City of Los Banos
At the Crossroads of California

City of Los Banos
520 J Street
Los Banos, CA 93635

NOTICE OF INTENT TO ADOPT MITIGATED NEGATIVE DECLARATION AND NOTICE OF PUBLIC MEETING

Tentative Tract Map Application No. 2017-03 – Sunrise Ranch, Stonefield Communities

Notice is hereby given that the City of Los Banos has prepared an Initial Study (IS) of environmental effects, and intends to adopt a Mitigated Negative Declaration (MND), for the Sunrise Ranch Vesting Tentative Tract Map Application No. 2017-03. The proposed project consists of 197 single-family residential lots on a forty-three (43) property located north of San Luis Street, south of B Street, east of Los Banos Junior High School, and west of existing residential development. The IS/MND has analyzed the potential environmental effects of the project in the range of environmental subject areas specified in the California Environmental Quality Act (CEQA) and the CEQA Guidelines. On the basis of this analysis, the IS/MND finds that the project will not involve any significant environmental effects, provided that the mitigation measures described in the IS/MND are implemented. The City will consider the adoption of the Mitigated Negative Declaration, and proposed mitigation measures in a Mitigation Monitoring/Reporting Plan before approval of the proposed improvement project.

In accordance with Sections 15072 and 15073 of the CEQA Guidelines, the IS/MND was released for a 30-day public review period which commences on October 5, 2018 and concludes on November 5, 2018.

Copies of the IS/MND are available for public review at the City of Los Banos City Hall at 520 J Street, Los Banos, California 93635.

The City of Los Banos will accept public and agency comments on the IS/MND during a 30-day review period that will begin on October 5, 2018 and conclude on November 5, 2018. Comments may be sent to the City of Los Banos, 520 J Street, Los Banos, CA 93635, Attn: Stacy Souza Elms, Community and Economic Development Director.

In addition, notice is hereby given that the Los Banos Planning Commission will consider adoption of the IS/MND and a Mitigation Monitoring/Reporting Plan for the project at a public meeting scheduled for November 14, 2018 at 7:00 PM in the Council Chambers at Los Banos City Hall, 520 J Street, Los Banos, CA 93635.

October 3, 2018

Stacy Souza Elms
Community and Economic Development Director

City of Los Banos
At the Crossroads of California

SUNRISE RANCH VESTING TENTATIVE TRACT MAP NO. 2017-03

Public Review Draft Initial Study – Mitigated Negative Declaration

File No. VTTM 2017-03

prepared by
City of Los Banos
Community and Economic Development Department
520 J. Street
Los Banos, CA 93635

prepared with the assistance of
J.B. Anderson Land Use Planning
139 S. Stockton Avenue
Ripon, California 95366

October 2018

J.B. ANDERSON
LAND USE PLANNING

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Appendix B Traffic Impact Analysis, dated July 18, 2018, prepared by KD Anderson & Associates

NEGATIVE DECLARATION

Lead Agency:
City of Los Banos
520 J Street
Los Banos, California 93635

PROJECT NAME:

Sunrise Ranch Vesting Tentative Tract Map No. 2017-03

PROJECT PROPONENT AND LEAD AGENCY:

Project Proponent: Stonefield Communities
923 Pacheco Boulevard, Suite C
Los Banos, California 93635

Lead Agency: City of Los Banos
520 J Street
Los Banos, California 93635

PROJECT LOCATION:

The proposed project is located within the City of Los Banos, County of Merced. Specifically, the proposed project is located on a 43.4± acre site (APN No. 428-080-001) and is bounded by the following:

North: East B Street and existing single-family residential development.

South: San Luis Street and existing single-family & multi-family residential developments.

East: Existing single-family residential development.

West: Place Road and Los Banos Junior High School.

PROJECT DESCRIPTION:

Stonefield Communities (Applicant) is proposing to subdivide a 43.4± acre parcel into one hundred ninety-seven (197) single-family residential lots, ranging in size from 6,000 square feet to 15,396 square feet. The proposed lots will be subdivided and developed in accordance with Title IX, Chapter 3, Article 6, of the City's Zoning Ordinance.

Access to the proposed project (primary) and associated street improvements (i.e. curb, gutter, and sidewalk), consists of connecting to Place Road and San Luis Street. Secondary access includes

connections to both Greenbriar and Racquet Club Drive. Interior street improvements consist of a fifty-six (56) foot wide local residential street and cul-de-sacs.

Domestic water services will be provided by the City of Los Banos by connecting to an existing ten (10) inch water line located at the intersection of Place Road and Racquet Club Drive (future extension) and installing an eight (8) water line that will loop the project site. Sanitary sewer services will be provided by the City of Los Banos by connecting to an existing sewer line located within Geenbriar Drive, and installing an 8-inch sanitary sewer line through the project site. Storm drain services will be provided by connecting to the City of Los Banos via an existing storm drain line located in East B Street, and installing a twelve (12) inch line throughout the proposed project. Fire hydrants will also be installed in accordance with the City of Los Banos Fire Department standards and specifications. Dry utilities (i.e. gas and electric) will be provided via Pacific Gas and Electric.

In addition, as noted previously, development of the proposed project will consist of the removal of structures located on-site, existing vegetation, as well as irrigation improvements not currently in use.

ENVIRONMENTAL DETERMINATION:

The Lead Agency has prepared an Initial Study, following, which considers the potential environmental effects of the proposed project. The Initial Study shows that there is no substantial evidence, in light of the whole record before the Lead Agency, that the project may have a potentially significant effect on the environment, provided that the following mitigation measures are included in the project.

MITIGATION MEASURES:

The following mitigation measures shall be incorporated into the proposed project:

Mitigation Measure 3-1:

Prior to the approval of any subsequent development/re-development of project site, the applicant and/or project proponent, shall prepare and submit to the San Joaquin Valley Air Pollution Control District (SJVAPCD) an application for Indirect Source Review (ISR) - Air Impact Assessment (AIA). The recommendations of the ISR/AIA shall be incorporated into the proposed project, as deemed necessary by City staff.

Mitigation Measure 5-1:

In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken:

1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until;

a) The coroner of the County in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required; and,
b) If the coroner determines the remains to be Native American:

   i. The coroner shall contact the Native American Heritage Commission within 24 hours.
   ii. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.
   iii. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98.

Mitigation Measure 8-1:

Prior to the approval of any subsequent development/re-development of project site, the applicant and/or project proponent, shall prepare and submit to the City a Phase I/Environmental Site Assessment (ESA). The recommendations of the Phase I/ESA shall be incorporated into the proposed project, as deemed necessary by City staff.

Mitigation Measure 16-1:

Project proponents shall install a traffic signal and associated improvements at the Place Road/B Street intersection when directed by the City of Los Banos. However, because current traffic conditions are already poor and other development will benefit from this improvement, the Sunrise Ranch should only be responsible for its fair share of the cost of intersection improvements at Place Road/B Street intersection.

Mitigation Measure 16-2:

Project proponents shall contribute its fair share to the cost of a traffic signal and associated improvements at the SR-165/San Luis Street intersection, either through the City's adopted traffic impact fee program or, if this improvement is not addressed by impact fees, by paying a "fair share" contribution to the City. Because other development will benefit from this improvement, the Sunrise Ranch should only be responsible for its fair share of the cost and would not be required to install the signal.

Mitigation Measure 16-3:

Project proponents shall contribute its fair share to the cost of a traffic signal and associated improvements at the San Luis Street/Miller Lane intersection, either through the City's adopted traffic impact fee program or, if this improvement is not addressed by impact fees, by paying a "fair share contribution to the City. Because other development will benefit from this improvement, the Sunrise

Ranch should only be responsible for its fair share of the cost of intersection improvements, and would not be required to install the signal.

The project should contribute to the cost of other cumulative citywide improvements identified in the TMP by paying adopted City of Los Banos Traffic Mitigation Fees, subject to fee credits for improvements that are installed.

Therefore, the Lead Agency proposes to adopt a Mitigated Negative Declaration for the project, in accordance with the provisions of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines.

Stacy Souza Elms — 10/4/2018

Ms. Stacy Souza Elms, Community and Economic Dev. Director — Date

INITIAL STUDY

1. PROJECT TITLE

Sunrise Ranch Vesting Tentative Tract Map Application No. VTTM 2017-03

2. LEAD AGENCY NAME AND ADDRESS

City of Los Banos
Community and Economic Development Department
520 J Street
Los Banos, California 93635

3. CONTACT PERSON AND PHONE NUMBER

Ms. Stacy Souza Elms
Community and Economic Development Director
(209) 827-7000
Stacy.elms@losbanos.org

4. PROJECT LOCATION

The proposed project is located within the City of Los Banos, County of Merced. Specifically, the proposed project is located on a 43.4± acre site (APN No. 428-080-001) and is bounded by the following:

North: East B Street and existing single-family residential development.

South: San Luis Street and existing single-family & multi-family residential developments.

East: Existing single-family residential development.

West: Place Road and Los Banos Junior High School.

Figure 1 – Regional Location Map, and Figure 2 – Project Location Map, provides an illustration of the proposed project's location.

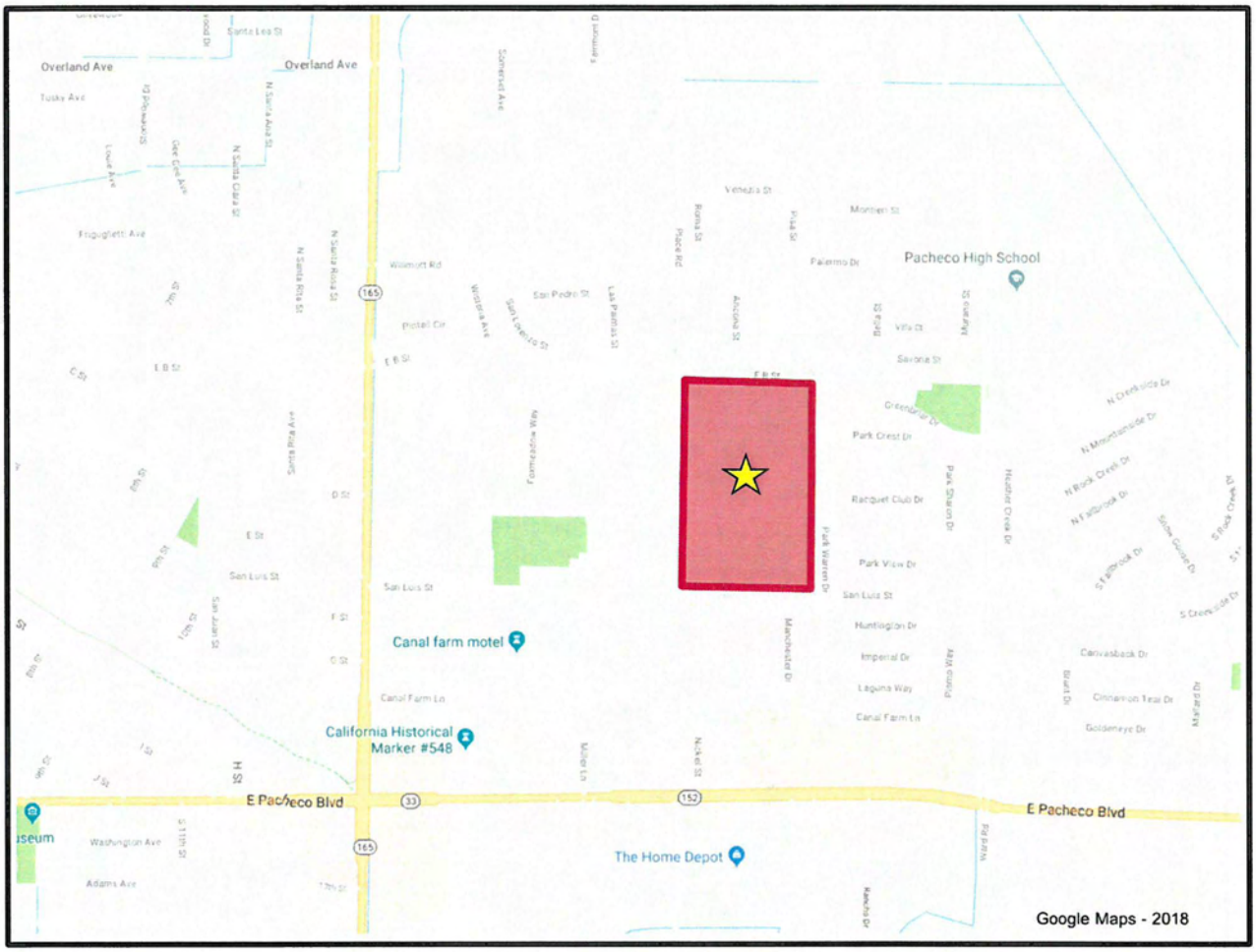
5. PROJECT SPONSOR'S NAME AND ADDRESS

Stonefield Communities
923 Pacheco Boulevard, Suite C
Los Banos, California 93635

6. EXISTING SETTING

The proposed project site was historically utilized for agricultural purposes, but does not currently produce any agricultural crops. Urban development (primarily single-family development) has occurred on all sides of the project site, along with associated street and utility improvements. Topography of the site is relatively flat. There is small vegetation located throughout the project site as well as various abandoned agricultural structures. These structures and vegetation will be removed as part of the development of the proposed project.

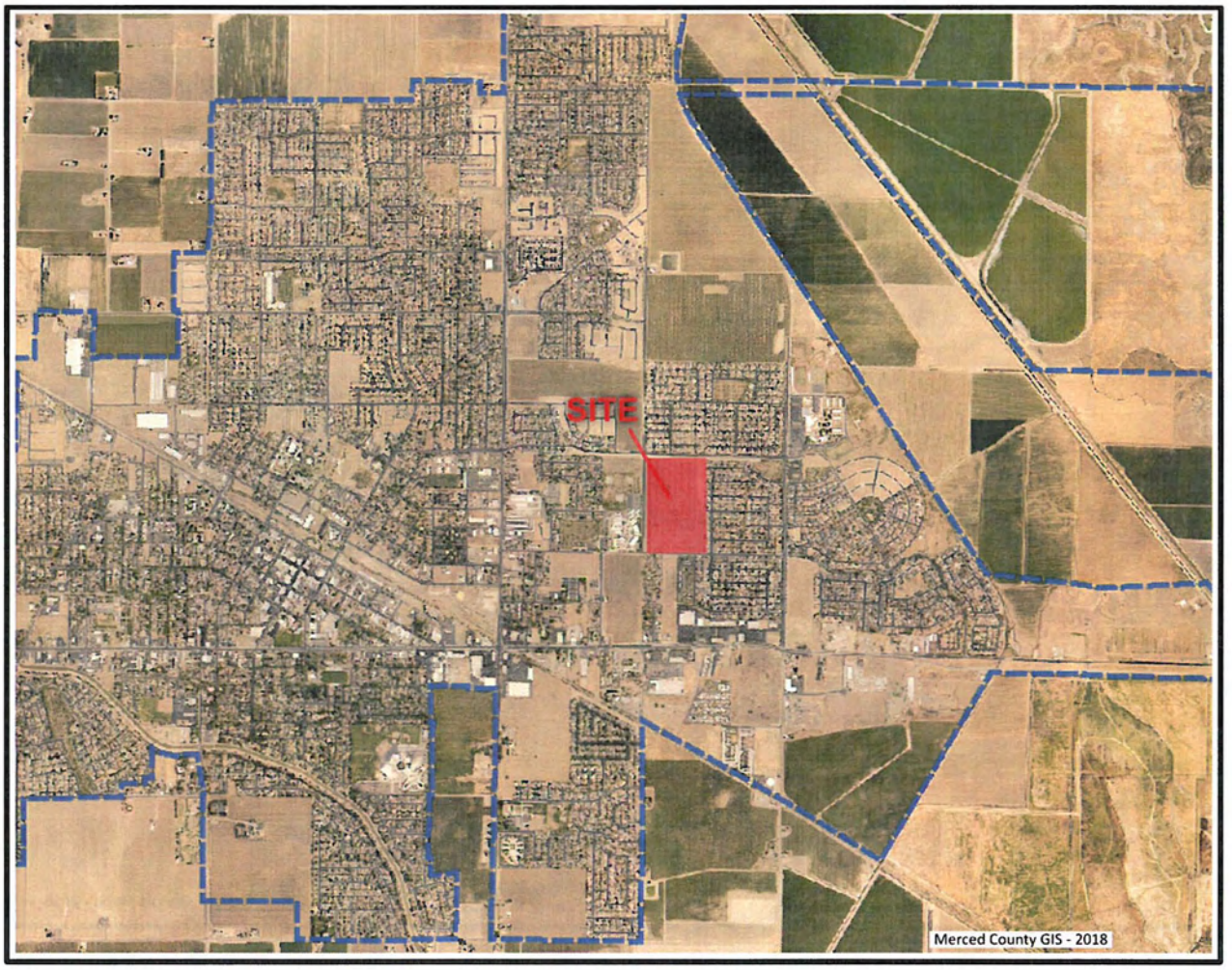
Figure 1 – Regional Location



Regional Location

N

Figure 2 – Project Location

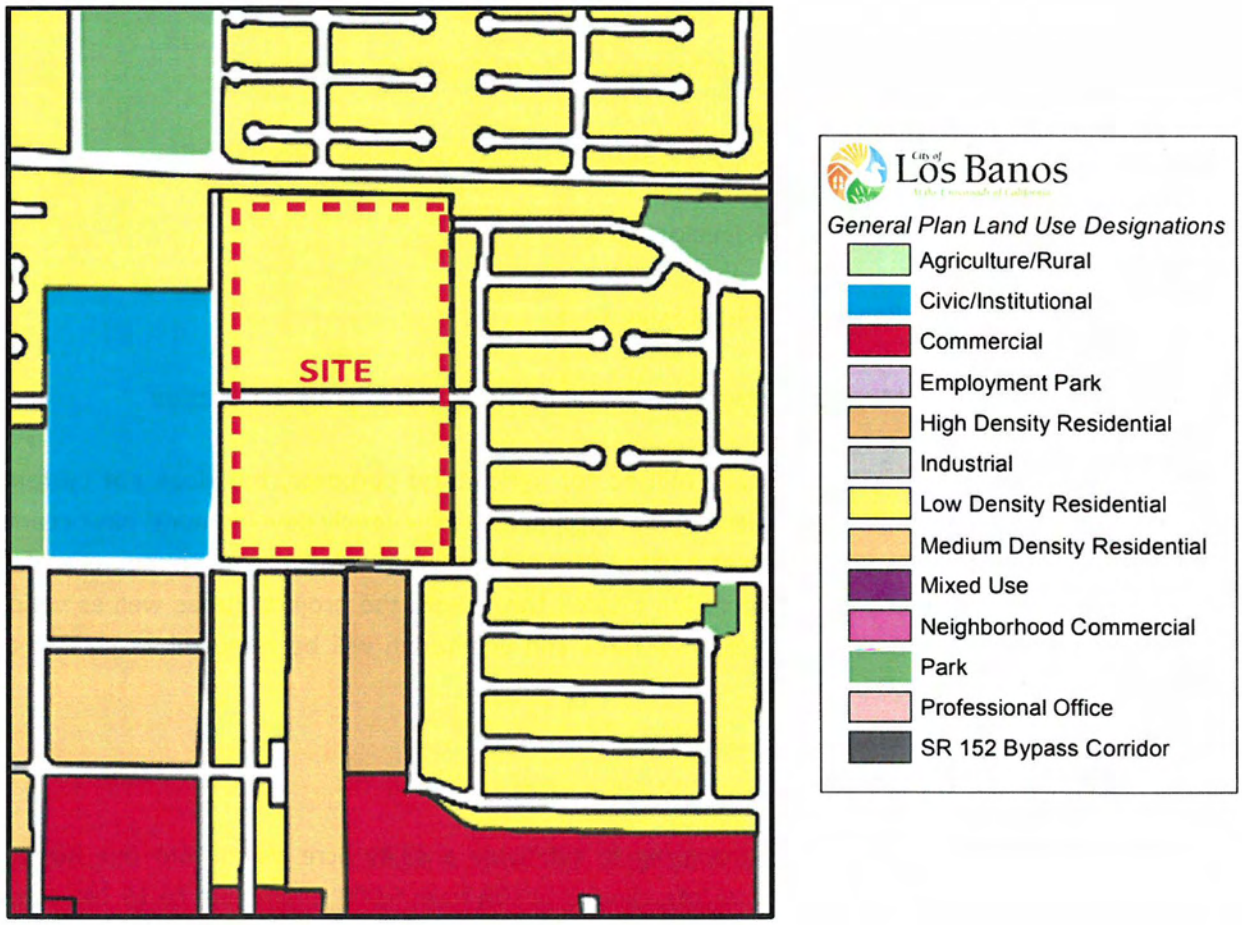


7. EXISTING GENERAL PLAN DESIGNATION

The City of Los Banos' 2030 General Plan land use designation for the 43.4± acre site is Low Density Residential.

Figure 3 illustrates the proposed project site's existing General Plan land use designations.

Figure 3 – General Plan Land Use Designation



8. EXISTING ZONING

General Plan: Low Density Residential (LDR)
Zoning: R-1, Low Density Residential

9. SURROUNDING LAND USES AND SETTING

The proposed project is located within the City of Los Banos, County of Merced. Specifically, the proposed project is located on a 43.4± acre site (APN No. 428-080-001) and is bounded by the following:

North: East B Street and existing single-family residential development.

South: San Luis Street and existing single-family & multi-family residential developments.

East: Existing single-family residential development.

West: Place Road and Los Banos Junior High School.

Figure 1, Regional Location Map, provides an illustration of the proposed project's location.

The proposed project site was historically utilized for agricultural purposes, but does not currently produce any agricultural crops. Urban development (primarily single-family development) has occurred on all sides of the project site, along with associated street and utility improvements. Topography of the site is relatively flat. There is small vegetation located throughout the project site as well as various abandoned agricultural structures. These structures and vegetation will be removed as part of the development of the proposed project.

10. DESCRIPTION OF THE PROJECT

Stonefield Communities (Applicant) is proposing to subdivide a 43.4± acre parcel into one hundred ninety-seven (197) single-family residential lots, ranging in size from 6,000 square feet to 15,396 square feet. The proposed lots will be subdivided and developed in accordance with Title IX, Chapter 3, Article 6, of the City's Zoning Ordinance.

Access to the proposed project (primary) and associated street improvements (i.e. curb, gutter, and sidewalk), consists of connecting to Place Road and San Luis Street. Secondary access includes connections to both Greenbriar and Racquet Club Drive. Interior street improvements consist of a fifty-six (56) foot wide local residential street and cul-de-sacs.

A copy of the proposed project's Tentative Tract Map is included as part of this Initial Study as Appendix A.

Domestic water services will be provided by the City of Los Banos by connecting to an existing ten (10) inch water line located at the intersection of Place Road and Racquet Club Drive (future extension) and installing an eight (8) water line that will loop the project site. Sanitary sewer services will be provided by the City of Los Banos by connecting to an existing sewer line located within Geenbriar Drive, and installing an 8-inch sanitary sewer line through the project site. Storm drain services will be provided by connecting to the City of Los Banos via an existing storm drain line located in East B Street, and installing a twelve (12) inch line throughout the proposed project. Fire hydrants will also be installed in accordance with the City of Los Banos Fire Department standards and specifications. Dry utilities (i.e. gas and electric) will be provided via Pacific Gas and Electric.

In addition, as noted previously, development of the proposed project will consist of the removal of structures located on-site, existing vegetation, as well as irrigation improvements not currently in use.

11. Other Public Agencies Whose Approval is Required

There are no other Public Agencies whose approval is required for the proposed project.

12. Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

	Aesthetics		Agriculture and Forestry Resources	X	Air Quality
	Biological Resources	X	Cultural Resources		Geology and Soils
	Greenhouse Gas Emissions	X	Hazards and Hazardous Materials		Hydrology and Water Quality
	Land Use and Planning		Mineral Resources		Noise
	Population and Housing		Public Services		Recreation
X	Transportation/Traffic		Utilities and Service Systems		Mandatory Findings of Significance

13. LEAD AGENCY DETERMINATION:

On the basis of this initial evaluation:

	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
X	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Stacy Souza Elms	10/4/2018
Ms. Stacy Souza Elms, Community and Economic Development Director	**Date**

SECTION 2.0 EVALUATION INSTRUCTIONS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

Pursuant to Section 15063(c)(3)(D) of the CEQA Guidelines, this Initial Study is tiered from the City's 2030 General Plan Environmental Impact Report (SCH No. 2006121055) and the City's Subsequent Environmental Impact Report prepared for the General Plan Land Use Resource Amendment (SCH No. 2016051033).

Both documents are available for review at the City of Los Banos Community Development Department, 520 J Street, Los Banos, CA 93635 or on the City of Los Banos website: http://www.losbanos.org/.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) The significance criteria or threshold, if any, used to evaluate each question; and
   b) The mitigation measure identified, if any, to reduce the impact to less than significance

INITIAL STUDY CHECKLIST

This section of the Initial Study incorporates the most current Appendix "G" Environmental Checklist Form, contained in the CEQA Guidelines.

1. AESTHETICS -- WOULD THE PROJECT:

	Potentially Significant Impact	***Less Than Significant with Mitigation Incorporation***	***Less Than Significant Impact***	***No Impact***
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

IMPACT ANALYSIS

The following discussion is an analysis for criteria (a) and (b):

a. Would the project have a substantial adverse effect on a scenic vista?

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a state scenic highway?

According to the City of Los Banos 2030 General Plan and Environmental Impact Report (EIR), the proposed project area is not considered a scenic vista. The project site consists of open land and scattered abandoned agricultural structures. The public views from the site to the east, west and north are of urban uses. To the south is a mixture of urban uses and open ground in the City. Aesthetic qualities of the area would change as future development occurs. Any future development will be consistent with development currently existing or approved around the site. Therefore, the proposed project will have a **less than significant impact.**

The proposed project is within the city limits of City of Los Banos, and is not located on a state designated highway. Based on a review of the California Department of Transportation website (http://www.dot.ca.gov/hq/LandArch/scenic/schwy.htm), the nearest state scenic highway is Interstate 5, between the Merced County line and San Joaquin County line. The proposed project is not located on or adjacent to Interstate 5, and therefore will have no impact to a state scenic highway. Therefore, the proposed project will have a **less than significant impact.**

c. *Would the project substantially degrade existing visual character or quality of the site and its surroundings?*

The proposed project is comprised of 43.4± acres in the City of Los Banos and is currently surrounded by urban development that is also within the City. The existing visual character of the proposed project and its surroundings consists of single-family residential and Los Banos Junior High School. In addition, the City of Los Banos, through its General Plan, has designated the proposed project site for development consistent with low density residential. The proposed project is consistent with the City's General Plan therefore will have a less than significant impact to the project site's visual character and its surroundings. Therefore, the proposed project will have a **less than significant impact**.

d. *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

All exterior lighting installed as a part of any future development of the site will be required to be designed in such a way as to minimize glare and light spill in order to preserve existing day-time/night-time views. As such, this project will have a **less than significant impact** on light or glare that would affect daytime or nighttime views.

MITIGATION MEASURES:

Mitigation is not required for this topic.

2. AGRICULTURE AND FORESTRY RESOURCES: WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			X	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?			X	
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?			X	
d) Result in the loss of forest land or conversion of forest land to non-forest use?			X	
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			X	

IMPACT ANALYSIS

The following discussion is an analysis for criteria (a) and (b):

a. *Would the project convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

According to the State of California Department of Conservation Farmland Mapping and Monitoring Program, the proposed project is located on land classified as Farmland of Local Importance. The project site and surrounding property are not currently utilized for agricultural production. Surrounding land

uses include a Junior High School, and residential subdivisions. The current General Plan land use designation is Low Density Residential. The site is located within the City's boundaries and approximately one (1) a mile from the Los Banos downtown corridor. The project site has not been irrigated, nor used for agricultural production for several years. The loss of agricultural land associated with implementation of the proposed project is not considered significant. Implementation of the proposed project would result in a **less than significant impact** associated with loss or conversion of agricultural land.

The following discussion is an analysis for criteria (b), (c) and (d):

b. *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*
c. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*
d. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

The proposed project is located on existing fallow agricultural land, and is bounded by existing residential and urban land uses to the north, south, east, and west. The proposed project is zoned for R-1, Low Density Residential, land uses according to the City of Los Banos Zoning Ordinance, and therefore, is not zoned for agricultural or forest land uses. In addition, a Williamson Act Contract does not exist for the project site. Therefore, the proposed project will have a **less than significant impact**.

e. *Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?*

As noted above, the proposed project is located on existing fallow agricultural land that is not currently in production for agricultural crops. The project site is bounded by existing residential land uses to the north, south, east, and west, and it is designated and zoned for residential land uses by the City of Los Banos 2030 General Plan and Zoning Ordinance. Therefore, the proposed project will have a **less than significant impact**.

MITIGATION MEASURES:

Mitigation is not required for this topic.

3. AIR QUALITY -- WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Conflict with or obstruct implementation of the applicable air quality plan?		X		
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	

SETTING:

The proposed project is located in west Merced County, which is a portion of the San Joaquin Valley Air Basin (SJVAB). Air quality management under the federal and state Clean Air Acts is the responsibility of the San Joaquin Valley Air Pollution Control District (SJVAPCD).

The federal and state governments have adopted ambient air quality standards (AAQS) for the primary air pollutants of concern, known as "criteria" air pollutants. Air quality is managed by the SJVAPCD to attain these standards. Primary standards are established to protect the public health; secondary standards are established to protect the public welfare. The attainment status of the SJVAB for Merced County with respect to the applicable AAQS are shown in the following table.

The SJVAB is considered non-attainment for ozone and particulate matter (PM10 and PM2.5), because the AAQS for the pollutants are sometimes exceeded. The SJVAB is Attainment/Unclassified for carbon monoxide, but select areas, not including the City of Los Banos, are required to abide by adopted carbon monoxide maintenance plans.

The California Air Resources Board (CARB) through the Air Toxics Program is responsible for the identification and control of exposure to air toxics, and notification of people that are subject to significant air toxic exposure. A principal air toxic is diesel particulate matter, which is a component of diesel engine exhaust.

The SJVAPCD has adopted regulations establishing control over air pollutant emissions associated with land development and related activities. These regulations include:

Regulation VIII (Fugitive Dust Rules)
Rule 4101 (Visible Emissions)
Rule 9510 (Indirect Source Review)

SAN JOAQUIN VALLEY FEDERAL AND STATE AAQS ATTAINMENT STATUS

Pollutant	Designation / Classification	
	Federal Standards[a]	State Standards[b]
Ozone, 1-hour	No federal standard[f]	Nonattainment / Severe
Ozone, 8-hour	Nonattainment / Extreme[e]	Nonattainment
PM10	Attainment[c]	Nonattainment
PM2.5	Nonattainment[d]	Nonattainment
Carbon Monoxide	Attainment / Unclassified	Attainment / Unclassified
Nitrogen Dioxide	Attainment / Unclassified	Attainment
Sulfur Dioxide	Attainment / Unclassified	Attainment
Lead (particulate)	No designation	Attainment
Hydrogen Sulfide	No federal standard	Unclassified
Sulfates	No federal standard	Attainment
Visibility-Reducing Particles	No federal standard	Unclassified
Vinyl Chloride	No federal standard	Attainment

[a]See 40 CFR Part 81
[b]See CCR Title 17 Sections 60200-60210
[c]On September 25, 2008, EPA redesignated the San Joaquin Valley to Attainment for the PM10 National AAQS and approved the PM10 Maintenance Plan
[d]The SJV is designated nonattainment for the 1997 PM2.5 NAAQS. EPA designated the SJV as nonattainment for the 2006 PM2.5 on November 13, 2009 (effective December 14, 2009).
[e]Though the SJV was initially classified as serious nonattainment for the 1997 8-hour ozone standard, EPA approved reclassification of the SJV to extreme nonattainment in the Federal Register on May, 2010 (effective June 4, 2010).
[f]Effective June 15, 2005, the EPA revoked the federal 1-hour ozone standard, including associated designations and classifications. EPA has previously classified the SJV as extreme nonattainment for this standard. EPA approved the 2004 Extreme Ozone Attainment Demonstration Plan on March 8, 2010 (effective April 7, 2010). Many applicable requirements for extreme 1-hour ozone nonattainment areas continue to apply to the SJVAB.

The SJVAPCD has adopted a CEQA impact analysis guideline titled *Guide for Assessing and Mitigating Air Quality Impacts* (GAMAQI). The GAMAQI is utilized in the following air quality impact analysis where

applicable. The GAMAQI establishes impact significance thresholds for the non-attainment pollutant PM10 and precursors to the non-attainment pollutant ozone: reactive organic gases (ROG) and oxides of nitrogen (NOx).

ROG	10 tons/year
NOx	10 tons/year
PM10	15 tons/year

For a typical development project, the need to perform an ambient air quality analysis is determined on a case-by-case basis, depending on project size, unless exempt under the District's limit of 50 dwelling units. Potentially significant emissions related to the construction and operation of land development projects are subject to regulation under SJVAPCD Rule 9510 Indirect Sources. Development associated with the proposed project will exceed the thresholds triggering the requirements of Rule 9510. Therefore, the project proponent will be required to comply with Rule 9510 and conduct an Indirect Source Review (ISR) process with the SJVAPCD.

Project construction will be subject to SJVAPCD rules related to control of construction emissions, including the various rules comprising Regulation VIII. The application of these rules to the project will further limit the potential air quality effects of the project. The project will generate small amounts of new on-road traffic and associated ROG, NOx and PM emissions during project operation

REGULATORY SETTING

IMPACT ANALYSIS

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

Because implementation of the proposed project has the potential to exceed emissions thresholds, implementation of the proposed project may result in the generation air quality impacts. As such, a mitigation measure has been incorporated to require the project proponent to conduct an Indirect Source Review (ISR) with the SVAPCD. No mitigation measures would be required over and above what is included as part of the ISR Application in compliance with SJVAPCD Rule 9510. As such, the impact is considered to be **less than significant with mitigation incorporated.**

The following discussion is an analysis for criteria (b) and (c):

b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

c. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?

The 2030 General Plan EIR determined that air quality impacts associated with the development of the General Plan area would be significant and unavoidable, and as such a statement of overriding

consideration was adopted. This project is proposing or authorizing development which is consistent with densities and designations considered in the General Plan and EIR. Based on the foregoing, the project would generate similar or lower air quality impacts than considered and overridden in the General Plan EIR, therefore the project's impact on air quality is **less than significant.**

d. Would the project expose sensitive receptors to substantial pollutant concentrations?

The proposed project will result in short-term air quality impacts resulting from construction activity as the actions of the project are limited to annexation and pre-zoning only. General Policy POSR-I-50 requires the City to use the SJVAPCD Guidelines in the review of development proposals. Compliance with SJVAPCD Regulation VIII would reduce future development and construction emissions to a **less than significant level.**

e. Would the project create objectionable odors affecting a substantial number of people?

The proposed project does not involve any features that will generate odors. Therefore, the proposed project will have a **less than significant impact.**

MITIGATION MEASURES:

The following mitigation measure shall be incorporated into the proposed project:

Mitigation Measure 3-1:

Prior to the approval of any subsequent development/re-development of project site, the applicant and/or project proponent, shall prepare and submit to the San Joaquin Valley Air Pollution Control District (SJVAPCD) an application for Indirect Source Review (ISR) - Air Impact Assessment (AIA). The recommendations of the ISR/AIA shall be incorporated into the proposed project, as deemed necessary by City staff.

4. BIOLOGICAL RESOURCES -- WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

IMPACT ANALYSIS

a. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?*

As noted previously, the proposed project is located on undeveloped land, and is surrounded by urban development on the north, south, east, and west sides. Based on a review of the City's 2030 General Plan/EIR, and most notably, Figure 3.8-1 of the EIR, the proposed project is not located within an area known for the potential of containing any species identified as a candidate, sensitive, or special status species by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service. As such, the proposed project will have a **less than significant impact**.

b. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

Based on a review of the City's 2030 General Plan and EIR, the proposed project is not located within an area known to contain riparian habitat. Most, if not all, of the riparian habitat located within the City is located along the Los Banos Creek corridor. The proposed project is not located within, or adjacent to, Los Banos Creek. Therefore, the proposed project will have a **less than significant impact.**

c. *Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

Based on a review of the City's 2030 General Plan and EIR, there are no identified wetlands within the project site. Therefore, the proposed project will have a **less than significant impact.**

d. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native residents or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Based on a review of the City's 2030 General Plan and EIR, significant impacts to wildlife corridors, as a result of the build out of the General Plan Planning Area, occur with construction of the Highway 152 bypass. It is also noted that new development would cause an increase in both vehicular traffic levels and nighttime light levels, which would serve to deter wildlife movement. However, the proposed project is not located within the Highway 152 bypass area. Additionally, the proposed project is surrounded by existing city development on the north, south, east, and west sides. Therefore, new development created as a result of the proposed project would have minimal impacts to wildlife

corridors as surrounding urban development already exist. Therefore, the proposed project will have a **less than significant impact.**

e. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

As noted previously, the proposed project is consistent with the City's 2030 General Plan and Zoning Ordinance. Additionally, while future development within the proposed project area will require the removal of a minimal amount trees, the City does not have an adopted Tree Preservation Ordinance that would apply. Therefore, the proposed project will have **no impact**.

f. *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

As evaluated and noted in the City's 2030 General Plan and EIR, the City of Los Banos, including the proposed project site, is not located within an adopted Habitat Conservation Plan or Natural Community Plan. Therefore, the proposed project will have **no impact.**

MITIGATION MEASURES:

Mitigation is not required for this topic.

5. CULTURAL RESOURCES -- Would the project:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?			X	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
d) Disturb any human remains, including those interred outside of formal cemeteries?		X		

IMPACT ANALYSIS

a. Would the project cause a substantial cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Based on a review of the City's 2030 General Plan EIR, there are thirteen (13) historic resource sites within the City's Planning Area, primarily in the downtown area. None of these sites include the proposed project site. As such, there are no historic resources or sites as defined by Section 15064.5 of the Government Code within the proposed project area. Therefore, the proposed project will have a **less than significant impact.**

b. Would the project cause a substantial adverse chance in the significance of an archaeological resource as defined in §15064.5?

Based on a review of the City's 2030 General Plan and EIR, "there are seventeen recorded prehistoric archaeological sites and two historic archaeological sites within the Planning Area. Features of the prehistoric archaeological sites include prehistoric villages, occupational sites containing tools and milling equipment, burial grounds, and human skull fragments. The General Plan identifies the Los Banos Creek area as a highly sensitive area for potential archaeological sites." The proposed project is not located within the Los Banos Creek area, and therefore, potential impacts to archaeological

resources are considered to be minimal. Therefore, the proposed project will have a **less than significant impact.**

c. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

The City's 2030 General Plan and EIR does not identify any unique paleontological resources or sites or unique geologic features within the proposed project area. As noted in the 2030 General Plan, paleontological resources have been typically identified within the Los Banos Creek area. Therefore, the proposed project will have a **less than significant impact**.

d. *Would the project disturb any human remains, including those interred outside of dedicated cemeteries?*

It is not anticipated that the proposed project will disturb any human remains. However, future development and construction of the proposed project site, human remains may be identified, particularly during activities requiring ground disturbance (i.e. grading, trench digging, etc.). As such, the proposed project shall incorporate Mitigation Measure No. 5-1, specified below, in accordance with Section 15064.5(e) of the CEQA Guidelines, to reduce any potentially significant impacts to a level of less than significant.

MITIGATION MEASURES:

The following mitigation measure shall be incorporated into the proposed project:

Mitigation Measure 5-1:

In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken:

1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until;
   a) The coroner of the County in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required; and,
   b) If the coroner determines the remains to be Native American:
      1. The coroner shall contact the Native American Heritage Commission within 24 hours.
      2. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.
      3. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains, and any associated grave goods as provided in Public Resources Code Section 5097.98.

6. GEOLOGY AND SOILS -- WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation*	*Less Than Significant Impact*	*No Impact*
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

IMPACT ANALYSIS

a.1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

a.2. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

a.3. Expose people or structures to potential adverse effects, including risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

a.4. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

No known earthquake faults are located on the project site. According to the City's 2030 General Plan there are two known earthquake faults near the City of Los Banos; the Calaveras and the Ortigalita faults which are both located near Interstate 5. The Los Banos General Plan has policies such as S-I-8 that require new and existing development to conform to existing State and federal regulations. With the General Plan policies set in place and future construction having to meet the California Building Code requirements, the potentially significant impact is reduced to a **less than significant level.**

b. Would the project result in substantial soil erosion or the loss of topsoil?

The proposed project will include grading of the site in preparation of road construction and individual home sites. However, this grading activity will be required to obtain a Grading Permit from the City of Los Banos. The Grading Permit process will ensure the proposed project is graded in accordance with City of Los Banos standards and specifications. Therefore, the proposed project will have a **less than significant impact.**

c. Would the project be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Merced County and the City of Los Banos area is characterized by flat-lying sedimentary rocks overlain by alluvial soils, which can be up to 200 feet deep near the Sacramento River. Los Banos is underlain with sediments from alluvial deposits originating from sedimentary rocks of the Diablo Range. The Project site's topography is relatively flat and is not located within a delineated Alquist-Priolo Earthquake Fault Zone. Additionally, no specific liquefaction hazard areas have been identified in Merced County or the City of Los Banos and the probability of soil liquefaction (*or off-site landslide, lateral spreading, subsidence and collapse*) actually taking place within the Project site is considered to be a low to moderate hazard. However, the potential for liquefaction is recognized throughout the San Joaquin Valley where unconsolidated sediments and a high water table coincide. Additionally, subsidence in the Central Valley from groundwater removal occurs on a regional basis, so differential settlement of an individual building is unlikely. Therefore, the impact is **less than significant.**

d. *Would the project be located on expansive soil, as defined in the California Building Code, creating substantial risks to life or property?*

The existing terrain is relatively flat and is not conducive to land slippage. In addition, the site is not shown on published landslide maps; therefore, there is **no impact.**

e. *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

The proposed project consists of the mapping and development of single-family residential units, which will be served by City of Los Banos sanitary sewer and public water systems. The uses of septic tanks or alternative water systems are not part of the proposed project. Therefore, the proposed project will have **no impact**.

MITIGATION MEASURES:

Mitigation is not required for this topic.

7. GREENHOUSE GAS EMISSIONS -- WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation*	*Less Than Significant Impact*	*No Impact*
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				X
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

SETTING:

Human-generated emissions greenhouse gases (GHGs) are understood to be an important cause of global climate change, which is a subject of increasing scientific, public concern, and government action. Atmospheric concentrations of GHGs that trap heat in the earth's atmosphere and lead to a variety of effects, including increasing temperature, changes in patterns and intensity of weather and various secondary effects resulting from those changes, including potential effects on public health and safety.

California AB 32 identifies global climate change as a "serious threat to the economic well-being, public health, natural resources and the environment of California." As a result, global climate change is an issue that needs to be considered under CEQA.

GHGs include carbon dioxide (CO2), the most abundant GHG, as well as methane, nitrous oxide and other gases, each of which have GHG potential that is several times that of CO2. GHG emissions result from combustion of carbon-based fuels; major GHG sources in California include transportation (40.7%), electric power generation (20.5%), industrial (20.5%), agriculture and forestry (8.3%) and others (8.3%).

The State of California is actively engaged in developing and implementing strategies for reducing GHG emissions. State programs for GHG reduction include a regional cap-and-trade program, new industrial and emission control technologies, alternative energy generation technologies, advanced energy conservation in lighting, heating, cooling and ventilation, reduced-carbon fuels, hybrid and electric vehicles, and other methods of improving vehicle mileage reduction programs. Using these and other strategies, the State's Global Climate Change Scoping Plan, adopted in December 2008, proposes to achieve a 29% reduction in projected business-as-usual emission levels for 2020.

The City of Los Banos 2030 General Plan and EIR includes policies and mitigation measures that reduce the impact level that is less than significant. Policies POSR-I-46, 52, 53, and C-I-4 of the City's 2030 General Plan include measures, that upon implementation, help reduce the amount of greenhouse gases generated per capita in the City.

The SJVAPCD adopted a Climate Change Action Plan in 2008, and issued guidance for development project compliance with the plan in 2009. The guidance adopted an approach that relies on the use of Best Performance Standards to reduce GHG emissions. Projects implementing Best Performance Standards would be determined to have a less than cumulatively significant impact. For projects not implementing Best Performance Standards, demonstration of a 29% reduction in GHG emissions from business-as-usual conditions is required to determine that a project would have a less than cumulatively significant impact.

REGULATORY SETTING

California Air Resources Board (CARB) is responsible for the coordination and oversight of State and local air pollution control programs in California. California has numerous regulations aimed at reducing the state's GHG emissions. These initiatives are summarized below:

Assembly Bill 1943

Assembly Bill (AB) 1943 (2002), California's Advanced Clean Cars program (referred to as "Pavley"), requires CARB to develop and adopt regulations to achieve "the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles." On June 30, 2009, U.S. EPA granted the waiver of Clean Air Act preemption to California for its greenhouse gas emission standards for motor vehicles beginning with the 2009 model year. Pavley I took effect for model years starting in 2009 to 2016 and Pavley II, which is now referred to as "LEV (Low Emission Vehicle) III GHG" will cover 2017 to 2025. Fleet average emission standards would reach 22 percent reduction from 2009 levels by 2012 and 30 percent by 2016. The Advanced Clean Cars program coordinates the goals of the Low Emission Vehicles (LEV), Zero Emissions Vehicles (ZEV), and Clean Fuels Outlet programs and would provide major reductions in GHG emissions. By 2025, when rules will be fully implemented, new automobiles will emit 34 percent fewer GHGs and 75 percent fewer smog-forming emissions from their model year 2016 levels.

Executive Order S-3-05

In 2005, the governor issued Executive Order (EO) S-3-05, establishing statewide GHG emissions reduction targets. EO S-3-05 provides that by 2010, emissions shall be reduced to 2000 levels; by 2020, emissions shall be reduced to 1990 levels; and by 2050, emissions shall be reduced to 80 percent below 1990 levels (California Environmental Protection Agency [CalEPA]). In response to EO S-3-05, CalEPA created the Climate Action Team (CAT), which in March 2006 published the Climate Action Team Report (the "2006 CAT Report") (CalEPA 2006). The 2006 CAT Report identified a recommended list of strategies that the state could pursue to reduce GHG emissions. These are strategies that could be implemented by various state agencies to ensure that the emission reduction targets in EO S-3-05 are met and can be met with existing authority of the state agencies. The strategies include the reduction of passenger and light duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture, etc. In April 2015 the governor issued EO B-30-15, calling for a new target of 40 percent below 1990 levels by 2030.

Assembly Bill 32

California's major initiative for reducing GHG emissions is outlined in Assembly Bill 32 (AB 32), the "California Global Warming Solutions Act of 2006," signed into law in 2006. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 15 percent reduction below 2005 emission levels; the same requirement as under S-3-05), and requires CARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions. California is on track to meet or exceed the current target of reducing GHG emission to 1990 levels by 2020, as established by AB 32.

Senate Bill 97

Senate Bill (SB) 97, signed in August 2007, acknowledges that climate change is an environmental issue that requires analysis in California Environmental Quality Act (CEQA) documents. In March 2010, the California Resources Agency (Resources Agency) adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts.

CARB Resolution 07-54

CARB Resolution 07-54 establishes 25,000 MT of GHG emissions as the threshold for identifying the largest stationary emission sources in California for purposes of requiring the annual reporting of emissions. This threshold is just over 0.005 percent of California's total inventory of GHG emissions for 2004.

Senate Bill 375

Senate Bill (SB) 375, signed into law in September 2008, builds on AB 32 by requiring CARB to develop regional GHG reduction targets to be achieved from the automobile and light truck sectors for 2020 and 2035; these regional targets will help achieve the goals of AB 32 and the Scoping Plan through changed land use patterns and improved transportation systems. The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) adopted a Sustainable Community Strategies in July 2013 that meets greenhouse gas reduction targets. The *Plan Bay Area* is the SCS document for the Bay Area, which is an integrated long-range plan that discusses climate protection, housing, healthy and safe communities, open space and agricultural preservation, equitable access, economic vitality, and transportation system effectiveness within the San Francisco Bay Area. The document is updated every four years and most recently, the update, *Plan Bay Area 2040* was adopted on July 26, 2017.

Executive Order S-13-08

Executive Order S-13-08 indicates that "climate change in California during the next century is expected to shift precipitation patterns, accelerate sea level rise and increase temperatures, thereby posing a serious threat to California's economy, to the health and welfare of tis population and to its natural resources." Pursuant to the requirements in the order, the 2009 California Climate Adaptation Strategy

(California Natural Resources Agency 2009) was adopted, which is the "...first statewide, multi-sector, region-specific, and information-based climate change adaption strategy in the United States." Objectives include analyzing risks of climate change in California, identifying and exploring strategies to adapt to climate change, and specifying a direction for future research.

Senate Bill 2X

In April 2011, the governor signed SB2X requiring California to generate 33 percent of its electricity from renewable energy by 2020.

Senate Bill 32

On September 8, 2016, the governor signed Senate Bill 32 (SB 32) into law, which requires the State to further reduce GHGs to 40 percent below 1990 levels by 2030. SB 32 is an extension of AB 32. The other provisions of AB 32 remain unchanged. CARB adopted the 2017 Climate Change Scoping Plan Update on December 14, 2017 for achieving California's 2030 greenhouse gas target.

IMPACT ANALYSIS

a. *Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?*

The proposed project would not generate any substantial greenhouse gas emissions beyond what has previously been identified and evaluated in the City's 2030 General Plan and EIR. The proposed project is consistent with the 2030 General Plan, and will comply with the Policies noted in the discussion above. Therefore, the proposed project will have **no impact**.

b. *Would the project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

The proposed project will not involve any known conflict with any adopted plan, policy, or regulation for reducing greenhouse gas emissions. Therefore, the proposed project will have a **less than significant impact**.

MITIGATION MEASURES:

There are no mitigation measures for this topic.

8. HAZARDS AND HAZARDOUS MATERIALS -- WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		X		
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X	
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	

IMPACT ANALYSIS

a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

The mapping and development of residential subdivisions do not typically involve the transport, use, or disposal of hazardous materials. However, the project site was historically used for agricultural purposes, and as such, there may be hazardous materials within the soil. Therefore, prior to the approval of the proposed project's Improvement Plans and Final Map, the applicant, or project proponent, shall prepare and submit to the City a Phase I/Environmental Site Assessment (ESA). The recommendations of the Phase I/ESA shall be incorporated into the proposed project, as necessary. Therefore, the proposed project will have a **less than significant impact with mitigation** incorporated. Refer to **Mitigation Measure 8-1**, below.

b. *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

It is not anticipated that through the mapping and development of the proposed project, foreseeable upset and accident conditions will occur. Development of the proposed project will comply with all Federal, State, and local policies and regulations related to the construction of the proposed project. Therefore, the proposed project will have a **less than significant impact**.

c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*

The proposed project is located within 60 feet of Los Banos Junior High School (1750 San Luis Street), which is directly west of the project site. However, as noted above in 8-a, the mapping and development of residential subdivisions do not typically involve the emission of handling of hazardous materials are identified, all Federal, State, and local policies and regulations related to hazardous materials shall be complied with. Therefore, the proposed project will have a less than significant impact.

d. *Would the project be located on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

Appendix A of the City's 2030 General Plan provides a list of hazardous sites within the City of Los Banos. Based on a review of Appendix A, the proposed project is not located on a site identified as hazardous. Therefore, the proposed project will have **no impact**.

The following discussion is an analysis for criteria (e) and (f):

e. For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

f. For a project near a private airstrip, would it result in a safety hazard for people residing or working in the project area?

The Los Banos Municipal Airport is located within the City of Los Banos. The Los Banos Municipal Airport is a general aviation facility with a single paved runway 3,800 feet in length. According to the Merced County Airport Land Use Compatibility Plan, adopted June 21, 2012, the proposed project is located outside of the airport's "Airport Influence Area." Therefore, the proposed project will have a **less than significant impact.**

The proposed project is not located within the vicinity of any documented or known private airstrips. Therefore, the proposed project will have **no impact.**

g. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The Los Banos Fire Department has reviewed the proposed project, and provided feedback to ensure the proposed project complies with any emergency response plan or emergency evacuation plan. To ensure this compliance, the project proponent will be required to submit for approval to the Los Banos Fire Department the proposed project's Improvement Plans. This approval shall occur prior to the approval and recordation of the proposed project's Final Map. Therefore, the proposed project will have a **less than significant impact**.

h. Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The proposed project is located within a pocket of an urban area and is surrounded by existing City of Los Banos development on the north, south, east, and west sides. As such, no wild lands exist within or adjacent to the proposed project. Therefore, the proposed project will have a **less than significant impact**.

MITIGATION MEASURES:

The following mitigation measure shall be incorporated into the proposed project:

Mitigation Measure 8-1:

Prior to the approval of any subsequent development/re-development of project site, the applicant and/or project proponent, shall prepare and submit to the City a Phase I/Environmental Site Assessment (ESA). The recommendations of the Phase I/ESA shall be incorporated into the proposed project, as deemed necessary by City staff.

9. HYDROLOGY AND WATER QUALITY -- Would the project:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise substantially degrade water quality?			X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate			X	

Map or other flood hazard delineation map?				
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			X	
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
j) Inundation by seiche, tsunami, or mudflow?			X	

IMPACT ANALYSIS

The following discussion is an analysis for criteria (a), (e), and (f):

a. *Would the project violate any water quality standards or waste discharge requirements?*
e. *Would the project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*
f. *Would the project otherwise substantially degrade water quality?*

The proposed project will not violate any Federal, State, or local water quality standards or waste discharge requirements. Under the existing General Construction Permit requirements of the National Pollutant Discharge Elimination System (NPDES), any reasonably foreseeable future construction on the project site will require preparation of a storm-water pollution prevention plan (SWPPP) that incorporates water quality control Best Management Practices (BMPs). The implementation of water quality control BMPs would minimize water quality impacts from future construction to a level that is considered less than significant. Therefore, the proposed project will have a **less than significant impact.**

The proposed project will not degrade water quality within the vicinity of the project site. Therefore, the proposed project will have a **less than significant impact.**

Please refer to the discussion and determination above, for IX-a.

b. *Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering or the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits been granted)?*

The domestic water infrastructure proposed as part of the proposed project consists of connecting to the City of Los Banos existing domestic water system, and installing a series of domestic water lines

through the proposed project. The development of single-family residential units is also consistent with the Los Banos 2030 General Plan and Zoning Ordinance. According to Section 8.2 of the Los Banos 2030 General Plan, "the 2008 Urban Water Management Plan estimates that this supply is sufficient to meet City needs through 2030." Therefore, it is anticipated that the City has sufficient supply to meet the demands of the proposed project. As such, the proposed project will have a less than significant impact.

c. *Would the project otherwise substantially degrade water quality?*

The proposed project will alter the existing drainage pattern of the site by way of construction and converting the site from raw ground to urban development. However, the proposed project, and its storm drainage design, will comply with the City's Drainage Design Manual and City Standards and Specifications. Compliance will be ensured through the proposed project's Improvement Plan process. Therefore, the proposed project will have a **less than significant impact**.

d. *Would the project substantially alter the existing drainage pattern of the site or area, including by altering the course of a stream or river, in a manner that would result in substantial erosion or situation on or offsite?*

The proposed project will contribute runoff water by adding 197 single-family residential units and associated improvements (i.e. streets, water, sanitary sewer, storm drainage, etc.). However, through the design of the proposed project's storm drainage system, the project proponent will be required to comply with the Los Banos Drainage Design Manual and the City's Standards and Specifications. Therefore, the proposed project will have a **less than significant impact**.

The following discussion is an analysis for criteria (g) and (h):

g. *Would the project place housing in a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map?*
h. *Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

Based on a review of the Flood Insurance Rate Map (FIRM) No. 06047C0850G, dated December 12, 2008, which includes the proposed project, the proposed project is not located within a 100-year flood plain. Therefore, the proposed project will have a **less than significant impact.**

i. *Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding including that occurs as a result of the failure of a levee or dam?*

The proposed project site is located within the Planning Area as it is defined in the 2030 General Plan. According to Section 7.2 of the City's 2030 General Plan, *"three dams close to Los Banos have the potential of inundating portions or the whole of the Planning Area. Flood zone mapping by the U.S. Army Corps of Engineers indicates that all of the Planning Area is located within the San Luis Reservoir dam inundation area. Northern portions of the Planning Area are also located within the Los Banos*

Detention Reservoir and the Little Panoche Reservoir Dam inundation area." All three dams are owned by the Bureau of Reclamation, and are inspected regularly for their structural integrity. In response to the potential of inundation by a result of dam failure, the City has adopted General Plan policies, which include coordination with the U.S. Army Corps of Engineers on potential flooding risks, and ensuring that City staff and Emergency Response Services are trained to respond to catastrophic dam failure. Therefore, the proposed project will have a **less than significant impact.**

j. Would the project result in inundation by seiche, tsunami, or mudflow?

The City of Los Banos, including the proposed project, is located approximately sixty-six (66) miles east of the Pacific Ocean. Exposure of future residents within the proposed project to the risk of seiches, tsunami, or mudflows is minimal. Therefore, the proposed project will have a **less than significant impact.**

MITIGATION MEASURES:

There are no mitigation measures for this topic.

10. LAND USE AND PLANNING - Would the project:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Physically divide an established community?			X	
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

IMPACT ANALYSIS

a. Would the project physically divide an established community?

The proposed project is located within the City of Los Banos, which is an urbanized City located along State Route 152 and State Route 165. Specifically, the proposed project is surrounded by existing residential development on the north, south, and west sides of the project site. Street circulation included as part of the proposed project shall connect to existing streets and services. Therefore, the proposed project would not physically divide the established community, and would have a **less than significant impact**.

b. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

As noted previously, the proposed project is designated for Low Density Residential land uses by the City of Los Banos 2030 General Plan, and is zoned R-1, Low Density Residential, by the City's Zoning Ordinance. The proposed project is consistent with both the Los Banos 2030 General Plan and Zoning Ordinance, and will therefore have a **less than significant impact**.

c. *Would the project conflict with an applicable habitat conservation plan or natural community conservation plan?*

The proposed project is not located within an adopted Habitat Conservation Plan or Natural Community Conservation Plan. Therefore, the proposed project will have **no impact.**

MITIGATION MEASURES:

Mitigation is not required for this topic.

11. MINERAL RESOURCES -- WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

IMPACT ANALYSIS

The following discussion is an analysis for criteria (a) and (b):

a. *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*
b. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

Section 5.6 of the City of Los Banos 2030 General Plan, dated July 15, 2009, states, *"according to the Department of Conservation: Mines and Geology, there are no known significant mineral resources located within the Planning Area. The Planning Area contains parts of San Luis Ranch alluvium and Modesto alluvium, known mineral occurrences of underdetermined mineral resources significance. According to the State Office of Mine Reclamation, sand and gravel is currently mined within portions of the Los Banos Creek Fan, located southwest of the Planning Area. Although further exploration of the Planning Area could result in the reclassification of specific localities, no mineral resources have been historically exploited or are being currently exploited commercially within the Planning Area."*

The proposed project is located within the Planning Area as it is defined in the Los Banos 2030 General Plan, and is consistent with the land use designation prescribed by the General Plan. Therefore, as determined in the Los Banos 2030 General Plan, the proposed project will have **no impact** to mineral resources of Statewide or of local importance.

MITIGATION MEASURES:

Mitigation is not required for this topic.

12. NOISE -- WOULD THE PROJECT RESULT IN:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

IMPACT ANALYSIS

a. Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Within the City of Los Banos, a primary source of noise is vehicle traffic. Under the City of Los Banos 2030 General Plan noise standards, the maximum allowable noise exposure to ground transportation is 60 dB CNEL for outdoor activity areas in residential, transient lodging, medical facilities, and church land uses. These land uses, which include the proposed project (residential), require a maximum allowable

noise level of 45 dB CNEL for interior spaces. The proposed project will increase the number of vehicle trips within the project area. However, based on a review of Figure 3.11-3 of the Los Banos 2030 General Plan EIR, the proposed project is not located within an area identified as exceeding the City's General Plan noise standard upon build-out of the City's "Planning Area." As noted previously, the proposed project is consistent with the land use designations provided by the Los Banos 2030 General Plan. Therefore, the proposed project will not exceed the Los Banos General Plan noise standards, and will have a **less than significant impact**.

b. *Would the project result in exposure of persons to or generate of excessive groundborne vibration or groundborne noise levels?*

Construction of the proposed project will expose residence within the surrounding area to groundborne vibration and noise levels. However, that exposure will be temporary, and the project proponent will be required to comply with the Los Banos Noise Control Ordinance, Article 27. Therefore, the proposed project will have a **less than significant impact**.

The following discussion is an analysis for criteria (c) and (d):

c. *Would the project result in a substantial permanent increase in ambient noise levels above levels existing without the project?*
d. *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

The Los Banos 2030 General Plan EIR states, "The future noise contours suggest that even at build-out there is virtually no land, other than directly on the roadways, being exposed to noise levels above 60 dB." Figure 3.11-3 of the 2030 General Plan EIR further illustrates areas within the City that would be exposed to noise levels above the City's standard. Development of the proposed project will increase noise levels in the project area. However, the proposed project is not located within an area anticipated to generate noise levels above the standard identified in the Los Banos 2030 General Plan. Therefore, the proposed project will have a **less than significant impact**.

The following discussion is an analysis for criteria (e) and (f):

e. *For a project located in an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*
f. *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise?*

According to the Merced County Airport Land Use Commission Plan, dated June 21, 2012, the proposed project is not located within the vicinity of the Los Banos Municipal Airport or private airstrip. Therefore, the proposed project will have **no impact**.

MITIGATION MEASURES:

Mitigation is not required for this topic.

13. POPULATION AND HOUSING -- Would the project:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Impact Analysis

a. *Would the project induce substantial population in one area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

As noted previously, the proposed project consists of the mapping and development of 197± single-family residential units, which will induce population growth in the City of Los Banos. However, this population growth has previously been contemplated within the Los Banos 2030 General Plan and EIR, and the proposed project is consistent with the land uses prescribed by the Los Banos 2030 General Plan and Zoning Ordinance. Therefore, the proposed project will have a **less than significant impact.**

b. *Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

The proposed project will not require the displacement of existing housing which would necessitate the construction of replacement housing. Therefore, the proposed project will have **no impact**.

c. *Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

The proposed project site is currently vacant, and at build-out will not displace substantial number of existing housing. Therefore, the proposed project will have **no impact**.

MITIGATION MEASURES:

Mitigation is not required for this topic.

14. PUBLIC SERVICES

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?			X	
ii. Police protection?			X	
iii. Schools?			X	
iv. Parks?			X	
v. Other public facilities?			X	

IMPACT ANALYSIS

The following discussion is an analysis for criteria (a.1.) and (a.2.):

a. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for (a.1.) Fire protection and (a.2.) Police protection?*

Fire and police protection are provided by the City of Los Banos via the Los Banos Fire Department and Los Banos Police Department. To offset any potential impacts to fire and police services as a result of the proposed project, the proposed project will be required to pay the appropriate Capital Facilities Fees at the time development occurs and/or a Building Permit is issued. In addition, when development occurs within the project area, any development will be required to annex into a Community Facilities District (CFD), which is an annual tax assessed to each new parcel within the proposed project area. Therefore, potential impacts to fire and police protection services will be offset by payment of the

applicable Capital Facilities Fees and annexing into the appropriate CFD. As such, the proposed project will have a **less than significant impact** to Fire and Police protection services.

a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?

According to the student generation rates provided in the City's 2030 General Plan EIR, the proposed project is anticipated to generate 145 students (197 residential units x 0.738). In accordance with Senate Bill (SB) 50, the Los Banos Unified School District charges development impact fees to offset the cumulative costs of providing additional school facilities, once such facilities required. Los Banos Unified School District provides educational facilities and services to students that would be generated by the Project. As the individual housing project sites develop, the Project is required to pay school impact fees consistent with State law.

In addition, as noted previously in this Initial Study, the proposed project is consistent with the City's 2030 General Plan. As such, the proposed project will comply with 2030 General Plan Policies LU-I-8, POSR-I-8, PFU-I-1, PFU-I-2, and PFU-I-3. Therefore, the proposed project impact would be **less than significant**.

a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?

The City provides parkland through a requirement of parkland dedication and/or improvement, or the requirement that a project pay park fees, or a combination of the two. The proposed project will impact parks and recreational facilities by adding additional residential units and residents within the City. However, to offset any potential impacts, the developer of the proposed project shall pay the applicable Capital Facilities Fees at the time of building permit issuance. Therefore, the proposed project will have a **less than significant impact**.

MITIGATION MEASURES:

Mitigation is not required for this topic.

15. RECREATION

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

IMPACT ANALYSIS

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or accelerated?

The proposed project will increase the use of existing park facilities in the City of Los Banos. However, as noted previously in this Initial Study, the developer of the proposed project will be required to pay the applicable Capital Facilities Fees, which include park facilities, at the time of building permit issuance. This Capital Facilities Fee is intended to offset impacts of new development to public services, including parks and park facilities. Therefore, the proposed project will have a **less than significant impact**.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The proposed project does not consist of the development of new recreational facilities, nor will it necessitate the construction or expansion of existing recreational facilities. As noted above, the developer of the proposed project will be required to pay the applicable Capital Facilities Fee at the time of the building permit issuance. The intent of the Capital Facilities Fee is to offset any potential impacts to public services and facilities, including parks and recreational facilities, as a result of new development. Therefore, the proposed project will have a **less than significant impact**.

MITIGATION MEASURES:

Mitigation is not required for this topic.

16. TRANSPORTATION/TRAFFIC -- WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account tall modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		X		
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards establishes by the county congestion management agency for designated roads or highways?		X		
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access?			X	
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities:			X	

As part of this Initial Study, a Traffic Impact Analysis, dated July 18, 2018, was prepared by KD Anderson and Associates, Inc. The discussion below summarizes the findings provided in this Traffic Impact Analysis. The Traffic Impact Analysis is included in this Initial Study as Appendix B.

IMPACT ANALYSIS

The following discussion is an analysis for criteria (a) and (b):

a. *Would the project conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?*
b. *Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

The City's 2030 General Plan Circulation Element provides the guiding policies and implementing actions associated with transportation in the City. Specifically, Implementing Action C-I-10 of the 2030 General Plan states, "Develop and manage the roadway system to obtain segments as LOS C and intersections at LOS D or better for two hour peak periods (AM and PM) on all major roadways and intersections in Los Banos. This policy does not extend to residential streets (i.e. streets with direct driveway access to homes) or state highways and their intersections, where Caltrans policies apply."

The Traffic Impact Analysis (TIA) prepared by KD Anderson, reviewed a total of nine (9) existing intersections and one (1) other study intersection which will be created as the project area is developed. Evaluated intersections included: 1) Place Road / B Street; 2) B Street / Ancona Street; 3) B Street/ Ward Road; 4) Place Road / New Access; 5) SR-165 (Mercey Springs Road) / San Luis Street; 6) Miller Lane / San Luis Street; 7) Place Road / San Luis Street; 8) Manchester Drive / San Luis Street; 9) SR-152 (Pacheco Blvd) / Miller Lane; and 10) SR-152 / Nickel Street.

Of the above nine (9) intersections evaluated, the existing Levels of Service (LOS) are generally within the LOS minimum standards adopted by the City of Los Banos with two exceptions. The B Street / Place Road intersection operates at LOS F in the a.m. peak hour. As noted in the TIA, this is typically the case on routes to schools, and both Place Road and B Street are routes to Pacheco HS and Los Banos Jr High School. However, the volume at the B Street / Place Road intersection does not satisfy peak hour traffic signal warrants. This is also not unusual because school traffic is often concentrated into short time periods with appreciable congestion. The SR-165 / San Luis Street intersection also operates at LOS F in the a.m. peak hour, and traffic volumes satisfy peak hour warrants.

The project itself is expected to generate 1,875 daily trips based on standard ITE Trip Generation rates for single family residences, with 148 trips generated in the a.m. peak hour and 197 trips occurring in the p.m. peak hour. The addition of project traffic will not result in any additional locations with LOS in

excess of the minimum LOS D standard, but Sunrise Ranch will add traffic to locations which are already deficient. The project will increase a.m. peak hour delays at the B Street / Place Road intersection, and while traffic signal warrants will remain unsatisfied the project's impact is considered to be significant (requiring mitigation to a less than significant level) at this location. A traffic signal is needed for Sunrise Ranch to move forward, along with applicable improvements on Place Road that are consistent with the City's Transportation Master Plan. While the project will increase delays at the SR-165 / San Luis Street intersection, the change is less than the permissible increment used as significance criteria, and the project's impact to this intersection is not significant.

The TIA evaluated the proposed project in addition to approved projects within the general vicinity. City staff identified a total of four (4) approved projects in the eastern Los Banos area that are expected to be developed, and the LBUSD is proceeding with plans for a new elementary school north of the project site. These projects are expected to generate more than 7,000 daily trips. One of these projects will result in extensions of Overland Avenue and Ward Road that will provide another route to Pacheco High School. However, while this additional traffic will increase the length of delays at study intersections, no additional locations will operate in excess of LOS D. The addition of trips by Sunrise Ranch will lengthen delays and result in one additional location operating in excess of LOS D. The project's impact to the Place Road / B Street intersection and SR-165 / San Luis Street intersection will be significant, requiring mitigation to a less than significant level. The project will cause the San Luis Street / Miller Lane intersection to operate at LOS E, which is a significant impact requiring mitigation to a less than significant level.

In terms of cumulative impacts, the TIA analyzed long term cumulative conditions based on information contained within the City's Transportation Master Plan (TMP) and City-wide traffic model. Assuming that improvements contained in the TMP are in place, one study area intersection will operate with Levels of Service that do not satisfy the City's minimum standards with and without the project. The Ward Road / B Street intersection is projected to operate at LOS F in the a.m. peak hour, and a traffic signal will be needed. However, the project's incremental impact to this intersection is not significant based on the change in delay, and mitigation is not required.

Mitigation Measures 16-1, 16-2, and 16-3 have been incorporated to mitigate the impacts, identified by the Traffic Impact Analysis, to a **less than significant level with mitigation incorporated**. With this mitigation the project's impact is not considered to be significant.

c. *Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

The proposed project will not result in the change of air patterns, most notably from the Los Banos Municipal Airport. Therefore, the proposed project will have a **less than significant impact**.

d. *Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?*

Street improvements installed as part of the proposed project will be done in accordance with the City's standards and specifications. As such, hazards due to a design feature are not anticipated to occur. Therefore, the proposed project will have a **less than significant impact**.

e. *Would the project result in inadequate emergency access?*

The proposed project does not block any identified emergency access routes, nor would it generate traffic that could impair such routes. As such, the proposed project will have a **less than significant impact**.

f. *Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?*

Based on the project site's location, it is reasonable to assume that some of the trips generated by the project would occur as public transit, bicycle, and pedestrian trips. The project would be designed to accommodate a wide shoulder on each side of the road that can eventually accommodate a dedicated bicycle route that will tie into City-wide routes. The Los Banos Bicycle-Pedestrian Plan, a comprehensive document outlining the future of walking and bicycling in the City, does propose a bicycle routes within on East B Street (existing Class II), Place Road (proposed Class I) and San Luis Street (proposed Class II). It is anticipated that the right-of-way obtained as part of this project's development will further the goal of providing bicycle routes throughout the city. Therefore, the proposed Project would not conflict with alternative transportation policies, plans or programs. As such, the proposed project will have a **less than significant impact**.

MITIGATION MEASURES:

The following mitigation measure shall be incorporated into the proposed project:

Mitigation Measure 16-1:
Project proponents shall install a traffic signal and associated improvements at the Place Road / B Street intersection when directed by the City of Los Banos. However, because current traffic conditions are already poor and other development will benefit from this improvement, the Sunrise Ranch should only be responsible for its fair share of the cost of intersection improvements at Place Road / B Street intersection.

Mitigation Measure 16-2:
Project proponents shall contribute its fair share to the cost of a traffic signal and associated improvements at the SR-165 / San Luis Street intersection, either through the City's adopted traffic impact fee program or, if this improvement is not addressed by impact fees, by paying a "fair share" contribution to the City. Because other development will benefit from this improvement, the Sunrise Ranch should only be responsible for its fair share of the cost and would not be required to install the signal.

Mitigation Measure 16-3:

Project proponents shall contribute its fair share to the cost of a traffic signal and associated improvements at the San Luis Street / Miller Lane intersection, either through the City's adopted traffic impact fee program or, if this improvement is not addressed by impact fees, by paying a "fair share contribution to the City. Because other development will benefit from this improvement, the Sunrise Ranch should only be responsible for its fair share of the cost of intersection improvements, and would not be required to install the signal.

The project should contribute to the cost of other cumulative citywide improvements identified in the TMP by paying adopted City of Los Banos Traffic Mitigation Fees, subject to fee credits for improvements that are installed.

17. TRIBAL CULTURAL RESOURCES -- WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k), or				X
ii. A resource determined by the lead agency, in its discretion and supported substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of the Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				X

Effective July 1, 2015, Assembly Bill 52 (AB 52) amended CEQA to mandate consultation with California Native American tribes during the CEQA process to determine whether or not the proposed project may have a significant impact on a Tribal Cultural Resource. Section 21073 of the Public Resources Code defines California Native American tribes as "a Native American tribe located in California that is on the contact list maintained by the Native American Heritage Commission for the purposes of Chapter 905 of the Statutes of 2004." This includes both federally and non-federally recognized tribes. Section 21074(a) of the Public Resource Code defines Tribal Cultural Resources for the purpose of CEQA as:

1) Sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

a. included or determined to be eligible for inclusion in the California Register of Historical Resources; and/or

b. included in a local register of historical resources as defined in subdivision (k) of Section 5020.1; and/or
c. a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Because criteria A and B also meet the definition of a Historical Resource under CEQA (see Section 5 of this document), a Tribal Cultural Resource may also require additional (and separate) consideration as a Historical Resource. Tribal Cultural Resources may or may not exhibit archaeological, cultural, or physical indicators.

Recognizing that California tribes are experts in their Tribal Cultural Resources and heritage, AB 52 requires that CEQA lead agencies carry out consultation with tribes at the commencement of the CEQA process to identify Tribal Cultural Resources. Furthermore, because a significant effect on a Tribal Cultural Resource is considered a significant impact on the environment under CEQA, consultation is required to develop appropriate avoidance, impact minimization, and mitigation measures. Consultation is concluded when either the lead agency and tribes agree to appropriate mitigation measures to mitigate or avoid a significant effect, if a significant effect exists, or when a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached, whereby the lead agency uses its best judgement in requiring mitigation measures that avoid or minimize impact to the greatest extent feasible.

IMPACT ANALYSIS

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a.1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or

According to the City's 2030 General Plan Environmental Impact Report (EIR), the City of Los Banos (itself), Pacheco Pass, and the Canal Farm Inn are listed as California Historic Landmarks. The Los Banos Bank Building (aka: Old Bank Building), the Church of St. Joseph, and the San Luis Gonzaga Archeological District are listed in the National Register of Historic Places. None of these sites surveyed as part of the General Plan EIR are on or within the general vicinity of the current Project site. In addition, the project site is not listed or eligible for listing in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). As such, the proposed project will have **no impact** in this area.

a.2. *A resource determine by the lead agency, it its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subsection (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resources to a California Native American tribe.*

According to the City's 2030 General Plan EIR, a request to the Native American Heritage Commission (NAHC) during the General Plan update (2005) to conduct a search of their sacred lands database to determine if any Native American cultural resources are present in or in the vicinity of the Planning Area. The NAHC response letter stated that the sacred lands database did not indicate the presence of Native American resources in the General Plan Planning Area. This Planning Area includes the proposed project site. In addition, letters requesting consultation regarding the proposed project were sent to interested Native American tribes on September August 24, 2018. No response was received within the 30-day consultation request timeframe. Therefore, the proposed project will have **no impact** in this area.

MITIGATION MEASURES:

Mitigation is not required for this topic.

18. UTILITIES AND SERVICE SYSTEMS -- WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	

IMPACT ANALYSIS

a. *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

The proposed project will connect to the City's existing water and sanitary sewer system. As part of this connection, the proposed project will not be required to increase the size of existing water and sanitary sewer lines in order to serve the project. The City has sufficient capacity in its domestic water and sanitary sewer systems to accommodate development within the proposed project. In addition, the proposed project will be required to pay the applicable Capital Facilities Fees, which include water and sanitary sewer fees, at the time of Building Permit issuance. Therefore, the proposed project will have a **less than significant impact**.

b. *Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

The proposed project will connect to the City's existing water and sanitary sewer system. As part of this connection, the proposed project will not be required to increase the size of existing water and sanitary sewer lines in order to serve the project. The City has sufficient capacity in its domestic water and sanitary sewer systems to accommodate development within the proposed project. In addition, the proposed project will be required to pay the applicable Capital Facilities Fees, which include water and sanitary sewer fees, at the time of Building Permit issuance. Therefore, the proposed project will have a **less than significant impact**.

c. *Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

The proposed project will connect to the City's existing storm drainage system via connecting to an existing storm drain line located in East B Street. The design and installation of the proposed project's storm drainage system will be done in accordance with the City's Drainage Design Manual, and does not require the construction or expansion of new/existing facilities. Therefore, the proposed project will have a **less than significant impact**.

d. *Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

It has been determined that there is sufficient water supply capacity available to serve the proposed project. The proposed project does not require the construction of new or expansion of existing facilities. Therefore, the proposed project will have a **less than significant impact**.

f. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Solid waste in the City of Los Banos is managed by the Merced County Association of Governments. The majority of the City's solid waste is taken to Billy Wright Landfill and additional waste is taken to Highway 59 Landfill. The City's 2030 General Plan EIR determined that there are sufficient options for expansion or relocation of services to meet the demand created by future growth in Los Banos. As noted previously, the proposed project is consistent with the 2030 General Plan, and as a result, consistent with the determinations made in the 2030 General Plan EIR. Therefore, the proposed project will have a **less than significant impact.**

g. Would the project comply with federal, state, and local statutes and regulations related to solid waste?

The proposed project will comply with all Federal, State, and local statutes and regulations related to solid waste. Therefore, the proposed project will have a **less than significant impact.**

MITIGATION MEASURES:

Mitigation is not required for this topic.

19. MANDATORY FINDINGS OF SIGNIFICANCE --

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

IMPACT ANALYSIS

a. *Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

Finding (a) is checked as "Less Than Significant Impact" on the basis of the proposed project's potential impacts on biological resources, as described in Section 3.0 of this Initial Study. Potential impacts were identified in this issue area but they were identified to be **less than significant.**

b. *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when*

viewed in the connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

As described in this Initial Study, the potential environmental effects of the proposed project will either be less than significant, or will have no impact at all. Where the proposed project involves potentially significant impacts, these impacts would have a **less than significant impact** with mitigation measures incorporated.

The potential environmental impacts identified in this Initial Study have been considered in conjunction with each other as to their potential to generate other potentially significant impacts. The various potential environmental impacts of the proposed project will not combine to generate any potentially significant cumulative impacts.

The City of Los Banos 2030 General Plan and EIR comprehensively account for ongoing and foreseeable urban development within the City's "Planning Area" and the cumulative environmental impacts of planned development. Future urban development in Los Banos includes the provision of roads, utilities, schools, and recreational facilities needed to serve City residents and visitors as their demands for urban services increase over time.

The proposed project will contribute to planned urban development in the City of Los Banos. The potential environmental impacts associated with the proposed project represent a portion of the environmental consequences of the planned growth and development permitted by the 2030 General Plan. The proposed project may involve a minor addition to the potential environmental impacts identified in the 2030 General Plan EIR, but the proposed project will not result in any substantial contribution to any of the significant cumulative impacts identified in the 2030 General Plan EIR.

c. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

This Initial Study has considered the potential environmental impacts of the proposed project in the discrete issue areas outlined in the CEQA Environmental Checklist. During the environmental analysis, the potential for the proposed project to result in substantial impacts on human beings in these issue areas, as well as the potential for substantial impacts on human beings to occur outside of these issue areas, was considered, and no other such impacts were identified.

REFERENCES

In accordance with Section 15063(a)(3) of the CEQA Guidelines, the following expert opinion, technical studies, and substantial evidence has been referenced and/or cited in the discussion included in the Initial Study Checklist:

City of Los Banos 2030 General Plan, dated July 2009.

City of Los Banos 2030 General Plan Environmental Impact Report (EIR), dated July 2009.

City of Los Banos Zoning Ordinance.

City of Los Banos Noise Control Ordinance, Article 27.

Merced County Airport Land Use Compatibility Plan, adopted June 21, 2012, prepared by the Merced County Airport Land Use Commission.

California Department of Transportation Online Database of State Scenic Highways (www.dot.ca.gov/hq/LandArch/scenic/cahisys.htm).

California Department of Conservation Farmland Mapping and Monitoring Program, published October 2007.

Guide for Assessing and Mitigating Air Quality Impacts, adopted August 20, 1998, and as revised January 10, 2002, prepared by the San Joaquin Valley Air Pollution Control District.

Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA, dated December 17, 2009, prepared by the San Joaquin Valley Air Pollution Control District.

Flood Insurance Rate Map (FIRM) No. 06047C0850G, dated December 12, 2008, prepared by the Federal Emergency Management Association (FEMA).

Traffic Impact Analysis, dated July 18, 2018, prepared by KD Anderson & Associates.

Appendix A

Sunrise Ranch Vesting Tentative Subdivision Map, dated September 14, 2017, Prepared by Benchmark Engineering

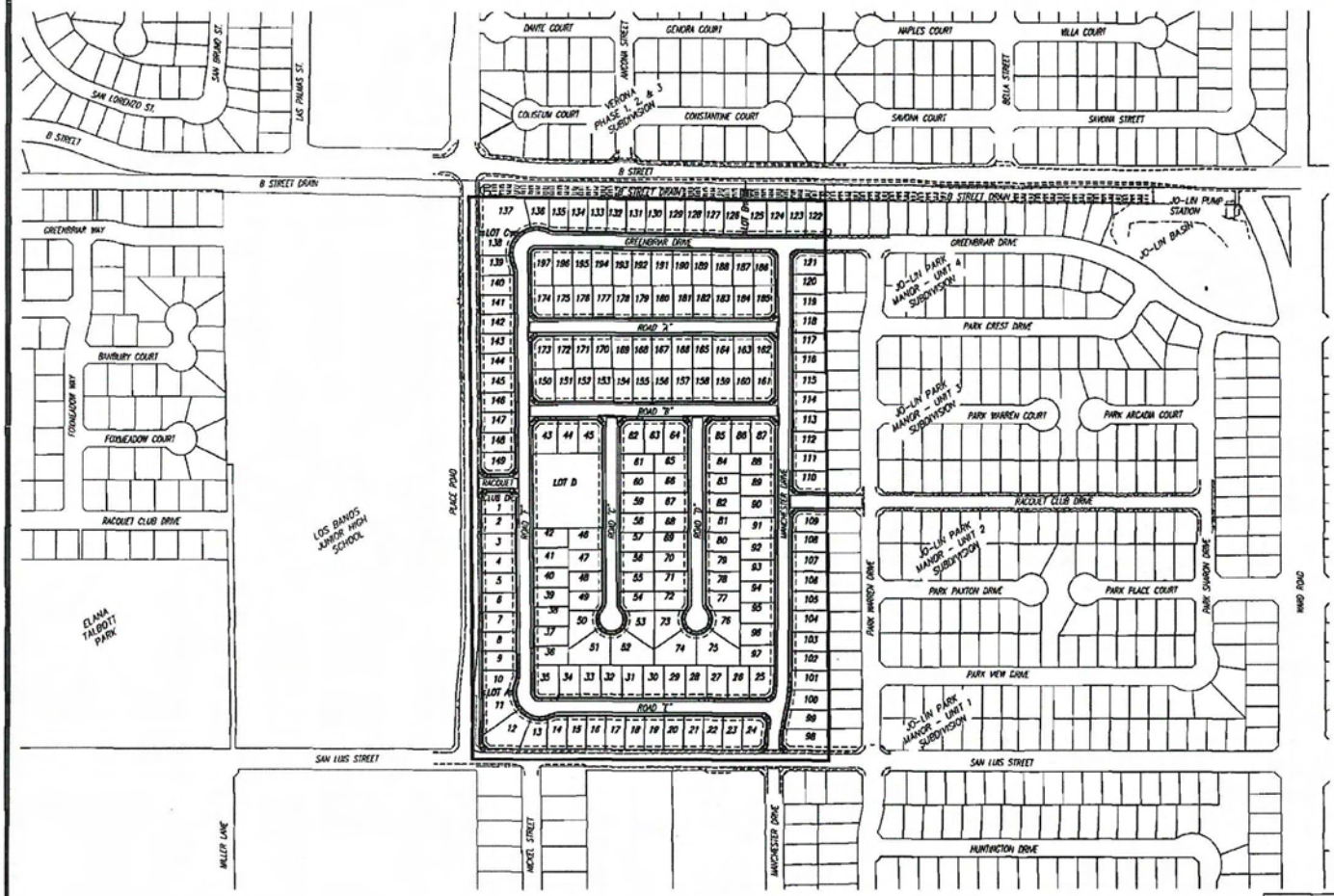
VESTING TENTATIVE SUBDIVISION MAP

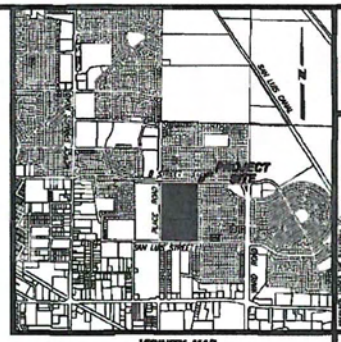
SUNRISE RANCH

LOS BANOS, CALIFORNIA

BEING A SUBDIVISION OF A PORTION OF SECTION 23,
TOWNSHIP 10 SOUTH, RANGE 10 EAST, AND
SECTION 13, TOWNSHIP 10 SOUTH, RANGE 10 EAST,
MOUNT DIABLO BASE AND MERIDIAN, IN THE CITY OF LOS BANOS,
COUNTY OF MERCED, STATE OF CALIFORNIA

SCALE 1" = 100'





VICINITY MAP

INDEX

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	HORIZONTAL CONTROL PLAN
3	GRADING PLAN (NORTH)
4	GRADING PLAN (SOUTH)
5	UTILITY PLAN (NORTH)
6	UTILITY PLAN (SOUTH)
7	UTILITY PLAN (B STREET)
8	HORIZONTAL CONTROL PLAN (ALTERNATE LAYOUT)
9	30" STORM DRAIN STA: 10+00.00 TO 19+00.00
10	30" STORM DRAIN STA: 19+00.00 TO 27+09.39

OWNER

MANUEL CARDOZO
56 PRESCOTT STREET
NEWC PARK, MA 02136

SUBDIVIDER

STONEFIELD COMMUNITIES
923 PACHECO BLVD, SUITE C
LOS BANOS, CA 93635
(209) 826-6200 (PHONE)
(209) 826-9900 (FAX)
CONTACT: RHETT SALMA

STATEMENT OF SUBDIVIDER

(AS REQUESTED BY CITY OF LOS BANOS MUNICIPAL CODE, ARTICLE 10 & SECTION 9-2.8811)

1) ASSESSORS PARCEL NO. 024-290-001, 002, 003, 429-080-001
2) EXISTING ZONING: R-1, R-2
3) SUBDIVISION CONFORMS PER CITY OF LOS BANOS ORDINANCES AND STANDARDS.
4) FRONT YARD SETBACK AND BUILDING LINES PER PLANNED DEVELOPEMENT.
5) WATER SUPPLY: BY CITY OF LOS BANOS AS SHOWN ON THIS MAP.
   ANTICIPATED WATER DEMANDS: (RESIDENTIAL)
   AVG. DAILY DEMAND = 600 GPUD X 306 UNITS = 183,600 GPD
   PEAK HOURLY DEMAND = 4 X 183,600 / 1440 = 510 GPM
   MAX. DAILY = 7PH = 3 X 183,600 / 1440 = 2550 GPM = 3.655 GPM
6) SEWAGE DISPOSAL:
   ANTICIPATED SEWER DEMANDS: (RESIDENTIAL)
   AVG. DAILY FLOW = 300 GPUD X 306 UNITS = 91,800 GPD
   PEAK FLOW = 91,800 GPD X 3 / 1440 = 191.25 GPM
7) STORM DRAINAGE: BY CITY OF LOS BANOS AS SHOWN ON THIS MAP.
8) A 10' PUBLIC UTILITY EASEMENT SHALL BE DEDICATED ALONG ALL STREET FRONTAGES.
9) RESTRICTIVE COVENANTS TO BE SUBMITTED AT THE TIME OF FINAL MAP.(IF ANY)
10) TREE TYPE AND LOCATION SHALL BE DETERMINED BY CITY OF LOS BANOS.
11) WATER SUPPLY AND SEWAGE DISPOSAL SHALL BE COMPLIED WITH AS PER ARTICLE 6 OF TITLE 8 OF THE MUNICIPAL CODE.
12) ALL IMPROVEMENTS AND PUBLIC FACILITIES WILL BE INSTALLED OR CONSTRUCTED AT THE TIME OF DEVELOPMENT. ALL IMPROVEMENTS SHALL BE CONSTRUCTED IN COMPLIANCE WITH ARTICLES 4 AND 5 OF TITLE 8 OF THE MUNICIPAL CODE, REGULATIONS AND STANDARDS.
13) DEVELOPER RESERVES THE RIGHT TO SELL LOTS ONLY.
14) THE SUBDIVIDER HEREBY RESERVES THE RIGHT TO FILE MULTIPLE SUBDIVISION MAPS AS SET FORTH BY THE SUBDIVISION MAP ACT, ARTICLE 4, SECTION 66456.1.
15) A PLANNED DEVELOPMENT AND FINAL DEVELOPMENT PLAN WILL BE FILED CONCURRENTLY WITH THE FILING OF THIS MAP.

NOTES

1) STREET IMPROVEMENTS SHALL BE PER CITY OF LOS BANOS STANDARD SPECIFICATIONS.
2) ALL WELLS AND SEPTIC TANKS TO BE REMOVED.
3) ELEVATIONS SHOWN ARE BASED ON A FIELD SURVEY BY BENCHMARK ENGINEERING INC. JUNE 2015.
4) NO AREAS SUBJECT TO INUNDATION BY THE 1% CHANCE ANNUAL FLOOD EVENT.
5) NO STRUCTURES PRESENTLY EXIST ON SITE.
6) TOTAL AREA OF THIS SUBDIVISION IS 43.4 ACRES CONTAINING 3 PARCELS.
7) EXISTING IRRIGATION FACILITIES TO BE ABANDONED, IF NOT REQUIRED, OR RELOCATED IN PIPELINES ALONG NEW PROPERTY LINES.
8) THE SITE IS PRESENTLY AN ORCHARD THAT WILL BE REMOVED PRIOR TO DEVELOPMENT.
9) FINAL DEVELOPMENT PLAN TO BE FILED CONCURRENTLY WITH THIS MAP.

APPROVED BY THE PLANNING DEPARTMENT, CITY OF LOS BANOS, CALIFORNIA.

BY: _____ DATE: _____

STACY SOUZA ELM, SENIOR PLANNER

REVIEWED BY THE COMMUNITY DEVELOPMENT DEPARTMENT FOR CONFORMANCE WITH PLANNING COMMISSION RESOLUTION 2016-13, VESTING TENTATIVE TRACT MAP 2015-01.

REVISIONS			
NO.	DESCRIPTION	DATE	APPROVED

BENCHMARK ENGINEERING, INC.
CIVIL ENGINEERING & LAND SURVEYING
507 J STREET • LOS BANOS, CALIFORNIA • 93635
(209) 757-0800 FAX:(209) 548-8205

COVER SHEET

VESTING TENTATIVE MAP FOR:
SUNRISE RANCH
LOS BANOS, CALIFORNIA

JOB NO. 202215
DATE 09/14/17
DR BY: BN
CK BY: TG/BN
SCALE: AS SHOWN

SHEET NUMBER
1
OF 10 SHEETS

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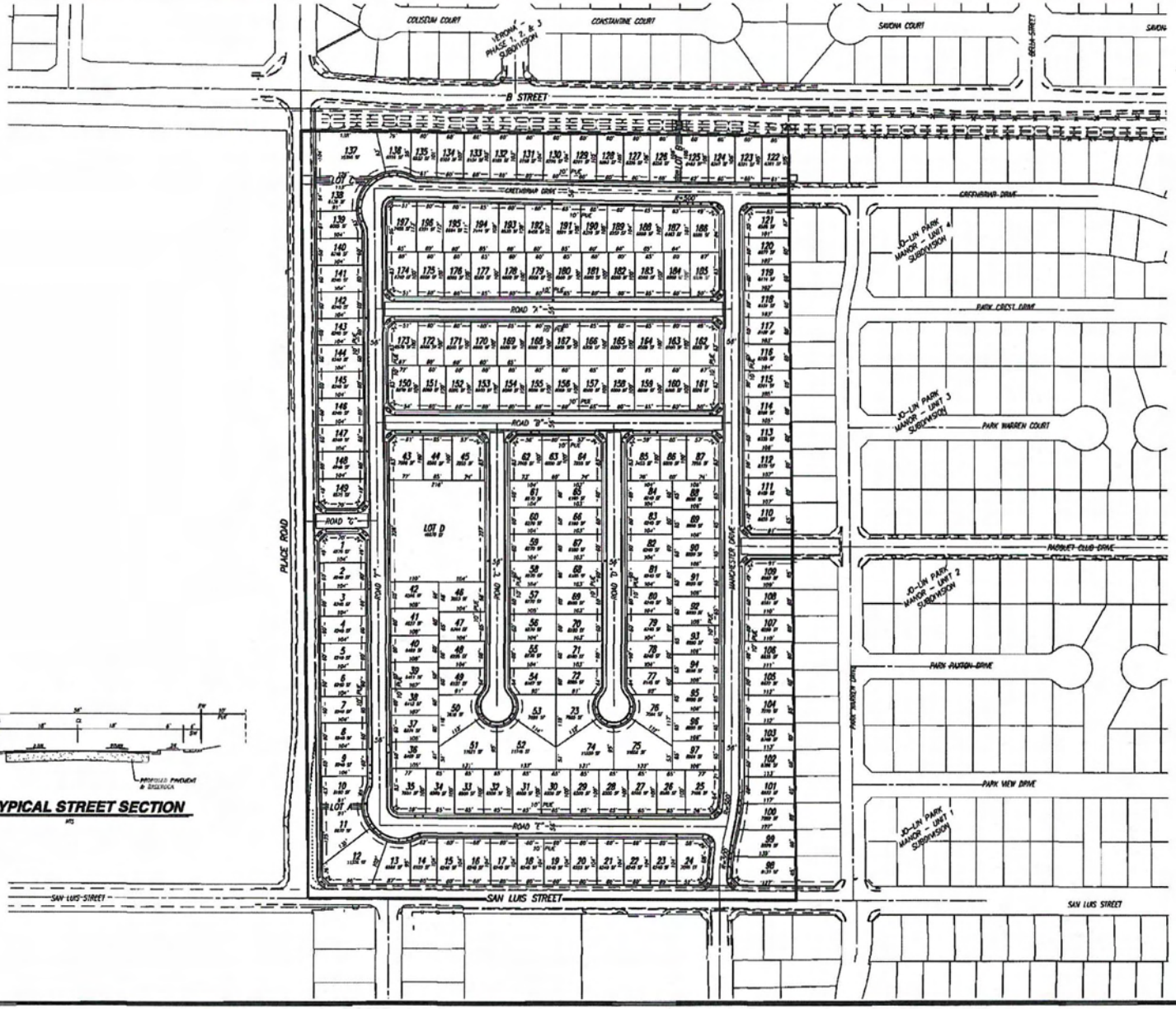

PREPARED UNDER THE DIRECTION OF:

NO.	DESCRIPTION	BY	DATE	APPROVED

BENCHMARK ENGINEERING, INC.
CIVIL ENGINEERING & LAND SURVEYING
807 J STREET • LOS BANOS, CALIFORNIA • 93635
(209) 787-0000 FAX (209) 549-8305

HORIZONTAL CONTROL PLAN

VESTING TENTATIVE MAP FOR:
SUNRISE RANCH
LOS BANOS, CALIFORNIA

JOB NO. 205215
DATE 09/14/17
DR BY DR
CK BY TC/RM
SCALE AS SHOWN

SHEET NUMBER
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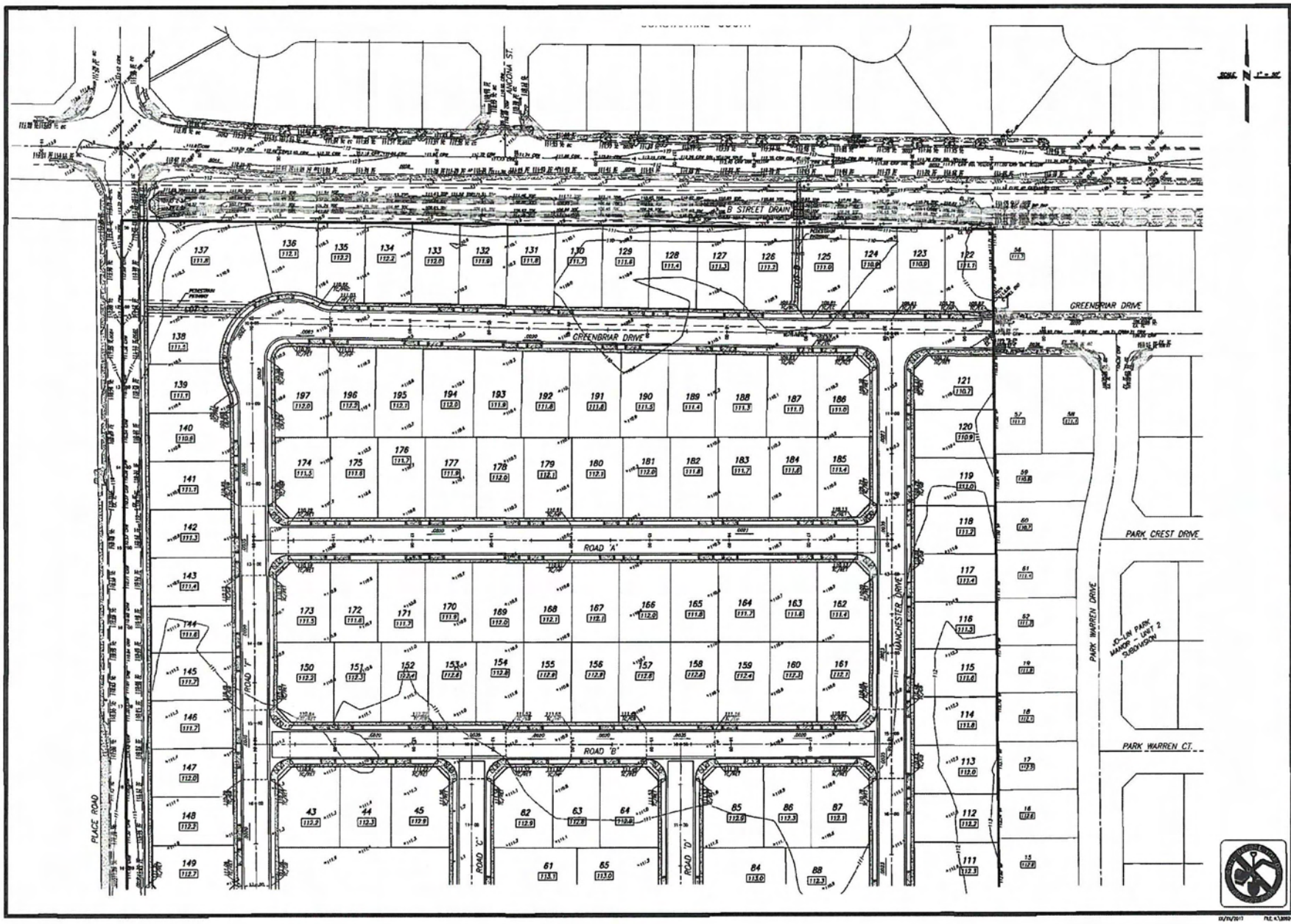
OF 10 SHEETS



NO.	DESCRIPTION	DATE	APPROVED
	REVISIONS		

PROVIDED WHEN THE PRINTER BY

BATH

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CIVIL ENGINEERING & LAND SURVEYING
607 J STREET • LOS BANOS, CALIFORNIA • 93635
(209) 797-0900 FAX:(209) 545-8005

GRADING PLAN (NORTH)

VESTING TENTATIVE MAP FOR:
SUNRISE RANCH
LOS BANOS, CALIFORNIA

JOB NO. 208265
DATE 09/14/17
DR BY. SW
CK BY. TC/BM
SCALE AS SHOWN

SHEET NUMBER
3
OF **10** SHEETS

09/14/2017 FILE: K:\208265\Planning\VSTM-VTPM\03-GRADING.dwg

GRADING PLAN (SOUTH)

VESTING TENTATIVE MAP FOR
SUNRISE RANCH
LOS BANOS, CALIFORNIA

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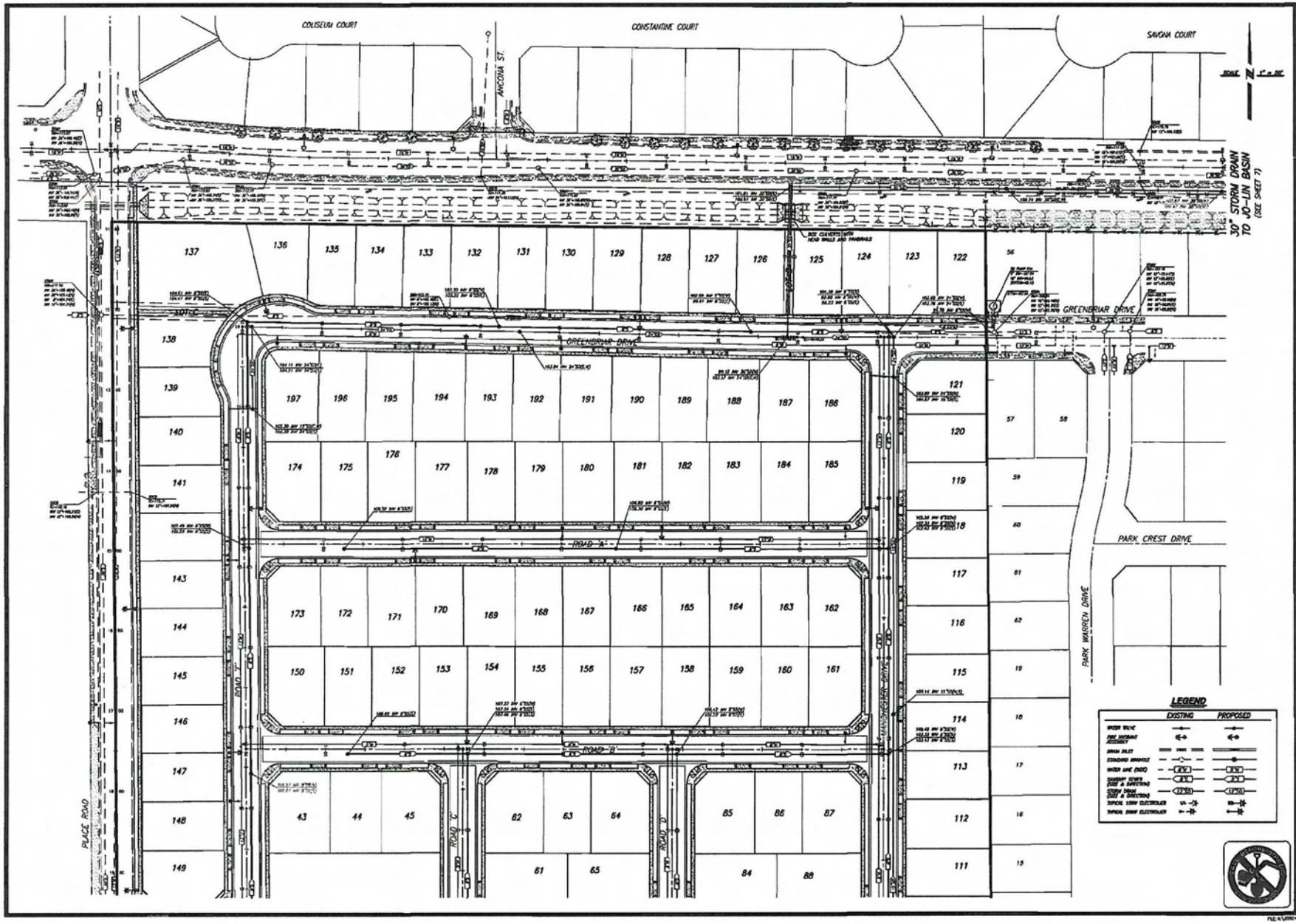
CIVIL ENGINEERING & LAND SURVEYING
507 J STREET • LOS BANOS, CALIFORNIA • 93635
(209) 737-0800 FAX:(209) 649-8335

SHEET NUMBER 4 OF 10 SHEETS



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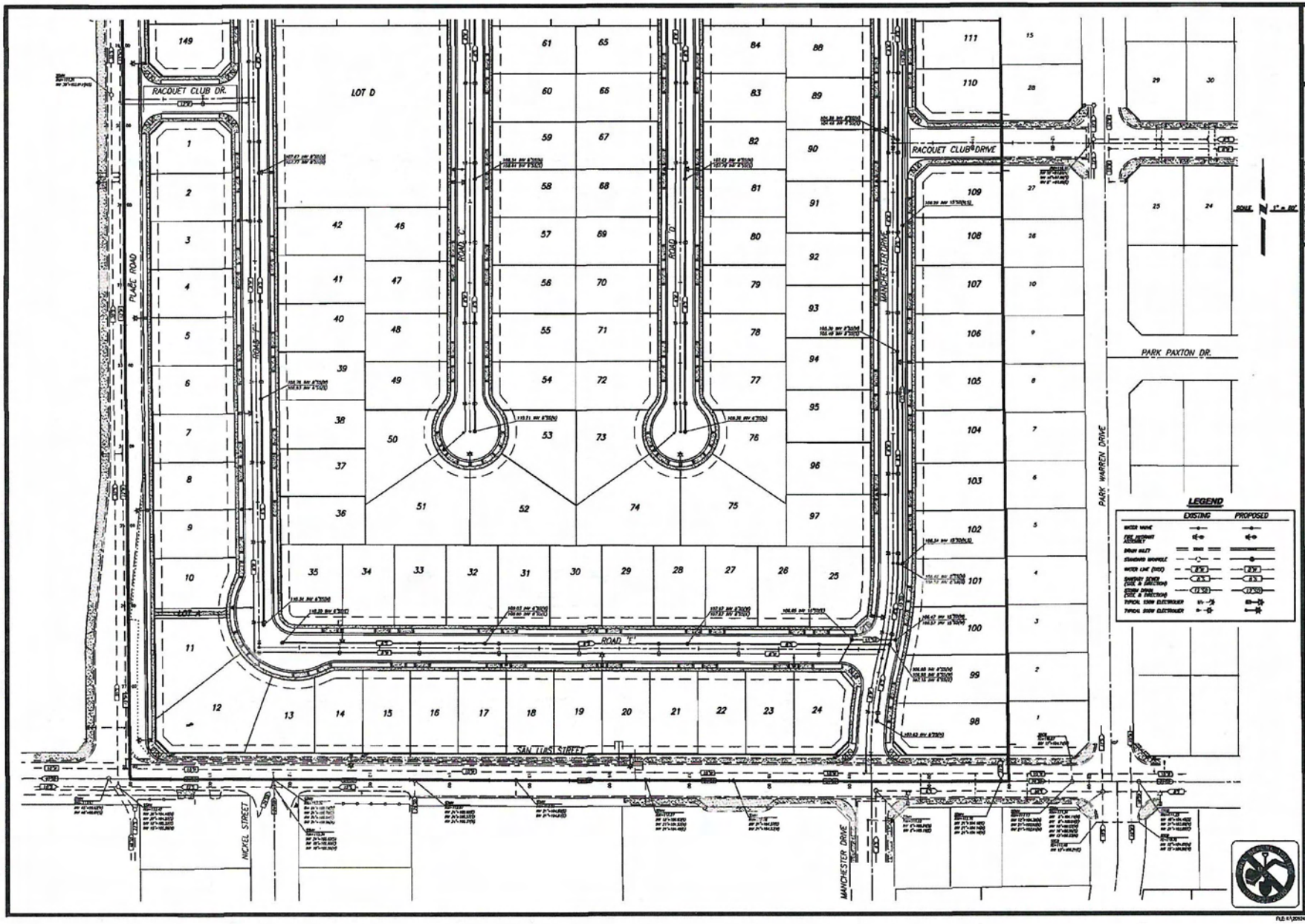
(209) 757-0900 FAX (209) 548-6005

UTILITY PLAN (NORTH)

VESTING TENTATIVE MAP FOR:
SUNRISE RANCH
LOS BANOS, CALIFORNIA

JOB NO. 209245
DATE 05/14/17
DR BY RM
CK BY TC/RM
SCALE AS SHOWN

SHEET NUMBER 5 OF 10 SHEETS



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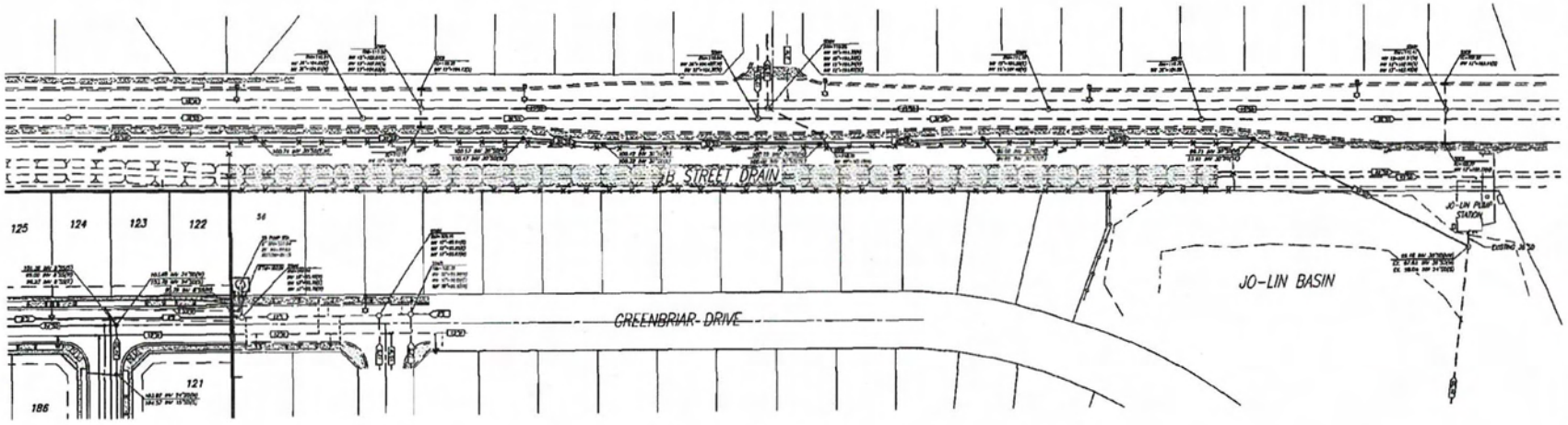
507 J STREET • LOS BANOS, CALIFORNIA • 93635
(209) 727-0900 FAX:(209) 549-8205

UTILITY PLAN (SOUTH)

VESTING TENTATIVE MAP FOR
SUNRISE RANCH
LOS BANOS, CALIFORNIA

JOB NO. 209243
DATE 09/14/17
DR BY
CK BY
SCALE AS SHOWN

SHEET NUMBER
6
OF 10 SHEETS



SCALE 1" = 50'

LEGEND

	EXISTING	PROPOSED
WATER VALVE		
FIRE HYDRANT ASSEMBLY		
STORM PIPE		
STORM MANHOLE		
WATER LINE (SIZE)		
CONCRETE DITCH (TYPE & DIRECTION)		
CURB DRAIN (TYPE & DIRECTION)		
TYPICAL 120V ELECTROLIER		
TYPICAL 240V ELECTROLIER		

PROPERTY BELOW THE BOUNDARY SPL

NO.	DESCRIPTIONS	DATE	APPROVED
	REVISIONS		

BENCHMARK ENGINEERING, INC.
CIVIL ENGINEERING & LAND SURVEYING
507 J STREET • LOS BANOS, CALIFORNIA • 93635
(209) 727-0900 FAX:(209) 548-8005

UTILITY PLAN (B STREET)

VESTING TENTATIVE MAP FOR:
SUNRISE RANCH
LOS BANOS, CALIFORNIA

JOB NO. 209245
DATE 05/16/17
DR BY. BW
CK BY. TC/DU
SCALE AS SHOWN

SHEET NUMBER **7** OF **10** SHEETS

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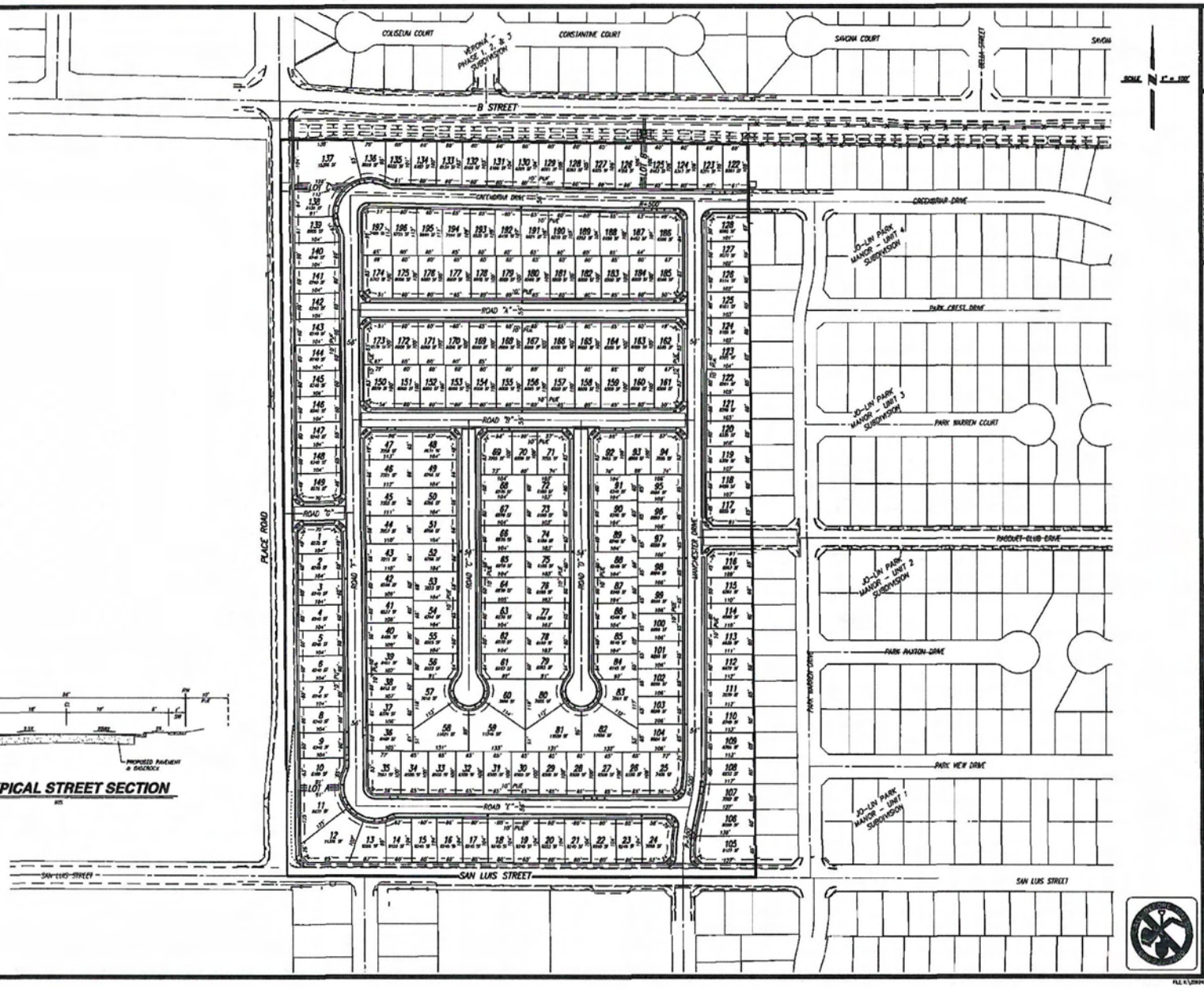


NO.	REVISIONS	DATE	APPROVED

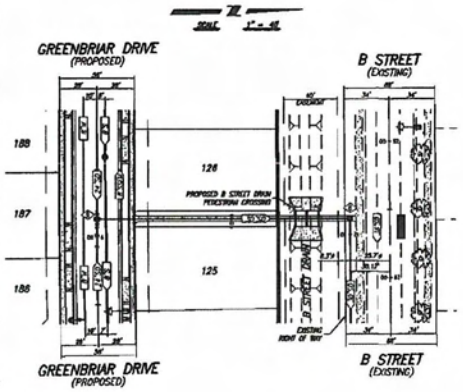
PREPARED UNDER THE DIRECTION OF: DATED

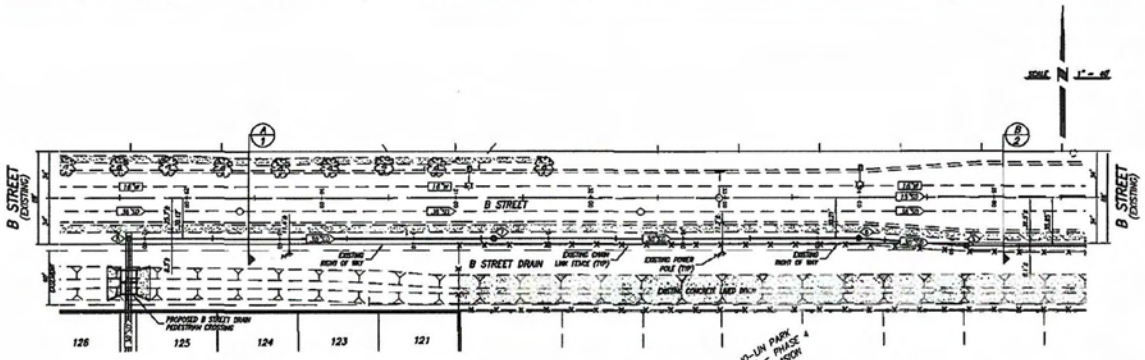
BENCHMARK ENGINEERING, INC.
CIVIL ENGINEERING & LAND SURVEYING
507 J STREET • LOS BANOS, CALIFORNIA • 93635
(209) 737-0900 FAX:(209) 548-8005

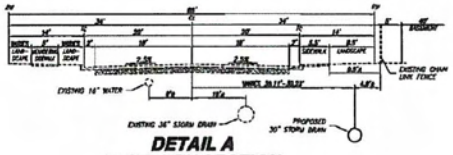
HORIZONTAL CONTROL PLAN (ALTERNATE LAYOUT)
VESTING TENTATIVE MAP FOR:
SUNRISE RANCH
LOS BANOS, CALIFORNIA

JOB NO. 2082-15
DATE 09/14/17
DR BY TN
CK BY TC/TN
SCALE AS SHOWN

SHEET NUMBER **8** OF **10** SHEETS

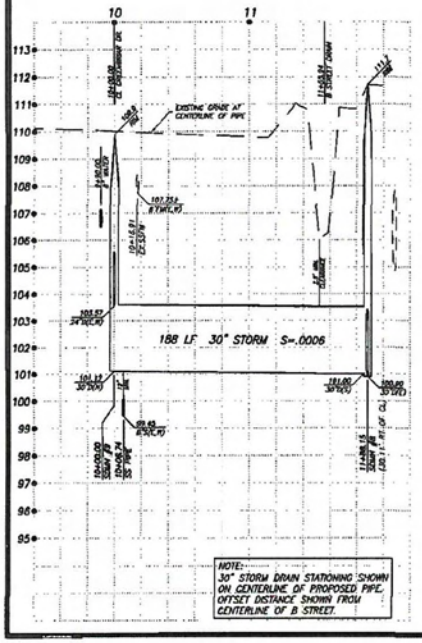




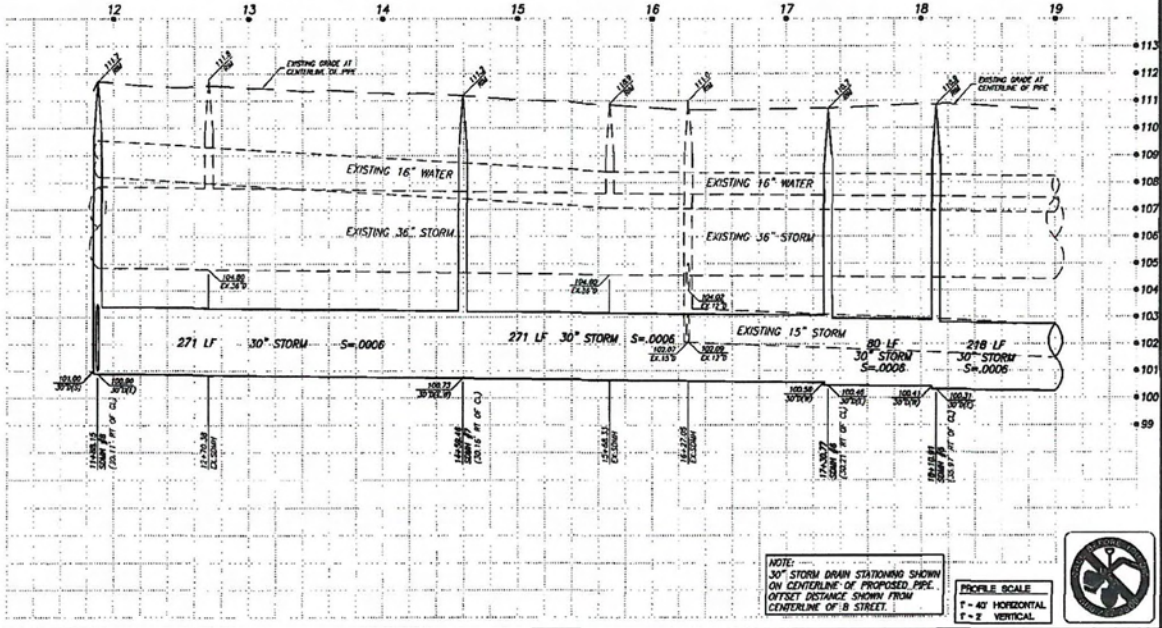


DETAIL A
B STREET SECTION

30" STORM DRAIN
STA: 10+00.00 TO 19+00.00



NOTE:
30" STORM DRAIN STATIONING SHOWN ON CENTERLINE OF PROPOSED PIPE. OFFSET DISTANCE SHOWN FROM CENTERLINE OF B STREET.



NOTE:
30" STORM DRAIN STATIONING SHOWN ON CENTERLINE OF PROPOSED PIPE. OFFSET DISTANCE SHOWN FROM CENTERLINE OF B STREET.

PROFILE SCALE
1" = 40' HORIZONTAL
1" = 2' VERTICAL

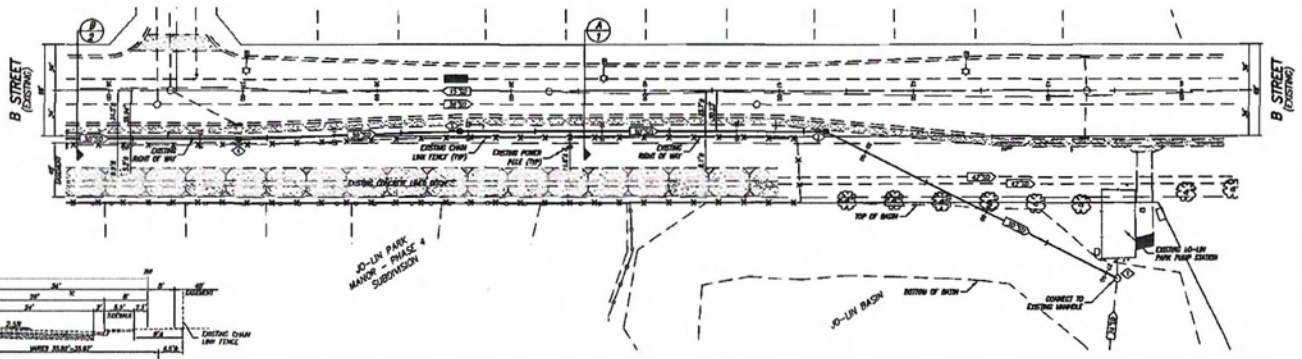
BENCHMARK ENGINEERING, INC.
CIVIL ENGINEERING & LAND SURVEYING
507 J STREET - LOS BANOS, CALIFORNIA - 93635
(209) 727-0900 FAX:(209) 548-6005

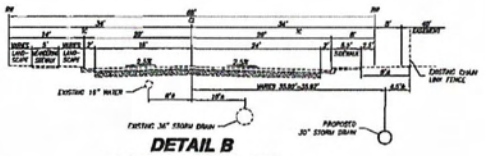
PLAN AND PROFILE
30" STORM DRAIN
STA: 10+00.00 TO 19+00.00
VESTING TENTATIVE MAP FOR
SUNRISE RANCH
LOS BANOS, CALIFORNIA

JOB NO. 205215
DATE 05/15/17
DR BY DM
CK BY JC/DM
SCALE AS SHOWN

SHEET NUMBER
9
OF 10 SHEETS

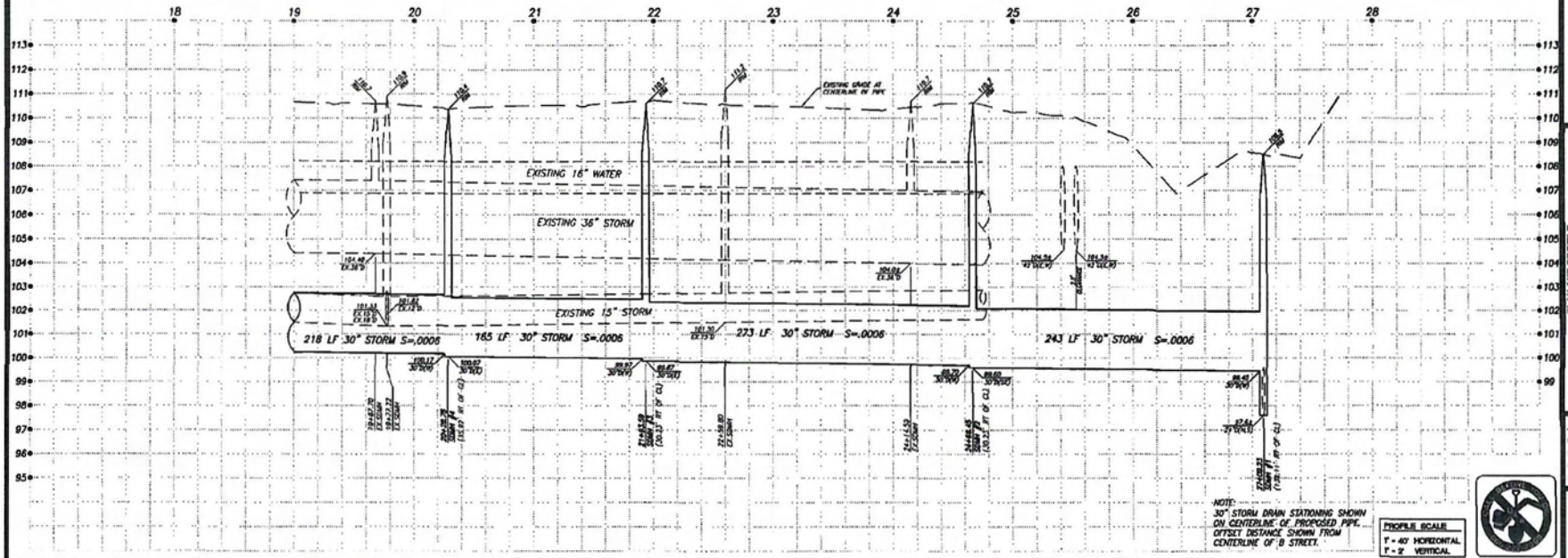
- PRELIMINARY NOT FOR CONSTRUCTION -





DETAIL B
B STREET SECTION
NTS

30" STORM DRAIN
STA: 19+00.00 TO 27+09.23



NOTE:
30" STORM DRAIN STATIONING SHOWN ON CENTERLINE OF PROPOSED PIPE. OFFSET DISTANCE SHOWN FROM CENTERLINE OF B STREET.

PROFILE SCALE
1" = 40' HORIZONTAL
1" = 2' VERTICAL

BENCHMARK ENGINEERING, INC.
CIVIL ENGINEERING & LAND SURVEYING
807 J STREET • LOS BANOS, CALIFORNIA • 93635
(209) 549-9200 FAX (209) 549-9205

PLAN AND PROFILE
30" STORM DRAIN
STA. 19+00.00 TO 27+09.23
VESTING TENTATIVE MAP FOR
SUNRISE RANCH
LOS BANOS, CALIFORNIA

JOB NO. 2002-15
DATE 09/14/17
DR BY BR
CK BY TO/RM
SCALE AS SHOWN

SHEET NUMBER
10
OF 10 SHEETS

- PRELIMINARY NOT FOR CONSTRUCTION -

Appendix B

Traffic Impact Analysis, dated July 18, 2018, prepared by KD Anderson & Associates

TECHNICAL APPENDIX

FOR

SUNRISE RANCH SUBDIVISION
TRAFFIC IMPACT ANALYSIS

Los Banos, CA

Prepared For:

Stonefield Home, Inc.
923 Pacheco Blvd. #C
Los Banos 93635

Prepared By:

KD Anderson & Associates, Inc.
3853 Taylor Road, Suite G
Loomis, CA 95650
(916) 660-1555

July 18, 2018

3515-01

ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

3515-01

File Name : 17-08122-001
Date : 11/28/2017

Unshifted Count = All Vehicles & Uturns

	Place Rd Southbound					B St Westbound					Place Rd Northbound					B St Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	6	9	9	0	24	6	42	14	0	62	2	6	2	0	10	4	33	5	0	42	138	0
7:15	18	21	12	0	51	8	45	10	0	63	10	8	6	0	24	8	35	5	0	48	186	0
7:30	40	13	8	0	61	9	79	16	0	104	16	12	2	0	30	15	86	6	0	107	302	0
7:45	57	28	11	0	96	19	71	15	0	105	33	28	7	0	68	15	59	10	0	84	353	0
Total	121	71	40	0	232	42	237	55	0	334	61	54	17	0	132	42	213	26	0	281	979	0
8:00	17	24	6	0	47	10	28	13	0	51	6	26	4	0	36	7	30	16	0	53	187	0
8:15	10	41	8	0	59	6	26	6	0	38	6	32	8	0	46	2	22	6	0	30	173	0
8:30	9	10	3	0	22	1	21	8	0	30	3	27	0	0	30	2	10	3	0	15	97	0
8:45	12	4	5	0	21	1	23	6	0	30	2	4	5	0	11	4	15	0	0	19	81	0
Total	48	79	22	0	149	18	98	33	0	149	17	89	17	0	123	15	77	25	0	117	538	0
16:00	15	10	3	0	28	5	24	19	0	48	6	19	5	0	30	19	35	4	0	58	164	0
16:15	21	7	7	0	35	7	25	8	0	40	5	8	5	0	18	6	56	5	0	67	160	0
16:30	11	13	7	0	31	2	35	13	0	50	3	12	7	0	22	14	35	8	0	57	160	0
16:45	18	11	12	0	41	4	25	18	0	47	9	11	11	0	31	3	38	8	0	49	168	0
Total	65	41	29	0	135	18	109	58	0	185	23	50	28	0	101	42	164	25	0	231	652	0
17:00	13	13	8	0	34	3	28	15	0	46	7	17	8	0	32	15	41	6	0	62	174	0
17:15	30	14	6	0	50	4	28	15	0	47	7	20	7	0	34	11	45	2	0	58	189	0
17:30	24	7	3	0	34	1	31	15	0	47	6	14	4	0	24	10	50	7	0	67	172	0
17:45	20	13	7	0	40	4	27	13	0	44	1	14	1	0	16	11	62	8	0	81	181	0
Total	87	47	24	0	158	12	114	58	0	184	21	65	20	0	106	47	198	23	0	268	716	0
Grand Total	321	238	115	0	674	90	558	204	0	852	122	258	82	0	462	146	652	99	0	897	2885	0
Apprch %	47.6%	35.3%	17.1%	0.0%		10.6%	65.5%	23.9%	0.0%		26.4%	55.8%	17.7%	0.0%		16.3%	72.7%	11.0%	0.0%			
Total %	11.1%	8.2%	4.0%	0.0%	23.4%	3.1%	19.3%	7.1%	0.0%	29.5%	4.2%	8.9%	2.8%	0.0%	16.0%	5.1%	22.6%	3.4%	0.0%	31.1%	100.0%	

AM PEAK HOUR	Place Rd Southbound					B St Westbound					Place Rd Northbound					B St Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	18	21	12	0	51	8	45	10	0	63	10	8	6	0	24	8	35	5	0	48	186
7:30	40	13	8	0	61	9	79	16	0	104	16	12	2	0	30	15	86	6	0	107	302
7:45	57	28	11	0	96	19	71	15	0	105	33	28	7	0	68	15	59	10	0	84	353
8:00	17	24	6	0	47	10	28	13	0	51	6	26	4	0	36	7	30	16	0	53	187
Total Volume	132	86	37	0	255	46	223	54	0	323	65	74	19	0	158	45	210	37	0	292	1028
% App Total	51.8%	33.7%	14.5%	0.0%		14.2%	69.0%	16.7%	0.0%		41.1%	46.8%	12.0%	0.0%		15.4%	71.9%	12.7%	0.0%		
PHF	.579	.768	.771	.000	.664	.605	.706	.844	.000	.769	.492	.661	.679	.000	.581	.750	.610	.578	.000	.682	.728

PM PEAK HOUR	Place Rd Southbound					B St Westbound					Place Rd Northbound					B St Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	13	13	8	0	34	3	28	15	0	46	7	17	8	0	32	15	41	6	0	62	174
17:15	30	14	6	0	50	4	28	15	0	47	7	20	7	0	34	11	45	2	0	58	189
17:30	24	7	3	0	34	1	31	15	0	47	6	14	4	0	24	10	50	7	0	67	172
17:45	20	13	7	0	40	4	27	13	0	44	1	14	1	0	16	11	62	8	0	81	181
Total Volume	87	47	24	0	158	12	114	58	0	184	21	65	20	0	106	47	198	23	0	268	716
% App Total	55.1%	29.7%	15.2%	0.0%		6.5%	62.0%	31.5%	0.0%		19.8%	61.3%	18.9%	0.0%		17.5%	73.9%	8.6%	0.0%		
PHF	.725	.839	.750	.000	.790	.750	.919	.967	.000	.979	.750	.813	.625	.000	.779	.783	.798	.719	.000	.827	.947

ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

File Name : 17-08122-001
Date : 11/28/2017

Bank 1 Count = Bikes & Peds

	Place Rd Southbound					B St Westbound					Place Rd Northbound					B St Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15	0	0	0	1	0	0	0	0	1	0	0	1	0	3	1	0	4	0	1	4	5	6
7:30	0	1	0	3	1	0	0	0	5	0	0	0	0	3	0	0	1	0	1	1	2	12
7:45	0	3	0	1	3	0	1	0	9	1	0	0	0	2	0	0	0	0	2	0	4	14
Total	0	4	0	5	4	0	1	0	16	1	0	1	0	8	1	0	5	0	4	5	11	33
8:00	0	0	0	4	0	0	0	0	3	0	0	0	0	4	0	0	0	0	2	0	0	13
8:15	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	1	0	0	4
8:30	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	2
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	4	1	0	0	0	5	0	0	0	0	6	0	0	0	0	4	0	1	19
16:00	0	0	0	1	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	1	4
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
16:30	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	3
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	1	2
Total	0	0	0	2	0	0	0	1	4	1	0	1	0	5	1	0	0	0	2	0	2	13
17:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
17:15	0	0	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	1	1	1	2	3
17:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
17:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	1	0	2	0	2	2	0	1	0	0	1	0	0	1	1	1	5	4
Grand Total	0	5	1	12	6	0	3	1	27	4	0	3	0	19	3	0	5	1	11	6	19	69
Apprch %	0.0%	83.3%	16.7%			0.0%	75.0%	25.0%			0.0%	100.0%	0.0%			0.0%	83.3%	16.7%				
Total %	0.0%	26.3%	5.3%		31.6%	0.0%	15.8%	5.3%		21.1%	0.0%	15.8%	0.0%		15.8%	0.0%	26.3%	5.3%		31.6%	100.0%	

AM PEAK HOUR	Place Rd Southbound					B St Westbound					Place Rd Northbound					B St Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	0	0	0	1	0	0	0	0	1	0	0	1	0	3	1	0	4	0	1	4	5
7:30	0	1	0	3	1	0	0	0	5	0	0	0	0	3	0	0	1	0	1	1	2
7:45	0	3	0	1	3	0	1	0	9	1	0	0	0	2	0	0	0	0	2	0	4
8:00	0	0	0	4	0	0	0	0	3	0	0	0	0	4	0	0	0	0	2	0	0
Total Volume	0	4	0	9	4	0	1	0	18	1	0	1	0	12	1	0	5	0	6	5	11
% App Total	0.0%	100.0%	0.0%			0.0%	100.0%	0.0%			0.0%	100.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.000	.333	.000		.333	.000	.250	.000		.250	.000	.250	.000		.250	.000	.313	.000		.313	.550

PM PEAK HOUR	Place Rd Southbound					B St Westbound					Place Rd Northbound					B St Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
17:15	0	0	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	1	1	1	2
17:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
17:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	1	0	2	0	2	2	0	1	0	0	1	0	0	1	1	1	5
% App Total	0.0%	0.0%	100.0%			0.0%	100.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	100.0%			
PHF	.000	.000	.250		.250	.000	.250	.000		.250	.000	.250	.000		.250	.000	.000	.250		.250	.625

Prepared by National Data & Surveying Services

Place Rd & B St

Peak Hour Turning Movement Count

ID: 17-08122-001
City: Los Banos

Day: Tuesday
Date: 11/28/2017

PEAK HOURS		COUNT PERIODS
07:15 AM - 08:15 AM	AM	07:00 AM - 09:00 AM
NONE	NOON	NONE
05:00 PM - 06:00 PM	PM	04:00 PM - 06:00 PM

Place Rd SOUTHBOUND

	Right	Thru	Left	U-Turn	Departing (NB)
AM	37	86	132	0	173
NOON	0	0	0	0	0
PM	24	47	87	0	170
Lanes	1	1	1	0	

B St EASTBOUND

Movement	AM	NOON	PM	Lanes
Departing (WB)	325	0	159	
U-Turn	0	0	0	0
Left	45	0	47	1
Thru	210	0	198	0.5
Right	37	0	23	0.5

B St WESTBOUND

Movement	PM	NOON	AM	Lanes
Right	58	0	54	0.5
Thru	114	0	223	0.5
Left	12	0	46	1
U-Turn	0	0	0	0
Departing (EB)	305	0	361	

Place Rd NORTHBOUND

	Departing (SB)	U-Turn	Left	Thru	Right
Lanes		0	0	1	0
PM	82	0	21	65	20
NOON	0	0	0	0	0
AM	169	0	65	74	19

CONTROL

4-Way Stop

	AM	NOON	PM
TEV	1028	0	716
PHF	0.73		0.95

Total Vehicles (AM)

SB: 37 (right), 86 (thru), 132 (left); WB: 54 (right), 223 (thru), 46 (left); NB: 65 (left), 74 (thru), 19 (right); EB: 45 (left), 210 (thru), 37 (right)

Total Vehicles (Noon)

All movements: N/A

Total Vehicles (PM)

SB: 24 (right), 47 (thru), 87 (left); WB: 58 (right), 114 (thru), 12 (left); NB: 21 (left), 65 (thru), 20 (right); EB: 47 (left), 198 (thru), 23 (right)

Bikes (AM)

SB: 0, 4, 0; WB: 0, 1, 0; NB: 0, 1, 0; EB: 0, 5, 0

Bikes (NOON)

All movements: N/A

Bikes (PM)

SB: 1, 0, 0; WB: 0, 2, 0; NB: 0, 1, 0; EB: 0, 0, 1

Pedestrians (Crosswalks)

Crosswalk	AM	NOON	PM
North leg (eastbound crossing)	7	0	1
North leg (westbound crossing)	2	0	0
West leg (southbound crossing)	17	0	1
West leg (northbound crossing)	1	0	1
East leg (southbound crossing)	6	0	0
East leg (northbound crossing)	0	0	1
South leg (eastbound crossing)	5	0	0
South leg (westbound crossing)	7	0	0
NW corner (diagonal)	0	0	0
NE corner (diagonal)	0	0	0
SW corner (diagonal)	0	0	0
SE corner (diagonal)	0	0	0

ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

3515-01

File Name : 17-08122-002
Date : 11/28/2017

Unshifted Count = All Vehicles & Uturns

	Ancona St Southbound					B St Westbound					Ancona St Northbound					B St Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	2	0	8	0	10	0	54	0	0	54	0	0	0	0	0	0	41	0	0	41	105	0
7:15	1	0	12	0	13	0	56	0	0	56	0	0	0	0	0	0	60	0	0	60	129	0
7:30	3	0	18	0	21	0	97	3	0	100	0	0	0	0	0	2	128	0	0	130	251	0
7:45	0	0	17	0	17	0	82	8	0	90	0	0	0	0	0	3	123	0	0	126	233	0
Total	6	0	55	0	61	0	289	11	0	300	0	0	0	0	0	5	352	0	0	357	718	0
8:00	0	0	4	0	4	0	41	1	0	42	0	0	0	0	0	4	44	0	0	48	94	0
8:15	0	0	2	0	2	0	36	1	0	37	0	0	0	0	0	6	36	0	0	42	81	0
8:30	0	0	5	0	5	0	24	0	0	24	0	0	0	0	0	3	15	0	0	18	47	0
8:45	0	0	4	0	4	0	27	1	0	28	0	0	0	0	0	4	28	0	0	32	64	0
Total	0	0	15	0	15	0	128	3	0	131	0	0	0	0	0	17	123	0	0	140	286	0
16:00	0	0	5	0	5	0	42	1	0	43	0	0	0	0	0	6	49	0	0	55	103	0
16:15	3	0	6	0	9	0	33	2	0	35	0	0	0	0	0	12	71	0	0	83	127	0
16:30	2	0	1	0	3	0	50	0	0	50	0	0	0	0	0	5	46	0	0	51	104	0
16:45	2	0	7	0	9	0	39	1	0	40	0	0	0	0	0	10	58	0	0	68	117	0
Total	7	0	19	0	26	0	164	4	0	168	0	0	0	0	0	33	224	0	0	257	451	0
17:00	1	0	1	0	2	0	45	2	0	47	0	0	0	0	0	10	52	0	0	62	111	0
17:15	0	0	8	0	8	0	39	1	0	40	0	0	0	0	0	4	77	0	0	81	129	0
17:30	0	0	8	0	8	0	39	2	0	41	0	0	0	0	0	7	73	0	0	80	129	0
17:45	0	0	5	0	5	0	41	0	0	41	0	0	0	0	0	5	77	0	0	82	128	0
Total	1	0	22	0	23	0	164	5	0	169	0	0	0	0	0	26	279	0	0	305	497	0
Grand Total	14	0	111	0	125	0	745	23	0	768	0	0	0	0	0	81	978	0	0	1059	1952	0
Apprch %	11.2%	0.0%	88.8%	0.0%		0.0%	97.0%	3.0%	0.0%		0.0%	0.0%	0.0%	0.0%		7.6%	92.4%	0.0%	0.0%			
Total %	0.7%	0.0%	5.7%	0.0%	6.4%	0.0%	38.2%	1.2%	0.0%	39.3%	0.0%	0.0%	0.0%	0.0%	0.0%	4.1%	50.1%	0.0%	0.0%	54.3%	100.0%	

AM PEAK HOUR	Ancona St Southbound					B St Westbound					Ancona St Northbound					B St Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:00 to 08:00																					
Peak Hour For Entire Intersection Begins at 07:00																					
7:00	2	0	8	0	10	0	54	0	0	54	0	0	0	0	0	0	41	0	0	41	105
7:15	1	0	12	0	13	0	56	0	0	56	0	0	0	0	0	0	60	0	0	60	129
7:30	3	0	18	0	21	0	97	3	0	100	0	0	0	0	0	2	128	0	0	130	251
7:45	0	0	17	0	17	0	82	8	0	90	0	0	0	0	0	3	123	0	0	126	233
Total Volume	6	0	55	0	61	0	289	11	0	300	0	0	0	0	0	5	352	0	0	357	718
% App Total	9.8%	0.0%	90.2%	0.0%		0.0%	96.3%	3.7%	0.0%		0.0%	0.0%	0.0%	0.0%		1.4%	98.6%	0.0%	0.0%		
PHF	.500	.000	.764	.000	.726	.000	.745	.344	.000	.750	.000	.000	.000	.000	.000	.417	.688	.000	.000	.687	.715

PM PEAK HOUR	Ancona St Southbound					B St Westbound					Ancona St Northbound					B St Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	1	0	1	0	2	0	45	2	0	47	0	0	0	0	0	10	52	0	0	62	111
17:15	0	0	8	0	8	0	39	1	0	40	0	0	0	0	0	4	77	0	0	81	129
17:30	0	0	8	0	8	0	39	2	0	41	0	0	0	0	0	7	73	0	0	80	129
17:45	0	0	5	0	5	0	41	0	0	41	0	0	0	0	0	5	77	0	0	82	128
Total Volume	1	0	22	0	23	0	164	5	0	169	0	0	0	0	0	26	279	0	0	305	497
% App Total	4.3%	0.0%	95.7%	0.0%		0.0%	97.0%	3.0%	0.0%		0.0%	0.0%	0.0%	0.0%		8.5%	91.5%	0.0%	0.0%		
PHF	.250	.000	.688	.000	.719	.000	.911	.625	.000	.899	.000	.000	.000	.000	.000	.650	.906	.000	.000	.930	.963

ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

File Name : 17-08122-002
Date : 11/28/2017

Bank 1 Count = Bikes & Peds

	Ancona St Southbound					B St Westbound					Ancona St Northbound					B St Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	0
7:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
7:45	0	0	0	5	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
Total	0	0	0	6	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6	6
8:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3
8:15	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	7
16:00	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
16:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	5	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	1	6
17:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
17:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	2
Grand Total	0	0	0	18	0	0	4	0	0	4	0	0	0	0	0	0	5	0	3	5	9	21
Apprch %	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%				
Total %	0.0%	0.0%	0.0%		0.0%	0.0%	44.4%	0.0%		44.4%	0.0%	0.0%	0.0%		0.0%	0.0%	55.6%	0.0%		55.6%	100.0%	

AM PEAK HOUR	Ancona St Southbound					B St Westbound					Ancona St Northbound					B St Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:00 to 08:00																					
Peak Hour For Entire Intersection Begins at 07:00																					
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
7:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:45	0	0	0	5	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	6	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
% App Total	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.250	.000		.250	.000	.000	.000		.000	.000	.313	.000		.313	.375

PM PEAK HOUR	Ancona St Southbound					B St Westbound					Ancona St Northbound					B St Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
17:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% App Total	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.250	.000		.250	.000	.000	.000		.000	.000	.000	.000		.000	.250

Prepared by National Data & Surveying Services

Ancona St & B St

Peak Hour Turning Movement Count

ID: 17-08122-002
City: Los Banos

Day: Tuesday
Date: 11/28/2017

PEAK HOURS	COUNT PERIODS
07:00 AM - 08:00 AM	07:00 AM - 09:00 AM
NONE	NONE
05:00 PM - 06:00 PM	04:00 PM - 06:00 PM

Ancona St — SOUTHBOUND

AM	55	0	6	0	16	AM
NOON	0	0	0	0	0	NOON
PM	22	0	1	0	31	PM
	0	1	0	0		

B St — EASTBOUND

AM	NOON	PM	
344	0	186	
0	0	0	0
5	0	26	1
352	0	279	1
0	0	0	0

B St — WESTBOUND

	PM	NOON	AM
0	5	0	11
1	164	0	289
0	0	0	0
0	0	0	0
	280	0	358

CONTROL

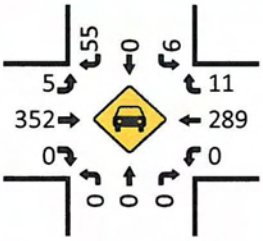
1-Way Stop(SB)

	AM	NOON	PM
TEV	718	0	497
PHF	0.72		0.96

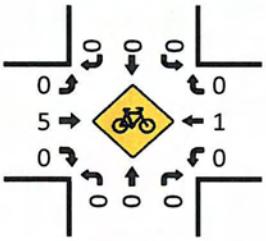
Ancona St — NORTHBOUND

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

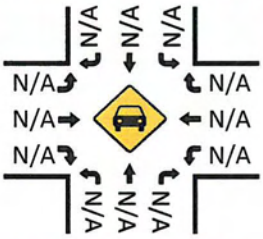
Total Vehicles (AM)



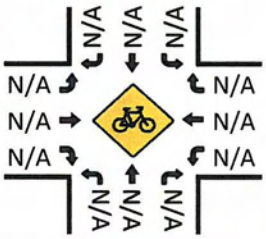
Bikes (AM)



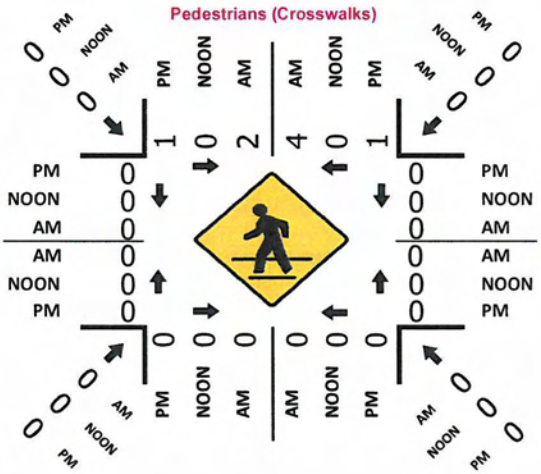
Total Vehicles (Noon)



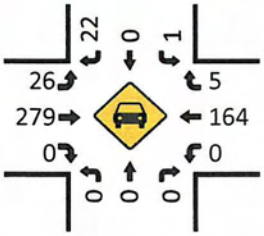
Bikes (NOON)



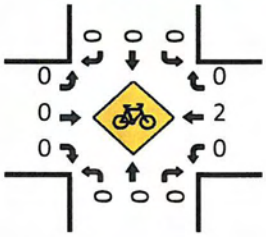
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

3515-01

File Name : 17-08122-003
Date : 11/28/2017

Unshifted Count = All Vehicles & Uturns

	Ward Rd Southbound					B St/Snow Goose Dr Westbound					Ward Rd Northbound					B St/Snow Goose Dr Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	0	10	5	0	15	8	14	2	0	24	16	16	1	0	33	21	6	15	0	42	114	0
7:15	0	10	9	0	19	12	24	6	0	42	13	25	0	1	39	25	8	18	0	51	151	1
7:30	5	18	12	1	36	27	45	12	0	84	19	71	0	0	90	60	23	20	0	103	313	1
7:45	1	29	17	0	47	37	38	7	0	82	23	86	3	1	113	60	46	40	0	146	388	1
Total	6	67	43	1	117	84	121	27	0	232	71	198	4	2	275	166	83	93	0	342	966	3
8:00	1	11	3	0	15	6	16	4	0	26	12	7	0	1	20	5	7	29	0	41	102	1
8:15	0	0	0	0	0	1	14	0	0	15	14	7	3	2	26	6	4	16	0	26	67	2
8:30	0	1	1	0	2	2	8	0	0	10	11	7	1	1	20	0	6	10	0	16	48	1
8:45	1	5	2	0	8	1	6	3	0	10	11	2	5	0	18	2	11	12	0	25	61	0
Total	2	17	6	0	25	10	44	7	0	61	48	23	9	4	84	13	28	67	0	108	278	4
16:00	1	10	3	0	14	6	14	0	0	20	28	21	1	0	50	5	11	25	0	41	125	0
16:15	1	8	7	0	16	3	8	9	0	20	19	16	0	0	35	9	22	40	0	71	142	0
16:30	6	15	3	0	24	3	11	2	0	16	34	16	2	0	52	8	10	20	0	38	130	0
16:45	1	4	2	0	7	3	8	4	0	15	26	14	2	0	42	3	22	31	0	56	120	0
Total	9	37	15	0	61	15	41	15	0	71	107	67	5	0	179	25	65	116	0	206	517	0
17:00	1	6	0	2	9	3	12	2	0	17	33	9	0	1	43	7	8	32	0	47	116	3
17:15	2	7	0	0	9	3	9	1	0	13	21	11	0	1	33	4	19	45	0	68	123	1
17:30	2	5	1	0	8	2	11	5	0	18	26	22	1	0	49	6	14	44	0	64	139	0
17:45	3	18	2	0	23	1	9	7	0	17	23	26	2	1	52	15	20	37	0	72	164	1
Total	8	36	3	2	49	9	41	15	0	65	103	68	3	3	177	32	61	158	0	251	542	5
Grand Total	25	157	67	3	252	118	247	64	0	429	329	356	21	9	715	236	237	434	0	907	2303	12
Apprch %	9.9%	62.3%	26.6%	1.2%		27.5%	57.6%	14.9%	0.0%		46.0%	49.8%	2.9%	1.3%		26.0%	26.1%	47.9%	0.0%			
Total %	1.1%	6.8%	2.9%	0.1%	10.9%	5.1%	10.7%	2.8%	0.0%	18.6%	14.3%	15.5%	0.9%	0.4%	31.0%	10.2%	10.3%	18.8%	0.0%	39.4%	100.0%	

AM PEAK HOUR	Ward Rd Southbound					B St/Snow Goose Dr Westbound					Ward Rd Northbound					B St/Snow Goose Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:00 to 08:00																					
Peak Hour For Entire Intersection Begins at 07:00																					
7:00	0	10	5	0	15	8	14	2	0	24	16	16	1	0	33	21	6	15	0	42	114
7:15	0	10	9	0	19	12	24	6	0	42	13	25	0	1	39	25	8	18	0	51	151
7:30	5	18	12	1	36	27	45	12	0	84	19	71	0	0	90	60	23	20	0	103	313
7:45	1	29	17	0	47	37	38	7	0	82	23	86	3	1	113	60	46	40	0	146	388
Total Volume	6	67	43	1	117	84	121	27	0	232	71	198	4	2	275	166	83	93	0	342	966
% App Total	5.1%	57.3%	36.8%	0.9%		36.2%	52.2%	11.6%	0.0%		25.8%	72.0%	1.5%	0.7%		48.5%	24.3%	27.2%	0.0%		
PHF	.300	.578	.632	.250	.622	.568	.672	.563	.000	.690	.772	.576	.333	.500	.608	.692	.451	.581	.000	.586	.622

PM PEAK HOUR	Ward Rd Southbound					B St/Snow Goose Dr Westbound					Ward Rd Northbound					B St/Snow Goose Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	1	6	0	2	9	3	12	2	0	17	33	9	0	1	43	7	8	32	0	47	116
17:15	2	7	0	0	9	3	9	1	0	13	21	11	0	1	33	4	19	45	0	68	123
17:30	2	5	1	0	8	2	11	5	0	18	26	22	1	0	49	6	14	44	0	64	139
17:45	3	18	2	0	23	1	9	7	0	17	23	26	2	1	52	15	20	37	0	72	164
Total Volume	8	36	3	2	49	9	41	15	0	65	103	68	3	3	177	32	61	158	0	251	542
% App Total	16.3%	73.5%	6.1%	4.1%		13.8%	63.1%	23.1%	0.0%		58.2%	38.4%	1.7%	1.7%		12.7%	24.3%	62.9%	0.0%		
PHF	.667	.500	.375	.250	.533	.750	.854	.536	.000	.903	.780	.654	.375	.750	.851	.533	.763	.878	.000	.872	.826

ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

3515-01

File Name : 17-08122-003
Date : 11/28/2017

Bank 1 Count = Bikes & Peds

	Ward Rd Southbound					B St/Snow Goose Dr Westbound					Ward Rd Northbound					B St/Snow Goose Dr Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:15	0	0	0	2	0	0	0	0	1	0	0	0	0	4	0	2	0	0	4	2	2	11
7:30	0	0	0	6	0	0	0	0	1	0	0	0	0	17	0	1	0	0	24	1	1	48
7:45	0	0	0	7	0	0	0	0	1	0	0	0	0	39	0	0	0	0	35	0	0	82
Total	0	0	0	15	0	0	0	0	3	0	0	0	0	60	0	3	0	0	64	3	3	142
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	3
8:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	3	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	0	0	7
16:00	0	0	0	1	0	0	0	0	2	0	2	0	0	2	2	0	0	0	4	0	2	9
16:15	0	0	0	7	0	0	0	0	1	0	0	0	0	1	0	0	0	0	4	0	0	13
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4	0	0	6
16:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	3
Total	0	0	0	9	0	0	0	0	3	0	2	0	0	6	2	0	0	0	13	0	2	31
17:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	2
17:30	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	4	0	0	2	0	1	2	0	0	0	0	0	0	0	0	0	0	2	5
Grand Total	0	0	0	31	0	0	2	0	8	2	2	0	0	67	2	3	0	0	79	3	7	185
Apprch %	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			100.0%	0.0%	0.0%			100.0%	0.0%	0.0%				
Total %	0.0%	0.0%	0.0%		0.0%	0.0%	28.6%	0.0%		28.6%	28.6%	0.0%	0.0%		28.6%	42.9%	0.0%	0.0%		42.9%	100.0%	

AM PEAK HOUR	Ward Rd Southbound					B St/Snow Goose Dr Westbound					Ward Rd Northbound					B St/Snow Goose Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:00 to 08:00																					
Peak Hour For Entire Intersection Begins at 07:00																					
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:15	0	0	0	2	0	0	0	0	1	0	0	0	0	4	0	2	0	0	4	2	2
7:30	0	0	0	6	0	0	0	0	1	0	0	0	0	17	0	1	0	0	24	1	1
7:45	0	0	0	7	0	0	0	0	1	0	0	0	0	39	0	0	0	0	35	0	0
Total Volume	0	0	0	15	0	0	0	0	3	0	0	0	0	60	0	3	0	0	64	3	3
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			100.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.375	.000	.000		.375	.375

PM PEAK HOUR	Ward Rd Southbound					B St/Snow Goose Dr Westbound					Ward Rd Northbound					B St/Snow Goose Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
17:30	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	4	0	0	2	0	1	2	0	0	0	0	0	0	0	0	0	0	2
% App Total	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.250	.000		.250	.000	.000	.000		.000	.000	.000	.000		.000	.250

Prepared by National Data & Surveying Services

Ward Rd & B St/Snow Goose Dr

Peak Hour Turning Movement Count

ID: 17-08122-003
City: Los Banos

Day: Tuesday
Date: 11/28/2017

PEAK HOURS	COUNT PERIODS
07:00 AM - 08:00 AM	07:00 AM - 09:00 AM
NONE	NONE
05:00 PM - 06:00 PM	04:00 PM - 06:00 PM

SOUTHBOUND (Ward Rd)

AM	43	67	6	1	392
NOON	0	0	0	0	0
PM	3	36	8	2	117
	1	2	1	0	

EASTBOUND (B St/Snow Goose Dr)

AM	NOON	PM	
235	0	147	
0	0	0	0
166	0	32	1
83	0	61	1
93	0	158	1

WESTBOUND (B St/Snow Goose Dr)

PM	NOON	AM	
15	0	27	0.5
41	0	121	0.5
9	0	84	1
0	0	0	0
72	0	93	

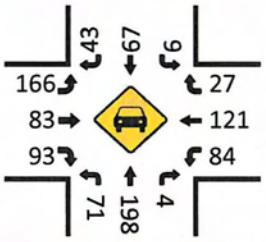
NORTHBOUND (Ward Rd)

PM	206	3	103	68	3
NOON	0	0	0	0	0
AM	246	2	71	198	4
	0	1	1.5	0.5	

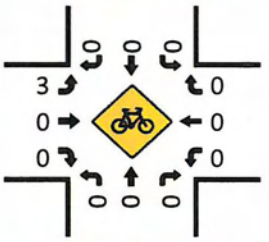
CONTROL: 4-Way Stop

TEV	966	0	542
	AM	NOON	PM
PHF	0.62		0.83

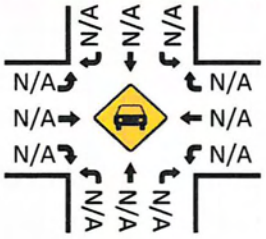
Total Vehicles (AM)



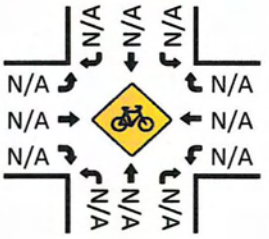
Bikes (AM)



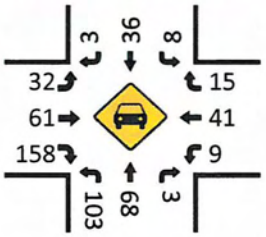
Total Vehicles (Noon)



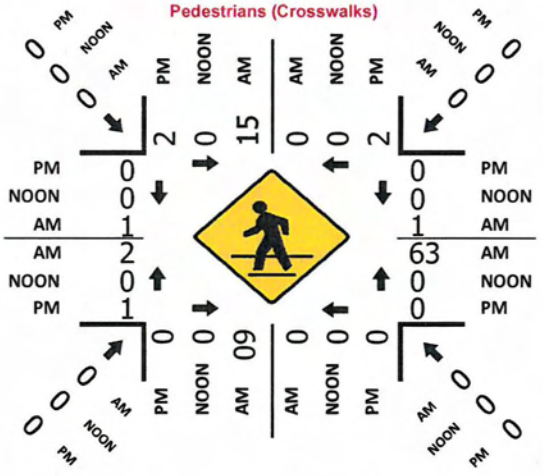
Bikes (NOON)



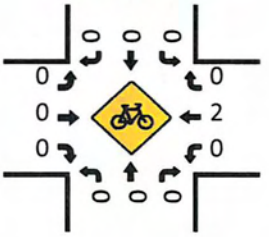
Total Vehicles (PM)



Pedestrians (Crosswalks)



Bikes (PM)



ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

3515-01

File Name : 17-08122-004
Date : 11/28/2017

Unshifted Count = All Vehicles & Uturns

	Place Rd Southbound					San Luis St Westbound					Place Rd Northbound					San Luis St Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	5	0	14	0	19	0	36	5	0	41	0	0	0	0	0	6	9	0	0	15	75	0
7:15	5	0	22	0	27	0	77	11	0	88	0	0	0	0	0	14	38	0	0	52	167	0
7:30	1	0	14	0	15	0	84	26	0	110	0	0	0	0	0	10	47	0	0	57	182	0
7:45	11	0	23	0	34	0	88	44	0	132	0	0	0	0	0	29	73	0	0	102	268	0
Total	22	0	73	0	95	0	285	86	0	371	0	0	0	0	0	59	167	0	0	226	692	0
8:00	6	0	26	0	32	0	47	18	0	65	0	0	0	0	0	30	66	0	0	96	193	0
8:15	4	0	20	0	24	0	45	18	0	63	0	0	0	0	0	39	52	0	0	91	178	0
8:30	4	0	6	0	10	0	27	14	0	41	0	0	0	0	0	16	35	0	0	51	102	0
8:45	2	0	2	0	4	0	33	5	0	38	0	0	0	0	0	6	18	0	0	24	66	0
Total	16	0	54	0	70	0	152	55	0	207	0	0	0	0	0	91	171	0	0	262	539	0
16:00	4	0	17	0	21	0	30	10	0	40	0	0	0	0	0	20	64	0	0	84	145	0
16:15	11	0	8	0	19	0	40	13	0	53	0	0	0	0	0	4	43	0	0	47	119	0
16:30	6	0	17	0	23	0	52	9	0	61	0	0	0	0	0	16	59	0	0	75	159	0
16:45	10	0	13	0	23	0	50	11	0	61	0	0	0	0	0	17	67	0	0	84	168	0
Total	31	0	55	0	86	0	172	43	0	215	0	0	0	0	0	57	233	0	0	290	591	0
17:00	8	0	13	0	21	0	56	9	0	65	0	0	0	0	0	18	87	0	0	105	191	0
17:15	9	0	12	0	21	0	33	17	0	50	0	0	0	0	0	16	69	0	0	85	156	0
17:30	6	0	8	0	14	0	32	8	0	40	0	0	0	0	0	12	55	0	0	67	121	0
17:45	11	0	11	0	22	0	50	6	0	56	0	0	0	0	0	13	69	0	0	82	160	0
Total	34	0	44	0	78	0	171	40	0	211	0	0	0	0	0	59	280	0	0	339	628	0
Grand Total	103	0	226	0	329	0	780	224	0	1004	0	0	0	0	0	266	851	0	0	1117	2450	0
Apprch %	31.3%	0.0%	68.7%	0.0%		0.0%	77.7%	22.3%	0.0%		0.0%	0.0%	0.0%	0.0%		23.8%	76.2%	0.0%	0.0%			
Total %	4.2%	0.0%	9.2%	0.0%	13.4%	0.0%	31.8%	9.1%	0.0%	41.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.9%	34.7%	0.0%	0.0%	45.6%	100.0%	

AM PEAK HOUR	Place Rd Southbound					San Luis St Westbound					Place Rd Northbound					San Luis St Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	1	0	14	0	15	0	84	26	0	110	0	0	0	0	0	10	47	0	0	57	182
7:45	11	0	23	0	34	0	88	44	0	132	0	0	0	0	0	29	73	0	0	102	268
8:00	6	0	26	0	32	0	47	18	0	65	0	0	0	0	0	30	66	0	0	96	193
8:15	4	0	20	0	24	0	45	18	0	63	0	0	0	0	0	39	52	0	0	91	178
Total Volume	22	0	83	0	105	0	264	106	0	370	0	0	0	0	0	108	238	0	0	346	821
% App Total	21.0%	0.0%	79.0%	0.0%		0.0%	71.4%	28.6%	0.0%		0.0%	0.0%	0.0%	0.0%		31.2%	68.8%	0.0%	0.0%		
PHF	.500	.000	.798	.000	.772	.000	.750	.602	.000	.701	.000	.000	.000	.000	.000	.692	.815	.000	.000	.848	.766

PM PEAK HOUR	Place Rd Southbound					San Luis St Westbound					Place Rd Northbound					San Luis St Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:30 to 17:30																					
Peak Hour For Entire Intersection Begins at 16:30																					
16:30	6	0	17	0	23	0	52	9	0	61	0	0	0	0	0	16	59	0	0	75	159
16:45	10	0	13	0	23	0	50	11	0	61	0	0	0	0	0	17	67	0	0	84	168
17:00	8	0	13	0	21	0	56	9	0	65	0	0	0	0	0	18	87	0	0	105	191
17:15	9	0	12	0	21	0	33	17	0	50	0	0	0	0	0	16	69	0	0	85	156
Total Volume	33	0	55	0	88	0	191	46	0	237	0	0	0	0	0	67	282	0	0	349	674
% App Total	37.5%	0.0%	62.5%	0.0%		0.0%	80.6%	19.4%	0.0%		0.0%	0.0%	0.0%	0.0%		19.2%	80.8%	0.0%	0.0%		
PHF	.825	.000	.809	.000	.957	.000	.853	.676	.000	.912	.000	.000	.000	.000	.000	.931	.810	.000	.000	.831	.882

ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

File Name : 17-08122-004
Date : 11/28/2017

Bank 1 Count = Bikes & Peds

	Place Rd Southbound					San Luis St Westbound					Place Rd Northbound					San Luis St Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	3	0	0	2	0	1	2	0	0	0	0	0	0	0	0	1	0	2	5
7:15	0	0	0	4	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	4
7:30	0	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	1
7:45	0	0	0	16	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	1	17
Total	0	0	0	24	0	0	7	0	2	7	0	0	0	0	0	0	2	0	1	2	9	27
8:00	0	0	0	26	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	1	28
8:15	0	0	0	17	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	17
8:30	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	45	1	0	4	0	0	4	0	0	0	0	0	0	0	0	2	0	5	47
16:00	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	6
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	8
16:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Total	0	0	0	13	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	1	2	14
17:00	0	0	0	6	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	2	8
17:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	11	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	2	13
Grand Total	1	0	0	93	1	0	12	2	4	14	0	0	0	0	0	0	3	0	4	3	18	101
Apprch %	100.0%	0.0%	0.0%			0.0%	85.7%	14.3%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%				
Total %	5.6%	0.0%	0.0%		5.6%	0.0%	66.7%	11.1%		77.8%	0.0%	0.0%	0.0%		0.0%	0.0%	16.7%	0.0%		16.7%	100.0%	

AM PEAK HOUR	Place Rd Southbound					San Luis St Westbound					Place Rd Northbound					San Luis St Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	0	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
7:45	0	0	0	16	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	1
8:00	0	0	0	26	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	1
8:15	0	0	0	17	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	0	0	60	0	0	7	0	1	7	0	0	0	0	0	0	2	0	2	2	9
% App Total	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.583	.000		.583	.000	.000	.000		.000	.000	.250	.000		.250	.563

PM PEAK HOUR	Place Rd Southbound					San Luis St Westbound					Place Rd Northbound					San Luis St Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 16:30 to 17:30																					
Peak Hour For Entire Intersection Begins at 16:30																					
16:30	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
16:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
17:00	0	0	0	6	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	2
17:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	15	0	0	1	2	2	3	0	0	0	0	0	0	0	0	1	0	3
% App Total	0.0%	0.0%	0.0%			0.0%	33.3%	66.7%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.250	.500		.375	.000	.000	.000		.000	.000	.000	.000		.000	.375

Prepared by National Data & Surveying Services

Place Rd & San Luis St

Peak Hour Turning Movement Count

ID: 17-08122-004
City: Los Banos

Day: Tuesday
Date: 11/28/2017

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	07:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	04:00 PM - 06:00 PM

Place Rd — SOUTHBOUND

AM	83	0	22	0	214	AM
NOON	0	0	0	0	0	NOON
PM	55	0	33	0	113	PM
	0	1	0	0		

San Luis St — EASTBOUND

AM	NOON	PM	
347	0	246	
0	0	0	0
108	0	67	0
238	0	282	1
0	0	0	0

San Luis St — WESTBOUND

	PM	NOON	AM
0	46	0	106
1	191	0	264
0	0	0	0
0	0	0	0
	315	0	260

Place Rd — NORTHBOUND

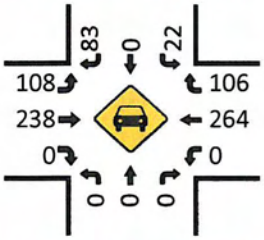
	0	0	0	0		
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

CONTROL

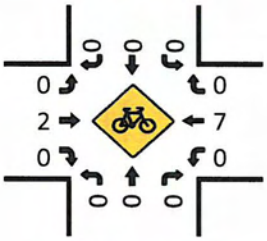
1-Way Stop(SB)

TEV	821	0	674
	AM	NOON	PM
PHF	0.77		0.88

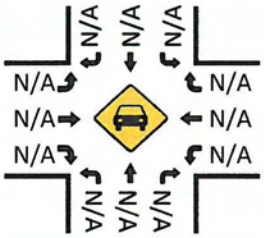
Total Vehicles (AM)



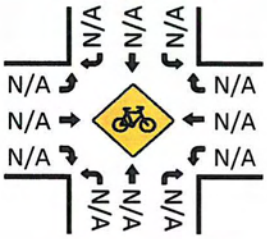
Bikes (AM)



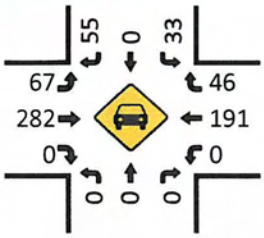
Total Vehicles (Noon)



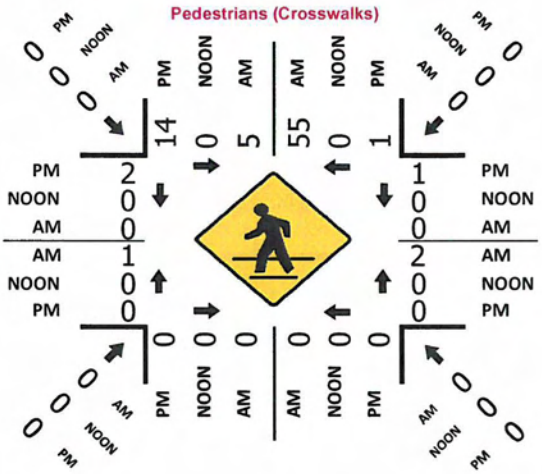
Bikes (NOON)



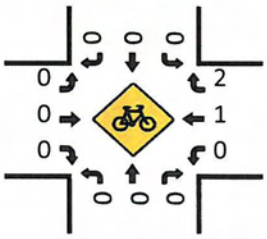
Total Vehicles (PM)



Pedestrians (Crosswalks)



Bikes (PM)



ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

3515-01

File Name : 17-08122-005
Date : 11/28/2017

Unshifted Count = All Vehicles & Uturns

	Miller Ln Southbound					San Luis St Westbound					Miller Ln Northbound					San Luis St Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	4	7	4	0	15	14	22	12	0	48	2	2	5	0	9	9	7	2	0	18	90	0
7:15	19	17	24	0	60	34	30	36	0	100	0	6	16	0	22	25	19	1	0	45	227	0
7:30	8	9	9	0	26	40	50	13	0	103	3	10	18	0	31	13	29	2	0	44	204	0
7:45	17	6	28	0	51	52	45	21	0	118	4	12	38	0	54	37	39	3	0	79	302	0
Total	48	39	65	0	152	140	147	82	0	369	9	30	77	0	116	84	94	8	0	186	823	0
8:00	21	21	32	0	74	28	32	26	0	86	4	15	32	0	51	45	30	3	0	78	289	0
8:15	23	22	32	0	77	24	21	30	0	75	1	12	10	0	23	41	31	6	0	78	253	0
8:30	10	11	18	0	39	16	17	4	0	37	2	2	12	0	16	9	19	1	0	29	121	0
8:45	7	9	12	0	28	14	20	5	0	39	6	3	8	0	17	4	16	6	1	27	111	1
Total	61	63	94	0	218	82	90	65	0	237	13	32	62	0	107	99	96	16	1	212	774	1
16:00	10	1	8	0	19	26	23	9	0	58	6	3	21	0	30	6	51	4	0	61	168	0
16:15	8	4	5	0	17	5	25	7	0	37	7	0	30	0	37	5	43	6	0	54	145	0
16:30	5	3	1	0	9	17	23	1	0	41	6	1	22	0	29	2	32	2	0	36	115	0
16:45	2	3	3	0	8	24	32	3	0	59	9	2	29	0	40	1	40	5	0	46	153	0
Total	25	11	17	0	53	72	103	20	0	195	28	6	102	0	136	14	166	17	0	197	581	0
17:00	9	4	5	0	18	21	22	9	0	52	2	2	32	0	36	2	49	6	0	57	163	0
17:15	2	2	3	0	7	22	20	1	0	43	5	0	30	0	35	3	48	2	0	53	138	0
17:30	0	0	1	0	1	27	36	0	0	63	5	0	37	0	42	1	53	5	0	59	165	0
17:45	1	0	1	0	2	21	18	1	0	40	3	0	33	0	36	0	44	5	0	49	127	0
Total	12	6	10	0	28	91	96	11	0	198	15	2	132	0	149	6	194	18	0	218	593	0
Grand Total	146	119	186	0	451	385	436	178	0	999	65	70	373	0	508	203	550	59	1	813	2771	1
Apprch %	32.4%	26.4%	41.2%	0.0%		38.5%	43.6%	17.8%	0.0%		12.8%	13.8%	73.4%	0.0%		25.0%	67.7%	7.3%	0.1%			
Total %	5.3%	4.3%	6.7%	0.0%	16.3%	13.9%	15.7%	6.4%	0.0%	36.1%	2.3%	2.5%	13.5%	0.0%	18.3%	7.3%	19.8%	2.1%	0.0%	29.3%	100.0%	

AM PEAK HOUR	Miller Ln Southbound					San Luis St Westbound					Miller Ln Northbound					San Luis St Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	8	9	9	0	26	40	50	13	0	103	3	10	18	0	31	13	29	2	0	44	204
7:45	17	6	28	0	51	52	45	21	0	118	4	12	38	0	54	37	39	3	0	79	302
8:00	21	21	32	0	74	28	32	26	0	86	4	15	32	0	51	45	30	3	0	78	289
8:15	23	22	32	0	77	24	21	30	0	75	1	12	10	0	23	41	31	6	0	78	253
Total Volume	69	58	101	0	228	144	148	90	0	382	12	49	98	0	159	136	129	14	0	279	1048
% App Total	30.3%	25.4%	44.3%	0.0%		37.7%	38.7%	23.6%	0.0%		7.5%	30.8%	61.6%	0.0%		48.7%	46.2%	5.0%	0.0%		
PHF	.750	.659	.789	.000	.740	.692	.740	.750	.000	.809	.750	.817	.645	.000	.736	.756	.827	.583	.000	.883	.868

PM PEAK HOUR	Miller Ln Southbound					San Luis St Westbound					Miller Ln Northbound					San Luis St Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:45 to 17:45																					
Peak Hour For Entire Intersection Begins at 16:45																					
16:45	2	3	3	0	8	24	32	3	0	59	9	2	29	0	40	1	40	5	0	46	153
17:00	9	4	5	0	18	21	22	9	0	52	2	2	32	0	36	2	49	6	0	57	163
17:15	2	2	3	0	7	22	20	1	0	43	5	0	30	0	35	3	48	2	0	53	138
17:30	0	0	1	0	1	27	36	0	0	63	5	0	37	0	42	1	53	5	0	59	165
Total Volume	13	9	12	0	34	94	110	13	0	217	21	4	128	0	153	7	190	18	0	215	619
% App Total	38.2%	26.5%	35.3%	0.0%		43.3%	50.7%	6.0%	0.0%		13.7%	2.6%	83.7%	0.0%		3.3%	88.4%	8.4%	0.0%		
PHF	.361	.563	.600	.000	.472	.870	.764	.361	.000	.861	.583	.500	.865	.000	.911	.583	.896	.750	.000	.911	.938

ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

File Name : 17-08122-005
Date : 11/28/2017

Bank 1 Count = Bikes & Peds

	Miller Ln Southbound					San Luis St Westbound					Miller Ln Northbound					San Luis St Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	3	0
7:45	0	0	0	0	0	0	0	0	3	0	0	1	0	0	1	0	0	0	1	0	1	4
Total	0	0	0	1	0	0	1	0	4	1	0	1	2	0	3	0	0	0	1	0	4	6
8:00	0	0	0	4	0	0	0	0	2	0	0	1	0	0	1	0	0	0	1	0	1	7
8:15	0	0	0	2	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	9
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	6	0	0	0	0	9	0	0	1	0	0	1	0	0	0	1	0	1	16
16:00	0	0	1	2	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	3
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
16:30	1	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
16:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	1	6	2	1	0	0	1	1	0	0	0	0	0	0	1	0	0	1	4	7
17:00	0	0	0	1	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	2	1
17:15	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
17:30	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	5	0	0	0	0	3	0	1	0	1	0	2	0	0	0	0	0	2	8
Grand Total	1	0	1	18	2	1	1	0	17	2	1	2	3	0	6	0	1	0	2	1	11	37
Apprch %	50.0%	0.0%	50.0%			50.0%	50.0%	0.0%			16.7%	33.3%	50.0%			0.0%	100.0%	0.0%				
Total %	9.1%	0.0%	9.1%		18.2%	9.1%	9.1%	0.0%		18.2%	9.1%	18.2%	27.3%		54.5%	0.0%	9.1%	0.0%		9.1%	100.0%	

AM PEAK HOUR	Miller Ln Southbound					San Luis St Westbound					Miller Ln Northbound					San Luis St Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	3
7:45	0	0	0	0	0	0	0	0	3	0	0	1	0	0	1	0	0	0	1	0	1
8:00	0	0	0	4	0	0	0	0	2	0	0	1	0	0	1	0	0	0	1	0	1
8:15	0	0	0	2	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	6	0	0	1	0	12	1	0	2	2	0	4	0	0	0	2	0	5
% App Total	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	50.0%	50.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.250	.000		.250	.000	.500	.250		.500	.000	.000	.000		.000	.417

PM PEAK HOUR	Miller Ln Southbound					San Luis St Westbound					Miller Ln Northbound					San Luis St Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 16:45 to 17:45																					
Peak Hour For Entire Intersection Begins at 16:45																					
16:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	1	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	2
17:15	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	6	0	0	0	0	3	0	1	0	1	0	2	0	0	0	0	0	2
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			50.0%	0.0%	50.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.250	.000	.250		.250	.000	.000	.000		.000	.250

Prepared by National Data & Surveying Services

Miller Ln & San Luis St

Peak Hour Turning Movement Count

ID: 17-08122-005
City: Los Banos

Day: Tuesday
Date: 11/28/2017

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	07:00 AM - 09:00 AM
NONE	NONE
04:45 PM - 05:45 PM	04:00 PM - 06:00 PM

Miller Ln — SOUTHBOUND

AM	101	58	69	0	275
NOON	0	0	0	0	0
PM	12	9	13	0	24

San Luis St — EASTBOUND

AM	NOON	PM	
261	0	143	⇦
0	0	0	↶ 0
136	0	7	↑ 0
129	0	190	→ 1
14	0	18	↳ 0

San Luis St — WESTBOUND

PM	NOON	AM	
13	0	90	0 ↰
110	0	148	1 ←
94	0	144	0 ↱
0	0	0	0 ↷
331	0	296	⇨

Miller Ln — NORTHBOUND

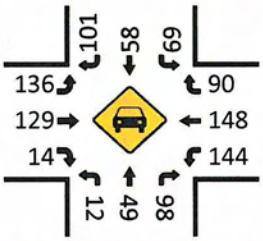
PM	121	0	21	4	128
NOON	0	0	0	0	0
AM	216	0	12	49	98

Turning movements (red): 0 1 0 0 (SB); 0 1 0 0 (WB); 0 0 1 0 (NB)

CONTROL: 4-Way Stop

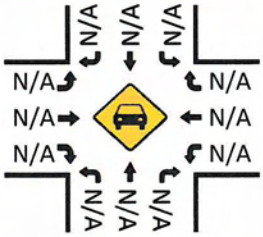
TEV	1048	0	619
	AM	NOON	PM
PHF	0.87		0.94

Total Vehicles (AM)

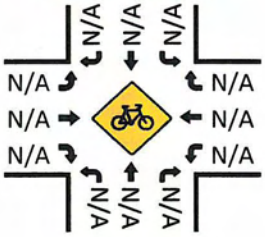


Bikes (AM)

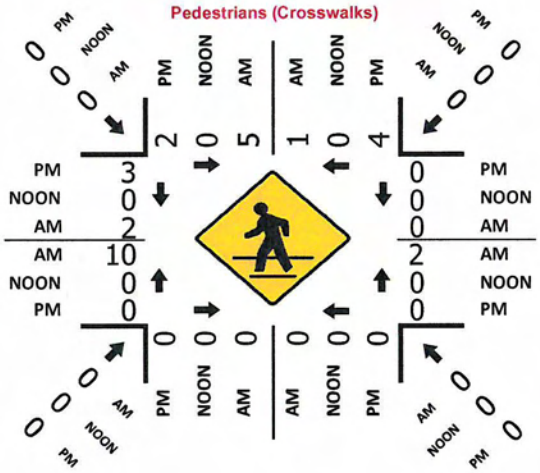
Total Vehicles (Noon)



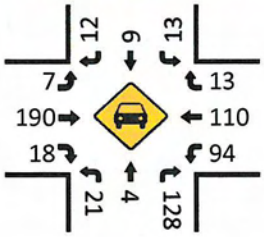
Bikes (NOON)



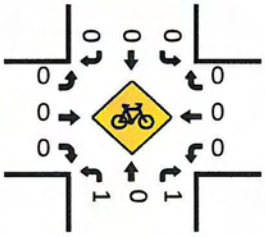
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

3515-01

File Name : 17-08122-006
Date : 11/28/2017

Unshifted Count = All Vehicles & Uturns

	SR 165 (Mercey Springs Rd) Southbound					San Luis St Westbound					SR 165 (Mercey Springs Rd) Northbound					San Luis St Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	14	131	0	0	145	25	0	12	0	37	0	65	6	0	71	0	0	0	0	0	253	0
7:15	20	157	0	0	177	29	0	27	0	56	0	71	21	0	92	0	0	0	0	0	325	0
7:30	27	191	0	0	218	38	0	22	0	60	0	100	23	0	123	0	0	0	0	0	401	0
7:45	46	165	0	0	211	26	0	32	0	58	0	121	49	0	170	0	0	0	0	0	439	0
Total	107	644	0	0	751	118	0	93	0	211	0	357	99	0	456	0	0	0	0	0	1418	0
8:00	46	127	0	0	173	24	0	38	0	62	2	108	45	0	155	0	0	0	0	0	390	0
8:15	48	85	0	0	133	21	0	32	0	53	0	69	36	0	105	0	0	0	0	0	291	0
8:30	10	87	1	0	98	25	0	21	0	46	0	74	16	0	90	0	0	1	0	1	235	0
8:45	7	111	1	0	119	19	0	12	0	31	0	56	14	0	70	0	0	0	0	0	220	0
Total	111	410	2	0	523	89	0	103	0	192	2	307	111	0	420	0	0	1	0	1	1136	0
16:00	15	129	0	0	144	17	0	16	0	33	0	136	36	0	172	0	0	0	0	0	349	0
16:15	13	119	0	0	132	26	0	19	0	45	0	135	20	0	155	0	0	0	0	0	332	0
16:30	26	149	0	0	175	21	0	16	0	37	0	146	39	0	185	0	0	1	0	1	398	0
16:45	16	146	0	0	162	22	0	31	0	53	0	142	51	0	193	0	0	0	0	0	408	0
Total	70	543	0	0	613	86	0	82	0	168	0	559	146	0	705	0	0	1	0	1	1487	0
17:00	24	122	0	0	146	21	1	25	0	47	0	159	50	0	209	0	0	1	0	1	403	0
17:15	21	146	0	0	167	23	0	17	0	40	0	153	29	0	182	0	1	0	0	1	390	0
17:30	17	119	0	0	136	14	0	12	0	26	0	147	33	0	180	0	0	0	0	0	342	0
17:45	15	119	0	1	135	25	0	23	0	48	0	121	35	0	156	0	0	0	0	0	339	1
Total	77	506	0	1	584	83	1	77	0	161	0	580	147	0	727	0	1	1	0	2	1474	1
Grand Total	365	2103	2	1	2471	376	1	355	0	732	2	1803	503	0	2308	0	1	3	0	4	5515	1
Apprch %	14.8%	85.1%	0.1%	0.0%		51.4%	0.1%	48.5%	0.0%		0.1%	78.1%	21.8%	0.0%		0.0%	25.0%	75.0%	0.0%			
Total %	6.6%	38.1%	0.0%	0.0%	44.8%	6.8%	0.0%	6.4%	0.0%	13.3%	0.0%	32.7%	9.1%	0.0%	41.8%	0.0%	0.0%	0.1%	0.0%	0.1%	100.0%	

AM PEAK HOUR	SR 165 (Mercey Springs Rd) Southbound					San Luis St Westbound					SR 165 (Mercey Springs Rd) Northbound					San Luis St Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	20	157	0	0	177	29	0	27	0	56	0	71	21	0	92	0	0	0	0	0	325
7:30	27	191	0	0	218	38	0	22	0	60	0	100	23	0	123	0	0	0	0	0	401
7:45	46	165	0	0	211	26	0	32	0	58	0	121	49	0	170	0	0	0	0	0	439
8:00	46	127	0	0	173	24	0	38	0	62	2	108	45	0	155	0	0	0	0	0	390
Total Volume	139	640	0	0	779	117	0	119	0	236	2	400	138	0	540	0	0	0	0	0	1555
% App Total	17.8%	82.2%	0.0%	0.0%		49.6%	0.0%	50.4%	0.0%		0.4%	74.1%	25.6%	0.0%		0.0%	0.0%	0.0%	0.0%		
PHF	.755	.838	.000	.000	.893	.770	.000	.783	.000	.952	.250	.826	.704	.000	.794	.000	.000	.000	.000	.000	.886

PM PEAK HOUR	SR 165 (Mercey Springs Rd) Southbound					San Luis St Westbound					SR 165 (Mercey Springs Rd) Northbound					San Luis St Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:30 to 17:30																					
Peak Hour For Entire Intersection Begins at 16:30																					
16:30	26	149	0	0	175	21	0	16	0	37	0	146	39	0	185	0	0	1	0	1	398
16:45	16	146	0	0	162	22	0	31	0	53	0	142	51	0	193	0	0	0	0	0	408
17:00	24	122	0	0	146	21	1	25	0	47	0	159	50	0	209	0	0	1	0	1	403
17:15	21	146	0	0	167	23	0	17	0	40	0	153	29	0	182	0	1	0	0	1	390
Total Volume	87	563	0	0	650	87	1	89	0	177	0	600	169	0	769	0	1	2	0	3	1599
% App Total	13.4%	86.6%	0.0%	0.0%		49.2%	0.6%	50.3%	0.0%		0.0%	78.0%	22.0%	0.0%		0.0%	33.3%	66.7%	0.0%		
PHF	.837	.945	.000	.000	.929	.946	.250	.718	.000	.835	.000	.943	.828	.000	.920	.000	.250	.500	.000	.750	.980

ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

File Name : 17-08122-006
Date : 11/28/2017

Bank 1 Count = Bikes & Peds

	SR 165 (Mercey Springs Rd) Southbound					San Luis St Westbound					SR 165 (Mercey Springs Rd) Northbound					San Luis St Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	3
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	1	4
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	2
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	3
16:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	1	1	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	1	1	3
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	1	0	0	1	0	0	0	8	0	0	0	0	0	0	0	1	0	4	1	2	12
Apprch %	0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%				
Total %	0.0%	50.0%	0.0%		50.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	50.0%	0.0%		50.0%	100.0%	

AM PEAK HOUR	SR 165 (Mercey Springs Rd) Southbound					San Luis St Westbound					SR 165 (Mercey Springs Rd) Northbound					San Luis St Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Total Volume	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1
% App Total	0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.250	.000		.250	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.250

PM PEAK HOUR	SR 165 (Mercey Springs Rd) Southbound					San Luis St Westbound					SR 165 (Mercey Springs Rd) Northbound					San Luis St Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 16:30 to 17:30																					
Peak Hour For Entire Intersection Begins at 16:30																					
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000

Prepared by National Data & Surveying Services

SR 165 (Mercey Springs Rd) & San Luis St

Peak Hour Turning Movement Count

ID: 17-08122-006
City: Los Banos

Day: Tuesday
Date: 11/28/2017

PEAK HOURS

07:15 AM - 08:15 AM
NONE
04:30 PM - 05:30 PM

COUNT PERIODS

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

SR 165 (Mercey Springs Rd) — SOUTHBOUND

AM	0	640	139	0	519	AM
NOON	0	0	0	0	0	NOON
PM	0	563	87	0	689	PM

San Luis St — EASTBOUND

AM	NOON	PM	
2	0	1	⇦
0	0	0	↶ 0
0	0	0	↱ 0
0	0	1	→ 1
0	0	2	↳ 0
AM	NOON	PM	

San Luis St — WESTBOUND

PM	NOON	AM	
89	0	119	0 ↰
1	0	0	1 ←
87	0	117	0 ↰
0	0	0	0 ↶
257	0	277	⇨
PM	NOON	AM	

CONTROL

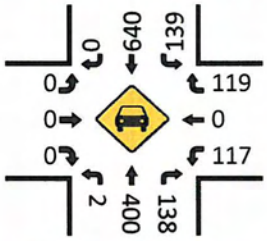
1-Way Stop(WB)

TEV	1555	0	1599
	AM	NOON	PM
PHF	0.89		0.98

SR 165 (Mercey Springs Rd) — NORTHBOUND

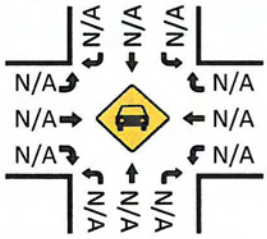
PM	652	0	0	600	169	PM
NOON	0	0	0	0	0	NOON
AM	757	0	2	400	138	AM

Total Vehicles (AM)

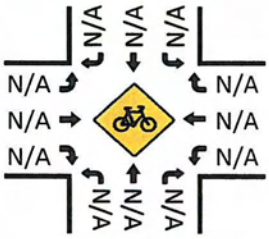


Bikes (AM)

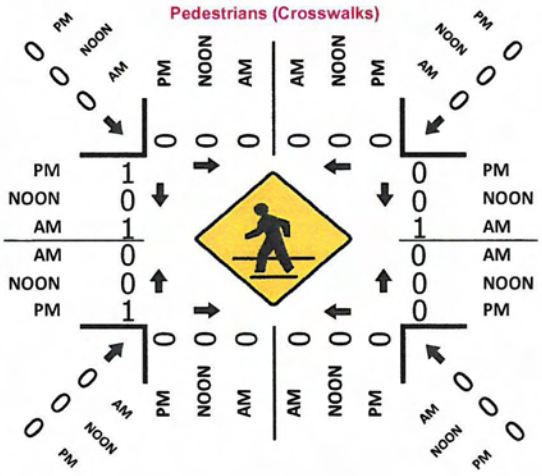
Total Vehicles (Noon)



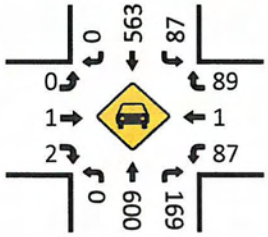
Bikes (NOON)



Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)

ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

3515-01

File Name : 17-08122-007
Date : 11/28/2017

Unshifted Count = All Vehicles & Uturns

	Miller Ln Southbound					SR 152 (Pacheco Blvd) Westbound					Miller Ln Northbound					SR 152 (Pacheco Blvd) Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	6	0	23	0	29	0	182	3	0	185	0	0	0	0	0	3	115	0	0	118	332	0
7:15	16	0	38	0	54	0	238	3	0	241	0	0	0	0	0	9	145	0	0	154	449	0
7:30	14	0	52	0	66	0	272	5	0	277	1	0	0	0	1	13	158	1	0	172	516	0
7:45	22	0	44	0	66	0	285	6	0	291	0	1	0	0	1	41	180	0	0	221	579	0
Total	58	0	157	0	215	0	977	17	0	994	1	1	0	0	2	66	598	1	0	665	1876	0
8:00	18	0	41	0	59	0	211	15	0	226	1	0	0	0	1	29	179	1	0	209	495	0
8:15	17	0	36	0	53	0	186	11	0	197	0	0	0	0	0	12	150	0	0	162	412	0
8:30	14	0	21	0	35	1	168	5	0	174	0	0	0	0	0	5	155	0	0	160	369	0
8:45	8	0	12	0	20	0	200	5	0	205	0	0	0	0	0	13	143	1	0	157	382	0
Total	57	0	110	0	167	1	765	36	0	802	1	0	0	0	1	59	627	2	0	688	1658	0
16:00	12	0	20	0	32	1	218	12	0	231	3	0	1	0	4	23	261	0	0	284	551	0
16:15	14	0	24	0	38	0	214	11	0	225	0	0	0	0	0	20	303	0	0	323	586	0
16:30	19	1	30	0	50	0	187	11	0	198	1	0	0	0	1	28	287	0	0	315	564	0
16:45	19	0	22	0	41	0	191	12	0	203	0	0	0	0	0	28	293	0	0	321	565	0
Total	64	1	96	0	161	1	810	46	0	857	4	0	1	0	5	99	1144	0	0	1243	2266	0
17:00	22	1	17	0	40	0	180	16	0	196	0	0	0	0	0	30	287	0	0	317	553	0
17:15	12	1	16	0	29	0	184	8	0	192	0	0	1	0	1	25	295	0	0	320	542	0
17:30	12	0	28	0	40	1	228	8	0	237	0	0	0	0	0	24	281	0	0	305	582	0
17:45	12	1	16	0	29	0	184	8	0	192	0	0	1	0	1	25	294	0	0	319	541	0
Total	58	3	77	0	138	1	776	40	0	817	0	0	2	0	2	104	1157	0	0	1261	2218	0
Grand Total	237	4	440	0	681	3	3328	139	0	3470	6	1	3	0	10	328	3526	3	0	3857	8018	0
Apprch %	34.8%	0.6%	64.6%	0.0%		0.1%	95.9%	4.0%	0.0%		60.0%	10.0%	30.0%	0.0%		8.5%	91.4%	0.1%	0.0%			
Total %	3.0%	0.0%	5.5%	0.0%	8.5%	0.0%	41.5%	1.7%	0.0%	43.3%	0.1%	0.0%	0.0%	0.0%	0.1%	4.1%	44.0%	0.0%	0.0%	48.1%	100.0%	

AM PEAK HOUR	Miller Ln Southbound					SR 152 (Pacheco Blvd) Westbound					Miller Ln Northbound					SR 152 (Pacheco Blvd) Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	16	0	38	0	54	0	238	3	0	241	0	0	0	0	0	9	145	0	0	154	449
7:30	14	0	52	0	66	0	272	5	0	277	1	0	0	0	1	13	158	1	0	172	516
7:45	22	0	44	0	66	0	285	6	0	291	0	1	0	0	1	41	180	0	0	221	579
8:00	18	0	41	0	59	0	211	15	0	226	1	0	0	0	1	29	179	1	0	209	495
Total Volume	70	0	175	0	245	0	1006	29	0	1035	2	1	0	0	3	92	662	2	0	756	2039
% App Total	28.6%	0.0%	71.4%	0.0%		0.0%	97.2%	2.8%	0.0%		66.7%	33.3%	0.0%	0.0%		12.2%	87.6%	0.3%	0.0%		
PHF	.795	.000	.841	.000	.928	.000	.882	.483	.000	.889	.500	.250	.000	.000	.750	.561	.919	.500	.000	.855	.880

PM PEAK HOUR	Miller Ln Southbound					SR 152 (Pacheco Blvd) Westbound					Miller Ln Northbound					SR 152 (Pacheco Blvd) Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:15 to 17:15																					
Peak Hour For Entire Intersection Begins at 16:15																					
16:15	14	0	24	0	38	0	214	11	0	225	0	0	0	0	0	20	303	0	0	323	586
16:30	19	1	30	0	50	0	187	11	0	198	1	0	0	0	1	28	287	0	0	315	564
16:45	19	0	22	0	41	0	191	12	0	203	0	0	0	0	0	28	293	0	0	321	565
17:00	22	1	17	0	40	0	180	16	0	196	0	0	0	0	0	30	287	0	0	317	553
Total Volume	74	2	93	0	169	0	772	50	0	822	1	0	0	0	1	106	1170	0	0	1276	2268
% App Total	43.8%	1.2%	55.0%	0.0%		0.0%	93.9%	6.1%	0.0%		100.0%	0.0%	0.0%	0.0%		8.3%	91.7%	0.0%	0.0%		
PHF	.841	.500	.775	.000	.845	.000	.902	.781	.000	.913	.250	.000	.000	.000	.250	.883	.965	.000	.000	.988	.968

ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

File Name : 17-08122-007
Date : 11/28/2017

Bank 1 Count = Bikes & Peds

	Miller Ln Southbound					SR 152 (Pacheco Blvd) Westbound					Miller Ln Northbound					SR 152 (Pacheco Blvd) Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	0
7:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	8
Total	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	3	0	5	3	3	10
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
16:15	0	0	0	0	0	0	1	0	0	1	0	0	0	3	0	0	0	0	3	0	1	6
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	0	0	1	0	0	1	0	0	0	3	0	0	0	0	4	0	1	8
17:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4	1
Grand Total	0	0	1	7	1	0	1	0	0	1	0	0	0	7	0	0	6	0	10	6	8	24
Apprch %	0.0%	0.0%	100.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%				
Total %	0.0%	0.0%	12.5%		12.5%	0.0%	12.5%	0.0%		12.5%	0.0%	0.0%	0.0%		0.0%	0.0%	75.0%	0.0%		75.0%	100.0%	

AM PEAK HOUR	Miller Ln Southbound					SR 152 (Pacheco Blvd) Westbound					Miller Ln Northbound					SR 152 (Pacheco Blvd) Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Total Volume	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	6	0	0
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000

PM PEAK HOUR	Miller Ln Southbound					SR 152 (Pacheco Blvd) Westbound					Miller Ln Northbound					SR 152 (Pacheco Blvd) Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 16:15 to 17:15																					
Peak Hour For Entire Intersection Begins at 16:15																					
16:15	0	0	0	0	0	0	1	0	0	1	0	0	0	3	0	0	0	0	3	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	2	0	0	1	0	0	1	0	0	0	3	0	0	0	0	3	0	1
% App Total	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.250	.000		.250	.000	.000	.000		.000	.000	.000	.000		.000	.250

Prepared by National Data & Surveying Services

Miller Ln & SR 152 (Pacheco Blvd)

Peak Hour Turning Movement Count

ID: 17-08122-007
City: Los Banos

Day: Tuesday
Date: 11/28/2017

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	07:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	04:00 PM - 06:00 PM

Miller Ln — SOUTHBOUND

AM	175	0	70	0	122
NOON	0	0	0	0	0
PM	93	2	74	0	156

SR 152 (Pacheco Blvd) — EASTBOUND

	AM	NOON	PM
	1183	0	866
0	0	0	0
1	92	0	106
2	662	0	1170
0	2	0	0

SR 152 (Pacheco Blvd) — WESTBOUND

	PM	NOON	AM
0	50	0	29
2	772	0	1006
1	0	0	0
0	0	0	0
	1244	0	732

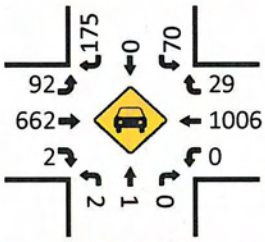
Miller Ln — NORTHBOUND

PM	2	0	1	0	0
NOON	0	0	0	0	0
AM	2	0	2	1	0

0	1	0	0	
0	0	1	0	

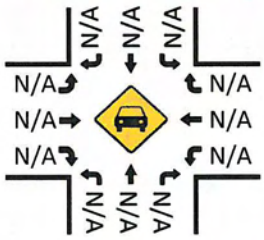
CONTROL			
Signalized			
TEV	2039 AM	0 NOON	2268 PM
PHF	0.88		0.97

Total Vehicles (AM)

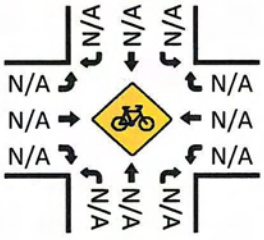


Bikes (AM)

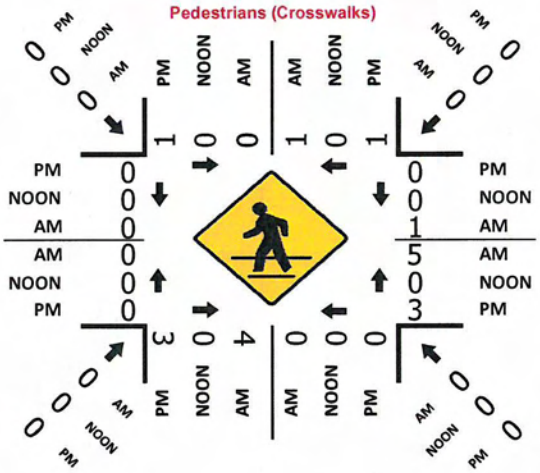
Total Vehicles (Noon)



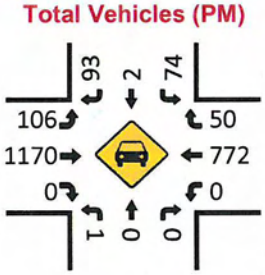
Bikes (NOON)



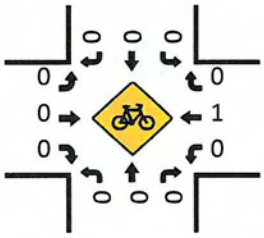
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

3515-01

File Name : 17-08122-008
Date : 11/28/2017

Unshifted Count = All Vehicles & Uturns

	Nickel St Southbound					SR 152 Westbound					Nickel St Northbound					SR 152 Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	0	0	2	0	2	0	203	1	0	204	0	0	0	0	0	0	115	0	0	115	321	0
7:15	0	0	2	0	2	0	254	3	0	257	0	0	0	0	0	0	135	0	0	135	394	0
7:30	0	0	12	0	12	0	266	0	0	266	0	0	0	0	0	0	186	0	0	186	464	0
7:45	0	0	9	0	9	0	324	5	0	329	0	0	0	0	0	0	210	0	0	210	548	0
Total	0	0	25	0	25	0	1047	9	0	1056	0	0	0	0	0	0	646	0	0	646	1727	0
8:00	0	0	7	0	7	0	218	6	0	224	0	0	0	0	0	0	220	0	0	220	451	0
8:15	0	0	6	0	6	0	186	3	0	189	0	0	0	0	0	0	164	0	0	164	359	0
8:30	0	0	4	0	4	0	175	11	0	186	0	0	0	0	0	0	144	0	0	144	334	0
8:45	0	0	2	0	2	0	198	4	0	202	0	0	0	0	0	0	145	0	0	145	349	0
Total	0	0	19	0	19	0	777	24	0	801	0	0	0	0	0	0	673	0	0	673	1493	0
16:00	0	0	3	0	3	0	220	11	0	231	0	0	0	0	0	0	286	0	0	286	520	0
16:15	0	0	13	0	13	0	197	7	0	204	0	0	0	0	0	0	289	0	0	289	506	0
16:30	0	0	8	0	8	0	212	9	0	221	0	0	0	0	0	0	296	0	0	296	525	0
16:45	0	0	8	0	8	0	196	6	0	202	0	0	0	0	0	0	309	0	0	309	519	0
Total	0	0	32	0	32	0	825	33	0	858	0	0	0	0	0	0	1180	0	0	1180	2070	0
17:00	0	0	3	0	3	0	224	11	0	235	0	0	0	0	0	0	306	0	0	306	544	0
17:15	0	0	2	0	2	0	198	10	0	208	0	0	0	0	0	0	303	0	0	303	513	0
17:30	0	0	4	0	4	0	189	7	0	196	0	0	0	0	0	0	298	0	0	298	498	0
17:45	0	0	3	0	3	0	190	4	0	194	0	0	0	0	0	0	263	0	0	263	460	0
Total	0	0	12	0	12	0	801	32	0	833	0	0	0	0	0	0	1170	0	0	1170	2015	0
Grand Total	0	0	88	0	88	0	3450	98	0	3548	0	0	0	0	0	0	3669	0	0	3669	7305	0
Apprch %	0.0%	0.0%	100.0%	0.0%		0.0%	97.2%	2.8%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%			
Total %	0.0%	0.0%	1.2%	0.0%	1.2%	0.0%	47.2%	1.3%	0.0%	48.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.2%	0.0%	0.0%	50.2%	100.0%	

AM PEAK HOUR	Nickel St Southbound					SR 152 Westbound					Nickel St Northbound					SR 152 Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	0	0	2	0	2	0	254	3	0	257	0	0	0	0	0	0	135	0	0	135	394
7:30	0	0	12	0	12	0	266	0	0	266	0	0	0	0	0	0	186	0	0	186	464
7:45	0	0	9	0	9	0	324	5	0	329	0	0	0	0	0	0	210	0	0	210	548
8:00	0	0	7	0	7	0	218	6	0	224	0	0	0	0	0	0	220	0	0	220	451
Total Volume	0	0	30	0	30	0	1062	14	0	1076	0	0	0	0	0	0	751	0	0	751	1857
% App Total	0.0%	0.0%	100.0%	0.0%		0.0%	98.7%	1.3%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		
PHF	.000	.000	.625	.000	.625	.000	.819	.583	.000	.818	.000	.000	.000	.000	.000	.000	.853	.000	.000	.853	.847

PM PEAK HOUR	Nickel St Southbound					SR 152 Westbound					Nickel St Northbound					SR 152 Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:30 to 17:30																					
Peak Hour For Entire Intersection Begins at 16:30																					
16:30	0	0	8	0	8	0	212	9	0	221	0	0	0	0	0	0	296	0	0	296	525
16:45	0	0	8	0	8	0	196	6	0	202	0	0	0	0	0	0	309	0	0	309	519
17:00	0	0	3	0	3	0	224	11	0	235	0	0	0	0	0	0	306	0	0	306	544
17:15	0	0	2	0	2	0	198	10	0	208	0	0	0	0	0	0	303	0	0	303	513
Total Volume	0	0	21	0	21	0	830	36	0	866	0	0	0	0	0	0	1214	0	0	1214	2101
% App Total	0.0%	0.0%	100.0%	0.0%		0.0%	95.8%	4.2%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		
PHF	.000	.000	.656	.000	.656	.000	.926	.818	.000	.921	.000	.000	.000	.000	.000	.000	.982	.000	.000	.982	.966

ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

File Name : 17-08122-008
Date : 11/28/2017

Bank 1 Count = Bikes & Peds

	Nickel St Southbound					SR 152 Westbound					Nickel St Northbound					SR 152 Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	1	3
Total	0	0	0	3	0	0	2	0	0	2	0	0	0	0	0	0	1	0	1	1	3	4
16:00	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
16:15	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	1
16:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
16:45	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
Total	0	1	1	8	2	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	6	8
17:00	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
17:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:45	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Grand Total	0	1	1	23	2	0	4	0	0	4	0	0	0	0	0	0	3	0	1	3	9	24
Apprch %	0.0%	50.0%	50.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%				
Total %	0.0%	11.1%	11.1%		22.2%	0.0%	44.4%	0.0%		44.4%	0.0%	0.0%	0.0%		0.0%	0.0%	33.3%	0.0%		33.3%	100.0%	

AM PEAK HOUR	Nickel St Southbound					SR 152 Westbound					Nickel St Northbound					SR 152 Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% App Total	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.250	.000		.250	.000	.000	.000		.000	.000	.000	.000		.000	.250

PM PEAK HOUR	Nickel St Southbound					SR 152 Westbound					Nickel St Northbound					SR 152 Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 16:30 to 17:30																					
Peak Hour For Entire Intersection Begins at 16:30																					
16:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:45	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:00	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	8	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
% App Total	0.0%	0.0%	100.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.250		.250	.000	.250	.000		.250	.000	.000	.000		.000	.000	.000	.000		.000	.500

Prepared by National Data & Surveying Services

Nickel St & SR 152

Peak Hour Turning Movement Count

ID: 17-08122-008
City: Los Banos

Day: Tuesday
Date: 11/28/2017

PEAK HOURS

07:15 AM - 08:15 AM
NONE
04:30 PM - 05:30 PM

COUNT PERIODS

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

Nickel St — SOUTHBOUND

AM	30	0	0	0	14	AM
NOON	0	0	0	0	0	NOON
PM	21	0	0	0	36	PM

SR 152 — EASTBOUND

AM	NOON	PM	
1092	0	851	
0	0	0	0
0	0	0	0
751	0	1214	3
0	0	0	0
AM	NOON	PM	

SR 152 — WESTBOUND

PM	NOON	AM	
36	0	14	1
830	0	1062	3
0	0	0	0
0	0	0	0
1214	0	751	
PM	NOON	AM	

Nickel St — NORTHBOUND

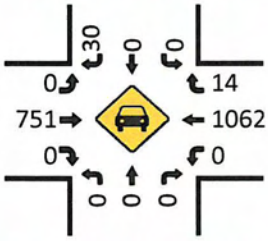
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

CONTROL

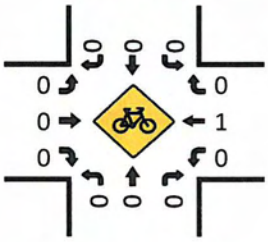
1-Way Stop(SB)

TEV	1857 AM	0 NOON	2101 PM
PHF	0.85		0.97

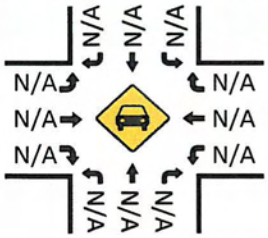
Total Vehicles (AM)



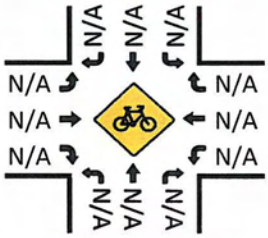
Bikes (AM)



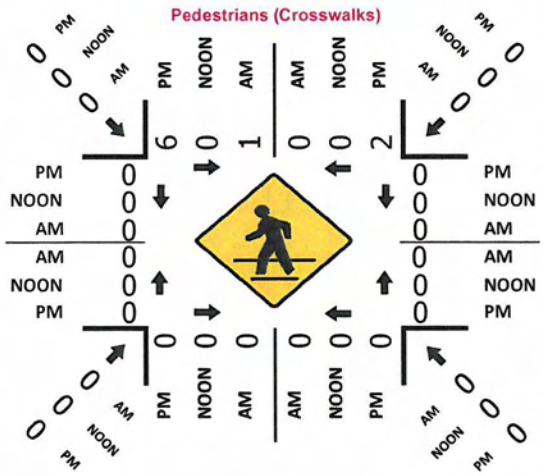
Total Vehicles (Noon)



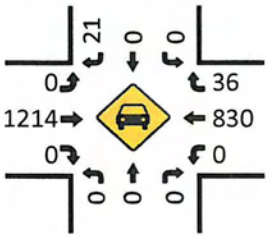
Bikes (NOON)



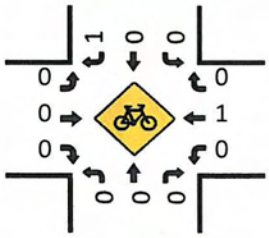
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

3515-01

File Name : 17-08122-009
Date : 11/28/2017

Unshifted Count = All Vehicles & Uturns

	SR 165 Southbound					B St Westbound					SR 165 Northbound					B St Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	12	110	13	0	135	27	14	13	0	54	3	64	8	0	75	7	10	7	0	24	288	0
7:15	12	121	19	0	152	35	29	21	0	85	10	66	9	0	85	13	22	9	0	44	366	0
7:30	30	150	47	0	227	43	53	22	0	118	17	80	18	0	115	25	45	24	0	94	554	0
7:45	19	140	52	0	211	40	61	23	0	124	21	83	18	0	122	33	42	32	0	107	564	0
Total	73	521	131	0	725	145	157	79	0	381	51	293	53	0	397	78	119	72	0	269	1772	0
8:00	9	119	11	0	139	14	18	20	0	52	12	116	10	0	138	42	43	25	0	110	439	0
8:15	5	100	10	0	115	5	26	12	0	43	8	72	5	0	85	13	9	15	0	37	280	0
8:30	4	73	6	0	83	16	11	8	0	35	6	67	4	0	77	17	8	7	0	32	227	0
8:45	4	100	8	0	112	13	12	6	0	31	1	53	6	0	60	9	11	5	0	25	228	0
Total	22	392	35	0	449	48	67	46	0	161	27	308	25	0	360	81	71	52	0	204	1174	0
Grand Total	95	913	166	0	1174	193	224	125	0	542	78	601	78	0	757	159	190	124	0	473	2946	0
Apprch %	8.1%	77.8%	14.1%	0.0%		35.6%	41.3%	23.1%	0.0%		10.3%	79.4%	10.3%	0.0%		33.6%	40.2%	26.2%	0.0%			
Total %	3.2%	31.0%	5.6%	0.0%	39.9%	6.6%	7.6%	4.2%	0.0%	18.4%	2.6%	20.4%	2.6%	0.0%	25.7%	5.4%	6.4%	4.2%	0.0%	16.1%	100.0%	

AM PEAK HOUR	SR 165 Southbound					B St Westbound					SR 165 Northbound					B St Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	12	121	19	0	152	35	29	21	0	85	10	66	9	0	85	13	22	9	0	44	366
7:30	30	150	47	0	227	43	53	22	0	118	17	80	18	0	115	25	45	24	0	94	554
7:45	19	140	52	0	211	40	61	23	0	124	21	83	18	0	122	33	42	32	0	107	564
8:00	9	119	11	0	139	14	18	20	0	52	12	116	10	0	138	42	43	25	0	110	439
Total Volume	70	530	129	0	729	132	161	86	0	379	60	345	55	0	460	113	152	90	0	355	1923
% App Total	9.6%	72.7%	17.7%	0.0%		34.8%	42.5%	22.7%	0.0%		13.0%	75.0%	12.0%	0.0%		31.8%	42.8%	25.4%	0.0%		
PHF	.583	.883	.620	.000	.803	.767	.660	.935	.000	.764	.714	.744	.764	.000	.833	.673	.844	.703	.000	.807	.852

ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

File Name : 17-08122-009
Date : 11/28/2017

Bank 1 Count = Bikes & Peds

	SR 165 Southbound					B St Westbound					SR 165 Northbound					B St Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	3
7:15	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	3	0	2	3	3	6
7:30	1	0	0	3	1	0	0	0	0	0	0	0	0	2	0	0	1	1	0	2	3	5
7:45	0	0	0	3	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	6
Total	1	0	0	6	1	0	0	0	4	0	0	0	0	7	0	0	4	1	3	5	6	20
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
8:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	1	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	1	5
Grand Total	1	1	0	7	2	0	0	0	6	0	0	0	0	9	0	0	4	1	3	5	7	25
Apprch %	50.0%	50.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	80.0%	20.0%				
Total %	14.3%	14.3%	0.0%		28.6%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	57.1%	14.3%		71.4%	100.0%	

AM PEAK HOUR	SR 165 Southbound					B St Westbound					SR 165 Northbound					B St Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	3	0	2	3	3
7:30	1	0	0	3	1	0	0	0	0	0	0	0	0	2	0	0	1	1	0	2	3
7:45	0	0	0	3	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Total Volume	1	0	0	6	1	0	0	0	2	0	0	0	0	7	0	0	4	1	3	5	6
% App Total	100.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	80.0%	20.0%			
PHF	.250	.000	.000		.250	.000	.000	.000		.000	.000	.000	.000		.000	.000	.333	.250		.417	.500

Prepared by National Data & Surveying Services

SR 165 & B St

Peak Hour Turning Movement Count

ID: 17-08122-009
City: Los Banos

Day: Tuesday
Date: 11/28/2017

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	07:00 AM - 09:00 AM
NONE	NONE
NONE	NONE

SR 165 — SOUTHBOUND

AM	129	530	70	0	544	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

B St — EASTBOUND

AM	NOON	PM	
350	0	0	⇦
0	0	0	↶ 0
113	0	0	↱ 1
152	0	0	→ 1
90	0	0	↳ 0
AM	NOON	PM	

B St — WESTBOUND

PM	NOON	AM	
0	0	86	0.5 ↰
0	0	161	0.5 ←
0	0	132	1 ↰
0	0	0	0 ↶
0	0	277	⇨
PM	NOON	AM	

↲ 0	↓ 1	↳ 1	↳ 0
↰ 0	← 1	↑ 1	↱ 0

CONTROL

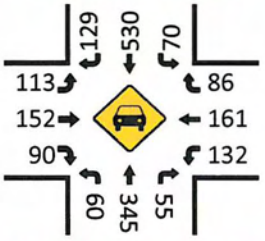
Signalized

TEV	1923	0	0
	AM	NOON	PM
PHF	0.85		

SR 165 — NORTHBOUND

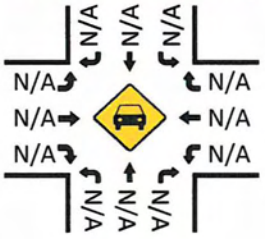
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	752	0	60	345	55	AM

Total Vehicles (AM)

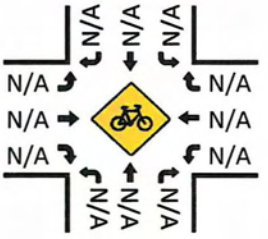


Bikes (AM)

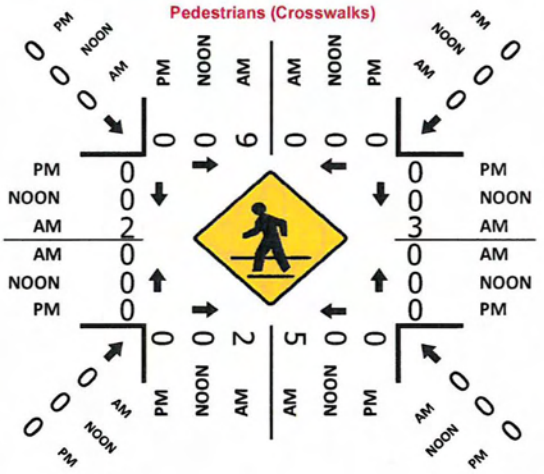
Total Vehicles (Noon)



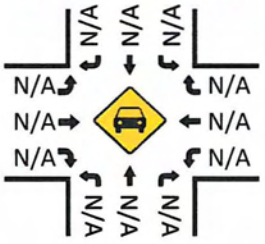
Bikes (NOON)



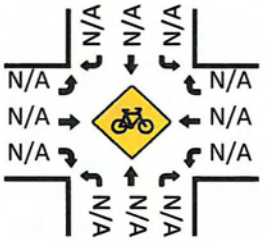
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

3515-01

File Name : 17-08122-010
Date : 11/28/2017

Unshifted Count = All Vehicles & Uturns

	SR 165 Southbound					Willmott Rd Westbound					SR 165 Northbound					Willmott Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	5	107	5	0	117	0	0	1	0	1	10	72	0	0	82	2	1	22	0	25	225	0
7:15	3	145	23	0	171	0	1	5	0	6	17	80	0	0	97	1	5	16	0	22	296	0
7:30	13	189	38	0	240	0	4	5	0	9	26	93	0	0	119	6	7	42	0	55	423	0
7:45	12	180	48	0	240	0	3	7	0	10	23	115	1	0	139	5	4	27	0	36	425	0
Total	33	621	114	0	768	0	8	18	0	26	76	360	1	0	437	14	17	107	0	138	1369	0
8:00	4	100	18	0	122	1	1	4	0	6	24	155	1	0	180	2	3	27	0	32	340	0
8:15	5	92	9	0	106	0	0	0	0	0	20	80	0	0	100	6	1	23	0	30	236	0
8:30	3	70	7	0	80	0	1	1	0	2	11	76	2	0	89	6	1	11	0	18	189	0
8:45	5	96	8	0	109	0	2	2	0	4	11	58	2	0	71	3	3	15	0	21	205	0
Total	17	358	42	0	417	1	4	7	0	12	66	369	5	0	440	17	8	76	0	101	970	0
Grand Total	50	979	156	0	1185	1	12	25	0	38	142	729	6	0	877	31	25	183	0	239	2339	0
Apprch %	4.2%	82.6%	13.2%	0.0%		2.6%	31.6%	65.8%	0.0%		16.2%	83.1%	0.7%	0.0%		13.0%	10.5%	76.6%	0.0%			
Total %	2.1%	41.9%	6.7%	0.0%	50.7%	0.0%	0.5%	1.1%	0.0%	1.6%	6.1%	31.2%	0.3%	0.0%	37.5%	1.3%	1.1%	7.8%	0.0%	10.2%	100.0%	

AM PEAK HOUR	SR 165 Southbound					Willmott Rd Westbound					SR 165 Northbound					Willmott Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	3	145	23	0	171	0	1	5	0	6	17	80	0	0	97	1	5	16	0	22	296
7:30	13	189	38	0	240	0	4	5	0	9	26	93	0	0	119	6	7	42	0	55	423
7:45	12	180	48	0	240	0	3	7	0	10	23	115	1	0	139	5	4	27	0	36	425
8:00	4	100	18	0	122	1	1	4	0	6	24	155	1	0	180	2	3	27	0	32	340
Total Volume	32	614	127	0	773	1	9	21	0	31	90	443	2	0	535	14	19	112	0	145	1484
% App Total	4.1%	79.4%	16.4%	0.0%		3.2%	29.0%	67.7%	0.0%		16.8%	82.8%	0.4%	0.0%		9.7%	13.1%	77.2%	0.0%		
PHF	.615	.812	.661	.000	.805	.250	.563	.750	.000	.775	.865	.715	.500	.000	.743	.583	.679	.667	.000	.659	.873

ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

File Name : 17-08122-010
Date : 11/28/2017

Bank 1 Count = Bikes & Peds

	SR 165 Southbound					Willmott Rd Westbound					SR 165 Northbound					Willmott Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
7:30	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	3	1
7:45	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
Total	0	2	1	0	3	0	0	0	3	0	0	0	0	1	0	0	1	0	1	1	4	5
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Grand Total	0	3	1	1	4	0	0	0	3	0	0	0	0	1	0	0	1	0	1	1	5	6
Apprch %	0.0%	75.0%	25.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%				
Total %	0.0%	60.0%	20.0%		80.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	20.0%	0.0%		20.0%	100.0%	

AM PEAK HOUR	SR 165 Southbound					Willmott Rd Westbound					SR 165 Northbound					Willmott Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:30	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	3
7:45	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	1	0	3	0	0	0	2	0	0	0	0	1	0	0	1	0	1	1	4
% App Total	0.0%	66.7%	33.3%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.000	.250	.250		.375	.000	.000	.000		.000	.000	.000	.000		.000	.000	.250	.000		.250	.333

Prepared by National Data & Surveying Services

SR 165 & Willmott Rd

Peak Hour Turning Movement Count

ID: 17-08122-010
City: Los Banos

Day: Tuesday
Date: 11/28/2017

PEAK HOURS		COUNT PERIODS
AM	07:15 AM - 08:15 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	NONE	NONE

SR 165 SOUTHBOUND

	Right	Through	Left	U-Turn	Departing (Northbound leg)
AM	127	614	32	0	478
NOON	0	0	0	0	0
PM	0	0	0	0	0
Lanes	0	1	1	0	

Willmott Rd EASTBOUND

	AM	NOON	PM	Lanes
Departing	226	0	0	
U-Turn	0	0	0	0
Left	14	0	0	0
Through	19	0	0	1
Right	112	0	0	0

Willmott Rd WESTBOUND

	PM	NOON	AM	Lanes
Right	0	0	21	1
Through	0	0	9	1
Left	0	0	1	1
U-Turn	0	0	0	0
Departing	0	0	53	

SR 165 NORTHBOUND

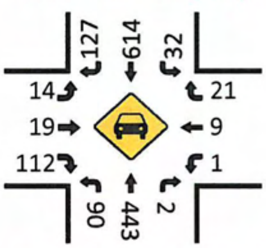
	Departing	U-Turn	Left	Through	Right
Lanes		0	1	2	0
PM	0	0	0	0	0
NOON	0	0	0	0	0
AM	727	0	90	443	2

CONTROL

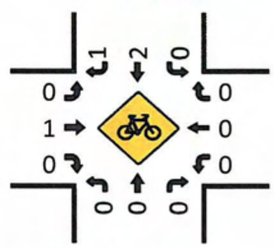
2-Way Stop(EB/WB)

	AM	NOON	PM
TEV	1484	0	0
PHF	0.87		

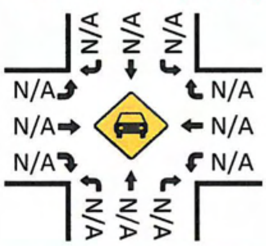
Total Vehicles (AM)



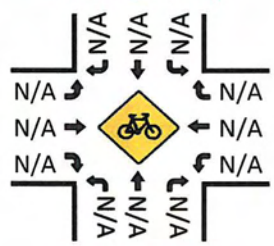
Bikes (AM)



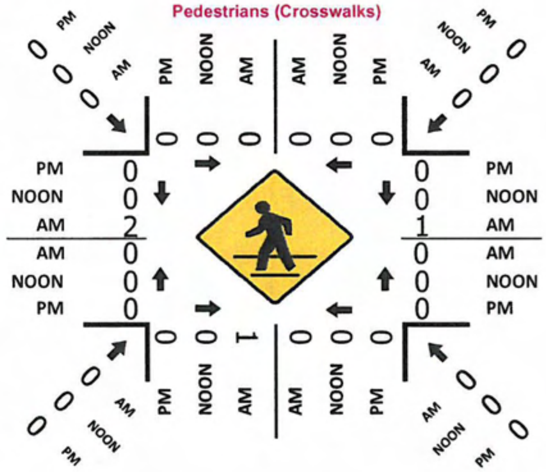
Total Vehicles (Noon)



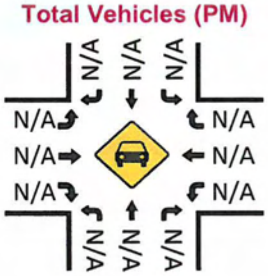
Bikes (NOON)



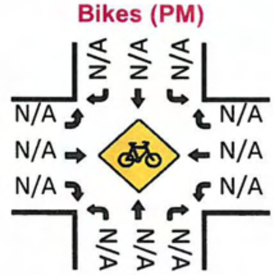
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

3515-01

File Name : 17-08122-011
Date : 11/28/2017

Unshifted Count = All Vehicles & Uturns

	Place Rd Southbound					Palermo Dr Westbound					Place Rd Northbound					Palermo Dr Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	23	13	0	0	36	12	0	25	0	37	0	20	4	0	24	0	0	0	0	0	97	0
7:15	54	38	0	0	92	13	0	23	1	37	0	18	5	0	23	0	0	0	0	0	152	1
7:30	135	55	0	0	190	7	0	86	0	93	0	27	17	0	44	0	0	0	0	0	327	0
7:45	79	80	0	0	159	14	0	98	0	112	0	41	17	0	58	0	0	0	0	0	329	0
Total	291	186	0	0	477	46	0	232	1	279	0	106	43	0	149	0	0	0	0	0	905	1
8:00	11	44	0	0	55	7	0	38	0	45	0	39	9	0	48	0	0	0	0	0	148	0
8:15	8	48	0	0	56	10	0	14	0	24	0	34	4	0	38	0	0	0	0	0	118	0
8:30	4	16	0	0	20	3	0	9	0	12	0	33	5	0	38	0	0	0	0	0	70	0
8:45	6	15	0	0	21	8	0	4	0	12	0	12	3	0	15	0	0	0	0	0	48	0
Total	29	123	0	0	152	28	0	65	0	93	0	118	21	0	139	0	0	0	0	0	384	0
Grand Total	320	309	0	0	629	74	0	297	1	372	0	224	64	0	288	0	0	0	0	0	1289	1
Apprch %	50.9%	49.1%	0.0%	0.0%		19.9%	0.0%	79.8%	0.3%		0.0%	77.8%	22.2%	0.0%		0.0%	0.0%	0.0%	0.0%			
Total %	24.8%	24.0%	0.0%	0.0%	48.8%	5.7%	0.0%	23.0%	0.1%	28.9%	0.0%	17.4%	5.0%	0.0%	22.3%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	

AM PEAK HOUR	Place Rd Southbound					Palermo Dr Westbound					Place Rd Northbound					Palermo Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	54	38	0	0	92	13	0	23	1	37	0	18	5	0	23	0	0	0	0	0	152
7:30	135	55	0	0	190	7	0	86	0	93	0	27	17	0	44	0	0	0	0	0	327
7:45	79	80	0	0	159	14	0	98	0	112	0	41	17	0	58	0	0	0	0	0	329
8:00	11	44	0	0	55	7	0	38	0	45	0	39	9	0	48	0	0	0	0	0	148
Total Volume	279	217	0	0	496	41	0	245	1	287	0	125	48	0	173	0	0	0	0	0	956
% App Total	56.3%	43.8%	0.0%	0.0%		14.3%	0.0%	85.4%	0.3%		0.0%	72.3%	27.7%	0.0%		0.0%	0.0%	0.0%	0.0%		
PHF	.517	.678	.000	.000	.653	.732	.000	.625	.250	.641	.000	.762	.706	.000	.746	.000	.000	.000	.000	.000	.726

ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

File Name : 17-08122-011
Date : 11/28/2017

Bank 1 Count = Bikes & Peds

	Place Rd Southbound					Palermo Dr Westbound					Place Rd Northbound					Palermo Dr Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:15	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	2	2
7:30	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	1	0	1	1	2	4
7:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	3
Total	3	2	0	0	5	1	0	0	0	1	0	0	0	3	0	0	1	0	6	1	7	9
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2
8:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	2
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	5	0	1	6
Grand Total	3	3	0	0	6	1	0	0	0	1	0	0	0	4	0	0	1	0	11	1	8	15
Apprch %	50.0%	50.0%	0.0%			100.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%				
Total %	37.5%	37.5%	0.0%		75.0%	12.5%	0.0%	0.0%		12.5%	0.0%	0.0%	0.0%		0.0%	0.0%	12.5%	0.0%		12.5%	100.0%	

AM PEAK HOUR	Place Rd Southbound					Palermo Dr Westbound					Place Rd Northbound					Palermo Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	2
7:30	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	1	0	1	1	2
7:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Total Volume	1	2	0	0	3	1	0	0	0	1	0	0	0	3	0	0	1	0	8	1	5
% App Total	33.3%	66.7%	0.0%			100.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.250	.500	.000		.750	.250	.000	.000		.250	.000	.000	.000		.000	.000	.250	.000		.250	.625

Prepared by National Data & Surveying Services

Place Rd & Palermo Dr

Peak Hour Turning Movement Count

ID: 17-08122-011
City: Los Banos

Day: Tuesday
Date: 11/28/2017

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	07:00 AM - 09:00 AM
NONE	NONE
NONE	NONE

SOUTHBOUND (Place Rd)

AM	0	217	279	0	370
NOON	0	0	0	0	0
PM	0	0	0	0	0

EASTBOUND (Palermo Dr)

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

WESTBOUND (Palermo Dr)

PM	NOON	AM
0	0	245
0	0	0
0	0	41
0	0	1
0	0	328

NORTHBOUND (Place Rd)

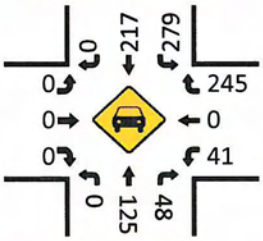
PM	0	0	0	0	0
NOON	0	0	0	0	0
AM	258	0	0	125	48

Turning movements (red): 0 1 0 0 | 0 1 0 0 | 0 0 1 0

CONTROL: 1-Way Stop(WB)

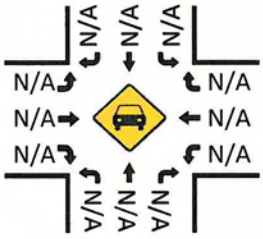
TEV	956	0	0
	AM	NOON	PM
PHF	0.73		

Total Vehicles (AM)

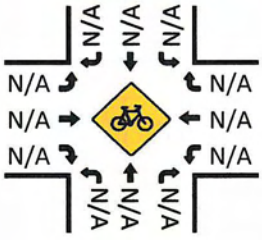


Bikes (AM)

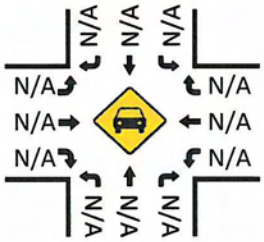
Total Vehicles (Noon)



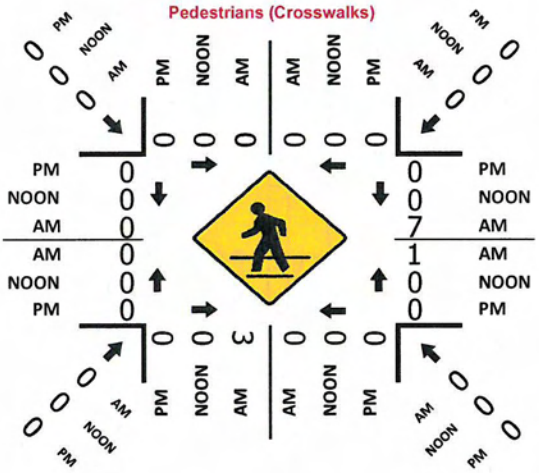
Bikes (NOON)



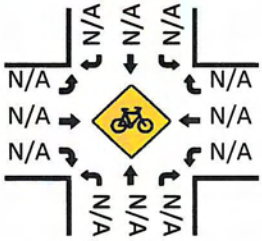
Total Vehicles (PM)



Pedestrians (Crosswalks)



Bikes (PM)



ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

3515-01

File Name : 17-08122-012
Date : 11/28/2017

Unshifted Count = All Vehicles & Uturns

	Place Rd Southbound					Overland Ave Westbound					Place Rd Northbound					Overland Ave Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	0	14	1	0	15	0	0	0	0	0	25	21	0	0	46	0	0	21	0	21	82	0
7:15	0	35	1	0	36	0	0	0	0	0	28	12	0	0	40	0	0	57	0	57	133	0
7:30	0	88	1	0	89	0	0	0	0	0	87	26	0	0	113	0	0	120	0	120	322	0
7:45	0	57	0	0	57	0	0	0	0	0	96	37	0	0	133	0	0	83	0	83	273	0
Total	0	194	3	0	197	0	0	0	0	0	236	96	0	0	332	0	0	281	0	281	810	0
8:00	0	15	0	0	15	0	0	0	0	0	60	24	0	0	84	0	0	40	0	40	139	0
8:15	0	29	1	0	30	0	0	0	0	0	26	20	0	0	46	0	0	27	0	27	103	0
8:30	0	12	0	0	12	0	0	0	0	0	23	20	0	0	43	0	0	8	0	8	63	0
8:45	0	8	0	0	8	0	0	0	0	0	11	5	0	0	16	0	0	13	0	13	37	0
Total	0	64	1	0	65	0	0	0	0	0	120	69	0	0	189	0	0	88	0	88	342	0
Grand Total	0	258	4	0	262	0	0	0	0	0	356	165	0	0	521	0	0	369	0	369	1152	0
Apprch %	0.0%	98.5%	1.5%	0.0%		0.0%	0.0%	0.0%	0.0%		68.3%	31.7%	0.0%	0.0%		0.0%	0.0%	100.0%	0.0%			
Total %	0.0%	22.4%	0.3%	0.0%	22.7%	0.0%	0.0%	0.0%	0.0%	0.0%	30.9%	14.3%	0.0%	0.0%	45.2%	0.0%	0.0%	32.0%	0.0%	32.0%	100.0%	

AM PEAK HOUR	Place Rd Southbound					Overland Ave Westbound					Place Rd Northbound					Overland Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	0	35	1	0	36	0	0	0	0	0	28	12	0	0	40	0	0	57	0	57	133
7:30	0	88	1	0	89	0	0	0	0	0	87	26	0	0	113	0	0	120	0	120	322
7:45	0	57	0	0	57	0	0	0	0	0	96	37	0	0	133	0	0	83	0	83	273
8:00	0	15	0	0	15	0	0	0	0	0	60	24	0	0	84	0	0	40	0	40	139
Total Volume	0	195	2	0	197	0	0	0	0	0	271	99	0	0	370	0	0	300	0	300	867
% App Total	0.0%	99.0%	1.0%	0.0%		0.0%	0.0%	0.0%	0.0%		73.2%	26.8%	0.0%	0.0%		0.0%	0.0%	100.0%	0.0%		
PHF	.000	.554	.500	.000	.553	.000	.000	.000	.000	.000	.706	.669	.000	.000	.695	.000	.000	.625	.000	.625	.673

ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

File Name : 17-08122-012
Date : 11/28/2017

Bank 1 Count = Bikes & Peds

	Place Rd Southbound					Overland Ave Westbound					Place Rd Northbound					Overland Ave Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0
7:15	0	2	0	1	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	6
7:30	0	2	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	3
7:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0
Total	0	5	0	2	5	0	0	0	7	0	0	0	0	0	0	0	0	3	0	3	8	9
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	2
Grand Total	0	6	0	2	6	0	0	0	9	0	0	0	0	0	0	0	0	3	0	3	9	11
Apprch %	0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	100.0%				
Total %	0.0%	66.7%	0.0%		66.7%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	33.3%		33.3%	100.0%	

AM PEAK HOUR	Place Rd Southbound					Overland Ave Westbound					Place Rd Northbound					Overland Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	0	2	0	1	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2
7:30	0	2	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	5	0	2	5	0	0	0	7	0	0	0	0	0	0	0	0	1	0	1	6
% App Total	0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	100.0%			
PHF	.000	.625	.000		.625	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.250		.250	.750

Prepared by National Data & Surveying Services

Place Rd & Overland Ave

Peak Hour Turning Movement Count

ID: 17-08122-012
City: Los Banos

Day: Tuesday
Date: 11/28/2017

PEAK HOURS		COUNT PERIODS
AM	07:15 AM - 08:15 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	NONE	NONE

Place Rd — SOUTHBOUND

AM	2	195	0	0	99	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

Overland Ave — EASTBOUND

AM	NOON	PM	
273	0	0	
0	0	0	0
0	0	0	1
0	0	0	0
300	0	0	1
AM	NOON	PM	

Overland Ave — WESTBOUND

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

Place Rd — NORTHBOUND

PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	495	0	271	99	0	AM

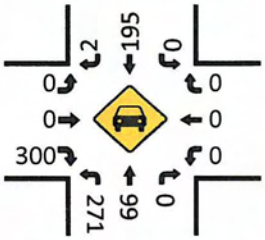
0	1	0	0	
0	0	1	0	

CONTROL

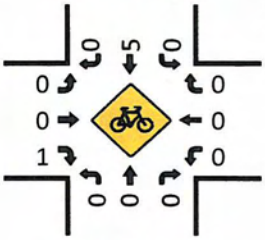
1-Way Stop(EB)

TEV	867	0	0
	AM	NOON	PM
PHF	0.67		

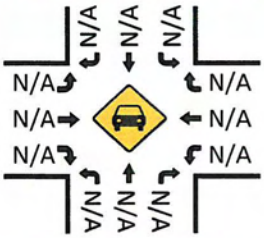
Total Vehicles (AM)



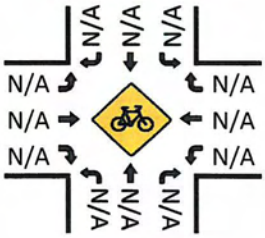
Bikes (AM)



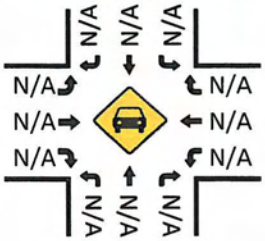
Total Vehicles (Noon)



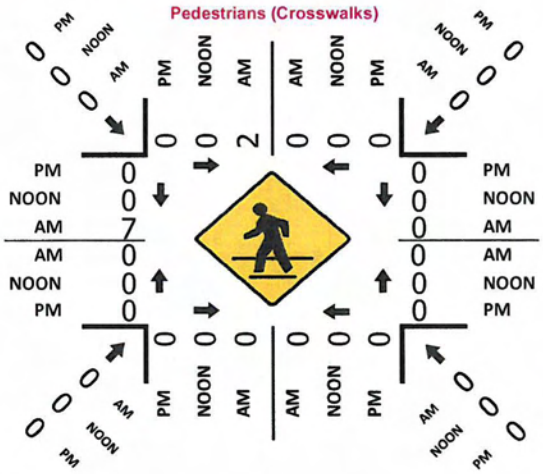
Bikes (NOON)



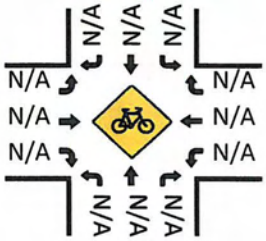
Total Vehicles (PM)



Pedestrians (Crosswalks)



Bikes (PM)



ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

3515-01

File Name : 17-08122-013
Date : 11/28/2017

Unshifted Count = All Vehicles & Uturns

	Somerset Ave Southbound					Overland Ave Westbound					Somerset Ave Northbound					Overland Ave Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	0	0	2	0	2	1	34	0	0	35	3	1	2	0	6	0	23	3	0	26	69	0
7:15	0	0	2	0	2	0	52	0	0	52	13	0	3	0	16	0	56	0	0	56	126	0
7:30	3	0	3	1	7	0	103	3	0	106	9	0	3	0	12	1	108	5	0	114	239	1
7:45	0	0	1	0	1	2	99	1	0	102	10	0	0	0	10	0	85	6	0	91	204	0
Total	3	0	8	1	12	3	288	4	0	295	35	1	8	0	44	1	272	14	0	287	638	1
8:00	0	0	1	0	1	1	65	2	0	68	1	0	0	0	1	5	45	6	0	56	126	0
8:15	2	0	1	0	3	0	31	0	0	31	6	0	1	0	7	1	26	1	0	28	69	0
8:30	1	0	1	0	2	2	26	1	0	29	3	0	0	0	3	2	12	1	0	15	49	0
8:45	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	1	14	1	0	16	29	0
Total	3	0	3	0	6	4	134	3	0	141	10	0	1	0	11	9	97	9	0	115	273	0
Grand Total	6	0	11	1	18	7	422	7	0	436	45	1	9	0	55	10	369	23	0	402	911	1
Apprch %	33.3%	0.0%	61.1%	5.6%		1.6%	96.8%	1.6%	0.0%		81.8%	1.8%	16.4%	0.0%		2.5%	91.8%	5.7%	0.0%			
Total %	0.7%	0.0%	1.2%	0.1%	2.0%	0.8%	46.3%	0.8%	0.0%	47.9%	4.9%	0.1%	1.0%	0.0%	6.0%	1.1%	40.5%	2.5%	0.0%	44.1%	100.0%	

AM PEAK HOUR	Somerset Ave Southbound					Overland Ave Westbound					Somerset Ave Northbound					Overland Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	0	0	2	0	2	0	52	0	0	52	13	0	3	0	16	0	56	0	0	56	126
7:30	3	0	3	1	7	0	103	3	0	106	9	0	3	0	12	1	108	5	0	114	239
7:45	0	0	1	0	1	2	99	1	0	102	10	0	0	0	10	0	85	6	0	91	204
8:00	0	0	1	0	1	1	65	2	0	68	1	0	0	0	1	5	45	6	0	56	126
Total Volume	3	0	7	1	11	3	319	6	0	328	33	0	6	0	39	6	294	17	0	317	695
% App Total	27.3%	0.0%	63.6%	9.1%		0.9%	97.3%	1.8%	0.0%		84.6%	0.0%	15.4%	0.0%		1.9%	92.7%	5.4%	0.0%		
PHF	.250	.000	.583	.250	.393	.375	.774	.500	.000	.774	.635	.000	.500	.000	.609	.300	.681	.708	.000	.695	.727

ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

File Name : 17-08122-013
Date : 11/28/2017

Bank 1 Count = Bikes & Peds

	Somerset Ave Southbound					Overland Ave Westbound					Somerset Ave Northbound					Overland Ave Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	3
7:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	5	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	7
8:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
8:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	3	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	6
Grand Total	0	0	0	8	0	0	0	0	3	0	0	0	0	2	0	0	0	0	0	0	0	13
Apprch %	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%				
Total %	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	

AM PEAK HOUR	Somerset Ave Southbound					Overland Ave Westbound					Somerset Ave Northbound					Overland Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
7:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Total Volume	0	0	0	4	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000

Prepared by National Data & Surveying Services

Somerset Ave & Overland Ave

Peak Hour Turning Movement Count

ID: 17-08122-013
City: Los Banos

Day: Tuesday
Date: 11/28/2017

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	07:00 AM - 09:00 AM
NONE	NONE
NONE	NONE

SOUTHBOUND (Somerset Ave)

AM	7	0	3	1	13	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND (Overland Ave)

AM	NOON	PM	
359	0	0	
0	0	0	0
6	0	0	1
294	0	0	1
17	0	0	0

WESTBOUND (Overland Ave)

	PM	NOON	AM
0	0	0	6
1	0	0	319
1	0	0	3
0	0	0	0
	0	0	303

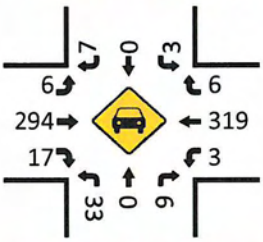
NORTHBOUND (Somerset Ave)

PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	20	0	33	0	6	AM

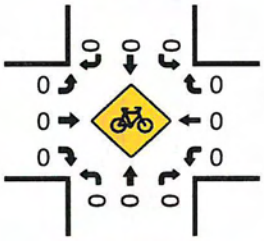
0	1	0	0	
	0	0	1	0

CONTROL			
2-Way Stop(NB/SB)			
TEV	695	0	0
	AM	NOON	PM
PHF	0.73		

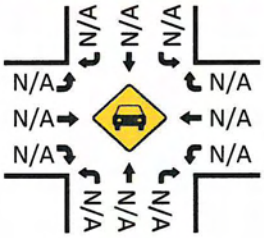
Total Vehicles (AM)



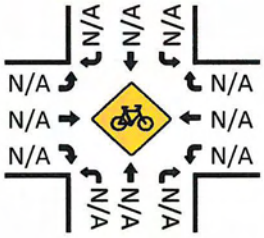
Bikes (AM)



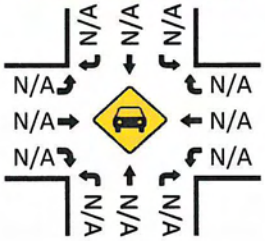
Total Vehicles (Noon)



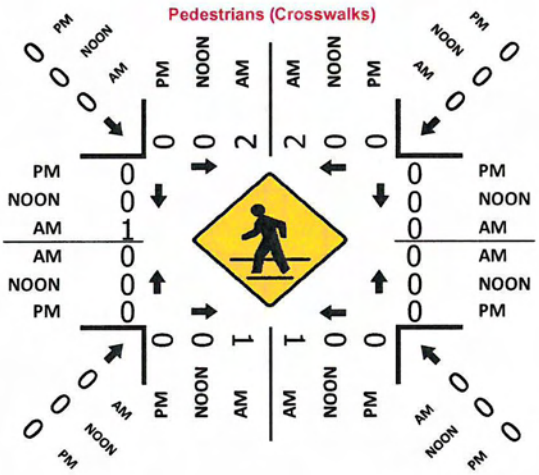
Bikes (NOON)



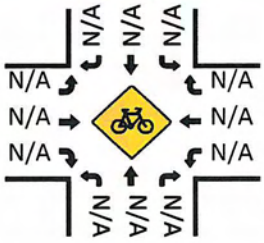
Total Vehicles (PM)



Pedestrians (Crosswalks)



Bikes (PM)



ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

3515-01

File Name : 17-08122-014
Date : 11/29/2017

Unshifted Count = All Vehicles & Uturns

	Las Palmas St Southbound					B St Westbound					Las Palmas St Northbound					B St Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	9	0	0	0	9	0	47	1	0	48	0	0	0	0	0	0	24	0	0	24	81	0
7:15	8	0	0	0	8	0	69	4	0	73	0	0	0	0	0	0	50	0	0	50	131	0
7:30	17	0	2	0	19	0	114	6	0	120	0	0	0	0	0	0	94	0	0	94	233	0
7:45	11	0	0	0	11	0	111	3	0	114	0	0	0	0	0	0	74	0	0	74	199	0
Total	45	0	2	0	47	0	341	14	0	355	0	0	0	0	0	0	242	0	0	242	644	0
8:00	13	0	0	0	13	0	54	4	0	58	0	0	0	0	0	0	52	0	0	52	123	0
8:15	11	0	0	0	11	0	27	3	0	30	0	0	0	0	0	0	24	0	0	24	65	0
8:30	3	0	0	0	3	0	30	2	0	32	0	0	0	0	0	0	20	0	0	20	55	0
8:45	2	0	0	0	2	0	27	2	0	29	0	0	0	0	0	0	16	0	0	16	47	0
Total	29	0	0	0	29	0	138	11	0	149	0	0	0	0	0	0	112	0	0	112	290	0
Grand Total	74	0	2	0	76	0	479	25	0	504	0	0	0	0	0	0	354	0	0	354	934	0
Apprch %	97.4%	0.0%	2.6%	0.0%		0.0%	95.0%	5.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%			
Total %	7.9%	0.0%	0.2%	0.0%	8.1%	0.0%	51.3%	2.7%	0.0%	54.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	37.9%	0.0%	0.0%	37.9%	100.0%	

AM PEAK HOUR	Las Palmas St Southbound					B St Westbound					Las Palmas St Northbound					B St Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	8	0	0	0	8	0	69	4	0	73	0	0	0	0	0	0	50	0	0	50	131
7:30	17	0	2	0	19	0	114	6	0	120	0	0	0	0	0	0	94	0	0	94	233
7:45	11	0	0	0	11	0	111	3	0	114	0	0	0	0	0	0	74	0	0	74	199
8:00	13	0	0	0	13	0	54	4	0	58	0	0	0	0	0	0	52	0	0	52	123
Total Volume	49	0	2	0	51	0	348	17	0	365	0	0	0	0	0	0	270	0	0	270	686
% App Total	96.1%	0.0%	3.9%	0.0%		0.0%	95.3%	4.7%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		
PHF	.721	.000	.250	.000	.671	.000	.763	.708	.000	.760	.000	.000	.000	.000	.000	.000	.718	.000	.000	.718	.736

ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

File Name : 17-08122-014
Date : 11/29/2017

Bank 1 Count = Bikes & Peds

	Las Palmas St Southbound					B St Westbound					Las Palmas St Northbound					B St Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	2
7:30	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	6
7:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Total	0	0	0	8	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6	8
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	9	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6	9
Apprch %	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%				
Total %	0.0%	0.0%	0.0%		0.0%	0.0%	16.7%	0.0%		16.7%	0.0%	0.0%	0.0%		0.0%	0.0%	83.3%	0.0%		83.3%	100.0%	

AM PEAK HOUR	Las Palmas St Southbound					B St Westbound					Las Palmas St Northbound					B St Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
7:30	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	8	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
% App Total	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.250	.000		.250	.000	.000	.000		.000	.000	.313	.000		.313	.375

Prepared by National Data & Surveying Services

Las Palmas St & B St

Peak Hour Turning Movement Count

ID: 17-08122-014
City: Los Banos

Day: Wednesday
Date: 11/29/2017

PEAK HOURS		COUNT PERIODS
AM	07:15 AM - 08:15 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	NONE	NONE

Las Palmas St — SOUTHBOUND

AM	2	0	49	0	17	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

B St — EASTBOUND

AM	NOON	PM	
350	0	0	
0	0	0	0
0	0	0	1
270	0	0	1
0	0	0	0
AM	NOON	PM	

B St — WESTBOUND

PM	NOON	AM	
0	0	17	1
0	0	348	1
0	0	0	0
0	0	0	0
0	0	319	
PM	NOON	AM	

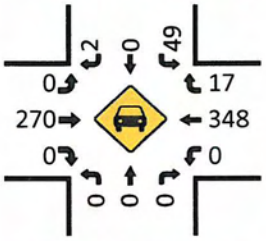
Las Palmas St — NORTHBOUND

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

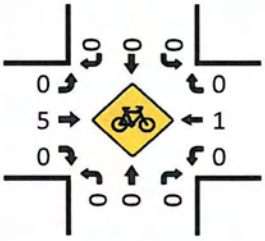
Turning movements (AM): 0 1 0 0 — 0 0 0 0

CONTROL			
1-Way Stop(SB)			
TEV	686	0	0
	AM	NOON	PM
PHF	0.74		

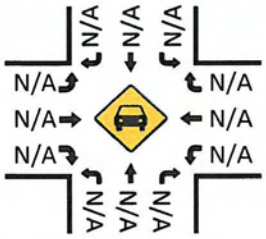
Total Vehicles (AM)



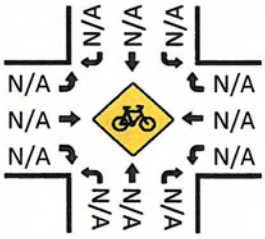
Bikes (AM)



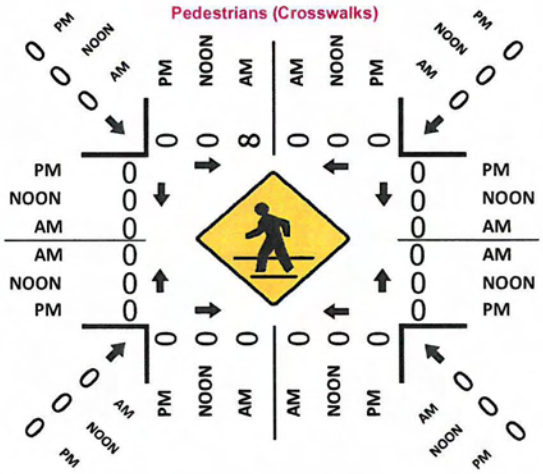
Total Vehicles (Noon)



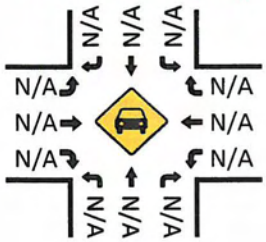
Bikes (NOON)



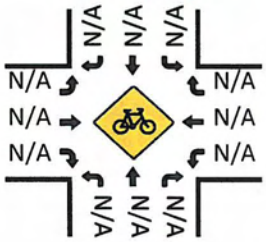
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Intersection	
Intersection Delay, s/veh	73.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	210	42	48	223	54	81	92	24	132	92	37
Future Vol, veh/h	45	210	42	48	223	54	81	92	24	132	92	37
Peak Hour Factor	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	70	328	66	75	348	84	127	144	38	206	144	58
Number of Lanes	1	1	0	1	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	2	2
HCM Control Delay	85.3	113.1	57.9	22
HCM LOS	F	F	F	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	41%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	47%	0%	83%	0%	81%	0%	100%	0%
Vol Right, %	12%	0%	17%	0%	19%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	197	45	252	48	277	132	92	37
LT Vol	81	45	0	48	0	132	0	0
Through Vol	92	0	210	0	223	0	92	0
RT Vol	24	0	42	0	54	0	0	37
Lane Flow Rate	308	70	394	75	433	206	144	58
Geometry Grp	8	8	8	8	8	7	7	7
Degree of Util (X)	0.879	0.201	1.06	0.215	1.161	0.571	0.378	0.141
Departure Headway (Hd)	11.013	10.893	10.244	10.703	10.034	10.621	10.095	9.358
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	332	332	358	338	364	342	359	386
Service Time	8.713	8.593	7.944	8.403	7.734	8.321	7.795	7.058
HCM Lane V/C Ratio	0.928	0.211	1.101	0.222	1.19	0.602	0.401	0.15
HCM Control Delay	57.9	16.3	97.6	16.3	129.9	26.6	18.8	13.6
HCM Lane LOS	F	C	F	C	F	D	C	B
HCM 95th-tile Q	8.2	0.7	13.2	0.8	16.6	3.4	1.7	0.5

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	356	290	11	8	55
Future Vol, veh/h	5	356	290	11	8	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	70	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	494	403	15	11	76

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	418	0	-	0	919	411
Stage 1	-	-	-	-	411	-
Stage 2	-	-	-	-	508	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1141	-	-	-	301	641
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	604	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1141	-	-	-	299	641
Mov Cap-2 Maneuver	-	-	-	-	299	-
Stage 1	-	-	-	-	665	-
Stage 2	-	-	-	-	604	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1141	-	-	-	560
HCM Lane V/C Ratio	0.006	-	-	-	0.156
HCM Control Delay (s)	8.2	-	-	-	12.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Intersection	
Intersection Delay, s/veh	19.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	170	83	94	84	121	27	73	205	4	6	70	44
Future Vol, veh/h	170	83	94	84	121	27	73	205	4	6	70	44
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	274	134	152	135	195	44	118	331	6	10	113	71
Number of Lanes	1	1	1	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	21.4	19.9	18.2	15
HCM LOS	C	C	C	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	94%	0%	100%	0%	0%	82%	0%	100%	35%
Vol Right, %	0%	0%	6%	0%	0%	100%	0%	18%	0%	0%	65%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	73	137	72	170	83	94	84	148	6	47	67
LT Vol	73	0	0	170	0	0	84	0	6	0	0
Through Vol	0	137	68	0	83	0	0	121	0	47	23
RT Vol	0	0	4	0	0	94	0	27	0	0	44
Lane Flow Rate	118	220	117	274	134	152	135	239	10	75	109
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.303	0.535	0.282	0.679	0.312	0.324	0.344	0.565	0.027	0.201	0.275
Departure Headway (Hd)	9.25	8.739	8.699	8.91	8.403	7.693	9.144	8.516	10.116	9.6	9.129
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	389	412	413	406	428	467	394	425	354	374	393
Service Time	6.998	6.486	6.447	6.655	6.148	5.439	6.893	6.265	7.875	7.359	6.887
HCM Lane V/C Ratio	0.303	0.534	0.283	0.675	0.313	0.325	0.343	0.562	0.028	0.201	0.277
HCM Control Delay	16	21.1	14.8	28.6	14.9	14.1	16.6	21.8	13.2	14.8	15.3
HCM Lane LOS	C	C	B	D	B	B	C	C	B	B	C
HCM 95th-tile Q	1.3	3.1	1.1	4.9	1.3	1.4	1.5	3.4	0.1	0.7	1.1

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	35	161	9	12	170
Future Vol, veh/h	25	35	161	9	12	170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	50	230	13	17	243

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	514	237	0	0	243	0
Stage 1	237	-	-	-	-	-
Stage 2	277	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	521	802	-	-	1323	-
Stage 1	802	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	514	802	-	-	1323	-
Mov Cap-2 Maneuver	514	-	-	-	-	-
Stage 1	792	-	-	-	-	-
Stage 2	770	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	650	1323	-
HCM Lane V/C Ratio	-	-	0.132	0.013	-
HCM Control Delay (s)	-	-	11.4	7.8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0	-

Intersection	
Int Delay, s/veh	10.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	118	0	122	2	400	139	140	640	0
Future Vol, veh/h	0	0	0	118	0	122	2	400	139	140	640	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	190	-	-
Veh in Median Storage, #	-	0	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	0	0	0	133	0	137	2	449	156	157	719	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1633	1642	719	1564	1564	527	719	0	0	605	0	0
Stage 1	1033	1033	-	531	531	-	-	-	-	-	-	-
Stage 2	600	609	-	1033	1033	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	81	100	428	~ 91	112	551	882	-	-	973	-	-
Stage 1	281	310	-	532	526	-	-	-	-	-	-	-
Stage 2	488	485	-	281	310	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	53	84	428	~ 80	94	551	882	-	-	973	-	-
Mov Cap-2 Maneuver	53	84	-	210	230	-	-	-	-	-	-	-
Stage 1	280	260	-	530	524	-	-	-	-	-	-	-
Stage 2	365	483	-	236	260	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	63.4	0	1.7
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	882	-	-	-	306	973	-	-
HCM Lane V/C Ratio	0.003	-	-	-	0.881	0.162	-	-
HCM Control Delay (s)	9.1	0	-	0	63.4	9.4	-	-
HCM Lane LOS	A	A	-	A	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	8	0.6	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Intersection Delay, s/veh	22.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	136	131	14	159	153	101	12	49	106	73	58	101
Future Vol, veh/h	136	131	14	159	153	101	12	49	106	73	58	101
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	156	151	16	183	176	116	14	56	122	84	67	116
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	19.4	31.1	14	16.8
HCM LOS	C	D	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	48%	38%	31%
Vol Thru, %	29%	47%	37%	25%
Vol Right, %	63%	5%	24%	44%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	167	281	413	232
LT Vol	12	136	159	73
Through Vol	49	131	153	58
RT Vol	106	14	101	101
Lane Flow Rate	192	323	475	267
Geometry Grp	1	1	1	1
Degree of Util (X)	0.37	0.602	0.814	0.508
Departure Headway (Hd)	6.938	6.714	6.295	6.862
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	520	539	579	528
Service Time	4.97	4.731	4.295	4.878
HCM Lane V/C Ratio	0.369	0.599	0.82	0.506
HCM Control Delay	14	19.4	31.1	16.8
HCM Lane LOS	B	C	D	C
HCM 95th-tile Q	1.7	4	8.1	2.8

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	115	245	275	111	29	102
Future Vol, veh/h	115	245	275	111	29	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	149	318	357	144	38	132

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	501	0	-	0	1045	429
Stage 1	-	-	-	-	429	-
Stage 2	-	-	-	-	616	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1063	-	-	-	253	626
Stage 1	-	-	-	-	657	-
Stage 2	-	-	-	-	539	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1063	-	-	-	210	626
Mov Cap-2 Maneuver	-	-	-	-	210	-
Stage 1	-	-	-	-	545	-
Stage 2	-	-	-	-	539	-

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	18.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1063	-	-	-	435
HCM Lane V/C Ratio	0.14	-	-	-	0.391
HCM Control Delay (s)	8.9	0	-	-	18.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.5	-	-	-	1.8

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	254	2	2	356	4	5	0	5	13	0	27
Future Vol, veh/h	9	254	2	2	356	4	5	0	5	13	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	330	3	3	462	5	6	0	6	17	0	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	467	0	0	333	0	0	844	829	332	830	828	465
Stage 1	-	-	-	-	-	-	356	356	-	471	471	-
Stage 2	-	-	-	-	-	-	488	473	-	359	357	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1094	-	-	1226	-	-	283	306	710	289	306	597
Stage 1	-	-	-	-	-	-	661	629	-	573	560	-
Stage 2	-	-	-	-	-	-	561	558	-	659	628	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1094	-	-	1226	-	-	263	301	710	283	301	597
Mov Cap-2 Maneuver	-	-	-	-	-	-	263	301	-	283	301	-
Stage 1	-	-	-	-	-	-	652	621	-	566	558	-
Stage 2	-	-	-	-	-	-	526	556	-	644	620	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	14.7	14.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	384	1094	-	-	1226	-	-	439
HCM Lane V/C Ratio	0.034	0.011	-	-	0.002	-	-	0.118
HCM Control Delay (s)	14.7	8.3	0	-	7.9	0	-	14.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	662	2	0	1018	29	2	1	0	71	0	189
Future Volume (veh/h)	100	662	2	0	1018	29	2	1	0	71	0	189
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1760	1900	1863	1762	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	114	752	2	0	1157	33	2	1	0	81	0	135
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	8	8	2	8	8	2	2	2	2	2	2
Cap, veh/h	146	2005	5	3	1390	40	4	2	0	91	0	151
Arrive On Green	0.08	0.59	0.59	0.00	0.42	0.42	0.00	0.00	0.00	0.15	0.00	0.15
Sat Flow, veh/h	1774	3420	9	1774	3324	95	1202	601	0	619	0	1031
Grp Volume(v), veh/h	114	367	387	0	582	608	3	0	0	216	0	0
Grp Sat Flow(s),veh/h/ln	1774	1672	1758	1774	1674	1745	1803	0	0	1650	0	0
Q Serve(g_s), s	3.4	6.3	6.3	0.0	16.7	16.7	0.1	0.0	0.0	6.9	0.0	0.0
Cycle Q Clear(g_c), s	3.4	6.3	6.3	0.0	16.7	16.7	0.1	0.0	0.0	6.9	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.05	0.67		0.00	0.37		0.62
Lane Grp Cap(c), veh/h	146	980	1030	3	700	730	6	0	0	242	0	0
V/C Ratio(X)	0.78	0.38	0.38	0.00	0.83	0.83	0.51	0.00	0.00	0.89	0.00	0.00
Avail Cap(c_a), veh/h	211	980	1030	132	774	808	204	0	0	242	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.2	5.9	5.9	0.0	14.0	14.0	26.8	0.0	0.0	22.5	0.0	0.0
Incr Delay (d2), s/veh	11.0	0.2	0.2	0.0	7.1	6.9	55.2	0.0	0.0	31.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	2.9	3.1	0.0	9.0	9.3	0.1	0.0	0.0	5.2	0.0	0.0
LnGrp Delay(d),s/veh	35.2	6.1	6.1	0.0	21.1	20.8	82.0	0.0	0.0	53.6	0.0	0.0
LnGrp LOS	D	A	A		C	C	F			D		
Approach Vol, veh/h		868			1190			3			216	
Approach Delay, s/veh		10.0			20.9			82.0			53.6	
Approach LOS		A			C			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		4.2	0.0	36.6		13.0	9.0	27.6
Change Period (Y+Rc), s		4.0	4.6	5.1		5.1	4.6	5.1
Max Green Setting (Gmax), s		6.1	4.0	27.3		7.9	6.4	24.9
Max Q Clear Time (g_c+I1), s		2.1	0.0	8.3		8.9	5.4	18.7
Green Ext Time (p_c), s		0.0	0.0	4.7		0.0	0.0	3.8

Intersection Summary	
HCM 2010 Ctrl Delay	19.9
HCM 2010 LOS	B

Notes

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑	↱		↱
Traffic Vol, veh/h	0	752	1062	16	0	42
Future Vol, veh/h	0	752	1062	16	0	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	400	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	8	8	2	2	2
Mvmt Flow	0	885	1249	19	0	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	625
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	367
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	367
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.3
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	367
HCM Lane V/C Ratio	-	-	-	0.135
HCM Control Delay (s)	-	-	-	16.3
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	210	42	48	223	54	81	92	24	132	92	37
Future Volume (veh/h)	45	210	42	48	223	54	81	92	24	132	92	37
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	70	328	66	75	348	84	127	144	38	206	144	58
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	1
Peak Hour Factor	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	435	87	96	422	102	164	219	58	259	386	328
Arrive On Green	0.05	0.29	0.29	0.05	0.29	0.29	0.09	0.15	0.15	0.15	0.21	0.21
Sat Flow, veh/h	1774	1506	303	1774	1451	350	1774	1421	375	1774	1863	1583
Grp Volume(v), veh/h	70	0	394	75	0	432	127	0	182	206	144	58
Grp Sat Flow(s),veh/h/ln	1774	0	1809	1774	0	1801	1774	0	1797	1774	1863	1583
Q Serve(g_s), s	1.7	0.0	8.9	1.9	0.0	10.0	3.1	0.0	4.3	5.0	3.0	1.3
Cycle Q Clear(g_c), s	1.7	0.0	8.9	1.9	0.0	10.0	3.1	0.0	4.3	5.0	3.0	1.3
Prop In Lane	1.00		0.17	1.00		0.19	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	92	0	522	96	0	524	164	0	276	259	386	328
V/C Ratio(X)	0.76	0.00	0.75	0.78	0.00	0.83	0.78	0.00	0.66	0.80	0.37	0.18
Avail Cap(c_a), veh/h	159	0	647	159	0	644	317	0	642	317	666	566
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.9	0.0	14.5	20.9	0.0	14.8	19.9	0.0	17.8	18.5	15.2	14.6
Incr Delay (d2), s/veh	12.0	0.0	4.0	12.7	0.0	7.2	7.6	0.0	2.7	10.9	0.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	5.0	1.2	0.0	6.0	1.9	0.0	2.3	3.2	1.6	0.6
LnGrp Delay(d),s/veh	32.9	0.0	18.5	33.6	0.0	22.0	27.5	0.0	20.5	29.4	15.8	14.8
LnGrp LOS	C		B	C		C	C		C	C	B	B
Approach Vol, veh/h		464			507			309			408	
Approach Delay, s/veh		20.6			23.7			23.4			22.5	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	10.9	6.4	16.9	8.1	13.3	6.3	17.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	16.0	4.0	16.0	8.0	16.0	4.0	16.0
Max Q Clear Time (g_c+I1), s	7.0	6.3	3.9	10.9	5.1	5.0	3.7	12.0
Green Ext Time (p_c), s	0.1	0.6	0.0	1.1	0.1	0.7	0.0	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	22.5
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	355	5	2	290	11	14	0	7	6	0	55
Future Vol, veh/h	5	355	5	2	290	11	14	0	7	6	0	55
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	70	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	92	92	72	72	92	92	92	72	92	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	493	5	2	403	15	15	0	8	8	0	76

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	418	0	0	498	0	0	963	932	496	929	927	411
Stage 1	-	-	-	-	-	-	510	510	-	415	415	-
Stage 2	-	-	-	-	-	-	453	422	-	514	512	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1141	-	-	1066	-	-	235	266	574	248	268	641
Stage 1	-	-	-	-	-	-	546	538	-	615	592	-
Stage 2	-	-	-	-	-	-	586	588	-	543	536	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1141	-	-	1066	-	-	206	264	574	243	266	641
Mov Cap-2 Maneuver	-	-	-	-	-	-	206	264	-	243	266	-
Stage 1	-	-	-	-	-	-	543	535	-	611	591	-
Stage 2	-	-	-	-	-	-	515	587	-	533	533	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	20	12.7
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	262	1141	-	-	1066	-	-	552
HCM Lane V/C Ratio	0.087	0.006	-	-	0.002	-	-	0.153
HCM Control Delay (s)	20	8.2	-	-	8.4	-	-	12.7
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	23	161	8	8	170
Future Vol, veh/h	20	23	161	8	8	170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	33	230	11	11	243

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	501	236	0	0	241	0
Stage 1	236	-	-	-	-	-
Stage 2	265	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	530	803	-	-	1326	-
Stage 1	803	-	-	-	-	-
Stage 2	779	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	526	803	-	-	1326	-
Mov Cap-2 Maneuver	526	-	-	-	-	-
Stage 1	797	-	-	-	-	-
Stage 2	779	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	645	1326	-
HCM Lane V/C Ratio	-	-	0.095	0.009	-
HCM Control Delay (s)	-	-	11.2	7.7	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	10.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	118	0	121	2	400	139	140	640	0
Future Vol, veh/h	0	0	0	118	0	121	2	400	139	140	640	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	190	-	-
Veh in Median Storage, #	-	0	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	0	0	0	133	0	136	2	449	156	157	719	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1632	1642	719	1564	1564	527	719	0	0	605	0	0
Stage 1	1033	1033	-	531	531	-	-	-	-	-	-	-
Stage 2	599	609	-	1033	1033	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	81	100	428	~ 91	112	551	882	-	-	973	-	-
Stage 1	281	310	-	532	526	-	-	-	-	-	-	-
Stage 2	488	485	-	281	310	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	53	84	428	~ 80	94	551	882	-	-	973	-	-
Mov Cap-2 Maneuver	53	84	-	210	230	-	-	-	-	-	-	-
Stage 1	280	260	-	530	524	-	-	-	-	-	-	-
Stage 2	366	483	-	236	260	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	62.7	0	1.7
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	882	-	-	-	306	973	-	-
HCM Lane V/C Ratio	0.003	-	-	-	0.878	0.162	-	-
HCM Control Delay (s)	9.1	0	-	0	62.7	9.4	-	-
HCM Lane LOS	A	A	-	A	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	8	0.6	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	114	245	275	110	27	100
Future Vol, veh/h	114	245	275	110	27	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	148	318	357	143	35	130

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	500	0	-	0	1043	429
Stage 1	-	-	-	-	429	-
Stage 2	-	-	-	-	614	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1064	-	-	-	254	626
Stage 1	-	-	-	-	657	-
Stage 2	-	-	-	-	540	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1064	-	-	-	211	626
Mov Cap-2 Maneuver	-	-	-	-	211	-
Stage 1	-	-	-	-	546	-
Stage 2	-	-	-	-	540	-

Approach	EB	WB	SB
HCM Control Delay, s	2.8	0	18
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1064	-	-	-	441
HCM Lane V/C Ratio	0.139	-	-	-	0.374
HCM Control Delay (s)	8.9	0	-	-	18
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.5	-	-	-	1.7

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	252	2	2	355	4	5	0	5	11	0	25
Future Vol, veh/h	8	252	2	2	355	4	5	0	5	11	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	327	3	3	461	5	6	0	6	14	0	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	466	0	0	330	0	0	835	821	329	822	820	464
Stage 1	-	-	-	-	-	-	349	349	-	470	470	-
Stage 2	-	-	-	-	-	-	486	472	-	352	350	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1095	-	-	1229	-	-	287	309	712	293	310	598
Stage 1	-	-	-	-	-	-	667	633	-	574	560	-
Stage 2	-	-	-	-	-	-	563	559	-	665	633	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1095	-	-	1229	-	-	269	305	712	287	306	598
Mov Cap-2 Maneuver	-	-	-	-	-	-	269	305	-	287	306	-
Stage 1	-	-	-	-	-	-	660	626	-	568	558	-
Stage 2	-	-	-	-	-	-	531	557	-	652	626	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	14.5	13.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	390	1095	-	-	1229	-	-	449
HCM Lane V/C Ratio	0.033	0.009	-	-	0.002	-	-	0.104
HCM Control Delay (s)	14.5	8.3	0	-	7.9	0	-	13.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑	↱		↱
Traffic Vol, veh/h	0	752	1062	15	0	42
Future Vol, veh/h	0	752	1062	15	0	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	400	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	8	8	2	2	2
Mvmt Flow	0	885	1249	18	0	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	625
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	367
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	367
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.3
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	367
HCM Lane V/C Ratio	-	-	-	0.135
HCM Control Delay (s)	-	-	-	16.3
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.5

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	61	161	9	41	15	107	69	3	8	37	4
Future Vol, veh/h	33	61	161	9	41	15	107	69	3	8	37	4
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	73	194	11	49	18	129	83	4	10	45	5
Number of Lanes	1	1	1	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	9.2	9.2	10	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	88%	0%	100%	0%	0%	73%	0%	100%	76%
Vol Right, %	0%	0%	12%	0%	0%	100%	0%	27%	0%	0%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	107	46	26	33	61	161	9	56	8	25	16
LT Vol	107	0	0	33	0	0	9	0	8	0	0
Through Vol	0	46	23	0	61	0	0	41	0	25	12
RT Vol	0	0	3	0	0	161	0	15	0	0	4
Lane Flow Rate	129	55	31	40	73	194	11	67	10	30	20
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.221	0.087	0.049	0.066	0.112	0.259	0.02	0.109	0.018	0.051	0.033
Departure Headway (Hd)	6.172	5.67	5.589	6.003	5.503	4.804	6.488	5.801	6.626	6.123	5.95
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	576	625	633	592	645	739	555	621	543	588	605
Service Time	3.971	3.469	3.388	3.786	3.286	2.586	4.188	3.501	4.331	3.828	3.656
HCM Lane V/C Ratio	0.224	0.088	0.049	0.068	0.113	0.263	0.02	0.108	0.018	0.051	0.033
HCM Control Delay	10.7	9	8.7	9.2	9	9.3	9.3	9.2	9.5	9.2	8.9
HCM Lane LOS	B	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.8	0.3	0.2	0.2	0.4	1	0.1	0.4	0.1	0.2	0.1

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	197	18	107	113	14	21	4	159	15	9	12
Future Vol, veh/h	7	197	18	107	113	14	21	4	159	15	9	12
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	210	19	114	120	15	22	4	169	16	10	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Righ	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10	10.3	9.3	8.6
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	3%	46%	42%
Vol Thru, %	2%	89%	48%	25%
Vol Right, %	86%	8%	6%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	184	222	234	36
LT Vol	21	7	107	15
Through Vol	4	197	113	9
RT Vol	159	18	14	12
Lane Flow Rate	196	236	249	38
Geometry Grp	1	1	1	1
Degree of Util (X)	0.252	0.311	0.334	0.056
Departure Headway (Hd)	4.629	4.747	4.824	5.228
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	769	751	739	678
Service Time	2.693	2.813	2.889	3.315
HCM Lane V/C Ratio	0.255	0.314	0.337	0.056
HCM Control Delay	9.3	10	10.3	8.6
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	1	1.3	1.5	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1759	1900	1863	1759	1900
Adj Flow Rate, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	8	2	8	8
Cap, veh/h	9999	9999	0	9999	9999	9999	9999	9999	0	9999	9999	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	1774	1863	0	1774	1863	1583	1774	1759	0	1774	1759	0
Grp Volume(v), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1774	1863	1583	1774	1759	0	1774	1759	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS												
Approach Vol, veh/h		0			0			0			0	
Approach Delay, s/veh		0.0			0.0			0.0			0.0	
Approach LOS												

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		0.0		0.0		0.0		0.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	0.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Number							5	2	12	1	6	16
Initial Q (Qb), veh							0	0	0	0	0	0
Ped-Bike Adj(A_pbT)							1.00		1.00	1.00		1.00
Parking Bus, Adj							1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln							0	1863	0	0	1863	0
Adj Flow Rate, veh/h							0	0	0	0	0	0
Adj No. of Lanes							0	1	0	0	1	0
Peak Hour Factor							0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %							0	2	0	0	2	0
Cap, veh/h							0	9999	0	0	9999	0
Arrive On Green							0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h							0	-74510	0	0	-74510	0
Grp Volume(v), veh/h							0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln							0	1863	0	0	1863	0
Q Serve(g_s), s							0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s							0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane							0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h							1600	8585216	0	1600	8585216	0
V/C Ratio(X)							0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h							2560	13783110272	2560	13783110272		0
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh							0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh							0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS												
Approach Vol, veh/h								0			0	
Approach Delay, s/veh								0.0			0.0	
Approach LOS												

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		
Phs Duration (G+Y+Rc), s		0.0				0.0		
Change Period (Y+Rc), s		4.0				4.0		
Max Green Setting (Gmax), s		16.0				16.0		
Max Q Clear Time (g_c+I1), s		0.0				0.0		
Green Ext Time (p_c), s		0.0				0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	0.0
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	0	-	-	200	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1620	-	-	1620	-	-	1019	893	1083	1019	893	1083
Stage 1	-	-	-	-	-	-	1021	895	-	1021	895	-
Stage 2	-	-	-	-	-	-	1021	895	-	1021	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1620	-	-	1620	-	-	1019	893	1083	1019	893	1083
Mov Cap-2 Maneuver	-	-	-	-	-	-	1019	893	-	1019	893	-
Stage 1	-	-	-	-	-	-	1021	895	-	1021	895	-
Stage 2	-	-	-	-	-	-	1021	895	-	1021	895	-

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

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	-	-	1620	-	-	1620	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	0	-	-	0	-	-	0	0	0
HCM Lane LOS	A	A	A	-	-	A	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	-	0	-	-	-	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑		
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0
Number			3	8		
Initial Q (Qb), veh			0	0		
Ped-Bike Adj(A_pbT)			1.00			
Parking Bus, Adj			1.00	1.00		
Adj Sat Flow, veh/h/ln			0	1863		
Adj Flow Rate, veh/h			0	0		
Adj No. of Lanes			0	1		
Peak Hour Factor			0.92	0.92		
Percent Heavy Veh, %			0	2		
Cap, veh/h			0	9999		
Arrive On Green			0.00	0.00		
Sat Flow, veh/h			0	-74510		
Grp Volume(v), veh/h			0	0		
Grp Sat Flow(s),veh/h/ln			0	1863		
Q Serve(g_s), s			0.0	0.0		
Cycle Q Clear(g_c), s			0.0	0.0		
Prop In Lane			0.00			
Lane Grp Cap(c), veh/h			1600	08585216		
V/C Ratio(X)			0.00	0.00		
Avail Cap(c_a), veh/h			256013	73110272		
HCM Platoon Ratio			1.00	1.00		
Upstream Filter(I)			0.00	0.00		
Uniform Delay (d), s/veh			0.0	0.0		
Incr Delay (d2), s/veh			0.0	0.0		
Initial Q Delay(d3),s/veh			0.0	0.0		
%ile BackOfQ(50%),veh/ln			0.0	0.0		
LnGrp Delay(d),s/veh			0.0	0.0		
LnGrp LOS						
Approach Vol, veh/h				0		
Approach Delay, s/veh				0.0		
Approach LOS						

Timer	1	2	3	4	5	6	7	8
Assigned Phs								8
Phs Duration (G+Y+Rc), s								0.0
Change Period (Y+Rc), s								4.0
Max Green Setting (Gmax), s								16.0
Max Q Clear Time (g_c+I1), s								0.0
Green Ext Time (p_c), s								0.0

Intersection Summary	
HCM 2010 Ctrl Delay	0.0
HCM 2010 LOS	A

HCM 2010 methodology does not support more than 4 approaches.

HCM 2010 methodology does not support more than 4 approaches.

HCM 2010 methodology does not support more than 4 approaches.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0
Number	7	4	8	18		
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	0	1863	1863	0		
Adj Flow Rate, veh/h	0	0	0	0		
Adj No. of Lanes	0	1	1	0		
Peak Hour Factor	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	0	2	2	0		
Cap, veh/h	0	9999	9999	0		
Arrive On Green	0.00	0.00	0.00	0.00		
Sat Flow, veh/h	0	-74510	-74510	0		
Grp Volume(v), veh/h	0	0	0	0		
Grp Sat Flow(s),veh/h/ln	0	1863	1863	0		
Q Serve(g_s), s	0.0	0.0	0.0	0.0		
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0		
Prop In Lane	0.00			0.00		
Lane Grp Cap(c), veh/h	160000	8585216	8585216	0		
V/C Ratio(X)	0.00	0.00	0.00	0.00		
Avail Cap(c_a), veh/h	256013	2110272	2110272	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.00	0.00	0.00	0.00		
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0		
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0		
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0		
LnGrp LOS						
Approach Vol, veh/h		0	0			
Approach Delay, s/veh		0.0	0.0			
Approach LOS						

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4				8
Phs Duration (G+Y+Rc), s				0.0				0.0
Change Period (Y+Rc), s				4.0				4.0
Max Green Setting (Gmax), s				16.0				16.0
Max Q Clear Time (g_c+I1), s				0.0				0.0
Green Ext Time (p_c), s				0.0				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	0.0
HCM 2010 LOS	A

HCM 2010 methodology does not support more than 4 approaches.

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	5	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	5	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	5	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1620	-	-	1620	-	-	1019	893	1083	1019	893	1083
Stage 1	-	-	-	-	-	-	1021	895	-	1021	895	-
Stage 2	-	-	-	-	-	-	1021	895	-	1021	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1620	-	-	1620	-	-	1019	893	1083	1014	893	1083
Mov Cap-2 Maneuver	-	-	-	-	-	-	1019	893	-	1014	893	-
Stage 1	-	-	-	-	-	-	1021	895	-	1021	895	-
Stage 2	-	-	-	-	-	-	1021	895	-	1016	895	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	8.3	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1083	1620	-	-	1620	-	-	-
HCM Lane V/C Ratio	0.005	-	-	-	-	-	-	-
HCM Control Delay (s)	8.3	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	61	159	9	41	15	104	69	3	8	36	4
Future Vol, veh/h	32	61	159	9	41	15	104	69	3	8	36	4
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	73	192	11	49	18	125	83	4	10	43	5
Number of Lanes	1	1	1	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	9.2	9.2	9.9	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	88%	0%	100%	0%	0%	73%	0%	100%	75%
Vol Right, %	0%	0%	12%	0%	0%	100%	0%	27%	0%	0%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	104	46	26	32	61	159	9	56	8	24	16
LT Vol	104	0	0	32	0	0	9	0	8	0	0
Through Vol	0	46	23	0	61	0	0	41	0	24	12
RT Vol	0	0	3	0	0	159	0	15	0	0	4
Lane Flow Rate	125	55	31	39	73	192	11	67	10	29	19
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.214	0.087	0.048	0.064	0.112	0.255	0.019	0.106	0.018	0.049	0.032
Departure Headway (Hd)	6.157	5.655	5.573	5.987	5.487	4.788	6.362	5.675	6.602	6.099	5.923
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	578	627	636	595	649	743	557	625	545	591	608
Service Time	3.949	3.447	3.366	3.76	3.26	2.561	4.161	3.474	4.302	3.799	3.623
HCM Lane V/C Ratio	0.216	0.088	0.049	0.066	0.112	0.258	0.02	0.107	0.018	0.049	0.031
HCM Control Delay	10.6	9	8.7	9.2	9	9.2	9.3	9.2	9.4	9.1	8.8
HCM Lane LOS	B	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.8	0.3	0.2	0.2	0.4	1	0.1	0.4	0.1	0.2	0.1

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	198	18	109	114	14	21	4	162	15	9	12
Future Vol, veh/h	7	198	18	109	114	14	21	4	162	15	9	12
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	211	19	116	121	15	22	4	172	16	10	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Righ	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10	10.4	9.3	8.7
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	3%	46%	42%
Vol Thru, %	2%	89%	48%	25%
Vol Right, %	87%	8%	6%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	187	223	237	36
LT Vol	21	7	109	15
Through Vol	4	198	114	9
RT Vol	162	18	14	12
Lane Flow Rate	199	237	252	38
Geometry Grp	1	1	1	1
Degree of Util (X)	0.256	0.314	0.339	0.056
Departure Headway (Hd)	4.64	4.76	4.835	5.247
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	768	750	739	675
Service Time	2.706	2.826	2.901	3.335
HCM Lane V/C Ratio	0.259	0.316	0.341	0.056
HCM Control Delay	9.3	10	10.4	8.7
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	1	1.3	1.5	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1759	1900	1863	1759	1900
Adj Flow Rate, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	8	2	8	8
Cap, veh/h	9999	9999	0	9999	9999	9999	9999	9999	0	9999	9999	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	1774	1863	0	1774	1863	1583	1774	1759	0	1774	1759	0
Grp Volume(v), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1774	1863	1583	1774	1759	0	1774	1759	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS												
Approach Vol, veh/h		0			0			0			0	
Approach Delay, s/veh		0.0			0.0			0.0			0.0	
Approach LOS												

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		0.0		0.0		0.0		0.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	0.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Number							5	2	12	1	6	16
Initial Q (Qb), veh							0	0	0	0	0	0
Ped-Bike Adj(A_pbT)							1.00		1.00	1.00		1.00
Parking Bus, Adj							1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln							0	1863	0	0	1863	0
Adj Flow Rate, veh/h							0	0	0	0	0	0
Adj No. of Lanes							0	1	0	0	1	0
Peak Hour Factor							0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %							0	2	0	0	2	0
Cap, veh/h							0	9999	0	0	9999	0
Arrive On Green							0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h							0	-74510	0	0	-74510	0
Grp Volume(v), veh/h							0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln							0	1863	0	0	1863	0
Q Serve(g_s), s							0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s							0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane							0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h							1600	8585216	0	1600	8585216	0
V/C Ratio(X)							0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h							2560	13783110272	2560	13783110272		0
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh							0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh							0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS												
Approach Vol, veh/h								0			0	
Approach Delay, s/veh								0.0			0.0	
Approach LOS												

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		
Phs Duration (G+Y+Rc), s		0.0				0.0		
Change Period (Y+Rc), s		4.0				4.0		
Max Green Setting (Gmax), s		16.0				16.0		
Max Q Clear Time (g_c+I1), s		0.0				0.0		
Green Ext Time (p_c), s		0.0				0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	0.0
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	0	-	-	200	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1620	-	-	1620	-	-	1019	893	1083	1019	893	1083
Stage 1	-	-	-	-	-	-	1021	895	-	1021	895	-
Stage 2	-	-	-	-	-	-	1021	895	-	1021	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1620	-	-	1620	-	-	1019	893	1083	1019	893	1083
Mov Cap-2 Maneuver	-	-	-	-	-	-	1019	893	-	1019	893	-
Stage 1	-	-	-	-	-	-	1021	895	-	1021	895	-
Stage 2	-	-	-	-	-	-	1021	895	-	1021	895	-

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

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	-	-	1620	-	-	1620	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	0	-	-	0	-	-	0	0	0
HCM Lane LOS	A	A	A	-	-	A	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	-	0	-	-	-	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑		
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0
Number			3	8		
Initial Q (Qb), veh			0	0		
Ped-Bike Adj(A_pbT)			1.00			
Parking Bus, Adj			1.00	1.00		
Adj Sat Flow, veh/h/ln			0	1863		
Adj Flow Rate, veh/h			0	0		
Adj No. of Lanes			0	1		
Peak Hour Factor			0.92	0.92		
Percent Heavy Veh, %			0	2		
Cap, veh/h			0	9999		
Arrive On Green			0.00	0.00		
Sat Flow, veh/h			0	-74510		
Grp Volume(v), veh/h			0	0		
Grp Sat Flow(s),veh/h/ln			0	1863		
Q Serve(g_s), s			0.0	0.0		
Cycle Q Clear(g_c), s			0.0	0.0		
Prop In Lane			0.00			
Lane Grp Cap(c), veh/h			1600	08585216		
V/C Ratio(X)			0.00	0.00		
Avail Cap(c_a), veh/h			256013	73110272		
HCM Platoon Ratio			1.00	1.00		
Upstream Filter(I)			0.00	0.00		
Uniform Delay (d), s/veh			0.0	0.0		
Incr Delay (d2), s/veh			0.0	0.0		
Initial Q Delay(d3),s/veh			0.0	0.0		
%ile BackOfQ(50%),veh/ln			0.0	0.0		
LnGrp Delay(d),s/veh			0.0	0.0		
LnGrp LOS						
Approach Vol, veh/h				0		
Approach Delay, s/veh				0.0		
Approach LOS						

Timer	1	2	3	4	5	6	7	8
Assigned Phs								8
Phs Duration (G+Y+Rc), s								0.0
Change Period (Y+Rc), s								4.0
Max Green Setting (Gmax), s								16.0
Max Q Clear Time (g_c+I1), s								0.0
Green Ext Time (p_c), s								0.0

Intersection Summary	
HCM 2010 Ctrl Delay	0.0
HCM 2010 LOS	A

HCM 2010 methodology does not support more than 4 approaches.

HCM 2010 methodology does not support more than 4 approaches.

HCM 2010 methodology does not support more than 4 approaches.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0
Number	7	4	8	18		
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	0	1863	1863	0		
Adj Flow Rate, veh/h	0	0	0	0		
Adj No. of Lanes	0	1	1	0		
Peak Hour Factor	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	0	2	2	0		
Cap, veh/h	0	9999	9999	0		
Arrive On Green	0.00	0.00	0.00	0.00		
Sat Flow, veh/h	0	-74510	-74510	0		
Grp Volume(v), veh/h	0	0	0	0		
Grp Sat Flow(s),veh/h/ln	0	1863	1863	0		
Q Serve(g_s), s	0.0	0.0	0.0	0.0		
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0		
Prop In Lane	0.00			0.00		
Lane Grp Cap(c), veh/h	160000	8565216	8565216	0		
V/C Ratio(X)	0.00	0.00	0.00	0.00		
Avail Cap(c_a), veh/h	256013	7310272	7310272	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.00	0.00	0.00	0.00		
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0		
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0		
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0		
LnGrp LOS						
Approach Vol, veh/h		0	0			
Approach Delay, s/veh		0.0	0.0			
Approach LOS						

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4				8
Phs Duration (G+Y+Rc), s				0.0				0.0
Change Period (Y+Rc), s				4.0				4.0
Max Green Setting (Gmax), s				16.0				16.0
Max Q Clear Time (g_c+I1), s				0.0				0.0
Green Ext Time (p_c), s				0.0				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	0.0
HCM 2010 LOS	A

HCM 2010 methodology does not support more than 4 approaches.

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	5	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	5	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	5	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1620	-	-	1620	-	-	1019	893	1083	1019	893	1083
Stage 1	-	-	-	-	-	-	1021	895	-	1021	895	-
Stage 2	-	-	-	-	-	-	1021	895	-	1021	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1620	-	-	1620	-	-	1019	893	1083	1014	893	1083
Mov Cap-2 Maneuver	-	-	-	-	-	-	1019	893	-	1014	893	-
Stage 1	-	-	-	-	-	-	1021	895	-	1021	895	-
Stage 2	-	-	-	-	-	-	1021	895	-	1016	895	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	8.3	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1083	1620	-	-	1620	-	-	-
HCM Lane V/C Ratio	0.005	-	-	-	-	-	-	-
HCM Control Delay (s)	8.3	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection	
Intersection Delay, s/veh	125.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	203	44	47	185	124	72	146	22	193	171	111
Future Vol, veh/h	51	203	44	47	185	124	72	146	22	193	171	111
Peak Hour Factor	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	80	317	69	73	289	194	113	228	34	302	267	173
Number of Lanes	1	1	0	1	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	2	2
HCM Control Delay	123.9	220	149.2	42.6
HCM LOS	F	F	F	E

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	30%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	61%	0%	82%	0%	60%	0%	100%	0%
Vol Right, %	9%	0%	18%	0%	40%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	240	51	247	47	309	193	171	111
LT Vol	72	51	0	47	0	193	0	0
Through Vol	146	0	203	0	185	0	171	0
RT Vol	22	0	44	0	124	0	0	111
Lane Flow Rate	375	80	386	73	483	302	267	173
Geometry Grp	8	8	8	8	8	7	7	7
Degree of Util (X)	1.183	0.256	1.175	0.237	1.451	0.857	0.723	0.435
Departure Headway (Hd)	12.879	13.278	12.607	12.725	11.891	11.994	11.462	10.717
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	285	273	289	284	309	305	318	338
Service Time	10.579	10.978	10.307	10.425	9.591	9.694	9.162	8.417
HCM Lane V/C Ratio	1.316	0.293	1.336	0.257	1.563	0.99	0.84	0.512
HCM Control Delay	149.2	20.5	145.3	19.3	250.5	57.8	39.1	21.4
HCM Lane LOS	F	C	F	C	F	F	E	C
HCM 95th-tile Q	14.8	1	14.8	0.9	23.9	7.5	5.3	2.1

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	407	322	11	6	56
Future Vol, veh/h	5	407	322	11	6	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	70	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	565	447	15	8	78

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	462	0	-	0	1034	455
Stage 1	-	-	-	-	455	-
Stage 2	-	-	-	-	579	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1099	-	-	-	257	605
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	560	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1099	-	-	-	255	605
Mov Cap-2 Maneuver	-	-	-	-	255	-
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	560	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1099	-	-	-	534
HCM Lane V/C Ratio	0.006	-	-	-	0.161
HCM Control Delay (s)	8.3	-	-	-	13
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Intersection	
Intersection Delay, s/veh	28.4
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	171	85	141	84	125	31	101	245	4	10	131	44
Future Vol, veh/h	171	85	141	84	125	31	101	245	4	10	131	44
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	276	137	227	135	202	50	163	395	6	16	211	71
Number of Lanes	1	1	1	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	31.2	29.2	28.5	21
HCM LOS	D	D	D	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	95%	0%	100%	0%	0%	80%	0%	100%	50%
Vol Right, %	0%	0%	5%	0%	0%	100%	0%	20%	0%	0%	50%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	101	163	86	171	85	141	84	156	10	87	88
LT Vol	101	0	0	171	0	0	84	0	10	0	0
Through Vol	0	163	82	0	85	0	0	125	0	87	44
RT Vol	0	0	4	0	0	141	0	31	0	0	44
Lane Flow Rate	163	263	138	276	137	227	135	252	16	141	141
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.481	0.74	0.387	0.796	0.376	0.579	0.404	0.706	0.052	0.431	0.418
Departure Headway (Hd)	10.624	10.107	10.073	10.387	9.876	9.16	10.739	10.1	11.531	11.012	10.646
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	339	358	358	350	365	393	336	357	311	327	338
Service Time	8.378	7.861	7.827	8.141	7.63	6.913	8.495	7.856	9.292	8.772	8.407
HCM Lane V/C Ratio	0.481	0.735	0.385	0.789	0.375	0.578	0.402	0.706	0.051	0.431	0.417
HCM Control Delay	22.9	36.9	19.1	43.7	18.5	23.8	20.6	33.9	14.9	21.9	20.9
HCM Lane LOS	C	E	C	E	C	C	C	D	B	C	C
HCM 95th-tile Q	2.5	5.7	1.8	6.7	1.7	3.5	1.9	5.2	0.2	2.1	2

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	158	0	0	169
Future Vol, veh/h	0	0	158	0	0	169
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	226	0	0	241

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	467	226	0	0	226	0
Stage 1	226	-	-	-	-	-
Stage 2	241	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	554	813	-	-	1342	-
Stage 1	812	-	-	-	-	-
Stage 2	799	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	554	813	-	-	1342	-
Mov Cap-2 Maneuver	554	-	-	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	799	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1342	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	13.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	127	0	100	2	418	143	133	755	0
Future Vol, veh/h	0	0	0	127	0	100	2	418	143	133	755	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	190	-	-
Veh in Median Storage, #	-	0	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	0	0	0	143	0	112	2	470	161	149	848	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1757	1781	848	1701	1701	551	848	0	0	631	0	0
Stage 1	1146	1146	-	555	555	-	-	-	-	-	-	-
Stage 2	611	635	-	1146	1146	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	66	82	361	~ 73	92	534	790	-	-	951	-	-
Stage 1	242	274	-	516	513	-	-	-	-	-	-	-
Stage 2	481	472	-	242	274	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	46	69	361	~ 64	77	534	790	-	-	951	-	-
Mov Cap-2 Maneuver	46	69	-	183	205	-	-	-	-	-	-	-
Stage 1	241	231	-	514	511	-	-	-	-	-	-	-
Stage 2	378	470	-	204	231	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	95.2	0	1.4
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	790	-	-	-	258	951	-	-
HCM Lane V/C Ratio	0.003	-	-	-	0.989	0.157	-	-
HCM Control Delay (s)	9.6	0	-	0	95.2	9.5	-	-
HCM Lane LOS	A	A	-	A	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	9.6	0.6	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	150	235	249	145	39	157
Future Vol, veh/h	150	235	249	145	39	157
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	195	305	323	188	51	204

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	511	0	-	0	1112	417
Stage 1	-	-	-	-	417	-
Stage 2	-	-	-	-	695	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1054	-	-	-	231	636
Stage 1	-	-	-	-	665	-
Stage 2	-	-	-	-	495	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1054	-	-	-	179	636
Mov Cap-2 Maneuver	-	-	-	-	179	-
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	495	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	25.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1054	-	-	-	422
HCM Lane V/C Ratio	0.185	-	-	-	0.603
HCM Control Delay (s)	9.2	0	-	-	25.7
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.7	-	-	-	3.9

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	262	2	2	379	0	5	0	5	0	0	0
Future Vol, veh/h	0	262	2	2	379	0	5	0	5	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	340	3	3	492	0	6	0	6	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	-	0	0	343	0	0	840	840	342
Stage 1	-	-	-	-	-	-	342	342	-
Stage 2	-	-	-	-	-	-	498	498	-
Critical Hdwy	-	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1216	-	0	335	302	701
Stage 1	0	-	-	-	-	0	719	638	-
Stage 2	0	-	-	-	-	0	611	544	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1216	-	-	334	0	701
Mov Cap-2 Maneuver	-	-	-	-	-	-	334	0	-
Stage 1	-	-	-	-	-	-	717	0	-
Stage 2	-	-	-	-	-	-	611	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	452	-	-	1216	-
HCM Lane V/C Ratio	0.029	-	-	0.002	-
HCM Control Delay (s)	13.2	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	661	2	0	1003	34	2	1	0	80	0	201
Future Volume (veh/h)	101	661	2	0	1003	34	2	1	0	80	0	201
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1760	1900	1863	1762	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	115	751	2	0	1140	39	2	1	0	91	0	148
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	8	8	2	8	8	2	2	2	2	2	2
Cap, veh/h	147	2002	5	3	1376	47	4	2	0	92	0	150
Arrive On Green	0.08	0.59	0.59	0.00	0.42	0.42	0.00	0.00	0.00	0.15	0.00	0.15
Sat Flow, veh/h	1774	3420	9	1774	3304	113	1202	601	0	629	0	1022
Grp Volume(v), veh/h	115	367	386	0	578	601	3	0	0	239	0	0
Grp Sat Flow(s),veh/h/ln	1774	1672	1758	1774	1674	1743	1803	0	0	1651	0	0
Q Serve(g_s), s	3.4	6.3	6.3	0.0	16.5	16.5	0.1	0.0	0.0	7.8	0.0	0.0
Cycle Q Clear(g_c), s	3.4	6.3	6.3	0.0	16.5	16.5	0.1	0.0	0.0	7.8	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.06	0.67		0.00	0.38		0.62
Lane Grp Cap(c), veh/h	147	978	1029	3	698	726	6	0	0	243	0	0
V/C Ratio(X)	0.78	0.38	0.38	0.00	0.83	0.83	0.51	0.00	0.00	0.98	0.00	0.00
Avail Cap(c_a), veh/h	211	978	1029	132	776	808	205	0	0	243	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.1	5.9	5.9	0.0	14.0	14.0	26.7	0.0	0.0	22.8	0.0	0.0
Incr Delay (d2), s/veh	11.1	0.2	0.2	0.0	6.8	6.6	55.2	0.0	0.0	53.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	2.9	3.1	0.0	8.9	9.2	0.1	0.0	0.0	7.0	0.0	0.0
LnGrp Delay(d),s/veh	35.3	6.2	6.1	0.0	20.8	20.6	81.9	0.0	0.0	76.0	0.0	0.0
LnGrp LOS	D	A	A		C	C	F			E		
Approach Vol, veh/h		868			1179			3			239	
Approach Delay, s/veh		10.0			20.7			81.9			76.0	
Approach LOS		B			C			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		4.2	0.0	36.5		13.0	9.1	27.5
Change Period (Y+Rc), s		4.0	4.6	5.1		5.1	4.6	5.1
Max Green Setting (Gmax), s		6.1	4.0	27.3		7.9	6.4	24.9
Max Q Clear Time (g_c+I1), s		2.1	0.0	8.3		9.8	5.4	18.5
Green Ext Time (p_c), s		0.0	0.0	4.6		0.0	0.0	3.9

Intersection Summary	
HCM 2010 Ctrl Delay	22.5
HCM 2010 LOS	C

Notes

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑	↱		↱
Traffic Vol, veh/h	0	751	1062	14	0	30
Future Vol, veh/h	0	751	1062	14	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	400	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	8	8	2	2	2
Mvmt Flow	0	884	1249	16	0	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	625
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	367
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	367
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15.9
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	367
HCM Lane V/C Ratio	-	-	-	0.096
HCM Control Delay (s)	-	-	-	15.9
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	203	49	49	185	124	89	164	26	193	177	111
Future Volume (veh/h)	51	203	49	49	185	124	89	164	26	193	177	111
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	80	317	77	77	289	194	139	256	41	302	277	173
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	1
Peak Hour Factor	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	102	433	105	98	309	207	178	312	50	350	551	469
Arrive On Green	0.06	0.30	0.30	0.06	0.30	0.30	0.10	0.20	0.20	0.20	0.30	0.30
Sat Flow, veh/h	1774	1449	352	1774	1041	699	1774	1567	251	1774	1863	1583
Grp Volume(v), veh/h	80	0	394	77	0	483	139	0	297	302	277	173
Grp Sat Flow(s),veh/h/ln	1774	0	1801	1774	0	1739	1774	0	1818	1774	1863	1583
Q Serve(g_s), s	2.9	0.0	12.6	2.7	0.0	17.3	4.9	0.0	10.0	10.6	7.9	5.5
Cycle Q Clear(g_c), s	2.9	0.0	12.6	2.7	0.0	17.3	4.9	0.0	10.0	10.6	7.9	5.5
Prop In Lane	1.00		0.20	1.00		0.40	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	102	0	538	98	0	516	178	0	362	350	551	469
V/C Ratio(X)	0.78	0.00	0.73	0.78	0.00	0.94	0.78	0.00	0.82	0.86	0.50	0.37
Avail Cap(c_a), veh/h	111	0	538	138	0	516	305	0	482	388	581	494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.8	0.0	20.2	29.9	0.0	22.0	28.1	0.0	24.6	24.9	18.7	17.8
Incr Delay (d2), s/veh	28.1	0.0	5.1	17.3	0.0	24.8	7.3	0.0	8.2	16.7	0.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	7.0	1.8	0.0	11.9	2.8	0.0	5.9	6.7	4.1	2.5
LnGrp Delay(d),s/veh	57.9	0.0	25.3	47.2	0.0	46.8	35.4	0.0	32.8	41.5	19.4	18.3
LnGrp LOS	E		C	D		D	D		C	D	B	B
Approach Vol, veh/h		474			560			436			752	
Approach Delay, s/veh		30.8			46.8			33.6			28.0	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	16.8	7.5	23.1	10.4	23.0	7.7	23.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	17.0	5.0	18.0	11.0	20.0	4.0	19.0
Max Q Clear Time (g_c+I1), s	12.6	12.0	4.7	14.6	6.9	9.9	4.9	19.3
Green Ext Time (p_c), s	0.1	0.7	0.0	0.8	0.1	1.6	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	34.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	128	0	103	2	418	144	135	755	0
Future Volume (veh/h)	0	0	0	128	0	103	2	418	144	135	755	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1785	1900	1863	1759	1900
Adj Flow Rate, veh/h	0	0	0	144	0	116	2	470	162	152	848	0
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	8	2	8	8
Cap, veh/h	0	395	0	272	15	142	4	559	193	194	963	0
Arrive On Green	0.00	0.00	0.00	0.21	0.00	0.21	0.00	0.44	0.44	0.11	0.55	0.00
Sat Flow, veh/h	0	1863	0	759	72	670	1774	1270	438	1774	1759	0
Grp Volume(v), veh/h	0	0	0	260	0	0	2	0	632	152	848	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	1502	0	0	1774	0	1707	1774	1759	0
Q Serve(g_s), s	0.0	0.0	0.0	7.5	0.0	0.0	0.1	0.0	16.6	4.2	21.2	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	8.3	0.0	0.0	0.1	0.0	16.6	4.2	21.2	0.0
Prop In Lane	0.00		0.00	0.55		0.45	1.00		0.26	1.00		0.00
Lane Grp Cap(c), veh/h	0	395	0	430	0	0	4	0	751	194	963	0
V/C Ratio(X)	0.00	0.00	0.00	0.61	0.00	0.00	0.51	0.00	0.84	0.78	0.88	0.00
Avail Cap(c_a), veh/h	0	591	0	586	0	0	141	0	983	282	1152	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	18.8	0.0	0.0	25.1	0.0	12.5	21.8	10.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.4	0.0	0.0	78.1	0.0	5.2	8.5	7.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	3.6	0.0	0.0	0.1	0.0	8.8	2.5	12.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	20.2	0.0	0.0	103.2	0.0	17.8	30.3	17.1	0.0
LnGrp LOS				C			F		B	C	B	
Approach Vol, veh/h		0			260			634			1000	
Approach Delay, s/veh		0.0			20.2			18.0			19.1	
Approach LOS					C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.5	26.2		14.7	4.1	31.6		14.7
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	8.0	29.0		16.0	4.0	33.0		16.0
Max Q Clear Time (g_c+I1), s	6.2	18.6		0.0	2.1	23.2		10.3
Green Ext Time (p_c), s	0.1	3.2		0.0	0.0	4.4		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	18.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	154	26	184	158	130	19	49	113	82	58	104
Future Volume (veh/h)	140	154	26	184	158	130	19	49	113	82	58	104
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	161	177	30	211	182	149	22	56	130	94	67	120
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	199	363	61	199	222	181	266	75	174	117	84	150
Arrive On Green	0.11	0.23	0.23	0.11	0.23	0.23	0.15	0.15	0.15	0.21	0.21	0.21
Sat Flow, veh/h	1774	1553	263	1774	949	777	1774	499	1159	571	407	728
Grp Volume(v), veh/h	161	0	207	211	0	331	22	0	186	281	0	0
Grp Sat Flow(s),veh/h/ln	1774	0	1816	1774	0	1726	1774	0	1658	1706	0	0
Q Serve(g_s), s	4.7	0.0	5.3	6.0	0.0	9.7	0.6	0.0	5.7	8.4	0.0	0.0
Cycle Q Clear(g_c), s	4.7	0.0	5.3	6.0	0.0	9.7	0.6	0.0	5.7	8.4	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.45	1.00		0.70	0.33		0.43
Lane Grp Cap(c), veh/h	199	0	424	199	0	403	266	0	249	350	0	0
V/C Ratio(X)	0.81	0.00	0.49	1.06	0.00	0.82	0.08	0.00	0.75	0.80	0.00	0.00
Avail Cap(c_a), veh/h	199	0	543	199	0	516	530	0	496	510	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.2	0.0	17.7	23.8	0.0	19.5	19.6	0.0	21.8	20.2	0.0	0.0
Incr Delay (d2), s/veh	21.6	0.0	0.9	80.9	0.0	8.2	0.1	0.0	4.5	5.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	0.0	2.7	7.3	0.0	5.5	0.3	0.0	2.9	4.5	0.0	0.0
LnGrp Delay(d),s/veh	44.8	0.0	18.6	104.7	0.0	27.6	19.7	0.0	26.2	26.0	0.0	0.0
LnGrp LOS	D		B	F		C	B		C	C		
Approach Vol, veh/h		368			542			208			281	
Approach Delay, s/veh		30.1			57.6			25.6			26.0	
Approach LOS		C			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		12.0	10.0	16.5		15.0	10.0	16.5
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		16.0	6.0	16.0		16.0	6.0	16.0
Max Q Clear Time (g_c+I1), s		7.7	8.0	7.3		10.4	6.7	11.7
Green Ext Time (p_c), s		0.7	0.0	0.7		0.8	0.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	39.3
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	143.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	203	49	49	185	124	89	164	26	193	177	111
Future Vol, veh/h	51	203	49	49	185	124	89	164	26	193	177	111
Peak Hour Factor	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	80	317	77	77	289	194	139	256	41	302	277	173
Number of Lanes	1	1	0	1	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	2	2
HCM Control Delay	133.7	221.9	225.5	45
HCM LOS	F	F	F	E

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	32%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	59%	0%	81%	0%	60%	0%	100%	0%
Vol Right, %	9%	0%	19%	0%	40%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	279	51	252	49	309	193	177	111
LT Vol	89	51	0	49	0	193	0	0
Through Vol	164	0	203	0	185	0	177	0
RT Vol	26	0	49	0	124	0	0	111
Lane Flow Rate	436	80	394	77	483	302	277	173
Geometry Grp	8	8	8	8	8	7	7	7
Degree of Util (X)	1.381	0.257	1.201	0.247	1.455	0.858	0.748	0.435
Departure Headway (Hd)	12.971	13.784	13.096	13.253	12.414	12.531	11.997	11.249
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	283	262	280	273	299	293	304	323
Service Time	10.671	11.484	10.796	10.953	10.114	10.231	9.697	8.949
HCM Lane V/C Ratio	1.541	0.305	1.407	0.282	1.615	1.031	0.911	0.536
HCM Control Delay	225.5	21.2	156.5	20.2	253.9	59.8	43.2	22.3
HCM Lane LOS	F	C	F	C	F	F	E	C
HCM 95th-tile Q	20.3	1	15.1	0.9	23.3	7.4	5.6	2.1

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	411	323	11	6	56
Future Vol, veh/h	7	411	323	11	6	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	70	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	571	449	15	8	78

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	464	0	-	0	1048	457
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	591	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1097	-	-	-	252	604
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	553	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1097	-	-	-	250	604
Mov Cap-2 Maneuver	-	-	-	-	250	-
Stage 1	-	-	-	-	632	-
Stage 2	-	-	-	-	553	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1097	-	-	-	531
HCM Lane V/C Ratio	0.009	-	-	-	0.162
HCM Control Delay (s)	8.3	-	-	-	13.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Intersection	
Intersection Delay, s/veh	30
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	175	85	142	84	125	31	101	252	4	10	133	46
Future Vol, veh/h	175	85	142	84	125	31	101	252	4	10	133	46
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	282	137	229	135	202	50	163	406	6	16	215	74
Number of Lanes	1	1	1	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	33.5	30.2	30.3	21.7
HCM LOS	D	D	D	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	95%	0%	100%	0%	0%	80%	0%	100%	49%
Vol Right, %	0%	0%	5%	0%	0%	100%	0%	20%	0%	0%	51%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	101	168	88	175	85	142	84	156	10	89	90
LT Vol	101	0	0	175	0	0	84	0	10	0	0
Through Vol	0	168	84	0	85	0	0	125	0	89	44
RT Vol	0	0	4	0	0	142	0	31	0	0	46
Lane Flow Rate	163	271	142	282	137	229	135	252	16	143	146
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.486	0.769	0.402	0.824	0.381	0.591	0.41	0.716	0.052	0.443	0.436
Departure Headway (Hd)	10.739	10.221	10.188	10.512	10	9.284	10.883	10.243	11.662	11.142	10.771
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	336	355	353	344	361	389	331	352	307	323	335
Service Time	8.496	7.979	7.946	8.265	7.754	7.037	8.64	8.001	9.426	8.906	8.535
HCM Lane V/C Ratio	0.485	0.763	0.402	0.82	0.38	0.589	0.408	0.716	0.052	0.443	0.436
HCM Control Delay	23.3	40.1	19.7	47.7	18.8	24.7	21	35.1	15.1	22.5	21.7
HCM Lane LOS	C	E	C	E	C	C	C	E	C	C	C
HCM 95th-tile Q	2.5	6.2	1.9	7.2	1.7	3.7	1.9	5.3	0.2	2.2	2.1

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	35	244	0	12	263
Future Vol, veh/h	25	35	244	0	12	263
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	50	349	0	17	376

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	759	349	0	0	349	0
Stage 1	349	-	-	-	-	-
Stage 2	410	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	374	694	-	-	1210	-
Stage 1	714	-	-	-	-	-
Stage 2	670	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	369	694	-	-	1210	-
Mov Cap-2 Maneuver	369	-	-	-	-	-
Stage 1	704	-	-	-	-	-
Stage 2	670	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.5	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	508	1210	-
HCM Lane V/C Ratio	-	-	0.169	0.014	-
HCM Control Delay (s)	-	-	13.5	8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Int Delay, s/veh	14.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	128	0	103	2	418	144	135	755	0
Future Vol, veh/h	0	0	0	128	0	103	2	418	144	135	755	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	190	-	-
Veh in Median Storage, #	-	0	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	0	0	0	144	0	116	2	470	162	152	848	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1765	1788	848	1707	1707	551	848	0	0	632	0	0
Stage 1	1152	1152	-	555	555	-	-	-	-	-	-	-
Stage 2	613	636	-	1152	1152	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	65	81	361	~ 72	91	534	790	-	-	951	-	-
Stage 1	241	272	-	516	513	-	-	-	-	-	-	-
Stage 2	480	472	-	241	272	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	45	68	361	~ 63	76	534	790	-	-	951	-	-
Mov Cap-2 Maneuver	45	68	-	181	203	-	-	-	-	-	-	-
Stage 1	240	228	-	514	511	-	-	-	-	-	-	-
Stage 2	374	470	-	202	228	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	101.1	0	1.4
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	790	-	-	-	257	951	-	-
HCM Lane V/C Ratio	0.003	-	-	-	1.01	0.16	-	-
HCM Control Delay (s)	9.6	0	-	0	101.1	9.5	-	-
HCM Lane LOS	A	A	-	A	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	10	0.6	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	8.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	157	243	260	150	45	176
Future Vol, veh/h	157	243	260	150	45	176
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	204	316	338	195	58	229

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	533	0	-	0	1160	436
Stage 1	-	-	-	-	436	-
Stage 2	-	-	-	-	724	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1035	-	-	-	216	620
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	480	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1035	-	-	-	164	620
Mov Cap-2 Maneuver	-	-	-	-	164	-
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	480	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	34.6
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1035	-	-	-	396
HCM Lane V/C Ratio	0.197	-	-	-	0.725
HCM Control Delay (s)	9.3	0	-	-	34.6
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.7	-	-	-	5.6

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	268	2	2	380	4	5	0	5	13	0	27
Future Vol, veh/h	9	268	2	2	380	4	5	0	5	13	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	348	3	3	494	5	6	0	6	17	0	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	499	0	0	351	0	0	894	879	350	880	878	497
Stage 1	-	-	-	-	-	-	374	374	-	503	503	-
Stage 2	-	-	-	-	-	-	520	505	-	377	375	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1065	-	-	1208	-	-	262	286	693	268	287	573
Stage 1	-	-	-	-	-	-	647	618	-	551	541	-
Stage 2	-	-	-	-	-	-	539	540	-	644	617	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1065	-	-	1208	-	-	243	281	693	262	282	573
Mov Cap-2 Maneuver	-	-	-	-	-	-	243	281	-	262	282	-
Stage 1	-	-	-	-	-	-	638	609	-	543	539	-
Stage 2	-	-	-	-	-	-	504	538	-	629	608	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	15.4	15
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	360	1065	-	-	1208	-	-	413
HCM Lane V/C Ratio	0.036	0.011	-	-	0.002	-	-	0.126
HCM Control Delay (s)	15.4	8.4	0	-	8	0	-	15
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	661	2	0	1015	34	2	1	0	81	0	215
Future Volume (veh/h)	109	661	2	0	1015	34	2	1	0	81	0	215
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1760	1900	1863	1762	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	124	751	2	0	1153	39	2	1	0	92	0	164
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	8	8	2	8	8	2	2	2	2	2	2
Cap, veh/h	158	2020	5	3	1377	47	4	2	0	86	0	153
Arrive On Green	0.09	0.59	0.59	0.00	0.42	0.42	0.00	0.00	0.00	0.15	0.00	0.15
Sat Flow, veh/h	1774	3420	9	1774	3305	112	1202	601	0	592	0	1055
Grp Volume(v), veh/h	124	367	386	0	584	608	3	0	0	256	0	0
Grp Sat Flow(s),veh/h/ln	1774	1672	1758	1774	1674	1743	1803	0	0	1647	0	0
Q Serve(g_s), s	3.7	6.3	6.3	0.0	17.0	17.0	0.1	0.0	0.0	7.9	0.0	0.0
Cycle Q Clear(g_c), s	3.7	6.3	6.3	0.0	17.0	17.0	0.1	0.0	0.0	7.9	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.06	0.67		0.00	0.36		0.64
Lane Grp Cap(c), veh/h	158	987	1038	3	697	726	6	0	0	239	0	0
V/C Ratio(X)	0.78	0.37	0.37	0.00	0.84	0.84	0.51	0.00	0.00	1.07	0.00	0.00
Avail Cap(c_a), veh/h	209	987	1038	130	766	798	202	0	0	239	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.3	5.8	5.8	0.0	14.2	14.2	27.1	0.0	0.0	23.2	0.0	0.0
Incr Delay (d2), s/veh	13.1	0.2	0.2	0.0	7.5	7.3	55.2	0.0	0.0	78.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	2.9	3.1	0.0	9.2	9.6	0.1	0.0	0.0	8.7	0.0	0.0
LnGrp Delay(d),s/veh	37.3	6.1	6.1	0.0	21.8	21.5	82.3	0.0	0.0	101.3	0.0	0.0
LnGrp LOS	D	A	A		C	C	F			F		
Approach Vol, veh/h		877			1192			3			256	
Approach Delay, s/veh		10.5			21.6			82.3			101.3	
Approach LOS		B			C			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		4.2	0.0	37.2		13.0	9.5	27.8
Change Period (Y+Rc), s		4.0	4.6	5.1		5.1	4.6	5.1
Max Green Setting (Gmax), s		6.1	4.0	27.3		7.9	6.4	24.9
Max Q Clear Time (g_c+I1), s		2.1	0.0	8.3		9.9	5.7	19.0
Green Ext Time (p_c), s		0.0	0.0	4.6		0.0	0.0	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	26.3
HCM 2010 LOS	C

Notes

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑	↱		↱
Traffic Vol, veh/h	0	761	1064	16	0	42
Future Vol, veh/h	0	761	1064	16	0	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	400	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	8	8	2	2	2
Mvmt Flow	0	895	1252	19	0	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	626
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	366
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	366
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.4
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	366
HCM Lane V/C Ratio	-	-	-	0.135
HCM Control Delay (s)	-	-	-	16.4
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.5

Intersection	
Intersection Delay, s/veh	146.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	206	48	49	195	128	84	157	25	196	175	111
Future Vol, veh/h	51	206	48	49	195	128	84	157	25	196	175	111
Peak Hour Factor	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	80	322	75	77	305	200	131	245	39	306	273	173
Number of Lanes	1	1	0	1	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	2	2
HCM Control Delay	137.2	247.1	200.6	45.7
HCM LOS	F	F	F	E

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	32%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	59%	0%	81%	0%	60%	0%	100%	0%
Vol Right, %	9%	0%	19%	0%	40%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	266	51	254	49	323	196	175	111
LT Vol	84	51	0	49	0	196	0	0
Through Vol	157	0	206	0	195	0	175	0
RT Vol	25	0	48	0	128	0	0	111
Lane Flow Rate	416	80	397	77	505	306	273	173
Geometry Grp	8	8	8	8	8	7	7	7
Degree of Util (X)	1.317	0.257	1.212	0.247	1.522	0.871	0.74	0.435
Departure Headway (Hd)	13.118	13.777	13.094	13.136	12.302	12.509	11.976	11.228
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	283	262	282	275	298	291	304	323
Service Time	10.818	11.477	10.794	10.836	10.002	10.209	9.676	8.928
HCM Lane V/C Ratio	1.47	0.305	1.408	0.28	1.695	1.052	0.898	0.536
HCM Control Delay	200.6	21.2	160.5	20.1	281.5	62	42.3	22.3
HCM Lane LOS	F	C	F	C	F	F	E	C
HCM 95th-tile Q	18.3	1	15.4	0.9	25.6	7.6	5.5	2.1

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	405	11	2	307	11	30	0	7	6	0	56
Future Vol, veh/h	7	405	11	2	307	11	30	0	7	6	0	56
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	70	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	92	92	72	72	92	92	92	72	92	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	563	12	2	426	15	33	0	8	8	0	78

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	441	0	0	575	0	0	1066	1034	569	1031	1033	434
Stage 1	-	-	-	-	-	-	589	589	-	438	438	-
Stage 2	-	-	-	-	-	-	477	445	-	593	595	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1119	-	-	998	-	-	200	232	522	211	232	622
Stage 1	-	-	-	-	-	-	494	495	-	597	579	-
Stage 2	-	-	-	-	-	-	569	575	-	492	492	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1119	-	-	998	-	-	174	229	522	206	229	622
Mov Cap-2 Maneuver	-	-	-	-	-	-	174	229	-	206	229	-
Stage 1	-	-	-	-	-	-	490	491	-	592	578	-
Stage 2	-	-	-	-	-	-	497	574	-	480	488	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	27.6	13.3
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	199	1119	-	-	998	-	-	520
HCM Lane V/C Ratio	0.202	0.009	-	-	0.002	-	-	0.166
HCM Control Delay (s)	27.6	8.2	-	-	8.6	-	-	13.3
HCM Lane LOS	D	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.6

Intersection	
Intersection Delay, s/veh	29.1
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	178	85	139	84	125	31	86	249	4	10	131	47
Future Vol, veh/h	178	85	139	84	125	31	86	249	4	10	131	47
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	287	137	224	135	202	50	139	402	6	16	211	76
Number of Lanes	1	1	1	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	33	29.2	29	21.1
HCM LOS	D	D	D	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	95%	0%	100%	0%	0%	80%	0%	100%	48%
Vol Right, %	0%	0%	5%	0%	0%	100%	0%	20%	0%	0%	52%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	86	166	87	178	85	139	84	156	10	87	91
LT Vol	86	0	0	178	0	0	84	0	10	0	0
Through Vol	0	166	83	0	85	0	0	125	0	87	44
RT Vol	0	0	4	0	0	139	0	31	0	0	47
Lane Flow Rate	139	268	140	287	137	224	135	252	16	141	146
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.411	0.755	0.394	0.826	0.375	0.568	0.404	0.705	0.052	0.43	0.431
Departure Headway (Hd)	10.662	10.145	10.111	10.354	9.842	9.126	10.723	10.084	11.501	10.981	10.604
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	338	356	356	350	366	395	336	360	312	328	339
Service Time	8.417	7.9	7.867	8.109	7.597	6.881	8.479	7.84	9.263	8.743	8.366
HCM Lane V/C Ratio	0.411	0.753	0.393	0.82	0.374	0.567	0.402	0.7	0.051	0.43	0.431
HCM Control Delay	20.7	38.4	19.3	47.5	18.4	23.3	20.6	33.8	14.9	21.8	21.2
HCM Lane LOS	C	E	C	E	C	C	C	D	B	C	C
HCM 95th-tile Q	1.9	6	1.8	7.3	1.7	3.4	1.9	5.1	0.2	2.1	2.1

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	23	243	8	8	263
Future Vol, veh/h	20	23	243	8	8	263
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	33	347	11	11	376

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	751	353	0	0	358	0
Stage 1	353	-	-	-	-	-
Stage 2	398	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	378	691	-	-	1201	-
Stage 1	711	-	-	-	-	-
Stage 2	678	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	375	691	-	-	1201	-
Mov Cap-2 Maneuver	375	-	-	-	-	-
Stage 1	705	-	-	-	-	-
Stage 2	678	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.3	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	496	1201	-
HCM Lane V/C Ratio	-	-	0.124	0.01	-
HCM Control Delay (s)	-	-	13.3	8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	14.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	128	0	102	2	418	144	134	755	0
Future Vol, veh/h	0	0	0	128	0	102	2	418	144	134	755	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	190	-	-
Veh in Median Storage, #	-	0	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	0	0	0	144	0	115	2	470	162	151	848	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1763	1786	848	1705	1705	551	848	0	0	632	0	0
Stage 1	1150	1150	-	555	555	-	-	-	-	-	-	-
Stage 2	613	636	-	1150	1150	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	66	81	361	~ 72	91	534	790	-	-	951	-	-
Stage 1	241	273	-	516	513	-	-	-	-	-	-	-
Stage 2	480	472	-	241	273	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	45	68	361	~ 63	76	534	790	-	-	951	-	-
Mov Cap-2 Maneuver	45	68	-	182	204	-	-	-	-	-	-	-
Stage 1	240	230	-	514	511	-	-	-	-	-	-	-
Stage 2	375	470	-	203	230	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	99.9	0	1.4
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	790	-	-	-	257	951	-	-
HCM Lane V/C Ratio	0.003	-	-	-	1.006	0.158	-	-
HCM Control Delay (s)	9.6	0	-	0	99.9	9.5	-	-
HCM Lane LOS	A	A	-	A	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	9.9	0.6	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	156	242	260	149	43	174
Future Vol, veh/h	156	242	260	149	43	174
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	203	314	338	194	56	226

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	532	0	-	0	1155	435
Stage 1	-	-	-	-	435	-
Stage 2	-	-	-	-	720	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1036	-	-	-	218	621
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	482	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1036	-	-	-	166	621
Mov Cap-2 Maneuver	-	-	-	-	166	-
Stage 1	-	-	-	-	498	-
Stage 2	-	-	-	-	482	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	32.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1036	-	-	-	402
HCM Lane V/C Ratio	0.196	-	-	-	0.701
HCM Control Delay (s)	9.3	0	-	-	32.4
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.7	-	-	-	5.2

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	266	2	2	380	4	5	0	5	11	0	25
Future Vol, veh/h	8	266	2	2	380	4	5	0	5	11	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	345	3	3	494	5	6	0	6	14	0	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	499	0	0	348	0	0	886	872	347	873	871	497
Stage 1	-	-	-	-	-	-	367	367	-	503	503	-
Stage 2	-	-	-	-	-	-	519	505	-	370	368	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1065	-	-	1211	-	-	265	289	696	271	289	573
Stage 1	-	-	-	-	-	-	653	622	-	551	541	-
Stage 2	-	-	-	-	-	-	540	540	-	650	621	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1065	-	-	1211	-	-	247	285	696	265	285	573
Mov Cap-2 Maneuver	-	-	-	-	-	-	247	285	-	265	285	-
Stage 1	-	-	-	-	-	-	645	615	-	544	539	-
Stage 2	-	-	-	-	-	-	508	538	-	636	614	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	15.2	14.6
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	365	1065	-	-	1211	-	-	423
HCM Lane V/C Ratio	0.036	0.01	-	-	0.002	-	-	0.111
HCM Control Delay (s)	15.2	8.4	0	-	8	0	-	14.6
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑	↱		↱
Traffic Vol, veh/h	0	761	1064	15	0	42
Future Vol, veh/h	0	761	1064	15	0	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	400	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	8	8	2	2	2
Mvmt Flow	0	895	1252	18	0	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	626
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	366
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	366
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.4
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	366
HCM Lane V/C Ratio	-	-	-	0.135
HCM Control Delay (s)	-	-	-	16.4
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.5

Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	82	203	27	14	121	69	25	109	21	102	81	49
Future Vol, veh/h	82	203	27	14	121	69	25	109	21	102	81	49
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	86	214	28	15	127	73	26	115	22	107	85	52
Number of Lanes	1	1	0	1	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	2	2
HCM Control Delay	13.4	12.9	13.1	10.7
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	16%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	70%	0%	88%	0%	64%	0%	100%	0%
Vol Right, %	14%	0%	12%	0%	36%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	155	82	230	14	190	102	81	49
LT Vol	25	82	0	14	0	102	0	0
Through Vol	109	0	203	0	121	0	81	0
RT Vol	21	0	27	0	69	0	0	49
Lane Flow Rate	163	86	242	15	200	107	85	52
Geometry Grp	8	8	8	8	8	7	7	7
Degree of Util (X)	0.318	0.169	0.435	0.03	0.365	0.21	0.154	0.083
Departure Headway (Hd)	7.018	7.06	6.47	7.34	6.574	7.03	6.523	5.812
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	509	506	554	485	544	508	547	612
Service Time	4.811	4.839	4.249	5.127	4.36	4.811	4.303	3.592
HCM Lane V/C Ratio	0.32	0.17	0.437	0.031	0.368	0.211	0.155	0.085
HCM Control Delay	13.1	11.3	14.2	10.4	13.1	11.7	10.5	9.1
HCM Lane LOS	B	B	B	B	B	B	B	A
HCM 95th-tile Q	1.4	0.6	2.2	0.1	1.7	0.8	0.5	0.3

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	299	183	5	1	24
Future Vol, veh/h	27	299	183	5	1	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	70	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	311	191	5	1	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	196	0	-	0	561	194
Stage 1	-	-	-	-	194	-
Stage 2	-	-	-	-	367	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1377	-	-	-	489	847
Stage 1	-	-	-	-	839	-
Stage 2	-	-	-	-	701	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1377	-	-	-	479	847
Mov Cap-2 Maneuver	-	-	-	-	479	-
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	701	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1377	-	-	-	822
HCM Lane V/C Ratio	0.02	-	-	-	0.032
HCM Control Delay (s)	7.7	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	62	176	9	42	16	121	163	3	9	95	4
Future Vol, veh/h	33	62	176	9	42	16	121	163	3	9	95	4
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	75	212	11	51	19	146	196	4	11	114	5
Number of Lanes	1	1	1	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	10.6	10.1	10.9	10.2
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	95%	0%	100%	0%	0%	72%	0%	100%	89%
Vol Right, %	0%	0%	5%	0%	0%	100%	0%	28%	0%	0%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	121	109	57	33	62	176	9	58	9	63	36
LT Vol	121	0	0	33	0	0	9	0	9	0	0
Through Vol	0	109	54	0	62	0	0	42	0	63	32
RT Vol	0	0	3	0	0	176	0	16	0	0	4
Lane Flow Rate	146	131	69	40	75	212	11	70	11	76	43
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.268	0.222	0.117	0.074	0.129	0.324	0.022	0.125	0.021	0.14	0.078
Departure Headway (Hd)	6.616	6.113	6.076	6.695	6.195	5.494	7.159	6.465	7.088	6.584	6.504
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	542	587	590	535	578	653	499	553	504	543	550
Service Time	4.357	3.853	3.816	4.438	3.938	3.237	4.912	4.219	4.84	4.336	4.257
HCM Lane V/C Ratio	0.269	0.223	0.117	0.075	0.13	0.325	0.022	0.127	0.022	0.14	0.078
HCM Control Delay	11.8	10.6	9.6	10	9.9	10.9	10.1	10.1	10	10.4	9.8
HCM Lane LOS	B	B	A	A	A	B	B	B	A	B	A
HCM 95th-tile Q	1.1	0.8	0.4	0.2	0.4	1.4	0.1	0.4	0.1	0.5	0.3

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	106	0	0	82
Future Vol, veh/h	0	0	106	0	0	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	115	0	0	89

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	204	115	0	0	115	0
Stage 1	115	-	-	-	-	-
Stage 2	89	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	784	937	-	-	1474	-
Stage 1	910	-	-	-	-	-
Stage 2	934	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	784	937	-	-	1474	-
Mov Cap-2 Maneuver	784	-	-	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	934	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1474	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	89	0	99	0	671	177	98	607	0
Future Vol, veh/h	0	0	0	89	0	99	0	671	177	98	607	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	190	-	-
Veh in Median Storage, #	-	0	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	0	0	0	91	0	101	0	685	181	100	619	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1645	1685	619	1595	1595	776	619	0	0	866	0	0
Stage 1	819	819	-	776	776	-	-	-	-	-	-	-
Stage 2	826	866	-	819	819	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	79	94	489	~ 86	107	397	961	-	-	777	-	-
Stage 1	369	389	-	390	407	-	-	-	-	-	-	-
Stage 2	366	370	-	369	389	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	53	82	489	~ 77	93	397	961	-	-	777	-	-
Mov Cap-2 Maneuver	53	82	-	246	262	-	-	-	-	-	-	-
Stage 1	369	339	-	390	407	-	-	-	-	-	-	-
Stage 2	273	370	-	322	339	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	34.2	0	1.4
HCM LOS	A	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	961	-	-	-	308	777	-	-
HCM Lane V/C Ratio	-	-	-	-	0.623	0.129	-	-
HCM Control Delay (s)	0	-	-	0	34.2	10.3	-	-
HCM Lane LOS	A	-	-	A	D	B	-	-
HCM 95th %tile Q(veh)	0	-	-	-	3.9	0.4	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	105	287	198	58	62	65
Future Vol, veh/h	105	287	198	58	62	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	119	326	225	66	70	74

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	291	0	-	0	822	258
Stage 1	-	-	-	-	258	-
Stage 2	-	-	-	-	564	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1271	-	-	-	344	781
Stage 1	-	-	-	-	785	-
Stage 2	-	-	-	-	569	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1271	-	-	-	305	781
Mov Cap-2 Maneuver	-	-	-	-	305	-
Stage 1	-	-	-	-	696	-
Stage 2	-	-	-	-	569	-

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	17
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1271	-	-	-	443
HCM Lane V/C Ratio	0.094	-	-	-	0.326
HCM Control Delay (s)	8.1	0	-	-	17
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.4

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	335	5	5	238	50	2	0	2	0	0	0
Future Vol, veh/h	0	335	5	5	238	50	2	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	381	6	6	270	57	2	0	2	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	387	0	0	695	723	384	696	698	299
Stage 1	-	-	-	-	-	-	384	384	-	311	311	-
Stage 2	-	-	-	-	-	-	311	339	-	385	387	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1171	-	-	357	352	664	356	364	741
Stage 1	0	-	-	-	-	-	639	611	-	699	658	-
Stage 2	0	-	-	-	-	-	699	640	-	638	610	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	1171	-	-	355	350	664	353	362	741
Mov Cap-2 Maneuver	-	-	-	-	-	-	355	350	-	353	362	-
Stage 1	-	-	-	-	-	-	639	611	-	699	654	-
Stage 2	-	-	-	-	-	-	695	636	-	636	610	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	12.9	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	463	-	-	1171	-	-	-
HCM Lane V/C Ratio	0.01	-	-	0.005	-	-	-
HCM Control Delay (s)	12.9	-	-	8.1	0	-	0
HCM Lane LOS	B	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	1170	0	0	772	67	1	0	0	90	2	113
Future Volume (veh/h)	128	1170	0	0	772	67	1	0	0	90	2	113
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1759	1900	1863	1767	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	132	1206	0	0	796	69	1	0	0	93	2	85
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	8	8	2	8	8	2	2	2	2	2	2
Cap, veh/h	169	1859	0	4	1129	98	4	0	0	117	3	107
Arrive On Green	0.10	0.56	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.13	0.13	0.13
Sat Flow, veh/h	1774	3431	0	1774	3127	271	1774	0	0	868	19	793
Grp Volume(v), veh/h	132	1206	0	0	427	438	1	0	0	180	0	0
Grp Sat Flow(s),veh/h/ln	1774	1671	0	1774	1679	1719	1774	0	0	1679	0	0
Q Serve(g_s), s	3.4	11.5	0.0	0.0	10.1	10.1	0.0	0.0	0.0	4.8	0.0	0.0
Cycle Q Clear(g_c), s	3.4	11.5	0.0	0.0	10.1	10.1	0.0	0.0	0.0	4.8	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.16	1.00		0.00	0.52		0.47
Lane Grp Cap(c), veh/h	169	1859	0	4	606	621	4	0	0	226	0	0
V/C Ratio(X)	0.78	0.65	0.00	0.00	0.70	0.70	0.26	0.00	0.00	0.80	0.00	0.00
Avail Cap(c_a), veh/h	246	1980	0	154	907	929	235	0	0	288	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.4	7.1	0.0	0.0	12.6	12.6	23.0	0.0	0.0	19.3	0.0	0.0
Incr Delay (d2), s/veh	9.4	0.7	0.0	0.0	1.5	1.5	32.3	0.0	0.0	11.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	5.4	0.0	0.0	4.9	5.0	0.0	0.0	0.0	2.9	0.0	0.0
LnGrp Delay(d),s/veh	29.8	7.8	0.0	0.0	14.1	14.1	55.3	0.0	0.0	30.8	0.0	0.0
LnGrp LOS	C	A			B	B	E			C		
Approach Vol, veh/h		1338			865			1			180	
Approach Delay, s/veh		10.0			14.1			55.3			30.8	
Approach LOS		A			B			E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		4.1	0.0	30.7		11.3	9.0	21.7
Change Period (Y+Rc), s		4.0	4.6	5.1		5.1	4.6	5.1
Max Green Setting (Gmax), s		6.1	4.0	27.3		7.9	6.4	24.9
Max Q Clear Time (g_c+I1), s		2.0	0.0	13.5		6.8	5.4	12.1
Green Ext Time (p_c), s		0.0	0.0	7.3		0.1	0.0	4.6

Intersection Summary	
HCM 2010 Ctrl Delay	13.1
HCM 2010 LOS	B

Notes

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑	↱		↱
Traffic Vol, veh/h	0	1230	847	41	0	21
Future Vol, veh/h	0	1230	847	41	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	400	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	8	8	2	2	2
Mvmt Flow	0	1447	996	48	0	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	498
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	443
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	443
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	443
HCM Lane V/C Ratio	-	-	-	0.056
HCM Control Delay (s)	-	-	-	13.6
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.2

Intersection	
Intersection Delay, s/veh	13.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	82	203	45	17	121	69	37	121	23	102	101	49
Future Vol, veh/h	82	203	45	17	121	69	37	121	23	102	101	49
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	86	214	47	18	127	73	39	127	24	107	106	52
Number of Lanes	1	1	0	1	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	2	2
HCM Control Delay	14.8	13.7	14.7	11.3
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	20%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	67%	0%	82%	0%	64%	0%	100%	0%
Vol Right, %	13%	0%	18%	0%	36%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	181	82	248	17	190	102	101	49
LT Vol	37	82	0	17	0	102	0	0
Through Vol	121	0	203	0	121	0	101	0
RT Vol	23	0	45	0	69	0	0	49
Lane Flow Rate	191	86	261	18	200	107	106	52
Geometry Grp	8	8	8	8	8	7	7	7
Degree of Util (X)	0.389	0.177	0.49	0.038	0.387	0.218	0.201	0.087
Departure Headway (Hd)	7.346	7.391	6.754	7.727	6.959	7.319	6.81	6.097
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	490	486	535	464	518	491	527	588
Service Time	5.086	5.127	4.489	5.466	4.697	5.056	4.546	3.833
HCM Lane V/C Ratio	0.39	0.177	0.488	0.039	0.386	0.218	0.201	0.088
HCM Control Delay	14.7	11.7	15.8	10.8	14	12.1	11.3	9.4
HCM Lane LOS	B	B	C	B	B	B	B	A
HCM 95th-tile Q	1.8	0.6	2.7	0.1	1.8	0.8	0.7	0.3

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	300	185	5	1	24
Future Vol, veh/h	27	300	185	5	1	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	70	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	313	193	5	1	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	198	0	-	0	565	196
Stage 1	-	-	-	-	196	-
Stage 2	-	-	-	-	369	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1375	-	-	-	486	845
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	699	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1375	-	-	-	476	845
Mov Cap-2 Maneuver	-	-	-	-	476	-
Stage 1	-	-	-	-	820	-
Stage 2	-	-	-	-	699	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1375	-	-	-	820
HCM Lane V/C Ratio	0.02	-	-	-	0.032
HCM Control Delay (s)	7.7	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	62	177	9	42	16	122	164	3	9	97	5
Future Vol, veh/h	34	62	177	9	42	16	122	164	3	9	97	5
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	75	213	11	51	19	147	198	4	11	117	6
Number of Lanes	1	1	1	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	10.6	10.2	10.9	10.2
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	95%	0%	100%	0%	0%	72%	0%	100%	87%
Vol Right, %	0%	0%	5%	0%	0%	100%	0%	28%	0%	0%	13%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	109	58	34	62	177	9	58	9	65	37
LT Vol	122	0	0	34	0	0	9	0	9	0	0
Through Vol	0	109	55	0	62	0	0	42	0	65	32
RT Vol	0	0	3	0	0	177	0	16	0	0	5
Lane Flow Rate	147	132	69	41	75	213	11	70	11	78	45
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.271	0.224	0.118	0.076	0.129	0.327	0.022	0.126	0.021	0.143	0.081
Departure Headway (Hd)	6.636	6.132	6.096	6.715	6.215	5.515	7.186	6.493	7.105	6.601	6.506
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	541	585	588	533	577	650	498	551	503	542	550
Service Time	4.375	3.872	3.835	4.458	3.958	3.258	4.936	4.243	4.858	4.354	4.259
HCM Lane V/C Ratio	0.272	0.226	0.117	0.077	0.13	0.328	0.022	0.127	0.022	0.144	0.082
HCM Control Delay	11.8	10.6	9.7	10	9.9	10.9	10.1	10.2	10	10.5	9.8
HCM Lane LOS	B	B	A	A	A	B	B	B	A	B	A
HCM 95th-tile Q	1.1	0.9	0.4	0.2	0.4	1.4	0.1	0.4	0.1	0.5	0.3

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	22	159	31	37	126
Future Vol, veh/h	18	22	159	31	37	126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	24	173	34	40	137

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	407	190	0	0	207	0
Stage 1	190	-	-	-	-	-
Stage 2	217	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	600	852	-	-	1364	-
Stage 1	842	-	-	-	-	-
Stage 2	819	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	583	852	-	-	1364	-
Mov Cap-2 Maneuver	583	-	-	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	819	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	1.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	706	1364	-
HCM Lane V/C Ratio	-	-	0.062	0.029	-
HCM Control Delay (s)	-	-	10.4	7.7	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	90	0	101	0	671	181	102	607	0
Future Vol, veh/h	0	0	0	90	0	101	0	671	181	102	607	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	190	-	-
Veh in Median Storage, #	-	0	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	0	0	0	92	0	103	0	685	185	104	619	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1656	1697	619	1605	1605	778	619	0	0	870	0	0
Stage 1	827	827	-	778	778	-	-	-	-	-	-	-
Stage 2	829	870	-	827	827	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	78	92	489	~ 85	105	396	961	-	-	775	-	-
Stage 1	366	386	-	389	407	-	-	-	-	-	-	-
Stage 2	365	369	-	366	386	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	52	80	489	~ 76	91	396	961	-	-	775	-	-
Mov Cap-2 Maneuver	52	80	-	243	259	-	-	-	-	-	-	-
Stage 1	366	334	-	389	407	-	-	-	-	-	-	-
Stage 2	270	369	-	317	334	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	35.5	0	1.5
HCM LOS	A	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	961	-	-	-	305	775	-	-
HCM Lane V/C Ratio	-	-	-	-	0.639	0.134	-	-
HCM Control Delay (s)	0	-	-	0	35.5	10.4	-	-
HCM Lane LOS	A	-	-	A	E	B	-	-
HCM 95th %tile Q(veh)	0	-	-	-	4.1	0.5	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	127	310	205	69	71	79
Future Vol, veh/h	127	310	205	69	71	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	144	352	233	78	81	90

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	311	0	-	0	912	272
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	640	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1249	-	-	-	304	767
Stage 1	-	-	-	-	774	-
Stage 2	-	-	-	-	525	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1249	-	-	-	261	767
Mov Cap-2 Maneuver	-	-	-	-	261	-
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	525	-

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	20.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1249	-	-	-	400
HCM Lane V/C Ratio	0.116	-	-	-	0.426
HCM Control Delay (s)	8.3	0	-	-	20.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.4	-	-	-	2.1

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	339	5	5	241	14	2	0	2	8	0	19
Future Vol, veh/h	32	339	5	5	241	14	2	0	2	8	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	385	6	6	274	16	2	0	2	9	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	290	0	0	391	0	0	765	762	388	755	757	282
Stage 1	-	-	-	-	-	-	460	460	-	294	294	-
Stage 2	-	-	-	-	-	-	305	302	-	461	463	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1272	-	-	1168	-	-	320	335	660	325	337	757
Stage 1	-	-	-	-	-	-	581	566	-	714	670	-
Stage 2	-	-	-	-	-	-	705	664	-	581	564	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1272	-	-	1168	-	-	301	321	660	314	323	757
Mov Cap-2 Maneuver	-	-	-	-	-	-	301	321	-	314	323	-
Stage 1	-	-	-	-	-	-	560	546	-	688	666	-
Stage 2	-	-	-	-	-	-	681	660	-	558	544	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.2	13.8	12.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	413	1272	-	-	1168	-	-	534
HCM Lane V/C Ratio	0.011	0.029	-	-	0.005	-	-	0.057
HCM Control Delay (s)	13.8	7.9	0	-	8.1	0	-	12.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	1170	0	0	782	67	1	0	0	94	2	124
Future Volume (veh/h)	162	1170	0	0	782	67	1	0	0	94	2	124
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1759	1900	1863	1767	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	167	1206	0	0	806	69	1	0	0	97	2	97
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	8	8	2	8	8	2	2	2	2	2	2
Cap, veh/h	211	1894	0	4	1110	95	4	0	0	119	2	119
Arrive On Green	0.12	0.57	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.14	0.14	0.14
Sat Flow, veh/h	1774	3431	0	1774	3130	268	1774	0	0	829	17	829
Grp Volume(v), veh/h	167	1206	0	0	432	443	1	0	0	196	0	0
Grp Sat Flow(s),veh/h/ln	1774	1671	0	1774	1679	1720	1774	0	0	1675	0	0
Q Serve(g_s), s	4.5	12.1	0.0	0.0	11.0	11.0	0.0	0.0	0.0	5.6	0.0	0.0
Cycle Q Clear(g_c), s	4.5	12.1	0.0	0.0	11.0	11.0	0.0	0.0	0.0	5.6	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.16	1.00		0.00	0.49		0.49
Lane Grp Cap(c), veh/h	211	1894	0	4	595	610	4	0	0	241	0	0
V/C Ratio(X)	0.79	0.64	0.00	0.00	0.73	0.73	0.28	0.00	0.00	0.81	0.00	0.00
Avail Cap(c_a), veh/h	230	1894	0	144	848	869	220	0	0	269	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.1	7.2	0.0	0.0	13.8	13.8	24.6	0.0	0.0	20.4	0.0	0.0
Incr Delay (d2), s/veh	15.9	0.7	0.0	0.0	1.8	1.8	37.3	0.0	0.0	15.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	5.5	0.0	0.0	5.3	5.5	0.1	0.0	0.0	3.6	0.0	0.0
LnGrp Delay(d),s/veh	37.0	8.0	0.0	0.0	15.6	15.6	61.9	0.0	0.0	36.1	0.0	0.0
LnGrp LOS	D	A			B	B	E			D		
Approach Vol, veh/h		1373			875			1			196	
Approach Delay, s/veh		11.5			15.6			61.8			36.1	
Approach LOS		B			B			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		4.1	0.0	33.0		12.2	10.5	22.6
Change Period (Y+Rc), s		4.0	4.6	5.1		5.1	4.6	5.1
Max Green Setting (Gmax), s		6.1	4.0	27.3		7.9	6.4	24.9
Max Q Clear Time (g_c+I1), s		2.0	0.0	14.1		7.6	6.5	13.0
Green Ext Time (p_c), s		0.0	0.0	7.2		0.0	0.0	4.4

Intersection Summary	
HCM 2010 Ctrl Delay	15.0
HCM 2010 LOS	B

Notes

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑	↱		↱
Traffic Vol, veh/h	0	1234	847	53	0	31
Future Vol, veh/h	0	1234	847	53	0	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	400	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	8	8	2	2	2
Mvmt Flow	0	1452	996	62	0	36

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	498
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	443
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	443
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.9
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	443
HCM Lane V/C Ratio	-	-	-	0.082
HCM Control Delay (s)	-	-	-	13.9
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.3

Intersection	
Intersection Delay, s/veh	13.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	82	215	40	16	128	72	34	117	22	107	94	49
Future Vol, veh/h	82	215	40	16	128	72	34	117	22	107	94	49
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	86	226	42	17	135	76	36	123	23	113	99	52
Number of Lanes	1	1	0	1	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	2	2
HCM Control Delay	15.1	14.1	14.5	11.3
HCM LOS	C	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	20%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	68%	0%	84%	0%	64%	0%	100%	0%
Vol Right, %	13%	0%	16%	0%	36%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	173	82	255	16	200	107	94	49
LT Vol	34	82	0	16	0	107	0	0
Through Vol	117	0	215	0	128	0	94	0
RT Vol	22	0	40	0	72	0	0	49
Lane Flow Rate	182	86	268	17	211	113	99	52
Geometry Grp	8	8	8	8	8	7	7	7
Degree of Util (X)	0.374	0.177	0.505	0.036	0.407	0.23	0.188	0.088
Departure Headway (Hd)	7.403	7.39	6.77	7.718	6.952	7.359	6.849	6.136
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	486	486	534	464	518	489	524	584
Service Time	5.144	5.127	4.507	5.458	4.692	5.095	4.585	3.872
HCM Lane V/C Ratio	0.374	0.177	0.502	0.037	0.407	0.231	0.189	0.089
HCM Control Delay	14.5	11.7	16.2	10.7	14.4	12.3	11.2	9.5
HCM Lane LOS	B	B	C	B	B	B	B	A
HCM 95th-tile Q	1.7	0.6	2.8	0.1	2	0.9	0.7	0.3

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	298	19	4	185	5	12	0	2	1	0	24
Future Vol, veh/h	27	298	19	4	185	5	12	0	2	1	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	70	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	92	92	96	96	92	92	92	96	92	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	310	21	4	193	5	13	0	2	1	0	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	198	0	0	331	0	0	593	583	321	582	591	196
Stage 1	-	-	-	-	-	-	377	377	-	204	204	-
Stage 2	-	-	-	-	-	-	216	206	-	378	387	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1375	-	-	1228	-	-	417	424	720	424	420	845
Stage 1	-	-	-	-	-	-	644	616	-	798	733	-
Stage 2	-	-	-	-	-	-	786	731	-	644	610	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1375	-	-	1228	-	-	397	414	720	415	410	845
Mov Cap-2 Maneuver	-	-	-	-	-	-	397	414	-	415	410	-
Stage 1	-	-	-	-	-	-	631	604	-	782	731	-
Stage 2	-	-	-	-	-	-	760	729	-	629	598	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.2	13.8	9.6
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	424	1375	-	-	1228	-	-	811
HCM Lane V/C Ratio	0.036	0.02	-	-	0.004	-	-	0.032
HCM Control Delay (s)	13.8	7.7	-	-	7.9	-	-	9.6
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.1

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	62	177	9	42	16	122	164	3	9	96	5
Future Vol, veh/h	34	62	177	9	42	16	122	164	3	9	96	5
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	75	213	11	51	19	147	198	4	11	116	6
Number of Lanes	1	1	1	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	10.6	10.2	10.9	10.2
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	95%	0%	100%	0%	0%	72%	0%	100%	86%
Vol Right, %	0%	0%	5%	0%	0%	100%	0%	28%	0%	0%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	109	58	34	62	177	9	58	9	64	37
LT Vol	122	0	0	34	0	0	9	0	9	0	0
Through Vol	0	109	55	0	62	0	0	42	0	64	32
RT Vol	0	0	3	0	0	177	0	16	0	0	5
Lane Flow Rate	147	132	69	41	75	213	11	70	11	77	45
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.271	0.224	0.118	0.076	0.129	0.326	0.022	0.126	0.021	0.141	0.081
Departure Headway (Hd)	6.631	6.128	6.091	6.71	6.21	5.51	7.181	6.488	7.105	6.601	6.506
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	542	586	588	533	577	650	498	551	503	542	550
Service Time	4.371	3.867	3.83	4.455	3.955	3.254	4.932	4.239	4.856	4.352	4.256
HCM Lane V/C Ratio	0.271	0.225	0.117	0.077	0.13	0.328	0.022	0.127	0.022	0.142	0.082
HCM Control Delay	11.8	10.6	9.6	10	9.9	10.9	10.1	10.2	10	10.4	9.8
HCM Lane LOS	B	B	A	A	A	B	B	B	A	B	A
HCM 95th-tile Q	1.1	0.9	0.4	0.2	0.4	1.4	0.1	0.4	0.1	0.5	0.3

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	15	158	28	25	125
Future Vol, veh/h	15	15	158	28	25	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	16	172	30	27	136

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	377	187	0	0	202	0
Stage 1	187	-	-	-	-	-
Stage 2	190	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	625	855	-	-	1370	-
Stage 1	845	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	613	855	-	-	1370	-
Mov Cap-2 Maneuver	613	-	-	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	842	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	1.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	714	1370	-
HCM Lane V/C Ratio	-	-	0.046	0.02	-
HCM Control Delay (s)	-	-	10.3	7.7	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	90	0	101	0	671	181	101	607	0
Future Vol, veh/h	0	0	0	90	0	101	0	671	181	101	607	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	190	-	-
Veh in Median Storage, #	-	0	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	0	0	0	92	0	103	0	685	185	103	619	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1654	1695	619	1603	1603	778	619	0	0	870	0	0
Stage 1	825	825	-	778	778	-	-	-	-	-	-	-
Stage 2	829	870	-	825	825	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	78	93	489	~ 85	106	396	961	-	-	775	-	-
Stage 1	367	387	-	389	407	-	-	-	-	-	-	-
Stage 2	365	369	-	367	387	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	52	81	489	~ 76	92	396	961	-	-	775	-	-
Mov Cap-2 Maneuver	52	81	-	244	260	-	-	-	-	-	-	-
Stage 1	367	336	-	389	407	-	-	-	-	-	-	-
Stage 2	270	369	-	318	336	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	35.3	0	1.5
HCM LOS	A	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	961	-	-	-	306	775	-	-
HCM Lane V/C Ratio	-	-	-	-	0.637	0.133	-	-
HCM Control Delay (s)	0	-	-	0	35.3	10.4	-	-
HCM Lane LOS	A	-	-	A	E	B	-	-
HCM 95th %tile Q(veh)	0	-	-	-	4.1	0.5	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	124	309	204	69	68	77
Future Vol, veh/h	124	309	204	69	68	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	141	351	232	78	77	88

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	310	0	-	0	904	271
Stage 1	-	-	-	-	271	-
Stage 2	-	-	-	-	633	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1250	-	-	-	307	768
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	529	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1250	-	-	-	264	768
Mov Cap-2 Maneuver	-	-	-	-	264	-
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	529	-

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	19.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1250	-	-	-	405
HCM Lane V/C Ratio	0.113	-	-	-	0.407
HCM Control Delay (s)	8.2	0	-	-	19.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.4	-	-	-	1.9

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	338	5	5	241	14	2	0	2	8	0	18
Future Vol, veh/h	28	338	5	5	241	14	2	0	2	8	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	384	6	6	274	16	2	0	2	9	0	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	290	0	0	390	0	0	755	753	387	746	748	282
Stage 1	-	-	-	-	-	-	451	451	-	294	294	-
Stage 2	-	-	-	-	-	-	304	302	-	452	454	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1272	-	-	1169	-	-	325	339	661	330	341	757
Stage 1	-	-	-	-	-	-	588	571	-	714	670	-
Stage 2	-	-	-	-	-	-	705	664	-	587	569	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1272	-	-	1169	-	-	307	326	661	319	328	757
Mov Cap-2 Maneuver	-	-	-	-	-	-	307	326	-	319	328	-
Stage 1	-	-	-	-	-	-	569	553	-	691	666	-
Stage 2	-	-	-	-	-	-	682	660	-	566	551	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.2	13.7	12.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	419	1272	-	-	1169	-	-	532
HCM Lane V/C Ratio	0.011	0.025	-	-	0.005	-	-	0.056
HCM Control Delay (s)	13.7	7.9	0	-	8.1	0	-	12.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	1170	0	0	782	67	1	0	0	94	2	119
Future Volume (veh/h)	152	1170	0	0	782	67	1	0	0	94	2	119
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1759	1900	1863	1767	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	157	1206	0	0	806	69	1	0	0	97	2	92
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	8	8	2	8	8	2	2	2	2	2	2
Cap, veh/h	199	1887	0	4	1118	96	4	0	0	120	2	114
Arrive On Green	0.11	0.56	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.14	0.14	0.14
Sat Flow, veh/h	1774	3431	0	1774	3130	268	1774	0	0	852	18	808
Grp Volume(v), veh/h	157	1206	0	0	432	443	1	0	0	191	0	0
Grp Sat Flow(s),veh/h/ln	1774	1671	0	1774	1679	1720	1774	0	0	1678	0	0
Q Serve(g_s), s	4.2	11.9	0.0	0.0	10.8	10.8	0.0	0.0	0.0	5.3	0.0	0.0
Cycle Q Clear(g_c), s	4.2	11.9	0.0	0.0	10.8	10.8	0.0	0.0	0.0	5.3	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.16	1.00		0.00	0.51		0.48
Lane Grp Cap(c), veh/h	199	1887	0	4	599	614	4	0	0	237	0	0
V/C Ratio(X)	0.79	0.64	0.00	0.00	0.72	0.72	0.27	0.00	0.00	0.81	0.00	0.00
Avail Cap(c_a), veh/h	235	1887	0	147	864	885	224	0	0	274	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.9	7.2	0.0	0.0	13.5	13.5	24.1	0.0	0.0	20.1	0.0	0.0
Incr Delay (d2), s/veh	14.1	0.7	0.0	0.0	1.7	1.6	35.9	0.0	0.0	14.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	5.6	0.0	0.0	5.2	5.3	0.0	0.0	0.0	3.4	0.0	0.0
LnGrp Delay(d),s/veh	35.1	7.9	0.0	0.0	15.1	15.1	60.0	0.0	0.0	34.5	0.0	0.0
LnGrp LOS	D	A			B	B	E			C		
Approach Vol, veh/h		1363			875			1			191	
Approach Delay, s/veh		11.0			15.1			60.0			34.5	
Approach LOS		B			B			E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		4.1	0.0	32.4		11.9	10.0	22.4
Change Period (Y+Rc), s		4.0	4.6	5.1		5.1	4.6	5.1
Max Green Setting (Gmax), s		6.1	4.0	27.3		7.9	6.4	24.9
Max Q Clear Time (g_c+I1), s		2.0	0.0	13.9		7.3	6.2	12.8
Green Ext Time (p_c), s		0.0	0.0	7.2		0.1	0.0	4.5

Intersection Summary	
HCM 2010 Ctrl Delay	14.4
HCM 2010 LOS	B

Notes

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑	↱		↱
Traffic Vol, veh/h	0	1234	847	51	0	31
Future Vol, veh/h	0	1234	847	51	0	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	400	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	8	8	2	2	2
Mvmt Flow	0	1452	996	60	0	36

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	498
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	443
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	443
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.9
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	443
HCM Lane V/C Ratio	-	-	-	0.082
HCM Control Delay (s)	-	-	-	13.9
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	390	160	90	400	70	130	180	50	120	220	90
Future Volume (veh/h)	40	390	160	90	400	70	130	180	50	120	220	90
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	52	506	208	117	519	91	169	234	65	156	286	117
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	549	225	141	740	130	204	274	76	189	349	296
Arrive On Green	0.04	0.44	0.44	0.08	0.48	0.48	0.11	0.20	0.20	0.11	0.19	0.19
Sat Flow, veh/h	1774	1256	516	1774	1544	271	1774	1404	390	1774	1863	1583
Grp Volume(v), veh/h	52	0	714	117	0	610	169	0	299	156	286	117
Grp Sat Flow(s),veh/h/ln	1774	0	1772	1774	0	1815	1774	0	1794	1774	1863	1583
Q Serve(g_s), s	2.6	0.0	33.5	5.7	0.0	23.2	8.2	0.0	14.2	7.6	13.0	5.7
Cycle Q Clear(g_c), s	2.6	0.0	33.5	5.7	0.0	23.2	8.2	0.0	14.2	7.6	13.0	5.7
Prop In Lane	1.00		0.29	1.00		0.15	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	66	0	774	141	0	869	204	0	351	189	349	296
V/C Ratio(X)	0.79	0.00	0.92	0.83	0.00	0.70	0.83	0.00	0.85	0.82	0.82	0.39
Avail Cap(c_a), veh/h	101	0	865	141	0	927	242	0	489	201	465	395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.1	0.0	23.4	40.0	0.0	18.0	38.1	0.0	34.2	38.6	34.4	31.4
Incr Delay (d2), s/veh	20.0	0.0	14.3	32.2	0.0	2.2	18.3	0.0	10.1	22.5	8.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	19.3	4.1	0.0	12.1	5.1	0.0	8.0	4.9	7.5	2.6
LnGrp Delay(d),s/veh	62.1	0.0	37.7	72.2	0.0	20.2	56.5	0.0	44.3	61.1	42.8	32.3
LnGrp LOS	E		D	E		C	E		D	E	D	C
Approach Vol, veh/h		766			727			468			559	
Approach Delay, s/veh		39.3			28.6			48.7			45.7	
Approach LOS		D			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.4	21.2	11.0	42.5	14.1	20.5	7.3	46.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	24.0	7.0	43.0	12.0	22.0	5.0	45.0
Max Q Clear Time (g_c+I1), s	9.6	16.2	7.7	35.5	10.2	15.0	4.6	25.2
Green Ext Time (p_c), s	0.0	1.0	0.0	3.0	0.1	1.2	0.0	4.2

Intersection Summary	
HCM 2010 Ctrl Delay	39.4
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	560	500	10	10	60
Future Vol, veh/h	10	560	500	10	10	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	70	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	778	694	14	14	83

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	708	0	-	0	1507	701
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	806	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	891	-	-	-	133	439
Stage 1	-	-	-	-	492	-
Stage 2	-	-	-	-	439	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	891	-	-	-	131	439
Mov Cap-2 Maneuver	-	-	-	-	131	-
Stage 1	-	-	-	-	484	-
Stage 2	-	-	-	-	439	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	20.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	891	-	-	-	329
HCM Lane V/C Ratio	0.016	-	-	-	0.296
HCM Control Delay (s)	9.1	-	-	-	20.5
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.2

Intersection	
Intersection Delay, s/veh	108.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	154	80	60	80	160	280	110	370	10	130	170	110
Future Vol, veh/h	154	80	60	80	160	280	110	370	10	130	170	110
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	200	104	78	104	208	364	143	481	13	169	221	143
Number of Lanes	1	1	1	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	28.7	273.9	48.2	28.6
HCM LOS	D	F	E	D

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	93%	0%	100%	0%	0%	36%	0%	100%	34%
Vol Right, %	0%	0%	7%	0%	0%	100%	0%	64%	0%	0%	66%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	110	247	133	154	80	60	80	440	130	113	167
LT Vol	110	0	0	154	0	0	80	0	130	0	0
Through Vol	0	247	123	0	80	0	0	160	0	113	57
RT Vol	0	0	10	0	0	60	0	280	0	0	110
Lane Flow Rate	143	320	173	200	104	78	104	571	169	147	216
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.435	0.931	0.501	0.651	0.324	0.228	0.323	1.628	0.528	0.441	0.621
Departure Headway (Hd)	12.324	11.799	11.744	12.968	12.447	11.716	11.205	10.259	12.678	12.151	11.665
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	294	311	310	280	291	309	321	360	287	299	312
Service Time	10.024	9.499	9.444	10.668	10.147	9.416	8.959	8.014	10.378	9.851	9.365
HCM Lane V/C Ratio	0.486	1.029	0.558	0.714	0.357	0.252	0.324	1.586	0.589	0.492	0.692
HCM Control Delay	24.2	71	25.7	37	21	17.8	19.2	320.2	28.7	24.1	31.7
HCM Lane LOS	C	F	D	E	C	C	C	F	D	C	D
HCM 95th-tile Q	2.1	9.1	2.6	4.2	1.4	0.9	1.4	33.7	2.9	2.1	3.9

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	370	0	0	480
Future Vol, veh/h	0	0	370	0	0	480
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	481	0	0	623

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1104	481	0	0	481	0
Stage 1	481	-	-	-	-	-
Stage 2	623	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	234	585	-	-	1082	-
Stage 1	622	-	-	-	-	-
Stage 2	535	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	234	585	-	-	1082	-
Mov Cap-2 Maneuver	234	-	-	-	-	-
Stage 1	622	-	-	-	-	-
Stage 2	535	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1082	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	16

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	210	0	100	0	450	190	140	510	0
Future Vol, veh/h	0	0	0	210	0	100	0	450	190	140	510	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	190	-	-
Veh in Median Storage, #	-	0	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	0	0	0	236	0	112	0	506	213	157	573	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1140	1606	287	1214	1500	360	-	0	0	719	0	0
Stage 1	887	887	-	613	613	-	-	-	-	-	-	-
Stage 2	253	719	-	601	887	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	-	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	-	-	-	2.22	-	-
Pot Cap-1 Maneuver	156	104	710	~ 137	121	637	0	-	-	878	-	-
Stage 1	305	360	-	446	481	-	0	-	-	-	-	-
Stage 2	729	431	-	454	360	-	0	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	111	85	710	~ 118	99	637	-	-	-	878	-	-
Mov Cap-2 Maneuver	213	169	-	293	253	-	-	-	-	-	-	-
Stage 1	305	296	-	446	481	-	-	-	-	-	-	-
Stage 2	600	431	-	373	296	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	78	0	2.2
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	355	878	-	-
HCM Lane V/C Ratio	-	-	-	0.981	0.179	-	-
HCM Control Delay (s)	-	-	0	78	10	-	-
HCM Lane LOS	-	-	A	F	A	-	-
HCM 95th %tile Q(veh)	-	-	-	11	0.7	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	200	100	60	190	142	80	50	40	110	60	70
Future Volume (veh/h)	100	200	100	60	190	142	80	50	40	110	60	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	130	260	130	78	247	184	104	65	52	143	78	91
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	162	371	185	99	278	207	201	109	87	176	96	112
Arrive On Green	0.09	0.32	0.32	0.06	0.28	0.28	0.11	0.11	0.11	0.22	0.22	0.22
Sat Flow, veh/h	1774	1173	586	1774	993	740	1774	960	768	795	433	506
Grp Volume(v), veh/h	130	0	390	78	0	431	104	0	117	312	0	0
Grp Sat Flow(s),veh/h/ln	1774	0	1759	1774	0	1732	1774	0	1727	1734	0	0
Q Serve(g_s), s	3.9	0.0	10.6	2.4	0.0	13.0	3.0	0.0	3.5	9.3	0.0	0.0
Cycle Q Clear(g_c), s	3.9	0.0	10.6	2.4	0.0	13.0	3.0	0.0	3.5	9.3	0.0	0.0
Prop In Lane	1.00		0.33	1.00		0.43	1.00		0.44	0.46		0.29
Lane Grp Cap(c), veh/h	162	0	556	99	0	486	201	0	196	384	0	0
V/C Ratio(X)	0.80	0.00	0.70	0.79	0.00	0.89	0.52	0.00	0.60	0.81	0.00	0.00
Avail Cap(c_a), veh/h	162	0	556	162	0	508	552	0	538	508	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.3	0.0	16.4	25.5	0.0	18.8	22.8	0.0	23.0	20.2	0.0	0.0
Incr Delay (d2), s/veh	24.0	0.0	3.9	13.0	0.0	16.8	2.0	0.0	2.9	7.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	5.7	1.5	0.0	8.4	1.6	0.0	1.8	5.2	0.0	0.0
LnGrp Delay(d),s/veh	48.3	0.0	20.3	38.5	0.0	35.6	24.8	0.0	25.9	27.5	0.0	0.0
LnGrp LOS	D		C	D		D	C		C	C		
Approach Vol, veh/h		520			509			221			312	
Approach Delay, s/veh		27.3			36.1			25.4			27.5	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		10.2	7.0	21.3		16.1	9.0	19.3
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		17.0	5.0	16.0		16.0	5.0	16.0
Max Q Clear Time (g_c+I1), s		5.5	4.4	12.6		11.3	5.9	15.0
Green Ext Time (p_c), s		0.7	0.0	0.8		0.8	0.0	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	29.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	190	20	80	190	20	20	240	50	20	330	60
Future Volume (veh/h)	50	190	20	80	190	20	20	240	50	20	330	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	65	247	26	104	247	26	26	312	65	26	429	78
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	87	334	35	133	377	40	44	439	91	153	545	99
Arrive On Green	0.05	0.20	0.20	0.07	0.23	0.23	0.02	0.29	0.29	0.09	0.35	0.35
Sat Flow, veh/h	1774	1657	174	1774	1657	174	1774	1496	312	1774	1535	279
Grp Volume(v), veh/h	65	0	273	104	0	273	26	0	377	26	0	507
Grp Sat Flow(s),veh/h/ln	1774	0	1832	1774	0	1832	1774	0	1808	1774	0	1814
Q Serve(g_s), s	1.7	0.0	6.5	2.7	0.0	6.3	0.7	0.0	8.7	0.6	0.0	11.6
Cycle Q Clear(g_c), s	1.7	0.0	6.5	2.7	0.0	6.3	0.7	0.0	8.7	0.6	0.0	11.6
Prop In Lane	1.00		0.10	1.00		0.10	1.00		0.17	1.00		0.15
Lane Grp Cap(c), veh/h	87	0	370	133	0	417	44	0	531	153	0	644
V/C Ratio(X)	0.75	0.00	0.74	0.78	0.00	0.65	0.60	0.00	0.71	0.17	0.00	0.79
Avail Cap(c_a), veh/h	153	0	630	229	0	709	153	0	622	610	0	1092
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.8	0.0	17.4	21.1	0.0	16.3	22.5	0.0	14.7	19.7	0.0	13.4
Incr Delay (d2), s/veh	12.1	0.0	2.9	9.7	0.0	1.7	12.4	0.0	3.1	0.5	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	3.6	1.7	0.0	3.4	0.5	0.0	4.8	0.3	0.0	6.2
LnGrp Delay(d),s/veh	34.0	0.0	20.3	30.8	0.0	18.0	34.9	0.0	17.8	20.2	0.0	15.6
LnGrp LOS	C		C	C		B	C		B	C		B
Approach Vol, veh/h		338			377			403			533	
Approach Delay, s/veh		22.9			21.6			18.9			15.9	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	17.7	7.5	13.4	5.1	20.5	6.3	14.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	16.0	6.0	16.0	4.0	28.0	4.0	18.0
Max Q Clear Time (g_c+I1), s	12.6	10.7	4.7	8.5	2.7	13.6	3.7	8.3
Green Ext Time (p_c), s	0.0	1.1	0.0	0.9	0.0	2.9	0.0	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	19.3
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	240	10	10	270	0	10	0	10	0	0	0
Future Vol, veh/h	0	240	10	10	270	0	10	0	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	312	13	13	351	0	13	0	13	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	351	0	0	325	0	0	696	696	319	702	702	351
Stage 1	-	-	-	-	-	-	319	319	-	377	377	-
Stage 2	-	-	-	-	-	-	377	377	-	325	325	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1208	-	-	1235	-	-	356	365	722	353	362	692
Stage 1	-	-	-	-	-	-	693	653	-	644	616	-
Stage 2	-	-	-	-	-	-	644	616	-	687	649	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1208	-	-	1235	-	-	352	360	722	343	357	692
Mov Cap-2 Maneuver	-	-	-	-	-	-	352	360	-	343	357	-
Stage 1	-	-	-	-	-	-	693	653	-	644	608	-
Stage 2	-	-	-	-	-	-	636	608	-	675	649	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	13.1	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	473	1208	-	-	1235	-	-	-
HCM Lane V/C Ratio	0.055	-	-	-	0.011	-	-	-
HCM Control Delay (s)	13.1	0	-	-	7.9	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1030	0	0	840	20	0	0	0	60	0	170
Future Volume (veh/h)	50	1030	0	0	840	20	0	0	0	60	0	170
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1759	1900	1863	1762	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	57	1170	0	0	955	23	0	0	0	68	0	113
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	8	8	2	8	8	2	2	2	2	2	2
Cap, veh/h	84	1987	0	5	1422	34	0	5	0	85	0	141
Arrive On Green	0.05	0.59	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.14	0.00	0.14
Sat Flow, veh/h	1774	3431	0	1774	3340	80	0	1863	0	620	0	1030
Grp Volume(v), veh/h	57	1170	0	0	478	500	0	0	0	181	0	0
Grp Sat Flow(s),veh/h/ln	1774	1671	0	1774	1673	1747	0	1863	0	1650	0	0
Q Serve(g_s), s	1.2	8.3	0.0	0.0	8.7	8.7	0.0	0.0	0.0	4.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	8.3	0.0	0.0	8.7	8.7	0.0	0.0	0.0	4.0	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.05	0.00		0.00	0.38		0.62
Lane Grp Cap(c), veh/h	84	1987	0	5	712	744	0	5	0	226	0	0
V/C Ratio(X)	0.68	0.59	0.00	0.00	0.67	0.67	0.00	0.00	0.00	0.80	0.00	0.00
Avail Cap(c_a), veh/h	205	2190	0	187	1079	1127	0	265	0	300	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.8	4.8	0.0	0.0	8.8	8.8	0.0	0.0	0.0	15.9	0.0	0.0
Incr Delay (d2), s/veh	9.0	0.3	0.0	0.0	1.1	1.1	0.0	0.0	0.0	10.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.8	0.0	0.0	4.2	4.4	0.0	0.0	0.0	2.5	0.0	0.0
LnGrp Delay(d),s/veh	26.8	5.2	0.0	0.0	9.9	9.8	0.0	0.0	0.0	26.6	0.0	0.0
LnGrp LOS	C	A			A	A				C		
Approach Vol, veh/h		1227			978			0			181	
Approach Delay, s/veh		6.2			9.9			0.0			26.6	
Approach LOS		A			A						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		0.0	0.0	27.7		10.3	6.4	21.3
Change Period (Y+Rc), s		4.0	4.6	5.1		5.1	4.6	5.1
Max Green Setting (Gmax), s		5.4	4.0	24.9		6.9	4.4	24.5
Max Q Clear Time (g_c+I1), s		0.0	0.0	10.3		6.0	3.2	10.7
Green Ext Time (p_c), s		0.0	0.0	7.4		0.1	0.0	5.4

Intersection Summary	
HCM 2010 Ctrl Delay	9.2
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑	↱		↱
Traffic Vol, veh/h	0	1820	990	10	0	40
Future Vol, veh/h	0	1820	990	10	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	400	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	8	8	2	2	2
Mvmt Flow	0	2141	1165	12	0	47

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	583
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	390
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	390
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15.5
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	390
HCM Lane V/C Ratio	-	-	-	0.121
HCM Control Delay (s)	-	-	-	15.5
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	390	165	91	400	70	145	202	52	120	227	90
Future Volume (veh/h)	40	390	165	91	400	70	145	202	52	120	227	90
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	52	506	214	118	519	91	188	262	68	156	295	117
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	541	229	135	731	128	221	299	78	188	355	302
Arrive On Green	0.04	0.43	0.43	0.08	0.47	0.47	0.12	0.21	0.21	0.11	0.19	0.19
Sat Flow, veh/h	1774	1244	526	1774	1544	271	1774	1427	370	1774	1863	1583
Grp Volume(v), veh/h	52	0	720	118	0	610	188	0	330	156	295	117
Grp Sat Flow(s),veh/h/ln	1774	0	1770	1774	0	1815	1774	0	1797	1774	1863	1583
Q Serve(g_s), s	2.7	0.0	35.7	6.1	0.0	24.6	9.6	0.0	16.4	7.9	14.0	5.9
Cycle Q Clear(g_c), s	2.7	0.0	35.7	6.1	0.0	24.6	9.6	0.0	16.4	7.9	14.0	5.9
Prop In Lane	1.00		0.30	1.00		0.15	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	66	0	769	135	0	859	221	0	377	188	355	302
V/C Ratio(X)	0.78	0.00	0.94	0.87	0.00	0.71	0.85	0.00	0.88	0.83	0.83	0.39
Avail Cap(c_a), veh/h	96	0	827	135	0	887	231	0	468	193	445	378
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	0.0	24.8	42.1	0.0	19.2	39.5	0.0	35.2	40.3	35.8	32.5
Incr Delay (d2), s/veh	22.3	0.0	17.1	42.7	0.0	2.6	24.0	0.0	14.4	24.8	10.3	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	21.1	4.6	0.0	12.8	6.2	0.0	9.6	5.2	8.2	2.7
LnGrp Delay(d),s/veh	66.3	0.0	41.9	84.8	0.0	21.8	63.5	0.0	49.6	65.1	46.1	33.4
LnGrp LOS	E		D	F		C	E		D	E	D	C
Approach Vol, veh/h		772			728			518			568	
Approach Delay, s/veh		43.6			32.0			54.6			48.7	
Approach LOS		D			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	23.3	11.0	44.0	15.5	21.6	7.4	47.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	24.0	7.0	43.0	12.0	22.0	5.0	45.0
Max Q Clear Time (g_c+I1), s	9.9	18.4	8.1	37.7	11.6	16.0	4.7	26.6
Green Ext Time (p_c), s	0.0	0.9	0.0	2.3	0.0	1.1	0.0	4.0

Intersection Summary	
HCM 2010 Ctrl Delay	43.7
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	562	501	10	10	60
Future Vol, veh/h	10	562	501	10	10	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	70	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	781	696	14	14	83

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	710	0	-	0	1512	703
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	809	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	889	-	-	-	132	438
Stage 1	-	-	-	-	491	-
Stage 2	-	-	-	-	438	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	889	-	-	-	130	438
Mov Cap-2 Maneuver	-	-	-	-	130	-
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	438	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	20.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	889	-	-	-	327
HCM Lane V/C Ratio	0.016	-	-	-	0.297
HCM Control Delay (s)	9.1	-	-	-	20.6
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.2

Intersection	
Intersection Delay, s/veh	111.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	167	80	61	80	160	280	110	372	10	130	171	110
Future Vol, veh/h	167	80	61	80	160	280	110	372	10	130	171	110
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	217	104	79	104	208	364	143	483	13	169	222	143
Number of Lanes	1	1	1	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	32	281.6	50.4	29.3
HCM LOS	D	F	F	D

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	93%	0%	100%	0%	0%	36%	0%	100%	34%
Vol Right, %	0%	0%	7%	0%	0%	100%	0%	64%	0%	0%	66%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	110	248	134	167	80	61	80	440	130	114	167
LT Vol	110	0	0	167	0	0	80	0	130	0	0
Through Vol	0	248	124	0	80	0	0	160	0	114	57
RT Vol	0	0	10	0	0	61	0	280	0	0	110
Lane Flow Rate	143	322	174	217	104	79	104	571	169	148	217
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.439	0.946	0.508	0.709	0.326	0.233	0.327	1.648	0.534	0.448	0.629
Departure Headway (Hd)	12.475	11.949	11.894	13.05	12.528	11.798	11.329	10.384	12.833	12.306	11.82
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	291	306	305	280	289	307	318	354	284	295	308
Service Time	10.175	9.649	9.594	10.75	10.228	9.498	9.086	8.14	10.533	10.006	9.52
HCM Lane V/C Ratio	0.491	1.052	0.57	0.775	0.36	0.257	0.327	1.613	0.595	0.502	0.705
HCM Control Delay	24.6	74.8	26.3	42.2	21.2	18	19.5	329.2	29.3	24.6	32.6
HCM Lane LOS	C	F	D	E	C	C	C	F	D	C	D
HCM 95th-tile Q	2.1	9.4	2.7	4.9	1.4	0.9	1.4	34.2	2.9	2.2	4

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	35	374	10	12	481
Future Vol, veh/h	31	35	374	10	12	481
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	45	486	13	16	625

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1150	493	0	0	499	0
Stage 1	493	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	219	576	-	-	1065	-
Stage 1	614	-	-	-	-	-
Stage 2	516	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	216	576	-	-	1065	-
Mov Cap-2 Maneuver	216	-	-	-	-	-
Stage 1	605	-	-	-	-	-
Stage 2	516	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.1	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	323	1065	-
HCM Lane V/C Ratio	-	-	0.265	0.015	-
HCM Control Delay (s)	-	-	20.1	8.4	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	210	0	103	0	450	190	144	510	0
Future Volume (veh/h)	0	0	0	210	0	103	0	450	190	144	510	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	0	1789	1900	1863	1759	1900
Adj Flow Rate, veh/h	0	0	0	236	0	116	0	506	213	162	573	0
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	1	2	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	0	8	8	2	8	8
Cap, veh/h	0	539	0	418	11	141	0	719	301	208	1739	0
Arrive On Green	0.00	0.00	0.00	0.29	0.00	0.29	0.00	0.31	0.31	0.12	0.52	0.00
Sat Flow, veh/h	0	1863	0	950	38	486	0	2426	979	1774	3431	0
Grp Volume(v), veh/h	0	0	0	352	0	0	0	367	352	162	573	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	1474	0	0	0	1699	1616	1774	1671	0
Q Serve(g_s), s	0.0	0.0	0.0	9.0	0.0	0.0	0.0	8.0	8.1	3.7	4.2	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	9.4	0.0	0.0	0.0	8.0	8.1	3.7	4.2	0.0
Prop In Lane	0.00		0.00	0.67		0.33	0.00		0.61	1.00		0.00
Lane Grp Cap(c), veh/h	0	539	0	570	0	0	0	523	497	208	1739	0
V/C Ratio(X)	0.00	0.00	0.00	0.62	0.00	0.00	0.00	0.70	0.71	0.78	0.33	0.00
Avail Cap(c_a), veh/h	0	753	0	738	0	0	0	727	692	338	2385	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	13.9	0.0	0.0	0.0	12.9	12.9	18.0	5.8	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.1	0.0	0.0	0.0	1.8	2.0	6.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	3.9	0.0	0.0	0.0	3.9	3.9	2.2	1.9	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	15.0	0.0	0.0	0.0	14.7	14.9	24.1	6.0	0.0
LnGrp LOS				B				B	B	C	A	
Approach Vol, veh/h		0			352			719			735	
Approach Delay, s/veh		0.0			15.0			14.8			10.0	
Approach LOS					B			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	8.9	16.9		16.2		25.9		16.2
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s	8.0	18.0		17.0		30.0		17.0
Max Q Clear Time (g_c+I1), s	5.7	10.1		0.0		6.2		11.4
Green Ext Time (p_c), s	0.1	2.8		0.0		4.1		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	12.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	191	20	101	193	24	20	248	57	23	357	62
Future Volume (veh/h)	51	191	20	101	193	24	20	248	57	23	357	62
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	66	248	26	131	251	31	26	322	74	30	464	81
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	85	327	34	167	396	49	43	459	106	140	569	99
Arrive On Green	0.05	0.20	0.20	0.09	0.24	0.24	0.02	0.31	0.31	0.08	0.37	0.37
Sat Flow, veh/h	1774	1658	174	1774	1626	201	1774	1466	337	1774	1545	270
Grp Volume(v), veh/h	66	0	274	131	0	282	26	0	396	30	0	545
Grp Sat Flow(s),veh/h/ln	1774	0	1832	1774	0	1827	1774	0	1803	1774	0	1815
Q Serve(g_s), s	1.9	0.0	7.1	3.7	0.0	7.0	0.7	0.0	9.8	0.8	0.0	13.7
Cycle Q Clear(g_c), s	1.9	0.0	7.1	3.7	0.0	7.0	0.7	0.0	9.8	0.8	0.0	13.7
Prop In Lane	1.00		0.09	1.00		0.11	1.00		0.19	1.00		0.15
Lane Grp Cap(c), veh/h	85	0	361	167	0	445	43	0	565	140	0	668
V/C Ratio(X)	0.78	0.00	0.76	0.78	0.00	0.63	0.61	0.00	0.70	0.21	0.00	0.82
Avail Cap(c_a), veh/h	140	0	580	210	0	650	140	0	570	561	0	1005
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.8	0.0	19.2	22.4	0.0	17.1	24.4	0.0	15.3	21.8	0.0	14.4
Incr Delay (d2), s/veh	14.1	0.0	3.3	13.9	0.0	1.5	13.0	0.0	3.8	0.8	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	3.9	2.4	0.0	3.7	0.5	0.0	5.4	0.4	0.0	7.4
LnGrp Delay(d),s/veh	37.9	0.0	22.4	36.3	0.0	18.6	37.4	0.0	19.1	22.6	0.0	17.7
LnGrp LOS	D		C	D		B	D		B	C		B
Approach Vol, veh/h		340			413			422			575	
Approach Delay, s/veh		25.4			24.2			20.2			17.9	
Approach LOS		C			C			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	19.8	8.8	14.0	5.2	22.6	6.4	16.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	16.0	6.0	16.0	4.0	28.0	4.0	18.0
Max Q Clear Time (g_c+I1), s	2.8	11.8	5.7	9.1	2.7	15.7	3.9	9.0
Green Ext Time (p_c), s	0.0	0.9	0.0	0.8	0.0	2.9	0.0	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	21.4
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	241	10	10	270	2	10	0	10	7	0	29
Future Vol, veh/h	10	241	10	10	270	2	10	0	10	7	0	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	313	13	13	351	3	13	0	13	9	0	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	354	0	0	326	0	0	744	726	320	731	731	353
Stage 1	-	-	-	-	-	-	346	346	-	379	379	-
Stage 2	-	-	-	-	-	-	398	380	-	352	352	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1205	-	-	1234	-	-	331	351	721	337	349	691
Stage 1	-	-	-	-	-	-	670	635	-	643	615	-
Stage 2	-	-	-	-	-	-	628	614	-	665	632	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1205	-	-	1234	-	-	307	342	721	325	340	691
Mov Cap-2 Maneuver	-	-	-	-	-	-	307	342	-	325	340	-
Stage 1	-	-	-	-	-	-	661	627	-	635	607	-
Stage 2	-	-	-	-	-	-	586	606	-	645	624	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.3	13.9	11.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	431	1205	-	-	1234	-	-	567
HCM Lane V/C Ratio	0.06	0.011	-	-	0.011	-	-	0.082
HCM Control Delay (s)	13.9	8	0	-	7.9	0	-	11.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1039	0	0	867	20	0	0	0	60	0	170
Future Volume (veh/h)	50	1039	0	0	867	20	0	0	0	60	0	170
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1759	1900	1863	1761	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	57	1181	0	0	985	23	0	0	0	68	0	113
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	8	8	2	8	8	2	2	2	2	2	2
Cap, veh/h	84	2001	0	5	1445	34	0	5	0	85	0	141
Arrive On Green	0.05	0.60	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.14	0.00	0.14
Sat Flow, veh/h	1774	3431	0	1774	3343	78	0	1863	0	620	0	1030
Grp Volume(v), veh/h	57	1181	0	0	493	515	0	0	0	181	0	0
Grp Sat Flow(s),veh/h/ln	1774	1671	0	1774	1673	1748	0	1863	0	1650	0	0
Q Serve(g_s), s	1.2	8.5	0.0	0.0	9.2	9.2	0.0	0.0	0.0	4.1	0.0	0.0
Cycle Q Clear(g_c), s	1.2	8.5	0.0	0.0	9.2	9.2	0.0	0.0	0.0	4.1	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.04	0.00		0.00	0.38		0.62
Lane Grp Cap(c), veh/h	84	2001	0	5	723	755	0	5	0	226	0	0
V/C Ratio(X)	0.68	0.59	0.00	0.00	0.68	0.68	0.00	0.00	0.00	0.80	0.00	0.00
Avail Cap(c_a), veh/h	202	2156	0	184	1062	1109	0	261	0	295	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.1	4.8	0.0	0.0	8.8	8.8	0.0	0.0	0.0	16.1	0.0	0.0
Incr Delay (d2), s/veh	9.2	0.4	0.0	0.0	1.1	1.1	0.0	0.0	0.0	11.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.9	0.0	0.0	4.3	4.5	0.0	0.0	0.0	2.6	0.0	0.0
LnGrp Delay(d),s/veh	27.3	5.2	0.0	0.0	10.0	9.9	0.0	0.0	0.0	27.3	0.0	0.0
LnGrp LOS	C	A			A	A				C		
Approach Vol, veh/h		1238			1008			0			181	
Approach Delay, s/veh		6.2			9.9			0.0			27.3	
Approach LOS		A			A						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		0.0	0.0	28.2		10.4	6.4	21.8
Change Period (Y+Rc), s		4.0	4.6	5.1		5.1	4.6	5.1
Max Green Setting (Gmax), s		5.4	4.0	24.9		6.9	4.4	24.5
Max Q Clear Time (g_c+I1), s		0.0	0.0	10.5		6.1	3.2	11.2
Green Ext Time (p_c), s		0.0	0.0	7.4		0.1	0.0	5.5

Intersection Summary	
HCM 2010 Ctrl Delay	9.3
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑	↱		↱
Traffic Vol, veh/h	0	1831	994	11	0	40
Future Vol, veh/h	0	1831	994	11	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	400	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	8	8	2	2	2
Mvmt Flow	0	2154	1169	13	0	47

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	585
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	389
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	389
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15.5
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	389
HCM Lane V/C Ratio	-	-	-	0.121
HCM Control Delay (s)	-	-	-	15.5
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	300	280	15	220	20	120	385	20	10	130	50
Future Volume (veh/h)	80	300	280	15	220	20	120	385	20	10	130	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	87	326	304	16	239	22	130	418	22	11	141	54
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	112	374	349	28	628	58	167	502	26	20	378	321
Arrive On Green	0.06	0.42	0.42	0.02	0.37	0.37	0.09	0.29	0.29	0.01	0.20	0.20
Sat Flow, veh/h	1774	888	828	1774	1681	155	1774	1754	92	1774	1863	1583
Grp Volume(v), veh/h	87	0	630	16	0	261	130	0	440	11	141	54
Grp Sat Flow(s),veh/h/ln	1774	0	1717	1774	0	1835	1774	0	1846	1774	1863	1583
Q Serve(g_s), s	2.9	0.0	20.2	0.5	0.0	6.2	4.3	0.0	13.4	0.4	3.9	1.7
Cycle Q Clear(g_c), s	2.9	0.0	20.2	0.5	0.0	6.2	4.3	0.0	13.4	0.4	3.9	1.7
Prop In Lane	1.00		0.48	1.00		0.08	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	112	0	723	28	0	686	167	0	528	20	378	321
V/C Ratio(X)	0.78	0.00	0.87	0.58	0.00	0.38	0.78	0.00	0.83	0.56	0.37	0.17
Avail Cap(c_a), veh/h	265	0	913	118	0	824	295	0	737	118	557	474
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.8	0.0	15.9	29.4	0.0	13.8	26.6	0.0	20.1	29.6	20.7	19.8
Incr Delay (d2), s/veh	10.8	0.0	7.7	17.6	0.0	0.3	7.5	0.0	5.8	22.1	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	11.0	0.4	0.0	3.2	2.4	0.0	7.7	0.3	2.1	0.8
LnGrp Delay(d),s/veh	38.6	0.0	23.6	47.0	0.0	14.1	34.1	0.0	25.9	51.7	21.3	20.0
LnGrp LOS	D		C	D		B	C		C	D	C	C
Approach Vol, veh/h		717			277			570			206	
Approach Delay, s/veh		25.4			16.0			27.8			22.6	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.7	21.2	4.9	29.3	9.7	16.2	7.8	26.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	24.0	4.0	32.0	10.0	18.0	9.0	27.0
Max Q Clear Time (g_c+I1), s	2.4	15.4	2.5	22.2	6.3	5.9	4.9	8.2
Green Ext Time (p_c), s	0.0	1.8	0.0	3.1	0.1	0.7	0.1	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	24.4
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	290	220	10	10	20
Future Vol, veh/h	30	290	220	10	10	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	70	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	403	306	14	14	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	320	0	-	0	800	313
Stage 1	-	-	-	-	313	-
Stage 2	-	-	-	-	487	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1240	-	-	-	354	727
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	618	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1240	-	-	-	342	727
Mov Cap-2 Maneuver	-	-	-	-	342	-
Stage 1	-	-	-	-	716	-
Stage 2	-	-	-	-	618	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1240	-	-	-	529
HCM Lane V/C Ratio	0.034	-	-	-	0.079
HCM Control Delay (s)	8	-	-	-	12.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	50	30	20	60	120	50	140	10	100	80	10
Future Vol, veh/h	30	50	30	20	60	120	50	140	10	100	80	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	54	33	22	65	130	54	152	11	109	87	11
Number of Lanes	1	1	1	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	9.6	10.8	9.9	10.2
HCM LOS	A	B	A	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	82%	0%	100%	0%	0%	33%	0%	100%	73%
Vol Right, %	0%	0%	18%	0%	0%	100%	0%	67%	0%	0%	27%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	93	57	30	50	30	20	180	100	53	37
LT Vol	50	0	0	30	0	0	20	0	100	0	0
Through Vol	0	93	47	0	50	0	0	60	0	53	27
RT Vol	0	0	10	0	0	30	0	120	0	0	10
Lane Flow Rate	54	101	62	33	54	33	22	196	109	58	40
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.1	0.172	0.102	0.062	0.096	0.051	0.04	0.307	0.2	0.099	0.066
Departure Headway (Hd)	6.611	6.108	5.983	6.847	6.345	5.643	6.609	5.643	6.624	6.12	5.928
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	542	587	599	523	564	634	542	638	542	586	604
Service Time	4.351	3.847	3.723	4.59	4.088	3.386	4.344	3.378	4.361	3.857	3.665
HCM Lane V/C Ratio	0.1	0.172	0.104	0.063	0.096	0.052	0.041	0.307	0.201	0.099	0.066
HCM Control Delay	10.1	10.1	9.4	10	9.8	8.7	9.6	10.9	11	9.5	9.1
HCM Lane LOS	B	B	A	A	A	A	A	B	B	A	A
HCM 95th-tile Q	0.3	0.6	0.3	0.2	0.3	0.2	0.1	1.3	0.7	0.3	0.2

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	520	0	0	420
Future Vol, veh/h	0	0	520	0	0	420
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	565	0	0	457

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1022	565	0	0	565	0
Stage 1	565	-	-	-	-	-
Stage 2	457	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	261	524	-	-	1007	-
Stage 1	569	-	-	-	-	-
Stage 2	638	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	261	524	-	-	1007	-
Mov Cap-2 Maneuver	261	-	-	-	-	-
Stage 1	569	-	-	-	-	-
Stage 2	638	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1007	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	10.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	185	0	140	0	510	210	100	450	0
Future Vol, veh/h	0	0	0	185	0	140	0	510	210	100	450	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	190	-	-
Veh in Median Storage, #	-	0	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	0	0	0	201	0	152	0	554	228	109	489	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	984	1489	245	1131	1375	391	-	0	0	782	0	0
Stage 1	707	707	-	668	668	-	-	-	-	-	-	-
Stage 2	277	782	-	463	707	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	-	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	-	-	-	2.22	-	-
Pot Cap-1 Maneuver	203	123	755	~ 158	144	608	0	-	-	832	-	-
Stage 1	392	436	-	414	455	-	0	-	-	-	-	-
Stage 2	706	403	-	548	436	-	0	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	137	107	755	~ 142	125	608	-	-	-	832	-	-
Mov Cap-2 Maneuver	248	199	-	324	299	-	-	-	-	-	-	-
Stage 1	392	379	-	414	455	-	-	-	-	-	-	-
Stage 2	529	403	-	476	379	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	50.4	0	1.8
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	406	832	-	-
HCM Lane V/C Ratio	-	-	-	0.87	0.131	-	-
HCM Control Delay (s)	-	-	0	50.4	10	-	-
HCM Lane LOS	-	-	A	F	A	-	-
HCM 95th %tile Q(veh)	-	-	-	8.7	0.4	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	190	10	40	190	10	10	330	80	10	225	50
Future Volume (veh/h)	50	190	10	40	190	10	10	330	80	10	225	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	54	207	11	43	207	11	11	359	87	11	245	54
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	317	17	66	305	16	20	464	113	161	591	130
Arrive On Green	0.04	0.18	0.18	0.04	0.17	0.17	0.01	0.32	0.32	0.09	0.40	0.40
Sat Flow, veh/h	1774	1753	93	1774	1753	93	1774	1449	351	1774	1479	326
Grp Volume(v), veh/h	54	0	218	43	0	218	11	0	446	11	0	299
Grp Sat Flow(s),veh/h/ln	1774	0	1846	1774	0	1846	1774	0	1801	1774	0	1805
Q Serve(g_s), s	1.3	0.0	4.7	1.0	0.0	4.8	0.3	0.0	9.7	0.2	0.0	5.1
Cycle Q Clear(g_c), s	1.3	0.0	4.7	1.0	0.0	4.8	0.3	0.0	9.7	0.2	0.0	5.1
Prop In Lane	1.00		0.05	1.00		0.05	1.00		0.20	1.00		0.18
Lane Grp Cap(c), veh/h	78	0	334	66	0	321	20	0	577	161	0	721
V/C Ratio(X)	0.69	0.00	0.65	0.65	0.00	0.68	0.54	0.00	0.77	0.07	0.00	0.41
Avail Cap(c_a), veh/h	164	0	685	164	0	685	164	0	960	658	0	1464
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.3	0.0	16.4	20.5	0.0	16.7	21.2	0.0	13.2	17.9	0.0	9.3
Incr Delay (d2), s/veh	10.2	0.0	2.2	10.2	0.0	2.5	20.6	0.0	2.2	0.2	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	2.6	0.7	0.0	2.6	0.2	0.0	5.1	0.1	0.0	2.6
LnGrp Delay(d),s/veh	30.6	0.0	18.6	30.7	0.0	19.2	41.8	0.0	15.5	18.1	0.0	9.7
LnGrp LOS	C		B	C		B	D		B	B		A
Approach Vol, veh/h		272			261			457			310	
Approach Delay, s/veh		21.0			21.1			16.1			10.0	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	17.8	5.6	11.8	4.5	21.2	5.9	11.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	23.0	4.0	16.0	4.0	35.0	4.0	16.0
Max Q Clear Time (g_c+I1), s	2.2	11.7	3.0	6.7	2.3	7.1	3.3	6.8
Green Ext Time (p_c), s	0.0	2.2	0.0	0.8	0.0	1.9	0.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	16.7
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	290	10	10	240	0	10	0	10	0	0	0
Future Vol, veh/h	0	290	10	10	240	0	10	0	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	315	11	11	261	0	11	0	11	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	261	0	0	326	0	0	604	604	321	609	609	261
Stage 1	-	-	-	-	-	-	321	321	-	283	283	-
Stage 2	-	-	-	-	-	-	283	283	-	326	326	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1303	-	-	1234	-	-	410	412	720	407	410	778
Stage 1	-	-	-	-	-	-	691	652	-	724	677	-
Stage 2	-	-	-	-	-	-	724	677	-	687	648	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1303	-	-	1234	-	-	407	408	720	398	406	778
Mov Cap-2 Maneuver	-	-	-	-	-	-	407	408	-	398	406	-
Stage 1	-	-	-	-	-	-	691	652	-	724	670	-
Stage 2	-	-	-	-	-	-	717	670	-	677	648	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	12.2	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	520	1303	-	-	1234	-	-	-
HCM Lane V/C Ratio	0.042	-	-	-	0.009	-	-	-
HCM Control Delay (s)	12.2	0	-	-	7.9	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	785	0	0	1060	10	10	0	0	80	0	20
Future Volume (veh/h)	20	785	0	0	1060	10	10	0	0	80	0	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1759	1900	1863	1760	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	22	853	0	0	1152	11	11	0	0	87	0	-54
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	8	8	2	8	8	2	2	2	2	2	2
Cap, veh/h	39	2357	0	6	1832	17	21	0	0	159	260	0
Arrive On Green	0.02	0.71	0.00	0.00	0.54	0.54	0.01	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	1774	3431	0	1774	3394	32	1774	0	0	5825	0	-3616
Grp Volume(v), veh/h	22	853	0	0	567	596	11	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1774	1671	0	1774	1672	1754	1774	0	0	0	0	0
Q Serve(g_s), s	0.4	3.2	0.0	0.0	7.6	7.6	0.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	3.2	0.0	0.0	7.6	7.6	0.2	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.02	1.00		0.00	2.64		-1.64
Lane Grp Cap(c), veh/h	39	2357	0	6	903	947	21	0	0	0	0	0
V/C Ratio(X)	0.56	0.36	0.00	0.00	0.63	0.63	0.53	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	221	2903	0	221	1452	1524	298	0	0	0	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	15.6	1.9	0.0	0.0	5.2	5.2	15.8	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	11.8	0.1	0.0	0.0	0.7	0.7	19.6	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.5	0.0	0.0	3.5	3.7	0.2	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	27.4	2.0	0.0	0.0	5.9	5.8	35.4	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	C	A			A	A	D					
Approach Vol, veh/h		875			1163			11			0	
Approach Delay, s/veh		2.6			5.9			35.4			0.0	
Approach LOS		A			A			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		4.4	0.0	27.8		0.0	5.3	22.4
Change Period (Y+Rc), s		4.0	4.6	5.1		5.1	4.6	5.1
Max Green Setting (Gmax), s		5.4	4.0	27.9		3.9	4.0	27.9
Max Q Clear Time (g_c+I1), s		2.2	0.0	5.2		0.0	2.4	9.6
Green Ext Time (p_c), s		0.0	0.0	6.4		0.0	0.0	7.7

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑	↱		↱
Traffic Vol, veh/h	0	1020	1820	30	0	20
Future Vol, veh/h	0	1020	1820	30	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	400	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	8	8	2	2	2
Mvmt Flow	0	1200	2141	35	0	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1071
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	186
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	186
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	27.1
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	186
HCM Lane V/C Ratio	-	-	-	0.127
HCM Control Delay (s)	-	-	-	27.1
HCM Lane LOS	-	-	-	D
HCM 95th %tile Q(veh)	-	-	-	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	300	297	18	220	20	130	400	22	10	155	50
Future Volume (veh/h)	80	300	297	18	220	20	130	400	22	10	155	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	87	326	323	20	239	22	141	435	24	11	168	54
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	112	366	363	33	641	59	180	511	28	20	376	319
Arrive On Green	0.06	0.43	0.43	0.02	0.38	0.38	0.10	0.29	0.29	0.01	0.20	0.20
Sat Flow, veh/h	1774	860	852	1774	1681	155	1774	1749	97	1774	1863	1583
Grp Volume(v), veh/h	87	0	649	20	0	261	141	0	459	11	168	54
Grp Sat Flow(s),veh/h/ln	1774	0	1712	1774	0	1835	1774	0	1846	1774	1863	1583
Q Serve(g_s), s	3.1	0.0	22.2	0.7	0.0	6.5	4.9	0.0	14.9	0.4	5.0	1.8
Cycle Q Clear(g_c), s	3.1	0.0	22.2	0.7	0.0	6.5	4.9	0.0	14.9	0.4	5.0	1.8
Prop In Lane	1.00		0.50	1.00		0.08	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	112	0	729	33	0	700	180	0	539	20	376	319
V/C Ratio(X)	0.77	0.00	0.89	0.60	0.00	0.37	0.78	0.00	0.85	0.56	0.45	0.17
Avail Cap(c_a), veh/h	252	0	864	112	0	781	280	0	698	112	529	449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.3	0.0	16.8	30.9	0.0	14.1	27.8	0.0	21.2	31.2	22.2	20.9
Incr Delay (d2), s/veh	10.8	0.0	10.1	16.2	0.0	0.3	7.5	0.0	7.9	22.4	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	12.5	0.5	0.0	3.3	2.8	0.0	8.7	0.3	2.7	0.8
LnGrp Delay(d),s/veh	40.0	0.0	26.9	47.1	0.0	14.5	35.3	0.0	29.1	53.6	23.1	21.2
LnGrp LOS	D		C	D		B	D		C	D	C	C
Approach Vol, veh/h		736			281			600			233	
Approach Delay, s/veh		28.5			16.8			30.6			24.1	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.7	22.5	5.2	31.0	10.4	16.8	8.0	28.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	24.0	4.0	32.0	10.0	18.0	9.0	27.0
Max Q Clear Time (g_c+I1), s	2.4	16.9	2.7	24.2	6.9	7.0	5.1	8.5
Green Ext Time (p_c), s	0.0	1.7	0.0	2.8	0.1	0.8	0.1	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	26.8
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	291	222	10	10	31
Future Vol, veh/h	30	291	222	10	10	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	70	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	404	308	14	14	43

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	322	0	-	0	803	315
Stage 1	-	-	-	-	315	-
Stage 2	-	-	-	-	488	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1238	-	-	-	353	725
Stage 1	-	-	-	-	740	-
Stage 2	-	-	-	-	617	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1238	-	-	-	341	725
Mov Cap-2 Maneuver	-	-	-	-	341	-
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	617	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1238	-	-	-	569
HCM Lane V/C Ratio	0.034	-	-	-	0.1
HCM Control Delay (s)	8	-	-	-	12
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	50	31	20	60	120	51	141	10	100	82	11
Future Vol, veh/h	30	50	31	20	60	120	51	141	10	100	82	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	54	34	22	65	130	55	153	11	109	89	12
Number of Lanes	1	1	1	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	9.6	10.8	9.9	10.2
HCM LOS	A	B	A	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	82%	0%	100%	0%	0%	33%	0%	100%	71%
Vol Right, %	0%	0%	18%	0%	0%	100%	0%	67%	0%	0%	29%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	51	94	57	30	50	31	20	180	100	55	38
LT Vol	51	0	0	30	0	0	20	0	100	0	0
Through Vol	0	94	47	0	50	0	0	60	0	55	27
RT Vol	0	0	10	0	0	31	0	120	0	0	11
Lane Flow Rate	55	102	62	33	54	34	22	196	109	59	42
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.102	0.174	0.103	0.062	0.096	0.053	0.04	0.308	0.2	0.101	0.069
Departure Headway (Hd)	6.626	6.122	5.999	6.866	6.364	5.662	6.629	5.662	6.634	6.131	5.929
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	541	586	597	522	563	632	541	636	541	585	604
Service Time	4.363	3.859	3.736	4.607	4.106	3.404	4.362	3.396	4.373	3.869	3.667
HCM Lane V/C Ratio	0.102	0.174	0.104	0.063	0.096	0.054	0.041	0.308	0.201	0.101	0.07
HCM Control Delay	10.1	10.2	9.4	10.1	9.8	8.7	9.6	10.9	11	9.6	9.1
HCM Lane LOS	B	B	A	B	A	A	A	B	B	A	A
HCM 95th-tile Q	0.3	0.6	0.3	0.2	0.3	0.2	0.1	1.3	0.7	0.3	0.2

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	23	523	32	40	424
Future Vol, veh/h	21	23	523	32	40	424
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	25	568	35	43	461

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1133	586	0	0	603	0
Stage 1	586	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	224	510	-	-	975	-
Stage 1	556	-	-	-	-	-
Stage 2	580	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	214	510	-	-	975	-
Mov Cap-2 Maneuver	214	-	-	-	-	-
Stage 1	532	-	-	-	-	-
Stage 2	580	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.9	0	0.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	307	975	-
HCM Lane V/C Ratio	-	-	0.156	0.045	-
HCM Control Delay (s)	-	-	18.9	8.9	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Intersection	
Int Delay, s/veh	11.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	185	0	142	0	510	210	103	450	0
Future Vol, veh/h	0	0	0	185	0	142	0	510	210	103	450	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	190	-	-
Veh in Median Storage, #	-	0	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	0	0	0	201	0	154	0	554	228	112	489	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	990	1495	245	1137	1381	391	-	0	0	782	0	0
Stage 1	713	713	-	668	668	-	-	-	-	-	-	-
Stage 2	277	782	-	469	713	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	-	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	-	-	-	2.22	-	-
Pot Cap-1 Maneuver	201	122	755	~ 157	143	608	0	-	-	832	-	-
Stage 1	389	434	-	414	455	-	0	-	-	-	-	-
Stage 2	706	403	-	544	434	-	0	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	134	106	755	~ 141	124	608	-	-	-	832	-	-
Mov Cap-2 Maneuver	244	197	-	322	297	-	-	-	-	-	-	-
Stage 1	389	375	-	414	455	-	-	-	-	-	-	-
Stage 2	527	403	-	471	375	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	51.7	0	1.9
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	405	832	-	-
HCM Lane V/C Ratio	-	-	-	0.878	0.135	-	-
HCM Control Delay (s)	-	-	0	51.7	10	-	-
HCM Lane LOS	-	-	A	F	A	-	-
HCM 95th %tile Q(veh)	-	-	-	8.9	0.5	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	194	10	54	192	14	10	358	104	15	243	52
Future Volume (veh/h)	53	194	10	54	192	14	10	358	104	15	243	52
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	58	211	11	59	209	15	11	389	113	16	264	57
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	304	16	82	299	21	20	481	140	154	627	135
Arrive On Green	0.05	0.17	0.17	0.05	0.17	0.17	0.01	0.35	0.35	0.09	0.42	0.42
Sat Flow, veh/h	1774	1755	91	1774	1718	123	1774	1388	403	1774	1485	321
Grp Volume(v), veh/h	58	0	222	59	0	224	11	0	502	16	0	321
Grp Sat Flow(s),veh/h/ln	1774	0	1847	1774	0	1841	1774	0	1792	1774	0	1806
Q Serve(g_s), s	1.5	0.0	5.2	1.5	0.0	5.3	0.3	0.0	11.7	0.4	0.0	5.8
Cycle Q Clear(g_c), s	1.5	0.0	5.2	1.5	0.0	5.3	0.3	0.0	11.7	0.4	0.0	5.8
Prop In Lane	1.00		0.05	1.00		0.07	1.00		0.23	1.00		0.18
Lane Grp Cap(c), veh/h	81	0	320	82	0	320	20	0	621	154	0	762
V/C Ratio(X)	0.72	0.00	0.69	0.72	0.00	0.70	0.54	0.00	0.81	0.10	0.00	0.42
Avail Cap(c_a), veh/h	154	0	641	154	0	639	154	0	894	616	0	1372
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	17.9	21.7	0.0	17.9	22.7	0.0	13.7	19.4	0.0	9.4
Incr Delay (d2), s/veh	11.3	0.0	2.7	11.4	0.0	2.8	20.8	0.0	3.7	0.3	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	2.9	1.0	0.0	2.9	0.3	0.0	6.4	0.2	0.0	2.9
LnGrp Delay(d),s/veh	33.0	0.0	20.6	33.1	0.0	20.7	43.5	0.0	17.3	19.7	0.0	9.7
LnGrp LOS	C		C	C		C	D		B	B		A
Approach Vol, veh/h		280			283			513			337	
Approach Delay, s/veh		23.1			23.2			17.9			10.2	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	20.0	6.1	12.0	4.5	23.4	6.1	12.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	23.0	4.0	16.0	4.0	35.0	4.0	16.0
Max Q Clear Time (g_c+I1), s	2.4	13.7	3.5	7.2	2.3	7.8	3.5	7.3
Green Ext Time (p_c), s	0.0	2.2	0.0	0.8	0.0	2.0	0.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	18.2
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	291	10	10	241	8	10	0	10	5	0	19
Future Vol, veh/h	35	291	10	10	241	8	10	0	10	5	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	316	11	11	262	9	11	0	11	5	0	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	271	0	0	327	0	0	697	691	322	692	692	267
Stage 1	-	-	-	-	-	-	398	398	-	289	289	-
Stage 2	-	-	-	-	-	-	299	293	-	403	403	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1292	-	-	1233	-	-	356	368	719	358	367	772
Stage 1	-	-	-	-	-	-	628	603	-	719	673	-
Stage 2	-	-	-	-	-	-	710	670	-	624	600	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1292	-	-	1233	-	-	334	351	719	340	350	772
Mov Cap-2 Maneuver	-	-	-	-	-	-	334	351	-	340	350	-
Stage 1	-	-	-	-	-	-	605	581	-	693	666	-
Stage 2	-	-	-	-	-	-	683	663	-	592	578	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.3	13.3	11.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	456	1292	-	-	1233	-	-	610
HCM Lane V/C Ratio	0.048	0.029	-	-	0.009	-	-	0.043
HCM Control Delay (s)	13.3	7.9	0	-	7.9	0	-	11.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	815	0	0	1078	10	10	0	0	80	0	20
Future Volume (veh/h)	20	815	0	0	1078	10	10	0	0	80	0	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1759	1900	1863	1760	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	22	886	0	0	1172	11	11	0	0	87	0	-54
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	8	8	2	8	8	2	2	2	2	2	2
Cap, veh/h	39	2367	0	5	1847	17	21	0	0	159	260	0
Arrive On Green	0.02	0.71	0.00	0.00	0.54	0.54	0.01	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	1774	3431	0	1774	3395	32	1774	0	0	5825	0	-3616
Grp Volume(v), veh/h	22	886	0	0	577	606	11	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1774	1671	0	1774	1672	1755	1774	0	0	0	0	0
Q Serve(g_s), s	0.4	3.4	0.0	0.0	7.8	7.8	0.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	3.4	0.0	0.0	7.8	7.8	0.2	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.02	1.00		0.00	2.64		-1.64
Lane Grp Cap(c), veh/h	39	2367	0	5	910	955	21	0	0	0	0	0
V/C Ratio(X)	0.56	0.37	0.00	0.00	0.63	0.63	0.53	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	219	2873	0	219	1437	1508	295	0	0	0	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	15.7	1.9	0.0	0.0	5.2	5.2	16.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	11.8	0.1	0.0	0.0	0.7	0.7	19.7	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.5	0.0	0.0	3.7	3.9	0.2	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	27.6	2.0	0.0	0.0	5.9	5.9	35.6	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	C	A			A	A	D					
Approach Vol, veh/h		908			1183			11			0	
Approach Delay, s/veh		2.6			5.9			35.6			0.0	
Approach LOS		A			A			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		4.4	0.0	28.1		0.0	5.3	22.8
Change Period (Y+Rc), s		4.0	4.6	5.1		5.1	4.6	5.1
Max Green Setting (Gmax), s		5.4	4.0	27.9		3.9	4.0	27.9
Max Q Clear Time (g_c+I1), s		2.2	0.0	5.4		0.0	2.4	9.8
Green Ext Time (p_c), s		0.0	0.0	6.7		0.0	0.0	7.9

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑	↱		↱
Traffic Vol, veh/h	0	1027	1832	32	0	20
Future Vol, veh/h	0	1027	1832	32	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	400	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	8	8	2	2	2
Mvmt Flow	0	1208	2155	38	0	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1078
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	184
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	184
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	27.4
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	184
HCM Lane V/C Ratio	-	-	-	0.128
HCM Control Delay (s)	-	-	-	27.4
HCM Lane LOS	-	-	-	D
HCM 95th %tile Q(veh)	-	-	-	0.4