



Memo

To: Lorena Mendibles, Chief, Transportation Planning – South (Kern and Tulare)
California Department of Transportation

Cc: Scott Lau, Associate Transportation Planner, California Department of Transportation

From: Ian Parks

Date: August 29, 2022

Re: Caltrans Comments to Fastrip Traffic Study (Mooney Boulevard & Whitendale Avenue)

Pursuant to comments received in your August 2, 2022 comment letter in regards to the above mentioned traffic study, we offer the following responses. Comments one through four were further discussed with Scott Lau and our response is in accordance with final direction from Caltrans.

1. Caltrans confirmed that the analysis as presented in the study is acceptable (see attached email).
2. Caltrans confirmed that the counts and volumes shown in the study are acceptable (see attached email).
3. The accidents in the report along Mooney Boulevard were removed from the study in response to this comment.
4. Queue length analysis was performed for the 95th percentile queue lengths using Synchro. Queue length tables are attached to this letter as Tables 1-3. Queue lengths were analyzed along north/south Mooney Boulevard. Queue lengths that exceeded the available storage length were highlighted in bold. Queue lengths generally were within the available storage lengths.
 - a. AM scenario: there were no queue lengths longer than available storage.
 - b. Midday scenario: the only queue length that exceeded available storage was the southbound right turn lane at Mooney Blvd & Walnut Ave. While the queue length was exceeded, this movement does not include any project traffic.
 - c. PM scenario: the only queue length that exceeded available storage was the southbound right turn lane at Mooney Blvd & Walnut Ave. While the queue length was exceeded, this movement does not include any project traffic.
5. Comment noted.

6. Comment noted. It is understood that the improvements are for future consideration and not responsibility of the project per discussions with Scott Lau, and reflected in the attached email dated August 8, 2022.
7. Comment noted. No work is going to be performed in Caltrans right of way, therefore the applicant will not be obtaining an encroachment permit.
8. Comment noted.
9. Comment noted.
10. Comment noted.
11. Comment noted.

Table 1
AM Queue Length Analysis

| # | Intersection | Turn Movement | Storage Length | 2021 | 2022 | 2022+ | 2026 | 2026+ |
|----|------------------------------|---------------|----------------|-------|-------|---------------|---------------|---------------|
| | | | | QUEUE | QUEUE | Project QUEUE | Project QUEUE | Project QUEUE |
| 1 | Mooney Blvd & Walnut Ave | NBL | 455 | 65 | 50 | 37 | 47 | 66 |
| | | NBR | 375 | 45 | 37 | 41 | 4 | 38 |
| | | SBL | 605 | 81 | 73 | 75 | 72 | 92 |
| | | SBR | 200 | 23 | 22 | 25 | 29 | 22 |
| 2 | Mooney Blvd & Beech Ave | NBL | 515 | 52 | 59 | 71 | 58 | 63 |
| 4 | Mooney Blvd & Whitendale Ave | NBL | 425 | 70 | 65 | 103 | 60 | 102 |
| | | NBR | 195 | 26 | 58 | 76 | 76 | 82 |
| | | SBL | 565 | 52 | 58 | 98 | 61 | 110 |
| | | SBR | 260 | 21 | 31 | 26 | 31 | 22 |
| 8 | Mooney Blvd & Sunnyside Ave | NBR | 510 | 76 | 89 | 90 | 99 | 91 |
| | | SBL | 385 | 79 | 73 | 75 | 100 | 80 |
| 9 | Mooney Blvd & Orchard Ave | NBR | 160 | 29 | 26 | 15 | 12 | 49 |
| | | SBL | 350 | 71 | 46 | 45 | 64 | 74 |
| 10 | Mooney Blvd & Caldwell Ave | NBL | 320 | 114 | 117 | 118 | 125 | 126 |
| | | NBR | 150 | 44 | 38 | 38 | 49 | 41 |
| | | SBL | 365 | 70 | 74 | 42 | 62 | 77 |
| | | SBR | 150 | 42 | 44 | 33 | 35 | 40 |

Table 2
PM Queue Length Analysis

| # | Intersection | Turn Movement | Storage Length | 2021 | 2022 | 2022+ Project | 2026 | 2026+ Project |
|----|------------------------------|---------------|----------------|-------|-------|---------------|-------|---------------|
| | | | | QUEUE | QUEUE | QUEUE | QUEUE | QUEUE |
| 1 | Mooney Blvd & Walnut Ave | NBL | 455 | 161 | 156 | 158 | 167 | 173 |
| | | NBR | 375 | 215 | 209 | 240 | 216 | 254 |
| | | SBL | 605 | 188 | 205 | 193 | 192 | 253 |
| | | SBR | 200 | 148 | 162 | 183 | 168 | 156 |
| 2 | Mooney Blvd & Beech Ave | NBL | 515 | 115 | 123 | 134 | 130 | 121 |
| 4 | Mooney Blvd & Whitendale Ave | NBL | 425 | 144 | 161 | 168 | 164 | 184 |
| | | NBR | 195 | 151 | 142 | 153 | 166 | 175 |
| | | SBL | 565 | 92 | 100 | 310 | 96 | 450 |
| | | SBR | 260 | 179 | 238 | 294 | 224 | 311 |
| 8 | Mooney Blvd & Sunnyside Ave | NBL | 510 | 122 | 99 | 122 | 93 | 122 |
| | | SBL | 385 | 83 | 138 | 92 | 139 | 185 |
| 9 | Mooney Blvd & Orchard Ave | NBR | 160 | 56 | 97 | 53 | 69 | 69 |
| | | SBL | 350 | 149 | 208 | 201 | 144 | 169 |
| 10 | Mooney Blvd & Caldwell Ave | NBL | 320 | 200 | 205 | 214 | 240 | 210 |
| | | NBR | 150 | 46 | 42 | 64 | 54 | 55 |
| | | SBL | 365 | 163 | 187 | 181 | 153 | 166 |
| | | SBR | 150 | 65 | 64 | 66 | 63 | 72 |

Table 3
Midday Queue Length Analysis

| # | Intersection | Turn Movement | Storage Length | 2021 | 2022 | 2022+ | 2026 | 2026+ |
|----|------------------------------|---------------|----------------|-------|-------|---------------|---------------|---------------|
| | | | | QUEUE | QUEUE | Project QUEUE | Project QUEUE | Project QUEUE |
| 1 | Mooney Blvd & Walnut Ave | NBL | 455 | 172 | 153 | 172 | 193 | 174 |
| | | NBR | 375 | 172 | 190 | 210 | 209 | 218 |
| | | SBL | 605 | 149 | 159 | 159 | 177 | 177 |
| | | SBR | 200 | 125 | 144 | 154 | 116 | 176 |
| 2 | Mooney Blvd & Beech Ave | NBL | 515 | 124 | 111 | 141 | 144 | 150 |
| 4 | Mooney Blvd & Whitendale Ave | NBL | 425 | 164 | 145 | 179 | 176 | 173 |
| | | NBR | 195 | 122 | 159 | 177 | 154 | 161 |
| | | SBL | 565 | 92 | 111 | 496 | 115 | 436 |
| | | SBR | 260 | 211 | 248 | 296 | 286 | 308 |
| 8 | Mooney Blvd & Sunnyside Ave | NBL | 510 | 81 | 104 | 107 | 110 | 240 |
| | | SBL | 385 | 110 | 89 | 150 | 129 | 109 |
| 9 | Mooney Blvd & Orchard Ave | NBL | 215 | 115 | 141 | 109 | 92 | 153 |
| | | NBR | 160 | 44 | 60 | 53 | 89 | 93 |
| | | SBL | 350 | 178 | 181 | 238 | 136 | 178 |
| | | SBR | 150 | 20 | 19 | 82 | 61 | 90 |
| 10 | Mooney Blvd & Caldwell Ave | NBL | 320 | 187 | 191 | 201 | 206 | 214 |
| | | NBR | 150 | 47 | 46 | 57 | 60 | 55 |
| | | SBL | 365 | 150 | 168 | 165 | 149 | 147 |
| | | SBR | 150 | 59 | 79 | 65 | 88 | 65 |

California Department of Transportation

DISTRICT 6 OFFICE
1352 WEST OLIVE AVENUE | P.O. BOX 12616 | FRESNO, CA 93778-2616
(559) 840-6066 | FAX (559) 488-4195 | TTY 711
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August 2, 2022

06-TUL-63-6.489
SPR #21030
FASTRIP STATION
GTS: [06-TUL-2021-02449](#)

SENT VIA EMAIL

Ms. Susan Currier, Senior Administrative Assistant
City of Visalia – Community Development – Site Plan Review
315 East Acequia Ave
Visalia, CA 93291

Dear Ms. Currier:

Thank you for the opportunity to review the Traffic Impact Study (TIS) for Site Plan Review #21030 proposing to construct a gas station with a convenience store. The project site is located on the southeast corner of State Route (SR) 63 (South Mooney Boulevard) and Whitendale Avenue, in the City of Visalia.

Caltrans provides the following comments consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

1. On Page 12, Figure 5, Caltrans **requests** clarification in the traffic volumes as the SR 63 and Whitendale Avenue, as well as 'Driveway 2' on Monte Vista Avenue, does not match with the traffic counts in the Appendix. The Synchro output for this intersection also shows traffic counts at this intersection for U-turn movements for Northbound and Southbound traffic, but the Synchro runs did not show these movements.
2. Caltrans **requests** verification of the traffic volumes listed in Figures 5 to 14 with the traffic volumes in the Synchro analysis for every studied intersection.
3. In Page 26, please remove the "Accident Investigation" from the State facility.
4. The provided Synchro output prints did not include the 95-percentile queue length for each approach at the intersection as well as the signal "turn type," whether it is protected, permissive, or split. Please **provide** this information for the intersections to State facilities.

5. According to the Caltrans Transportation Concept Report (TCR), this segment of SR 63 in the vicinity of the proposed project is currently constructed and ultimately planned to be a 6-lane facility within a total of 110 feet of right-of-way (55 feet from the centerline). Caltrans right-of-way maps shows this segment of SR 63 existing at 110 feet with 55 feet from the centerline on the west side of SR 63.
6. The existing SR 63 northbound right-turn lane onto eastbound Whitendale Avenue has no shoulder and needs to be upgraded to standard per Index 405.3 of the Caltrans Highway Design Manual (HDM). Additionally, HDM Topic 403.6 states that a bicycle lane is needed between the thru-lane and a dedicated right-turn lane at the intersection. These improvements may require future right-of-way dedication.
7. As a point of information, any work completed in the State's right-of-way will require a Caltrans encroachment permit. If an encroachment permit is warranted, then the Project will be required to construct the above intersection improvements per HDM 405.3 and 403.6.
8. An encroachment permit must be obtained for all proposed activities for placement of encroachments within, under or over the State highway rights-of-way. Activity and work planned in the State right-of-way shall be performed to State standards and specifications, at no cost to the State. Engineering plans, calculations, specifications, and reports (documents) shall be stamped and signed by a licensed Engineer or Architect. Engineering documents for encroachment permit activity and work in the State right-of-way may be submitted using English Units. The Permit Department and the Environmental Planning Branch will review and approve the activity and work in the State right-of-way before an encroachment permit is issued. The Streets and Highways Code Section 670 provides Caltrans discretionary approval authority for projects that encroach on the State Highway System. Encroachment permits will be issued in accordance with Streets and Highway Codes, Section 671.5, "Time Limitations." Encroachment permits do not run with the land. A change of ownership requires a new permit application. Only the legal property owner or his/her authorized agent can pursue obtaining an encroachment permit.

Prior to an encroachment permit application submittal, the project proponent is required to schedule a "Pre-Submittal" meeting with District 6 Encroachment Permit Office. To schedule this meeting, please call the Caltrans Encroachment Permit Office - District 6: 1352 W. Olive, Fresno, CA 93778, at **(559) 383-5047** or **(559) 383-5235**.

- **Please review the permit application - required document checklist at:**
<https://forms.dot.ca.gov/v2Forms/servlet/FormRenderer?frmId=TR0402&dispath=MAOTO&brapath=PERM>.
 - **Please also review the permit application - processing checklist at:**
<https://dot.ca.gov/-/media/dot-media/programs/traffic-operations/documents/encroachment-permits/tr-0416-applicable-review-process-checklist.pdf>.
9. Based on Caltrans VMT-Focused Transportation Impact Study Guide, dated May 20, 2020 and effective as of July 1, 2020, Caltrans seeks to reduce single occupancy vehicle trips, provide a safe transportation system, reduce per capita Vehicle Miles Traveled (VMT), increase accessibility to destinations via cycling, walking, carpooling, transit and reduce greenhouse gas (GHG) emissions. Caltrans recommends that the project proponent continue to work with the **County of Tulare** to further implement improvements to reduce vehicles miles traveled and offer a variety of transportation modes for its employees.
10. Caltrans recommends the Project implement "smart growth" principles regarding parking solutions, providing alternative transportation choices to residents and employees. Alternative transportation choices may include but are not limited to parking for carpools/vanpools, car-share and/or ride-share programs.
11. Caltrans recommends the Project contributes towards the City of Visalia's developer impact fee program to fund future improvements of local and State transportation facilities in the vicinity due to cumulative traffic impact by continuous development.

If you have any other questions, please contact Scott Lau at (559) 981-7341 or scott.lau@dot.ca.gov.

Sincerely,



LORENA MENDIBLES, Chief
Transportation Planning – South

Subject: RE: Visalia Fastrip Traffic Study Comments
Date: Wednesday, August 10, 2022 at 10:12:19 AM Pacific Daylight Time
From: Lau, Scott@DOT
To: Ian Parks
CC: Cristobal Carrillo, Deel, David@DOT
Attachments: image002.png, image003.jpg, image004.jpg

Good afternoon Ian,

Here are the responses to your questions:

1. Caltrans runs on HCM 6 mode, not HCM 2010, and this is done through the Synchro mode. Caltrans uses this analysis for all operational projects in State facilities. (Please see the below image.)
 - a. We are okay with the results for this Project because the traffic volumes for the U-turns are low. Additionally, please be advised that Caltrans does take pedestrian volumes into the equation because Caltrans pushes for a multimodal transportation approach. For future studies, please include pedestrian volumes in the Synchro.

| NODE SETTINGS | | TIMING SETTINGS | | | | | | | | | | | |
|---------------------------|--------------------------|---------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--|
| Node # | 3 | Lanes and Shading (HFL) | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBL | NBT | NBR | |
| ATMS now Controller ID | 0 | Traffic Volume (vph) | 189 | 455 | 125 | 175 | 500 | 0 | 4 | 285 | 900 | 122 | |
| Import from ATMS now: | Import | Future Volume (vph) | 189 | 455 | 125 | 175 | 500 | 0 | 4 | 285 | 900 | 122 | |
| Export to ATMS now: | Export | Turn Type | Prot | — | Perm | Prot | — | Perm | Prot | Prot | — | Perm | |
| Zone: | | Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 5 | 2 | | |
| X East (ft) | 10165 | Permitted Phases | | | 4 | | | 8 | | | | | |
| Y North (ft) | 10972 | Permitted Flashing Yellow | — | — | — | — | — | — | — | — | — | — | |
| Z Elevation (ft) | 0 | Detector Phases | 7 | 4 | 4 | 3 | 8 | 8 | 5 | 5 | 2 | 2 | |
| Description | | Switch Phase | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Control Type | Actd-Coord | Leading Detector (ft) | 20 | 100 | 20 | 20 | 100 | 20 | 20 | 20 | 100 | 20 | |
| Cycle Length (s) | 75.0 | Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lock Timings | <input type="checkbox"/> | Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | |
| Optimize Cycle Length: | Optimize | Minimum Split (s) | 9.5 | 22.5 | 22.5 | 9.5 | 22.5 | 22.5 | 9.5 | 9.5 | 22.5 | 22.5 | |
| Optimize Splits: | Optimize | Total Split (s) | 16.0 | 22.5 | 22.5 | 16.0 | 22.5 | 22.5 | 13.0 | 13.0 | 24.9 | 24.9 | |
| Actuated Cycle(s) | 75.0 | Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| Natural Cycle(s) | 75.0 | All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| Max v/c Ratio: | 0.79 | Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Intersection Delay (s) | 29.7 | Lagging Phase? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | |
| Intersection LOS: | C | Allow Lead/Lag Optimize? | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | |
| ICU: | 0.62 | Recall Mode | None | None | None | None | None | None | None | None | C-Max | C-Max | |
| ICU LOS: | B | Speed limit (mph) | — | 30 | — | — | 30 | — | — | — | 30 | — | |
| Offset (s): | 0.0 | Actuated Effct. Green (s) | 11.1 | 16.2 | 16.2 | 10.9 | 16.1 | — | 9.2 | 9.2 | 22.2 | 22.2 | |
| Referenced to: | Begin of Green | Actuated g/C Ratio | 0.15 | 0.22 | 0.22 | 0.15 | 0.21 | — | 0.12 | 0.12 | 0.30 | 0.30 | |
| Reference Phase: | 2+6 - NBT SBT | Volume to Capacity Ratio | 0.79 | 0.65 | 0.29 | 0.74 | 0.71 | — | 0.02 | 0.73 | 0.65 | 0.29 | |
| Coordination Mode: | Fixed | Control Delay (s) | 53.5 | 30.0 | 5.4 | 49.1 | 32.8 | — | 29.8 | 44.1 | 26.0 | 42.2 | |
| Master Intersection: | <input type="checkbox"/> | Queue Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | — | 0.0 | 0.0 | 0.0 | 0.0 | |
| Yield Point: | Single | Total Delay (s) | 53.5 | 30.8 | 5.4 | 49.1 | 32.8 | — | 29.8 | 44.1 | 26.0 | 42.2 | |
| Mandatory Stop On Yellow: | <input type="checkbox"/> | Level of Service | D | C | A | D | C | — | C | D | C | A | |
| | | Approach Delay (s) | — | 32.2 | — | — | 37.0 | — | — | — | 27.9 | — | |
| | | Approach LOS | — | C | — | — | D | — | — | — | C | — | |
| | | Queue Length 50th (ft) | 93 | 108 | 0 | 85 | 121 | — | 2 | 73 | 149 | 0 | |
| | | Queue Length 95th (ft) | #193 | 155 | 33 | #174 | 171 | — | 10 | #135 | 194 | 30 | |

| | | | | | | | | | | |
|------------------|-----|-----|----|-----|-----|---|---|-----|-----|----|
| S/cps (vph) | 168 | 396 | 17 | 157 | 444 | — | 7 | 253 | 760 | 14 |
| Fuel Used (g/hr) | 5 | 9 | 1 | 5 | 13 | — | 0 | 5 | 15 | 1 |

This is in Synchro mode

2. Noted and Caltrans is okay with the counts and volumes.
3. Listing the crashes/collisions in a facility (intersection or a segment of the highway) without any comparison to similar facilities can be very misleading to the reader (or the public) in a report. Our practice is not to report collisions in the State facility without a comparison between the “actual rates” of the study intersection to the “Statewide average rates” of the facility with similar geometric conditions and comparable traffic volumes.
4. If values were reported from the 95% queue length in Synchro, then Caltrans will accept it the numbers. Please be advised that we are expecting the analyses to be running in HCM Mode 6 or Synchro modes, not from the HCM 2010 mode.

Respectfully,

Scott Lau

Associate Transportation Planner
California Department of Transportation
1352 W. Olive Avenue
Fresno, CA 93778-2616
Cell: (559) 981-7341



District 6

From: Ian Parks <ian@rscivil.com>
Sent: Friday, August 5, 2022 9:41 AM
To: Lau, Scott@DOT <Scott.Lau@dot.ca.gov>
Subject: FW: Visalia Fastrip Traffic Study Comments

EXTERNAL EMAIL. Links/attachments may not be safe.

Good morning Scott, following up on my email below in response to comments to the traffic study. Have you had a chance to discuss internally?

Thanks,

Ian Parks, PE



1800 30th Street, Suite 260
Bakersfield, CA 93301
Office: 661.327.1969 ext. 204
Mobile: 661.337.0926

From: Lau, Scott@DOT [mailto:Scott.Lau@dot.ca.gov]
Sent: Monday, August 8, 2022 2:09 PM
To: Cristobal Carrillo <Cristobal.Carrillo@visalia.city>
Cc: James Davis <JamesD@jaco.com>
Subject: Re: Revised Letter Update -- SPR #21030 -- Fastrip

Hi Cristobal,

Yes, I can confirm our phone conversation.

#6 is not a requirement. Comment #7 is reminding that if the Project developer encroaches onto the right-of-way, the improvements listed in #6 will be required. The ultimate goal for the developer is to steer clear from encroaching into the right-of-way.

Respectfully,

Scott

From: Cristobal Carrillo <Cristobal.Carrillo@visalia.city>
Sent: Monday, August 8, 2022 1:19 PM
To: Lau, Scott@DOT <Scott.Lau@dot.ca.gov>
Subject: FW: Revised Letter Update -- SPR #21030 -- Fastrip

EXTERNAL EMAIL. Links/attachments may not be safe.

Scott, please see below, can you confirm?

Cristobal Carrillo, Associate Planner
City of Visalia
Community Development Dept., Planning Division
(559) 713-4443
Cristobal.Carrillo@visalia.city



From: James Davis <JamesD@jaco.com>
Sent: Monday, August 8, 2022 12:01 PM
To: Ian Parks <ian@rscivil.com>; 'Scott Mommer' <SMommer@larsandersen.com>; Janay Mommer <JMommer@larsandersen.com>; Cristobal Carrillo <Cristobal.Carrillo@visalia.city>; Tom Jamieson <tomj@JACO.COM>; Christopher David <chrisd@jaco.com>
Subject: FW: Revised Letter Update -- SPR #21030 -- Fastrip

Hi everyone,

I just got off the phone with Scott Lau with Caltrans. We discussed the attached Caltrans letter. In regard to #6 in the letter, these are simply items that may be implemented sometime in the future. This would be the right turn lane, bicycle lane and shoulder. They are not requirements that need to be implemented with our development. I just wanted to make sure that everyone is on the same page with this.

If we need to have a conference call on this, please let me know.

Thanks,

Jim Davis

Vice President of Real Estate

O: 661-633-7566 | M: 661-529-6793

3101 State Road | Bakersfield | CA 93308

jamesD@jaco.com



From: Lau, Scott@DOT [<mailto:Scott.Lau@dot.ca.gov>]
Sent: Thursday, August 4, 2022 11:15 AM
To: Cristobal Carrillo <Cristobal.Carrillo@visalia.city>
Cc: James Davis <JamesD@jaco.com>
Subject: RE: Revised Letter Update -- SPR #21030 -- Fastrip

Hi,

Please see attached.

Respectfully,

Scott Lau

Associate Transportation Planner
California Department of Transportation
1352 W. Olive Avenue
Fresno, CA 93778-2616
Cell: (559) 981-7341



District 6

Queuing and Blocking Report
Baseline

08/12/2022

Intersection: 1: Mooney Blvd & Walnut Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|------|------|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | L | L |
| Maximum Queue (ft) | 26 | 87 | 201 | 180 | 59 | 46 | 87 | 173 | 179 | 83 | 28 | 70 |
| Average Queue (ft) | 2 | 37 | 78 | 30 | 12 | 12 | 35 | 100 | 54 | 23 | 8 | 34 |
| 95th Queue (ft) | 13 | 71 | 152 | 93 | 34 | 35 | 71 | 170 | 138 | 54 | 27 | 65 |
| Link Distance (ft) | | | 546 | 546 | | | | 1369 | 1369 | | | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 305 | 305 | | | 365 | 260 | 260 | | | 285 | 370 | 370 |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 1: Mooney Blvd & Walnut Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|------|------|------|-----|-----|-----|------|------|------|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 86 | 105 | 111 | 66 | 49 | 107 | 93 | 135 | 64 | 40 |
| Average Queue (ft) | 31 | 44 | 50 | 16 | 4 | 38 | 39 | 37 | 21 | 7 |
| 95th Queue (ft) | 81 | 92 | 101 | 45 | 23 | 81 | 84 | 85 | 55 | 23 |
| Link Distance (ft) | 1224 | 1224 | 1224 | | | | 1562 | 1562 | 1562 | |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | 175 | 505 | 505 | | | | 130 |
| Storage Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |

Intersection: 2: Mooney Blvd & Beech Ave

| Movement | EB | EB | EB | NB | NB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|------|-----|-----|------|------|------|------|------|------|
| Directions Served | L | L | R | L | L | T | T | T | T | T | TR |
| Maximum Queue (ft) | 31 | 74 | 31 | 52 | 53 | 71 | 53 | 74 | 66 | 74 | 98 |
| Average Queue (ft) | 5 | 30 | 12 | 4 | 23 | 11 | 8 | 18 | 19 | 15 | 35 |
| 95th Queue (ft) | 24 | 61 | 33 | 23 | 52 | 43 | 36 | 58 | 51 | 52 | 86 |
| Link Distance (ft) | | | 1262 | | | 1202 | 1202 | 1202 | 1224 | 1224 | 1224 |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | 200 | 200 | | 440 | 440 | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |

Queuing and Blocking Report
Baseline

08/12/2022

Intersection: 4: Mooney Blvd & Whitendale Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|------|------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | L | L |
| Maximum Queue (ft) | 42 | 89 | 111 | 44 | 82 | 104 | 111 | 195 | 128 | 39 | 91 | 92 |
| Average Queue (ft) | 7 | 38 | 41 | 11 | 19 | 16 | 55 | 102 | 52 | 11 | 13 | 36 |
| 95th Queue (ft) | 30 | 86 | 90 | 34 | 45 | 50 | 96 | 168 | 128 | 26 | 52 | 70 |
| Link Distance (ft) | | | 1238 | 1238 | | | | 246 | 246 | | | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 155 | 155 | | | 260 | 250 | 250 | | | 240 | 290 | 290 |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 4: Mooney Blvd & Whitendale Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|------|------|------|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 122 | 125 | 110 | 44 | 45 | 65 | 89 | 111 | 166 | 20 |
| Average Queue (ft) | 57 | 47 | 47 | 8 | 7 | 22 | 33 | 37 | 64 | 7 |
| 95th Queue (ft) | 110 | 112 | 103 | 26 | 26 | 52 | 75 | 86 | 133 | 21 |
| Link Distance (ft) | 154 | 154 | 154 | | | | 1202 | 1202 | 1202 | |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | 130 | 450 | 450 | | | | 200 |
| Storage Blk Time (%) | | | | 0 | | | | | | |
| Queuing Penalty (veh) | | | | 0 | | | | | | |

Intersection: 7: Mooney Blvd & Monte Vista Ave/Driveway 2

| Movement | EB | WB |
|-----------------------|-----|-----|
| Directions Served | TR | TR |
| Maximum Queue (ft) | 30 | 30 |
| Average Queue (ft) | 4 | 3 |
| 95th Queue (ft) | 21 | 18 |
| Link Distance (ft) | 108 | 117 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 8: Mooney Blvd & Sunnyside Ave

| Movement | EB | EB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|------|------|------|-----|-----|-----|-----|
| Directions Served | L | TR | TR | L | T | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 52 | 28 | 31 | 53 | 124 | 111 | 84 | 115 | 73 | 74 | 208 |
| Average Queue (ft) | 22 | 9 | 12 | 19 | 37 | 27 | 30 | 34 | 15 | 18 | 44 |
| 95th Queue (ft) | 50 | 29 | 33 | 47 | 97 | 85 | 76 | 79 | 53 | 58 | 127 |
| Link Distance (ft) | | 467 | 697 | | 1088 | 1088 | 1088 | | 524 | 524 | 524 |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | 170 | | | 400 | | | | 275 | | | |
| Storage Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |

Intersection: 9: Mooney Blvd & Orchard Ave

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|
| Directions Served | L | TR | L | TR | T | T | T | R | L | T | T | T |
| Maximum Queue (ft) | 21 | 25 | 43 | 44 | 140 | 137 | 105 | 52 | 70 | 49 | 55 | 272 |
| Average Queue (ft) | 2 | 3 | 5 | 3 | 31 | 23 | 23 | 7 | 32 | 3 | 8 | 33 |
| 95th Queue (ft) | 11 | 16 | 23 | 17 | 88 | 81 | 68 | 29 | 71 | 20 | 35 | 149 |
| Link Distance (ft) | | 294 | | 572 | 548 | 548 | 548 | | | 1088 | 1088 | 1088 |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 125 | | 110 | | | | | 100 | 250 | | | |
| Storage Blk Time (%) | | | | | 0 | | 0 | | | | | 1 |
| Queuing Penalty (veh) | | | | | 0 | | 0 | | | | | 0 |

Intersection: 10: Mooney Blvd & Caldwell Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|------|------|------|------|------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | TR | L | L | T | T | TR | L | L |
| Maximum Queue (ft) | 90 | 66 | 170 | 168 | 141 | 134 | 120 | 256 | 238 | 64 | 137 | 124 |
| Average Queue (ft) | 49 | 19 | 107 | 40 | 19 | 75 | 15 | 143 | 81 | 21 | 62 | 12 |
| 95th Queue (ft) | 81 | 50 | 162 | 119 | 68 | 123 | 55 | 215 | 174 | 45 | 114 | 54 |
| Link Distance (ft) | 1232 | 1232 | 1232 | 1232 | 1232 | 339 | 339 | 339 | 339 | 339 | 892 | 892 |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 10: Mooney Blvd & Caldwell Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 184 | 166 | 70 | 52 | 51 | 76 | 114 | 116 | 118 | 49 |
| Average Queue (ft) | 90 | 36 | 24 | 23 | 21 | 34 | 44 | 52 | 34 | 16 |
| 95th Queue (ft) | 154 | 99 | 56 | 44 | 48 | 70 | 89 | 98 | 93 | 42 |
| Link Distance (ft) | 892 | 892 | 892 | 892 | 548 | 548 | 548 | 548 | 548 | 548 |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: Mooney Blvd & Walnut Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|------|------|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | L | L |
| Maximum Queue (ft) | 26 | 108 | 132 | 118 | 39 | 47 | 103 | 168 | 136 | 44 | 48 | 66 |
| Average Queue (ft) | 1 | 40 | 74 | 23 | 9 | 14 | 39 | 102 | 58 | 17 | 6 | 24 |
| 95th Queue (ft) | 9 | 84 | 137 | 68 | 24 | 37 | 79 | 153 | 128 | 36 | 27 | 50 |
| Link Distance (ft) | | | 546 | 546 | | | | 1369 | 1369 | | | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 305 | 305 | | | 365 | 260 | 260 | | | 285 | 370 | 370 |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 1: Mooney Blvd & Walnut Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|------|------|------|-----|-----|-----|------|------|------|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 74 | 89 | 111 | 45 | 28 | 90 | 88 | 87 | 66 | 22 |
| Average Queue (ft) | 30 | 38 | 48 | 15 | 8 | 38 | 40 | 27 | 23 | 8 |
| 95th Queue (ft) | 70 | 85 | 103 | 37 | 27 | 73 | 78 | 65 | 55 | 22 |
| Link Distance (ft) | 1224 | 1224 | 1224 | | | | 1562 | 1562 | 1562 | |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | 175 | 505 | 505 | | | | 130 |
| Storage Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |

Intersection: 2: Mooney Blvd & Beech Ave

| Movement | EB | EB | EB | NB | NB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|------|-----|-----|------|------|------|------|------|------|
| Directions Served | L | L | R | L | L | T | T | T | T | T | TR |
| Maximum Queue (ft) | 52 | 73 | 32 | 53 | 53 | 103 | 121 | 118 | 72 | 53 | 114 |
| Average Queue (ft) | 2 | 32 | 13 | 6 | 29 | 14 | 16 | 21 | 22 | 16 | 20 |
| 95th Queue (ft) | 17 | 61 | 34 | 28 | 59 | 57 | 62 | 61 | 59 | 48 | 70 |
| Link Distance (ft) | | | 1262 | | | 1202 | 1202 | 1202 | 1224 | 1224 | 1224 |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | 200 | 200 | | 440 | 440 | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |

Queuing and Blocking Report
Baseline

08/12/2022

Intersection: 4: Mooney Blvd & Whitendale Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|------|------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | L | L |
| Maximum Queue (ft) | 46 | 68 | 130 | 63 | 60 | 149 | 154 | 159 | 146 | 59 | 51 | 71 |
| Average Queue (ft) | 13 | 29 | 55 | 21 | 18 | 25 | 71 | 90 | 58 | 13 | 10 | 36 |
| 95th Queue (ft) | 38 | 65 | 105 | 47 | 43 | 77 | 128 | 131 | 121 | 31 | 35 | 65 |
| Link Distance (ft) | | | 1238 | 1238 | | | | 255 | 255 | | | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 155 | 155 | | | 260 | 250 | 250 | | | 240 | 290 | 290 |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 4: Mooney Blvd & Whitendale Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|------|------|------|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 135 | 138 | 138 | 75 | 26 | 66 | 63 | 126 | 152 | 43 |
| Average Queue (ft) | 62 | 52 | 52 | 20 | 3 | 27 | 26 | 35 | 61 | 10 |
| 95th Queue (ft) | 115 | 113 | 115 | 58 | 15 | 58 | 52 | 91 | 136 | 31 |
| Link Distance (ft) | 152 | 152 | 152 | | | | 1202 | 1202 | 1202 | |
| Upstream Blk Time (%) | 0 | 0 | 0 | | | | | | | |
| Queuing Penalty (veh) | 0 | 0 | 0 | | | | | | | |
| Storage Bay Dist (ft) | | | | 130 | 450 | 450 | | | | 200 |
| Storage Blk Time (%) | 0 | | 0 | | | | | | | |
| Queuing Penalty (veh) | 0 | | 0 | | | | | | | |

Intersection: 5: Driveway 1 & Whitendale Ave

| Movement | WB | NB |
|-----------------------|------|----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 118 | 45 |
| Average Queue (ft) | 10 | 14 |
| 95th Queue (ft) | 51 | 35 |
| Link Distance (ft) | 1089 | 60 |
| Upstream Blk Time (%) | | 0 |
| Queuing Penalty (veh) | | 0 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 7: Mooney Blvd & Monte Vista Ave/Driveway 2

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | TR | TR | LT |
| Maximum Queue (ft) | 30 | 30 | 73 |
| Average Queue (ft) | 2 | 3 | 10 |
| 95th Queue (ft) | 14 | 18 | 42 |
| Link Distance (ft) | 108 | 117 | 152 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 8: Mooney Blvd & Sunnyside Ave

| Movement | EB | EB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|------|------|------|-----|-----|-----|-----|
| Directions Served | L | TR | TR | L | T | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 74 | 30 | 50 | 71 | 144 | 160 | 133 | 91 | 45 | 123 | 162 |
| Average Queue (ft) | 25 | 12 | 17 | 20 | 24 | 25 | 26 | 38 | 8 | 11 | 37 |
| 95th Queue (ft) | 58 | 32 | 38 | 53 | 87 | 93 | 89 | 73 | 30 | 52 | 104 |
| Link Distance (ft) | | 467 | 697 | | 1088 | 1088 | 1088 | | 524 | 524 | 524 |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | 170 | | | 400 | | | | 275 | | | |
| Storage Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |

Intersection: 9: Mooney Blvd & Orchard Ave

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|
| Directions Served | L | TR | L | TR | T | T | T | R | L | T | T | T |
| Maximum Queue (ft) | 22 | 24 | 20 | 15 | 174 | 111 | 116 | 50 | 48 | 24 | 51 | 115 |
| Average Queue (ft) | 6 | 2 | 4 | 3 | 41 | 23 | 23 | 5 | 19 | 2 | 9 | 35 |
| 95th Queue (ft) | 22 | 12 | 16 | 13 | 129 | 82 | 68 | 26 | 46 | 13 | 33 | 99 |
| Link Distance (ft) | | 294 | | 572 | 548 | 548 | 548 | | | 1088 | 1088 | 1088 |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 125 | | 110 | | | | | 100 | 250 | | | |
| Storage Blk Time (%) | | | | | 2 | | 0 | | | | | 1 |
| Queuing Penalty (veh) | | | | | 0 | | 0 | | | | | 0 |

Intersection: 10: Mooney Blvd & Caldwell Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|------|------|------|------|------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | TR | L | L | T | T | TR | L | L |
| Maximum Queue (ft) | 109 | 66 | 151 | 132 | 39 | 115 | 47 | 285 | 271 | 149 | 138 | 53 |
| Average Queue (ft) | 44 | 17 | 94 | 48 | 13 | 59 | 5 | 150 | 95 | 25 | 70 | 18 |
| 95th Queue (ft) | 84 | 43 | 152 | 116 | 27 | 109 | 25 | 226 | 204 | 76 | 117 | 45 |
| Link Distance (ft) | 1232 | 1232 | 1232 | 1232 | 1232 | 339 | 339 | 339 | 339 | 339 | 892 | 892 |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 10: Mooney Blvd & Caldwell Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 203 | 179 | 138 | 31 | 76 | 89 | 107 | 118 | 143 | 64 |
| Average Queue (ft) | 92 | 38 | 35 | 16 | 17 | 36 | 51 | 56 | 45 | 17 |
| 95th Queue (ft) | 150 | 99 | 86 | 38 | 49 | 74 | 96 | 104 | 111 | 44 |
| Link Distance (ft) | 892 | 892 | 892 | 892 | 548 | 548 | 548 | 548 | 548 | 548 |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: Mooney Blvd & Walnut Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|------|------|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | L | L |
| Maximum Queue (ft) | 26 | 89 | 196 | 160 | 64 | 68 | 105 | 148 | 127 | 41 | 65 | 84 |
| Average Queue (ft) | 1 | 36 | 87 | 38 | 11 | 29 | 42 | 81 | 53 | 21 | 10 | 31 |
| 95th Queue (ft) | 10 | 77 | 173 | 111 | 34 | 59 | 87 | 131 | 115 | 37 | 37 | 66 |
| Link Distance (ft) | | | 546 | 546 | | | | 1369 | 1369 | | | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 305 | 305 | | | 365 | 260 | 260 | | | 285 | 370 | 370 |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 1: Mooney Blvd & Walnut Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|------|------|------|-----|-----|-----|------|------|------|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 84 | 105 | 108 | 46 | 64 | 112 | 112 | 108 | 66 | 23 |
| Average Queue (ft) | 33 | 50 | 50 | 16 | 8 | 36 | 43 | 29 | 24 | 10 |
| 95th Queue (ft) | 76 | 102 | 100 | 41 | 32 | 75 | 89 | 75 | 58 | 25 |
| Link Distance (ft) | 1224 | 1224 | 1224 | | | | 1562 | 1562 | 1562 | |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | 175 | 505 | 505 | | | | 130 |
| Storage Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |

Intersection: 2: Mooney Blvd & Beech Ave

| Movement | EB | EB | EB | NB | NB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|------|-----|-----|------|------|------|------|------|------|
| Directions Served | L | L | R | L | L | T | T | T | T | T | TR |
| Maximum Queue (ft) | 31 | 52 | 45 | 29 | 87 | 77 | 74 | 89 | 77 | 96 | 133 |
| Average Queue (ft) | 2 | 18 | 18 | 4 | 31 | 10 | 14 | 25 | 25 | 18 | 25 |
| 95th Queue (ft) | 13 | 46 | 39 | 18 | 71 | 40 | 50 | 73 | 71 | 65 | 92 |
| Link Distance (ft) | | | 1262 | | | 1202 | 1202 | 1202 | 1224 | 1224 | 1224 |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | 200 | 200 | | 440 | 440 | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |

Intersection: 4: Mooney Blvd & Whitendale Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|------|------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | L | L |
| Maximum Queue (ft) | 63 | 86 | 131 | 108 | 62 | 97 | 146 | 129 | 115 | 48 | 114 | 115 |
| Average Queue (ft) | 5 | 32 | 50 | 42 | 19 | 27 | 69 | 89 | 63 | 15 | 24 | 59 |
| 95th Queue (ft) | 29 | 71 | 99 | 85 | 43 | 75 | 126 | 139 | 119 | 36 | 79 | 103 |
| Link Distance (ft) | | | 1238 | 1238 | | | | 255 | 255 | | | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 155 | 155 | | | 260 | 250 | 250 | | | 240 | 290 | 290 |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 4: Mooney Blvd & Whitendale Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|------|------|------|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 110 | 126 | 160 | 152 | 51 | 114 | 67 | 91 | 171 | 41 |
| Average Queue (ft) | 52 | 53 | 72 | 27 | 22 | 64 | 22 | 36 | 72 | 8 |
| 95th Queue (ft) | 100 | 126 | 140 | 76 | 49 | 98 | 53 | 76 | 136 | 26 |
| Link Distance (ft) | 152 | 152 | 152 | | | | 1202 | 1202 | 1202 | |
| Upstream Blk Time (%) | | | 0 | 0 | | | | | | |
| Queuing Penalty (veh) | | | 0 | 0 | | | | | | |
| Storage Bay Dist (ft) | | | | 130 | 450 | 450 | | | | 200 |
| Storage Blk Time (%) | | | 1 | 0 | | | | | | |
| Queuing Penalty (veh) | | | 1 | 0 | | | | | | |

Intersection: 5: Driveway 1 & Whitendale Ave

| Movement | EB | WB | NB |
|-----------------------|-----|------|----|
| Directions Served | R | LT | LR |
| Maximum Queue (ft) | 22 | 89 | 67 |
| Average Queue (ft) | 1 | 27 | 34 |
| 95th Queue (ft) | 10 | 64 | 60 |
| Link Distance (ft) | 255 | 1089 | 60 |
| Upstream Blk Time (%) | | | 3 |
| Queuing Penalty (veh) | | | 0 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 7: Mooney Blvd & Monte Vista Ave/Driveway 2

| Movement | EB | WB | SB |
|-----------------------|-----|-----|-----|
| Directions Served | TR | TR | LT |
| Maximum Queue (ft) | 30 | 94 | 54 |
| Average Queue (ft) | 5 | 44 | 8 |
| 95th Queue (ft) | 23 | 75 | 35 |
| Link Distance (ft) | 108 | 117 | 152 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 8: Mooney Blvd & Sunnyside Ave

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|------|------|------|-----|-----|-----|-----|
| Directions Served | L | TR | L | TR | L | T | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 87 | 30 | 24 | 31 | 52 | 118 | 96 | 116 | 90 | 80 | 106 | 160 |
| Average Queue (ft) | 32 | 10 | 1 | 15 | 20 | 28 | 22 | 29 | 34 | 16 | 26 | 58 |
| 95th Queue (ft) | 71 | 30 | 8 | 35 | 48 | 81 | 70 | 90 | 75 | 55 | 81 | 142 |
| Link Distance (ft) | | 467 | | 697 | | 1088 | 1088 | 1088 | | 524 | 524 | 524 |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 170 | | 100 | | 400 | | | | 275 | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 9: Mooney Blvd & Orchard Ave

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|
| Directions Served | L | TR | L | TR | T | T | T | R | L | T | T | T |
| Maximum Queue (ft) | 22 | 25 | 20 | 15 | 180 | 172 | 139 | 30 | 48 | 26 | 72 | 226 |
| Average Queue (ft) | 5 | 4 | 4 | 4 | 47 | 26 | 26 | 3 | 21 | 2 | 7 | 38 |
| 95th Queue (ft) | 19 | 19 | 17 | 15 | 126 | 92 | 83 | 15 | 45 | 14 | 39 | 130 |
| Link Distance (ft) | | 294 | | 572 | 548 | 548 | 548 | | | 1088 | 1088 | 1088 |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 125 | | 110 | | | | | 100 | 250 | | | |
| Storage Blk Time (%) | | | | | 1 | | 1 | | | | | 2 |
| Queuing Penalty (veh) | | | | | 0 | | 0 | | | | | 0 |

Intersection: 10: Mooney Blvd & Caldwell Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|------|------|------|------|------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | TR | L | L | T | T | TR | L | L |
| Maximum Queue (ft) | 88 | 66 | 213 | 159 | 61 | 135 | 121 | 195 | 160 | 69 | 139 | 125 |
| Average Queue (ft) | 48 | 26 | 84 | 38 | 16 | 66 | 6 | 123 | 59 | 17 | 70 | 21 |
| 95th Queue (ft) | 86 | 62 | 157 | 105 | 40 | 121 | 44 | 193 | 150 | 39 | 118 | 63 |
| Link Distance (ft) | 1232 | 1232 | 1232 | 1232 | 1232 | 339 | 339 | 339 | 339 | 339 | 892 | 892 |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 10: Mooney Blvd & Caldwell Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 218 | 204 | 74 | 31 | 52 | 71 | 118 | 138 | 138 | 31 |
| Average Queue (ft) | 91 | 41 | 25 | 20 | 20 | 31 | 60 | 68 | 47 | 12 |
| 95th Queue (ft) | 159 | 109 | 61 | 38 | 42 | 64 | 98 | 118 | 106 | 33 |
| Link Distance (ft) | 892 | 892 | 892 | 892 | 548 | 548 | 548 | 548 | 548 | 548 |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |

Network Summary

Network wide Queuing Penalty: 1

Queuing and Blocking Report
Baseline

08/12/2022

Intersection: 1: Mooney Blvd & Walnut Ave

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|------|------|-----|-----|-----|------|
| Directions Served | L | T | T | R | L | L | T | T | R | L | L | T |
| Maximum Queue (ft) | 89 | 169 | 117 | 40 | 121 | 133 | 194 | 174 | 56 | 28 | 63 | 109 |
| Average Queue (ft) | 37 | 82 | 30 | 11 | 25 | 40 | 111 | 74 | 22 | 3 | 22 | 31 |
| 95th Queue (ft) | 70 | 137 | 84 | 27 | 69 | 84 | 179 | 148 | 44 | 16 | 47 | 74 |
| Link Distance (ft) | | 546 | 546 | | | | 1369 | 1369 | | | | 1224 |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 305 | | | 365 | 260 | 260 | | | 285 | 370 | 370 | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 1: Mooney Blvd & Walnut Ave

| Movement | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|------|------|-----|-----|-----|------|------|------|----|
| Directions Served | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 135 | 172 | 44 | 28 | 91 | 131 | 88 | 67 | 70 |
| Average Queue (ft) | 51 | 57 | 13 | 6 | 37 | 47 | 42 | 20 | 6 |
| 95th Queue (ft) | 100 | 121 | 34 | 23 | 72 | 100 | 82 | 51 | 29 |
| Link Distance (ft) | 1224 | 1224 | | | | 1562 | 1562 | 1562 | |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | | | 175 | 505 | 505 | | | 130 | |
| Storage Blk Time (%) | | 0 | | | | | | | |
| Queuing Penalty (veh) | | 0 | | | | | | | |

Intersection: 2: Mooney Blvd & Beech Ave

| Movement | EB | EB | EB | NB | NB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|------|-----|-----|------|------|------|------|------|------|
| Directions Served | L | L | R | L | L | T | T | T | T | T | TR |
| Maximum Queue (ft) | 24 | 73 | 53 | 31 | 74 | 53 | 73 | 94 | 96 | 131 | 160 |
| Average Queue (ft) | 1 | 29 | 9 | 3 | 30 | 11 | 15 | 20 | 23 | 21 | 39 |
| 95th Queue (ft) | 10 | 58 | 31 | 18 | 58 | 38 | 54 | 64 | 70 | 78 | 103 |
| Link Distance (ft) | | | 1262 | | | 1202 | 1202 | 1202 | 1224 | 1224 | 1224 |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | 200 | 200 | | 440 | 440 | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |

Queuing and Blocking Report
Baseline

08/12/2022

Intersection: 4: Mooney Blvd & Whitendale Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|------|------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | L | L |
| Maximum Queue (ft) | 27 | 179 | 189 | 107 | 62 | 115 | 148 | 167 | 169 | 58 | 91 | 66 |
| Average Queue (ft) | 7 | 41 | 59 | 34 | 19 | 25 | 71 | 106 | 80 | 18 | 10 | 32 |
| 95th Queue (ft) | 25 | 104 | 125 | 79 | 41 | 70 | 134 | 161 | 137 | 42 | 45 | 60 |
| Link Distance (ft) | | | 1238 | 1238 | | | | 255 | 255 | | | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 155 | 155 | | | 260 | 250 | 250 | | | 240 | 290 | 290 |
| Storage Blk Time (%) | | 0 | 1 | | | | | | | | | |
| Queuing Penalty (veh) | | 0 | 0 | | | | | | | | | |

Intersection: 4: Mooney Blvd & Whitendale Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|------|------|------|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 164 | 156 | 159 | 149 | 48 | 83 | 82 | 84 | 151 | 50 |
| Average Queue (ft) | 57 | 60 | 55 | 24 | 10 | 27 | 31 | 36 | 51 | 10 |
| 95th Queue (ft) | 126 | 140 | 121 | 76 | 31 | 61 | 70 | 73 | 109 | 31 |
| Link Distance (ft) | 152 | 152 | 152 | | | | 1202 | 1202 | 1202 | |
| Upstream Blk Time (%) | 0 | 0 | 0 | 0 | | | | | | |
| Queuing Penalty (veh) | 1 | 1 | 0 | 0 | | | | | | |
| Storage Bay Dist (ft) | | | | 130 | 450 | 450 | | | | 200 |
| Storage Blk Time (%) | 0 | | 0 | 0 | | | | | | |
| Queuing Penalty (veh) | 0 | | 0 | 0 | | | | | | |

Intersection: 5: Driveway 1 & Whitendale Ave

| Movement | WB | NB |
|-----------------------|------|----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 53 | 45 |
| Average Queue (ft) | 3 | 16 |
| 95th Queue (ft) | 22 | 36 |
| Link Distance (ft) | 1089 | 60 |
| Upstream Blk Time (%) | | 0 |
| Queuing Penalty (veh) | | 0 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 7: Mooney Blvd & Monte Vista Ave/Driveway 2

| Movement | EB | WB | NB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | TR | TR | T | T | LT |
| Maximum Queue (ft) | 30 | 30 | 96 | 29 | 74 |
| Average Queue (ft) | 3 | 1 | 4 | 1 | 11 |
| 95th Queue (ft) | 18 | 10 | 34 | 11 | 41 |
| Link Distance (ft) | 108 | 117 | 524 | 524 | 152 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Intersection: 8: Mooney Blvd & Sunnyside Ave

| Movement | EB | EB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|------|------|------|-----|-----|-----|-----|
| Directions Served | L | TR | TR | L | T | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 52 | 50 | 52 | 70 | 200 | 183 | 204 | 130 | 98 | 178 | 181 |
| Average Queue (ft) | 21 | 9 | 13 | 26 | 36 | 28 | 24 | 46 | 8 | 15 | 41 |
| 95th Queue (ft) | 50 | 32 | 36 | 62 | 109 | 96 | 99 | 100 | 44 | 70 | 116 |
| Link Distance (ft) | | 467 | 697 | | 1088 | 1088 | 1088 | | 524 | 524 | 524 |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | 170 | | | 400 | | | | 275 | | | |
| Storage Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |

Intersection: 9: Mooney Blvd & Orchard Ave

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|
| Directions Served | L | TR | L | TR | T | T | T | R | L | T | T | T |
| Maximum Queue (ft) | 21 | 25 | 42 | 39 | 206 | 201 | 248 | 25 | 70 | 44 | 50 | 313 |
| Average Queue (ft) | 3 | 2 | 9 | 6 | 61 | 34 | 45 | 2 | 25 | 6 | 11 | 77 |
| 95th Queue (ft) | 14 | 12 | 26 | 21 | 156 | 110 | 126 | 12 | 64 | 25 | 39 | 211 |
| Link Distance (ft) | | 294 | | 572 | 548 | 548 | 548 | | | 1088 | 1088 | 1088 |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 125 | | 110 | | | | | 100 | 250 | | | |
| Storage Blk Time (%) | | | | | 3 | | 3 | | | | | 6 |
| Queuing Penalty (veh) | | | | | 0 | | 1 | | | | | 0 |

Intersection: 10: Mooney Blvd & Caldwell Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|------|------|------|------|------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | TR | L | L | T | T | TR | L | L |
| Maximum Queue (ft) | 89 | 88 | 187 | 172 | 79 | 196 | 144 | 217 | 186 | 136 | 141 | 127 |
| Average Queue (ft) | 41 | 22 | 88 | 39 | 19 | 58 | 8 | 136 | 84 | 19 | 80 | 25 |
| 95th Queue (ft) | 75 | 61 | 157 | 116 | 51 | 117 | 52 | 207 | 187 | 59 | 125 | 66 |
| Link Distance (ft) | 1232 | 1232 | 1232 | 1232 | 1232 | 339 | 339 | 339 | 339 | 339 | 892 | 892 |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 10: Mooney Blvd & Caldwell Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 203 | 180 | 76 | 79 | 71 | 70 | 99 | 105 | 119 | 52 |
| Average Queue (ft) | 105 | 53 | 36 | 23 | 15 | 31 | 50 | 59 | 44 | 12 |
| 95th Queue (ft) | 172 | 130 | 67 | 49 | 46 | 62 | 100 | 107 | 104 | 35 |
| Link Distance (ft) | 892 | 892 | 892 | 892 | 548 | 548 | 548 | 548 | 548 | 548 |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |

Network Summary

Network wide Queuing Penalty: 4

Intersection: 1: Mooney Blvd & Walnut Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|------|------|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | L | L |
| Maximum Queue (ft) | 26 | 89 | 169 | 138 | 38 | 92 | 89 | 192 | 168 | 103 | 71 | 89 |
| Average Queue (ft) | 2 | 43 | 70 | 23 | 11 | 25 | 46 | 100 | 60 | 25 | 8 | 31 |
| 95th Queue (ft) | 12 | 89 | 127 | 70 | 26 | 63 | 81 | 164 | 129 | 59 | 33 | 66 |
| Link Distance (ft) | | | 546 | 546 | | | | 1369 | 1369 | | | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 305 | 305 | | | 365 | 260 | 260 | | | 285 | 370 | 370 |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 1: Mooney Blvd & Walnut Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|------|------|------|-----|-----|------|------|------|----|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 115 | 132 | 174 | 44 | 27 | 111 | 111 | 85 | 87 | 22 |
| Average Queue (ft) | 48 | 51 | 54 | 15 | 4 | 45 | 48 | 24 | 24 | 6 |
| 95th Queue (ft) | 104 | 109 | 121 | 38 | 20 | 92 | 94 | 58 | 55 | 22 |
| Link Distance (ft) | 1224 | 1224 | 1224 | | | 1562 | 1562 | 1562 | | |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | 175 | 505 | 505 | | | | 130 |
| Storage Blk Time (%) | | | | 0 | | | | | | |
| Queuing Penalty (veh) | | | | 0 | | | | | | |

Intersection: 2: Mooney Blvd & Beech Ave

| Movement | EB | EB | EB | NB | NB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|------|-----|-----|------|------|------|------|------|------|
| Directions Served | L | L | R | L | L | T | T | T | T | T | TR |
| Maximum Queue (ft) | 31 | 70 | 53 | 31 | 77 | 52 | 73 | 93 | 74 | 75 | 96 |
| Average Queue (ft) | 4 | 32 | 15 | 5 | 35 | 8 | 11 | 22 | 29 | 16 | 35 |
| 95th Queue (ft) | 22 | 60 | 38 | 22 | 63 | 34 | 45 | 63 | 69 | 54 | 85 |
| Link Distance (ft) | | | 1262 | | | 1202 | 1202 | 1202 | 1224 | 1224 | 1224 |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | 200 | 200 | | 440 | 440 | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |

Intersection: 4: Mooney Blvd & Whitendale Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|------|------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | L | L |
| Maximum Queue (ft) | 69 | 88 | 106 | 131 | 44 | 125 | 152 | 230 | 130 | 38 | 151 | 152 |
| Average Queue (ft) | 20 | 36 | 50 | 51 | 19 | 33 | 74 | 93 | 71 | 14 | 28 | 57 |
| 95th Queue (ft) | 51 | 73 | 85 | 101 | 41 | 73 | 126 | 153 | 128 | 32 | 83 | 102 |
| Link Distance (ft) | | | 1238 | 1238 | | | | 255 | 255 | | | |
| Upstream Blk Time (%) | | | | | | | | | | | 0 | 0 |
| Queuing Penalty (veh) | | | | | | | | | | | 0 | 0 |
| Storage Bay Dist (ft) | 155 | 155 | | | 260 | 250 | 250 | | | 240 | 290 | 290 |
| Storage Blk Time (%) | | | | | | | | 0 | | | 0 | 0 |
| Queuing Penalty (veh) | | | | | | | | 0 | | | 0 | 0 |

Intersection: 4: Mooney Blvd & Whitendale Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|------|------|------|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 165 | 163 | 162 | 152 | 97 | 112 | 146 | 148 | 173 | 20 |
| Average Queue (ft) | 63 | 64 | 78 | 33 | 19 | 59 | 39 | 44 | 69 | 8 |
| 95th Queue (ft) | 131 | 142 | 151 | 82 | 64 | 110 | 99 | 111 | 138 | 22 |
| Link Distance (ft) | 152 | 152 | 152 | | | | 1202 | 1202 | 1202 | |
| Upstream Blk Time (%) | 0 | 0 | 0 | 0 | | | | | | |
| Queuing Penalty (veh) | 0 | 1 | 1 | 0 | | | | | | |
| Storage Bay Dist (ft) | | | | 130 | 450 | 450 | | | | 200 |
| Storage Blk Time (%) | 0 | | 1 | 0 | | | | | | |
| Queuing Penalty (veh) | 0 | | 1 | 0 | | | | | | |

Intersection: 5: Driveway 1 & Whitendale Ave

| Movement | EB | WB | NB |
|-----------------------|-----|------|----|
| Directions Served | R | LT | LR |
| Maximum Queue (ft) | 22 | 92 | 86 |
| Average Queue (ft) | 1 | 27 | 35 |
| 95th Queue (ft) | 7 | 73 | 69 |
| Link Distance (ft) | 255 | 1089 | 60 |
| Upstream Blk Time (%) | | | 5 |
| Queuing Penalty (veh) | | | 0 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 7: Mooney Blvd & Monte Vista Ave/Driveway 2

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | TR | TR | TR | LT |
| Maximum Queue (ft) | 30 | 122 | 23 | 93 |
| Average Queue (ft) | 6 | 51 | 1 | 13 |
| 95th Queue (ft) | 26 | 89 | 8 | 56 |
| Link Distance (ft) | 108 | 117 | 524 | 152 |
| Upstream Blk Time (%) | 0 | | | |
| Queuing Penalty (veh) | 0 | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 8: Mooney Blvd & Sunnyside Ave

| Movement | EB | EB | WB | NB | NB | NB | NB | SB | SB | SB | SB | |
|-----------------------|-----|-----|-----|-----|------|------|------|-----|-----|-----|-----|--|
| Directions Served | L | TR | TR | L | T | T | TR | L | T | T | TR | |
| Maximum Queue (ft) | 69 | 25 | 52 | 72 | 153 | 138 | 135 | 91 | 71 | 77 | 235 | |
| Average Queue (ft) | 28 | 2 | 19 | 15 | 33 | 21 | 29 | 41 | 11 | 19 | 51 | |
| 95th Queue (ft) | 60 | 12 | 44 | 45 | 101 | 83 | 91 | 80 | 43 | 58 | 145 | |
| Link Distance (ft) | | 467 | 697 | | 1088 | 1088 | 1088 | | 524 | 524 | 524 | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 170 | | | 400 | | | | 275 | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 9: Mooney Blvd & Orchard Ave

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB | |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|---|
| Directions Served | L | TR | L | TR | T | T | T | R | L | T | T | T | |
| Maximum Queue (ft) | 22 | 25 | 45 | 44 | 162 | 160 | 182 | 125 | 91 | 49 | 29 | 281 | |
| Average Queue (ft) | 5 | 2 | 5 | 6 | 49 | 31 | 36 | 10 | 33 | 5 | 5 | 57 | |
| 95th Queue (ft) | 20 | 12 | 22 | 22 | 129 | 98 | 110 | 49 | 74 | 25 | 22 | 173 | |
| Link Distance (ft) | | 294 | | 572 | 548 | 548 | 548 | | | 1088 | 1088 | 1088 | |
| Upstream Blk Time (%) | | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 125 | | 110 | | | | | 100 | 250 | | | | |
| Storage Blk Time (%) | | | | | 1 | | 1 | 0 | | | | | 3 |
| Queuing Penalty (veh) | | | | | 0 | | 0 | 0 | | | | | 0 |

Intersection: 10: Mooney Blvd & Caldwell Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|------|------|------|------|------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | TR | L | L | T | T | TR | L | L |
| Maximum Queue (ft) | 88 | 66 | 176 | 162 | 63 | 132 | 132 | 217 | 193 | 118 | 158 | 125 |
| Average Queue (ft) | 45 | 25 | 98 | 58 | 17 | 76 | 8 | 139 | 72 | 21 | 76 | 23 |
| 95th Queue (ft) | 88 | 53 | 169 | 136 | 38 | 132 | 50 | 211 | 174 | 56 | 126 | 76 |
| Link Distance (ft) | 1232 | 1232 | 1232 | 1232 | 1232 | 339 | 339 | 339 | 339 | 339 | 892 | 892 |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 10: Mooney Blvd & Caldwell Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 206 | 158 | 123 | 47 | 73 | 74 | 96 | 131 | 136 | 51 |
| Average Queue (ft) | 96 | 40 | 41 | 22 | 26 | 36 | 51 | 56 | 39 | 18 |
| 95th Queue (ft) | 175 | 101 | 96 | 41 | 60 | 77 | 93 | 103 | 102 | 40 |
| Link Distance (ft) | 892 | 892 | 892 | 892 | 548 | 548 | 548 | 548 | 548 | 548 |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |

Network Summary

Network wide Queuing Penalty: 4

Intersection: 1: Mooney Blvd & Walnut Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|------|------|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | L | L |
| Maximum Queue (ft) | 136 | 153 | 215 | 175 | 81 | 190 | 201 | 156 | 150 | 85 | 178 | 179 |
| Average Queue (ft) | 22 | 91 | 145 | 106 | 38 | 72 | 109 | 84 | 55 | 29 | 86 | 100 |
| 95th Queue (ft) | 89 | 153 | 208 | 179 | 70 | 149 | 181 | 140 | 122 | 60 | 161 | 162 |
| Link Distance (ft) | | | 546 | 546 | | | | 1369 | 1369 | | | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 305 | 305 | | | 365 | 260 | 260 | | | 285 | 370 | 370 |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 1: Mooney Blvd & Walnut Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|------|------|------|-----|-----|-----|------|------|------|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 278 | 289 | 326 | 200 | 202 | 222 | 212 | 219 | 264 | 155 |
| Average Queue (ft) | 138 | 169 | 173 | 96 | 81 | 123 | 141 | 159 | 149 | 49 |
| 95th Queue (ft) | 250 | 279 | 300 | 215 | 173 | 188 | 225 | 223 | 240 | 148 |
| Link Distance (ft) | 1224 | 1224 | 1224 | | | | 1562 | 1562 | 1562 | |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | 175 | 505 | 505 | | | | 130 |
| Storage Blk Time (%) | | | 12 | 0 | | | | 13 | 0 | |
| Queuing Penalty (veh) | | | 23 | 0 | | | | 13 | 0 | |

Intersection: 2: Mooney Blvd & Beech Ave

| Movement | EB | EB | EB | NB | NB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|------|-----|-----|------|------|------|------|------|------|
| Directions Served | L | L | R | L | L | T | T | T | T | T | TR |
| Maximum Queue (ft) | 167 | 180 | 152 | 115 | 138 | 267 | 156 | 178 | 212 | 307 | 319 |
| Average Queue (ft) | 27 | 74 | 46 | 45 | 65 | 53 | 38 | 58 | 115 | 142 | 196 |
| 95th Queue (ft) | 82 | 137 | 94 | 97 | 115 | 142 | 109 | 133 | 213 | 262 | 317 |
| Link Distance (ft) | | | 1262 | | | 1202 | 1202 | 1202 | 1224 | 1224 | 1224 |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | 200 | 200 | | 440 | 440 | | | | | | |
| Storage Blk Time (%) | | 0 | | | | | | | | | |
| Queuing Penalty (veh) | | 0 | | | | | | | | | |

Intersection: 4: Mooney Blvd & Whitendale Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|------|------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | L | L |
| Maximum Queue (ft) | 49 | 129 | 146 | 132 | 145 | 134 | 188 | 202 | 188 | 43 | 142 | 151 |
| Average Queue (ft) | 23 | 52 | 52 | 23 | 61 | 55 | 99 | 88 | 43 | 17 | 66 | 92 |
| 95th Queue (ft) | 49 | 101 | 109 | 71 | 114 | 121 | 170 | 150 | 120 | 38 | 136 | 144 |
| Link Distance (ft) | | | 1238 | 1238 | | | | 255 | 255 | | | |
| Upstream Blk Time (%) | | | | | | | | | | | 0 | 0 |
| Queuing Penalty (veh) | | | | | | | | | | | 0 | 0 |
| Storage Bay Dist (ft) | 155 | 155 | | | 260 | 250 | 250 | | | 240 | 290 | 290 |
| Storage Blk Time (%) | | | 0 | | | | | | | | 0 | 0 |
| Queuing Penalty (veh) | | | 0 | | | | | | | | 0 | 1 |

Intersection: 4: Mooney Blvd & Whitendale Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|------|------|------|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 204 | 162 | 226 | 152 | 110 | 108 | 321 | 339 | 533 | 225 |
| Average Queue (ft) | 127 | 102 | 107 | 52 | 23 | 44 | 120 | 155 | 248 | 46 |
| 95th Queue (ft) | 192 | 185 | 201 | 151 | 64 | 92 | 264 | 312 | 480 | 179 |
| Link Distance (ft) | 152 | 152 | 152 | | | | 1202 | 1202 | 1202 | |
| Upstream Blk Time (%) | 10 | 4 | 4 | 0 | | | | | | |
| Queuing Penalty (veh) | 44 | 20 | 17 | 0 | | | | | | |
| Storage Bay Dist (ft) | | | | 130 | 450 | 450 | | | | 200 |
| Storage Blk Time (%) | 10 | | 8 | 0 | | | | | 15 | |
| Queuing Penalty (veh) | 17 | | 9 | 0 | | | | | 12 | |

Intersection: 5: Driveway 1 & Whitendale Ave

| Movement | NB |
|-----------------------|----|
| Directions Served | LR |
| Maximum Queue (ft) | 24 |
| Average Queue (ft) | 7 |
| 95th Queue (ft) | 25 |
| Link Distance (ft) | 60 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 7: Mooney Blvd & Monte Vista Ave/Driveway 2

| Movement | EB | WB | NB | NB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | TR | TR | T | T | TR | TR |
| Maximum Queue (ft) | 48 | 30 | 221 | 117 | 135 | 122 |
| Average Queue (ft) | 8 | 5 | 57 | 16 | 22 | 19 |
| 95th Queue (ft) | 31 | 23 | 168 | 73 | 83 | 76 |
| Link Distance (ft) | 108 | 117 | 524 | 524 | 524 | 152 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

Intersection: 8: Mooney Blvd & Sunnyside Ave

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|------|------|------|-----|-----|-----|-----|
| Directions Served | L | TR | L | TR | L | T | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 194 | 482 | 48 | 53 | 160 | 252 | 244 | 264 | 92 | 390 | 524 | 574 |
| Average Queue (ft) | 95 | 88 | 7 | 29 | 59 | 111 | 83 | 86 | 53 | 85 | 279 | 350 |
| 95th Queue (ft) | 186 | 297 | 28 | 50 | 122 | 227 | 194 | 204 | 83 | 229 | 513 | 593 |
| Link Distance (ft) | | 467 | | 697 | | 1088 | 1088 | 1088 | | 524 | 524 | 524 |
| Upstream Blk Time (%) | | 0 | | | | | | | | | 0 | 3 |
| Queuing Penalty (veh) | | 0 | | | | | | | | | 0 | 17 |
| Storage Bay Dist (ft) | 170 | | 100 | | 400 | | | | 275 | | | |
| Storage Blk Time (%) | 15 | 0 | | | | | | | | 0 | | |
| Queuing Penalty (veh) | 10 | 0 | | | | | | | | 0 | | |

Intersection: 9: Mooney Blvd & Orchard Ave

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|
| Directions Served | L | TR | L | TR | L | L | T | T | T | R | L | T |
| Maximum Queue (ft) | 62 | 72 | 46 | 104 | 54 | 148 | 371 | 328 | 259 | 125 | 174 | 736 |
| Average Queue (ft) | 18 | 32 | 17 | 25 | 10 | 43 | 128 | 92 | 81 | 16 | 76 | 74 |
| 95th Queue (ft) | 49 | 63 | 42 | 61 | 35 | 98 | 300 | 252 | 196 | 56 | 149 | 341 |
| Link Distance (ft) | | 294 | | 572 | | | 548 | 548 | 548 | | | 1088 |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 125 | | 110 | | 125 | 125 | | | | 100 | 250 | |
| Storage Blk Time (%) | | | | 1 | | 0 | 9 | | 7 | | | |
| Queuing Penalty (veh) | | | | 0 | | 0 | 6 | | 3 | | | |

Intersection: 9: Mooney Blvd & Orchard Ave

| Movement | SB | SB | SB |
|-----------------------|------|------|-----|
| Directions Served | T | T | R |
| Maximum Queue (ft) | 1095 | 1112 | 125 |
| Average Queue (ft) | 572 | 708 | 19 |
| 95th Queue (ft) | 1302 | 1319 | 80 |
| Link Distance (ft) | 1088 | 1088 | |
| Upstream Blk Time (%) | 2 | 5 | |
| Queuing Penalty (veh) | 8 | 22 | |
| Storage Bay Dist (ft) | | | 100 |
| Storage Blk Time (%) | | 32 | 0 |
| Queuing Penalty (veh) | | 8 | 0 |

Intersection: 10: Mooney Blvd & Caldwell Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|------|------|------|------|------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | TR | L | L | T | T | TR | L | L |
| Maximum Queue (ft) | 156 | 138 | 194 | 150 | 143 | 223 | 188 | 255 | 219 | 140 | 209 | 195 |
| Average Queue (ft) | 98 | 61 | 117 | 75 | 48 | 154 | 91 | 152 | 92 | 47 | 136 | 89 |
| 95th Queue (ft) | 149 | 130 | 178 | 153 | 100 | 205 | 192 | 222 | 205 | 102 | 200 | 178 |
| Link Distance (ft) | 1232 | 1232 | 1232 | 1232 | 1232 | 339 | 339 | 339 | 339 | 339 | 892 | 892 |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 10: Mooney Blvd & Caldwell Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 347 | 327 | 217 | 65 | 199 | 186 | 290 | 264 | 292 | 103 |
| Average Queue (ft) | 247 | 188 | 113 | 28 | 92 | 92 | 173 | 175 | 176 | 32 |
| 95th Queue (ft) | 345 | 324 | 202 | 46 | 163 | 157 | 269 | 268 | 272 | 65 |
| Link Distance (ft) | 892 | 892 | 892 | 892 | 548 | 548 | 548 | 548 | 548 | 548 |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |

Network Summary

Network wide Queuing Penalty: 232

Intersection: 1: Mooney Blvd & Walnut Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|------|------|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | L | L |
| Maximum Queue (ft) | 146 | 175 | 280 | 197 | 143 | 179 | 233 | 146 | 148 | 61 | 157 | 178 |
| Average Queue (ft) | 41 | 106 | 148 | 105 | 45 | 75 | 131 | 86 | 64 | 24 | 82 | 103 |
| 95th Queue (ft) | 134 | 168 | 227 | 191 | 105 | 162 | 210 | 135 | 114 | 53 | 141 | 156 |
| Link Distance (ft) | | | 546 | 546 | | | | 1369 | 1369 | | | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 305 | 305 | | | 365 | 260 | 260 | | | 285 | 370 | 370 |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 1: Mooney Blvd & Walnut Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|------|------|------|-----|-----|-----|------|------|------|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 307 | 318 | 345 | 200 | 194 | 222 | 239 | 244 | 255 | 155 |
| Average Queue (ft) | 143 | 161 | 176 | 94 | 96 | 141 | 171 | 176 | 170 | 59 |
| 95th Queue (ft) | 241 | 265 | 306 | 209 | 186 | 205 | 241 | 247 | 244 | 162 |
| Link Distance (ft) | 1224 | 1224 | 1224 | | | | 1562 | 1562 | 1562 | |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | 175 | 505 | 505 | | | | 130 |
| Storage Blk Time (%) | | | 9 | 0 | | | | | 14 | 0 |
| Queuing Penalty (veh) | | | 18 | 0 | | | | | 14 | 0 |

Intersection: 2: Mooney Blvd & Beech Ave

| Movement | EB | EB | EB | NB | NB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|------|-----|-----|------|------|------|------|------|------|
| Directions Served | L | L | R | L | L | T | T | T | T | T | TR |
| Maximum Queue (ft) | 96 | 116 | 95 | 136 | 141 | 181 | 178 | 203 | 266 | 377 | 415 |
| Average Queue (ft) | 29 | 67 | 42 | 52 | 76 | 43 | 39 | 61 | 111 | 128 | 187 |
| 95th Queue (ft) | 69 | 106 | 73 | 101 | 123 | 116 | 120 | 157 | 224 | 280 | 368 |
| Link Distance (ft) | | | 1262 | | | 1202 | 1202 | 1202 | 1224 | 1224 | 1224 |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | 200 | 200 | | 440 | 440 | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |

Intersection: 4: Mooney Blvd & Whitendale Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|------|------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | L | L |
| Maximum Queue (ft) | 93 | 89 | 150 | 114 | 144 | 236 | 208 | 154 | 128 | 59 | 147 | 152 |
| Average Queue (ft) | 24 | 39 | 59 | 35 | 60 | 82 | 112 | 72 | 44 | 19 | 88 | 114 |
| 95th Queue (ft) | 63 | 83 | 112 | 70 | 102 | 173 | 200 | 125 | 97 | 44 | 147 | 161 |
| Link Distance (ft) | | | 1238 | 1238 | | | | 255 | 255 | | | |
| Upstream Blk Time (%) | | | | | | 0 | | | | | 0 | 1 |
| Queuing Penalty (veh) | | | | | | 0 | | | | | 0 | 0 |
| Storage Bay Dist (ft) | 155 | 155 | | | 260 | 250 | 250 | | | 240 | 290 | 290 |
| Storage Blk Time (%) | | | 0 | | | 0 | | | | | 0 | 1 |
| Queuing Penalty (veh) | | | 0 | | | 0 | | | | | 1 | 3 |

Intersection: 4: Mooney Blvd & Whitendale Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|------|------|------|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 199 | 184 | 181 | 152 | 90 | 134 | 375 | 512 | 538 | 225 |
| Average Queue (ft) | 135 | 106 | 113 | 59 | 29 | 50 | 138 | 182 | 246 | 73 |
| 95th Queue (ft) | 217 | 203 | 194 | 142 | 73 | 100 | 277 | 374 | 475 | 238 |
| Link Distance (ft) | 152 | 152 | 152 | | | | 1202 | 1202 | 1202 | |
| Upstream Blk Time (%) | 16 | 5 | 5 | 0 | | | | | | |
| Queuing Penalty (veh) | 71 | 22 | 24 | 0 | | | | | | |
| Storage Bay Dist (ft) | | | | 130 | 450 | 450 | | | | 200 |
| Storage Blk Time (%) | 16 | | 9 | 0 | | | | | 14 | 0 |
| Queuing Penalty (veh) | 28 | | 11 | 0 | | | | | 11 | 0 |

Intersection: 5: Driveway 1 & Whitendale Ave

| Movement | WB | NB |
|-----------------------|------|----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 30 | 75 |
| Average Queue (ft) | 5 | 36 |
| 95th Queue (ft) | 23 | 61 |
| Link Distance (ft) | 1089 | 60 |
| Upstream Blk Time (%) | | 1 |
| Queuing Penalty (veh) | | 0 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 7: Mooney Blvd & Monte Vista Ave/Driveway 2

| Movement | EB | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | TR | TR | T | T | TR | LT | T | TR |
| Maximum Queue (ft) | 54 | 30 | 418 | 147 | 140 | 160 | 188 | 139 |
| Average Queue (ft) | 16 | 4 | 102 | 37 | 27 | 38 | 20 | 22 |
| 95th Queue (ft) | 42 | 20 | 314 | 124 | 100 | 110 | 97 | 90 |
| Link Distance (ft) | 108 | 117 | 524 | 524 | 524 | 152 | 152 | 152 |
| Upstream Blk Time (%) | | | | | | 0 | 0 | 0 |
| Queuing Penalty (veh) | | | | | | 2 | 0 | 0 |
| Storage Bay Dist (ft) | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |

Intersection: 8: Mooney Blvd & Sunnyside Ave

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|------|------|------|-----|-----|-----|-----|
| Directions Served | L | TR | L | TR | L | T | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 189 | 134 | 48 | 116 | 118 | 326 | 322 | 267 | 266 | 352 | 523 | 542 |
| Average Queue (ft) | 88 | 40 | 6 | 34 | 51 | 148 | 105 | 106 | 64 | 90 | 251 | 333 |
| 95th Queue (ft) | 150 | 82 | 25 | 77 | 99 | 267 | 222 | 216 | 138 | 238 | 564 | 611 |
| Link Distance (ft) | | 467 | | 697 | | 1088 | 1088 | 1088 | | 524 | 524 | 524 |
| Upstream Blk Time (%) | | | | | | | | | | | 0 | 2 |
| Queuing Penalty (veh) | | | | | | | | | | | 0 | 14 |
| Storage Bay Dist (ft) | 170 | | 100 | | 400 | | | | 275 | | | |
| Storage Blk Time (%) | 1 | | | 1 | | | | | 0 | 1 | | |
| Queuing Penalty (veh) | 0 | | | 0 | | | | | 0 | 0 | | |

Intersection: 9: Mooney Blvd & Orchard Ave

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|
| Directions Served | L | TR | L | TR | L | L | T | T | T | R | L | T |
| Maximum Queue (ft) | 59 | 93 | 64 | 43 | 54 | 149 | 404 | 418 | 230 | 125 | 260 | 970 |
| Average Queue (ft) | 21 | 35 | 24 | 19 | 10 | 50 | 174 | 137 | 105 | 25 | 113 | 105 |
| 95th Queue (ft) | 45 | 75 | 53 | 35 | 36 | 125 | 349 | 304 | 216 | 97 | 208 | 468 |
| Link Distance (ft) | | 294 | | 572 | | | 548 | 548 | 548 | | | 1088 |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 125 | | 110 | | 125 | 125 | | | | 100 | 250 | |
| Storage Blk Time (%) | | | | | | 0 | 13 | | 11 | 0 | 1 | |
| Queuing Penalty (veh) | | | | | | 0 | 9 | | 4 | 0 | 6 | |

Intersection: 9: Mooney Blvd & Orchard Ave

| Movement | SB | SB | SB |
|-----------------------|------|------|-----|
| Directions Served | T | T | R |
| Maximum Queue (ft) | 1118 | 1116 | 125 |
| Average Queue (ft) | 531 | 765 | 22 |
| 95th Queue (ft) | 1216 | 1269 | 98 |
| Link Distance (ft) | 1088 | 1088 | |
| Upstream Blk Time (%) | 0 | 4 | |
| Queuing Penalty (veh) | 1 | 18 | |
| Storage Bay Dist (ft) | | | 100 |
| Storage Blk Time (%) | | 34 | 0 |
| Queuing Penalty (veh) | | 10 | 0 |

Intersection: 10: Mooney Blvd & Caldwell Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|------|------|------|------|------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | TR | L | L | T | T | TR | L | L |
| Maximum Queue (ft) | 132 | 128 | 192 | 163 | 104 | 224 | 166 | 214 | 185 | 138 | 200 | 188 |
| Average Queue (ft) | 87 | 48 | 114 | 68 | 39 | 157 | 113 | 153 | 100 | 37 | 146 | 110 |
| 95th Queue (ft) | 141 | 107 | 173 | 142 | 80 | 204 | 195 | 218 | 210 | 84 | 205 | 194 |
| Link Distance (ft) | 1232 | 1232 | 1232 | 1232 | 1232 | 339 | 339 | 339 | 339 | 339 | 892 | 892 |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 10: Mooney Blvd & Caldwell Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 355 | 344 | 249 | 53 | 181 | 190 | 331 | 326 | 319 | 72 |
| Average Queue (ft) | 244 | 196 | 118 | 27 | 100 | 105 | 201 | 207 | 206 | 38 |
| 95th Queue (ft) | 336 | 302 | 208 | 42 | 180 | 187 | 311 | 302 | 308 | 64 |
| Link Distance (ft) | 892 | 892 | 892 | 892 | 548 | 548 | 548 | 548 | 548 | 548 |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |

Network Summary

Network wide Queuing Penalty: 269

Intersection: 1: Mooney Blvd & Walnut Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|------|------|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | L | L |
| Maximum Queue (ft) | 162 | 195 | 243 | 223 | 106 | 134 | 211 | 189 | 238 | 62 | 136 | 176 |
| Average Queue (ft) | 43 | 98 | 150 | 113 | 40 | 75 | 126 | 91 | 79 | 28 | 91 | 108 |
| 95th Queue (ft) | 131 | 181 | 218 | 193 | 86 | 143 | 179 | 153 | 157 | 53 | 147 | 158 |
| Link Distance (ft) | | | 546 | 546 | | | | 1369 | 1369 | | | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 305 | 305 | | | 365 | 260 | 260 | | | 285 | 370 | 370 |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 1: Mooney Blvd & Walnut Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|------|------|------|-----|-----|-----|------|------|------|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 294 | 309 | 340 | 200 | 166 | 195 | 252 | 248 | 292 | 155 |
| Average Queue (ft) | 192 | 201 | 228 | 114 | 86 | 125 | 185 | 175 | 181 | 70 |
| 95th Queue (ft) | 282 | 285 | 337 | 240 | 165 | 193 | 239 | 236 | 274 | 183 |
| Link Distance (ft) | 1224 | 1224 | 1224 | | | | 1562 | 1562 | 1562 | |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | 175 | 505 | 505 | | | | 130 |
| Storage Blk Time (%) | | | 20 | 0 | | | | | 19 | 0 |
| Queuing Penalty (veh) | | | 41 | 0 | | | | | 19 | 0 |

Intersection: 2: Mooney Blvd & Beech Ave

| Movement | EB | EB | EB | NB | NB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|------|-----|-----|------|------|------|------|------|------|
| Directions Served | L | L | R | L | L | T | T | T | T | T | TR |
| Maximum Queue (ft) | 74 | 140 | 101 | 134 | 160 | 119 | 123 | 178 | 422 | 265 | 414 |
| Average Queue (ft) | 21 | 63 | 47 | 62 | 83 | 59 | 38 | 63 | 134 | 139 | 196 |
| 95th Queue (ft) | 49 | 109 | 89 | 122 | 134 | 116 | 93 | 138 | 282 | 257 | 339 |
| Link Distance (ft) | | | 1262 | | | 1202 | 1202 | 1202 | 1224 | 1224 | 1224 |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | 200 | 200 | | 440 | 440 | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |

Intersection: 4: Mooney Blvd & Whitendale Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|------|------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | L | L |
| Maximum Queue (ft) | 90 | 108 | 109 | 89 | 191 | 247 | 253 | 305 | 245 | 60 | 134 | 151 |
| Average Queue (ft) | 29 | 43 | 48 | 47 | 70 | 160 | 195 | 174 | 51 | 18 | 88 | 110 |
| 95th Queue (ft) | 59 | 85 | 92 | 91 | 141 | 267 | 289 | 339 | 138 | 44 | 144 | 168 |
| Link Distance (ft) | | | 1238 | 1238 | | | | 255 | 255 | | | |
| Upstream Blk Time (%) | | | | | | 0 | 32 | 36 | 0 | | 0 | 1 |
| Queuing Penalty (veh) | | | | | | 0 | 0 | 76 | 0 | | 0 | 0 |
| Storage Bay Dist (ft) | 155 | 155 | | | 260 | 250 | 250 | | | 240 | 290 | 290 |
| Storage Blk Time (%) | | | | | | 0 | 36 | 36 | 0 | | 0 | 1 |
| Queuing Penalty (veh) | | | | | | 0 | 31 | 76 | 0 | | 0 | 5 |

Intersection: 4: Mooney Blvd & Whitendale Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|------|------|------|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 191 | 186 | 203 | 152 | 115 | 475 | 952 | 1026 | 1110 | 225 |
| Average Queue (ft) | 151 | 136 | 144 | 62 | 40 | 107 | 397 | 528 | 588 | 119 |
| 95th Queue (ft) | 206 | 199 | 198 | 153 | 91 | 310 | 823 | 974 | 1041 | 294 |
| Link Distance (ft) | 152 | 152 | 152 | | | | 1202 | 1202 | 1202 | |
| Upstream Blk Time (%) | 14 | 6 | 8 | 0 | | | | | | |
| Queuing Penalty (veh) | 72 | 31 | 41 | 0 | | | | | | |
| Storage Bay Dist (ft) | | | | 130 | 450 | 450 | | | | 200 |
| Storage Blk Time (%) | 14 | | 13 | 0 | | 0 | 6 | | 63 | 0 |
| Queuing Penalty (veh) | 31 | | 16 | 0 | | 0 | 10 | | 49 | 1 |

Intersection: 5: Driveway 1 & Whitendale Ave

| Movement | EB | EB | EB | WB | WB | NB |
|-----------------------|-----|-----|-----|------|------|----|
| Directions Served | T | T | R | LT | T | LR |
| Maximum Queue (ft) | 98 | 116 | 76 | 959 | 923 | 75 |
| Average Queue (ft) | 10 | 13 | 10 | 303 | 264 | 51 |
| 95th Queue (ft) | 50 | 65 | 50 | 929 | 854 | 79 |
| Link Distance (ft) | 255 | 255 | 255 | 1089 | 1089 | 60 |
| Upstream Blk Time (%) | | | | | | 45 |
| Queuing Penalty (veh) | | | | | | 0 |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

Intersection: 7: Mooney Blvd & Monte Vista Ave/Driveway 2

| Movement | EB | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | TR | TR | T | T | TR | LT | T | TR |
| Maximum Queue (ft) | 30 | 132 | 333 | 245 | 234 | 177 | 226 | 184 |
| Average Queue (ft) | 7 | 60 | 123 | 50 | 56 | 102 | 137 | 130 |
| 95th Queue (ft) | 25 | 121 | 290 | 158 | 168 | 210 | 241 | 231 |
| Link Distance (ft) | 108 | 117 | 524 | 524 | 524 | 152 | 152 | 152 |
| Upstream Blk Time (%) | | 3 | | | | 8 | 12 | 16 |
| Queuing Penalty (veh) | | 0 | | | | 40 | 66 | 87 |
| Storage Bay Dist (ft) | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |

Intersection: 8: Mooney Blvd & Sunnyside Ave

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|------|------|------|-----|-----|-----|-----|
| Directions Served | L | TR | L | TR | L | T | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 190 | 153 | 49 | 52 | 181 | 387 | 351 | 306 | 116 | 570 | 590 | 598 |
| Average Queue (ft) | 105 | 40 | 13 | 27 | 57 | 159 | 99 | 108 | 49 | 256 | 469 | 507 |
| 95th Queue (ft) | 180 | 91 | 38 | 58 | 122 | 322 | 248 | 253 | 92 | 570 | 694 | 696 |
| Link Distance (ft) | | 467 | | 697 | | 1088 | 1088 | 1088 | | 524 | 524 | 524 |
| Upstream Blk Time (%) | | | | | | | | | | 2 | 9 | 30 |
| Queuing Penalty (veh) | | | | | | | | | | 14 | 52 | 171 |
| Storage Bay Dist (ft) | 170 | | 100 | | 400 | | | | 275 | | | |
| Storage Blk Time (%) | 2 | 0 | | | | 0 | | | | 4 | | |
| Queuing Penalty (veh) | 1 | 0 | | | | 0 | | | | 3 | | |

Intersection: 9: Mooney Blvd & Orchard Ave

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|
| Directions Served | L | TR | L | TR | L | L | T | T | T | R | L | T |
| Maximum Queue (ft) | 60 | 113 | 45 | 89 | 52 | 150 | 399 | 270 | 287 | 124 | 242 | 1074 |
| Average Queue (ft) | 22 | 32 | 17 | 21 | 13 | 55 | 152 | 121 | 111 | 12 | 105 | 117 |
| 95th Queue (ft) | 48 | 78 | 41 | 52 | 41 | 115 | 311 | 236 | 221 | 53 | 201 | 559 |
| Link Distance (ft) | | 294 | | 572 | | | 548 | 548 | 548 | | | 1088 |
| Upstream Blk Time (%) | | | | | | | | | | | | 0 |
| Queuing Penalty (veh) | | | | | | | | | | | | 0 |
| Storage Bay Dist (ft) | 125 | | 110 | | 125 | 125 | | | | 100 | 250 | |
| Storage Blk Time (%) | | 0 | | | | | 10 | | 9 | | 0 | |
| Queuing Penalty (veh) | | 0 | | | | | 7 | | 4 | | 0 | |

Intersection: 9: Mooney Blvd & Orchard Ave

| Movement | SB | SB | SB |
|-----------------------|------|------|-----|
| Directions Served | T | T | R |
| Maximum Queue (ft) | 1157 | 1128 | 125 |
| Average Queue (ft) | 880 | 997 | 24 |
| 95th Queue (ft) | 1475 | 1384 | 93 |
| Link Distance (ft) | 1088 | 1088 | |
| Upstream Blk Time (%) | 7 | 20 | |
| Queuing Penalty (veh) | 33 | 99 | |
| Storage Bay Dist (ft) | | | 100 |
| Storage Blk Time (%) | | 38 | 0 |
| Queuing Penalty (veh) | | 12 | 0 |

Intersection: 10: Mooney Blvd & Caldwell Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|------|------|------|------|------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | TR | L | L | T | T | TR | L | L |
| Maximum Queue (ft) | 196 | 152 | 196 | 161 | 148 | 199 | 172 | 242 | 203 | 108 | 239 | 224 |
| Average Queue (ft) | 108 | 77 | 132 | 90 | 50 | 116 | 50 | 119 | 58 | 41 | 140 | 95 |
| 95th Queue (ft) | 183 | 153 | 188 | 165 | 111 | 181 | 140 | 199 | 154 | 85 | 214 | 205 |
| Link Distance (ft) | 1232 | 1232 | 1232 | 1232 | 1232 | 339 | 339 | 339 | 339 | 339 | 892 | 892 |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 10: Mooney Blvd & Caldwell Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 399 | 370 | 181 | 130 | 227 | 247 | 250 | 263 | 310 | 75 |
| Average Queue (ft) | 264 | 219 | 132 | 29 | 94 | 93 | 170 | 183 | 190 | 37 |
| 95th Queue (ft) | 351 | 322 | 193 | 64 | 172 | 181 | 270 | 272 | 292 | 66 |
| Link Distance (ft) | 892 | 892 | 892 | 892 | 548 | 548 | 548 | 548 | 548 | 548 |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |

Network Summary

Network wide Queuing Penalty: 1088

Intersection: 1: Mooney Blvd & Walnut Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|------|------|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | L | L |
| Maximum Queue (ft) | 161 | 191 | 284 | 235 | 100 | 172 | 195 | 153 | 140 | 83 | 180 | 192 |
| Average Queue (ft) | 49 | 118 | 169 | 123 | 38 | 76 | 127 | 89 | 70 | 34 | 97 | 100 |
| 95th Queue (ft) | 142 | 176 | 231 | 199 | 74 | 159 | 195 | 145 | 129 | 71 | 166 | 167 |
| Link Distance (ft) | | | 546 | 546 | | | | 1369 | 1369 | | | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 305 | 305 | | | 365 | 260 | 260 | | | 285 | 370 | 370 |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 1: Mooney Blvd & Walnut Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|------|------|------|-----|-----|-----|------|------|------|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 256 | 282 | 301 | 200 | 155 | 193 | 239 | 251 | 339 | 155 |
| Average Queue (ft) | 163 | 175 | 205 | 103 | 98 | 135 | 167 | 178 | 179 | 69 |
| 95th Queue (ft) | 250 | 255 | 297 | 216 | 176 | 192 | 248 | 259 | 292 | 168 |
| Link Distance (ft) | 1224 | 1224 | 1224 | | | | 1562 | 1562 | 1562 | |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | 175 | 505 | 505 | | | | 130 |
| Storage Blk Time (%) | | | 13 | 0 | | | | | 14 | 0 |
| Queuing Penalty (veh) | | | 27 | 0 | | | | | 14 | 0 |

Intersection: 2: Mooney Blvd & Beech Ave

| Movement | EB | EB | EB | NB | NB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|------|-----|-----|------|------|------|------|------|------|
| Directions Served | L | L | R | L | L | T | T | T | T | T | TR |
| Maximum Queue (ft) | 147 | 160 | 92 | 119 | 167 | 182 | 211 | 205 | 341 | 364 | 433 |
| Average Queue (ft) | 42 | 78 | 47 | 58 | 76 | 59 | 57 | 81 | 144 | 171 | 210 |
| 95th Queue (ft) | 96 | 134 | 83 | 106 | 130 | 144 | 160 | 177 | 287 | 330 | 397 |
| Link Distance (ft) | | | 1262 | | | 1202 | 1202 | 1202 | 1224 | 1224 | 1224 |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | 200 | 200 | | 440 | 440 | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |

Intersection: 4: Mooney Blvd & Whitendale Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|------|------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | L | L |
| Maximum Queue (ft) | 90 | 110 | 131 | 150 | 146 | 211 | 187 | 125 | 121 | 40 | 141 | 151 |
| Average Queue (ft) | 34 | 55 | 71 | 50 | 60 | 66 | 104 | 66 | 34 | 18 | 66 | 92 |
| 95th Queue (ft) | 72 | 105 | 137 | 109 | 117 | 162 | 181 | 112 | 91 | 36 | 133 | 164 |
| Link Distance (ft) | | | 1238 | 1238 | | | | 255 | 255 | | | |
| Upstream Blk Time (%) | | | | | | | | | | | 0 | 0 |
| Queuing Penalty (veh) | | | | | | | | | | | 0 | 0 |
| Storage Bay Dist (ft) | 155 | 155 | | | 260 | 250 | 250 | | | 240 | 290 | 290 |
| Storage Blk Time (%) | | | | | | | | | | | 0 | 0 |
| Queuing Penalty (veh) | | | | | | | | | | | 0 | 1 |

Intersection: 4: Mooney Blvd & Whitendale Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|------|------|------|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 176 | 187 | 205 | 152 | 90 | 110 | 274 | 362 | 447 | 225 |
| Average Queue (ft) | 152 | 147 | 148 | 77 | 33 | 54 | 145 | 185 | 255 | 67 |
| 95th Queue (ft) | 188 | 203 | 208 | 166 | 76 | 96 | 255 | 307 | 396 | 224 |
| Link Distance (ft) | 152 | 152 | 152 | | | | 1202 | 1202 | 1202 | |
| Upstream Blk Time (%) | 15 | 13 | 11 | 0 | | | | | | |
| Queuing Penalty (veh) | 70 | 59 | 51 | 0 | | | | | | |
| Storage Bay Dist (ft) | | | | 130 | 450 | 450 | | | | 200 |
| Storage Blk Time (%) | 15 | | 15 | 0 | | | | | 19 | 0 |
| Queuing Penalty (veh) | 28 | | 21 | 1 | | | | | 15 | 0 |

Intersection: 5: Driveway 1 & Whitendale Ave

| Movement | WB | NB |
|-----------------------|------|----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 70 | 75 |
| Average Queue (ft) | 9 | 45 |
| 95th Queue (ft) | 39 | 79 |
| Link Distance (ft) | 1089 | 60 |
| Upstream Blk Time (%) | | 5 |
| Queuing Penalty (veh) | | 0 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 7: Mooney Blvd & Monte Vista Ave/Driveway 2

| Movement | EB | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | TR | TR | T | T | TR | LT | T | TR |
| Maximum Queue (ft) | 30 | 30 | 299 | 204 | 204 | 159 | 203 | 115 |
| Average Queue (ft) | 7 | 4 | 135 | 54 | 73 | 54 | 31 | 18 |
| 95th Queue (ft) | 28 | 20 | 269 | 156 | 191 | 146 | 124 | 71 |
| Link Distance (ft) | 108 | 117 | 524 | 524 | 524 | 152 | 152 | 152 |
| Upstream Blk Time (%) | | | | | | 1 | 0 | |
| Queuing Penalty (veh) | | | | | | 5 | 2 | |
| Storage Bay Dist (ft) | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |

Intersection: 8: Mooney Blvd & Sunnyside Ave

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|------|------|------|-----|-----|-----|-----|
| Directions Served | L | TR | L | TR | L | T | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 159 | 74 | 31 | 92 | 138 | 338 | 360 | 312 | 299 | 327 | 523 | 568 |
| Average Queue (ft) | 70 | 30 | 4 | 38 | 50 | 143 | 129 | 129 | 57 | 102 | 247 | 336 |
| 95th Queue (ft) | 125 | 63 | 19 | 80 | 93 | 282 | 280 | 255 | 139 | 261 | 508 | 591 |
| Link Distance (ft) | | 467 | | 697 | | 1088 | 1088 | 1088 | | 524 | 524 | 524 |
| Upstream Blk Time (%) | | | | | | | | | | | 0 | 2 |
| Queuing Penalty (veh) | | | | | | | | | | | 0 | 11 |
| Storage Bay Dist (ft) | 170 | | 100 | | 400 | | | | 275 | | | |
| Storage Blk Time (%) | 0 | | | 0 | | | | | | 0 | | |
| Queuing Penalty (veh) | 0 | | | 0 | | | | | | 0 | | |

Intersection: 9: Mooney Blvd & Orchard Ave

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | NB | NB | SB | SB | |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|--|
| Directions Served | L | TR | L | TR | L | L | T | T | T | R | L | T | |
| Maximum Queue (ft) | 83 | 72 | 68 | 84 | 54 | 150 | 329 | 282 | 224 | 125 | 152 | 950 | |
| Average Queue (ft) | 22 | 30 | 24 | 30 | 18 | 54 | 137 | 109 | 96 | 17 | 86 | 49 | |
| 95th Queue (ft) | 55 | 59 | 59 | 65 | 50 | 123 | 284 | 250 | 205 | 69 | 144 | 328 | |
| Link Distance (ft) | | 294 | | 572 | | | 548 | 548 | 548 | | | 1088 | |
| Upstream Blk Time (%) | | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 125 | | 110 | | 125 | 125 | | | | 100 | 250 | | |
| Storage Blk Time (%) | | | | | | | 9 | | | | 8 | | |
| Queuing Penalty (veh) | | | | | | | 6 | | | | 3 | | |

Intersection: 9: Mooney Blvd & Orchard Ave

| Movement | SB | SB | SB |
|-----------------------|------|------|-----|
| Directions Served | T | T | R |
| Maximum Queue (ft) | 1088 | 1106 | 125 |
| Average Queue (ft) | 203 | 614 | 19 |
| 95th Queue (ft) | 732 | 1067 | 80 |
| Link Distance (ft) | 1088 | 1088 | |
| Upstream Blk Time (%) | 0 | 1 | |
| Queuing Penalty (veh) | 0 | 5 | |
| Storage Bay Dist (ft) | | | 100 |
| Storage Blk Time (%) | | 30 | 0 |
| Queuing Penalty (veh) | | 10 | 0 |

Intersection: 10: Mooney Blvd & Caldwell Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|------|------|------|------|------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | TR | L | L | T | T | TR | L | L |
| Maximum Queue (ft) | 279 | 257 | 213 | 210 | 180 | 223 | 163 | 238 | 174 | 84 | 308 | 241 |
| Average Queue (ft) | 126 | 100 | 135 | 100 | 56 | 121 | 58 | 143 | 80 | 36 | 154 | 113 |
| 95th Queue (ft) | 214 | 200 | 193 | 188 | 124 | 190 | 155 | 206 | 177 | 70 | 240 | 215 |
| Link Distance (ft) | 1232 | 1232 | 1232 | 1232 | 1232 | 339 | 339 | 339 | 339 | 339 | 892 | 892 |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 10: Mooney Blvd & Caldwell Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 333 | 328 | 246 | 88 | 159 | 156 | 256 | 264 | 267 | 94 |
| Average Queue (ft) | 262 | 213 | 145 | 29 | 80 | 84 | 192 | 201 | 200 | 39 |
| 95th Queue (ft) | 339 | 296 | 241 | 54 | 145 | 153 | 250 | 247 | 258 | 63 |
| Link Distance (ft) | 892 | 892 | 892 | 892 | 548 | 548 | 548 | 548 | 548 | 548 |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |

Network Summary

Network wide Queuing Penalty: 330

Intersection: 1: Mooney Blvd & Walnut Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|------|------|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | L | L |
| Maximum Queue (ft) | 158 | 174 | 256 | 188 | 106 | 192 | 199 | 129 | 126 | 104 | 182 | 198 |
| Average Queue (ft) | 29 | 110 | 166 | 125 | 48 | 93 | 129 | 81 | 53 | 30 | 87 | 107 |
| 95th Queue (ft) | 103 | 159 | 242 | 192 | 99 | 172 | 192 | 123 | 99 | 65 | 159 | 173 |
| Link Distance (ft) | | | 546 | 546 | | | | 1369 | 1369 | | | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 305 | 305 | | | 365 | 260 | 260 | | | 285 | 370 | 370 |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 1: Mooney Blvd & Walnut Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|------|------|------|-----|-----|-----|------|------|------|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 285 | 339 | 366 | 200 | 241 | 288 | 240 | 259 | 249 | 155 |
| Average Queue (ft) | 176 | 218 | 244 | 146 | 119 | 159 | 182 | 179 | 165 | 63 |
| 95th Queue (ft) | 266 | 318 | 355 | 254 | 216 | 253 | 238 | 241 | 250 | 156 |
| Link Distance (ft) | 1224 | 1224 | 1224 | | | | 1562 | 1562 | 1562 | |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | 175 | 505 | 505 | | | | 130 |
| Storage Blk Time (%) | | | 17 | 0 | | | | | 15 | 0 |
| Queuing Penalty (veh) | | | 36 | 1 | | | | | 15 | 0 |

Intersection: 2: Mooney Blvd & Beech Ave

| Movement | EB | EB | EB | NB | NB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|------|-----|-----|------|------|------|------|------|------|
| Directions Served | L | L | R | L | L | T | T | T | T | T | TR |
| Maximum Queue (ft) | 55 | 117 | 149 | 121 | 136 | 230 | 223 | 247 | 876 | 951 | 996 |
| Average Queue (ft) | 28 | 70 | 63 | 60 | 80 | 67 | 64 | 97 | 233 | 267 | 318 |
| 95th Queue (ft) | 58 | 111 | 124 | 106 | 121 | 164 | 165 | 195 | 598 | 649 | 680 |
| Link Distance (ft) | | | 1262 | | | 1202 | 1202 | 1202 | 1224 | 1224 | 1224 |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | 200 | 200 | | 440 | 440 | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |

Intersection: 4: Mooney Blvd & Whitendale Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|------|------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | L | L |
| Maximum Queue (ft) | 110 | 110 | 146 | 341 | 284 | 244 | 254 | 289 | 254 | 83 | 142 | 152 |
| Average Queue (ft) | 31 | 49 | 80 | 73 | 91 | 105 | 142 | 118 | 76 | 25 | 99 | 128 |
| 95th Queue (ft) | 73 | 98 | 139 | 168 | 216 | 230 | 255 | 248 | 183 | 56 | 157 | 184 |
| Link Distance (ft) | | | 1238 | 1238 | | | | 255 | 255 | | | |
| Upstream Blk Time (%) | | | | | | 0 | 4 | 7 | 0 | | 0 | 2 |
| Queuing Penalty (veh) | | | | | | 0 | 0 | 18 | 0 | | 0 | 0 |
| Storage Bay Dist (ft) | 155 | 155 | | | 260 | 250 | 250 | | | 240 | 290 | 290 |
| Storage Blk Time (%) | | | 0 | | 3 | 0 | 5 | 7 | 0 | | 0 | 2 |
| Queuing Penalty (veh) | | | 0 | | 3 | 0 | 5 | 17 | 0 | | 1 | 7 |

Intersection: 4: Mooney Blvd & Whitendale Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|------|------|------|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 203 | 179 | 187 | 152 | 172 | 475 | 1223 | 1263 | 1236 | 225 |
| Average Queue (ft) | 160 | 149 | 155 | 81 | 55 | 177 | 545 | 641 | 710 | 141 |
| 95th Queue (ft) | 212 | 198 | 207 | 175 | 114 | 450 | 1186 | 1249 | 1258 | 311 |
| Link Distance (ft) | 152 | 152 | 152 | | | | 1202 | 1202 | 1202 | |
| Upstream Blk Time (%) | 25 | 14 | 16 | 0 | | | 3 | 5 | 9 | |
| Queuing Penalty (veh) | 128 | 71 | 81 | 0 | | | 17 | 28 | 44 | |
| Storage Bay Dist (ft) | | | | 130 | 450 | 450 | | | | 200 |
| Storage Blk Time (%) | 25 | | 24 | 0 | | 0 | 15 | | 69 | 0 |
| Queuing Penalty (veh) | 55 | | 32 | 1 | | 0 | 28 | | 56 | 1 |

Intersection: 5: Driveway 1 & Whitendale Ave

| Movement | EB | EB | EB | WB | WB | NB |
|-----------------------|-----|-----|-----|------|------|----|
| Directions Served | T | T | R | LT | T | LR |
| Maximum Queue (ft) | 96 | 114 | 138 | 180 | 147 | 75 |
| Average Queue (ft) | 3 | 4 | 8 | 34 | 5 | 59 |
| 95th Queue (ft) | 31 | 38 | 51 | 114 | 48 | 88 |
| Link Distance (ft) | 255 | 255 | 255 | 1089 | 1089 | 60 |
| Upstream Blk Time (%) | | | | | | 31 |
| Queuing Penalty (veh) | | | | | | 0 |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

Intersection: 7: Mooney Blvd & Monte Vista Ave/Driveway 2

| Movement | EB | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | TR | TR | T | T | TR | LT | T | TR |
| Maximum Queue (ft) | 52 | 132 | 420 | 378 | 368 | 202 | 207 | 200 |
| Average Queue (ft) | 6 | 83 | 203 | 88 | 115 | 107 | 132 | 126 |
| 95th Queue (ft) | 29 | 127 | 411 | 237 | 257 | 215 | 247 | 244 |
| Link Distance (ft) | 108 | 117 | 524 | 524 | 524 | 152 | 152 | 152 |
| Upstream Blk Time (%) | | 11 | | | | 10 | 14 | 18 |
| Queuing Penalty (veh) | | 0 | | | | 58 | 77 | 98 |
| Storage Bay Dist (ft) | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |

Intersection: 8: Mooney Blvd & Sunnyside Ave

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|------|------|------|-----|-----|-----|-----|
| Directions Served | L | TR | L | TR | L | T | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 195 | 342 | 28 | 96 | 140 | 351 | 315 | 310 | 299 | 543 | 584 | 568 |
| Average Queue (ft) | 86 | 57 | 9 | 36 | 68 | 166 | 127 | 157 | 74 | 245 | 451 | 495 |
| 95th Queue (ft) | 177 | 199 | 26 | 76 | 122 | 319 | 280 | 315 | 185 | 543 | 702 | 656 |
| Link Distance (ft) | | 467 | | 697 | | 1088 | 1088 | 1088 | | 524 | 524 | 524 |
| Upstream Blk Time (%) | | | | | | | | | | 3 | 14 | 33 |
| Queuing Penalty (veh) | | | | | | | | | | 19 | 84 | 191 |
| Storage Bay Dist (ft) | 170 | | 100 | | 400 | | | | 275 | | | |
| Storage Blk Time (%) | 10 | | | 0 | | | | | | 2 | | |
| Queuing Penalty (veh) | 7 | | | 0 | | | | | | 2 | | |

Intersection: 9: Mooney Blvd & Orchard Ave

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|
| Directions Served | L | TR | L | TR | L | L | T | T | T | R | L | T |
| Maximum Queue (ft) | 59 | 50 | 67 | 85 | 52 | 149 | 389 | 313 | 346 | 125 | 246 | 751 |
| Average Queue (ft) | 21 | 22 | 29 | 31 | 20 | 69 | 181 | 132 | 115 | 17 | 85 | 92 |
| 95th Queue (ft) | 50 | 48 | 58 | 61 | 53 | 141 | 349 | 273 | 246 | 69 | 169 | 353 |
| Link Distance (ft) | | 294 | | 572 | | | 548 | 548 | 548 | | | 1088 |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 125 | | 110 | | 125 | 125 | | | | 100 | 250 | |
| Storage Blk Time (%) | | | | | | 0 | 14 | | 11 | | 0 | 0 |
| Queuing Penalty (veh) | | | | | | 0 | 10 | | 4 | | 1 | 0 |

Intersection: 9: Mooney Blvd & Orchard Ave

| Movement | SB | SB | SB |
|-----------------------|------|------|-----|
| Directions Served | T | T | R |
| Maximum Queue (ft) | 1152 | 1124 | 125 |
| Average Queue (ft) | 813 | 931 | 14 |
| 95th Queue (ft) | 1470 | 1383 | 67 |
| Link Distance (ft) | 1088 | 1088 | |
| Upstream Blk Time (%) | 8 | 18 | |
| Queuing Penalty (veh) | 41 | 95 | |
| Storage Bay Dist (ft) | | | 100 |
| Storage Blk Time (%) | | 41 | |
| Queuing Penalty (veh) | | 14 | |

Intersection: 10: Mooney Blvd & Caldwell Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|------|------|------|------|------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | TR | L | L | T | T | TR | L | L |
| Maximum Queue (ft) | 195 | 182 | 195 | 188 | 150 | 239 | 209 | 201 | 174 | 104 | 229 | 192 |
| Average Queue (ft) | 121 | 90 | 144 | 106 | 51 | 146 | 86 | 145 | 82 | 44 | 150 | 105 |
| 95th Queue (ft) | 182 | 173 | 197 | 174 | 109 | 214 | 196 | 206 | 178 | 81 | 210 | 192 |
| Link Distance (ft) | 1232 | 1232 | 1232 | 1232 | 1232 | 339 | 339 | 339 | 339 | 339 | 892 | 892 |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 10: Mooney Blvd & Caldwell Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 390 | 384 | 290 | 53 | 184 | 181 | 311 | 333 | 335 | 74 |
| Average Queue (ft) | 279 | 230 | 144 | 32 | 92 | 103 | 166 | 183 | 182 | 40 |
| 95th Queue (ft) | 386 | 340 | 250 | 55 | 158 | 166 | 264 | 283 | 286 | 72 |
| Link Distance (ft) | 892 | 892 | 892 | 892 | 548 | 548 | 548 | 548 | 548 | 548 |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |

Network Summary

Network wide Queuing Penalty: 1344

Intersection: 1: Mooney Blvd & Walnut Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|------|------|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | L | L |
| Maximum Queue (ft) | 112 | 150 | 266 | 195 | 100 | 161 | 172 | 152 | 118 | 80 | 236 | 200 |
| Average Queue (ft) | 15 | 89 | 145 | 100 | 29 | 65 | 112 | 71 | 49 | 24 | 96 | 110 |
| 95th Queue (ft) | 62 | 135 | 225 | 187 | 63 | 144 | 167 | 126 | 104 | 53 | 168 | 172 |
| Link Distance (ft) | | | 546 | 546 | | | | 1369 | 1369 | | | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 305 | 305 | | | 365 | 260 | 260 | | | 285 | 370 | 370 |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 1: Mooney Blvd & Walnut Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|------|------|------|-----|-----|-----|------|------|------|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 220 | 220 | 239 | 200 | 118 | 158 | 222 | 219 | 221 | 155 |
| Average Queue (ft) | 100 | 126 | 139 | 64 | 41 | 97 | 147 | 139 | 114 | 41 |
| 95th Queue (ft) | 193 | 197 | 219 | 172 | 100 | 149 | 219 | 206 | 199 | 125 |
| Link Distance (ft) | 1224 | 1224 | 1224 | | | | 1562 | 1562 | 1562 | |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | 175 | 505 | 505 | | | | 130 |
| Storage Blk Time (%) | | | 4 | 0 | | | | 7 | 0 | |
| Queuing Penalty (veh) | | | 6 | 0 | | | | 8 | 0 | |

Intersection: 2: Mooney Blvd & Beech Ave

| Movement | EB | EB | EB | NB | NB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|------|-----|-----|------|------|------|------|------|------|
| Directions Served | L | L | R | L | L | T | T | T | T | T | TR |
| Maximum Queue (ft) | 93 | 135 | 96 | 185 | 156 | 199 | 170 | 222 | 236 | 403 | 418 |
| Average Queue (ft) | 36 | 60 | 54 | 51 | 76 | 59 | 45 | 59 | 106 | 140 | 180 |
| 95th Queue (ft) | 70 | 106 | 92 | 106 | 124 | 148 | 123 | 145 | 202 | 305 | 341 |
| Link Distance (ft) | | | 1262 | | | 1202 | 1202 | 1202 | 1224 | 1224 | 1224 |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | 200 | 200 | | 440 | 440 | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |

Intersection: 4: Mooney Blvd & Whitendale Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|------|------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | L | L |
| Maximum Queue (ft) | 90 | 108 | 131 | 117 | 126 | 147 | 152 | 149 | 121 | 51 | 140 | 152 |
| Average Queue (ft) | 27 | 43 | 58 | 27 | 57 | 35 | 78 | 73 | 40 | 19 | 69 | 101 |
| 95th Queue (ft) | 61 | 86 | 105 | 70 | 107 | 101 | 139 | 122 | 109 | 40 | 143 | 164 |
| Link Distance (ft) | | | 1238 | 1238 | | | | 255 | 255 | | | |
| Upstream Blk Time (%) | | | | | | | | | | | 0 | 0 |
| Queuing Penalty (veh) | | | | | | | | | | | 0 | 0 |
| Storage Bay Dist (ft) | 155 | 155 | | | 260 | 250 | 250 | | | 240 | 290 | 290 |
| Storage Blk Time (%) | | | | | | | | | | | 0 | 0 |
| Queuing Penalty (veh) | | | | | | | | | | | 0 | 1 |

Intersection: 4: Mooney Blvd & Whitendale Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|------|------|------|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 198 | 190 | 164 | 152 | 104 | 112 | 268 | 328 | 513 | 225 |
| Average Queue (ft) | 143 | 121 | 112 | 49 | 33 | 49 | 109 | 167 | 243 | 65 |
| 95th Queue (ft) | 208 | 189 | 194 | 122 | 73 | 92 | 206 | 289 | 415 | 211 |
| Link Distance (ft) | 152 | 152 | 152 | | | | 1202 | 1202 | 1202 | |
| Upstream Blk Time (%) | 10 | 3 | 2 | 0 | | | | | | |
| Queuing Penalty (veh) | 45 | 12 | 9 | 0 | | | | | | |
| Storage Bay Dist (ft) | | | | 130 | 450 | 450 | | | | 200 |
| Storage Blk Time (%) | 10 | | 5 | 0 | | | | | 13 | 0 |
| Queuing Penalty (veh) | 18 | | 6 | 0 | | | | | 10 | 0 |

Intersection: 5: Driveway 1 & Whitendale Ave

| Movement | NB |
|-----------------------|----|
| Directions Served | LR |
| Maximum Queue (ft) | 24 |
| Average Queue (ft) | 6 |
| 95th Queue (ft) | 22 |
| Link Distance (ft) | 60 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 7: Mooney Blvd & Monte Vista Ave/Driveway 2

| Movement | EB | WB | NB | NB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served | TR | TR | T | T | TR | TR |
| Maximum Queue (ft) | 30 | 30 | 483 | 425 | 335 | 56 |
| Average Queue (ft) | 8 | 4 | 90 | 44 | 36 | 2 |
| 95th Queue (ft) | 29 | 21 | 288 | 199 | 154 | 20 |
| Link Distance (ft) | 108 | 117 | 524 | 524 | 524 | 152 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

Intersection: 8: Mooney Blvd & Sunnyside Ave

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|------|------|------|-----|-----|-----|-----|
| Directions Served | L | TR | L | TR | L | T | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 136 | 156 | 48 | 52 | 94 | 326 | 248 | 222 | 117 | 169 | 425 | 455 |
| Average Queue (ft) | 73 | 35 | 7 | 25 | 46 | 118 | 63 | 65 | 55 | 61 | 153 | 245 |
| 95th Queue (ft) | 127 | 80 | 29 | 49 | 81 | 256 | 164 | 159 | 110 | 131 | 343 | 445 |
| Link Distance (ft) | | 467 | | 697 | | 1088 | 1088 | 1088 | | 524 | 524 | 524 |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 170 | | 100 | | 400 | | | | 275 | | | |
| Storage Blk Time (%) | | | 0 | | | | | | | | | |
| Queuing Penalty (veh) | | | 0 | | | | | | | | | |

Intersection: 9: Mooney Blvd & Orchard Ave

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|
| Directions Served | L | TR | L | TR | L | L | T | T | T | R | L | T |
| Maximum Queue (ft) | 66 | 113 | 67 | 63 | 52 | 150 | 409 | 242 | 148 | 114 | 197 | 515 |
| Average Queue (ft) | 14 | 33 | 23 | 22 | 10 | 56 | 110 | 77 | 58 | 7 | 92 | 43 |
| 95th Queue (ft) | 42 | 73 | 61 | 46 | 37 | 115 | 272 | 193 | 135 | 44 | 178 | 203 |
| Link Distance (ft) | | 294 | | 572 | | | 548 | 548 | 548 | | | 1088 |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 125 | | 110 | | 125 | 125 | | | | 100 | 250 | |
| Storage Blk Time (%) | | 0 | | | | 0 | 10 | | 3 | 0 | | |
| Queuing Penalty (veh) | | 0 | | | | 0 | 6 | | 1 | 0 | | |

Intersection: 9: Mooney Blvd & Orchard Ave

| Movement | SB | SB | SB |
|-----------------------|------|------|-----|
| Directions Served | T | T | R |
| Maximum Queue (ft) | 1097 | 1071 | 31 |
| Average Queue (ft) | 205 | 428 | 4 |
| 95th Queue (ft) | 651 | 870 | 20 |
| Link Distance (ft) | 1088 | 1088 | |
| Upstream Blk Time (%) | 0 | 0 | |
| Queuing Penalty (veh) | 1 | 0 | |
| Storage Bay Dist (ft) | | | 100 |
| Storage Blk Time (%) | | 22 | |
| Queuing Penalty (veh) | | 6 | |

Intersection: 10: Mooney Blvd & Caldwell Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|------|------|------|------|------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | TR | L | L | T | T | TR | L | L |
| Maximum Queue (ft) | 210 | 172 | 211 | 175 | 148 | 201 | 160 | 213 | 200 | 79 | 182 | 169 |
| Average Queue (ft) | 118 | 70 | 122 | 91 | 44 | 128 | 64 | 129 | 36 | 28 | 129 | 85 |
| 95th Queue (ft) | 169 | 146 | 193 | 178 | 92 | 187 | 157 | 191 | 123 | 64 | 187 | 168 |
| Link Distance (ft) | 1232 | 1232 | 1232 | 1232 | 1232 | 339 | 339 | 339 | 339 | 339 | 892 | 892 |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 10: Mooney Blvd & Caldwell Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 418 | 412 | 191 | 55 | 138 | 161 | 332 | 290 | 291 | 79 |
| Average Queue (ft) | 249 | 189 | 89 | 31 | 86 | 95 | 167 | 184 | 182 | 33 |
| 95th Queue (ft) | 365 | 323 | 161 | 47 | 140 | 150 | 273 | 272 | 283 | 59 |
| Link Distance (ft) | 892 | 892 | 892 | 892 | 548 | 548 | 548 | 548 | 548 | 548 |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |

Network Summary

Network wide Queuing Penalty: 130

Intersection: 1: Mooney Blvd & Walnut Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|------|------|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | L | L |
| Maximum Queue (ft) | 149 | 196 | 223 | 164 | 73 | 178 | 164 | 150 | 133 | 120 | 179 | 152 |
| Average Queue (ft) | 28 | 98 | 129 | 80 | 36 | 65 | 115 | 71 | 61 | 33 | 98 | 105 |
| 95th Queue (ft) | 101 | 157 | 196 | 158 | 63 | 133 | 164 | 124 | 119 | 70 | 153 | 148 |
| Link Distance (ft) | | | 546 | 546 | | | | 1369 | 1369 | | | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 305 | 305 | | | 365 | 260 | 260 | | | 285 | 370 | 370 |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 1: Mooney Blvd & Walnut Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|------|------|------|-----|-----|-----|------|------|------|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 222 | 267 | 302 | 200 | 141 | 154 | 262 | 221 | 217 | 155 |
| Average Queue (ft) | 116 | 142 | 154 | 77 | 57 | 95 | 144 | 150 | 138 | 52 |
| 95th Queue (ft) | 203 | 248 | 280 | 190 | 140 | 159 | 223 | 221 | 215 | 144 |
| Link Distance (ft) | 1224 | 1224 | 1224 | | | | 1562 | 1562 | 1562 | |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | 175 | 505 | 505 | | | | 130 |
| Storage Blk Time (%) | | | 9 | 0 | | | | | 11 | 0 |
| Queuing Penalty (veh) | | | 14 | 0 | | | | | 12 | 0 |

Intersection: 2: Mooney Blvd & Beech Ave

| Movement | EB | EB | EB | NB | NB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|------|-----|-----|------|------|------|------|------|------|
| Directions Served | L | L | R | L | L | T | T | T | T | T | TR |
| Maximum Queue (ft) | 75 | 160 | 91 | 116 | 138 | 184 | 160 | 181 | 306 | 332 | 352 |
| Average Queue (ft) | 41 | 62 | 46 | 50 | 69 | 53 | 31 | 59 | 119 | 152 | 202 |
| 95th Queue (ft) | 72 | 111 | 78 | 102 | 111 | 130 | 97 | 135 | 244 | 294 | 343 |
| Link Distance (ft) | | | 1262 | | | 1202 | 1202 | 1202 | 1224 | 1224 | 1224 |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | 200 | 200 | | 440 | 440 | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |

Intersection: 4: Mooney Blvd & Whitendale Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|------|------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | L | L |
| Maximum Queue (ft) | 105 | 88 | 124 | 87 | 107 | 169 | 212 | 156 | 107 | 55 | 130 | 152 |
| Average Queue (ft) | 32 | 36 | 62 | 36 | 55 | 50 | 104 | 80 | 42 | 18 | 60 | 88 |
| 95th Queue (ft) | 68 | 72 | 106 | 77 | 101 | 130 | 177 | 127 | 92 | 37 | 118 | 145 |
| Link Distance (ft) | | | 1238 | 1238 | | | | 255 | 255 | | | |
| Upstream Blk Time (%) | | | | | | | | | | | | 0 |
| Queuing Penalty (veh) | | | | | | | | | | | | 0 |
| Storage Bay Dist (ft) | 155 | 155 | | | 260 | 250 | 250 | | | 240 | 290 | 290 |
| Storage Blk Time (%) | | | | | | | | | | | | 0 |
| Queuing Penalty (veh) | | | | | | | | | | | | 0 |

Intersection: 4: Mooney Blvd & Whitendale Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|------|------|------|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 183 | 182 | 182 | 152 | 112 | 154 | 255 | 442 | 435 | 225 |
| Average Queue (ft) | 146 | 128 | 135 | 68 | 26 | 61 | 136 | 199 | 248 | 82 |
| 95th Queue (ft) | 197 | 201 | 190 | 159 | 70 | 111 | 235 | 371 | 422 | 248 |
| Link Distance (ft) | 152 | 152 | 152 | | | | 1202 | 1202 | 1202 | |
| Upstream Blk Time (%) | 14 | 9 | 7 | 0 | | | | | | |
| Queuing Penalty (veh) | 63 | 43 | 32 | 0 | | | | | | |
| Storage Bay Dist (ft) | | | | 130 | 450 | 450 | | | | 200 |
| Storage Blk Time (%) | 14 | | 11 | 0 | | | | 20 | 0 | |
| Queuing Penalty (veh) | 25 | | 14 | 1 | | | | 16 | 0 | |

Intersection: 5: Driveway 1 & Whitendale Ave

| Movement | WB | NB |
|-----------------------|------|----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 96 | 75 |
| Average Queue (ft) | 8 | 33 |
| 95th Queue (ft) | 44 | 62 |
| Link Distance (ft) | 1089 | 60 |
| Upstream Blk Time (%) | | 2 |
| Queuing Penalty (veh) | | 0 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 7: Mooney Blvd & Monte Vista Ave/Driveway 2

| Movement | EB | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | TR | TR | T | T | TR | LT | T | TR |
| Maximum Queue (ft) | 30 | 30 | 292 | 223 | 260 | 166 | 187 | 202 |
| Average Queue (ft) | 11 | 3 | 102 | 49 | 50 | 35 | 33 | 47 |
| 95th Queue (ft) | 34 | 17 | 258 | 153 | 176 | 102 | 125 | 150 |
| Link Distance (ft) | 108 | 117 | 524 | 524 | 524 | 152 | 152 | 152 |
| Upstream Blk Time (%) | | | | | | 0 | 0 | 1 |
| Queuing Penalty (veh) | | | | | | 1 | 2 | 6 |
| Storage Bay Dist (ft) | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |

Intersection: 8: Mooney Blvd & Sunnyside Ave

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|------|------|------|-----|-----|-----|-----|
| Directions Served | L | TR | L | TR | L | T | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 138 | 120 | 25 | 53 | 114 | 376 | 371 | 383 | 112 | 428 | 547 | 577 |
| Average Queue (ft) | 78 | 37 | 4 | 26 | 58 | 112 | 88 | 111 | 45 | 154 | 344 | 430 |
| 95th Queue (ft) | 120 | 88 | 18 | 48 | 104 | 237 | 223 | 259 | 89 | 347 | 589 | 648 |
| Link Distance (ft) | | 467 | | 697 | | 1088 | 1088 | 1088 | | 524 | 524 | 524 |
| Upstream Blk Time (%) | | | | | | | | | | | 1 | 6 |
| Queuing Penalty (veh) | | | | | | | | | | | 4 | 35 |
| Storage Bay Dist (ft) | 170 | | 100 | | 400 | | | | 275 | | | |
| Storage Blk Time (%) | | | | | | | | | | 0 | | |
| Queuing Penalty (veh) | | | | | | | | | | 0 | | |

Intersection: 9: Mooney Blvd & Orchard Ave

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|
| Directions Served | L | TR | L | TR | L | L | T | T | T | R | L | T |
| Maximum Queue (ft) | 64 | 72 | 66 | 82 | 114 | 150 | 444 | 316 | 294 | 125 | 224 | 1086 |
| Average Queue (ft) | 19 | 29 | 20 | 25 | 15 | 60 | 148 | 109 | 85 | 16 | 92 | 168 |
| 95th Queue (ft) | 42 | 60 | 47 | 54 | 56 | 141 | 318 | 235 | 194 | 60 | 181 | 685 |
| Link Distance (ft) | | 294 | | 572 | | | 548 | 548 | 548 | | | 1088 |
| Upstream Blk Time (%) | | | | | | | | | | | | 0 |
| Queuing Penalty (veh) | | | | | | | | | | | | 0 |
| Storage Bay Dist (ft) | 125 | | 110 | | 125 | 125 | | | | 100 | 250 | |
| Storage Blk Time (%) | | | | | 0 | 2 | 11 | | 5 | | | |
| Queuing Penalty (veh) | | | | | 0 | 6 | 7 | | 2 | | | |

Intersection: 9: Mooney Blvd & Orchard Ave

| Movement | SB | SB | SB |
|-----------------------|------|------|-----|
| Directions Served | T | T | R |
| Maximum Queue (ft) | 1113 | 1127 | 125 |
| Average Queue (ft) | 687 | 878 | 19 |
| 95th Queue (ft) | 1378 | 1419 | 88 |
| Link Distance (ft) | 1088 | 1088 | |
| Upstream Blk Time (%) | 1 | 9 | |
| Queuing Penalty (veh) | 3 | 46 | |
| Storage Bay Dist (ft) | | | 100 |
| Storage Blk Time (%) | | 34 | 0 |
| Queuing Penalty (veh) | | 10 | 0 |

Intersection: 10: Mooney Blvd & Caldwell Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|------|------|------|------|------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | TR | L | L | T | T | TR | L | L |
| Maximum Queue (ft) | 188 | 160 | 253 | 212 | 270 | 214 | 162 | 211 | 159 | 123 | 189 | 182 |
| Average Queue (ft) | 107 | 80 | 130 | 93 | 73 | 124 | 58 | 122 | 66 | 42 | 143 | 106 |
| 95th Queue (ft) | 180 | 161 | 220 | 203 | 172 | 186 | 151 | 189 | 155 | 89 | 191 | 185 |
| Link Distance (ft) | 1232 | 1232 | 1232 | 1232 | 1232 | 339 | 339 | 339 | 339 | 339 | 892 | 892 |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 10: Mooney Blvd & Caldwell Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 375 | 329 | 231 | 51 | 181 | 180 | 287 | 286 | 270 | 116 |
| Average Queue (ft) | 263 | 214 | 98 | 29 | 97 | 95 | 195 | 198 | 199 | 46 |
| 95th Queue (ft) | 356 | 303 | 186 | 46 | 160 | 168 | 273 | 262 | 267 | 79 |
| Link Distance (ft) | 892 | 892 | 892 | 892 | 548 | 548 | 548 | 548 | 548 | 548 |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |

Network Summary

Network wide Queuing Penalty: 343

Intersection: 1: Mooney Blvd & Walnut Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|------|------|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | L | L |
| Maximum Queue (ft) | 151 | 195 | 236 | 142 | 116 | 158 | 199 | 169 | 149 | 79 | 187 | 196 |
| Average Queue (ft) | 13 | 83 | 122 | 73 | 39 | 82 | 119 | 77 | 62 | 30 | 88 | 102 |
| 95th Queue (ft) | 73 | 148 | 176 | 137 | 75 | 151 | 182 | 137 | 120 | 61 | 171 | 172 |
| Link Distance (ft) | | | 546 | 546 | | | | 1369 | 1369 | | | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 305 | 305 | | | 365 | 260 | 260 | | | 285 | 370 | 370 |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 1: Mooney Blvd & Walnut Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|------|------|------|-----|-----|-----|------|------|------|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 268 | 312 | 365 | 200 | 152 | 181 | 281 | 228 | 263 | 155 |
| Average Queue (ft) | 146 | 166 | 195 | 87 | 44 | 94 | 178 | 163 | 167 | 60 |
| 95th Queue (ft) | 228 | 255 | 304 | 210 | 118 | 159 | 282 | 249 | 276 | 154 |
| Link Distance (ft) | 1224 | 1224 | 1224 | | | | 1562 | 1562 | 1562 | |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | 175 | 505 | 505 | | | | 130 |
| Storage Blk Time (%) | | | 12 | 0 | | | | | 15 | 0 |
| Queuing Penalty (veh) | | | 19 | 0 | | | | | 17 | 0 |

Intersection: 2: Mooney Blvd & Beech Ave

| Movement | EB | EB | EB | NB | NB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|------|-----|-----|------|------|------|------|------|------|
| Directions Served | L | L | R | L | L | T | T | T | T | T | TR |
| Maximum Queue (ft) | 75 | 130 | 116 | 165 | 162 | 243 | 290 | 271 | 300 | 358 | 392 |
| Average Queue (ft) | 31 | 72 | 58 | 65 | 83 | 85 | 77 | 89 | 146 | 162 | 205 |
| 95th Queue (ft) | 68 | 107 | 97 | 124 | 141 | 193 | 210 | 216 | 255 | 290 | 345 |
| Link Distance (ft) | | | 1262 | | | 1202 | 1202 | 1202 | 1224 | 1224 | 1224 |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | 200 | 200 | | 440 | 440 | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |

Intersection: 4: Mooney Blvd & Whitendale Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|------|------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | L | L |
| Maximum Queue (ft) | 84 | 88 | 155 | 123 | 150 | 196 | 206 | 181 | 165 | 102 | 145 | 152 |
| Average Queue (ft) | 34 | 42 | 66 | 61 | 67 | 59 | 109 | 74 | 43 | 24 | 98 | 121 |
| 95th Queue (ft) | 71 | 76 | 124 | 118 | 120 | 151 | 182 | 146 | 116 | 63 | 167 | 179 |
| Link Distance (ft) | | | 1238 | 1238 | | | | 255 | 255 | | | |
| Upstream Blk Time (%) | | | | | | | | | | | 0 | 2 |
| Queuing Penalty (veh) | | | | | | | | | | | 0 | 0 |
| Storage Bay Dist (ft) | 155 | 155 | | | 260 | 250 | 250 | | | 240 | 290 | 290 |
| Storage Blk Time (%) | | | 0 | | | | | | | | 0 | 2 |
| Queuing Penalty (veh) | | | 0 | | | | | | | | 1 | 7 |

Intersection: 4: Mooney Blvd & Whitendale Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|------|------|------|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 209 | 181 | 206 | 152 | 134 | 475 | 1204 | 1235 | 1209 | 225 |
| Average Queue (ft) | 161 | 150 | 157 | 72 | 53 | 205 | 581 | 671 | 742 | 116 |
| 95th Queue (ft) | 208 | 185 | 188 | 177 | 126 | 496 | 1130 | 1211 | 1236 | 296 |
| Link Distance (ft) | 152 | 152 | 152 | | | | 1202 | 1202 | 1202 | |
| Upstream Blk Time (%) | 29 | 13 | 15 | 0 | | | 0 | 0 | 1 | |
| Queuing Penalty (veh) | 147 | 67 | 75 | 0 | | | 0 | 1 | 3 | |
| Storage Bay Dist (ft) | | | | 130 | 450 | 450 | | | | 200 |
| Storage Blk Time (%) | 29 | | 23 | 0 | | 0 | 26 | | 71 | 0 |
| Queuing Penalty (veh) | 63 | | 28 | 1 | | 1 | 48 | | 56 | 1 |

Intersection: 5: Driveway 1 & Whitendale Ave

| Movement | EB | WB | NB |
|-----------------------|-----|------|----|
| Directions Served | R | LT | LR |
| Maximum Queue (ft) | 20 | 191 | 75 |
| Average Queue (ft) | 1 | 43 | 38 |
| 95th Queue (ft) | 9 | 108 | 66 |
| Link Distance (ft) | 255 | 1089 | 60 |
| Upstream Blk Time (%) | | | 3 |
| Queuing Penalty (veh) | | | 0 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 7: Mooney Blvd & Monte Vista Ave/Driveway 2

| Movement | EB | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | TR | TR | T | T | TR | LT | T | TR |
| Maximum Queue (ft) | 52 | 169 | 533 | 304 | 292 | 197 | 200 | 197 |
| Average Queue (ft) | 14 | 114 | 247 | 130 | 123 | 77 | 127 | 120 |
| 95th Queue (ft) | 43 | 165 | 455 | 301 | 271 | 204 | 238 | 244 |
| Link Distance (ft) | 108 | 117 | 524 | 524 | 524 | 152 | 152 | 152 |
| Upstream Blk Time (%) | | 50 | 0 | | | 5 | 5 | 14 |
| Queuing Penalty (veh) | | 0 | 2 | | | 28 | 28 | 76 |
| Storage Bay Dist (ft) | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |

Intersection: 8: Mooney Blvd & Sunnyside Ave

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|------|------|------|-----|-----|-----|-----|
| Directions Served | L | TR | L | TR | L | T | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 178 | 74 | 70 | 87 | 114 | 353 | 266 | 345 | 292 | 537 | 580 | 599 |
| Average Queue (ft) | 75 | 44 | 17 | 31 | 58 | 168 | 116 | 133 | 57 | 263 | 455 | 496 |
| 95th Queue (ft) | 152 | 70 | 51 | 63 | 107 | 308 | 242 | 263 | 150 | 565 | 697 | 709 |
| Link Distance (ft) | | 467 | | 697 | | 1088 | 1088 | 1088 | | 524 | 524 | 524 |
| Upstream Blk Time (%) | | | | | | | | | | 1 | 9 | 31 |
| Queuing Penalty (veh) | | | | | | | | | | 3 | 53 | 172 |
| Storage Bay Dist (ft) | 170 | | 100 | | 400 | | | | 275 | | | |
| Storage Blk Time (%) | 0 | | | 0 | | | | | | 3 | | |
| Queuing Penalty (veh) | 0 | | | 0 | | | | | | 2 | | |

Intersection: 9: Mooney Blvd & Orchard Ave

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|
| Directions Served | L | TR | L | TR | L | L | T | T | T | R | L | T |
| Maximum Queue (ft) | 83 | 52 | 45 | 61 | 50 | 149 | 405 | 302 | 275 | 114 | 241 | 1036 |
| Average Queue (ft) | 20 | 28 | 16 | 16 | 8 | 48 | 159 | 120 | 100 | 16 | 127 | 205 |
| 95th Queue (ft) | 54 | 49 | 41 | 38 | 32 | 109 | 332 | 253 | 205 | 53 | 238 | 792 |
| Link Distance (ft) | | 294 | | 572 | | | 548 | 548 | 548 | | | 1088 |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 125 | | 110 | | 125 | 125 | | | | 100 | 250 | |
| Storage Blk Time (%) | | | | | | 0 | 15 | | 8 | 0 | 1 | |
| Queuing Penalty (veh) | | | | | | 0 | 10 | | 3 | 0 | 4 | |

Intersection: 9: Mooney Blvd & Orchard Ave

| Movement | SB | SB | SB |
|-----------------------|------|------|-----|
| Directions Served | T | T | R |
| Maximum Queue (ft) | 1129 | 1124 | 125 |
| Average Queue (ft) | 876 | 957 | 20 |
| 95th Queue (ft) | 1423 | 1366 | 82 |
| Link Distance (ft) | 1088 | 1088 | |
| Upstream Blk Time (%) | 5 | 14 | |
| Queuing Penalty (veh) | 24 | 69 | |
| Storage Bay Dist (ft) | | | 100 |
| Storage Blk Time (%) | | 38 | 0 |
| Queuing Penalty (veh) | | 11 | 0 |

Intersection: 10: Mooney Blvd & Caldwell Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|------|------|------|------|------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | TR | L | L | T | T | TR | L | L |
| Maximum Queue (ft) | 198 | 196 | 196 | 170 | 133 | 220 | 196 | 223 | 200 | 128 | 225 | 213 |
| Average Queue (ft) | 135 | 97 | 115 | 63 | 47 | 153 | 112 | 124 | 62 | 45 | 134 | 95 |
| 95th Queue (ft) | 195 | 188 | 173 | 141 | 98 | 207 | 198 | 200 | 168 | 89 | 201 | 193 |
| Link Distance (ft) | 1232 | 1232 | 1232 | 1232 | 1232 | 339 | 339 | 339 | 339 | 339 | 892 | 892 |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 10: Mooney Blvd & Caldwell Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 390 | 323 | 274 | 74 | 160 | 199 | 349 | 292 | 318 | 81 |
| Average Queue (ft) | 275 | 228 | 132 | 32 | 74 | 89 | 187 | 193 | 193 | 39 |
| 95th Queue (ft) | 358 | 318 | 231 | 57 | 138 | 165 | 283 | 266 | 283 | 65 |
| Link Distance (ft) | 892 | 892 | 892 | 892 | 548 | 548 | 548 | 548 | 548 | 548 |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |

Network Summary

Network wide Queuing Penalty: 1020

Intersection: 1: Mooney Blvd & Walnut Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|------|------|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | L | L |
| Maximum Queue (ft) | 137 | 174 | 195 | 167 | 84 | 155 | 193 | 173 | 148 | 102 | 242 | 226 |
| Average Queue (ft) | 23 | 102 | 124 | 65 | 33 | 81 | 123 | 77 | 65 | 31 | 102 | 119 |
| 95th Queue (ft) | 91 | 155 | 185 | 136 | 70 | 154 | 178 | 136 | 116 | 67 | 185 | 193 |
| Link Distance (ft) | | | 546 | 546 | | | | 1369 | 1369 | | | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 305 | 305 | | | 365 | 260 | 260 | | | 285 | 370 | 370 |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 1: Mooney Blvd & Walnut Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|------|------|------|-----|-----|-----|------|------|------|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 241 | 239 | 282 | 200 | 162 | 212 | 290 | 244 | 260 | 155 |
| Average Queue (ft) | 132 | 154 | 175 | 87 | 54 | 107 | 174 | 164 | 134 | 38 |
| 95th Queue (ft) | 209 | 229 | 272 | 209 | 128 | 177 | 261 | 241 | 233 | 116 |
| Link Distance (ft) | 1224 | 1224 | 1224 | | | | 1562 | 1562 | 1562 | |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | 175 | 505 | 505 | | | | 130 |
| Storage Blk Time (%) | | | 12 | 0 | | | | 9 | 0 | |
| Queuing Penalty (veh) | | | 20 | 0 | | | | 10 | 0 | |

Intersection: 2: Mooney Blvd & Beech Ave

| Movement | EB | EB | EB | NB | NB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|------|-----|-----|------|------|------|------|------|------|
| Directions Served | L | L | R | L | L | T | T | T | T | T | TR |
| Maximum Queue (ft) | 114 | 136 | 98 | 188 | 205 | 245 | 178 | 252 | 250 | 378 | 414 |
| Average Queue (ft) | 35 | 66 | 48 | 61 | 79 | 59 | 42 | 60 | 120 | 135 | 172 |
| 95th Queue (ft) | 77 | 123 | 83 | 126 | 144 | 149 | 113 | 150 | 221 | 276 | 319 |
| Link Distance (ft) | | | 1262 | | | 1202 | 1202 | 1202 | 1224 | 1224 | 1224 |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | 200 | 200 | | 440 | 440 | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |

Intersection: 4: Mooney Blvd & Whitendale Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|------|------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | L | L |
| Maximum Queue (ft) | 92 | 127 | 130 | 129 | 194 | 216 | 244 | 302 | 148 | 98 | 136 | 152 |
| Average Queue (ft) | 39 | 59 | 65 | 49 | 72 | 55 | 112 | 64 | 33 | 27 | 87 | 113 |
| 95th Queue (ft) | 77 | 101 | 116 | 104 | 150 | 136 | 189 | 158 | 92 | 66 | 152 | 176 |
| Link Distance (ft) | | | 1238 | 1238 | | | | 255 | 255 | | | |
| Upstream Blk Time (%) | | | | | | | 0 | 1 | | | 0 | 1 |
| Queuing Penalty (veh) | | | | | | | 0 | 1 | | | 0 | 0 |
| Storage Bay Dist (ft) | 155 | 155 | | | 260 | 250 | 250 | | | 240 | 290 | 290 |
| Storage Blk Time (%) | | | | | | | 0 | 1 | | | 0 | 1 |
| Queuing Penalty (veh) | | | | | | | 0 | 1 | | | 2 | 3 |

Intersection: 4: Mooney Blvd & Whitendale Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|------|------|------|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 196 | 169 | 164 | 152 | 110 | 131 | 433 | 460 | 629 | 225 |
| Average Queue (ft) | 157 | 146 | 147 | 68 | 35 | 66 | 189 | 270 | 351 | 113 |
| 95th Queue (ft) | 204 | 191 | 178 | 154 | 82 | 115 | 337 | 438 | 534 | 286 |
| Link Distance (ft) | 152 | 152 | 152 | | | | 1202 | 1202 | 1202 | |
| Upstream Blk Time (%) | 19 | 9 | 8 | 0 | | | | | | |
| Queuing Penalty (veh) | 87 | 43 | 37 | 0 | | | | | | |
| Storage Bay Dist (ft) | | | | 130 | 450 | 450 | | | | 200 |
| Storage Blk Time (%) | 19 | | 13 | 0 | | | 0 | | 36 | 0 |
| Queuing Penalty (veh) | 34 | | 16 | 1 | | | 0 | | 29 | 0 |

Intersection: 5: Driveway 1 & Whitendale Ave

| Movement | WB | NB |
|-----------------------|------|----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 53 | 70 |
| Average Queue (ft) | 7 | 35 |
| 95th Queue (ft) | 32 | 61 |
| Link Distance (ft) | 1089 | 60 |
| Upstream Blk Time (%) | | 1 |
| Queuing Penalty (veh) | | 0 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 7: Mooney Blvd & Monte Vista Ave/Driveway 2

| Movement | EB | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | TR | TR | T | T | TR | LT | T | TR |
| Maximum Queue (ft) | 30 | 30 | 420 | 266 | 234 | 166 | 184 | 188 |
| Average Queue (ft) | 11 | 4 | 166 | 65 | 71 | 65 | 74 | 76 |
| 95th Queue (ft) | 33 | 20 | 369 | 192 | 191 | 164 | 197 | 199 |
| Link Distance (ft) | 108 | 117 | 524 | 524 | 524 | 152 | 152 | 152 |
| Upstream Blk Time (%) | | | | | | 1 | 2 | 7 |
| Queuing Penalty (veh) | | | | | | 6 | 12 | 36 |
| Storage Bay Dist (ft) | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |

Intersection: 8: Mooney Blvd & Sunnyside Ave

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|------|------|------|-----|-----|-----|-----|
| Directions Served | L | TR | L | TR | L | T | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 155 | 116 | 51 | 92 | 135 | 291 | 227 | 225 | 159 | 557 | 559 | 560 |
| Average Queue (ft) | 76 | 41 | 7 | 26 | 62 | 144 | 104 | 114 | 63 | 202 | 379 | 435 |
| 95th Queue (ft) | 133 | 79 | 27 | 55 | 110 | 283 | 205 | 222 | 129 | 479 | 653 | 640 |
| Link Distance (ft) | | 467 | | 697 | | 1088 | 1088 | 1088 | | 524 | 524 | 524 |
| Upstream Blk Time (%) | | | | | | | | | | 2 | 3 | 17 |
| Queuing Penalty (veh) | | | | | | | | | | 9 | 19 | 100 |
| Storage Bay Dist (ft) | 170 | | 100 | | 400 | | | | 275 | | | |
| Storage Blk Time (%) | 0 | | | 0 | | | | | | 0 | | |
| Queuing Penalty (veh) | 0 | | | 0 | | | | | | 0 | | |

Intersection: 9: Mooney Blvd & Orchard Ave

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|
| Directions Served | L | TR | L | TR | L | L | T | T | T | R | L | T |
| Maximum Queue (ft) | 85 | 92 | 108 | 64 | 90 | 149 | 446 | 356 | 302 | 125 | 134 | 1082 |
| Average Queue (ft) | 17 | 38 | 31 | 26 | 18 | 44 | 188 | 121 | 94 | 23 | 85 | 199 |
| 95th Queue (ft) | 50 | 78 | 74 | 52 | 53 | 92 | 375 | 254 | 206 | 89 | 136 | 754 |
| Link Distance (ft) | | 294 | | 572 | | | 548 | 548 | 548 | | | 1088 |
| Upstream Blk Time (%) | | | | | | | | | | | | 0 |
| Queuing Penalty (veh) | | | | | | | | | | | | 0 |
| Storage Bay Dist (ft) | 125 | | 110 | | 125 | 125 | | | | 100 | 250 | |
| Storage Blk Time (%) | | | 1 | | | | 14 | | 8 | 0 | | |
| Queuing Penalty (veh) | | | 1 | | | | 10 | | 3 | 0 | | |

Intersection: 9: Mooney Blvd & Orchard Ave

| Movement | SB | SB | SB |
|-----------------------|------|------|-----|
| Directions Served | T | T | R |
| Maximum Queue (ft) | 1102 | 1115 | 125 |
| Average Queue (ft) | 787 | 932 | 10 |
| 95th Queue (ft) | 1389 | 1343 | 61 |
| Link Distance (ft) | 1088 | 1088 | |
| Upstream Blk Time (%) | 1 | 9 | |
| Queuing Penalty (veh) | 7 | 45 | |
| Storage Bay Dist (ft) | | | 100 |
| Storage Blk Time (%) | | 36 | 0 |
| Queuing Penalty (veh) | | 11 | 0 |

Intersection: 10: Mooney Blvd & Caldwell Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|------|------|------|------|------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | TR | L | L | T | T | TR | L | L |
| Maximum Queue (ft) | 231 | 220 | 192 | 177 | 165 | 200 | 183 | 239 | 159 | 108 | 225 | 208 |
| Average Queue (ft) | 151 | 123 | 135 | 97 | 56 | 124 | 67 | 127 | 60 | 36 | 133 | 96 |
| 95th Queue (ft) | 226 | 207 | 184 | 167 | 117 | 195 | 163 | 191 | 156 | 73 | 206 | 186 |
| Link Distance (ft) | 1232 | 1232 | 1232 | 1232 | 1232 | 339 | 339 | 339 | 339 | 339 | 892 | 892 |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 10: Mooney Blvd & Caldwell Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 416 | 399 | 254 | 90 | 174 | 156 | 302 | 311 | 326 | 133 |
| Average Queue (ft) | 281 | 220 | 131 | 31 | 85 | 93 | 202 | 213 | 216 | 42 |
| 95th Queue (ft) | 370 | 345 | 220 | 60 | 149 | 144 | 306 | 299 | 309 | 88 |
| Link Distance (ft) | 892 | 892 | 892 | 892 | 548 | 548 | 548 | 548 | 548 | 548 |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |

Network Summary

Network wide Queuing Penalty: 542

Intersection: 1: Mooney Blvd & Walnut Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|------|------|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | L | L |
| Maximum Queue (ft) | 182 | 260 | 239 | 226 | 85 | 183 | 198 | 149 | 124 | 139 | 177 | 214 |
| Average Queue (ft) | 30 | 101 | 138 | 98 | 42 | 82 | 120 | 78 | 55 | 33 | 95 | 113 |
| 95th Queue (ft) | 111 | 179 | 214 | 186 | 76 | 153 | 179 | 135 | 111 | 78 | 145 | 174 |
| Link Distance (ft) | | | 546 | 546 | | | | 1369 | 1369 | | | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 305 | 305 | | | 365 | 260 | 260 | | | 285 | 370 | 370 |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 1: Mooney Blvd & Walnut Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|------|------|------|-----|-----|-----|------|------|------|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 200 | 290 | 277 | 200 | 186 | 199 | 238 | 262 | 299 | 155 |
| Average Queue (ft) | 127 | 167 | 176 | 91 | 64 | 106 | 176 | 169 | 160 | 69 |
| 95th Queue (ft) | 207 | 248 | 256 | 218 | 149 | 177 | 243 | 245 | 258 | 176 |
| Link Distance (ft) | 1224 | 1224 | 1224 | | | | 1562 | 1562 | 1562 | |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | 175 | 505 | 505 | | | | 130 |
| Storage Blk Time (%) | | | 11 | 0 | | | | | 16 | 0 |
| Queuing Penalty (veh) | | | 18 | 1 | | | | | 18 | 0 |

Intersection: 2: Mooney Blvd & Beech Ave

| Movement | EB | EB | EB | NB | NB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|------|-----|-----|------|------|------|------|------|------|
| Directions Served | L | L | R | L | L | T | T | T | T | T | TR |
| Maximum Queue (ft) | 173 | 225 | 263 | 149 | 171 | 220 | 209 | 224 | 729 | 631 | 639 |
| Average Queue (ft) | 36 | 76 | 70 | 70 | 90 | 78 | 69 | 81 | 232 | 264 | 323 |
| 95th Queue (ft) | 90 | 162 | 152 | 133 | 150 | 182 | 173 | 188 | 478 | 495 | 542 |
| Link Distance (ft) | | | 1262 | | | 1202 | 1202 | 1202 | 1224 | 1224 | 1224 |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | 200 | 200 | | 440 | 440 | | | | | | |
| Storage Blk Time (%) | | | | 1 | | | | | | | |
| Queuing Penalty (veh) | | | | 2 | | | | | | | |

Intersection: 4: Mooney Blvd & Whitendale Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|-----|-----|------|------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | R | L | L | T | T | R | L | L |
| Maximum Queue (ft) | 105 | 112 | 152 | 151 | 149 | 146 | 191 | 178 | 143 | 41 | 145 | 151 |
| Average Queue (ft) | 32 | 47 | 77 | 74 | 63 | 52 | 104 | 65 | 44 | 15 | 90 | 120 |
| 95th Queue (ft) | 66 | 96 | 135 | 126 | 123 | 129 | 167 | 126 | 100 | 35 | 156 | 173 |
| Link Distance (ft) | | | 1238 | 1238 | | | | 255 | 255 | | | |
| Upstream Blk Time (%) | | | | | | | | | | | 0 | 2 |
| Queuing Penalty (veh) | | | | | | | | | | | 0 | 0 |
| Storage Bay Dist (ft) | 155 | 155 | | | 260 | 250 | 250 | | | 240 | 290 | 290 |
| Storage Blk Time (%) | | | 1 | | | | | | | | 0 | 2 |
| Queuing Penalty (veh) | | | 1 | | | | | | | | 1 | 6 |

Intersection: 4: Mooney Blvd & Whitendale Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|------|------|------|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 202 | 176 | 209 | 152 | 132 | 475 | 1222 | 1228 | 1226 | 225 |
| Average Queue (ft) | 156 | 139 | 147 | 67 | 60 | 174 | 562 | 672 | 734 | 132 |
| 95th Queue (ft) | 204 | 203 | 213 | 161 | 114 | 436 | 1209 | 1313 | 1334 | 308 |
| Link Distance (ft) | 152 | 152 | 152 | | | | 1202 | 1202 | 1202 | |
| Upstream Blk Time (%) | 22 | 13 | 16 | 0 | | | 0 | 2 | 9 | |
| Queuing Penalty (veh) | 113 | 65 | 80 | 0 | | | 0 | 10 | 44 | |
| Storage Bay Dist (ft) | | | | 130 | 450 | 450 | | | | 200 |
| Storage Blk Time (%) | 22 | | 21 | 0 | | 0 | 16 | | 68 | 0 |
| Queuing Penalty (veh) | 49 | | 26 | 0 | | 0 | 30 | | 54 | 1 |

Intersection: 5: Driveway 1 & Whitendale Ave

| Movement | WB | NB |
|-----------------------|------|----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 116 | 75 |
| Average Queue (ft) | 27 | 48 |
| 95th Queue (ft) | 77 | 79 |
| Link Distance (ft) | 1089 | 60 |
| Upstream Blk Time (%) | | 6 |
| Queuing Penalty (veh) | | 0 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 7: Mooney Blvd & Monte Vista Ave/Driveway 2

| Movement | EB | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | TR | TR | T | T | TR | LT | T | TR |
| Maximum Queue (ft) | 30 | 156 | 557 | 352 | 240 | 161 | 191 | 200 |
| Average Queue (ft) | 8 | 99 | 196 | 100 | 82 | 87 | 104 | 106 |
| 95th Queue (ft) | 27 | 163 | 435 | 268 | 200 | 180 | 227 | 234 |
| Link Distance (ft) | 108 | 117 | 524 | 524 | 524 | 152 | 152 | 152 |
| Upstream Blk Time (%) | | 35 | 1 | | | 5 | 11 | 14 |
| Queuing Penalty (veh) | | 0 | 4 | | | 28 | 61 | 79 |
| Storage Bay Dist (ft) | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |

Intersection: 8: Mooney Blvd & Sunnyside Ave

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|------|------|------|-----|-----|-----|-----|
| Directions Served | L | TR | L | TR | L | T | T | TR | L | T | T | TR |
| Maximum Queue (ft) | 194 | 380 | 30 | 69 | 424 | 548 | 481 | 268 | 117 | 543 | 571 | 582 |
| Average Queue (ft) | 123 | 78 | 5 | 27 | 79 | 170 | 121 | 129 | 58 | 270 | 421 | 488 |
| 95th Queue (ft) | 208 | 255 | 21 | 56 | 240 | 371 | 293 | 240 | 109 | 578 | 688 | 674 |
| Link Distance (ft) | | 467 | | 697 | | 1088 | 1088 | 1088 | | 524 | 524 | 524 |
| Upstream Blk Time (%) | | | | | | | | | | 2 | 5 | 28 |
| Queuing Penalty (veh) | | | | | | | | | | 14 | 31 | 160 |
| Storage Bay Dist (ft) | 170 | | 100 | | 400 | | | | 275 | | | |
| Storage Blk Time (%) | 21 | | | | | 2 | | | | 1 | | |
| Queuing Penalty (veh) | 14 | | | | | 1 | | | | 1 | | |

Intersection: 9: Mooney Blvd & Orchard Ave

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|
| Directions Served | L | TR | L | TR | L | L | T | T | T | R | L | T |
| Maximum Queue (ft) | 106 | 115 | 66 | 106 | 81 | 150 | 502 | 392 | 356 | 125 | 239 | 1070 |
| Average Queue (ft) | 25 | 31 | 27 | 28 | 19 | 69 | 181 | 132 | 117 | 26 | 89 | 92 |
| 95th Queue (ft) | 65 | 65 | 60 | 67 | 57 | 153 | 389 | 305 | 237 | 93 | 178 | 446 |
| Link Distance (ft) | | 294 | | 572 | | | 548 | 548 | 548 | | | 1088 |
| Upstream Blk Time (%) | | | | | | | | | | | | 0 |
| Queuing Penalty (veh) | | | | | | | | | | | | 0 |
| Storage Bay Dist (ft) | 125 | | 110 | | 125 | 125 | | | | 100 | 250 | |
| Storage Blk Time (%) | 0 | 0 | | 0 | | 0 | 15 | | 9 | 0 | 0 | |
| Queuing Penalty (veh) | 0 | 0 | | 0 | | 0 | 10 | | 4 | 0 | 0 | |

Intersection: 9: Mooney Blvd & Orchard Ave

| Movement | SB | SB | SB |
|-----------------------|------|------|-----|
| Directions Served | T | T | R |
| Maximum Queue (ft) | 1150 | 1112 | 125 |
| Average Queue (ft) | 894 | 994 | 20 |
| 95th Queue (ft) | 1322 | 1285 | 90 |
| Link Distance (ft) | 1088 | 1088 | |
| Upstream Blk Time (%) | 7 | 16 | |
| Queuing Penalty (veh) | 38 | 80 | |
| Storage Bay Dist (ft) | | | 100 |
| Storage Blk Time (%) | | 41 | |
| Queuing Penalty (veh) | | 13 | |

Intersection: 10: Mooney Blvd & Caldwell Ave

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|-----------------------|------|------|------|------|------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | L | T | T | TR | L | L | T | T | TR | L | L |
| Maximum Queue (ft) | 221 | 209 | 227 | 191 | 140 | 197 | 164 | 199 | 185 | 130 | 227 | 198 |
| Average Queue (ft) | 141 | 109 | 128 | 85 | 57 | 121 | 60 | 123 | 60 | 36 | 164 | 123 |
| 95th Queue (ft) | 205 | 199 | 191 | 165 | 114 | 182 | 154 | 190 | 164 | 80 | 214 | 197 |
| Link Distance (ft) | 1232 | 1232 | 1232 | 1232 | 1232 | 339 | 339 | 339 | 339 | 339 | 892 | 892 |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Intersection: 10: Mooney Blvd & Caldwell Ave

| Movement | NB | NB | NB | NB | SB | SB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | T | T | R | L | L | T | T | T | R |
| Maximum Queue (ft) | 375 | 384 | 271 | 77 | 175 | 156 | 248 | 262 | 262 | 75 |
| Average Queue (ft) | 265 | 222 | 118 | 31 | 80 | 84 | 187 | 198 | 200 | 41 |
| 95th Queue (ft) | 361 | 341 | 213 | 55 | 147 | 142 | 253 | 257 | 262 | 65 |
| Link Distance (ft) | 892 | 892 | 892 | 892 | 548 | 548 | 548 | 548 | 548 | 548 |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |

Network Summary

Network wide Queuing Penalty: 1058