**

APPENDIX E

CAPCOA FACT SHEET

3.0 Transportation

3.1 Land Use/Location

3.1.1 Increase Density

Range of Effectiveness: 0.8 – 30.0% vehicle miles traveled (VMT) reduction and therefore a 0.8 – 30.0% reduction in GHG emissions.

Measure Description:

Designing the Project with increased densities, where allowed by the General Plan and/or Zoning Ordinance reduces GHG emissions associated with traffic in several ways. Density is usually measured in terms of persons, jobs, or dwellings per unit area. Increased densities affect the distance people travel and provide greater options for the mode of travel they choose. This strategy also provides a foundation for implementation of many other strategies which would benefit from increased densities. For example, transit ridership increases with density, which justifies enhanced transit service.

The reductions in GHG emissions are quantified based on reductions to VMT. The relationship between density and VMT is described by its elasticity. According to a recent study published by Brownstone, et al. in 2009, the elasticity between density and VMT is 0.12. Default densities are based on the typical suburban densities in North America which reflects the characteristics of the ITE Trip Generation Manual data used in the baseline estimates.

Measure Applicability:

- Urban and suburban context
  - Negligible impact in a rural context
- Appropriate for residential, retail, office, industrial, and mixed-use projects

Baseline Method:

See introduction to transportation section for a discussion of how to estimate trip rates and VMT. The CO_2 emissions are calculated from VMT as follows:

$$CO_2 = VMT \times EF_{running}$$

Where:

VMT = vehicle miles traveled

$EF_{running}$ = emission factor for running emissions

Inputs:

The following information needs to be provided by the Project Applicant:

- Number of housing units per acre or jobs per job acre

Mitigation Method:

% VMT Reduction = A * B [not to exceed 30%]

Where:

A = Percentage increase in housing units per acre or jobs per job acre[33] = (number of housing units per acre or jobs per job acre – number of housing units per acre or jobs per job acre for typical ITE development) / (number of housing units per acre or jobs per job acre for typical ITE development) For small and medium sites (less than ½ mile in radius) the calculation of housing and jobs per acre should be performed for the development site as a whole, so that the analysis does not erroneously attribute trip reduction benefits to measures that simply shift jobs and housing within the site with no overall increase in site density. For larger sites, the analysis should address the development as several ½-mile-radius sites, so that shifts from one area to another would increase the density of the receiving area but reduce the density of the donating area, resulting in trip generation rate decreases and increases, respectively, which cancel one another.

B = Elasticity of VMT with respect to density (from literature)

Detail:

- A: [not to exceed 500% increase]
    - If housing: (Number of housing units per acre – 7.6) / 7.6 (See Appendix C for detail)
    - If jobs: (Number of jobs per acre – 20) / 20 (See Appendix C for detail)
- B: 0.07 (Boarnet and Handy 2010)

Assumptions:

Data based upon the following references:

- Boarnet, Marlon and Handy, Susan. 2010. "DRAFT Policy Brief on the Impacts of Residential Density Based on a Review of the Empirical Literature." http://arb.ca.gov/cc/sb375/policies/policies.htm; Table 1.

[33] This value should be checked first to see if it exceeds 500% in which case A = 500%.

Emission Reduction Ranges and Variables:

Pollutant	Category Emissions Reductions[34]
CO_2e	1.5-30% of running
PM	1.5-30% of running
CO	1.5-30% of running
NOx	1.5-30% of running
SO_2	1.5-30% of running
ROG	0.9-18% of total

Discussion:

The VMT reductions for this strategy are based on changes in density versus the typical suburban residential and employment densities in North America (referred to as "ITE densities"). These densities are used as a baseline to mirror those densities reflected in the ITE Trip Generation Manual, which is the baseline method for determining VMT.

There are two separate maxima noted in the fact sheet: a cap of 500% on the allowable percentage increase of housing units or jobs per acre (variable A) and a cap of 30% on % VMT reduction. The rationale for the 500% cap is that there are diminishing returns to any change in environment. For example, it is reasonably doubtful that increasing residential density by a factor of six instead of five would produce any additional change in travel behavior. The purpose for the 30% cap is to limit the influence of any single environmental factor (such as density). This emphasizes that community designs that implement multiple land use strategies (such as density, design, diversity, etc.) will show more of a reduction than relying on improvements from a single land use factor.

Example:

Sample calculations are provided below for housing:

Low Range % VMT Reduction (8.5 housing units per acre)

= (8.5 – 7.6) / 7.6 *0.07 = 0.8%

High Range % VMT Reduction (60 housing units per acre)

$$= \frac{60 - 7.6}{7.6} = 6.9 \text{ or } 690\% \quad \text{Since greater than 500\%, set to 500\%}$$

= 500% x 0.07 = 0.35 or 35% Since greater than 30%, set to 30%

[34] The percentage reduction reflects emission reductions from running emissions. The actual value will be less than this when starting and evaporative emissions are factored into the analysis. ROG emissions have been adjusted to reflect a ratio of 40% evaporative and 60% exhaust emissions based on a statewide EMFAC run of all vehicles.

Sample calculations are provided below for jobs:

Low Range % VMT Reduction (25 jobs per acre)

= (25 – 20) / 20 *0.12 = 3%

High Range % VMT Reduction (100 jobs per acre)

$$= \frac{100-20}{20} = 4 \text{ or } 400\%$$

=400% x 0.12 = 0.48 or 48% Since greater than 30%, set to 30%

Preferred Literature:

- -0.07 = elasticity of VMT with respect to density

Boarnet and Handy's detailed review of existing literature highlighted three individual studies that used the best available methods for analyzing data for individual households. These studies provided the following elasticities: -0.12 - Brownstone (2009), -0.07 – Bento (2005), and -0.08 – Fang (2008). To maintain a conservative estimate of the impacts of this strategy, the lower elasticity of -0.07 is used in the calculations.

Alternative Literature:

- -0.05 to -0.25 = elasticity of VMT with respect to density

The *TRB Special Report 298* literature suggests that doubling neighborhood density across a metropolitan area might lower household VMT by about 5 to 12 percent, and perhaps by as much as 25 percent, if coupled with higher employment concentrations, significant public transit improvements, mixed uses, and other supportive demand management measures.

Alternative Literature References:

TRB, 2009. *Driving and the Built Environment*, Transportation Research Board Special Report 298. http://onlinepubs.trb.org/Onlinepubs/sr/sr298.pdf . Accessed March 2010. (p. 4)

Other Literature Reviewed:

None

3.1.2 Increase Location Efficiency

Range of Effectiveness: 10-65% vehicle miles traveled (VMT) reduction and therefore 10-65% reduction in GHG emissions

Measure Description:

This measure is not intended as a separate strategy but rather a documentation of empirical data to justify the "cap" for all land use/location strategies. The location of the Project relative to the type of urban landscape such as being located in an urban area, infill, or suburban center influences the amount of VMT compared to the statewide average. This is referred to as the location of efficiency since there are synergistic benefits to these urban landscapes.

To receive the maximum reduction for this location efficiency, the project will be located in an urban area/ downtown central business district. Projects located on brownfield sites/infill areas receive a lower, but still significant VMT reduction. Finally, projects in suburban centers also receive a reduction for their efficient location. Reductions are based on the typical VMT of a specific geographic area relative to the average VMT statewide.

Measure Applicability:

- Urban and suburban context
- Negligible impact in a rural context
- Appropriate for residential, retail, office, industrial and mixed-use projects

Baseline Method:

See introduction to transportation section for a discussion of how to estimate trip rates and VMT. The CO_2 emissions are calculated from VMT as follows:

$$CO_2 = VMT \times EF_{running}$$

Where:

VMT = vehicle miles traveled
$EF_{running}$ = emission factor for running emissions

Inputs:

- No inputs are needed. VMT reduction ranges are based on the geographic location of the project within the region.

Mitigation Method:

% VMT reduction =

- Urban: 65% (representing VMT reductions for the average urban area in California versus the statewide average VMT)
- Compact Infill: 30% (representing VMT reductions for the average compact infill area in California versus the statewide average VMT)
- Suburban Center: 10% (representing VMT reductions for the average suburban center in California versus the statewide average VMT)

Assumptions:

Data based upon the following references:

- Holtzclaw, et al. 2002. "Location Efficiency: Neighborhood and Socioeconomic Characteristics Determine Auto Ownership and Use – Studies in Chicago, Los Angeles, and Chicago." *Transportation Planning and Technology*, Vol. 25, pp. 1–27.

Emission Reduction Ranges and Variables:

Pollutant	Category Emissions Reductions[35]
CO_2e	10-65% of running
PM	10-65% of running
CO	10-65% of running
NOx	10-65% of running
SO_2	10-65% of running
ROG	6-39% of total

Discussion:

Example:

N/A – no calculations needed

Alternative Literature:

- 13-72% reduction in VMT for infill projects

Preferred Literature:

Holtzclaw, et al., [1] studied relationships between auto ownership and mileage per car and neighborhood urban design and socio-economic characteristics in the Chicago, Los

[35] The percentage reduction reflects emission reductions from running emissions. The actual value will be less than this when starting and evaporative emissions are factored into the analysis. ROG emissions have been adjusted to reflect a ratio of 40% evaporative and 60% exhaust emissions based on a statewide EMFAC run of all vehicles.

Angeles, and San Francisco metro areas. In all three regions, average annual vehicle miles traveled is a function of density, income, household size, and public transit, as well as pedestrian and bicycle orientation (to a lesser extent). The annual VMT for each neighborhood was reviewed to determine empirical VMT reduction "caps" for this report. These location-based caps represent the average and maximum reductions that would likely be expected in urban, infill, suburban center, and suburban locations.

Growing Cooler looked at 10 studies which have considered the effects of regional location on travel and emissions generated by individual developments. The studies differ in methodology and context but they tend to yield the same conclusion: infill locations generate substantially lower VMT per capita than do greenfield locations, ranging from 13 - 72% lower VMT.

Literature References:

[1] Holtzclaw, et al. 2002. "Location Efficiency: Neighborhood and Socioeconomic Characteristics Determine Auto Ownership and Use – Studies in Chicago, Los Angeles, and Chicago." *Transportation Planning and Technology*, Vol. 25, pp. 1–27.

[2] Ewing, et al, 2008. Growing Cooler – The Evidence on Urban Development and Climate Change. Urban Land Institute. (p.88, Figure 4-30)

Other Literature Reviewed:

None

3.1.4 Increase Destination Accessibility

Range of Effectiveness: 6.7 – 20% vehicle miles traveled (VMT) reduction and therefore 6.7-20% reduction in GHG emissions.

Measure Description:

The project will be located in an area with high accessibility to destinations. Destination accessibility is measured in terms of the number of jobs or other attractions reachable within a given travel time, which tends to be highest at central locations and lowest at peripheral ones. The location of the project also increases the potential for pedestrians to walk and bike to these destinations and therefore reduces the VMT.

Measure Applicability:

- Urban and suburban context
- Negligible impact in a rural context
- Appropriate for residential, retail, office, industrial and mixed-use projects

Baseline Method:

See introduction to transportation section for a discussion of how to estimate trip rates and VMT. The CO_2 emissions are calculated from VMT as follows:

$$CO_2 = VMT \times EF_{running}$$

Where:

VMT = vehicle miles traveled

$EF_{running}$ = emission factor for running emissions

Inputs:

The following information needs to be provided by the Project Applicant:

- Distance to downtown or major job center

Mitigation Method:

% VMT Reduction = Center Distance * B [not to exceed 30%]

Where

Center Distance = Percentage decrease in distance to downtown or major job center versus typical ITE suburban development = (distance to downtown/job center for typical ITE development – distance to downtown/job center for project) / (distance to downtown/job center for typical ITE development)

Center Distance = 12 - Distance to downtown/job center for project) / 12
See Appendix C for detail

B = Elasticity of VMT with respect to distance to downtown or major job center (0.20 from [1])

Assumptions:

Data based upon the following references:

[1] Ewing, R., and Cervero, R., "Travel and the Built Environment - A Meta-Analysis." Journal of the American Planning Association, <to be published> (2010). Table 4.

Emission Reduction Ranges and Variables:

Pollutant	Category Emissions Reductions[38]
CO_2e	6.7 – 20% of running
PM	6.7 – 20% of running
CO	6.7 – 20% of running
NOx	6.7 – 20% of running
SO_2	6.7 – 20% of running
ROG	4 – 12% of total

Discussion:

The VMT reductions for this strategy are based on changes in distance to key destinations versus the standard suburban distance in North America. This distance is used as a baseline to mirror the distance to destinations reflected in the land uses for the ITE Trip Generation Manual, which is the baseline method for determining VMT.

The purpose for the 30% cap on % VMT reduction is to limit the influence of any single environmental factor (such as destination accessibility). This emphasizes that community designs that implement multiple land use strategies (such as density,

[38] The percentage reduction reflects emission reductions from running emissions. The actual value will be less than this when starting and evaporative emissions are factored into the analysis. ROG emissions have been adjusted to reflect a ratio of 40% evaporative and 60% exhaust emissions based on a statewide EMFAC run of all vehicles.

design, diversity, destination, etc.) will show more of a reduction than relying on improvements from a single land use factor.

Example:

Sample calculations are provided below:

- Low Range % VMT Reduction (8 miles to downtown/job center) = $\frac{12-8}{12} \times 0.20 = 6.7\%$
- High Range % VMT Reduction (0.1 miles to downtown/job center) = $\frac{12-0.1}{12} \times 0.20 = 20.0\%$

Preferred Literature:

- -0.20 = elasticity of VMT with respect to job accessibility by auto
- -0.20 = elasticity of VMT with respect to distance to downtown

The Ewing and Cervero report [1] finds that VMT is strongly related to measures of accessibility to destinations. The weighted average elasticity of VMT with respect to job accessibility by auto is -0.20 (looking at five total studies). The weighted average elasticity of VMT with respect to distance to downtown is -0.22 (looking at four total studies, of which one controls for self selection[39]).

Alternative Literature:

- 10-30% reduction in vehicle trips

The VTPI literature [2] suggests a 10-30% reduction in vehicle trips for "smart growth" development practices that result in more compact, accessible, multi-modal communities where travel distances are shorter, people have more travel options, and it is possible to walk and bicycle more.

Alternative Literature References:

[2] Litman, T., 2009. "Win-Win Emission Reduction Strategies." Victoria Transport Policy Institute (VTPI). Website: http://www.vtpi.org/wwclimate.pdf. Accessed March 2010. (p. 7, Table 3)

[39] Self selection occurs when residents or employers that favor travel by non-auto modes choose locations where this type of travel is possible. They are therefore more inclined to take advantage of the available options than a typical resident or employee might otherwise be.

Other Literature Reviewed:

None

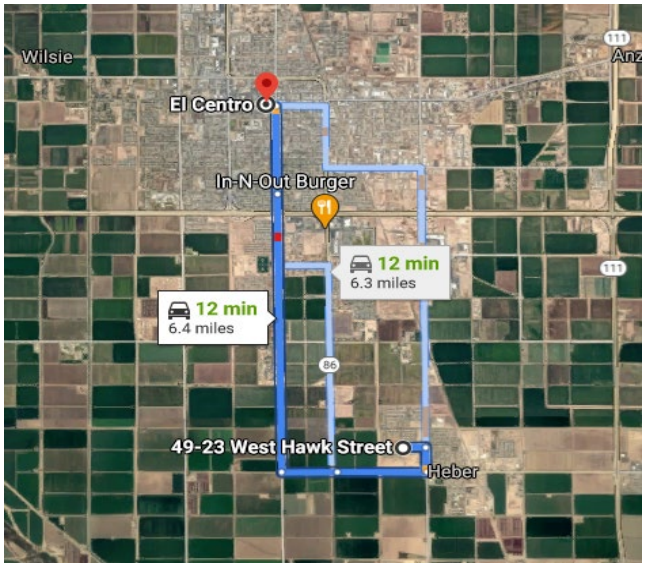
APPENDIX F

TAZS AVERAGE VMT CALCULATION

Average Distance to Downtown or Job Center for TAZ 5608 (mile)

Number	Distance to Downtown or Job Center from occupied parcels in TAZ 5608 (mile)*
1	5.3
2	5.7
3	6.1
4	6.3
5	6.2
6	6.1
7	6.3
8	6.4
9	6.6
10	6.4
11	6.9
12	7.1
13	7.2
14	6.9
15	8.9
16	3.1
17	2.4
18	1.8
19	3.3
20	2.5
21	2.1
Average	**5.4**

Footnotes:

* Distance were calculated using google map.

Example