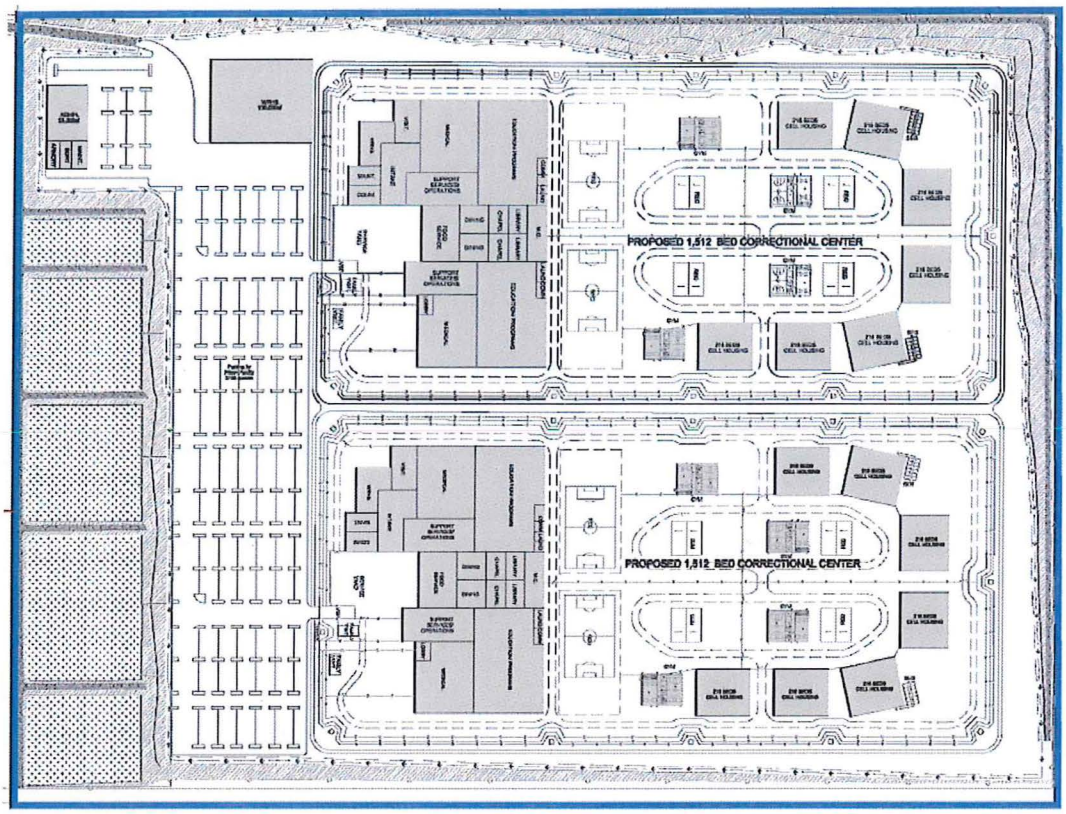
CORRECTIONAL DEVELOPMENT FACILITY AT CALIFORNIA CITY
CALIFORNIA CITY, CALIFORNIA

TRAFFIC IMPACT STUDY



August 19, 2020 **ATE #17025**

Prepared for:

Psomas
3 Hutton Centre Drive, Suite 200
Santa Ana, CA 92807

REGISTERED PROFESSIONAL ENGINEER
RICHARD L. POOL
C 18030
CIVIL
STATE OF CALIFORNIA

ASSOCIATED TRANSPORTATION ENGINEERS
100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110-1686 • (805) 687-4418 • FAX (805) 682-8509

ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805)687-4418 • main@atesb.com

Since 1978

Richard L. Pool, P.E.
Scott A. Schell

August 19, 2020 17025R01

Jim Hunter
Psomas
3 Hutton Centre Drive, Suite 200
Santa Ana, CA 92807

TRAFFIC IMPACT STUDY FOR CORRECTIONAL DEVELOPMENT FACILITY AT CALIFORNIA CITY - CALIFORNIA CITY, CALIFORNIA

Associated Transportation Engineers (ATE) is pleased to submit the following traffic impact study for the Correctional Development Facility at California City. It is our understanding that the results of the study will be incorporated into the environmental documents being prepared by Psomas.

We appreciate the opportunity to assist the Psomas with this Project.

Associated Transportation Engineers

Richard L. Pool, P.E.
President

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FIGURES

INTRODUCTION

The following study contains an analysis of the potential traffic and circulation impacts associated with Correctional Development Facility at California City Project (the "Project"). The study examines Existing, Existing + Project, Cumulative, and Cumulative + Project conditions within the study-area and assesses potential traffic impacts associated with the Project. The study also reviews the Vehicles Miles Traveled (VMT) and construction traffic impacts.

PROJECT DESCRIPTION

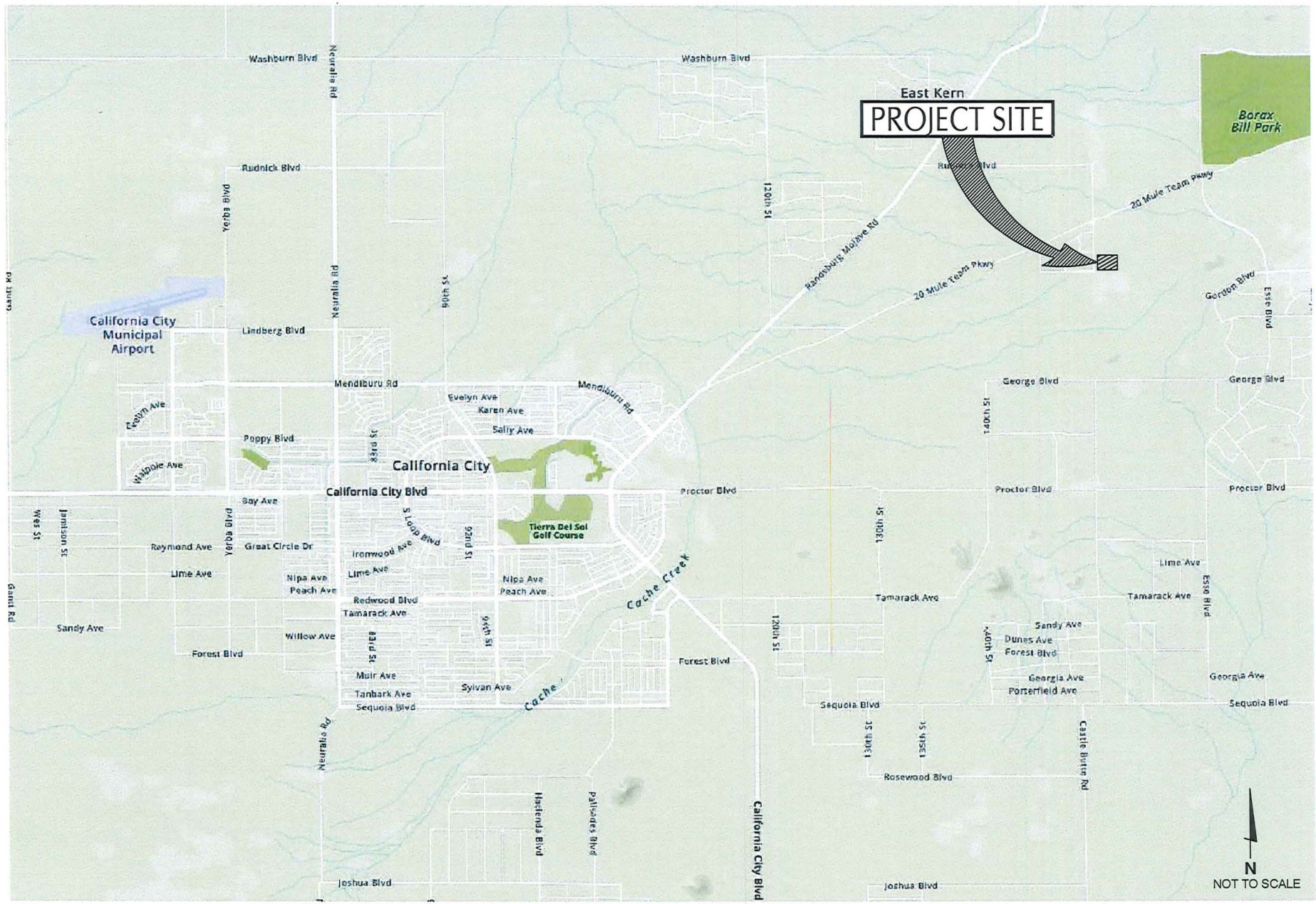
As shown on Figure 1, the Project is located at the terminus of Virginia Boulevard in the California City, just west of the existing California City correctional facility. The Project is proposing to construct two separate but adjacent correctional centers with a total of 3,024 beds on approximately 216.5-acres of a 320-acre property located south of the alignment of Gordon Boulevard, eat of Virginia Boulevard north of Lindberg Boulevard. The Project site plan is illustrated on Figure 2.

The Project would house 3,024 inmates and employ 600 full-time equivalent employees or a total of 1,200 individuals. Approximately 65 percent of the staff will be working during the morning shift (6:00 AM to 2:00 PM) with 25 percent of the staff during the afternoon shift (2:00 PM to 10:00 PM) and approximately 10 percent the staff during the evening shift (10:00 PM to 6:00 AM). Administrative and medical will work from 8:00 AM to 5:00 PM for seven days a week. Inmates would be transported to and from the Correctional Development Facility at California City on a weekly basis. Inmates would be transported to and from the Correctional Development Facility at California City in a secured van or other vehicle.

Regional access will be provided by State Route 14/California City Boulevard interchange and the State Route 58/California Boulevard intersection. Local access is provided via Twenty Mule Parkway at Virginia Boulevard.

IMPACT THRESHOLDS

Because traffic flow on urban arterials is most constrained at intersections, detailed flow analyses focus on the operating conditions of critical intersections during peak travel periods. In rating intersection operations, "Levels of Service" (LOS) "A" through "F" are used. LOS "A" and LOS "B" represent primarily free-flow operations, LOS "C" represents stable conditions, LOS "D" nears unstable operations with restrictions on maneuverability within traffic streams, LOS "E" represents unstable operations with maneuverability very limited, and LOS "F" represents breakdown or forced flow conditions. California City considers LOS "C" as the minimum standard for traffic operations on City roadways and intersections.



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EXISTING STREET NETWORK AND PROJECT SITE LOCATION

FIGURE 1

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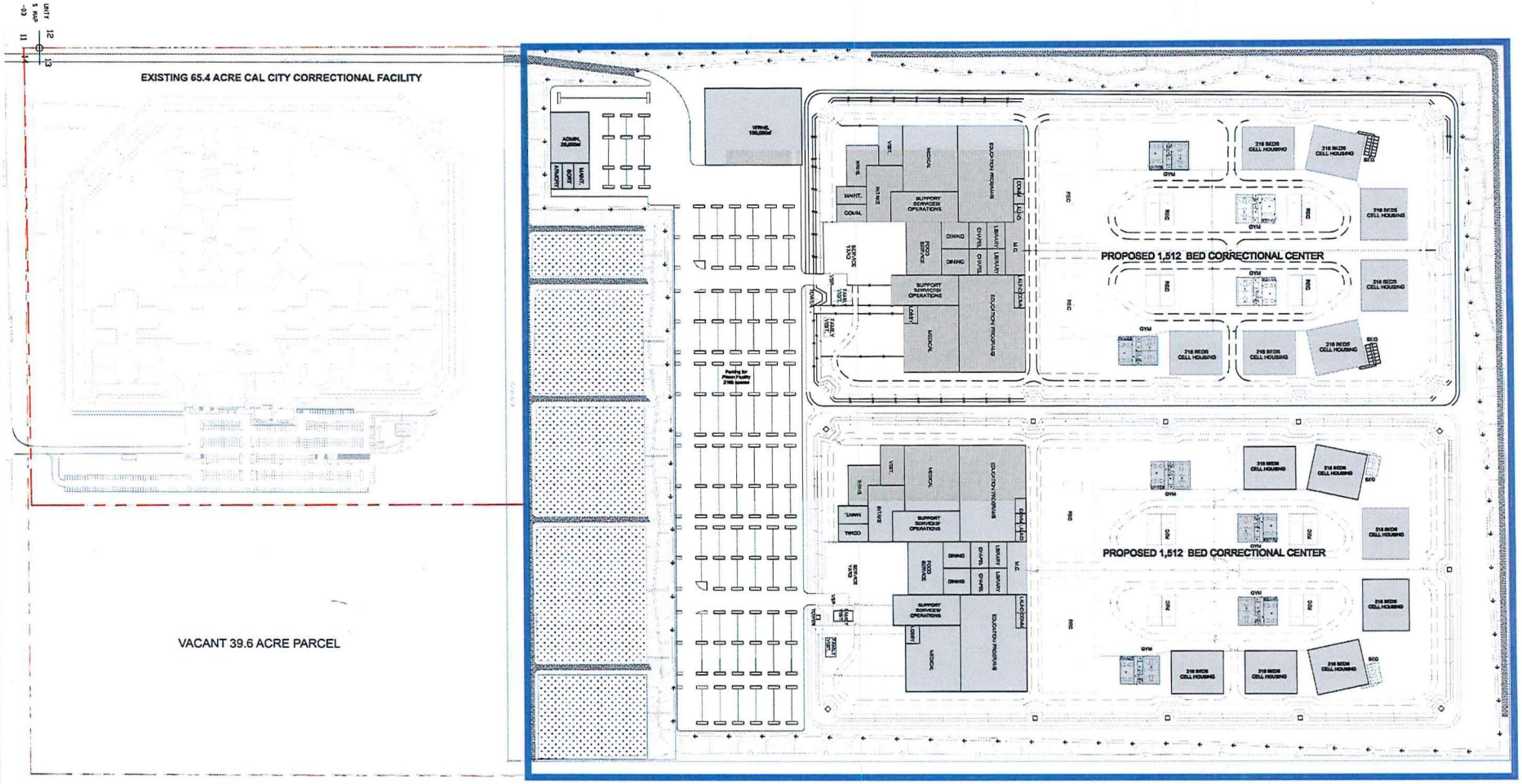

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PROJECT SITE PLAN

FIGURE 2

JH - ATE#17025

EXISTING CONDITIONS

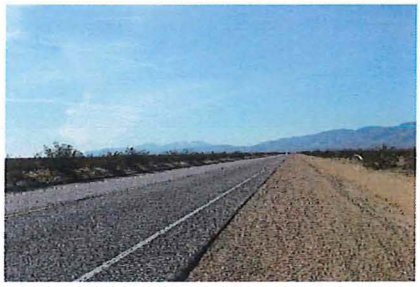
Existing Street Network

The circulation system is comprised of regional highways, arterials and collector streets, which are illustrated on Figure 1. The following text discusses the major roadways serving the site.

State Route 14, located west of the Project, is a multi-lane highway serving Los Angeles County and Kern County from Santa Clarita to the City of Ridgecrest. State Route 14 is 4-lanes wide in the study-area and provides regional access to the Project.

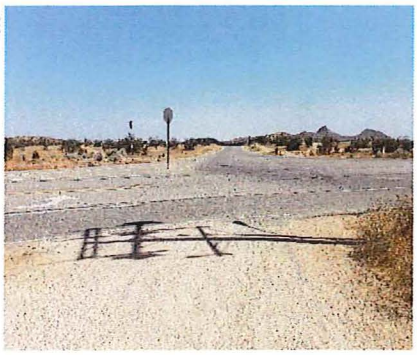
State Route 58, located south of the Project site, is an east-west state highway serving Kern County from Bakersfield to the City of Barstow. State Route 58 is a 4-lane highway through California City and provides regional access to the Project.

California City Boulevard located west of the Project site is an east-west arterial roadway west of Randsburg-Mojave Road and a north-south arterial roadway south of Randsburg-Mojave Road. California City Boulevard extends east from State Route 14 then turns south at Randsburg-Mojave Road to State Route 58. California City Boulevard serves the business area of California City. California City Boulevard is signalized at Randsburg-Mojave Road.



Randsburg-Mojave Road, located west of the Project site, is a north-south arterial roadway which extends north from California City Boulevard. Randsburg-Mojave Road is signalized at California City Boulevard.

20 Mule Team Parkway located just north of the Project site is an east-west arterial roadway that extends east from Randsburg-Mojave Road.



Virginia Boulevard is a 2-lane north-south local roadway. Virginia Boulevard provides access to the Project site from 20 Mule Team Parkway.

Existing Intersection Operations

Existing lane geometries and traffic controls for the three study-area intersections are illustrated on Figure 3. Existing peak hour volumes were obtained for the study-area intersections from traffic count data collected by ATE in May of 2017. Existing peak hour volumes are illustrated on Figure 4. Existing levels of service were calculated for the study-area intersections using the Highway Capacity Manual (HCM)[1] methodologies, as required by the California City. Table 1 presents the existing intersection levels of service (LOS calculations contained in Technical Appendix).

Table 1
Existing Levels of Service

Intersection	Control	Delay / LOS (a)	
		AM Peak	PM Peak
California City Blvd/Randsburg-Mojave Rd	Signalized	0.0 Sec./LOS A	18.7 Sec./LOS B
20 Mule Team Pkwy/Virginia Blvd	STOP-Sign	0.8 Sec./LOS A	7.3 Sec./LOS A
State Route 14 SB Ramps/California City Blvd.	STOP-Sign	1.5 Sec./LOS A	4.5 Sec./LOS A
State Route 14 NB Ramps/California City Blvd.	STOP-Sign	0.4 Sec./LOS A	0.0 Sec./LOS A
State Route 58/California City Blvd.	STOP-Sign	6.6 Sec./LOS A	1.2 Sec./LOS A

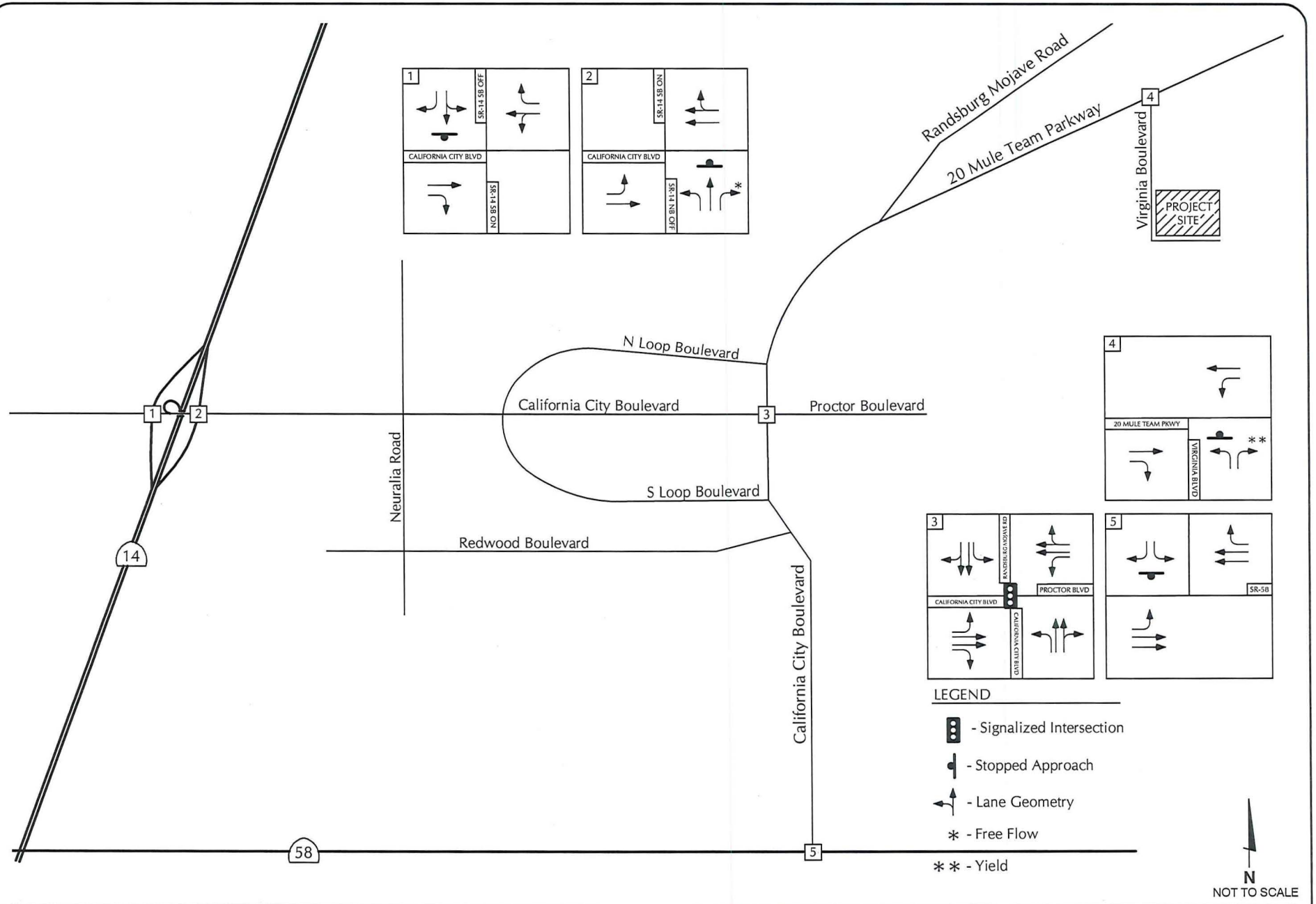
(a) LOS based on average delay per vehicle in seconds pursuant to HCM procedures.

The data presented in Table 1 indicate that the study-area intersections currently operate at LOS B or better during the AM and PM peak hour periods, which meets the City's LOS C operating standard.

PUBLIC TRANSIT

Kern Transit provides fixed route transit service for California City. The transit links California City with Mojave, Tehachapi, Ridgecrest, Bakersfield, Rosamond, Lancaster and Palmdale. A Dial-A-Ride service is provided locally in California City.

[1] Highway Capacity Manual, Transportation Research Board, 2010.



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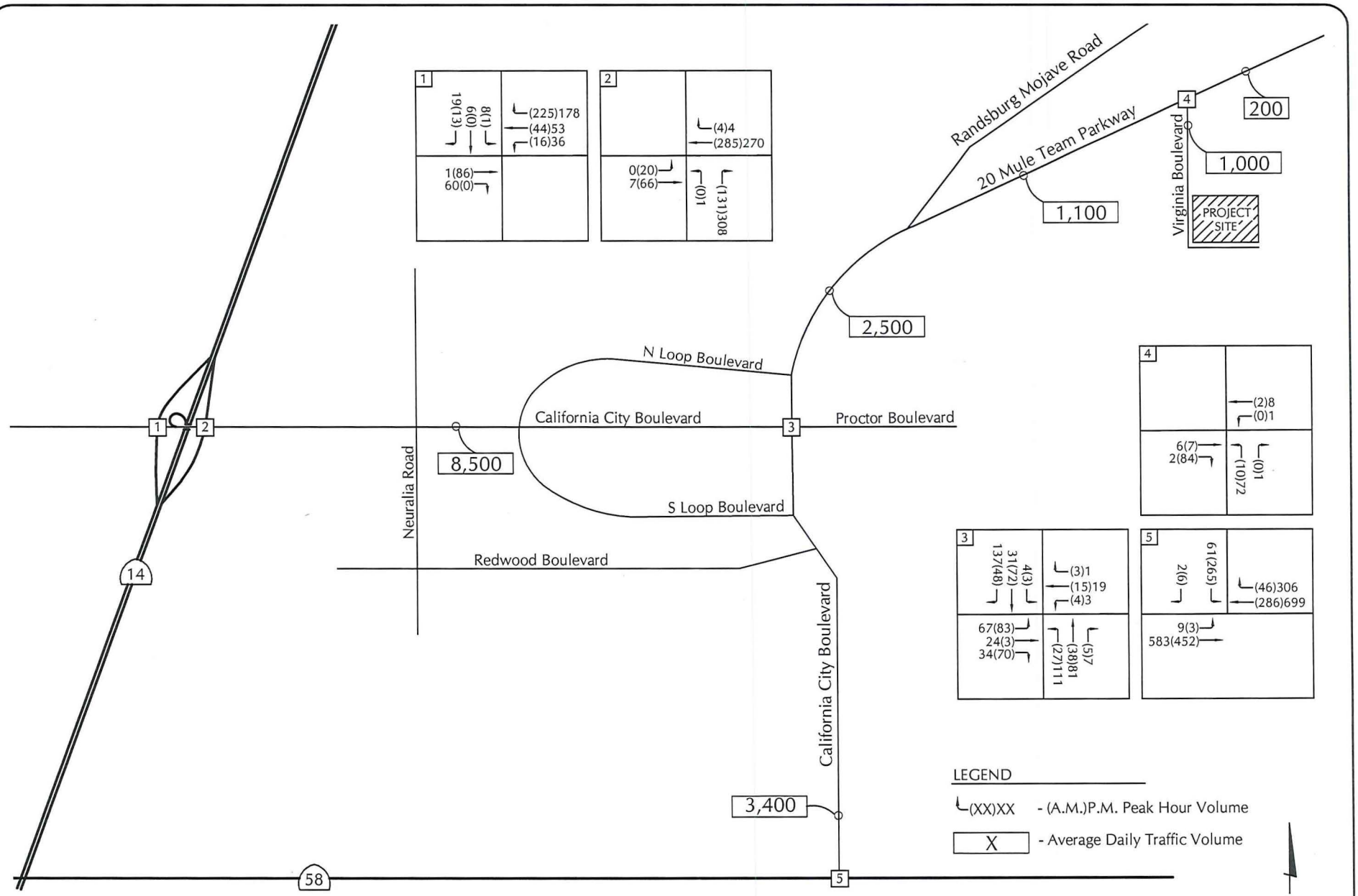
EXISTING LANE GEOMETRIES AND TRAFFIC CONTROLS

FIGURE 3

JH - ATE#17025



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EXISTING TRAFFIC VOLUMES

FIGURE 4

JH - ATE#17025

Fixed Route Transit Service

The following fixed routes are operated by Kern Transit in California City.

Route 230 operates Monday through Saturday, with 4 stops along California City Boulevard in California City. Route 230 provides transit service between the City of Mojave and the City of Ridgecrest.

Route 250 operates Monday, Wednesday and Friday, with 4 stops along California City Boulevard in California City. Route 250 provides transit service between the California City and the City of Lancaster. Route 250 interfaces with Route 100 which provides transit service between the City of Bakersfield and the City of Lancaster.

Dial-A-Ride

Dial-A-Ride service is provided in California City, Monday through Friday from 8:30 AM to 4:30 PM.

PROJECT SPECIFIC ANALYSIS

Project Trip Generation

The correctional facility will operate 24-hours, 7 days a week with an estimated 600 employees daily. The operation level assumed for this "Project" is based upon the following criteria. During the day, there could be up to 2 inmate transfers to/from the facility. Inmate transfers are not expected to occur during the typical peak one-hour commute periods between 7:00 AM - 9:00 AM and 4:00 PM - 6:00 PM. The following represents the expected average daily operations that potentially could occur:

Inmate Transfer Trips: 4 trips/day (2 in and 2 out)
Delivery Trips: 12 trips/day (6 in and 6 out)
600 Employees: 1,200 employee trips/day (600 in and 600 out)

- Administrative/Medical employees 130, scheduled to work 8:00 AM - 5:00 PM
- Other employees 390, scheduled to work 6:00 AM - 2:00 PM
- Other employees 150, scheduled to work 2:00 PM – 10:00 PM
- Other employees 60, scheduled to work 10:00 PM – 6:00 AM

Some delivery and employee trips are expected to occur during the typical peak one-hour commute period between 7:00 - 9:00 AM and 4:00 - 6:00 PM peak hour periods. Visitor trips do not occur on weekdays. Visitor trips occur on weekends outside of the AM and PM peak hour daily commuter periods. The correctional facility estimated trip generation is presented in Table 2. Trip generation estimates were developed for the Project based on operational data provided by the applicant.

Table 2
Project Weekday Trip Generation

Trip Type	Number	ADT	AM Peak Hour Trips	PM Peak Hour Trips
Staff:	600	-	-	-
Administrative/Medical	130	260	130	130
Other	470	940	0	0
Inmate Transfers	2	4	0	0
Deliveries	6	12	2	2
	Total:	1,216	132	132

As shown in Table 2, the Project is forecast to generate 1,232 average daily trips, 132 AM peak hour trips, and 132 PM peak hour trips.

Project Trip Distribution

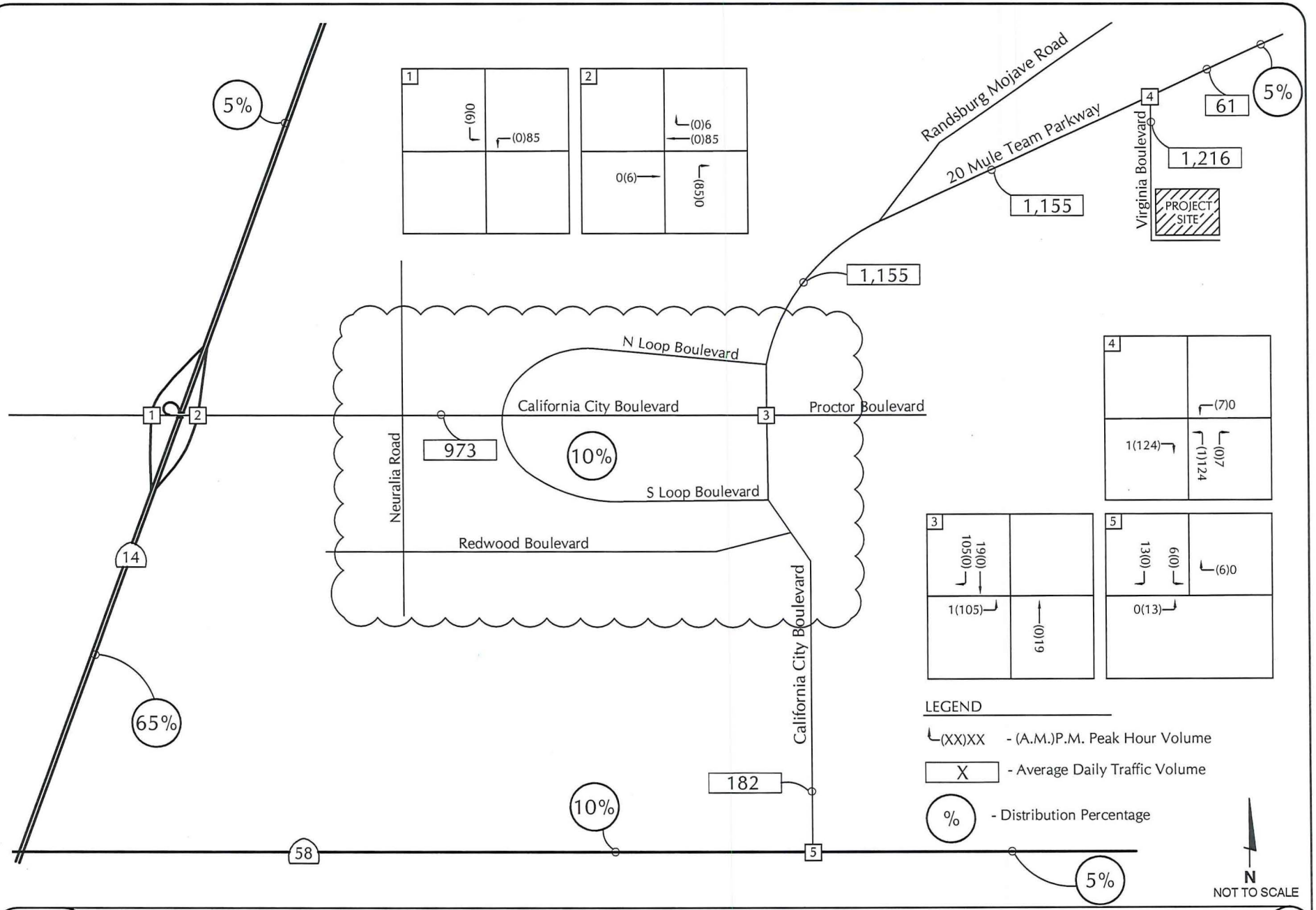
Table 3 shows the trip distribution pattern developed for the Project. The trip distribution pattern was developed based on existing traffic flows and the surrounding land uses in the area. Figure 5 shows the trip distribution pattern and the assignment of trips generated by the Project.

Table 3
Project Trip Distribution Percentages

Origin/Destination	Direction	Percentage
State Route 14	North	5%
	South	65%
State Route 58	East	5%
	West	10%
20 Mule Team Parkway	East	5%
Internal California City	Local	10%
Total		**100%**

Intersection Operations

Levels of service were calculated for the study-area intersections based on the Existing + Project volumes shown on Figure 6. Table 4 lists the Existing + Project levels of service for the study-area intersections.



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PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 5

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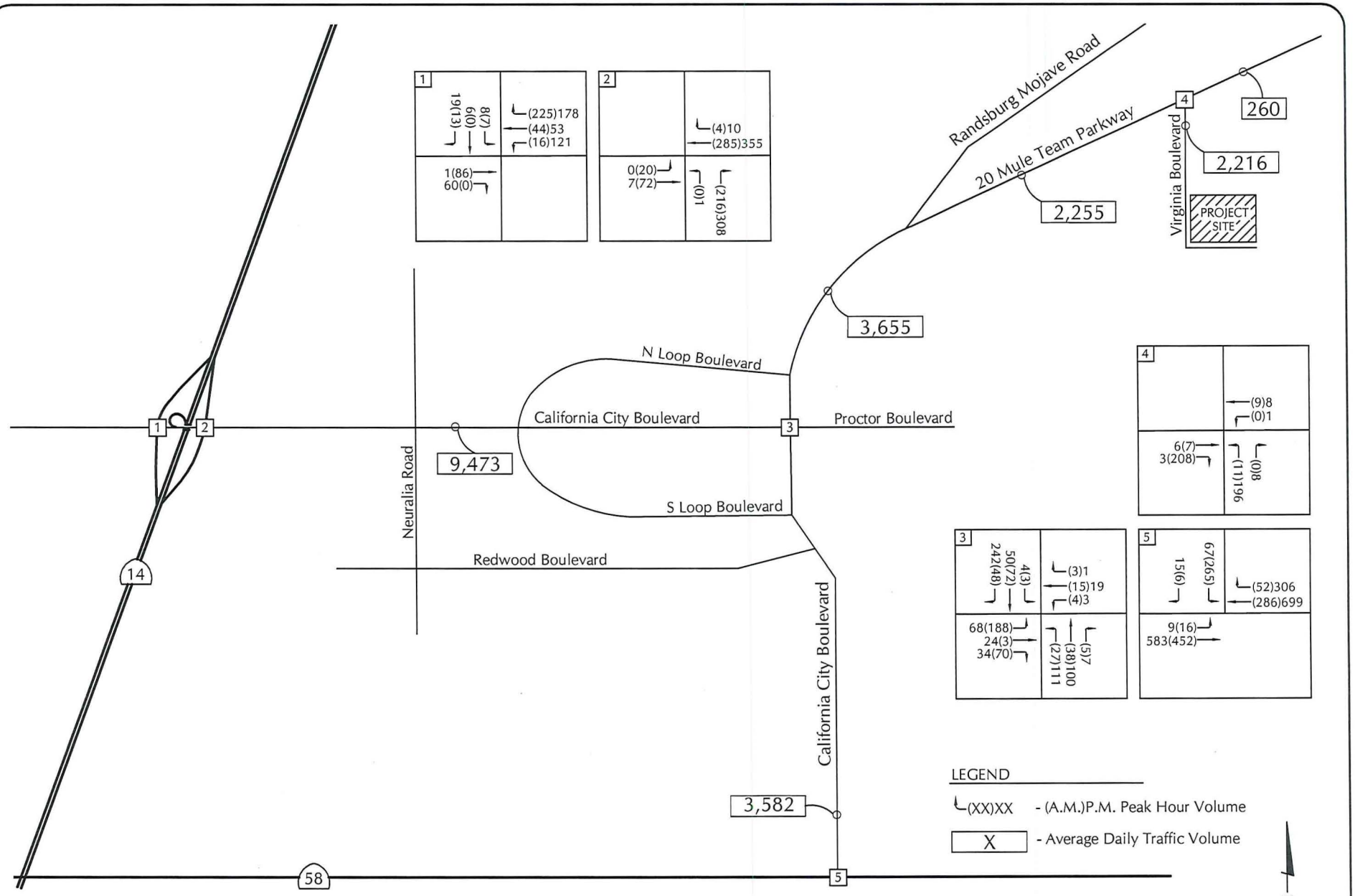

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EXISTING + PROJECT TRAFFIC VOLUMES

FIGURE 6

JH - ATE#17025

Table 4
Existing + Project Levels of Service

Intersection	Delay / LOS (a)			
	AM Peak Hour		PM Peak Hour	
	Existing	Existing + Project	Existing	Existing + Project
California City Blvd./Randsburg-Mojave Rd.	16.6 Sec./LOS B	19.3 Sec./LOS B	18.7 Sec./LOS B	17.9 Sec./LOS B
20 Mule Team Pkwy/Virginia Blvd	0.8 Sec./LOS A	7.3 Sec./LOS A	0.6 Sec./LOS A	8.9 Sec./LOS A
State Route 14 SB Ramps/California City Blvd	1.5 Sec./LOS A	4.5 Sec./LOS A	1.8 Sec./LOS A	5.9 Sec./LOS A
State Route 14 NB Ramps/California City Blvd	0.4 Sec./LOS A	0.4 Sec./LOS A	0.0 Sec./LOS A	0.0 Sec./LOS A
State Route 58/California City Blvd	6.6 Sec./LOS A	7.4 Sec./LOS A	1.2 Sec./LOS A	1.5 Sec./LOS A

(a) LOS based on average delay per vehicle in seconds pursuant to HCM procedures.

The data presented in Table 4 indicate that the study-area intersections will continue to operate at LOS C or better with Existing + Project traffic, which meets the City's LOS C standards. Based on the City's impact threshold criteria, the Project would not generate significant impacts at the study-area intersections.

CUMULATIVE ANALYSIS

Traffic Forecasts

Cumulative traffic volumes were forecast for the study-area intersections based on a growth factor of 0.84 (1.0872) per year for 10 years. Cumulative traffic volumes are illustrated on Figure 7 and Cumulative + Project volumes are illustrated on Figure 8.

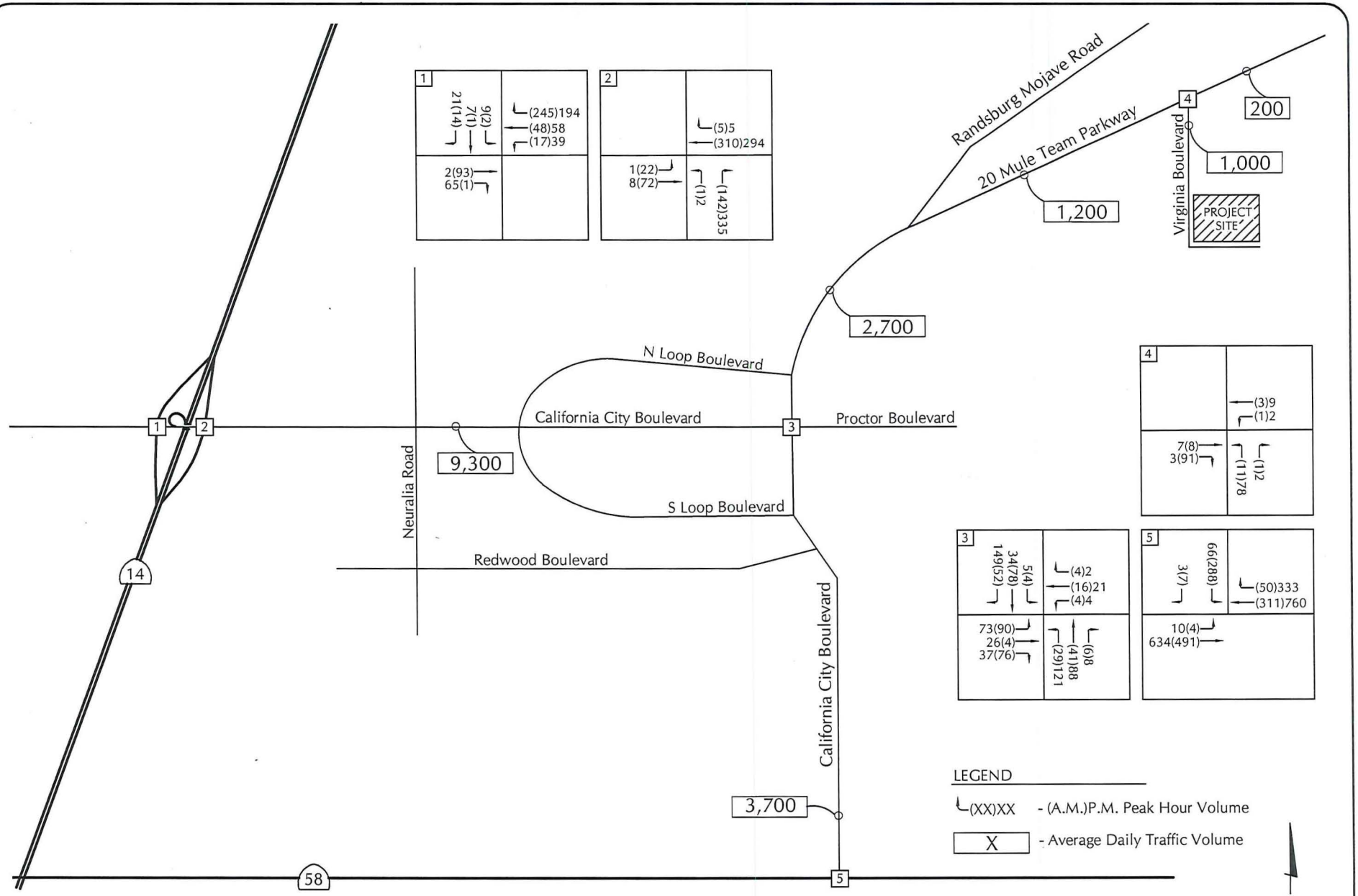
Intersection Operations

Table 5 compares the Cumulative and Cumulative + Project levels of service for the study-area intersections.

Table 5
Cumulative + Project Levels of Service

Intersection	Delay / LOS (a)			
	AM Peak Hour		PM Peak Hour	
	Cumulative	Cum. + Project	Cumulative	Cum. + Project
California City Blvd./Randsburg-Mojave Rd.	18.7 Sec./LOS B	22.6 Sec./LOS C	19.1 Sec./LOS B	18.5 Sec./LOS B
20 Mule Team Pkwy/Virginia Blvd	1.0 Sec./LOS A	7.3 Sec./LOS A	0.7 Sec./LOS A	8.7 Sec./LOS A
State Route 14 SB Ramps/California City Blvd	1.6 Sec./LOS A	4.5 Sec./LOS A	1.8 Sec./LOS A	5.8 Sec./LOS A
State Route 14 NB Ramps/California City Blvd	0.5 Sec./LOS A	0.5 Sec./LOS A	0.1 Sec./LOS A	0.1 Sec./LOS A
State Route 58/California City Blvd	8.9 Sec./LOS A	10.3 Sec./LOS B	1.5 Sec./LOS A	1.9 Sec./LOS A

(a) LOS based on average delay per vehicle in seconds pursuant to HCM procedures.



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CUMULATIVE TRAFFIC VOLUMES

FIGURE 7

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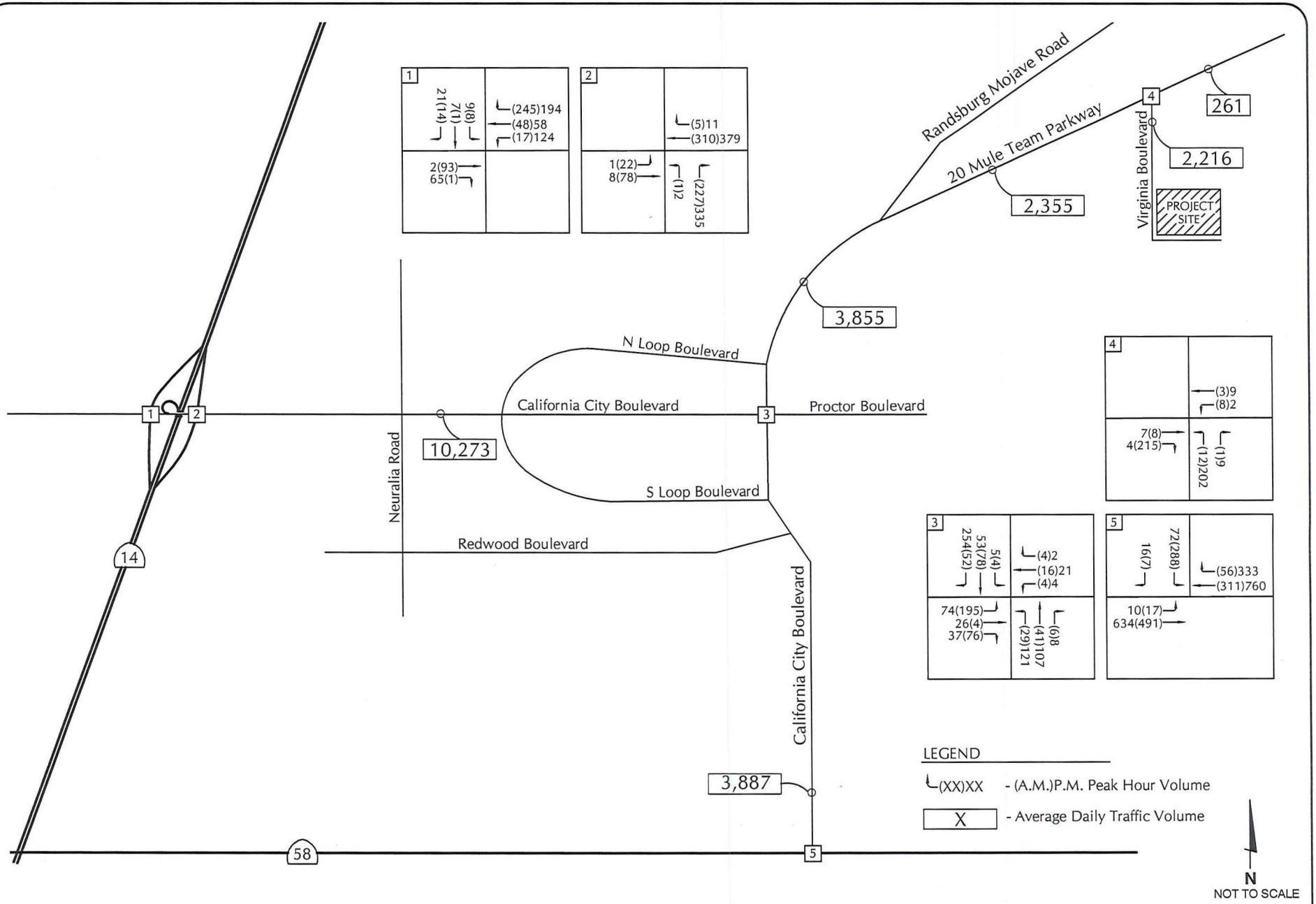

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CUMULATIVE + PROJECT TRAFFIC VOLUMES

FIGURE 8

JH - ATE#17025

The data presented in Table 5 indicate that the study-area intersections are forecast to operate at LOS C or better with Cumulative and Cumulative + Project Traffic, which meets the City's LOS C standard. Based on the City's impact threshold criteria, the Project would not contribute to cumulative impacts at the study-area intersections.

VEHICLE MILES TRAVELED ANALYSIS

Adopted in 2013 Senate Bill (SB) 743 changes how transportation impacts are evaluated under CEQA. As specified under SB 743 and implemented under Section 15064.3 of the State CEQA Guidelines, Vehicle Miles Traveled (VMT) is the required metric to be used for identifying CEQA impacts and mitigation. The Governor's Office of Research and Planning (OPR) published a Technical Advisory on Evaluating Transportation Impacts including guidance for VMT analysis.

ATE contacted Ronelle R. Candia and Joshua Champlin, P.E., with Kern County regarding the VMT analysis. At this time California City and Kern County have not adopted impact thresholds or a methodology for evaluating VMT. The OPR guidance for VMT analysis states that thresholds for developments in rural areas such as California City may best be determined on a case-by-case basis. In addition, the OPR recognizes that mitigating VMT impacts for rural developments is a unique challenge. Caltrans guidance indicates that programmatic VMT mitigation may be most effective in rural areas including General Plan level.

Given the rural nature and remote location of the Project site, the total regional VMT is expected to increase with the development of the Project. However, the Project VMT per employee is expected to be similar to the adjacent correctional facility and therefore the Project VMT per employee is not expected to be higher than the area average. In addition, by providing local jobs, the Correctional Development Facility at California City may help the jobs/housing imbalance, reducing the distance and number of home to work and work to home commuter trips by California City residents. Although some employees may be located in California City, it is anticipated that the majority of the employees are expected to reside in Palmdale, Lancaster, Ridgecrest, and/or Tehachapi and will drive personal vehicles to work daily. While this matches the conditions of the other development in the Project area, various strategies can be considered to help reduce Project VMT. For example, the Project may elect to provide rideshare coordination services and/or incentives for carpooling. In addition, a local shuttle or vanpool option could be considered to link the Project site to the existing transit in California City (As discussed in the transit section, Kern Transit provides a fixed route transit service which links California City with Palmdale, Lancaster, Ridgecrest, Tehachapi and other areas.). Due to the nature of the Project, it's not recommended that transit service be provided directly to the Project site.

CONSTRUCTION TRAFFIC ANALYSIS

Construction of Phase I of the Correctional Development Facility at California City is anticipated to start in August 2024 and end in July 2026 requiring approximately 24 months. Grading would occur from August 2024 to March 2025 while building construction would occur from October 2024 to July 2026. Construction of the off-site Wastewater Treatment Plant (WWTP) improvement are anticipated to take approximately one year from April 2025 to April 2026. Construction workers would travel to the Project site in private vehicles and park onsite. If adequate parking areas are not available onsite, off-site parking would need to be obtained with shuttles provided to transport employees to and from the site. Construction of the Project would also require the delivery of construction equipment and materials to the site. Adequate construction staging and storage areas would need to be provided on-site to accommodate construction equipment and the delivery and storage of materials.

Correctional Development Facility at California City

It's estimated that an average of 96 construction workers would be on-site during Phase I. Based on the location of the site and data provided by CCA, it is estimated that about 25 percent of the workers would be expected to carpool to the site. The following represents the expected average daily AM and PM peak hour operations that potentially could occur:

Trip Type	ADT	AM Peak Hour Trips	PM Peak Hour Trips
Construction Worker	144	72	72
Construction Trucks	130	13	13
Total Trips:	274	85	85

Wastewater Treatment Plant

It's estimated that an average of 10 - 15 construction workers would be on-site during Phase I. Based on the location of the site and data provided by CCA, it is estimated that about 25 percent of the workers would be expected to carpool to the site. The following represents the expected average daily AM and PM peak hour operations that potentially could occur:

Trip Type	ADT	AM Peak Hour Trips	PM Peak Hour Trips
Construction Worker	20	10	10
Construction Trucks	80	8	8
Total Trips:	100	18	19

Construction of the Project and WWTP would have the potential to disrupt traffic flows along Virginia Boulevard and therefore should be managed to minimize potential impacts. A traffic control plan may be required by the City to mitigate these potential construction impacts. The Project contractor should identify and enforce truck haul routes deemed acceptable by the City for construction trucks. California City Boulevard is a designated truck route.

Construction activities are not expected to create significant hazards for roadway travelers. The impacts of construction activity on the overall transportation system are anticipated to be temporary in nature and would cause minimal interruption to the operations on the transportation facilities surrounding the Project site. The impacts on traffic during the construction phase are typically considered short-term adverse impacts that can be mitigated through implementation of construction traffic management plans.

■ ■ ■

STUDY PARTICIPANTS AND REFERENCES

Associated Transportation Engineers

Richard L. Pool, P.E., Principal Engineer
Darryl F. Nelson, Senior Transportation Planner
Erica K. Monson, Transportation Planner I
Jiho Ha, Traffic Engineer I

Persons Contacted

Ronna Greene, Planning Technician, California City
Joe Barrigan, Deputy Building Official, California City
Ronelle R. Candia, Supervising Planner, Kern County
Joshua Champlin, P.E., Supervising Engineer, Kern County
Jim Hunter, Vice President/Principal, Psomas
Julie Cho, Project Manager, Psomas

References

City of California City General Plan, California City, October 2009.

Highway Capacity Manual, Transportation Research Board, 2010.

TECHNICAL APPENDIX

CONTENTS:

LEVEL OF SERVICE DEFINITIONS

LEVEL OF SERVICE DEFINITIONS

"Levels of Service" (LOS) A through F are used to rate roadway and intersection operating conditions, with LOS A indicating very good operations and LOS F indicating poor operations. More complete level of service definitions are:

LOS	Definition
A	Low volumes; primarily free flow operations. Density is low and vehicles can freely maneuver within traffic stream. Drivers can maintain their desired speeds with little or no delay.
B	Stable flow with potential for some restriction of operating speeds due to traffic conditions. Maneuvering is only slightly restricted. Stopped delays are not bothersome and drivers are not subject to appreciable tension.
C	Stable operations, however the ability to maneuver is more restricted by the increase in traffic volumes. Relatively satisfactory operating speeds prevail but adverse signal coordination or longer queues cause delays.
D	Approaching unstable traffic flow where small increases in volume could cause substantial delays. Most drivers are restricted in their ability to maneuver and their selection of travel speeds. Comfort and convenience are low but tolerable.
E	Operations characterized by significant approach delays and average travel speeds of one-half to one-third of free flow speed. Flow is unstable and potential for stoppages of brief duration. High signal density, extensive queuing, or signal progression/timing are the typical causes of delays.
F	Forced flow operations with high approach delays at critical signalized intersections. Speeds are reduced substantially and stoppages may occur for short or long periods of time because of downstream congestion.

TRAFFIC COUNT DATA

Prepared by NDS/ATD

VOLUME

California City Blvd W/O Loop Blvd

Day: Thursday
Date: 6/1/2017

City: California City
Project #: CA17_8054_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,183	4,358	8,541

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			11		8		19		12:00			78		90		168	
00:15			9		3		12		12:15			59		86		145	
00:30			14		6		20		12:30			78		69		147	
00:45			12	46	8	25	20	71	12:45			68	283	81	326	149	609
01:00			11		3		14		13:00			86		74		160	
01:15			2		2		4		13:15			101		55		156	
01:30			4		2		6		13:30			73		98		171	
01:45			6	23	7	14	13	37	13:45			88	348	86	313	174	661
02:00			2		2		4		14:00			64		117		181	
02:15			4		12		16		14:15			71		89		160	
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05:15			29		31		60		17:15			80		54		134	
05:30			41		27		68		17:30			68		67		135	
05:45			38	124	16	96	54	220	17:45			70	293	52	248	122	541
06:00			21		30		51		18:00			73		51		124	
06:15			19		42		61		18:15			56		45		101	
06:30			50		38		88		18:30			65		46		111	
06:45			37	127	39	149	76	276	18:45			65	259	47	189	112	448
07:00			41		57		98		19:00			56		57		113	
07:15			44		52		96		19:15			78		46		124	
07:30			35		47		82		19:30			47		37		84	
07:45			50	170	47	203	97	373	19:45			30	211	33	173	63	384
08:00			38		63		101		20:00			52		32		84	
08:15			55		74		129		20:15			40		39		79	
08:30			52		65		117		20:30			44		32		76	
08:45			54	199	66	268	120	467	20:45			52	188	30	133	82	321
09:00			47		70		117		21:00			52		25		77	
09:15			54		56		110		21:15			59		31		90	
09:30			42		50		92		21:30			47		17		64	
09:45			47	190	75	251	122	441	21:45			34	192	23	96	57	288
10:00			51		59		110		22:00			39		45		84	
10:15			46		52		98		22:15			33		29		62	
10:30			48		65		113		22:30			32		14		46	
10:45			49	194	76	252	125	446	22:45			36	140	13	101	49	241
11:00			54		68		122		23:00			15		20		35	
11:15			53		68		121		23:15			12		14		26	
11:30			53		77		130		23:30			16		11		27	
11:45			57	217	72	285	129	502	23:45			19	62	10	55	29	117
TOTALS				1353		1660		3013	TOTALS				2830		2698		5528
SPLIT %				44.9%		55.1%		35.3%	SPLIT %				51.2%		48.8%		64.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,183	4,358	8,541

AM Peak Hour			11:45	11:30	11:45	PM Peak Hour			13:00	13:30	13:30
AM Pk Volume			272	325	589	PM Pk Volume			348	390	686
Pk Hr Factor			0.872	0.903	0.876	Pk Hr Factor			0.861	0.833	0.948
7 - 9 Volume	0	0	369	471	840	4 - 6 Volume	0	0	593	620	1213
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:30	16:00	16:00
7 - 9 Pk Volume	0	0	199	268	467	4 - 6 Pk Volume	0	0	317	372	672
Pk Hr Factor	0.000	0.000	0.905	0.905	0.905	Pk Hr Factor	0.000	0.000	0.966	0.782	0.918

Prepared by NDS/ATD

VOLUME

California City Blvd S/O Redwood Blvd

Day: Thursday
Date: 6/1/2017

City: California City
Project #: CA17_8054_002

DAILY TOTALS	NB	SB	EB	WB	Total
	1,695	1,741	0	0	3,436

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	9		0				9		12:00	10		28				38	
00:15	12		4				16		12:15	17		12				29	
00:30	8		6				14		12:30	12		17				29	
00:45	7	36	0	10			7	46	12:45	28	67	19	76			47	143
01:00	5		0				5		13:00	28		20				48	
01:15	4		2				6		13:15	25		22				47	
01:30	8		0				8		13:30	13		25				38	
01:45	5	22	1	3			6	25	13:45	34	100	41	108			75	208
02:00	6		2				8		14:00	23		36				59	
02:15	5		2				7		14:15	23		32				55	
02:30	4		2				6		14:30	28		30				58	
02:45	1	16	4	10			5	26	14:45	45	119	10	108			55	227
03:00	0		2				2		15:00	44		18				62	
03:15	3		2				5		15:15	41		18				59	
03:30	1		5				6		15:30	40		15				55	
03:45	4	8	6	15			10	23	15:45	64	189	13	64			77	253
04:00	1		5				6		16:00	52		18				70	
04:15	0		8				8		16:15	80		12				92	
04:30	1		12				13		16:30	76		13				89	
04:45	6	8	18	43			24	51	16:45	68	276	22	65			90	341
05:00	5		23				28		17:00	56		24				80	
05:15	5		45				50		17:15	58		14				72	
05:30	7		58				65		17:30	47		7				54	
05:45	9	26	44	170			53	196	17:45	35	196	7	52			42	248
06:00	2		83				85		18:00	28		10				38	
06:15	5		100				105		18:15	32		7				39	
06:30	9		75				84		18:30	22		9				31	
06:45	9	25	66	324			75	349	18:45	25	107	7	33			32	140
07:00	8		72				80		19:00	16		10				26	
07:15	11		68				79		19:15	18		11				29	
07:30	14		39				53		19:30	20		8				28	
07:45	16	49	32	211			48	260	19:45	14	68	7	36			21	104
08:00	15		42				57		20:00	17		12				29	
08:15	13		49				62		20:15	17		5				22	
08:30	16		22				38		20:30	17		7				24	
08:45	19	63	19	132			38	195	20:45	4	55	2	26			6	81
09:00	20		11				31		21:00	14		5				19	
09:15	12		14				26		21:15	12		5				17	
09:30	10		18				28		21:30	5		3				8	
09:45	13	55	22	65			35	120	21:45	6	37	12	25			18	62
10:00	12		20				32		22:00	6		10				16	
10:15	10		13				23		22:15	6		9				15	
10:30	14		21				35		22:30	9		6				15	
10:45	11	47	7	61			18	108	22:45	8	29	5	30			13	59
11:00	11		18				29		23:00	3		3				6	
11:15	19		17				36		23:15	11		3				14	
11:30	16		15				31		23:30	8		3				11	
11:45	14	60	13	63			27	123	23:45	15	37	2	11			17	48
TOTALS		415		1107				1522	TOTALS		1280		634				1914
SPLIT %		27.3%		72.7%				44.3%	SPLIT %		66.9%		33.1%				55.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,695	1,741	0	0	3,436

AM Peak Hour	08:15	06:00			06:00	PM Peak Hour	16:15	13:45			16:15
AM Pk Volume	68	324			349	PM Pk Volume	280	139			351
Pk Hr Factor	0.850	0.810			0.831	Pk Hr Factor	0.875	0.848			0.954
7 - 9 Volume	112	343	0	0	455	4 - 6 Volume	472	117	0	0	589
7 - 9 Peak Hour	08:00	07:00			07:00	4 - 6 Peak Hour	16:15	16:30			16:15
7 - 9 Pk Volume	63	211	0	0	260	4 - 6 Pk Volume	280	73	0	0	351
Pk Hr Factor	0.829	0.733	0.000	0.000	0.813	Pk Hr Factor	0.875	0.760	0.000	0.000	0.954

Prepared by NDS/ATD

VOLUME

Randsburg Mojave Rd E/O Loop Blvd

Day: Thursday
Date: 6/1/2017

City: California City
Project #: CA17_8054_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,288	1,169	2,457

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			2		1		3		12:00			17		18		35	
00:15			2		3		5		12:15			15		17		32	
00:30			5		8		13		12:30			16		13		29	
00:45			3	12	1	13	4	25	12:45			12	60	10	58	22	118
01:00			4		1		5		13:00			21		10		31	
01:15			1		4		5		13:15			39		19		58	
01:30			1		0		1		13:30			18		22		40	
01:45			0	6	1	6	1	12	13:45			18	96	32	83	50	179
02:00			0		0		0		14:00			16		65		81	
02:15			4		4		8		14:15			19		23		42	
02:30			0		0		0		14:30			9		13		22	
02:45			2	6	2	6	4	12	14:45			14	58	17	118	31	176
03:00			1		0		1		15:00			11		34		45	
03:15			1		1		2		15:15			16		22		38	
03:30			4		2		6		15:30			21		27		48	
03:45			1	7	0	3	1	10	15:45			15	63	28	111	43	174
04:00			1		3		4		16:00			14		55		69	
04:15			1		3		4		16:15			14		24		38	
04:30			1		3		4		16:30			13		19		32	
04:45			8	11	2	11	10	22	16:45			22	63	23	121	45	184
05:00			14		10		24		17:00			15		13		28	
05:15			24		5		29		17:15			18		10		28	
05:30			63		5		68		17:30			17		18		35	
05:45			36	137	10	30	46	167	17:45			10	60	13	54	23	114
06:00			18		26		44		18:00			16		12		28	
06:15			20		11		31		18:15			12		15		27	
06:30			32		16		48		18:30			14		9		23	
06:45			44	114	20	73	64	187	18:45			11	53	9	45	20	98
07:00			28		15		43		19:00			12		11		23	
07:15			18		15		33		19:15			7		5		12	
07:30			36		11		47		19:30			11		12		23	
07:45			27	109	15	56	42	165	19:45			6	36	2	30	8	66
08:00			21		15		36		20:00			8		9		17	
08:15			18		10		28		20:15			19		12		31	
08:30			14		10		24		20:30			15		6		21	
08:45			13	66	18	53	31	119	20:45			15	57	11	38	26	95
09:00			10		12		22		21:00			10		8		18	
09:15			10		9		19		21:15			21		5		26	
09:30			12		13		25		21:30			13		3		16	
09:45			11	43	19	53	30	96	21:45			6	50	33	49	39	99
10:00			7		7		14		22:00			5		36		41	
10:15			17		14		31		22:15			5		7		12	
10:30			11		10		21		22:30			8		2		10	
10:45			14	49	11	42	25	91	22:45			7	25	4	49	11	74
11:00			19		12		31		23:00			3		4		7	
11:15			31		10		41		23:15			5		5		10	
11:30			24		17		41		23:30			3		3		6	
11:45			19	93	14	53	33	146	23:45			3	14	2	14	5	28
TOTALS				653		399		1052	TOTALS				635		770		1405
SPLIT %				62.1%		37.9%		42.8%	SPLIT %				45.2%		54.8%		57.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,288	1,169	2,457

AM Peak Hour			05:15	06:00	05:30	PM Peak Hour			13:00	13:30	13:15
AM Pk Volume			141	73	189	PM Pk Volume			96	142	229
Pk Hr Factor			0.560	0.702	0.695	Pk Hr Factor			0.615	0.546	0.707
7 - 9 Volume	0	0	175	109	284	4 - 6 Volume	0	0	123	175	298
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			16:45	16:00	16:00
7 - 9 Pk Volume	0	0	109	56	165	4 - 6 Pk Volume	0	0	72	121	184
Pk Hr Factor	0.000	0.000	0.757	0.933	0.878	Pk Hr Factor	0.000	0.000	0.818	0.550	0.667

Prepared by NDS/ATD

VOLUME

20 Mule Team Pkwy E/O 120th St

Day: Thursday
Date: 6/1/2017

City: California City
Project #: CA17_8054_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	551	558	1,109

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		0		0		12:00			3		9		12	
00:15			0		5		5		12:15			3		6		9	
00:30			1		5		6		12:30			5		2		7	
00:45			0	1	1	11	1	12	12:45			3	14	4	21	7	35
01:00			0		0		0		13:00			11		3		14	
01:15			0		2		2		13:15			27		2		29	
01:30			0		0		0		13:30			14		9		23	
01:45			0		0	2	0	2	13:45			6	58	26	40	32	98
02:00			0		1		1		14:00			3		53		56	
02:15			0		0		0		14:15			5		11		16	
02:30			0		0		0		14:30			2		11		13	
02:45			0		0	1	0	1	14:45			1	11	12	87	13	98
03:00			0		0		0		15:00			2		27		29	
03:15			1		0		1		15:15			2		13		15	
03:30			4		0		4		15:30			3		19		22	
03:45			0	5	0		0	5	15:45			0	7	31	90	31	97
04:00			0		0		0		16:00			1		44		45	
04:15			0		0		0		16:15			0		17		17	
04:30			1		1		2		16:30			1		13		14	
04:45			4	5	0	1	4	6	16:45			3	5	14	88	17	93
05:00			15		1		16		17:00			3		7		10	
05:15			21		0		21		17:15			0		6		6	
05:30			66		0		66		17:30			3		8		11	
05:45			35	137	4	5	39	142	17:45			0	6	1	22	1	28
06:00			22		18		40		18:00			2		0		2	
06:15			15		11		26		18:15			0		2		2	
06:30			34		8		42		18:30			2		7		9	
06:45			40	111	5	42	45	153	18:45			2	6	3	12	5	18
07:00			21		3		24		19:00			0		3		3	
07:15			11		4		15		19:15			0		0		0	
07:30			28		3		31		19:30			0		1		1	
07:45			32	92	1	11	33	103	19:45			0		1	5	1	5
08:00			7		2		9		20:00			0		2		2	
08:15			2		3		5		20:15			0		1		1	
08:30			2		2		4		20:30			2		0		2	
08:45			6	17	4	11	10	28	20:45			1	3	2	5	3	8
09:00			3		4		7		21:00			3		0		3	
09:15			4		2		6		21:15			13		0		13	
09:30			1		3		4		21:30			11		0		11	
09:45			1	9	4	13	5	22	21:45			0	27	33	33	33	60
10:00			3		1		4		22:00			1		26		27	
10:15			2		4		6		22:15			1		4		5	
10:30			3		3		6		22:30			1		0		1	
10:45			3	11	5	13	8	24	22:45			1	4	1	31	2	35
11:00			5		3		8		23:00			0		2		2	
11:15			9		2		11		23:15			0		0		0	
11:30			3		6		9		23:30			0		0		0	
11:45			5	22	1	12	6	34	23:45			0		0	2	0	2
TOTALS				410		122		532	TOTALS				141		436		577
SPLIT %				77.1%		22.9%		48.0%	SPLIT %				24.4%		75.6%		52.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	551	558	1,109

AM Peak Hour			05:15	06:00	05:30	PM Peak Hour			13:00	15:30	13:15
AM Pk Volume			144	42	171	PM Pk Volume			58	111	140
Pk Hr Factor			0.545	0.583	0.648	Pk Hr Factor			0.537	0.631	0.625
7 - 9 Volume	0	0	109	22	131	4 - 6 Volume	0	0	11	110	121
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			16:45	16:00	16:00
7 - 9 Pk Volume	0	0	92	11	103	4 - 6 Pk Volume	0	0	9	88	93
Pk Hr Factor	0.000	0.000	0.719	0.688	0.780	Pk Hr Factor	0.000	0.000	0.750	0.500	0.517

Prepared by NDS/ATD

VOLUME

20 Mule Team Pkwy E/O Virginia Blvd

Day: Thursday
Date: 6/1/2017

City: California City
Project #: CA17_8054_005

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	82	79	161

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		0		0		12:00			0		1		1	
00:15			0		0		0		12:15			2		1		3	
00:30			0		0		0		12:30			3		1		4	
00:45			0		0		0		12:45			1	6	0	3	1	9
01:00			0		0		0		13:00			3		2		5	
01:15			0		0		0		13:15			2		4		6	
01:30			0		0		0		13:30			0		2		2	
01:45			0		0		0		13:45			0	5	3	11	3	16
02:00			0		1		1		14:00			1		3		4	
02:15			0		0		0		14:15			3		2		5	
02:30			0		0		0		14:30			0		0		0	
02:45			0		0	1	0	1	14:45			0	4	0	5	0	9
03:00			0		0		0		15:00			1		4		5	
03:15			0		0		0		15:15			1		3		4	
03:30			0		0		0		15:30			0		4		4	
03:45			0		0		0		15:45			2	4	4	15	6	19
04:00			0		0		0		16:00			1		1		2	
04:15			0		0		0		16:15			0		2		2	
04:30			0		0		0		16:30			2		3		5	
04:45			0		0		0		16:45			3	6	3	9	6	15
05:00			2		0		2		17:00			1		2		3	
05:15			1		0		1		17:15			0		3		3	
05:30			5		0		5		17:30			1		0		1	
05:45			3	11	0		3	11	17:45			0	2	0	5	0	7
06:00			4		1		5		18:00			1		1		2	
06:15			2		0		2		18:15			0		0		0	
06:30			2		2		4		18:30			1		0		1	
06:45			3	11	3	6	6	17	18:45			2	4	2	3	4	7
07:00			3		1		4		19:00			0		1		1	
07:15			1		0		1		19:15			0		0		0	
07:30			1		0		1		19:30			0		0		0	
07:45			4	9	0	1	4	10	19:45			0		0	1	0	1
08:00			0		1		1		20:00			0		0		0	
08:15			2		1		3		20:15			0		0		0	
08:30			0		1		1		20:30			0		0		0	
08:45			2	4	1	4	3	8	20:45			0		0		0	
09:00			0		1		1		21:00			1		0		1	
09:15			0		0		0		21:15			0		0		0	
09:30			1		1		2		21:30			1		0		1	
09:45			0	1	0	2	0	3	21:45			0	2	0		0	2
10:00			0		0		0		22:00			0		0		0	
10:15			1		1		2		22:15			4		1		5	
10:30			1		1		2		22:30			0		2		2	
10:45			0	2	2	4	2	6	22:45			0	4	0	3	0	7
11:00			1		1		2		23:00			0		0		0	
11:15			2		1		3		23:15			0		0		0	
11:30			3		2		5		23:30			0		0		0	
11:45			1	7	2	6	3	13	23:45			0		0		0	
TOTALS				45		24		69	TOTALS				37		55		92
SPLIT %				65.2%		34.8%		42.9%	SPLIT %				40.2%		59.8%		57.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	82	79	161

AM Peak Hour			05:30	06:00	06:00	PM Peak Hour			12:15	15:00	15:00
AM Pk Volume			14	6	17	PM Pk Volume			9	15	19
Pk Hr Factor			0.700	0.500	0.708	Pk Hr Factor			0.750	0.938	0.792
7 - 9 Volume	0	0	13	5	18	4 - 6 Volume	0	0	8	14	22
7 - 9 Peak Hour			07:00	08:00	07:00	4 - 6 Peak Hour			16:00	16:30	16:30
7 - 9 Pk Volume	0	0	9	4	10	4 - 6 Pk Volume	0	0	6	11	17
Pk Hr Factor	0.000	0.000	0.563	1.000	0.625	Pk Hr Factor	0.000	0.000	0.500	0.917	0.708

Prepared by NDS/ATD

VOLUME

Virginia Blvd S/O 20 Mule Team Pkwy

Day: Thursday
Date: 6/1/2017

City: California City
Project #: CA17_8054_006

DAILY TOTALS	NB	SB	EB	WB	Total
	486	474	0	0	960

AM Period	NB		SB		EB		WB		TOTAL	
00:00	0		1						1	
00:15	9		0						9	
00:30	0		1						1	
00:45	0	9	0	2					0	11
01:00	0		0						0	
01:15	2		0						2	
01:30	0		0						0	
01:45	0	2	0						0	2
02:00	0		0						0	
02:15	0		0						0	
02:30	0		0						0	
02:45	0		0						0	
03:00	0		0						0	
03:15	0		1						1	
03:30	0		4						4	
03:45	0		1	6					1	6
04:00	0		0						0	
04:15	0		0						0	
04:30	2		2						4	
04:45	2	4	5	7					7	11
05:00	0		9						9	
05:15	0		15						15	
05:30	0		49						49	
05:45	5	5	47	120					52	125
06:00	17		12						29	
06:15	4		7						11	
06:30	1		19						20	
06:45	2	24	43	81					45	105
07:00	2		21						23	
07:15	4		12						16	
07:30	4		23						27	
07:45	0	10	29	85					29	95
08:00	1		11						12	
08:15	1		2						3	
08:30	2		4						6	
08:45	2	6	5	22					7	28
09:00	4		1						5	
09:15	0		5						5	
09:30	2		1						3	
09:45	3	9	1	8					4	17
10:00	2		1						3	
10:15	1		2						3	
10:30	5		4						9	
10:45	4	12	3	10					7	22
11:00	3		2						5	
11:15	2		8						10	
11:30	4		4						8	
11:45	1	10	3	17					4	27
TOTALS		91		358						449
SPLIT %		20.3%		79.7%						46.8%

PM Period	NB		SB		EB		WB		TOTAL	
12:00	7		3						10	
12:15	4		1						5	
12:30	2		1						3	
12:45	4	17	2	7					6	24
13:00	2		6						8	
13:15	1		19						20	
13:30	7		23						30	
13:45	32	42	7	55					39	97
14:00	46		5						51	
14:15	12		1						13	
14:30	9		4						13	
14:45	17	84	1	11					18	95
15:00	26		2						28	
15:15	6		1						7	
15:30	14		1						15	
15:45	32	78	1	5					33	83
16:00	44		0						44	
16:15	10		1						11	
16:30	14		0						14	
16:45	7	75	0	1					7	76
17:00	4		2						6	
17:15	6		0						6	
17:30	4		2						6	
17:45	1	15	0	4					1	19
18:00	0		1						1	
18:15	2		0						2	
18:30	6		0						6	
18:45	3	11	0	1					3	12
19:00	0		0						0	
19:15	0		0						0	
19:30	1		0						1	
19:45	2	3	0						2	3
20:00	0		0						0	
20:15	1		0						1	
20:30	0		2						2	
20:45	2	3	0	2					2	5
21:00	0		1						1	
21:15	0		9						9	
21:30	1		14						15	
21:45	45	46	2	26					47	72
22:00	14		0						14	
22:15	4		0						4	
22:30	1		2						3	
22:45	0	19	2	4					2	23
23:00	2		0						2	
23:15	0		0						0	
23:30	0		0						0	
23:45	0	2	0						0	2
TOTALS		395		116						511
SPLIT %		77.3%		22.7%						53.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	486	474	0	0	960

AM Peak Hour	05:45	05:15			05:15	PM Peak Hour	15:30	13:00			13:15
AM Pk Volume	27	123			145	PM Pk Volume	100	55			140
Pk Hr Factor	0.397	0.628			0.697	Pk Hr Factor	0.568	0.598			0.686
7 - 9 Volume	16	107	0	0	123	4 - 6 Volume	90	5	0	0	95
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	16:00	16:45			16:00
7 - 9 Pk Volume	10	85	0	0	95	4 - 6 Pk Volume	75	4	0	0	76
Pk Hr Factor	0.625	0.733	0.000	0.000	0.819	Pk Hr Factor	0.426	0.500	0.000	0.000	0.432

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

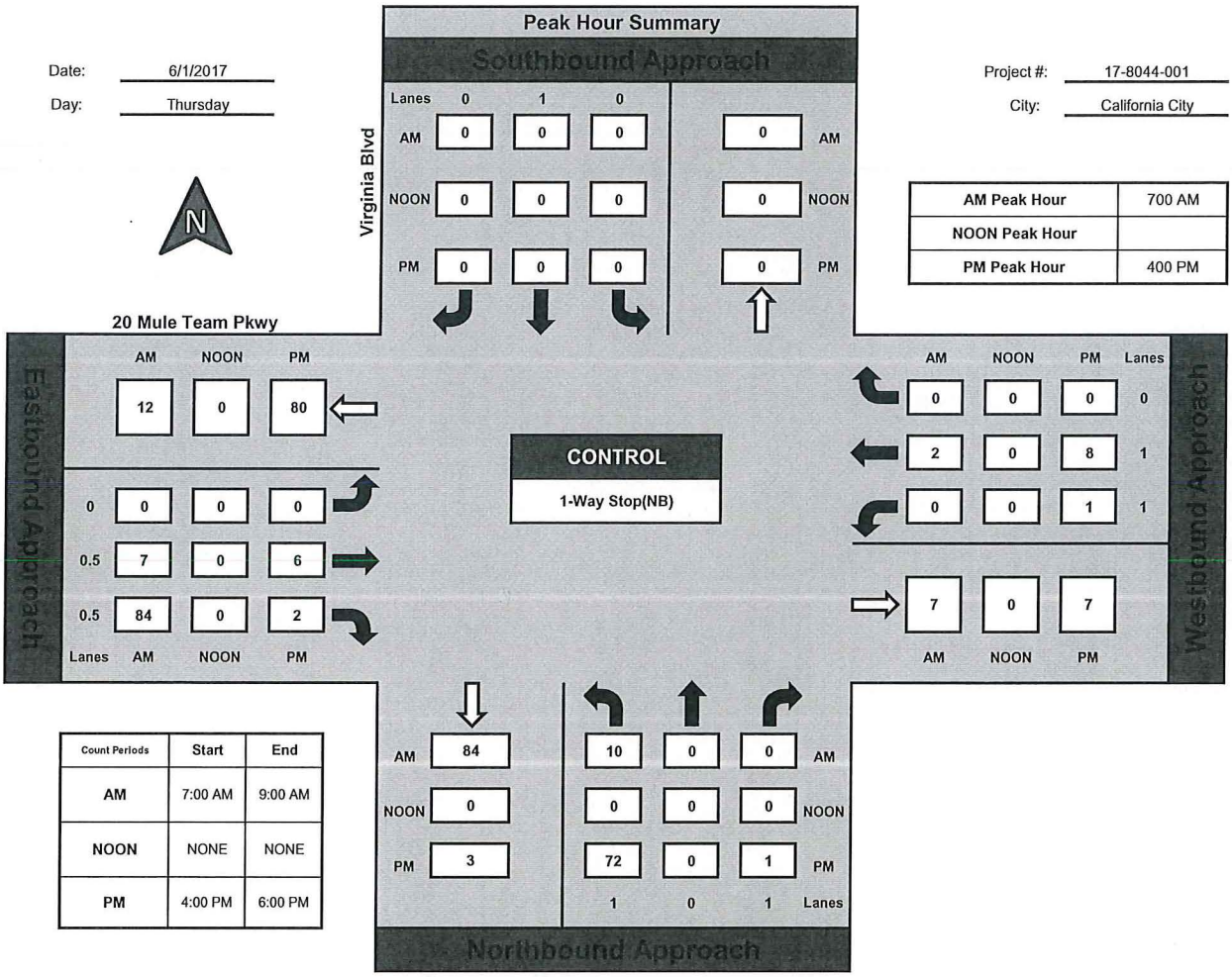
Virginia Blvd and 20 Mule Team Pkwy , California City

Date: 6/1/2017

Day: Thursday

Project #: 17-8044-001

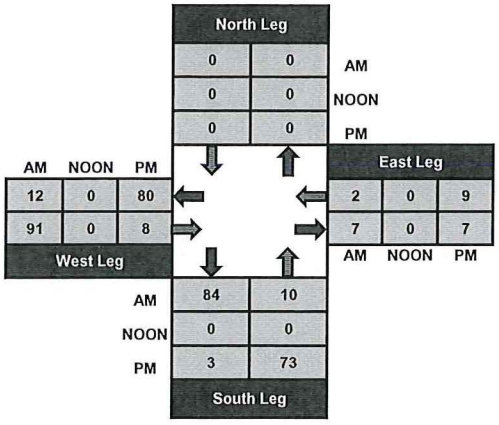
City: California City



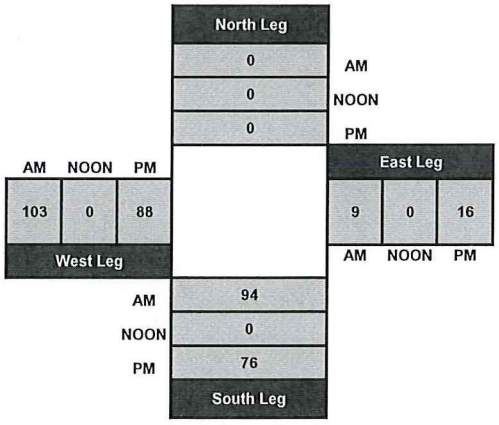
AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg

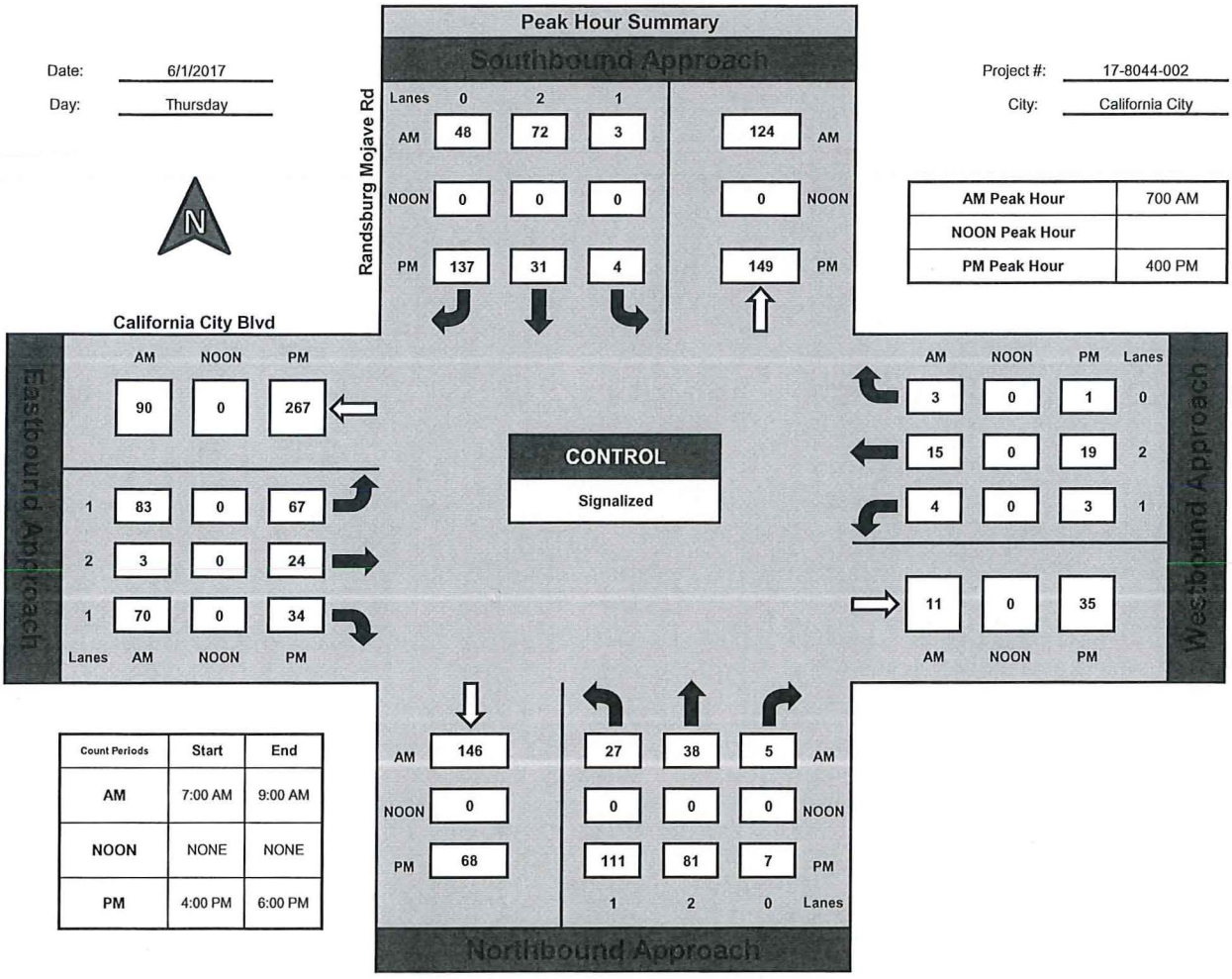


ITM Peak Hour Summary

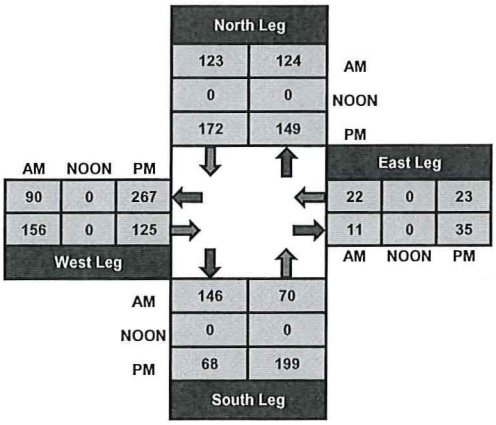
Prepared by:

National Data & Surveying Services

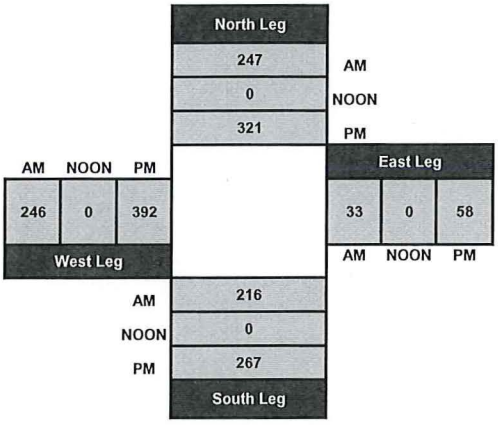
Randsburg Mojave Rd and California City Blvd , California City



Total Ins & Outs



Total Volume Per Leg



Prepared by National Data & Surveying Services

SR 14 SB Ramps & California City Blvd

Peak Hour Turning Movement Count

ID: 18-02043-001
City: California City

Day: Thursday
Date: 04/19/2018

PEAK HOURS

AM	07:00 AM - 08:00 AM
NOON	NONE
PM	04:00 PM - 05:00 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

SR 14 SB Ramps — SOUTHBOUND

AM	13	0	1	0	225
NOON	0	0	0	0	0
PM	19	6	8	0	178

California City Blvd — EASTBOUND

AM	NOON	PM	
57	0	72	⇦
0	0	0	↰ 0
0	0	0	↱ 0
86	0	1	→ 0
0	0	60	↳ 0

California City Blvd — WESTBOUND

PM	NOON	AM	
178	0	225	0 ↱
53	0	44	0 ←
36	0	16	0 ↰
0	0	0	0 ↳
9	0	87	⇨

CONTROL

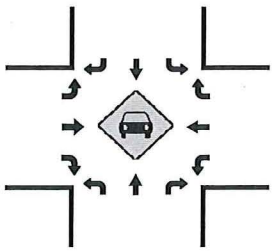
0

TEV	385	0	361
	AM	NOON	PM
PHF	0.93		0.69

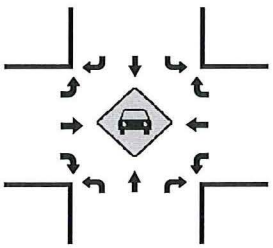
SR 14 SB Ramps — NORTHBOUND

PM	102	0	0	0	0
NOON	0	0	0	0	0
AM	16	0	0	0	0

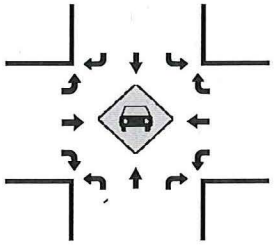
Total Vehicles (AM)



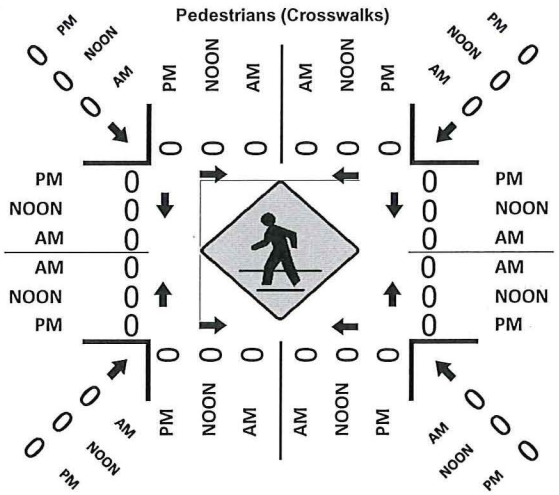
Total Vehicles (NOON)



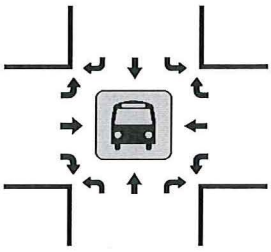
Total Vehicles (PM)



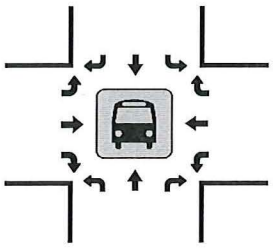
Pedestrians (Crosswalks)



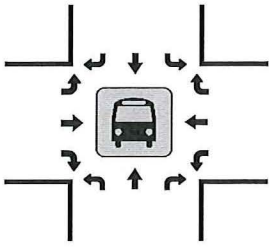
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



Prepared by National Data & Surveying Services

SR 14 NB Ramps & California City Blvd

Peak Hour Turning Movement Count

ID: 18-02043-002
City: California City

Day: Thursday
Date: 04/19/2018

PEAK HOURS

AM: 07:00 AM - 08:00 AM
NOON: NONE
PM: 04:00 PM - 05:00 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

SR 14 NB Ramps — SOUTHBOUND

AM	0	0	0	0	24	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	3	PM

EASTBOUND — California City Blvd

AM	NOON	PM	
285	0	271	⇦
0	0	0	↰ 0
20	0	0	↱ 0
66	0	7	→ 0
0	0	0	↴ 0
AM	NOON	PM	

WESTBOUND — California City Blvd

PM	NOON	AM	
3	0	4	0 ↱
270	0	285	0 ←
0	0	0	0 ↰
0	0	0	0 ↴
315	0	197	⇨
PM	NOON	AM	

CONTROL

0

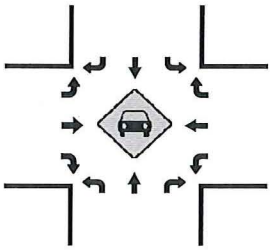
TEV	506 AM	0 NOON	589 PM
PHF	0.93		0.88

0 0 0 0

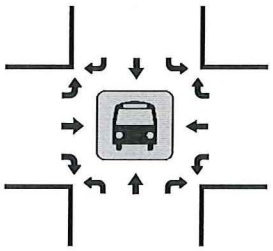
NORTHBOUND — SR 14 NB Ramps

PM	0	0	1	0	308	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	131	AM

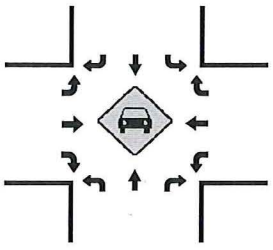
Total Vehicles (AM)



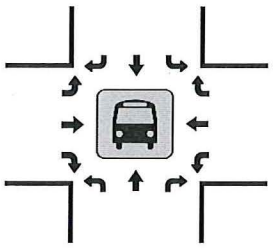
Total Vehicles (AM)



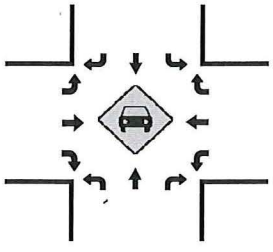
Total Vehicles (NOON)



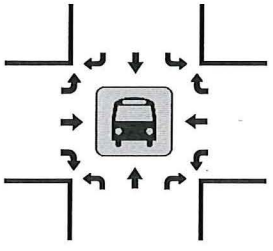
Total Vehicles (NOON)



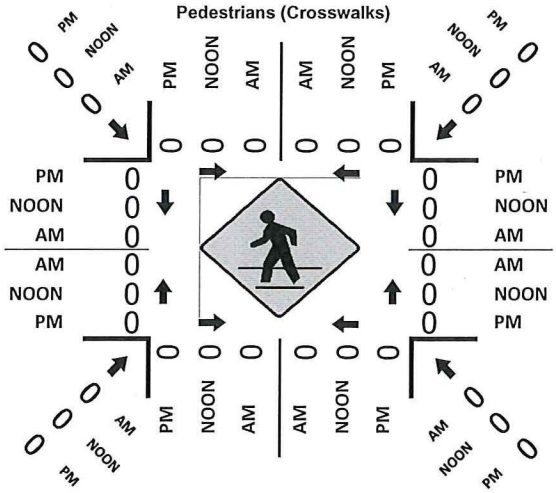
Total Vehicles (PM)



Total Vehicles (PM)



Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

California City Blvd & SR 58

Peak Hour Turning Movement Count

ID: 18-02043-003
City: California City

Day: Thursday
Date: 04/19/2018

PEAK HOURS

AM: 07:00 AM - 08:00 AM
NOON: NONE
PM: 04:00 PM - 05:00 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

California City Blvd — SOUTHBOUND

AM	6	0	265	0	49	AM
NOON	0	0	0	0	0	NOON
PM	2	0	61	0	315	PM

SR 58 — EASTBOUND

AM	NOON	PM	
292	0	701	⇦
0	0	0	↶ 0
3	0	9	↱ 0
452	0	583	→ 0
0	0	0	↷ 0
AM	NOON	PM	

CONTROL

0

	AM	NOON	PM
TEV	1058	0	1660
PHF	0.90		0.92

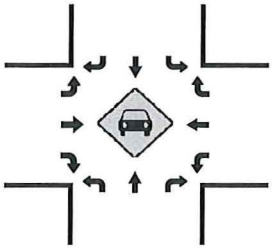
WESTBOUND — SR 58

PM	NOON	AM	
306	0	46	0 ↰
699	0	286	0 ←
0	0	0	0 ↙
0	0	0	0 ↶
644	0	717	⇨
PM	NOON	AM	

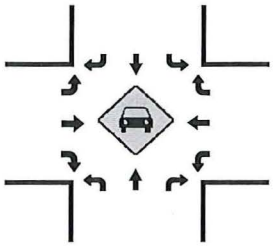
California City Blvd — NORTHBOUND

PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

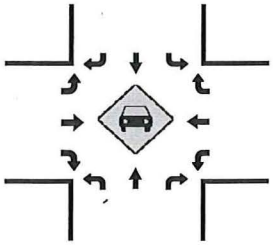
Total Vehicles (AM)



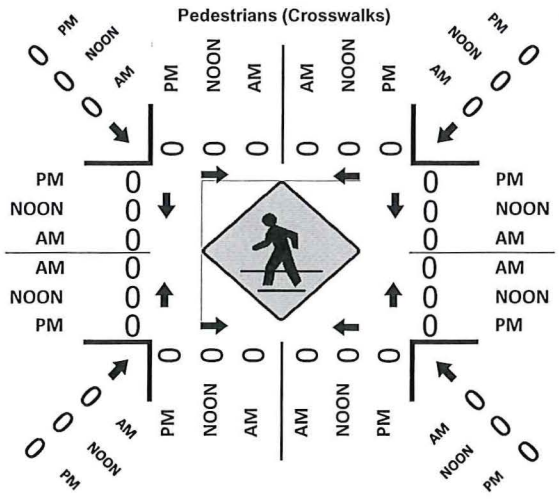
Total Vehicles (NOON)



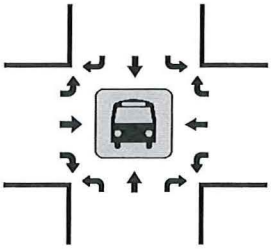
Total Vehicles (PM)



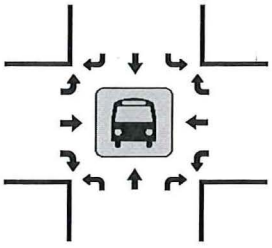
Pedestrians (Crosswalks)



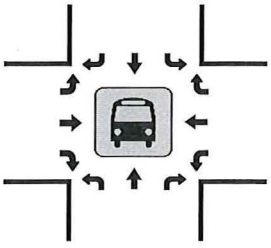
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	3	70	4	15	3	27	38	5	3	72	48
Future Volume (veh/h)	83	3	70	4	15	3	27	38	5	3	72	48
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	90	3	76	4	16	3	29	41	5	3	78	52
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	134	267	238	10	241	44	60	1539	688	7	854	525
Arrive On Green	0.08	0.15	0.15	0.01	0.08	0.08	0.03	0.43	0.43	0.00	0.41	0.41
Sat Flow, veh/h	1774	1770	1583	1774	2992	545	1774	3539	1583	1774	2107	1296
Grp Volume(v), veh/h	90	3	76	4	9	10	29	41	5	3	64	66
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1767	1774	1770	1583	1774	1770	1634
Q Serve(g_s), s	2.2	0.1	1.9	0.1	0.2	0.2	0.7	0.3	0.1	0.1	1.0	1.1
Cycle Q Clear(g_c), s	2.2	0.1	1.9	0.1	0.2	0.2	0.7	0.3	0.1	0.1	1.0	1.1
Prop In Lane	1.00		1.00	1.00		0.31	1.00		1.00	1.00		0.79
Lane Grp Cap(c), veh/h	134	267	238	10	143	142	60	1539	688	7	717	662
V/C Ratio(X)	0.67	0.01	0.32	0.42	0.06	0.07	0.48	0.03	0.01	0.41	0.09	0.10
Avail Cap(c_a), veh/h	240	757	677	200	717	716	200	1539	688	200	717	662
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	16.1	16.8	22.0	18.9	18.9	21.1	7.2	7.1	22.1	8.2	8.2
Incr Delay (d2), s/veh	5.7	0.0	0.8	26.2	0.2	0.2	5.9	0.0	0.0	33.5	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.9	0.1	0.1	0.1	0.4	0.1	0.0	0.1	0.5	0.5
LnGrp Delay(d),s/veh	25.7	16.1	17.6	48.2	19.1	19.1	27.0	7.2	7.1	55.6	8.4	8.5
LnGrp LOS	C	B	B	D	B	B	C	A	A	E	A	A
Approach Vol, veh/h		169			23			75			133	
Approach Delay, s/veh		21.9			24.1			14.9			9.5	
Approach LOS		C			C			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.7	23.8	4.7	11.2	6.0	22.5	7.9	8.1
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	5.0	18.0	5.0	19.0	5.0	18.0	6.0	18.0
Max Q Clear Time (g_c+I1), s	2.1	2.3	2.1	3.9	2.7	3.1	4.2	2.2
Green Ext Time (p_c), s	0.0	0.8	0.0	0.4	0.0	0.8	0.0	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	16.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	24	34	3	19	1	111	81	7	4	31	137
Future Volume (veh/h)	67	24	34	3	19	1	111	81	7	4	31	137
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	73	26	37	3	21	1	121	88	8	4	34	149
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	116	237	212	7	250	12	154	1679	751	10	695	622
Arrive On Green	0.07	0.13	0.13	0.00	0.07	0.07	0.09	0.47	0.47	0.01	0.39	0.39
Sat Flow, veh/h	1774	1770	1583	1774	3441	163	1774	3539	1583	1774	1770	1583
Grp Volume(v), veh/h	73	26	37	3	11	11	121	88	8	4	34	149
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1834	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	1.9	0.6	1.0	0.1	0.3	0.3	3.1	0.6	0.1	0.1	0.6	3.0
Cycle Q Clear(g_c), s	1.9	0.6	1.0	0.1	0.3	0.3	3.1	0.6	0.1	0.1	0.6	3.0
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	116	237	212	7	128	133	154	1679	751	10	695	622
V/C Ratio(X)	0.63	0.11	0.17	0.41	0.08	0.08	0.78	0.05	0.01	0.42	0.05	0.24
Avail Cap(c_a), veh/h	188	676	605	188	676	701	207	1679	751	188	695	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.5	17.9	18.1	23.4	20.4	20.4	21.1	6.7	6.5	23.3	8.8	9.6
Incr Delay (d2), s/veh	5.5	0.2	0.4	33.6	0.3	0.3	13.0	0.1	0.0	26.3	0.1	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.3	0.4	0.1	0.1	0.1	2.1	0.3	0.1	0.1	0.3	1.4
LnGrp Delay(d),s/veh	27.0	18.1	18.5	57.0	20.7	20.6	34.0	6.7	6.6	49.6	9.0	10.5
LnGrp LOS	C	B	B	E	C	C	C	A	A	D	A	B
Approach Vol, veh/h		136			25			217			187	
Approach Delay, s/veh		23.0			25.0			22.0			11.1	
Approach LOS		C			C			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	26.8	4.7	10.8	8.6	23.0	7.6	7.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	19.0	5.0	18.0	5.5	18.5	5.0	18.0
Max Q Clear Time (g_c+I1), s	2.1	2.6	2.1	3.0	5.1	5.0	3.9	2.3
Green Ext Time (p_c), s	0.0	1.5	0.0	0.3	0.0	1.4	0.0	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	18.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	3	70	4	15	3	27	57	5	3	72	48
Future Volume (veh/h)	188	3	70	4	15	3	27	57	5	3	72	48
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	204	3	76	4	16	3	29	62	5	3	78	52
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	258	383	343	10	229	42	59	1439	644	7	795	489
Arrive On Green	0.15	0.22	0.22	0.01	0.08	0.08	0.03	0.41	0.41	0.00	0.38	0.38
Sat Flow, veh/h	1774	1770	1583	1774	2992	545	1774	3539	1583	1774	2107	1296
Grp Volume(v), veh/h	204	3	76	4	9	10	29	62	5	3	64	66
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1767	1774	1770	1583	1774	1770	1634
Q Serve(g_s), s	5.4	0.1	1.9	0.1	0.2	0.3	0.8	0.5	0.1	0.1	1.2	1.3
Cycle Q Clear(g_c), s	5.4	0.1	1.9	0.1	0.2	0.3	0.8	0.5	0.1	0.1	1.2	1.3
Prop In Lane	1.00		1.00	1.00		0.31	1.00		1.00	1.00		0.79
Lane Grp Cap(c), veh/h	258	383	343	10	135	135	59	1439	644	7	668	617
V/C Ratio(X)	0.79	0.01	0.22	0.42	0.07	0.07	0.49	0.04	0.01	0.41	0.10	0.11
Avail Cap(c_a), veh/h	380	848	759	181	650	649	181	1439	644	181	668	617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.2	15.1	15.8	24.3	21.0	21.0	23.3	8.8	8.7	24.3	9.9	9.9
Incr Delay (d2), s/veh	6.7	0.0	0.3	26.4	0.2	0.2	6.2	0.1	0.0	33.7	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	0.9	0.1	0.1	0.1	0.5	0.3	0.0	0.1	0.6	0.6
LnGrp Delay(d),s/veh	26.9	15.1	16.1	50.7	21.2	21.2	29.5	8.8	8.7	58.0	10.1	10.2
LnGrp LOS	C	B	B	D	C	C	C	A	A	E	B	B
Approach Vol, veh/h		283			23			96			133	
Approach Delay, s/veh		23.9			26.3			15.1			11.3	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.7	24.4	4.8	15.1	6.1	23.0	11.6	8.3
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	5.0	18.5	5.0	23.5	5.0	18.5	10.5	18.0
Max Q Clear Time (g_c+I1), s	2.1	2.5	2.1	3.9	2.8	3.3	7.4	2.3
Green Ext Time (p_c), s	0.0	0.9	0.0	0.4	0.0	0.9	0.2	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	19.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	24	34	3	19	1	111	81	7	4	50	242
Future Volume (veh/h)	68	24	34	3	19	1	111	81	7	4	50	242
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	74	26	37	3	21	1	121	88	8	4	54	263
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	117	238	213	7	250	12	154	1678	751	10	695	622
Arrive On Green	0.07	0.13	0.13	0.00	0.07	0.07	0.09	0.47	0.47	0.01	0.39	0.39
Sat Flow, veh/h	1774	1770	1583	1774	3441	163	1774	3539	1583	1774	1770	1583
Grp Volume(v), veh/h	74	26	37	3	11	11	121	88	8	4	54	263
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1834	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	1.9	0.6	1.0	0.1	0.3	0.3	3.1	0.6	0.1	0.1	0.9	5.7
Cycle Q Clear(g_c), s	1.9	0.6	1.0	0.1	0.3	0.3	3.1	0.6	0.1	0.1	0.9	5.7
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	117	238	213	7	128	133	154	1678	751	10	695	622
V/C Ratio(X)	0.63	0.11	0.17	0.41	0.08	0.08	0.78	0.05	0.01	0.42	0.08	0.42
Avail Cap(c_a), veh/h	188	676	605	188	676	701	207	1678	751	188	695	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.5	17.9	18.1	23.4	20.4	20.4	21.1	6.7	6.5	23.4	9.0	10.4
Incr Delay (d2), s/veh	5.6	0.2	0.4	33.6	0.3	0.3	13.0	0.1	0.0	26.3	0.2	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	1.1	0.3	0.4	0.1	0.1	0.1	2.1	0.3	0.1	0.1	0.5	2.8
LnGrp Delay(d),s/veh	27.0	18.1	18.5	57.0	20.7	20.7	34.1	6.7	6.6	49.6	9.2	12.5
LnGrp LOS	C	B	B	E	C	C	C	A	A	D	A	B
Approach Vol, veh/h		137			25			217			321	
Approach Delay, s/veh		23.0			25.0			22.0			12.4	
Approach LOS		C			C			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	26.8	4.7	10.8	8.6	23.0	7.6	7.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	19.0	5.0	18.0	5.5	18.5	5.0	18.0
Max Q Clear Time (g_c+I1), s	2.1	2.6	2.1	3.0	5.1	7.7	3.9	2.3
Green Ext Time (p_c), s	0.0	2.4	0.0	0.3	0.0	1.9	0.0	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	17.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	4	76	4	16	4	29	41	6	4	78	52
Future Volume (veh/h)	90	4	76	4	16	4	29	41	6	4	78	52
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.89	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	98	4	83	4	17	4	32	45	7	4	85	57
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	414	329	10	473	107	64	1408	630	10	772	478
Arrive On Green	0.07	0.23	0.23	0.01	0.17	0.17	0.04	0.40	0.40	0.01	0.37	0.37
Sat Flow, veh/h	1774	1770	1407	1774	2867	650	1774	3539	1583	1774	2101	1302
Grp Volume(v), veh/h	98	4	83	4	10	11	32	45	7	4	71	71
Grp Sat Flow(s),veh/h/ln	1774	1770	1407	1774	1770	1748	1774	1770	1583	1774	1770	1633
Q Serve(g_s), s	2.7	0.1	2.4	0.1	0.2	0.3	0.9	0.4	0.1	0.1	1.3	1.5
Cycle Q Clear(g_c), s	2.7	0.1	2.4	0.1	0.2	0.3	0.9	0.4	0.1	0.1	1.3	1.5
Prop In Lane	1.00		1.00	1.00		0.37	1.00		1.00	1.00		0.80
Lane Grp Cap(c), veh/h	131	414	329	10	292	288	64	1408	630	10	650	600
V/C Ratio(X)	0.75	0.01	0.25	0.42	0.04	0.04	0.50	0.03	0.01	0.42	0.11	0.12
Avail Cap(c_a), veh/h	194	650	517	176	633	625	176	1408	630	176	650	600
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.8	14.8	15.7	25.0	17.7	17.7	23.8	9.2	9.2	25.0	10.5	10.5
Incr Delay (d2), s/veh	8.4	0.0	0.4	26.4	0.0	0.1	6.0	0.0	0.0	26.4	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	1.0	0.1	0.1	0.1	0.5	0.2	0.1	0.1	0.7	0.7
LnGrp Delay(d),s/veh	31.2	14.8	16.1	51.4	17.7	17.7	29.9	9.3	9.2	51.4	10.8	10.9
LnGrp LOS	C	B	B	D	B	B	C	A	A	D	B	B
Approach Vol, veh/h		185			25			84			146	
Approach Delay, s/veh		24.1			23.1			17.1			12.0	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	24.5	4.8	16.3	6.3	23.0	8.2	12.8
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	5.0	18.5	5.0	18.5	5.0	18.5	5.5	18.0
Max Q Clear Time (g_c+I1), s	2.1	2.4	2.1	4.4	2.9	3.5	4.7	2.3
Green Ext Time (p_c), s	0.0	0.9	0.0	0.5	0.0	0.9	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	18.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	26	37	4	21	2	121	88	8	5	34	149
Future Volume (veh/h)	73	26	37	4	21	2	121	88	8	5	34	149
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	79	28	40	4	23	2	132	96	9	5	37	162
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	245	219	10	251	21	168	1666	745	12	677	606
Arrive On Green	0.07	0.14	0.14	0.01	0.08	0.08	0.09	0.47	0.47	0.01	0.38	0.38
Sat Flow, veh/h	1774	1770	1583	1774	3299	283	1774	3539	1583	1774	1770	1583
Grp Volume(v), veh/h	79	28	40	4	12	13	132	96	9	5	37	162
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1813	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	2.1	0.7	1.1	0.1	0.3	0.3	3.5	0.7	0.1	0.1	0.6	3.3
Cycle Q Clear(g_c), s	2.1	0.7	1.1	0.1	0.3	0.3	3.5	0.7	0.1	0.1	0.6	3.3
Prop In Lane	1.00		1.00	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	121	245	219	10	134	138	168	1666	745	12	677	606
V/C Ratio(X)	0.65	0.11	0.18	0.42	0.09	0.09	0.78	0.06	0.01	0.42	0.05	0.27
Avail Cap(c_a), veh/h	186	670	599	186	670	686	216	1666	745	186	677	606
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.6	17.9	18.1	23.6	20.4	20.5	21.0	6.8	6.7	23.5	9.3	10.1
Incr Delay (d2), s/veh	5.9	0.2	0.4	26.3	0.3	0.3	13.3	0.1	0.0	21.8	0.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.3	0.5	0.1	0.2	0.2	2.3	0.3	0.1	0.1	0.3	1.6
LnGrp Delay(d),s/veh	27.5	18.1	18.5	49.9	20.7	20.7	34.3	6.9	6.7	45.3	9.4	11.2
LnGrp LOS	C	B	B	D	C	C	C	A	A	D	A	B
Approach Vol, veh/h		147			29			237			204	
Approach Delay, s/veh		23.3			24.8			22.2			11.7	
Approach LOS		C			C			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	26.9	4.8	11.1	9.0	22.7	7.7	8.1
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	5.0	19.0	5.0	18.0	5.8	18.2	5.0	18.0
Max Q Clear Time (g_c+I1), s	2.1	2.7	2.1	3.1	5.5	5.3	4.1	2.3
Green Ext Time (p_c), s	0.0	1.6	0.0	0.3	0.0	1.5	0.0	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	19.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	4	76	4	16	4	29	60	6	4	78	52
Future Volume (veh/h)	195	4	76	4	16	4	29	60	6	4	78	52
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.91	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	212	4	83	4	17	4	32	65	7	4	85	57
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	263	532	435	10	454	103	62	1287	576	10	701	435
Arrive On Green	0.15	0.30	0.30	0.01	0.16	0.16	0.04	0.36	0.36	0.01	0.33	0.33
Sat Flow, veh/h	1774	1770	1446	1774	2867	650	1774	3539	1583	1774	2101	1302
Grp Volume(v), veh/h	212	4	83	4	10	11	32	65	7	4	71	71
Grp Sat Flow(s),veh/h/ln	1774	1770	1446	1774	1770	1748	1774	1770	1583	1774	1770	1633
Q Serve(g_s), s	6.4	0.1	2.4	0.1	0.3	0.3	1.0	0.7	0.2	0.1	1.5	1.7
Cycle Q Clear(g_c), s	6.4	0.1	2.4	0.1	0.3	0.3	1.0	0.7	0.2	0.1	1.5	1.7
Prop In Lane	1.00		1.00	1.00		0.37	1.00		1.00	1.00		0.80
Lane Grp Cap(c), veh/h	263	532	435	10	280	276	62	1287	576	10	591	545
V/C Ratio(X)	0.81	0.01	0.19	0.42	0.04	0.04	0.51	0.05	0.01	0.42	0.12	0.13
Avail Cap(c_a), veh/h	336	750	613	160	575	568	160	1287	576	160	591	545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.8	13.6	14.4	27.5	19.7	19.8	26.3	11.4	11.3	27.5	12.8	12.9
Incr Delay (d2), s/veh	10.7	0.0	0.2	26.6	0.1	0.1	6.4	0.1	0.0	26.6	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	1.0	0.1	0.1	0.1	0.6	0.3	0.1	0.1	0.8	0.8
LnGrp Delay(d),s/veh	33.6	13.6	14.6	54.0	19.8	19.8	32.7	11.5	11.3	54.0	13.2	13.4
LnGrp LOS	C	B	B	D	B	B	C	B	B	D	B	B
Approach Vol, veh/h		299			25			104			146	
Approach Delay, s/veh		28.0			25.3			18.0			14.4	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	24.6	4.8	21.2	6.4	23.0	12.7	13.3
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	5.0	18.5	5.0	23.5	5.0	18.5	10.5	18.0
Max Q Clear Time (g_c+I1), s	2.1	2.7	2.1	4.4	3.0	3.7	8.4	2.3
Green Ext Time (p_c), s	0.0	1.0	0.0	0.5	0.0	1.0	0.1	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	22.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	26	37	4	21	2	121	88	8	5	53	254
Future Volume (veh/h)	74	26	37	4	21	2	121	88	8	5	53	254
Number	7	4	14	3	8	18	5	2	12	1	6	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	80	28	40	4	23	2	132	96	9	5	58	276
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	122	246	220	10	250	21	168	1666	745	12	677	605
Arrive On Green	0.07	0.14	0.14	0.01	0.08	0.08	0.09	0.47	0.47	0.01	0.38	0.38
Sat Flow, veh/h	1774	1770	1583	1774	3299	283	1774	3539	1583	1774	1770	1583
Grp Volume(v), veh/h	80	28	40	4	12	13	132	96	9	5	58	276
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1813	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	2.1	0.7	1.1	0.1	0.3	0.3	3.5	0.7	0.1	0.1	1.0	6.2
Cycle Q Clear(g_c), s	2.1	0.7	1.1	0.1	0.3	0.3	3.5	0.7	0.1	0.1	1.0	6.2
Prop In Lane	1.00		1.00	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	122	246	220	10	134	138	168	1666	745	12	677	605
V/C Ratio(X)	0.66	0.11	0.18	0.42	0.09	0.09	0.78	0.06	0.01	0.42	0.09	0.46
Avail Cap(c_a), veh/h	186	669	599	186	669	686	216	1666	745	186	677	605
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.6	17.9	18.1	23.6	20.5	20.5	21.1	6.9	6.7	23.5	9.4	11.0
Incr Delay (d2), s/veh	5.9	0.2	0.4	26.3	0.3	0.3	13.3	0.1	0.0	21.8	0.2	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.3	0.5	0.1	0.2	0.2	2.3	0.3	0.1	0.1	0.5	3.1
LnGrp Delay(d),s/veh	27.5	18.1	18.5	49.9	20.8	20.8	34.3	6.9	6.7	45.3	9.6	13.5
LnGrp LOS	C	B	B	D	C	C	C	A	A	D	A	B
Approach Vol, veh/h		148			29			237			339	
Approach Delay, s/veh		23.3			24.8			22.2			13.3	
Approach LOS		C			C			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	26.9	4.8	11.1	9.0	22.7	7.8	8.1
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	5.0	19.0	5.0	18.0	5.8	18.2	5.0	18.0
Max Q Clear Time (g_c+I1), s	2.1	2.7	2.1	3.1	5.5	8.2	4.1	2.3
Green Ext Time (p_c), s	0.0	2.5	0.0	0.3	0.0	2.0	0.0	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	18.5
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Vol, veh/h	7	84	0	2	10	0
Future Vol, veh/h	7	84	0	2	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	200	200	-	0	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	8	91	0	2	11	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	99	0	10	8
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	2	-
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	-	-	1494	-	1010	1074
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1021	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1494	-	1010	1074
Mov Cap-2 Maneuver	-	-	-	-	1010	-
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1021	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	1010	-	-	-	1494	-
HCM Lane V/C Ratio	0.011	-	-	-	-	-
HCM Control Delay (s)	8.6	0	-	-	0	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	-

Intersection	
Int Delay, s/veh	7.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Vol, veh/h	6	2	1	8	72	1
Future Vol, veh/h	6	2	1	8	72	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	200	200	-	0	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	7	2	1	9	78	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	9	0	18	7
Stage 1	-	-	-	-	7	-
Stage 2	-	-	-	-	11	-
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	-	-	1611	-	1000	1075
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1012	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1611	-	999	1075
Mov Cap-2 Maneuver	-	-	-	-	999	-
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1011	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	999	1075	-	-	1611	-
HCM Lane V/C Ratio	0.078	0.001	-	-	0.001	-
HCM Control Delay (s)	8.9	8.4	-	-	7.2	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Vol, veh/h	7	208	7	2	11	0
Future Vol, veh/h	7	208	7	2	11	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	200	200	-	0	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	8	226	8	2	12	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	234	0	26	8
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1333	-	989	1074
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1333	-	983	1074
Mov Cap-2 Maneuver	-	-	-	-	983	-
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	999	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	983	-	-	-	1333	-
HCM Lane V/C Ratio	0.012	-	-	-	0.006	-
HCM Control Delay (s)	8.7	0	-	-	7.7	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	-

Intersection	
Int Delay, s/veh	8.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Vol, veh/h	6	3	1	8	196	8
Future Vol, veh/h	6	3	1	8	196	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	200	200	-	0	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	7	3	1	9	213	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	10	0	18	7
Stage 1	-	-	-	-	7	-
Stage 2	-	-	-	-	11	-
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	-	-	1610	-	1000	1075
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1012	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1610	-	999	1075
Mov Cap-2 Maneuver	-	-	-	-	999	-
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1011	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	999	1075	-	-	1610	-
HCM Lane V/C Ratio	0.213	0.008	-	-	0.001	-
HCM Control Delay (s)	9.6	8.4	-	-	7.2	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Vol, veh/h	8	91	1	3	11	1
Future Vol, veh/h	8	91	1	3	11	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	200	200	-	0	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	9	99	1	3	12	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	108	0	14	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	5	-
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	-	-	1483	-	1005	1073
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1018	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1483	-	1004	1073
Mov Cap-2 Maneuver	-	-	-	-	1004	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1017	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	1004	1073	-	-	1483	-
HCM Lane V/C Ratio	0.012	0.001	-	-	0.001	-
HCM Control Delay (s)	8.6	8.4	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-

Intersection	
Int Delay, s/veh	7.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Vol, veh/h	7	3	2	9	78	2
Future Vol, veh/h	7	3	2	9	78	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	200	200	-	0	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	8	3	2	10	85	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	11	0	22	8
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	14	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1608	-	995	1074
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1009	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1608	-	994	1074
Mov Cap-2 Maneuver	-	-	-	-	994	-
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1008	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	994	1074	-	-	1608	-
HCM Lane V/C Ratio	0.085	0.002	-	-	0.001	-
HCM Control Delay (s)	9	8.4	-	-	7.2	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Vol, veh/h	8	215	8	3	12	1
Future Vol, veh/h	8	215	8	3	12	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	200	200	-	0	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	9	234	9	3	13	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	243	0	30	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	21	-
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	-	-	1323	-	984	1073
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1002	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1323	-	977	1073
Mov Cap-2 Maneuver	-	-	-	-	977	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	995	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.6	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	977	1073	-	-	1323	-
HCM Lane V/C Ratio	0.013	0.001	-	-	0.007	-
HCM Control Delay (s)	8.7	8.4	-	-	7.7	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-

Intersection	
Int Delay, s/veh	8.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Vol, veh/h	7	4	2	9	202	9
Future Vol, veh/h	7	4	2	9	202	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	200	200	-	0	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	8	4	2	10	220	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	12	0	22	8
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	14	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1607	-	995	1074
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1009	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1607	-	994	1074
Mov Cap-2 Maneuver	-	-	-	-	994	-
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1008	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	994	1074	-	-	1607	-
HCM Lane V/C Ratio	0.221	0.009	-	-	0.001	-
HCM Control Delay (s)	9.6	8.4	-	-	7.2	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱	↰	↑	↱					↰	↱
Traffic Vol, veh/h	0	86	0	16	44	225	0	0	0	1	0	13
Future Vol, veh/h	0	86	0	16	44	225	0	0	0	1	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	0	-	0	-	-	-	-	-	0
Veh in Median Storage,-#		0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	93	0	17	48	245	0	0	0	1	0	14

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	-	93	0	0	175	175	48
Stage 1	-	-	-	-	-	-	82	82	-
Stage 2	-	-	-	-	-	-	93	93	-
Critical Hdwy	-	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	0	1501	-	0	815	718	1021
Stage 1	0	-	0	-	-	0	941	827	-
Stage 2	0	-	0	-	-	0	931	818	-
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	-	-	-	1501	-	-	806	0	1021
Mov Cap-2 Maneuver	-	-	-	-	-	-	806	0	-
Stage 1	-	-	-	-	-	-	941	0	-
Stage 2	-	-	-	-	-	-	921	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	2	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	1501	-	806	1021
HCM Lane V/C Ratio	-	0.012	-	0.001	0.014
HCM Control Delay (s)	-	7.4	-	9.5	8.6
HCM Lane LOS	-	A	-	A	A
HCM 95th %tile Q(veh)	-	0	-	0	0

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱	↰	↑	↱					↲	↱
Traffic Vol, veh/h	0	1	60	36	53	178	0	0	0	8	6	19
Future Vol, veh/h	0	1	60	36	53	178	0	0	0	8	6	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	0	-	0	-	-	-	-	-	0
Veh in Median Storage,#		0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	65	39	58	193	0	0	0	9	7	21

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	-	1	0	0	137	137	58
Stage 1	-	-	-	-	-	-	136	136	-
Stage 2	-	-	-	-	-	-	1	1	-
Critical Hdwy	-	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	0	1622	-	0	856	754	1008
Stage 1	0	-	0	-	-	0	890	784	-
Stage 2	0	-	0	-	-	0	1022	895	-
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	-	-	-	1622	-	-	835	0	1008
Mov Cap-2 Maneuver	-	-	-	-	-	-	835	0	-
Stage 1	-	-	-	-	-	-	890	0	-
Stage 2	-	-	-	-	-	-	997	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	2.9	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	1622	-	835	1008
HCM Lane V/C Ratio	-	0.024	-	0.018	0.02
HCM Control Delay (s)	-	7.3	-	9.4	8.6
HCM Lane LOS	-	A	-	A	A
HCM 95th %tile Q(veh)	-	0.1	-	0.1	0.1

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱	↰	↑	↱					↰	↱
Traffic Vol, veh/h	0	86	0	16	44	225	0	0	0	7	0	13
Future Vol, veh/h	0	86	0	16	44	225	0	0	0	7	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	0	-	0	-	-	-	-	-	0
Veh in Median Storage,-#		0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	93	0	17	48	245	0	0	0	8	0	14

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	-	93	0	0	175	175	48
Stage 1	-	-	-	-	-	-	82	82	-
Stage 2	-	-	-	-	-	-	93	93	-
Critical Hdwy	-	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	0	1501	-	0	815	718	1021
Stage 1	0	-	0	-	-	0	941	827	-
Stage 2	0	-	0	-	-	0	931	818	-
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	-	-	-	1501	-	-	806	0	1021
Mov Cap-2 Maneuver	-	-	-	-	-	-	806	0	-
Stage 1	-	-	-	-	-	-	941	0	-
Stage 2	-	-	-	-	-	-	921	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	2	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	1501	-	806	1021
HCM Lane V/C Ratio	-	0.012	-	0.009	0.014
HCM Control Delay (s)	-	7.4	-	9.5	8.6
HCM Lane LOS	-	A	-	A	A
HCM 95th %tile Q(veh)	-	0	-	0	0

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱	↰	↑	↱					↲	↱
Traffic Vol, veh/h	0	1	60	121	53	178	0	0	0	8	6	19
Future Vol, veh/h	0	1	60	121	53	178	0	0	0	8	6	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	0	-	0	-	-	-	-	-	0
Veh in Median Storage,-#		0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	65	132	58	193	0	0	0	9	7	21

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	-	1	0	0	323	323	58
Stage 1	-	-	-	-	-	-	322	322	-
Stage 2	-	-	-	-	-	-	1	1	-
Critical Hdwy	-	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	0	1622	-	0	671	595	1008
Stage 1	0	-	0	-	-	0	735	651	-
Stage 2	0	-	0	-	-	0	1022	895	-
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	-	-	-	1622	-	-	617	0	1008
Mov Cap-2 Maneuver	-	-	-	-	-	-	617	0	-
Stage 1	-	-	-	-	-	-	735	0	-
Stage 2	-	-	-	-	-	-	939	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	5.2	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	1622	-	617	1008
HCM Lane V/C Ratio	-	0.081	-	0.025	0.02
HCM Control Delay (s)	-	7.4	-	11	8.6
HCM Lane LOS	-	A	-	B	A
HCM 95th %tile Q(veh)	-	0.3	-	0.1	0.1

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱	↰	↑	↱					↲	↱
Traffic Vol, veh/h	0	93	1	17	48	245	0	0	0	2	1	14
Future Vol, veh/h	0	93	1	17	48	245	0	0	0	2	1	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	0	-	0	-	-	-	-	-	0
Veh in Median Storage,#		0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	101	1	18	52	266	0	0	0	2	1	15

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	-	101	0	0	189	189	52
Stage 1	-	-	-	-	-	-	88	88	-
Stage 2	-	-	-	-	-	-	101	101	-
Critical Hdwy	-	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	0	1491	-	0	800	706	1016
Stage 1	0	-	0	-	-	0	935	822	-
Stage 2	0	-	0	-	-	0	923	811	-
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	-	-	-	1491	-	-	790	0	1016
Mov Cap-2 Maneuver	-	-	-	-	-	-	790	0	-
Stage 1	-	-	-	-	-	-	935	0	-
Stage 2	-	-	-	-	-	-	912	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	1.9	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	1491	-	790	1016
HCM Lane V/C Ratio	-	0.012	-	0.004	0.015
HCM Control Delay (s)	-	7.4	-	9.6	8.6
HCM Lane LOS	-	A	-	A	A
HCM 95th %tile Q(veh)	-	0	-	0	0

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱	↰	↑	↱					↲	↱
Traffic Vol, veh/h	0	2	65	39	58	194	0	0	0	9	7	21
Future Vol, veh/h	0	2	65	39	58	194	0	0	0	9	7	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	0	-	0	-	-	-	-	-	0
Veh in Median Storage,-#		0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	71	42	63	211	0	0	0	10	8	23

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	-	2	0	0	149	149	63
Stage 1	-	-	-	-	-	-	147	147	-
Stage 2	-	-	-	-	-	-	2	2	-
Critical Hdwy	-	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	0	1620	-	0	843	743	1002
Stage 1	0	-	0	-	-	0	880	775	-
Stage 2	0	-	0	-	-	0	1021	894	-
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	-	-	-	1620	-	-	821	0	1002
Mov Cap-2 Maneuver	-	-	-	-	-	-	821	0	-
Stage 1	-	-	-	-	-	-	880	0	-
Stage 2	-	-	-	-	-	-	994	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	2.9	9
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	1620	-	821	1002
HCM Lane V/C Ratio	-	0.026	-	0.021	0.023
HCM Control Delay (s)	-	7.3	-	9.5	8.7
HCM Lane LOS	-	A	-	A	A
HCM 95th %tile Q(veh)	-	0.1	-	0.1	0.1

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱	↰	↑	↱					↰	↱
Traffic Vol, veh/h	0	93	1	17	48	245	0	0	0	8	1	14
Future Vol, veh/h	0	93	1	17	48	245	0	0	0	8	1	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	0	-	0	-	-	-	-	-	0
Veh in Median Storage,-#		0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	101	1	18	52	266	0	0	0	9	1	15

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	-	101	0	0	189	189	52
Stage 1	-	-	-	-	-	-	88	88	-
Stage 2	-	-	-	-	-	-	101	101	-
Critical Hdwy	-	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	0	1491	-	0	800	706	1016
Stage 1	0	-	0	-	-	0	935	822	-
Stage 2	0	-	0	-	-	0	923	811	-
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	-	-	-	1491	-	-	790	0	1016
Mov Cap-2 Maneuver	-	-	-	-	-	-	790	0	-
Stage 1	-	-	-	-	-	-	935	0	-
Stage 2	-	-	-	-	-	-	912	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	1.9	9
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	1491	-	790	1016
HCM Lane V/C Ratio	-	0.012	-	0.012	0.015
HCM Control Delay (s)	-	7.4	-	9.6	8.6
HCM Lane LOS	-	A	-	A	A
HCM 95th %tile Q(veh)	-	0	-	0	0

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱	↰	↑	↱					↲	↱
Traffic Vol, veh/h	0	2	65	124	58	194	0	0	0	9	7	21
Future Vol, veh/h	0	2	65	124	58	194	0	0	0	9	7	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	0	-	0	-	-	-	-	-	0
Veh in Median Storage,-#		0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	71	135	63	211	0	0	0	10	8	23

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	-	2	0	0	335	335	63
Stage 1	-	-	-	-	-	-	333	333	-
Stage 2	-	-	-	-	-	-	2	2	-
Critical Hdwy	-	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	0	1620	-	0	660	585	1002
Stage 1	0	-	0	-	-	0	726	644	-
Stage 2	0	-	0	-	-	0	1021	894	-
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	-	-	-	1620	-	-	605	0	1002
Mov Cap-2 Maneuver	-	-	-	-	-	-	605	0	-
Stage 1	-	-	-	-	-	-	726	0	-
Stage 2	-	-	-	-	-	-	936	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	5.1	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	1620	-	605	1002
HCM Lane V/C Ratio	-	0.083	-	0.029	0.023
HCM Control Delay (s)	-	7.4	-	11.1	8.7
HCM Lane LOS	-	A	-	B	A
HCM 95th %tile Q(veh)	-	0.3	-	0.1	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	66	0	0	285	4	0	0	131	0	0	0
Future Vol, veh/h	20	66	0	0	285	4	0	0	131	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	0	-	-	-	-	-	0	-	0	-	-	-
Veh in Median Storage,#	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	72	0	0	310	4	0	0	142	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	314	0	-	-	-	0	271	430	-
Stage 1	-	-	-	-	-	-	116	116	-
Stage 2	-	-	-	-	-	-	155	314	-
Critical Hdwy	4.14	-	-	-	-	-	6.84	6.54	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-
Follow-up Hdwy	2.22	-	-	-	-	-	3.52	4.02	-
Pot Cap-1 Maneuver	1243	-	0	0	-	-	696	516	0
Stage 1	-	-	0	0	-	-	896	799	0
Stage 2	-	-	0	0	-	-	857	655	0
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1243	-	-	-	-	-	683	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	702	0	-
Stage 1	-	-	-	-	-	-	880	0	-
Stage 2	-	-	-	-	-	-	857	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.8	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	WBT	WBR
Capacity (veh/h)	-	-	-	1243	-	-	-
HCM Lane V/C Ratio	-	-	-	0.017	-	-	-
HCM Control Delay (s)	0	0	0	7.9	-	-	-
HCM Lane LOS	A	A	A	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	7	0	0	270	4	1	0	308	0	0	0
Future Vol, veh/h	0	7	0	0	270	4	1	0	308	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	0	-	-	-	-	-	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	0	0	293	4	1	0	335	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	297	0	-	-	-	0	155	305	-
Stage 1	-	-	-	-	-	-	8	8	-
Stage 2	-	-	-	-	-	-	147	297	-
Critical Hdwy	4.14	-	-	-	-	-	6.84	6.54	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-
Follow-up Hdwy	2.22	-	-	-	-	-	3.52	4.02	-
Pot Cap-1 Maneuver	1261	-	0	0	-	-	821	607	0
Stage 1	-	-	0	0	-	-	1013	889	0
Stage 2	-	-	0	0	-	-	865	666	0
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1261	-	-	-	-	-	821	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	782	0	-
Stage 1	-	-	-	-	-	-	1013	0	-
Stage 2	-	-	-	-	-	-	865	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	WBT	WBR
Capacity (veh/h)	782	-	-	1261	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-	-	-
HCM Control Delay (s)	9.6	0	0	0	-	-	-
HCM Lane LOS	A	A	A	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	72	0	0	285	4	0	0	216	0	0	0
Future Vol, veh/h	20	72	0	0	285	4	0	0	216	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	0	-	-	-	-	-	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0	-	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	78	0	0	310	4	0	0	235	0	0	0

Major/Minor	Major1		Major2			Minor1			
Conflicting Flow All	314	0	-	-	-	0	277	436	-
Stage 1	-	-	-	-	-	-	122	122	-
Stage 2	-	-	-	-	-	-	155	314	-
Critical Hdwy	4.14	-	-	-	-	-	6.84	6.54	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-
Follow-up Hdwy	2.22	-	-	-	-	-	3.52	4.02	-
Pot Cap-1 Maneuver	1243	-	0	0	-	-	690	512	0
Stage 1	-	-	0	0	-	-	890	794	0
Stage 2	-	-	0	0	-	-	857	655	0
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1243	-	-	-	-	-	678	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	698	0	-
Stage 1	-	-	-	-	-	-	874	0	-
Stage 2	-	-	-	-	-	-	857	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.7	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	WBT	WBR
Capacity (veh/h)	-	-	-	1243	-	-	-
HCM Lane V/C Ratio	-	-	-	0.017	-	-	-
HCM Control Delay (s)	0	0	0	7.9	-	-	-
HCM Lane LOS	A	A	A	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	7	0	0	355	10	1	0	308	0	0	0
Future Vol, veh/h	0	7	0	0	355	10	1	0	308	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	0	-	-	-	-	-	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	0	0	386	11	1	0	335	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	397	0	-	-	-	0	201	405	-
Stage 1	-	-	-	-	-	-	8	8	-
Stage 2	-	-	-	-	-	-	193	397	-
Critical Hdwy	4.14	-	-	-	-	-	6.84	6.54	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-
Follow-up Hdwy	2.22	-	-	-	-	-	3.52	4.02	-
Pot Cap-1 Maneuver	1158	-	0	0	-	-	769	533	0
Stage 1	-	-	0	0	-	-	1013	889	0
Stage 2	-	-	0	0	-	-	821	602	0
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1158	-	-	-	-	-	769	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	741	0	-
Stage 1	-	-	-	-	-	-	1013	0	-
Stage 2	-	-	-	-	-	-	821	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	WBT	WBR
Capacity (veh/h)	741	-	-	1158	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-	-	-
HCM Control Delay (s)	9.9	0	0	0	-	-	-
HCM Lane LOS	A	A	A	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	72	0	0	310	5	1	0	142	0	0	0
Future Vol, veh/h	22	72	0	0	310	5	1	0	142	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	0	-	-	-	-	-	0	-	0	-	-	-
Veh in Median Storage,-#	0	-	-	0	-	-	0	-	-	-16965	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	78	0	0	337	5	1	0	154	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	342	0	-	-	-	0	295	468	-
Stage 1	-	-	-	-	-	-	126	126	-
Stage 2	-	-	-	-	-	-	169	342	-
Critical Hdwy	4.14	-	-	-	-	-	6.84	6.54	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-
Follow-up Hdwy	2.22	-	-	-	-	-	3.52	4.02	-
Pot Cap-1 Maneuver	1214	-	0	0	-	-	672	491	0
Stage 1	-	-	0	0	-	-	886	791	0
Stage 2	-	-	0	0	-	-	843	637	0
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1214	-	-	-	-	-	659	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	684	0	-
Stage 1	-	-	-	-	-	-	868	0	-
Stage 2	-	-	-	-	-	-	843	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.9	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	WBT	WBR
Capacity (veh/h)	684	-	-	1214	-	-	-
HCM Lane V/C Ratio	0.002	-	-	0.02	-	-	-
HCM Control Delay (s)	10.3	0	0	8	-	-	-
HCM Lane LOS	B	A	A	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	8	0	0	294	5	2	0	335	0	0	0
Future Vol, veh/h	1	8	0	0	294	5	2	0	335	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	0	-	-	-	-	-	0	-	0	-	-	-
Veh in Median Storage,#	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	9	0	0	320	5	2	0	364	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	325	0	-	-	-	0	171	336	-
Stage 1	-	-	-	-	-	-	11	11	-
Stage 2	-	-	-	-	-	-	160	325	-
Critical Hdwy	4.14	-	-	-	-	-	6.84	6.54	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-
Follow-up Hdwy	2.22	-	-	-	-	-	3.52	4.02	-
Pot Cap-1 Maneuver	1231	-	0	0	-	-	803	583	0
Stage 1	-	-	0	0	-	-	1010	886	0
Stage 2	-	-	0	0	-	-	852	648	0
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1231	-	-	-	-	-	802	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	768	0	-
Stage 1	-	-	-	-	-	-	1009	0	-
Stage 2	-	-	-	-	-	-	852	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.9	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	WBT	WBR
Capacity (veh/h)	768	-	-	1231	-	-	-
HCM Lane V/C Ratio	0.003	-	-	0.001	-	-	-
HCM Control Delay (s)	9.7	0	0	7.9	-	-	-
HCM Lane LOS	A	A	A	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	78	0	0	310	5	1	0	227	0	0	0
Future Vol, veh/h	22	78	0	0	310	5	1	0	227	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	0	-	-	-	-	-	0	-	0	-	-	-
Veh in Median Storage,#	0	-	-	0	-	-	0	-	-	16965	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	85	0	0	337	5	1	0	247	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	342	0	-	-	-	0	302	475	-
Stage 1	-	-	-	-	-	-	133	133	-
Stage 2	-	-	-	-	-	-	169	342	-
Critical Hdwy	4.14	-	-	-	-	-	6.84	6.54	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-
Follow-up Hdwy	2.22	-	-	-	-	-	3.52	4.02	-
Pot Cap-1 Maneuver	1214	-	0	0	-	-	665	487	0
Stage 1	-	-	0	0	-	-	879	785	0
Stage 2	-	-	0	0	-	-	843	637	0
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1214	-	-	-	-	-	652	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	680	0	-
Stage 1	-	-	-	-	-	-	861	0	-
Stage 2	-	-	-	-	-	-	843	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.8	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	WBT	WBR
Capacity (veh/h)	680	-	-	1214	-	-	-
HCM Lane V/C Ratio	0.002	-	-	0.02	-	-	-
HCM Control Delay (s)	10.3	0	0	8	-	-	-
HCM Lane LOS	B	A	A	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	8	0	0	379	11	2	0	335	0	0	0
Future Vol, veh/h	1	8	0	0	379	11	2	0	335	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	0	-	-	-	-	-	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	9	0	0	412	12	2	0	364	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	424	0	-	-	-	0	217	435	-
Stage 1	-	-	-	-	-	-	11	11	-
Stage 2	-	-	-	-	-	-	206	424	-
Critical Hdwy	4.14	-	-	-	-	-	6.84	6.54	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-
Follow-up Hdwy	2.22	-	-	-	-	-	3.52	4.02	-
Pot Cap-1 Maneuver	1132	-	0	0	-	-	752	513	0
Stage 1	-	-	0	0	-	-	1010	886	0
Stage 2	-	-	0	0	-	-	808	585	0
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1132	-	-	-	-	-	751	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	728	0	-
Stage 1	-	-	-	-	-	-	1009	0	-
Stage 2	-	-	-	-	-	-	808	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.9	0	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	WBT	WBR
Capacity (veh/h)	728	-	-	1132	-	-	-
HCM Lane V/C Ratio	0.003	-	-	0.001	-	-	-
HCM Control Delay (s)	10	0	0	8.2	-	-	-
HCM Lane LOS	B	A	A	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	452	0	0	286	46	0	0	0	265	0	6
Future Vol, veh/h	3	452	0	0	286	46	0	0	0	265	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage,#	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	491	0	0	311	50	0	0	0	288	0	7

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	361	0	-	-	-	0	563	808	156
Stage 1	-	-	-	-	-	-	311	311	-
Stage 2	-	-	-	-	-	-	252	497	-
Critical Hdwy	4.14	-	-	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-
Follow-up Hdwy	2.22	-	-	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	1194	-	0	0	-	-	456	313	862
Stage 1	-	-	0	0	-	-	716	657	-
Stage 2	-	-	0	0	-	-	767	543	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1194	-	-	-	-	-	455	0	862
Mov Cap-2 Maneuver	-	-	-	-	-	-	455	0	-
Stage 1	-	-	-	-	-	-	714	0	-
Stage 2	-	-	-	-	-	-	767	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	25.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1194	-	-	-	460
HCM Lane V/C Ratio	0.003	-	-	-	0.64
HCM Control Delay (s)	8	-	-	-	25.7
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	4.4

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	583	0	0	699	306	0	0	0	61	0	2
Future Vol, veh/h	9	583	0	0	699	306	0	0	0	61	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage,-#		0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	634	0	0	760	333	0	0	0	66	0	2

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	1093	0	-	-	-	0	1097	1414	380
Stage 1	-	-	-	-	-	-	760	760	-
Stage 2	-	-	-	-	-	-	337	654	-
Critical Hdwy	4.14	-	-	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-
Follow-up Hdwy	2.22	-	-	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	634	-	0	0	-	-	207	136	618
Stage 1	-	-	0	0	-	-	422	413	-
Stage 2	-	-	0	0	-	-	695	461	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	634	-	-	-	-	-	204	0	618
Mov Cap-2 Maneuver	-	-	-	-	-	-	204	0	-
Stage 1	-	-	-	-	-	-	415	0	-
Stage 2	-	-	-	-	-	-	695	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	30.6
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	634	-	-	-	208
HCM Lane V/C Ratio	0.015	-	-	-	0.329
HCM Control Delay (s)	10.8	-	-	-	30.6
HCM Lane LOS	B	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	1.4

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	452	0	0	286	52	0	0	0	265	0	6
Future Vol, veh/h	16	452	0	0	286	52	0	0	0	265	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage,#	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	491	0	0	311	57	0	0	0	288	0	7

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	368	0	-	-	-	0	591	836	156
Stage 1	-	-	-	-	-	-	311	311	-
Stage 2	-	-	-	-	-	-	280	525	-
Critical Hdwy	4.14	-	-	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-
Follow-up Hdwy	2.22	-	-	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	1187	-	0	0	-	-	438	302	862
Stage 1	-	-	0	0	-	-	716	657	-
Stage 2	-	-	0	0	-	-	742	528	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1187	-	-	-	-	-	432	0	862
Mov Cap-2 Maneuver	-	-	-	-	-	-	432	0	-
Stage 1	-	-	-	-	-	-	706	0	-
Stage 2	-	-	-	-	-	-	742	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	28.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1187	-	-	-	437
HCM Lane V/C Ratio	0.015	-	-	-	0.674
HCM Control Delay (s)	8.1	-	-	-	28.7
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	4.9

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	583	0	0	699	306	0	0	0	67	0	15
Future Vol, veh/h	9	583	0	0	699	306	0	0	0	67	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage,#	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	634	0	0	760	333	0	0	0	73	0	16

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	1093	0	-	-	-	0	1097	1414	380
Stage 1	-	-	-	-	-	-	760	760	-
Stage 2	-	-	-	-	-	-	337	654	-
Critical Hdwy	4.14	-	-	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-
Follow-up Hdwy	2.22	-	-	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	634	-	0	0	-	-	207	136	618
Stage 1	-	-	0	0	-	-	422	413	-
Stage 2	-	-	0	0	-	-	695	461	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	634	-	-	-	-	-	204	0	618
Mov Cap-2 Maneuver	-	-	-	-	-	-	204	0	-
Stage 1	-	-	-	-	-	-	415	0	-
Stage 2	-	-	-	-	-	-	695	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	29.9
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	634	-	-	-	232
HCM Lane V/C Ratio	0.015	-	-	-	0.384
HCM Control Delay (s)	10.8	-	-	-	29.9
HCM Lane LOS	B	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	1.7

Intersection	
Int Delay, s/veh	8.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	491	0	0	311	50	0	0	0	288	0	7
Future Vol, veh/h	4	491	0	0	311	50	0	0	0	288	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	534	0	0	338	54	0	0	0	313	0	8

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	392	0	-	-	-	0	613	880	169
Stage 1	-	-	-	-	-	-	338	338	-
Stage 2	-	-	-	-	-	-	275	542	-
Critical Hdwy	4.14	-	-	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-
Follow-up Hdwy	2.22	-	-	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	1163	-	0	0	-	-	424	284	845
Stage 1	-	-	0	0	-	-	694	639	-
Stage 2	-	-	0	0	-	-	747	518	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1163	-	-	-	-	-	423	0	845
Mov Cap-2 Maneuver	-	-	-	-	-	-	423	0	-
Stage 1	-	-	-	-	-	-	692	0	-
Stage 2	-	-	-	-	-	-	747	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	34.6
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1163	-	-	-	428
HCM Lane V/C Ratio	0.004	-	-	-	0.749
HCM Control Delay (s)	8.1	-	-	-	34.6
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	6.1

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	634	0	0	760	333	0	0	0	66	0	3
Future Vol, veh/h	10	634	0	0	760	333	0	0	0	66	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage,-#		0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	689	0	0	826	362	0	0	0	72	0	3

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	1188	0	-	-	-	0	1193	1537	413
Stage 1	-	-	-	-	-	-	826	826	-
Stage 2	-	-	-	-	-	-	367	711	-
Critical Hdwy	4.14	-	-	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-
Follow-up Hdwy	2.22	-	-	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	583	-	0	0	-	-	180	115	588
Stage 1	-	-	0	0	-	-	390	385	-
Stage 2	-	-	0	0	-	-	671	434	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	583	-	-	-	-	-	177	0	588
Mov Cap-2 Maneuver	-	-	-	-	-	-	177	0	-
Stage 1	-	-	-	-	-	-	383	0	-
Stage 2	-	-	-	-	-	-	671	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	37.7
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	583	-	-	-	183
HCM Lane V/C Ratio	0.019	-	-	-	0.41
HCM Control Delay (s)	11.3	-	-	-	37.7
HCM Lane LOS	B	-	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	1.8

Intersection	
Int Delay, s/veh	10.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	491	0	0	311	56	0	0	0	288	0	7
Future Vol, veh/h	17	491	0	0	311	56	0	0	0	288	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage,#	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	534	0	0	338	61	0	0	0	313	0	8

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	399	0	-	-	-	0	641	908	169
Stage 1	-	-	-	-	-	-	338	338	-
Stage 2	-	-	-	-	-	-	303	570	-
Critical Hdwy	4.14	-	-	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-
Follow-up Hdwy	2.22	-	-	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	1156	-	0	0	-	-	407	274	845
Stage 1	-	-	0	0	-	-	694	639	-
Stage 2	-	-	0	0	-	-	723	504	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1156	-	-	-	-	-	400	0	845
Mov Cap-2 Maneuver	-	-	-	-	-	-	400	0	-
Stage 1	-	-	-	-	-	-	683	0	-
Stage 2	-	-	-	-	-	-	723	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	40.3
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1156	-	-	-	405
HCM Lane V/C Ratio	0.016	-	-	-	0.792
HCM Control Delay (s)	8.2	-	-	-	40.3
HCM Lane LOS	A	-	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	6.9

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	634	0	0	760	333	0	0	0	72	0	16
Future Vol, veh/h	10	634	0	0	760	333	0	0	0	72	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage,-#		0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	689	0	0	826	362	0	0	0	78	0	17

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	1188	0	-	-	-	0	1193	1537	413
Stage 1	-	-	-	-	-	-	826	826	-
Stage 2	-	-	-	-	-	-	367	711	-
Critical Hdwy	4.14	-	-	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-
Follow-up Hdwy	2.22	-	-	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	583	-	0	0	-	-	180	115	588
Stage 1	-	-	0	0	-	-	390	385	-
Stage 2	-	-	0	0	-	-	671	434	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	583	-	-	-	-	-	177	0	588
Mov Cap-2 Maneuver	-	-	-	-	-	-	177	0	-
Stage 1	-	-	-	-	-	-	383	0	-
Stage 2	-	-	-	-	-	-	671	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	37.6
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	583	-	-	-	203
HCM Lane V/C Ratio	0.019	-	-	-	0.471
HCM Control Delay (s)	11.3	-	-	-	37.6
HCM Lane LOS	B	-	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	2.3