

Revised June 19, 2019 W.O. No. 2015-1409

City of Spokane Department of Engineering Services 801 W. Spokane Falls Boulevard Spokane, WA 99201

Attn: Inga Note, P.E.

Re: Woodridge View 3rd Addition Navaho Drive & Wieber Drive

Revised Expanded Traffic (Trip) Distribution Letter

Dear Inga,

This Expanded Trip Generation and Distribution letter is being revised with the addition of the intersection of Indian Trail Road & Strong Road for Level of Service analysis and background projects. This Trip Generation and Distribution Letter will also add the Level of Service analysis for the year 2024 both without and with the project trips.

The purpose of this document is to provide an expanded Trip Generation and Distribution letter (TGDL) for the proposed Woodridge View 3rd Addition Subdivision to be located along the Northeast side of Navaho Drive. As shown on Figure 2, Preliminary Site Plan. This letter will follow the standards for doing Trip Distribution Letters as required by the City of Spokane and the Institute of Transportation Engineers (ITE).

PROJECT DESCRIPTION

The Woodridge View 3rd Addition is proposed to develop 40± acres of an 88.35± acre parcel. The land currently has a water tank that has an access that extends north from the northern end of Wieber Drive but is otherwise undeveloped with field grass, trees and weeds. The Woodridge View 3rd Addition will have 138 units of single family or single family attached housing. The property is proposed to be accessed by a proposed extension to Skyline Drive that will go generally north/south until it curves right under the current power lines where it is proposed to intersect with the proposed extension to Wieber Drive that will generally go east/west under the current power lines.

The project proposes to provide a network of connecting roadways underneath the current power lines. This network of roads connects the north ends of Wieber and Skyline Drives, and provides connectivity to the east. At the eastern end, the roadway sweeps south into the proposed Rustle Drive located along the ridge within Spokane County. Within the plat there are four (4) proposed access roads that extend west from Rustle Drive to Mountaincrest Drive which runs along the edge of the bench. The project proposes a connecting road (Between Drive) from Wieber Drive across the face of the hillside to Mountaincrest Drive. Please see Figure 2, Preliminary Site Plan.

Woodridge View 3rd Addition Trip Generation & Distribution Letter June 18, 2019 Page 2 of 8

VICINITY / SITE PLAN

The site is currently listed on the Comprehensive Plan Map as Residential 4-10 and conservation open space (under the powerlines). The property is currently zoned as Residential Single Family (RSF). The site lies on the NE ¼ of Section 15, T. 26 N., R. 42 E., W.M. within the City of Spokane, Washington. The parcel number for the site is 26155.0002. A vicinity map is included as Figure 1, along with a preliminary site plan as Figure 2.

TRIP GENERATION AND DISTRIBUTION

Trip Types

The proposed land use is single family residential; ITE has developed data regarding various trip types that all developments experience. These are found in several places, however, for this analysis the *Trip Generation Manual 10th Edition* as well as the Institute of transportation Engineers (ITE) *Trip Generation Handbook* were used to develop the criteria for this analysis.

Generally all existing and proposed developments will be made up of one or more of the following four trip types: new (destination) trips, pass-by trips, diverted trips, and shared (internal trips). In order to better understand the trip types available for land access a description of each specific trip type follows.

New (Destination) Trips - These types of trips occur only to access a specific land use such as a new retail development or a new residential subdivision. These types of trips will travel to and from the new site and a single other destination such as home or work. This is the only trip type that will result in a net increase in the total amount of traffic within the study area. The reason primarily is that these trips represent planned trips to a specific destination that never took trips to that part of the City prior to the development being constructed and occupied. This project will develop new trips.

Pass-by Trips - These trips represent vehicles which currently use adjacent roadways providing primary access to new land uses or projects and are trips of convenience. These trips, however, have an ultimate destination other than the project in question. They should be viewed as customers who stop in on their way home from work. An example would be on payday, where an individual generally drives by their bank every day without stopping, except on payday. On that day, this driver would drive into the bank, perform the prerequisite banking and then continue on home. In this example, the trip started from work with a destination of home, however on the way, the driver stopped at the grocery store/latte stand and/or bank directly adjacent to their path. Pass-by trips are most always associated with commercial/retail types of development along major roadways. Therefore, for this project pass-by trips will not be considered.

Woodridge View 3rd Addition Trip Generation & Distribution Letter June 18, 2019 Page 3 of 8

Diverted (Linked) Trips - These trips occur when a vehicle takes a different route than normal to access a specific facility. Diverted trips are similar to pass-by trips, but diverted trips occur from roadways, which do not provide direct access to the site. Instead, one or more streets must be utilized to get to and from the site. For this project, <u>no</u> diverted trips are anticipated.

Shared / Internal / Trips - These are trips which occur on the site where a vehicle/ consumer/ tenant will stop at more than one place on the site. For example, someone destined for a certain shop at a commercial site may stop at a bank just before or after they visit the shop that they went to the site to visit. This trip type reduces the number of new trips generated on the public road system and is most commonly used for commercial developments. These trips are incorporated within the ITE shopping center land use. For this project, <u>no</u> shared/internal trips are anticipated.

Trip Generation Characteristics for the Existing and Proposed land uses

As noted earlier, trip generation rates for the AM and PM peak hours are determined by the use of the *Trip Generation Manual*, 10th Edition published by the <u>Institute of Transportation</u> Engineers (ITE). The purpose of the *Trip Generation Manual* is to compile and quantify empirical data into trip generation rates for specific land uses within the US, UK and Canada.

Proposed Land Use

For the proposed 138 units of single family residential development, Land Use Code (LUC) #210, Single Family Detached Housing was used to establish the number of potential trips generated by the proposed land use for the single family residential lots. The trip generation rates and the anticipated number of AM and PM peak hour trips for the single family residential land use are shown on Table 1.

Table 1-Trip Generation Rates for LUC # 210 - Single Family Detached Housing (Fig. 3)

Dwelling Units	AM Po Vol. @ 0.74 trips/units	Distr	Frips etional fibution 75% Out	PM Po Vol. @ 0.99 trips / Units	eak Hour Tr Direc Distri 63% In	tional bution
138	103	26	77	137	86	51
Aye Units	rage Daily Trij Rate	n Ends (Al	OT) ADT			
138	9.44		1,303			

As shown in Table 1, the proposed land uses are anticipated to generate a total of 103 trips in the AM peak hour with 26 trips entering the site and 77 trips exiting the site. In the PM peak hour, the proposed land use is anticipated to generate a total of 137 trips in the PM peak hour with 86 trips entering the site and 51 trips exiting the site. The proposed land use is anticipated to generate 1,303 average daily trips to/from the project. Please see Figure 3 for Trip Distribution.

Woodridge View 3rd Addition Trip Generation & Distribution Letter June 18, 2019 Page 4 of 8

TRIP DISTRIBUTION

As previously discussed, and as shown on the site plan (Figure 2), the site will be accessed from proposed extensions to Wieber Drive and Skyline Drive.

<u>Skyline Route</u> is an access route to/from the site. The route extends south from the site on Skyline Drive to Prairie Drive. The route then extends west on Prairie Drive until it turns south and becomes Fleetwood Street. The route then extends south on Fleetwood Street to Seminole Drive. The route then extends west on Seminole Drive until Woodridge Drive. The route then extends south on Woodridge Drive until Navaho Avenue. Once at Navaho Avenue the trips can either go to/from the west on Navaho Avenue to Indian Trail Road or go to/from the east on Navaho Avenue to Farmdale Street where they can go to/from the south to Barnes Road.

<u>Wieber Route</u> is an access route to/from the site. The route extends south from the site on Wieber Drive to Shawnee Avenue. The route then extends west on Shawnee Avenue to the intersection of Shawnee Avenue and Farmdale Street. From the intersection of Shawnee Avenue and Farmdale Street the trips can either continue to go to/from the west on Shawnee Avenue to Indian Trail Road or go to/from the south on Farmdale Street to Barnes Road.

<u>Skyline Drive</u> is generally a north/south, two-way, 2-lane local access road. Skyline Drive extends north from Prairie Drive to its termination at an intersection with Navaho Drive. Skyline Drive serves single family residential land uses. The speed limit on Skyline Drive is 25 MPH.

<u>Prairie Drive</u> is generally an east/west, two-way, 2-lane local access road. Praire Drive extends west from Wieber Drive through Skyline Drive and Fleetwood Court before turning south into Fleetwood Street. Prairie Drive serves single family residential land uses. The speed limit on Prairie Drive is 25 MPH.

<u>Fleetwood Street</u> is generally a north/south, two-way, 2-lane local access road. Fleetwood Street extends north from Alpine Drive through Navaho Avenue and Seminole Drive before turning into Prairie Drive. Fleetwood Street serves single family residential land uses. The speed limit on Fleetwood Street is 25 MPH.

<u>Seminole Drive</u> is generally an east/west, two-way, 2-lane local access road. Seminole Drive extends east from Woodridge Drive through Fleetwood Street, Navaho Avenue and Alpine Drive before turning south and extending through Elderberry Avenue to Shawnee Avenue. Seminole Drive serves single family residential land uses. The speed limit on Seminole Drive is 25 MPH.

<u>Woodridge Drive</u> is generally a north/south, two-way, 2-lane local access road. Woodridge Drive extends south from Bedford Avenue through Russett Drive, Seminole Drive, Navaho Avenue and Shawnee Avenue to Lamar Avenue. Woodridge Drive serves single family residential land uses. The speed limit on Woodridge Drive is 25 MPH.

Woodridge View 3rd Addition Trip Generation & Distribution Letter June 18, 2019 Page 5 of 8

<u>Navaho Avenue</u> is generally an east/west, two-way, 2-lane local access road. Navaho Avenue extends west from Seminole Drive through Fleetwood Street, Larchwood Street, Woodridge Drive, Ridgecrest Drive, Arrowhead Drive, Indian Trail Road and Fotheringham Street to Moore Street. Navaho Avenue serves single family residential land uses. The speed limit on Navaho Avenue is 25 MPH.

<u>Indian Trail Road</u> is generally a north/south, two-way, 2-, 3-, 4- & 5-lane principal arterial. Indian Trail Road extends north from Francis Avenue through Strong Road, Lowell Avenue, Barnes Road and Shawnee Avenue to Rutter Parkway. Indian Trail Road serves generally single family residential and rural land uses. The posted speed limits on Indian Trail Road are 30, 35 and 45 MPH.

Farmdale Street is generally a north/south, two-way, 2-lane local access road. Farmdale Street extends south from Navaho Avenue through Shawnee Avenue and Barnes Road to Lowell Avenue. Farmdale Street serves single family residential land uses. The speed limit on Farmdale Street is 25 MPH.

<u>Wieber Drive</u> is generally a north/south, two-way, 2-lane local access road. Wieber Drive begins just south of Shawnee Avenue and extends north through Shawnee Avenue and Prairie Drive to Navaho Drive. Wieber Drive serves single family residential land uses. The speed limit on Wieber Drive is 25 MPH.

<u>Shawnee Avenue</u> is generally an east/west, two-way, 2-lane collector road. Shawnee Avenue extends west from Wieber Drive through Farmdale Street, Woodridge Drive, Indian Trail Road, Moore Street and Sundance Drive to Comanche Drive. Shawnee Avenue serves single family residential land uses. The posted speed limit on Shawnee Avenue is 25 MPH.

<u>Barnes Road</u> is generally an east/west, two-way, 2-, 3-, 4- & 5-lane collector. Barnes Road begins just east of Pheobe Drive and extends west through Pheobe Drive, Seminole, James Drive, Farmdale Street, Indian Trail Road, Pamela Street, Greenwood Street and Sundance Drive before its termination. Barnes Road serves single family residential land uses. The posted speed limit on Barnes Road is 30 MPH.

Considering many factors such as the surrounding transportation facilities, typical commuting patterns, existing development in the area, and Average Daily Traffic counts, traffic for the proposed development is anticipated as follows: It is anticipated that 70% of the trips will go to/from the south to Navaho Drive via the Skyline Route. The trips will then distribute with 60% going to/from the west via Navaho Avenue to Indian Trail Road and 10% going to/from the east on Barnes Road via Farmdale Street and Navaho Avenue.

It is anticipated that 30% of the trips will go to/from the south to Shawnee Avenue via the Wieber Route. The trips will then distribute with 20% of trips going to/from the west via Shawnee Avenue to Indian Trail Road and 10% of trips going to/from the east on Barnes Road via Farmdale Street.

Woodridge View 3rd Addition Trip Generation & Distribution Letter June 18, 2019 Page 6 of 8

A total of 80% of trips from the site are expected to go to/from Indian Trail Road. The trips will then distribute with 75% of trips going to/from the south on Indian Trail Road and 5% of trips going to/from the north on Indian Trail Road. A total of 20% of Trips are expected to go to/from the east on Barnes Road and Strong Road.

<u>Impacted Intersections ≥ 20 PM Peak Hour Trips</u>

The trip generation and distribution as a result of the proposed project has identified the following affected intersections for potential additional analysis.

- Indian Trail Road & Navaho Avenue
- Indian Trail Road & Shawnee Avenue
- Shawnee Avenue & Farmdale Street
- Barnes Road & Farmdale Street

Traffic Impact Fee

A transportation impact fee for the City of Spokane is considered here. The City of Spokane code has established transportation impact fees under Spokane Municipal Code Title 17 Chapter 17D.075.180. The proposed project is adjacent to the Northwest Service area and as such is subject to the current Impact Fee Schedule. Table 2 calculates the anticipated Impact fee for the proposed project.

Table 2 – Proposed Land Use Impact Fee

Land Use	LUC	Quantity	Unit of Measure	Fee per unit	Fee
LUC # 210 Single Family Residential	210	138	Dwellings	\$749.20	\$103,389.60
Total	_	_	_	-	\$103,389.60

Pre-Analysis Summary

An existing traffic volume count for the intersections of Indian Trail Road & Navaho Avenue, Indian Trail Road & Shawnee Avenue and Barnes Road & Farmdale Street was taken and recorded. The traffic counts were then used to do an existing Level of Service analysis. The existing Levels of Service at the intersections were calculated using the methods from the 2010 Highway Capacity Manual as implemented in Synchro, version 9 - Build 915. The existing Levels of Service for the intersection within the study area are summarized in Table 3. The Levels of Service for the year 2024 without the project scenario are summarized in Table 4. The Levels of Service for the year 2024 with the project scenario are summarized in Table 5.

The City of Spokane has requested an additional Level of Service analysis for the intersection of Indian Trail Road and Pacific Park Drive/Strong Road. The intersection of Indian Trial Road and Pacific Park Drive/Strong Road has been modeled with its recent reconfiguration with two (2) southbound lanes.

Woodridge View 3rd Addition Trip Generation & Distribution Letter June 18, 2019 Page 7 of 8

For this analysis the appropriate background projects have been added to the scoped intersections including those projected listed in the McCarrolls East Traffic Study as well as the McCarrolls East project trips. It's noted that without the connection to Barnes Road via Pamela Street, project trips projected to go east up to the Five Mile Plateau will utilize the intersections of James and Farmdale Streets. The project trips have been added to the assumption made from the previously completed analysis.

Table 3 - Year 2019 Existing Level of Service

Intersections	841	AM Pea	k Hour	PM Peal	c Hour
	(U)nsignalized (S)ignalized	Delay (sec)	LOS	Delay (sec)	LOS
Indian Trail Road & Navaho Avenue	U	13.6	В	15.3	С
Indian Trail Road & Shawnee Avenue	S	30.4	С	26.8	C
Barnes Road & Farmdale Street	U	11.3	В	11.7	В
Indian Trail Road & Strong Road	S	19.3	В	18.4	В

As shown in Table 3, the existing intersections within the study area are currently operating within acceptable levels of service.

Table 4 - Year 2024 Level of Service Without Project

Intersections	Section of the second section of	AM Pea	k Hour	PM Peal	ι Hour
	(U)nsignalized (S)ignalized	•	LOS	Delay (sec)	LOS
Indian Trail Road & Navaho Avenue	U	15.6	С	18.4	С
Indian Trail Road & Shawnee Avenue	S	31.3	С	27.0	C
Barnes Road & Farmdale Street	U	12.0	В	12.7	В
Indian Trail Road & Strong Road	S	20.4	С	18.3	В

As shown in Table 3, the intersections within the study area are anticipated to operate within acceptable levels of service in the year 2024 without the project scenario.

Table 5 - Year 2024 Level of Service With Project

Intersections		AM Pea	k Hour	PM Peak	Hour
	(U)nsignalized (S)ignalized		LOS	Delay (sec)	LOS
Indian Trail Road & Navaho Avenue	U	17.6	С	21.2	С
Indian Trail Road & Shawnee Avenue	S	34.3	С	27.4	С
Barnes Road & Farmdale Street	U	12.8	В	14.0	В
Indian Trail Road & Strong Road	S	20.7	C	18.4	В

As shown in Table 3, the intersections within the study area are anticipated to operate within acceptable levels of service in the year 2024 with the project scenario.

Woodridge View 3rd Addition Trip Generation & Distribution Letter June 18, 2019 Page 8 of 8

The intersection of <u>Indian Trail Road & Navaho Avenue</u> is an unsignalized controlled intersection with Indian Trail Road having control. The intersection was observed and counted. There were no standing queues observed and traffic was able to flow freely during the time period. The intersection Level of service is currently acceptable in the AM and PM Peak hours.

The intersection of <u>Indian Trail Road & Shawnee Avenue</u> is a signalized intersection. The intersection was observed and counted. There were no standing queues observed and traffic was able to flow freely during the time period. The intersection Level of service is currently acceptable in the AM and PM Peak hours.

The intersection of **Shawnee Avenue & Farmdale Street** is an unsignalized controlled intersection with Shawnee Avenue having control. The intersection was observed. There were no standing queues observed and traffic was able to flow freely during the time period.

The intersection of <u>Barnes Road & Farmdale Street</u> is an unsignalized controlled intersection with Barnes Road having control. The intersection was observed and counted. There were no standing queues observed and traffic was able to flow freely during the time period. The intersection Level of service is currently acceptable in the AM and PM Peak hours.

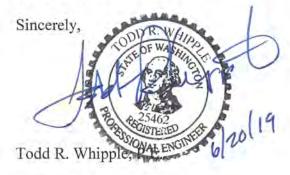
The existing counts and level of service calculations are included in the appendix

Woodridge View 3rd Addition Trip Generation & Distribution Letter June 18, 2019 Page 9 of 8

CONCLUSIONS AND RECOMMENDATIONS

It is anticipated that the proposed project will generate 103 trips in the AM peak hour and 137 trips in the PM peak hour trips. Based upon the number of anticipated trips, and the distribution of those trips, we believe and have demonstrated that while the generated trips will contribute to the intersections of the transportation system that those trips would have a minimal impact on the transportation system given the current and anticipated intersection level of service. Therefore, we recommend that the project pay the anticipated impact fee of \$103,389.60, at the time of building permit, extend Skyline and Wieber Drives, complete frontage improvements and be allowed to move forward without further traffic analysis.

Should you have any questions related to this document please do not hesitate to contact us at (509) 893-2617.



TRW/tae

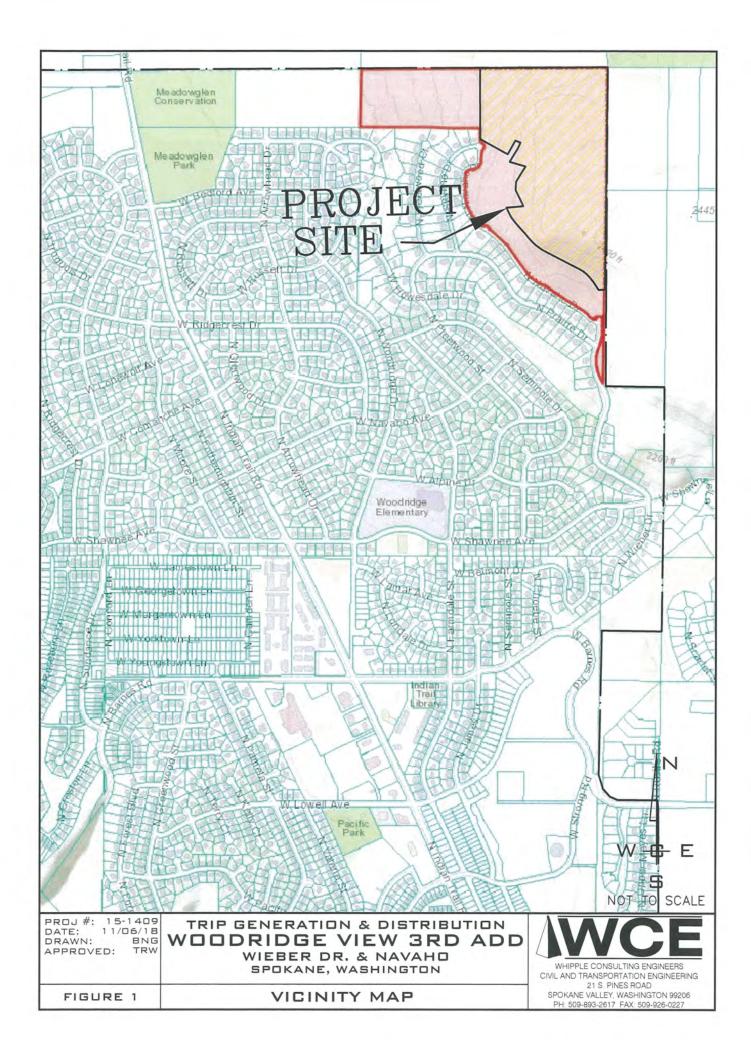
encl. Appendix (Vicinity Map, Site Plan, Trip Dist %, Photos)

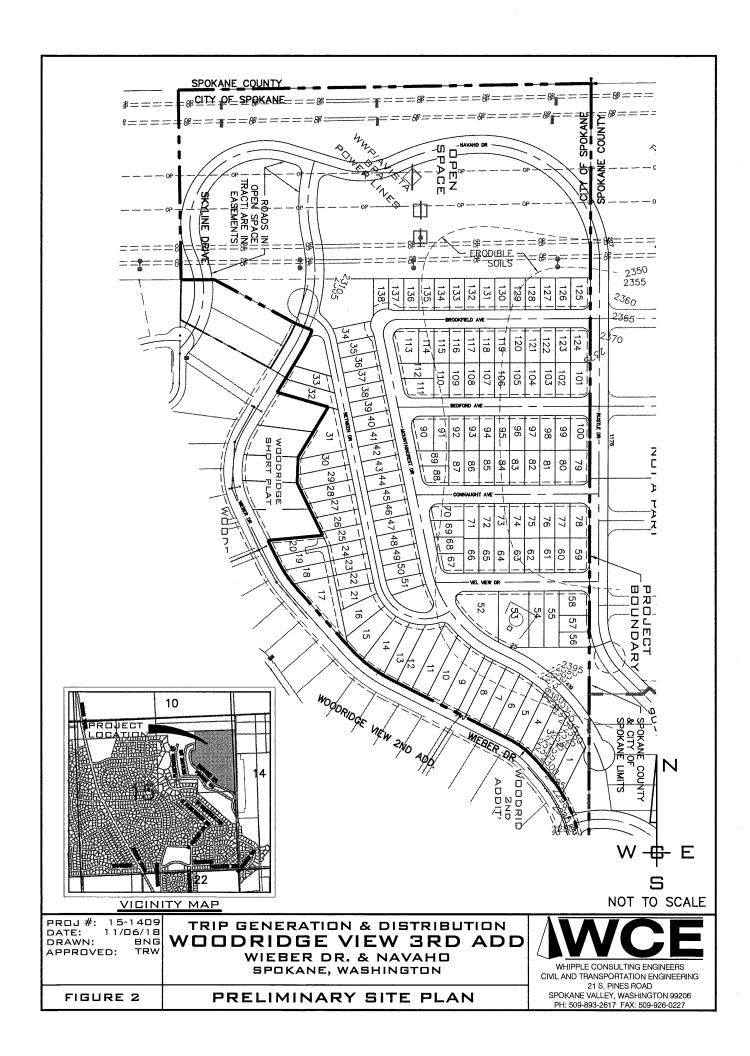
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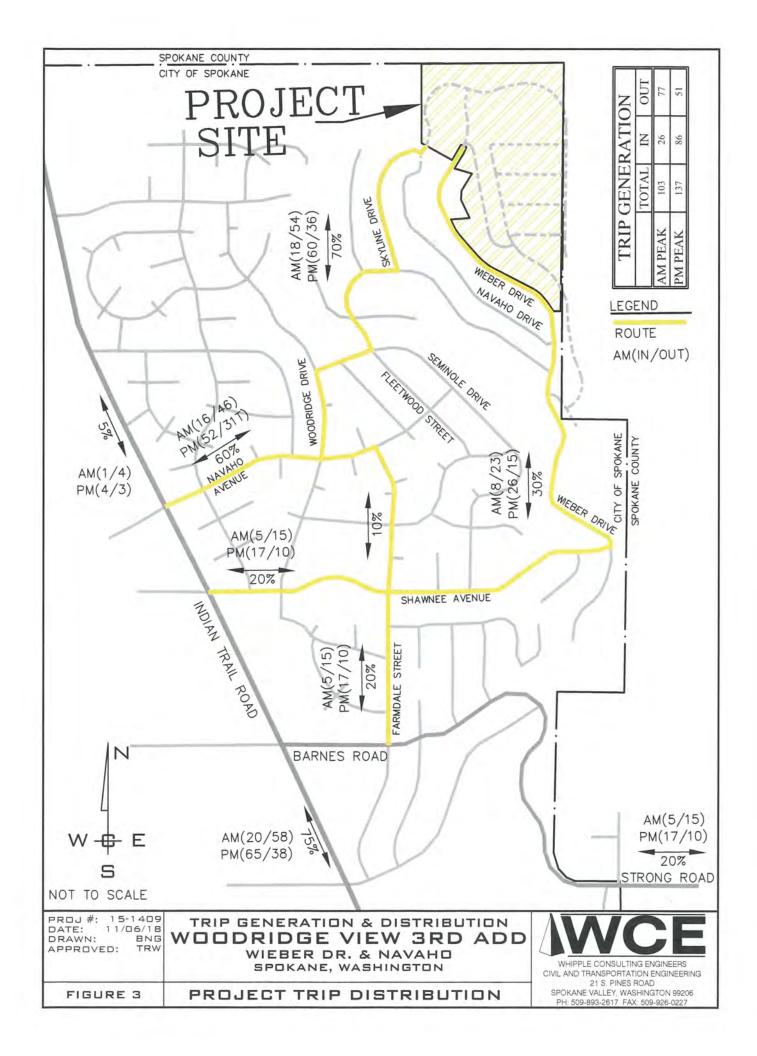
Sponsor File

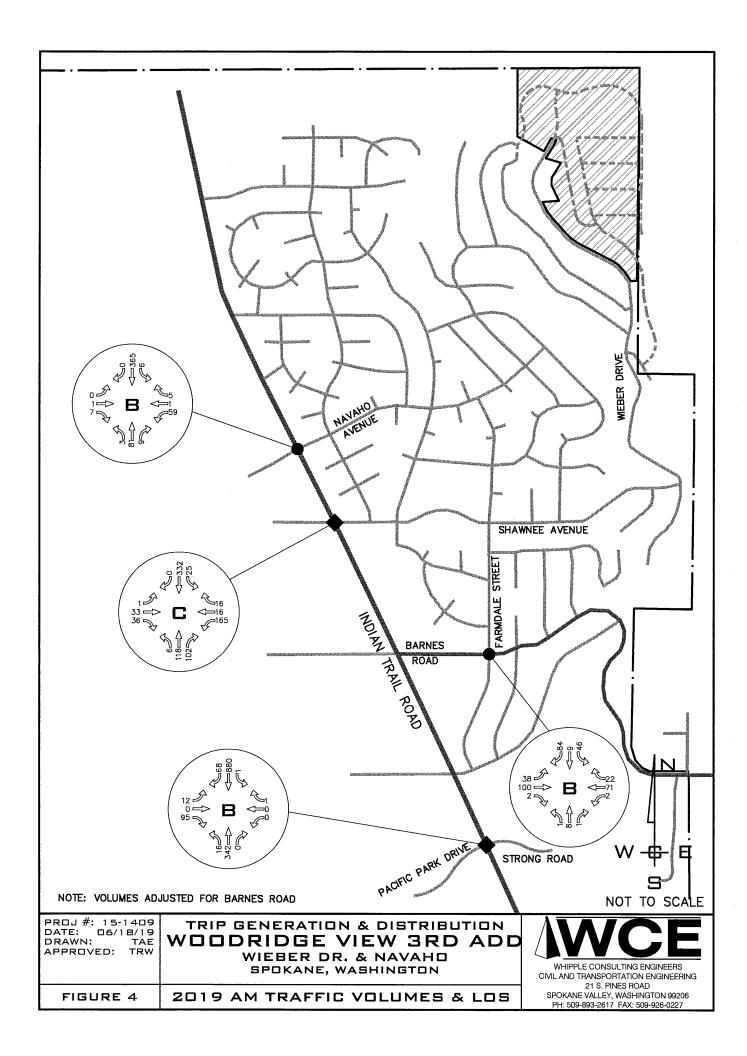
APPENDIX

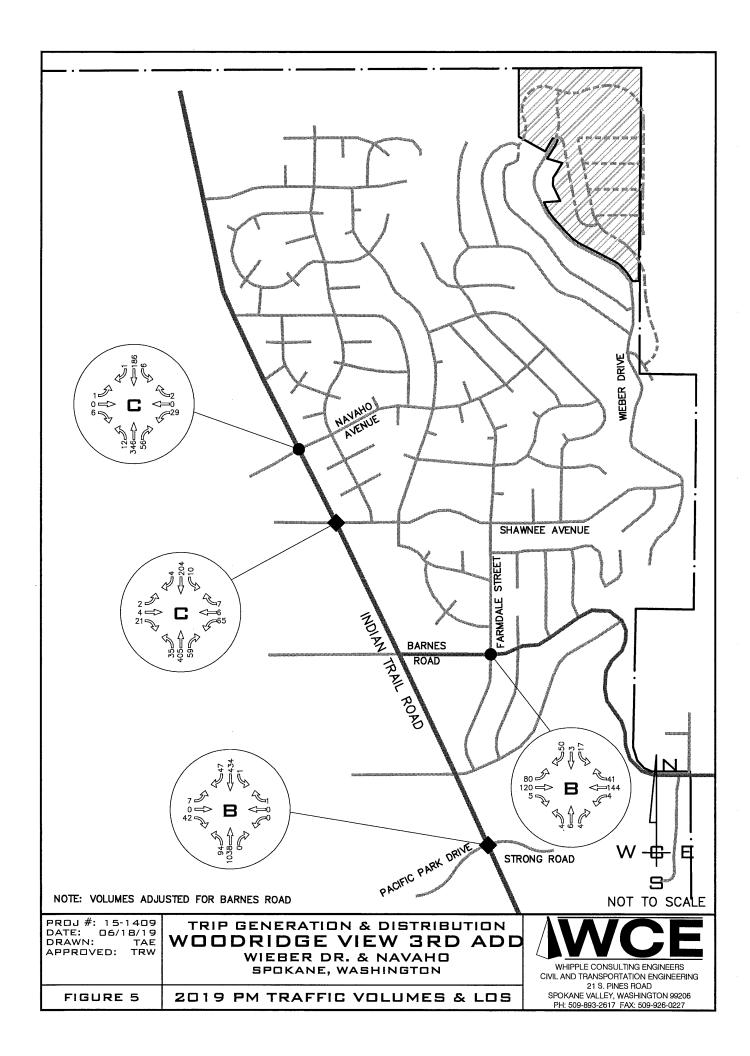
- 1. Vicinity Map
- 2. Site Plan
- 3. Trip Distribution by Percent
- 4. AM Existing Volumes & LOS
- 5. PM Existing Volumes & LOS
- 6. AM 2024 without Project Volumes & LOS
- 7. PM 2024 without Project Volumes & LOS
- 8. AM 2024 with Project Volumes & LOS
- 9. PM 2024 with Project Volumes & LOS
- 10. Raw Traffic Counts
- 11. Existing LOS Calculations
- 12. Year 2024 W/O Project LOS Calculations
- 13. Year 2024 with Project LOS Calculations

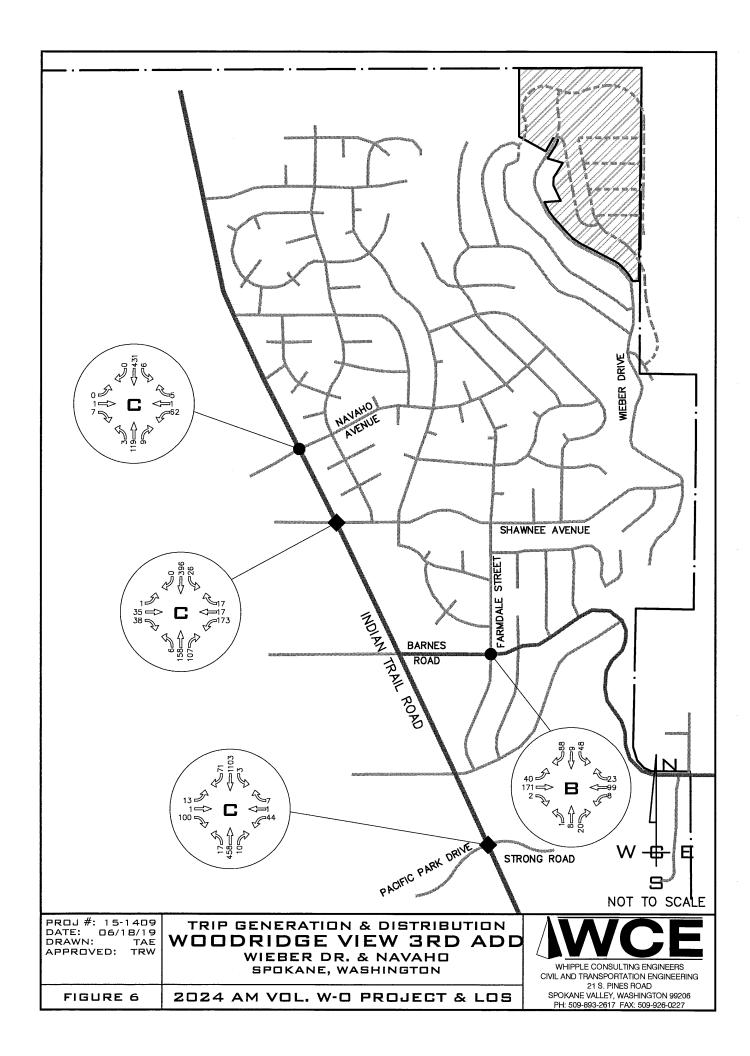


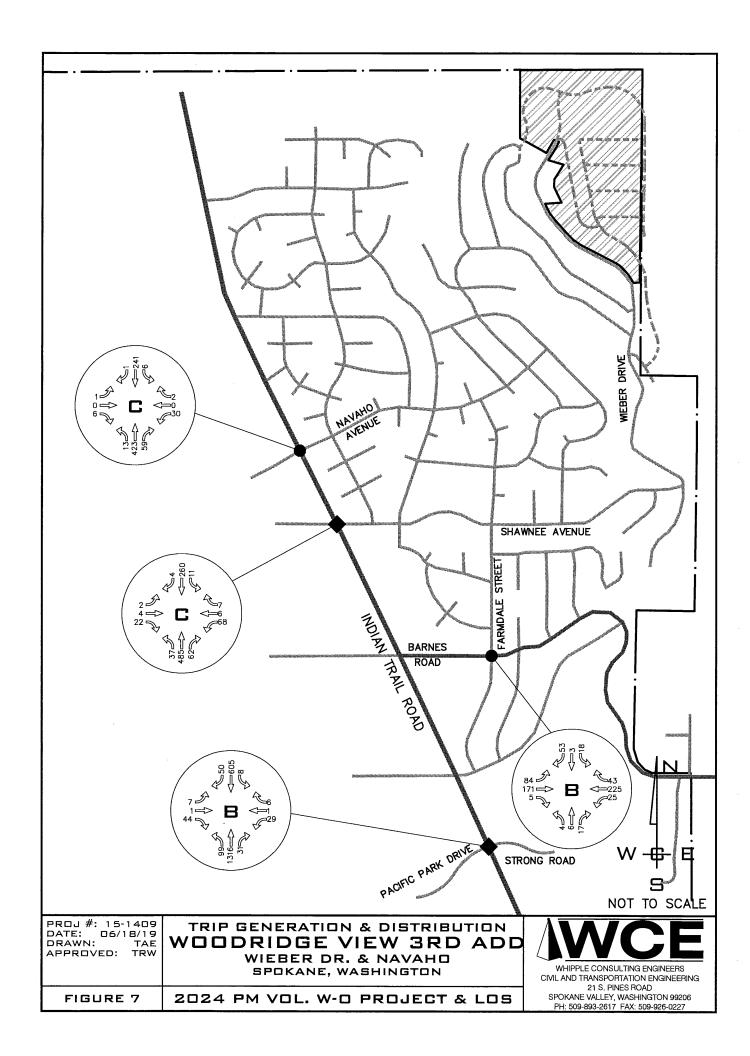


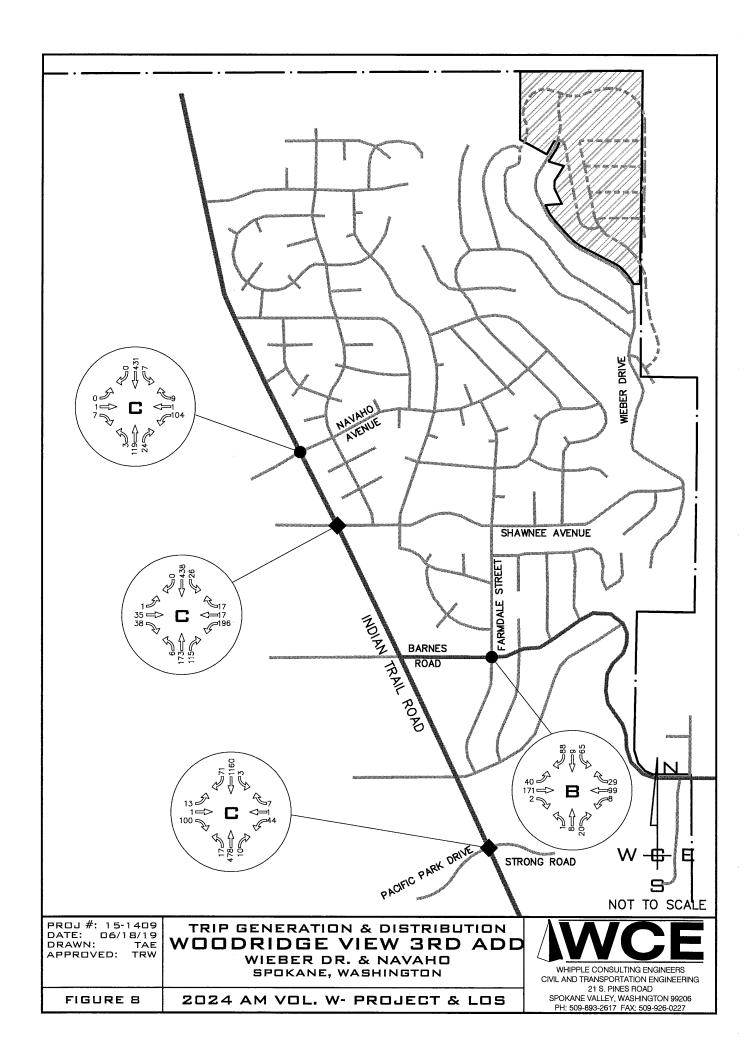


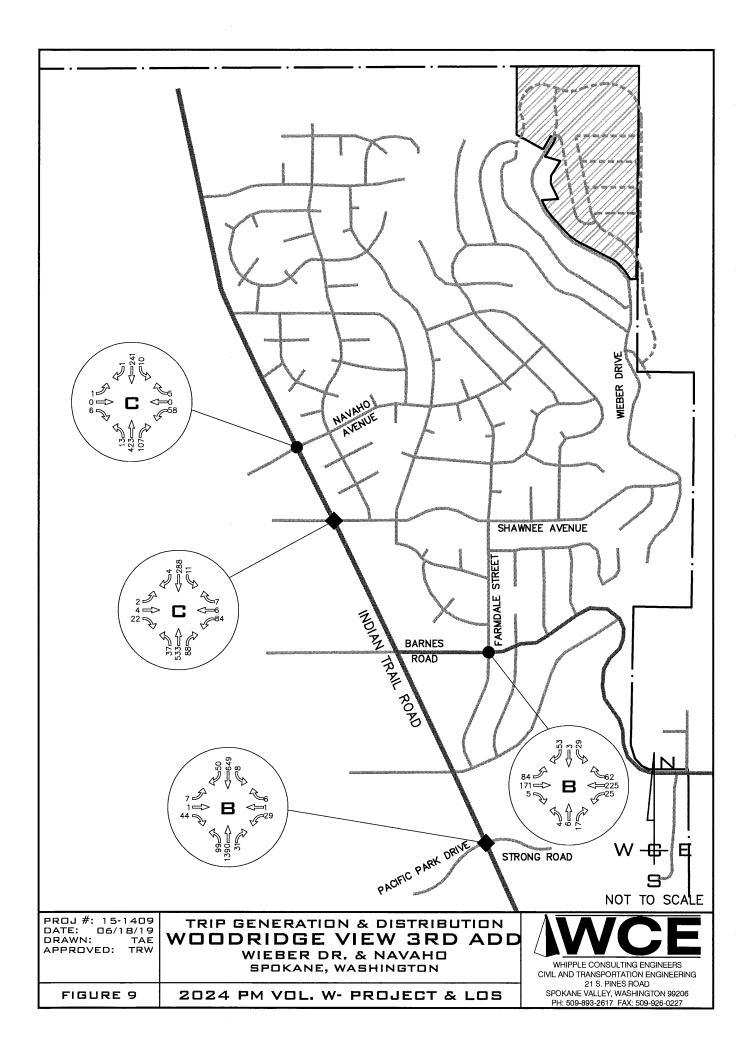












PROJECT: WCE Woodridge JOB NO. 19-10 INTERSECTION: Navaho Avenue &

Indian Trail Road

TRAFFIC COUNT REDUCTION WORKSHEET

Traffic Counts 8 Surveys

■

Counter Analyst	Analyst								AMF	AM PEAK HOURS	OURS			a	email: beng@trfcnts.com	ng@trfc	onts.co	u	2	E Surveys™	me /	
Miovision	BNG									15 Mir	5 Minute Period Beginning	od Begir	ning @									
APPROACH	MOVEMENT	6:30 AM	6:45	6:45 AM	7:00 A	M 7	7:15 AM		7:30 AM	7:7	7:45 AM	8:00 AM	AM	8:15 /	AM	8:30 AM	5	8:45 AM		9:00 AM	9:15 AM	AM
		pass trk	pass trk		pass trk	pass	s trk	pass	s trk	pass	trk	pass	trk	pass trk		pass trk		pass trk	pass	s trk	pass	芣
Eastbound	Left	0	0 0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0 0	0	
	Through	0	0 0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	+	1 0	0	2	0	-	0	2	0	2 0	-	0	-	0	2	0	2	0	3 0	2	
	App. Total	1	1 0	0	3	0	+	0	2	0	2 0	-	0	-	0	2	0	2	0	3	2	
	Pct Trucks		0	0		0		0		0	0		0		0		0		0	0		
Westbound	Left	15	0 12	0	15	0	19	0	16	0	0 6	11	0	14	1	17	0	6	0	9	80	
	Through	0	0 0	0	1	0	0	0	0	0	0 0	0	0	-	0	0	0	0	0	0	0	
	Right	0	1 0	0	,	0	1	0	2	0	1 0	1	0	4	0	က	0	-	0	0	0	
	App. Total	15	0 13	0	17	0	20	0	18	1	10 0	12	0	19	-	20	0	10	0	6	00	
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Northbound	Left	0	0 0	0	1	0	0	-	1	0	0 0	0	1	0	0	3	0	0	0	0 0	3	
	Through	10	0 18	2	16	5	17	0	12	1 2	26 1	25	4	27	က	28	2	31	0	32 2	27	
	Right	0	0 0	0	2	0	2	0	-	0	4 0	2	0	4	0	5	0	80	-	2 0	m	
	App. Total	10	0 18	2	19	5	19	4	14	1 3	30 1	27	5	31	3	36	2	39	1	34 2	33	
	Pct Trucks		0	0.1	0.	208	0.174	74	0.067	7	0.032		0.156	0	0.088	0	0.053	0.025	25	0.056		0.029
Southbound	Left	0	0 0	0	1	0	1	0	1	0	3 0	3	0	6	0	1	0	2	0	1 0	0	
	Through	09	1 52	1	88	1	94	5	26	1 7	78 1	81	2	29	-	69	2	54	0	51 2	19	
	Right	0	0 0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	1 0	0	
	App. Total	09	1 52	-	88	1	98	5	98	1 8	81 1	84	2	92	-	20	2	99	0	53 2	19	0
	Pct Trucks	0.016	91	0.019	0	011	0.0	0.05	0.01	1	0.012		0.023	0	0.013	0.	0.028		0	0.036		
Fotal Intersection Volume	n Volume	98	1 84	3	128	6 1	135	9	132	2 123	3 2	124	2	127	5	128	4	107	1 8	99 5	110	
Intersection Dot Trucks	Triolog	1000	•	101 0																		

Pedestrian Volumes	mes				1	15 Minute Period Beginning @	te Peric	d Begi	oning (0			
APPROACH	MOVEMENT	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	00:6	9:15
		Ped	Ped	Ped	Ped	Ped	Ped	Ped	Ped	Ped	Ped	Ped	Ped
Eastbound	Crosswalk	0	0	0	0	0	0	0	1	0	0	0	0
Westbound	Crosswalk	0	0	0	-	0	-	0	2	0	0	0	-
Northbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Southbound	Crosswalk	0	0	0	+	0	0	2	0	0	0	0	0
	Total	0	0	0	2	0	-	2	3	0	0	0	-

Intersection Total	on Total	Pct
One Hour Volumes	Volumes	Trucks
6:30 AM	452	4.2%
6:45 AM	499	4.0%
7:00 AM	537	3.5%
7:15 AM	534	3.7%
7:30 AM	522	3.1%
7:45 AM	520	3.5%
8:00 AM	503	3.4%
8:15 AM	476	3.2%
8:30 AM	455	2.4%

Bicycle Volumes						5 Minu	15 Minute Period Beginning @	d Begi	nning ((3)			
APPROACH	MOVEMENT	DE:30	6:45	7:00	6:45 7:00 7:15	7:30	7:45	7:45 8:00 8:15	8:15	8:30	8:30 8:45 9:00	9:00	9:15
		bike	bike	bike	bike	bike	bike k	bike	bike	bike	bike	bike	bike
Eastbound	Through												
Westbound	Through												
Northbound	Through												
Southbound	Through												
	Total	0	0	0	0	0	0	0	0	0	0	0	0

ON: Navaho Avenue	JUB NO.										Illiel section 140.				
Trickorphism Trickorphism Traffic Country Reduction Worksheet Prone (506) 951-1851 Traffic Country Prone (506) 951-1851 Tra	INTERSECTION		en	త	Indian Trail	Road								1	1
MOVEMENT 7:00 AM	DATE OF COUN Counter Miovision	A B			TRAFI	FIC COUN AM PEAK	T REDUCTI HOUR BRE	ON WORKS	SHEET	Phone: (50	09) 951-185 a@trfcnts.c	- Com	Traffic Co	unts ys	
Figure F	PPROACH	MOVEMENT	7:0		7:15	AM	7:30) AM	7:4	15 AM			Pct	App	
Figure F			pass	trk	pass	trk	pass	trk		trk	TOTAL	P.H.F.	Trucks	Dist	
Fight	astbound	Left	0)									0.00
Continue Continue		Through	k.))					1	0.25			2.50
Appl Total		Right		+	1)					7	0.88			7.50
Perf Trucks		App. Total	63		1	J									
Herth		Pct Trucks			0	0		0		0					
Through 1	/estbound	Left	15												0.77
Right		Through	1								-	0.25			1.54
App. Total		Right								1					7,69
Pet Trucks Pet		App. Total	17												
Left		Pct Trucks			0					0					
Through 16	orthbound	Left	_					0							3.23
Right 2		Through	16												7.10
App. Total 19 5 19 4 14 14 30 15 15 15 15 15 15 15 1		Right	2				-	0							9.68
Pct Trucks 0,208333 0,173913 0,0066667 0,0032258		App. Total	19												
Figure F		Pct Trucks		0.208333	3	0.173913		0.066667		0.032258					
Through Reg 1 94 5 97 1 78 1 365 0.92 2% 8 1 1 1 1 1 1 1 1 1	outhbound	Left	k.)	1)	1	0							1.62
Right Righ		Through	88		1 94	47		-	7	8	365			0,	8.38
Pct Trucks		Right	0												0.00
Pct Trucks 128 6 135 9 132 2 123 537 9.93 44		App. Total	88						80						
128 6 135 9 132 2 123 537 0.93 44		Pct Trucks													
Pot Trucks 4.5% 6.3% 1.5% 1.6% folumes Confli. Confli. Notes CH MOVEMENT 7:00 7:15 7:30 7:45 Ped CCOSSWalk 0 0 0 0 0 0 0 0 Crosswalk 0 1 0 0 1 2 Miovision Vehicle classification Crosswalk 0 1 0 0 1 0 1 Crosswalk 0 1 0 0 1 0 0 0 Crosswalk 0 1 0 0 0 0 0 0 Crosswalk 0 1 0	otal Intersection	Nolume .	128						-	3 2	537				
Chumes	tersection Pct	Trucks		4.5%	0	6.3%		1.5%		1.6%					
Crosswalk	edestrian Volur	nes					Confli.		Notes						
CCOSSWalk			7:00	7.15	7:30	7:45	Ped								
Crosswalk 0 0 0 0 0 Crosswalk 0 1 0 1 2 Crosswalk 0 1 0 0 0 Crosswalk 0 1 0 0 1 Crosswalk 0 1 0 0 1 Crosswalk 0 1 0 0 1 Microswalk 0 0 1 Miovision Vehicle classification Confli. Confli. Passenger Vehicle Intrough Through 0 Through Through 0	APPROACH	MOVEMENT	Ped	Ped	Ped	Ped	TOTAL								
Crosswalk 0 1 2 Crosswalk 0 0 0 0 Crosswalk 0 1 0 0 1 Crosswalk 0 1 0 1 Miovision Vehicle classification Intervention 7:00 7:45 Bike Passenger Vehicle Intervention Intrough 1 0 0 0 0 Intervention 0 Intrough 0 0 0 0 0 0 Interventions 0 0 Intrough 0	Eastbound	Crosswalk	0	0	0	0	0								
Crosswalk 0 0 0 0 0 0 0 Crosswalk 0 1 0 0 1 0 0 1 0 1 0	/estbound	Crosswalk	0	1	0	1	2								
Crosswalk 0 1 0 0 1	orthbound	Crosswalk	0	0	0	0	0								
Total	punpont	Crosswalk	0	1	0	0	1		¢						
Confli. Confli. Confli. Passenger Vehicle CH MOVEMENT Dike		Total	0	2	0	1									
CH MOVEMENT Dike bike bike bike bike total Through Through Through 0<											Miovision /	Vehicle clas			
CH MOVEMENT bike bike bike TOTAL Through Through 0 0 Through Through 0 0 Through 0 0 Through 0 0	icycles Volume	S					Confli.			Passeng	er Vehicle		Tru	ck Vehicle	
CH MOVEMENT bike bike bike TOTAL Through Through 0 Through Through 0 Through 0 Through 0			7:00	7:15	7:30	7:45	Bike			L	I			1	
Through	APPROACH	MOVEMENT	bike	bike	bike	bike	TOTAL		The same	1	Ξ			[1
Through	astbound	Through					0		1000						1
Through	/estbound	Through					0		- mpm						
Through 0	orthbound	Through					0				Dans		-		
	orithhoring	Through					-					All Vahicles	Jane A		

PROJECT: WCE Woodridge JOB NO. 19-10 INTERSECTION: Navaho Avenue &

Indian Trail Road

TRAFFIC COUNT REDUCTION WORKSHEET

Traffic Counts & Surveys ™

DATE OF COUN	DATE OF COUNT: 1/16/2019 Counter Analyst										PM PE	PM PEAK HOURS	JRS				email: I	email: beng@trfcnts.com	ts.com		ខ្ម	& Surveys™	Juc /	
Miovision	BNG										_	15 Minute Period Beginning	e Perio	d Begi	nning @	0					Ì			
APPROACH	MOVEMENT	3:30 PM	M	3:45 PM	PM	4:00	MH (4.1	4:15 PM	4:30 PM	PM	4:45 PM	PM	5:00	5:00 PM	5:15 PM	PM	5:30 PM	-	5:45 PM	.9	6:00 PM	6:1	6:15 PM
		pass trk		pass trk	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass	trk	pass trk	pass	s trk	pass	trk	pass	ţ
Eastbound	Left	0	0	0	0	0 1	0		0 0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0
	Through	0	0	0		0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	2	0	3	0	1	0		0 0	2	0	+	0	0	0	3	0	0	2	0	0	2	0	0
	App. Total	2	0	3	0	2	0		0 0	2	0	2	0	-	0	4	0	0	2	0	0	2	0	0
	Pct Trucks		0		3	0	0				0		0		0		0		,-				0	L
Westbound	Left	9	~	80	0	0 5	0		0 9	10	0	o	0	7	0	2	0	9	0	9	0	10	0	9
	Through	0	0	0	0	0	0		0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	-	0	P	0	0 0	0		1 0	0	0	-	0	0	0	0	0	-	0	7	-	0	0	0
	App. Total	2	-	O		0 5	0		0 4	10	0	10	0	7	0	2	0	7	0	7	+	10	0	9
	Pct Trucks	O	0.125		0	0	0		0		0		0		0		0		0	0.125	55		0	L
Northbound	Left	1	0	3		1	0		2 0	4	1	3	0	,	0	3	0	+	0	1	0	0	0	2
	Through	92	4	93		78	-	84	4 2	86	1	88	0	83	3	71	2	83	2	82	0	69	2 67	7
	Right	12	0	13		15	0	14	4 0	13	0	19	0	14	0	80	+	16	0	15	0	12	0	o
	App. Total	88	4	109	3	94		100	0 2	103	2	111	0	98	3	82	3	100	2	98	8 0	81	2 78	80
	Pct Trucks	0	0.043		0.027		0.011		0.02		0.019		0		0.03		0.035	0	0.02		0	0.024	4	
Southbound	Left	1	0	1	D	0 3	0		1 0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	Through	41	1	42	5	42	2	34	4 2	57	2	45	0	36	1	42	1	36	2	55	2 4	44	3 31	1
	Right	0	0	0	0	1	0		0 0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0
	App. Total	42	1	43	5	46	2	35	5 2	58	2	45	0	36	-	42	-	37	2	55	2 4	44	3 32	2
	Pct Trucks	0	0.023		0.104		0.042		0.054		0.033		0		0.027		0.023	0.0	0.051	0.035	35	0.064	4	0.086
Fotal Intersection Volume	n Volume	140	9	164	8	8 147	3	142	2 4	173	4	168	0	142	4	133	4	144	6 1	160	3 13	137	5 116	9
Intersection Pct Trucks	Trucke	70 L V		10L Y	/0/	0	/00/		1000	1000		1000			-	1000	700	100 ,		1000				

Pedestrian Volumes	mes				,	5 Minur	15 Minute Period Beginning @	od Begii	nning @	(a)	i		
APPROACH	MOVEMENT	3:30	3:45	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	00:9	6:15
		Ped	Ped	Ped	Ped	Ped	Ped	Ped	Ped	Ped	Ped	Ped	Ped
Eastbound	Crosswalk		0	0	0	0	0	0	0	0	0	0	0
Westbound	Crosswalk	0	0	0	0	-	2	0	0	0	0	0	0
Northbound	Crosswalk	-	0	0	0	0	0	0	0	0	0	0	0
Southbound	Crosswalk	0	2	0	0	0	0	0	0	1	0	0	0
	Total	2	2	0	0	,-	2	0	0		0	0	0

Bicycle Volumes	S				,	5 Minu	15 Minute Period Beginning @	od Begi	nning ((3)			
APPROACH	MOVEMENT	3:30	3:45	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	9:00	6.15
		bike	bike	bike	bike	bike	bike	bike	bike	bike	bike	bike	bike
Eastbound	Through												
Westbound	Through												
Northbound	Through												
Southbound	Through												
	Total	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Total	on Total	Pct
One Hour Volumes	Volumes	Trucks
3:30 PM	614	3.4%
3:45 PM	645	2.9%
4:00 PM	641	1.7%
4:15 PM	637	1.9%
4:30 PM	628	1.9%
4:45 PM	601	2.3%
5:00 PM	969	2.9%
5:15 PM	592	3.0%
5:30 PM	574	3.0%

Page 8 of 13

DATE OF COUNT: Counter Miovision		le	8	Indian Trail Road	Road					Intersection No.	ON NO.	1	11/1/1
				TRAFF	FIC COUNT PM PEAK	IC COUNT REDUCTION WORK PM PEAK HOUR BREAKDOWN	TRAFFIC COUNT REDUCTION WORKSHEET PM PEAK HOUR BREAKDOWN	SHEET	Phone: (5	Phone: (509) 951-1851 email: bena@trfcnts.com		Traffic Counts	ounts ys
APPROACH	MOVEMENT	60	45 PM	1 1	4:00 PM	1 1	4:15 PM	1 1	4:30 PM	N LOT	1	Pct	App
		pass	trk	bass	trk	pass	trk	bass	trk	IOIAL	P.H.F.	Lucks	Dist
Eastbound	Left	0	0		0						0.25	2 0%	14.29%
	Through	0	0		0					0			0.00%
	Right	0	0		0	0		2			0.50	%0	85.71%
	App. Total	60	0	2	0		0			0	7 0.5	ωI	
	Pct Trucks		0		0					0			
Westbound	Left	8	0	5	0	1	0	10		0 29	9 0.73	3 0%	93.55%
	Through	0	0		0	0							%00.0
	Right	1	0		0	-	0			0		%0 0	6.45%
	App. Total	6	0	5	0	7	0	10		31	0.78	80	
	Pct Trucks		. 0		0		0)	0			
Northbound	Left	3		1	0		0	4		1 12		0 17%	2.90%
	Through	93	1	78	1	84			,	346		2 1%	83.57%
	Right	13	1	15	0			13	0	0 56	0.93	3 2%	13.53%
	App. Total	109	3	94		100		103		2 414		2	
	Pct Trucks		0.026786		0.010526		0.019608		0.019048	8			
Southbound	Left	1	0	3	0	-	0			9	0.50		3.11%
	Through	42		42	2	34		57		186		%9 6	96.37%
	Right	0	0	1	0	35.7	0			0	0.25	2 0%	0.52%
	App. Total	43		46	2	35		58		193		0	
	Pct Trucks		0.104167		0.041667		0.054054		0.033333				
Total Intersection Volume	Volume	164	8	147	3	142	4	173	7	4 645	0.91	1 3%	
Intersection Pct Trucks	ncks		4.7%		2.0%		2.7%		2.3%	9			
Podestrian Volumes						Confli		Notos		1			
A COCCOUNT OF THE PORT OF THE		3.45	4.00	4.15	4.30	Pad		COLON					
APPROACH	MOVEMENT	Ped	Ped	Ped	Ped	TOTAL							
Eastbound	Crosswalk	0	0	0	0	0							
Westbound	Crosswalk	0	0	0	-								
Northbound	Crosswalk	0	0	0	0	0							
Southbound	Crosswalk	2	0	0	0	2							
	Total	. 2	0	0	-		7						
										Miovision	Miovision Vehicle classification	ssification	
Bicycles Volumes						Confli.			Passeng	Passenger Vehicle		Tr	Truck Vehicle
		5:00	5:15	5:30	5:45	Bike							1
APPROACH	MOVEMENT	bike	bike	bike	bike	TOTAL		30	4	3			E
Eastbound	Through					0		200					
Westbound	Through					0		- Alex					
Northbound	Through					0							
Southbound	Through											THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER, THE OW	

PROJECT: WCE Woodridge JOB NO. 19-10 INTERSECTION: Barnes Road

Farmdale Street ŏ

TRAFFIC COUNT REDUCTION WORKSHEET

Traffic Counts & Surveys.∞

Counter	Counter Analyst								AM	PEA	AM PEAK HOURS				email	: beng(email: beng@trfcnts.com	com	ס	Z sniveys me	-132 loc	1	
Miovision	BNG									15	15 Minute Period Beginning	eriod Be	eginning	0					7.77				
APPROACH	MOVEMENT	6:30 AM		6:45 AM	7:00	AM	7:15 AM	AM	7:30 AM	-	7:45 AM		8:00 AM	8:15	IS AM	8:3	8:30 AM	8:45	8:45 AM	9:00 AM	Z	9:15 AM	AM
		pass trk	pass	trk	pass t	trk p	pass tr	trk	pass trk		pass trk	pass	s trk	pass	trk	pass	trk	pass	trk	pass trk		pass	ţ
Eastbound	Left	2	0	10 1	4	0	4	0	5	-	2	0	6	1	11	0	6 1	1 12	0	ω	0	m	
	Through	10	1	15 0	16	0	20	0	27	0	16	0	15	0 16	16	0 39		0 21	0	23	-	10	
	Right	0	0	0	0	0	0	0	0	0	0	-	0	-	-	0	1	0	0	0	0	0	
	App. Total	12	1 2	25 1	20	0	24	0	32	-	21	-	24	1 28		0 46	23	1 33	0	31	-	13	
	Pct Trucks	0.077	17	0.038	-	0		0	0	0.03	0.045	45	0.04	4		0	0.021		0		0.031		
Westbound	Left	0	0	0 0	0 0	0	0	0	0	0	1	0	+	0	+	0	0 0	1	0	0	0	0	
	Through	12	0 1	10 0	13	0	16	-	14	0	10	0	10	0 10	10	11	15	1 27	1	17	0	13	
	Right	-	0	1 0	9 (0	4	0	-	0	2	0	0	1	+	0	2 0	3	0	9	0	0	
	App. Total	13	0 11	1 0	19	0	20	-	15	0	13	0	20	0 22		1 0	1 2	31	-	23	0	16	
	Pct Trucks		0	0		0		0.048		0		0		0		0	0.056	15	0.031		0		0.059
Northbound	Left	3	0	4 0	0	0	3	0	1	0	3	0	0	0	0	0	0 0	0 1	0	0	0	0	
	Through	0	0	0 0	1	0	1	0	0	0	0	0	-	0	8	-	0	1 2	0	-	0	0	
	Right	0	0	0 0	0	0	-	0	-	0	0	0	0	0	0	0	0	1	0	0	0	0	
	App. Total	3	0	4 0	9	0	5	0	2	0	n	0	-	0	3	F	1	4	0	1	0	0	
	Pct Trucks		0	0		0		0		0		0		0	0.25	5			0		0		
Southbound	Left	2	0	0 9	7 7	0	7	-	16	0	7	0	5	-)	17		7 0	0	5	0	9	
	Through	0	0	0	3	0	2	0	3	0	1	0	0	0	2 (0	5 0	1 0	0	-	0	-	
	Right	24	0 2	23 0	20	0	25	2	24	0	23	0	18	1 25		2 29	9 3	3 15	0	10	0	13	
	App. Total	26	0 2	29 0		0	34	3	43	0	31	0	23	1 44		2 51		3 23	0	16	0	20	
	Pct Trucks		0	0	-	0	ĺ	0.081		0		0	0.042	2	0.043	3	0.056	15	0		0		ñ
Fotal Intersection Volume	Volume	54	1 6	69	74	0	83	4	92	-	89	1	68	2 97		3 114	4 6	91	1	71	-	49	
Intersection Dot Trucks	o'colo	/00 k		4 407	7000	/6	100 1	-	4 40/	-	, ,,,,		,000	-		-	100 -	-					

Intersection Total	One Hour Volumes	286	324	323	319	332	359	382	384	334
Intersect	One Hour	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM
								1 1		
	9:15	Ped	0	0	0	0	0			9:15
	9:00	Ped	0	0	0	0	0	Ý		9:00
	8:45	Ped	0	0	0	0	0			8:45
3	8:30	Ped	0	0	1	0	-			
ning @	8:15	Ped	0	0	1	,	2		ning @	8:15
d Begin	8:00	Ped	0	0	0	2	2		d Begin	8:00 8:15 8:30
e Perior	7:45	Ped	0	0	0	0	0		Beriod	7:45
15 Minute Period Beginning @	7:30	Ped	0	0	0	0	0		15 Minute Period Beginning @	7:30
15	7:15	Ped	0	0	0	0	0		15	7:15 7:30
	7:00	Ped	0	0	0	1	-			7:00
	6:45	Ped	0	0	0	0	0			6:45
	6:30	Ped	0	0	0	0	0			6:30
S	MOVEMENT		Crosswalk	Crosswalk	Crosswalk	Crosswalk	Total			MOVEMENT 6:30
Pedestrian Volumes	APPROACH		Eastbound	Westbound	Northbound	Southbound			Bicycle Volumes	APPROACH

Pct Trucks 2.1% 2.1% 1.9% 1.9% 2.5% 2.1% 3.3% 3.1% 2.5% 2.7%

_					_						
997	324	323	319	332	359	382	384	334			
D: 30 AIM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM			
ped	0	0	0	0	0			9:15	bike		
hed	0	0	0	0	0			9:00	bike		
Lea	0	0	0	0	0			8:45	bike		
Lea	0	0	1	0	1		0	8:30	bike		
hed	0	0	- 1	1	2		nning (@	8:15	bike		
red red	0	0	0	2	2		d Begir	8:00	bike		
Ded	0	0	0	0	0		e Perio	7:45	bike		
Lea	0	0	0	0	0		15 Minute Period Beginning @	7:30	bike		
Lea Lea	0	0	0	0	0		1	7:15	bike		
Led	0	0	0	1	1			7:00	bike		
Dea	0	0	0	0	0			6:45	bike		
Lea	0	0	0	0	0		1	6:30	bike		
	Crosswalk	Crosswalk	Crosswalk	Crosswalk	Total	,		MOVEMENT		Through	Through

0

0

0

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Through Through Through Through

Westbound Northbound Southbound Eastbound

JOB NO.	19-10 Barnes Boad		o	Formdolo	1004								11.11
EKSECTION			ত	rarmdale street	rreet							.1	10:0
DATE OF COUNT: Counter Miovision	IT: 1/17/2019 Analyst BNG			TRAF	AM PEAK	TRAFFIC COUNT REDUCTION WORKSHEET AM PEAK HOUR BREAKDOWN	ON WORKS	SHEET	Phone: (50 email: ben	Phone: (509) 951-1851 email: bena@trfcnts.com	- E	Traffic Counts & Surveys	ounts !ys
APPROACH	MOVEMENT	8:1	5 AM	8:30	8:30 AM	8:45	8:45 AM	9:0	9:00 AM			Pct	App
		pass	trk	pass	trk	pass	trk	pass	trk	TOTAL	P.H.F.	Trucks	Dist
Eastbound	Left	11	0	9	L.	12	0	8	0	38		3%	27.14%
	Through	16	0	39		21	0	23	1	100		1%	71.43%
	Right	-	0	1	0		0		0			%0 0	1.43%
	App. Total	28	0	46		33		31		140	0.74	-+1	
	Pct Trucks		0		0.021277		0		0.03125	10			
Westbound	Left		0	0	0	1	0	0	0	2		%0 (0	2.11%
	Through	10	0	1		2		17					74.74%
	Right	1	0		0		0		0	22		%0 0%	23.16%
	App. Total	22		17	1	31		23			0.74	+	
	Pct Trucks		0		0.055556		0.03125		0				
Northbound	Left	0	0	0	0	1	0	0		1	0.25	%0	10.00%
	Through	3	1	0	1	2	0	1	0	8		25%	80.00%
	Right	0	0		0	1	0	0		1	0.25	900	10.00%
	App. Total	3	1	0	F	4	0	1	0	10			
	Pct Trucks		0.25		1		0		0				
Southbound	Left	17	0	17	0	7	0	5		46		8 0%	33.09%
	Through	2	-	5	0	1	0		0	6		%0	6.47%
	Right	25	2	29	3	15	0	10				%9	60.43%
	App. Total	44	_			23	0	16		139	0.64	-	
	Pct Trucks		0.043478		0.055556		0		0				
Total Intersection Volume	n Volume	16		114	9	91	1	71	1	384	0.80	3%	
Intersection Pct Trucks	Trucks		3.0%		2.0%		1.1%		1.4%				
Pedestrian Volumes	nes					Confli.		Notes					
		8:15	8:30	8:45	9:00	Ped							
APPROACH	MOVEMENT	Ped	Ped	Ped	Ped	TOTAL							
Eastbound	Crosswalk	0	0	0	0	0							
Westbound	Crosswalk	0	0	0	0	0							
Northbound	Crosswalk	-	1	0	0	2							
Southbound	Crosswalk	1	0	0	0	1							
	Total	2	-	0	0								
										Miovision Vehicle classification	Vehicle clas		
Bicycles volumes	S	4	000			Confil.			Passeng	Passenger Vehicle		ות	I ruck Vehicle
APPROACH	MOVEMENT	8.15	8:30 hike	8:45 hike	9:00 bike	BIKe				ŀ			
Fastbound	Through	ONIC	DUIG	DING	DING	,		900	4	1	1		
Westhound	Through							Styles or fine	Antique.	arter Sans	Lapricon.	1	Style-lies Actions That
Northbound	Through									Lights		Mess	Total Park
Southbound	Through										400000000000000000000000000000000000000		
						0					All Venicles	(no crassification)	

PROJECT: WCE Woodridge JOB NO. 19-10 INTERSECTION: Barnes Road

Farmdale Street ంఠ

TRAFFIC COUNT REDUCTION WORKSHEET

Traffic Counts & Surveys.∞

Counter	Analyst								M	A PEA	PM PEAK HOURS	S			em	ail: ben	email: beng@trfcnts.com	s.com		25	& Surveys	5 inc. //	
Miovision	BNG		1	1						15	15 Minute Period Beginning	Period	Beginnin	0 G									
APPROACH	MOVEMENT	3:30 PM	3:4	3:45 PM	4:00	MH 0	4:1	4:15 PM	4:30 PM	>	4:45 PM	-	5:00 PM		5:15 PM		5:30 PM	5	5:45 PM	.9	6:00 PM	9:	6:15 PM
		pass trk	pass	trk	pass	trk	pass	trk	pass trk		pass trk		pass trk	pass	ss trk	pass	ss trk	pass	s trk	pass	s trk	pass	ţ
Eastbound	Left	20	0 40	C	1 24	t C	26	1	20	0	. 21	0	25	0	14	0	28	0	18	0	26	0	19
	Through	31	0 23	9	0 22	2 (28	0	34	-	24	0	27	0	34	0	24	0	24	0	20	0 2	27
	Right	0	0	-	0	2		0	,	0	-	0	0	0	8	0	2	0	-	0	0	0	-
	App. Total	51	0 64	*	1 47	0 2	55	-	55	-	46	0	52	0	51	0	54	0	43	7 0	46	0 4	47
	Pct Trucks		0	0.015	5	0		0.018		0.018		0		0		0		0		0		0	0.05
Westbound	Left	0	. 0	1	0	0 0	0	0 (1	0	+	0	0	0	2	0	0	0	-	0	-	0	_
	Through	25	0 33		0 39	6	31	0	32	0	39	0	31	0	42	0	28	0	33	-	27	0 21	-
	Right	o	0 13		7 0	4	12	0	11	0	00	0	00	0	14	0	4	0	13	0	2	0	4
	App. Total	34	0 47		0 43	3	43	0	44	0	48	0	39	0	58	0	32	0	47	-	33	0 2	26
	Pct Trucks		0		0	0.044		0		0		0	-	0		0		0	0.021	-		0	L
Northbound	Left	1	0	0	0	0 0		0	0	0	2	0	2	0	0	0	2	0	0	0	0	0	_
	Through	0	0	0	. 0	1	2	0	3	0	-	0	0	0	2	0	-	-	-	0	0	0	2
	Right	1	0	0	0	0 0		0	0	0	1	0	-	0	2	0	-	0	0	0	0	0	+
	App. Total	2	0	0 0	0	1 0	4	0	3	0	4	0	3	0	4	0	4	1	-	0	0	0	4
	Pct Trucks		0	Į.		0		0		0		0		0		0	0	0.2		0			
Southbound	Left	6	0	3 0	0	0 2	4	0	4	0	2	0	6	0	2	0	6	0	4	0	2	0	5
	Through	0	0	0	0	0	4	0	0	0	2	0	0	0	-	0	1	0	4	0	0	0	3
	Right	5	15		6 0	0 6	,	0	14	0	11	0	11	0	14	0	9	0	11	+-	7	0	80
	App. Total	14	0 18	B 24	17	0 2	15	0	18	0	15	0	20	0	17	0	16	0	19	1	6	1	9
	Pct Trucks		0		0	0		0		0		0		0		0		0	0.05	5		0	
otal Intersection Volume	Volume	101	0 129	6	1 108	3 2	117	1	120	-	113	0	114	0	130	0	106	1	110	2 8	88	6 0	93
Interception Dot Trucks	- Soloine	/0000		1000	-	100 4	0	700	1000	-	1000	-	1000	-	1000	1	1000		1000		1000		,

One Hour Volumes 3:30 PM 459 3:45 PM 479 4:00 PM 462 4:15 PM 466 4:30 PM 464 5:00 PM 463 5:00 PM 463 5:00 PM 437 5:30 PM 437		Intersection Total	on Total	Pct
3:30 PW 459 3:45 PW 479 4:00 PW 462 4:15 PW 466 4:30 PW 464 5:00 PW 463 5:15 PW 463 5:30 PW 463	6:15	One Hour	Volumes	Trucks
3:45 PM 479 4:00 PM 462 4:15 PM 466 4:30 PM 464 5:00 PM 463 5:00 PM 463 5:15 PM 437 5:30 PM 401	Ped	3:30 PM	459	%6.0
4:00 PM 462 4:15 PM 466 4:30 PM 478 4:45 PM 464 5:00 PM 463 5:15 PM 437 5:30 PM 401	0	3:45 PM	479	1.0%
4:15 PM 466 4:30 PM 478 4:45 PM 464 5:00 PM 463 5:15 PM 437 5:30 PM 401	-	4:00 PM	462	%6.0
4:30 PM 478 4:45 PM 464 5:00 PM 463 5:15 PM 437 5:30 PM 401	0	4:15 PM	466	0.4%
4:45 PM 464 5:00 PM 463 5:15 PM 437 5:30 PM 401	0	4:30 PM	478	0.5%
5:00 PM 463 6:15 PM 437 6:20 PM 401	-	4:45 PM	464	0.2%
5:15 PM 437 (5:00 PM	463	%9.0
5:30 PM 401		5:15 PM	437	0.7%
	6:15	5:30 PM	401	1.0%

6:00

3:30 3:45 4:00 4:15 4:30 4:45 5:00 5:15 5:30 5:45

Ped

Ped Ped

Ped

Ped

Ped

Ped

Crosswalk Crosswalk Crosswalk Crosswalk

Westbound Northbound Southbound Eastbound

Total

MOVEMENT

Pedestrian Volumes APPROACH

15 Minute Period Beginning @

Bicycle Volumes APPROACH MO													
ď					,	5 Minu	15 Minute Period Beginning @	d Begin	nning ((2)			
The second secon	MOVEMENT	3:30	3:45	3:45 4:00	4:15	4:30	4:45	5:00	5:15	5:3	0 5:45 6	6:00	6:15
		bike	bike	bike	bike	bike	bike	bike	bike	bike	bike	bike	bike
Eastbound Thr	Through									T			
Westbound	hrough												
Northbound	Through												
Southbound	Through												
Total	Ital	0	0	0	0	0	0	0	0	0	0	0	0

ne Hour	One Hour Volumes	Trucks
3:30 PM	459	%6.0
3:45 PM	479	1.0%
4:00 PM	462	%6.0
4:15 PM	466	0.4%
4:30 PM	478	0.5%
4:45 PM	464	0.5%
5:00 PM	463	%9.0
5:15 PM	437	0.7%
5:30 PM	401	1.0%

JOB NO. INTERSECTION:	19-10 Barnes Road		ల ర	Farmdale Street	treet				=	Intersection No.	No.	-	
DATE OF COUNT: Counter Miovision	Analyst BNG			TRAF	PM PEAK	TRAFFIC COUNT REDUCTION WORKSHEET PM PEAK HOUR BREAKDOWN	N WORKS		Phone: (509) 951-1851 email: beng@trfonts.co	Phone: (509) 951-1851 email: beng@trfcnts.com	E	Traffic Counts § Surveys∕	ounts !ys«
APPROACH	MOVEMENT	4:30 PM	PM	4:45 PM	PM	5:00 PM	Nc k	5:15 PM	Σ.	TOTAL	HE	Pct	App
Eastbound	Left	20	0	-	0		0	14	0	80	0.80		39.02%
	Through	34			0		0		0	120	0.86		58.54%
	Right	1	0	1	0	0	0	3	0	5	0.42		2.44%
	App. Total	55		46	0	52	0	51	0	205	0.92		
	Pct Trucks		0.017857		0	0	0		0				
Westbound	Left	1	0	1	0	0 0	0	2	0	4	0.50	%0	2.12%
	Through	32	0	63	0	31	0	42	0	144	0.86	90%	76.19%
	Right	11	0		0		0	14	0	41	0.73	9%0	21.69%
	App. Total	44	0	48	0	39	0		0	189	0.81		
	Pct Trucks		0				0		0				
Northbound	Left	0	0	2	0		0		0	4	0.50		28.57%
	Through	0	0		0	0	0	2	0	9	0.50	1	42.86%
	Kight	0	0				0 0		0	4	0.50	%0	28.57%
	App. Total	2	0 0	4		0		4	5 0	14	0.80	- T	
Southbound	l eff	4		6	0 0	o	0 0	0	0 0	17	0.47	700%	24 29%
	Through	0	0				0	1	0	· m	0.38		4 29%
	Right	14		7	0	-	0	14	0	50	0.89		71.43%
	App. Total	18	0	15	0	20	0		0	70	0.88		
	Pct Trucks		0		0		0		0				
Total Intersection Volume	Volume	120	1	113	0	114	0	130	0	478	0.92	%0	
Intersection Pct Trucks	rucks		0.8%		0.0%		%0.0		%0.0				
Pedestrian Volumes	les					Confli		Notes					
		4:30	4:45	5:00	5:15	Ped							
APPROACH	MOVEMENT	Ped	Ped	Ped	Ped	TOTAL							
Eastbound	Crosswalk	0	0	0	0	0							
Westbound	Crosswalk	0	0	0	0	0							
Northbound	Crosswalk	0	0	0	0	0							
Southbound	Crosswalk	0	0	0	0	0							
	Total	0	0	0	0				1	,	al a claim	i i i i i i i i i i i i i i i i i i i	
Bicycles Volumes						Confli.			Passenger Vehicle	Miovision venicle diassingation er Vehicle	nicie cias		Truck Vehicle
		5:00	5:15	5:30	5:45	Bike							
APPROACH	MOVEMENT	bike	bike	bike	bike	TOTAL		· A	1				
Eastbound	Through					0		000		į			
Westbound	Through					0		1					
Northbound	Through		1			0					All Mahindan		
	1												

PROJECT: WCE Woodridge JOB NO. 19-10 INTERSECTION: Shawnee Avenue &

Indian Trail Road

TRAFFIC COUNT REDUCTION WORKSHEET

Traffic Counts & Surveys™

Counter	Analyst								A	MPE	AM PEAK HOURS	10			email	beng	email: beng@trfcnts.com	com	W	E Surveys™	S Inc. /	
Miovision	BNG									1	15 Minute Period Beginning @	eriod Be	eginning	0								
APPROACH	MOVEMENT	6:30 AM	-	6:45 AM	7:	7:00 AM	7:1	7:15 AM	7:30 AM	M	7:45 AM		8:00 AM	8	8:15 AM	8:3	8:30 AM	8:46	8:45 AM	9:00 AM	-	9:15 AM
		pass trk	pass	pass trk	pass	trk	pass	trk	pass trk		pass trk	pass	s trk	pass	ţ	pass	tk	pass	trk	pass trk	pass	tr
Eastbound	Left	0	0	0	0	0	0	1 0	0	0	-	0	0	0	0	0	0	1	0	0	0	0
	Through	0	0	0	0	0	0	0	1	0	2	0	7	0 2	24 (0	0	0	0	0	0	0
	Right	8	0	12	0	6	0	0	14	0	12	0	4	1	1	~	8	4	0	7	0	12
	App. Total	8	0	12	0	6	1(10 0	15	0	15	0	11	1 3	35 (8	8 0	5	0	7	0	12
	Pct Trucks		0		0		0	0		0		0	0.083	33		0	0		0		0	0.07
Westbound	Left	13	0	16	1 2	22	0 29	29 0	13	0	24	+	36	2 0	73	1 29	-	10	0	2	0	0
	Through	0	0	0	0	0	+	0 0	-	0	-	0	2	0	6	7	4 0	0	0	0	0	0
	Right	0	0	0	0	1	1	2 0	0	0	4	0	2	0	7	0	3	1	0	0	0	0
	App. Total	13	0	16	1 2	23	2 31	1 0	14	0	29	1	40	0 8	89	1 36	100	11	0	2	0	0
	Pct Trucks		0	0.059	69	0.08	8	0		0	0.033	33		0	0.011		0.027		0		0	
Northbound	Left	2	0	1	0	2	0	1 0	0	0	2	0	+	1	0	0	2 0	5	0	2	0	2
	Through	10	0	18	2 1	18	4 16	6 4	14	-	25	2	26	3 2	23 4	1 33	3 2	37	2	34	1 3	34
	Right	2	0	4	1	7	4 1	1 2	9	-	17	0	34	0 3	35 (0 14	1 2	13	0	10	0	9
	App. Total	14	0	23	3 2	27	8 28	8 6	20	2	44	2 6	61	4 5	58 4	4 49	9 4	55	2	46	1 4	42
	Pct Trucks		0	0.115	15	0.229	6	0.176		0.091	0.043	43	0.062	2	0.065	10	0.075		0.035	0.021	21	0.023
Southbound	Left	+	0	1	0	2	0	2 1	0	0	9	0	7	1 1	1 (0	0 0	1	0	0	0	0
	Through	75	1	65	1 103	3	1 114	4 4	113	1	81	1	83	1 7	73 2	2 90	1	64	0	61	3 7	78
	Right	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0) (0 0	0 (0	1	0	0
	App. Total	192	1	99	1 105	5	1 116	5 5	113	1	87	1	06	2 8	84 2	2 90	-	65	0	62	3 7	78
	Pct Trucks	0.013	13	0.015	15	0.009	6	0.041		600.0	0.011	11	0.022	2	0.023	3	0.011		0	0.046	46	
Fotal Intersection Volume	Volume	111	1 11	117	5 164	11	1 185	11	162	8	175	4 20	202	7 266	9	183	9 8	136	2	120	4 142	2
Interception Dot Trucke	- Join	VOO 0		1000		7000	-	1000	700 +		1000			-				1				

Pedestrian Volumes	mes					15 Minute Period Beginning @	te Peric	nd pedil	a) Bullu	21			
APPROACH	MOVEMENT 6:30	6:30	6:45	7:00	7:15	7:30	7:45	7:30 7:45 8:00 8:15 8:30	8:15	8:30	8:45	9:00	9:15
		Ped	Ped	Ped	Ped	Ped	Ped	Ped	Ped	Ped	Ped	Ped	Ped
Eastbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Westbound	Crosswalk	0	-	0	0	0	1	15	2	2	0	0	0
Northbound	Crosswalk	0	0	0	0	0	0	0	0	0	-	0	0
Southbound	Crosswalk	0	1	0	0	0	0	1	0	0	0	0	0
	Total	0	2	0	0	0	-	16	2	2	-	0	0

Intersection Total	ion Total	Pct
One Hour	One Hour Volumes	Trucks
6:30 AM	605	4.6%
6:45 AM	658	4.6%
7:00 AM	715	4.1%
7:15 AM	749	3.3%
7:30 AM	826	2.5%
7:45 AM	850	2.8%
8:00 AM	809	2.7%
8:15 AM	724	2.6%
8:30 AM	595	2.4%

Bicycle Volumes					1	5 Minu	te Peric	15 Minute Period Beginning @	nning ((3)			
APPROACH	MOVEMENT 6:30 6:45 7:00 7:15 7:30	6:30	6:45	7:00	7:15	7:30	7:45	7:45 8:00	8:15	8:30	8:45 9:00	9:00	9:15
		bike	bike	bike	bike	bike	bike	bike	bike	bike	bike	bike	bike
Eastbound	Through												
Westbound	Through												
Northbound	Through											T N	
Southbound	Through												
	Total	0	0	0	0	0	0	0	0	0	0	0	0

MOVEMENT 1/16/2019	Old March 1997	Indian Trail Road	Road				Intersection No.	on No.	-	1
MOVEMENT 7.45 AM 8:00 AM Pass Irk pass Irk	16/2019 yst	TRAF	FIC COUNT AM PEAK I	REDUCTION V JOUR BREAKD	VORKSHEE		Phone: (509) 951-1851 email: beng@trfcnts.com	51 com	Traffic Counts & Surveys ™	ounts iys
Left	7	8:00) AM	8:15 AM		8:30 AM			Pct	App
Through		pass		pass trk	pass	s trk	TOTAL	P.H.F.	Trucks	Dist
Pitrough 12 0 7 0 0 0 0 0 0 0 0				0	0	0	0	1 0.		1.43%
Right	gh	0 7	0	24	0	0	0 33			47.149
Pet Trucks			-	11	0	00			75 3%	51.43%
Pct Trucks			-	35	0	80	0 70		0.50	
Left		0	0.083333		0					
Through				73	-	29	1 165		0.56 2%	83.76%
Right				6	0	4	0 16			8.12%
Pct Trucks App. Total 29				7	0	3				8.12%
Pct Trucks 0.033333 0 0	Total			88	-	36	1		0.55	
Left					0.011111	0.027027				
Through 25 26 3 4 4 4 5 4 6 6 6 6 6 6 6 6 6	-	0	7	0	0	2		0	0.75 17%	2.65%
Right	25			23	4	33	11		0.84	52.21%
App. Total	17			35	C	14				45 13%
Pet Trucks 0.043478 0.061538 1	44			288	4	49	4 226			2
Left			0.06153		0.064516	0.075472			ī	
Through 81 1 83 1	9	0 7	-	╙	0	0	0 25		57 4%	7.00%
Right				73	2	06	6.		0.91	93.00%
App. Total 87 1 90 2 Pct Trucks 175 4 202 7 Pct Trucks 175 4 202 7 Pct Trucks 2.2% 3.3% /olumes 7.45 8:00 8:15 8:30 /olumes 7.45 8:00 8:15 8:30 Ped /crosswalk 0 0 0 0 0 Crosswalk 0 0 0 0 Crosswalk 0 1 16 2 2 2 Confli. crosswalk 0 1 0 0 0 0 0 Crosswalk 0 1 0 0 0 <td< td=""><td></td><td></td><td></td><td>0</td><td>0</td><td>0</td><td>0</td><td></td><td></td><td>%00.0</td></td<>				0	0	0	0			%00.0
Pct Trucks 175 4 202 7	8			84	2	06	35		0.97	
Pot Trucks			0.02173		0.023256	0.010989				
Pot Trucks 2.2% 3.3% /olumes 7.45 8:00 8:15 8:30 Ped Crosswalk Crosswalk Crosswalk Crosswalk Crosswalk Crosswalk Drosswalk Drosswald	1		7	266	7	183	9 850		0.78 3%	
Confliction	2.	2%	3.3%		2.6%	3.	3.2%			
Confit. Olumes 7:45 8:00 8:15 8:30 Ped Crosswalk 0 0 0 0 0 Crosswalk 1 15 2										
7.45 8.00 8.15 8.30 Ped				Confli.	Notes	Se				
MOVEMENT Ped Ped Ped TOTAL	7:45			Ped						
Crosswalk	Ped		٦	TOTAL	_					
Crosswalk	0	0	0	0	_					
Crosswalk	-	2	2	20						
Crosswalk	0	0	0	0						
Total 1 16 2 2 Confli. Conflict		0	0	1	,					
Confli. Conflict C		2	2				1			
Lumes 7.45 8:00 8:15 8:30 Bike ACH MOVEMENT bike bike toTAL Through Through Through Through Through							Miovision	Vehicle cl	Miovision Vehicle classification	
ACH MOVEMENT bike bike bike bike TOTAL Through				Confli.		Pass	Passenger Vehicle		Tr	Truck Vehicle
ACH MOVEMENT bike bike bike bike TOTAL Through				Bike		<u>U</u>				1
Through	bike			TOTAL		1	⊨			
Through	ngh			0	711			1		
Inrougn	dgn			0		100	1			
Through	ngh			0			Ugma		Мен	nue.
Southbound Through 0	ngh			0				Air Vehicles	cles (no classification)	
									١	

PROJECT: WCE Woodridge JOB NO. 19-10 INTERSECTION: Shawnee Avenue &

Indian Trail Road

TRAFFIC COUNT REDUCTION WORKSHEET

Miovision	Alighan									MER	PM PEAK HOURS	0			emai	Deng!	email, pengaments.com	COM		-	-	-	
	BNG					1				15	5 Minute Period Beginning	eriod B	eginning	9 @									
APPROACH	MOVEMENT	3:30 PM	H	3:45 PM	4:00	MH 0	4:151	PM	4:30 PM	Σ	4:45 PM		5:00 PM	5.	5:15 PM	5:3	30 PM	5:45 PM	PM	6:00 P	PM	6:15 PM	Ž
		pass trk	pass	trk	pass	trk	pass tr	trk	pass trk		pass trk	pass	s trk	pass	tk tr	pass	trk	pass	trk	pass trk		pass trk	×
Eastbound	Left	0	0	0	0 0	0	2	0	0	0	-	0	-	0	0	0	1 6	0 2	0	2	0	0	
	Through	0	0	1 (0	0	2	0	0	0	0	0	-	0	0	0	0	1	0	0	0	0	
	Right	7	0	4 0	9 0	-	2	0	5	0	10	0	8	0	4	0	0 9	0	0	5	0	3	
	App. Total	7	0	5 0	7 0	1	O	0	5	0	11	0	c)	0	4	0	7 0	9 0	0	7	0	3	
	Pct Trucks		0)	0	0.125		0		0		0		0	L	0	0	0	0		0	-	
Westbound	Left	17	1 22		0 18	1	15	0	6	0	10	0	11	0	7	0	7 6	7 0	0	25	0	6	
	Through	2	0	2 0	0 2	0	2	0	0	0	0	0	1	0	0	0	0	0 2	0	-	0	0	
	Right	9	0	2	1 2	0	0	0	2	0	0	0	2	-	3	0	0	0	0	4	0	0	
	App. Total	24	1 26	9	1 22	-	17	0	11	0	10	0	14	-	10	0	7 0	12	0	30	0	6	
	Pct Trucks	0.04	04	0.037	7	0.043		0		0		0	0.067	37		0	0	0	0		0	-	
Northbound	Left	5	0	0 6	9 0	0	80	0	12	0	7	0	7	+	6	0	2	7 0	0	10	0	6	
	Through	84	1 109	6	1 91	2	26	0	102	9	109	0	98	4	81	0	98	98	0	75	0	81	
	Right	6	0 1	15 C	0 21	0	13	0	10	0	13	2	16	0 1	13	0 2	0 0	31	0	12	0	13	
	App. Total	86	1 133	3	1 118	2	118	0	124	3	129	5	118	2 10	03	0 125	5 2	136	0	97	0	103	
	Pct Trucks	0.01	01	0.007	7	0.017		0	0.	0.024	0.0	0.037	0.017	17		0	0.016	10	0		0	-	
Southbound	Left	2	0	3 0	0	0	3	0	3	0	2	0	1	0	3	0	1 0	3	0	8	0	1	
	Through	44	2 49	6	2 47	2	37	0	99	1	20	1	45	3 4	43	2 47	7 3	3 56	co	51	0	38	
	Right	1	0	3 0	0 0	0	0	0	-	0	-	0	0	0	0	0	0 0	0	0	1	0	0	
	App. Total	47	2 55		2 48	3	40	0	20	1	53	1	46	3 4	46	2 4	48 3	9 29	3	9	0	39	
	Pct Trucks	0.041	41	0.035	5	0.04		0	0.	0.014	0.0	0.019	0.061	3.1	0.042	2	0.059	6	0.048		0	-	1
otal Intersection Volume	/olume	176	4 219		4 195	9	184	0	210	4	203	6 18	183	9 16	163	2 187	7 5	5 213	3	194	0	154	
Intersection Pct Trucks	ıcks	2.2%	-	1.8%	3,	3.0%	%0.0	%	1.9%	-	2.9%		3.2%	-	1.2%	2	2.6%	1.4%	%1	0.0%		0.0%	.0

Pedestrian Volumes	2					5 Minu	te Peric	od Begi	15 Minute Period Beginning @	ā				_	Intersection 1
MOVEMENT		3:30	3:45	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	6:00	6:15	ō	One Hour Vol
		Ped	Ped	Ped	Ped	Ped	Ped	Ped	Ped	Ped	Ped	Ped	Ped	3:30 PM	PM
Crosswalk	J	-	0	0	0	0	2	0	0	0	0	0	0	3:45	3:45 PM
Crosswalk	×	0	0	0	2	1	0	0	0	3	2	0	0	4:00 PM	PM
Crosswalk	¥	0	0	0	1	0	0	0	0	0	0	0	0	4:15 PM	PM
Crosswalk	IK	0	0	0	0	3	0	0	0	,	0	0	0	4:30 PM	PM
Total		-	0	0	3	4	2	0	0	4	2	0	0	4:45 PM	PM
	Ι.													5:00 PM	PM
					1	5 Minu	te Peric	od Begii	15 Minute Period Beginning @	0				5:15 PM	PM
MOVEMENT	ENT	3:30	3:45	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	6:00	6:15	5:30 PM	PM
		bike	bike	bike	bike	bike	bike	bike	bike	bike	bike	bike	bike		

Pedestrian

Intersection Total	on Total	Pct
One Hour Volumes	Volumes	Trucks
3:30 PM	788	1.8%
3:45 PM	822	1.7%
4:00 PM	808	2.0%
4:15 PM	962	2.0%
4:30 PM	777	2.3%
4:45 PM	755	2.5%
5:00 PM	762	2.1%
5:15 PM	767	1.3%
5:30 PM	756	1.1%

0

0

0

0

0

0

0

0

0

Total

Through Through Through Through

Westbound Northbound Southbound

Eastbound

TRAFFIC COUNT REDUCTION WORKSHEET PM PEAK HOUR BREAKDOWN 4:15 PM 118 184 40 Confli. TOTAL pass Ped 3.0% 0.04 0.016667 4:30 Ped Indian Trail Road 4:00 PM 21 195 48 4:15 Ped pass 0.007463 1.8% 4:00 Ped 0 3:45 PM ٥ŏ 133 26 55 219 3:45 Ped 0 SSEC Shawnee Avenue WCE Woodridge 19-10 DATE OF COUNT: 1/16/2019 MOVEMENT MOVEMENT Right App. Total Pct Trucks Right App. Total Pct Trucks Right App. Total Pct Trucks App. Total Pct Trucks Crosswalk Crosswalk Crosswalk Crosswalk Left Through Through Left Through Through Analyst **Fotal Intersection Volume** Right BNG eft eft ntersection Pct Trucks Pedestrian Volumes INTERSECTION: APPROACH APPROACH Southbound Northbound Southbound Vorthbound Westbound Nestbound Eastbound astbound Miovision JOB NO. Counter

7.41%

App

Pct Trucks

TOTAL

Traffic Counts & Surveys...✓

email: beng@trfcnts.com Phone: (509) 951-1851

4:30 PM

pass

Data Transfer Intersection No.

77.78%

0.25 0.50 0.75 0.75

83.33% 7.69% 8.97%

14%

0.74 0.58 0.72

65

7.01% 11.82%

81.16%

%0

0.92

35 405 59 499

124

12

4.59% 93.58% 1.83%

0.83 0.76 0.33 0.77

204

0.92

822

0.014085

1.9%

%0.0

218

	e
	Truck Vehicle
sification	T
Miovision Vehicle classification	
ovision Ve	/ehicle
M	Passenger Vehicle

Bicycles Volumes 5:00 5:15 5:30 5:45 Bike APPROACH MOVEMENT bike bike bike TOTAL Eastbound Through 0 0 0 0 Northbound Through 0 0 0 0 Southbound Through 0 0 0 0							
ACH MOVEMENT bike bike bike bike bike bike 1 Through Through 1 Total 1 Total 1 Total 1 Total 1 Through 1 Total 1 Total 1 Through 1 Total 1 Total 1 Through 1 Total 1 Through 1 Through 1 Total 1 Through 1 Thr	Sicycles Volumes						Confli.
ACH MOVEMENT bike bike bike bike bike bike bike bike			5:00	5:15	5:30	5:45	Bike
	APPROACH	MOVEMENT	bike	bike	bike	bike	TOTAL
	Eastbound	Through					0
FFE	Westbound	Through					0
FE	Northbound	Through					0
Total 0 0 0 0	Southbound	Through					0
		Total	0	0	0	0	

Intersection Peak Hour

Location:

Indian Trail Rd. at Strong Rd.-Pacific Park, Spokane, WA.

GPS Coordinates:

Date:

2016-03-03

Day of week:

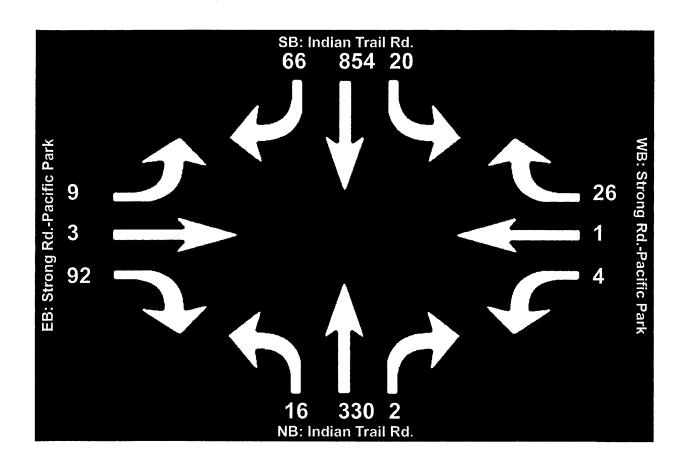
Thursday

Weather:

Rain

Analyst:

Mike McCluskey



Intersection Peak Hour

07:30 - 08:30

	Sc	outhBou	ınd	W	estboun	ıd	No	rthbou	nd	Ea	stboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	iolai
Vehicle Total	20	854	66	4	1	26	16	330	2	9	3	92	1423
Factor	0.50	0.86	0.53	0.33	0.25	0.72	0.57	0.91	0.25	0.75	0.38	0.79	0.90
Approach Factor		0.84			0.70			0.92			0.81		

Intersection Peak Hour

Location:

Indian Trail Rd. at Strong Rd.-Pacific Park, Spokane, WA.

GPS Coordinates:

Date:

2016-03-03

Day of week:

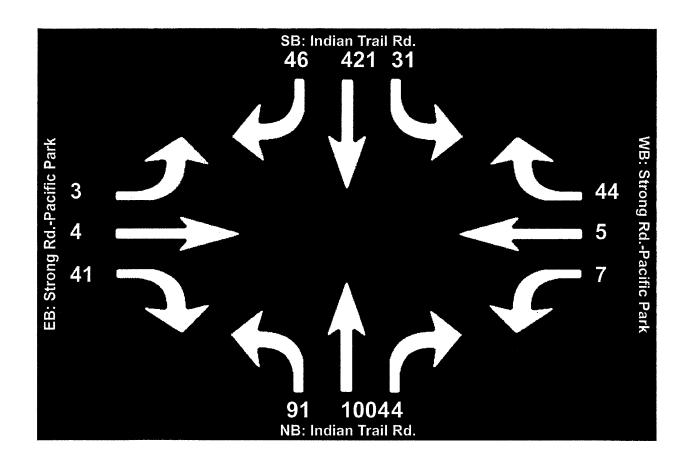
Thursday

Weather:

Cloudy

Analyst:

Mike McCluskey



Intersection Peak Hour

17:00 - 18:00

	Sc	outhBou	ınd	W	estbour	ıd	No	orthbour	nd	Ea	astboun	id	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	iotai
Vehicle Total	31	421	46	7	5	44	91	1004	4	3	4	41	1701
Factor	0.77	0.92	0.77	0.58	0.42	0.73	0.84	0.87	0.50	0.25	0.50	0.68	0.94
Approach Factor		0.94			0.74			0.89			0.75		

Movement E Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control S RT Channelized Storage Length Veh in Median Storage, # Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	93 0 0 0 nor2 505 404	EBT 1 1 0 Stop - 0 0 93 0 1	7 7 0 Stop None 93 0 8	59 59 0 Stop - - - 93 0 63	WBT 1 1 0 Stop - 0 0 93 0 1	5 5 0 Stop None 93 0 5	NBL 3 3 0 Free - 100 - 93 33 3	NBT 81 81 0 Free - 0 0 93 12 87	9 9 0 Free None - 93 0	SBL 6 6 0 Free - 100 - - 93	\$BT 365 365 0 Free - 0 0 93	-	
Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control S RT Channelized Storage Length Veh in Median Storage, # Grade, % Peak Hour Factor Heavy Vehicles, % Mymt Flow Major/Minor Min Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	0 0 0 0 Stop - - - 93 0 0	1 1 0 Stop - 0 0 0 93 0 1	7 7 0 Stop None - - 93 0 8	59 59 0 Stop - - - 93 0 63	1 1 0 Stop - 0 0 93 0	5 5 0 Stop None - - - 93 0	3 3 0 Free - 100 - - 93 33	81 81 0 Free - 0 0 93 12	9 9 0 Free None - - 93	6 6 0 Free - 100 - 93	365 365 0 Free - 0 0	0 0 0 Free None	
Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control S RT Channelized Storage Length Veh in Median Storage, # Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	0 0 0 Stop - - 93 0 0	1 1 0 Stop - 0 0 93 0 1	7 0 Stop None - - 93 0 8	59 0 Stop - - - 93 0 63	1 0 Stop - 0 0 93	5 0 Stop None - - 93 0	3 0 Free - 100 - - 93 33	81 0 Free 0 0 93 12	9 0 Free None - - - 93	6 0 Free - 100 - - 93	365 365 0 Free - 0 0	0 0 Free None	
Future Vol, veh/h Conflicting Peds, #/hr Sign Control S RT Channelized Storage Length Veh in Median Storage, # Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	0 0 0 Stop - - 93 0 0	1 0 Stop - 0 0 93 0	7 0 Stop None - - 93 0 8	59 0 Stop - - - 93 0 63	1 0 Stop - 0 0 93	5 0 Stop None - - 93 0	3 0 Free - 100 - - 93 33	81 0 Free - 0 0 93 12	9 0 Free None - - - 93	6 0 Free - 100 - - 93	365 0 Free - 0 0	0 0 Free None	
Conflicting Peds, #/hr Sign Control S RT Channelized Storage Length Veh in Median Storage, # Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	0 Stop - - 93 0 0	0 Stop 	O Stop None - - 93 0	93 0 63	0 Stop - 0 0 93 0	0 Stop None - - 93 0	0 Free - 100 - - 93 33	0 Free - 0 0 93 12	0 Free None - - - 93	0 Free - 100 - - 93	0 Free - 0 0	0 Free None	
Sign Control S RT Channelized Storage Length Veh in Median Storage, # Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	93 0 0 0	Stop - 0 0 93 0	Stop None - - 93 0	Stop - - - 93 0 63	Stop - 0 0 93 0	Stop None - - - 93 0	Free - 100 - - 93 33	Free - 0 0 93 12	Free None - - - 93	Free 100 - - 93	Free - 0 0 0	Free None - -	
RT Channelized Storage Length Veh in Median Storage, # Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	93 0 0 0	0 0 0 93 0	None - - 93 0 8	93 0 63	0 0 93 0	None - - 93 0	100 - - 93 33	0 0 0 93 12	None - - - 93	100	0 0	None - -	
Storage Length Veh in Median Storage, # Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	93 0 0 0	0 0 93 0	93 0 8	93 0 63	0 0 93 0	- - 93 0	100 - - 93 33	0 0 93 12	93	100 - - 93	0	-	
Veh in Median Storage, # Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	93 0 0 0 nor2 505 404	0 93 0 1	93 0 8	93 0 63	0 0 93 0	93 0	93	0 0 93 12	93	93	0		
Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	93 0 0 0 nor2 505 404	0 93 0 1	93 0 8	93 0 63	93 0	93 0	93 33	93 12	93	93	0		
Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	93 0 0 0 nor2 505 404	93 0 1	93 0 8	93 0 63	93	93 0	93 33	93 12	93	93			
Heavy Vehicles, % Mvmt Flow Major/Minor Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	0 0 nor2 505 404	0	0 8	0 63	0	0	33	12			93	1000	
Mymt Flow Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	0 nor2 505 404	1	8	63					0	120	00	93	
Mymt Flow Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	505 404				1	5	3	87	~	0	2	0	
Conflicting Flow All 5 Stage 1 4 Stage 2 1 Critical Hdwy	505 404	507	ı	Ain c =4				0,	10	6	392	0	
Conflicting Flow All 5 Stage 1 4 Stage 2 1 Critical Hdwy	505 404	507	ı	Ain c-4									
Conflicting Flow All 5 Stage 1 4 Stage 2 1 Critical Hdwy	505 404	507		Minor1			Major1		I	Major2			
Stage 1 4 Stage 2 1 Critical Hdwy	404		392	507	502	92	392	0	0	97	0	0	
Stage 2 1 Critical Hdwy		404		98	98		-	14	-	-	-	-	
Critical Hdwy	101	103	-	409	404				-		-		
	7.1	6.5	6.2	7.1	6.5	6.2	4.43	-		4.1		-	
	6.1	5.5	_	6.1	5.5		-			-		-	
, 0	6.1	5.5	-	6.1	5.5	1	-		1 4	100	-	-	
	3.5	4	3.3	3.5	4	3.3	2.497			2.2	-	-	
	481	471	661	479	474	971	1016		-	1509		-	
	627	603	-	913	818	-	-	-	-	-		- 2	
0	910	814	-	623	603		-		- 1	-	-	-	
Platoon blocked, %								-	_		-	-	
	475	468	661	470	471	971	1016	-	-	1509	-	-	
	475	468	-	470	471	_	-	- 4	- 4	-	3.5	-	
	625	601	- 2	910	816	1.0	-	-		-	-		
	901	812		612	601								
Approach	EB		188	WB			NB			SB			
	10.8			13.6			0.3			0.1			
HCM LOS	В			В			3.0			3.1			
	Ď												
Minor Lane/Major Mvmt		NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR	- 4	TE S		
Capacity (veh/h)		1016	-	-	629	489	1509	-	-				
HCM Lane V/C Ratio		0.003				0.143		-	-				
HCM Control Delay (s)		8.6			400	13.6	7.4						
HCM Lane LOS		Α			В	13.0 B	Α.4						
HCM 95th %tile Q(veh)		0			0	0.5	0						

	*	-	1	-	←	*	1	†	-	1	+	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	1>		7	7.		7	↑	7	*	1	7
Traffic Volume (veh/h)	1	33	36	165	16	16	6	118	102	25	332	C
Future Volume (veh/h)	1	33	36	165	16	16	6	118	102	25	332	0
Number	3	8	18	7	4	14	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)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1772	1800	1765	1800	1800	1538	1651	1835	1731	1765	1872
Adj Flow Rate, veh/h	1	42	46	212	21	21	8	151	131	32	426	0
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	0	0	0	2	0	0	17	9	2	4	2	0
Cap, veh/h	390	190	208	343	203	203	460	889	840	667	989	892
Arrive On Green	0.25	0.25	0.24	0.25	0.25	0.24	0.02	0.54	0.54	0.04	0.56	0.00
Sat Flow, veh/h	1301	770	843	1225	822	822	1465	1651	1560	1648	1765	1591
Grp Volume(v), veh/h	1	0	88	212	0	42	8	151	131	32	426	0
Grp Sat Flow(s), veh/h/ln	1301	0	1613	1225	0	1645	1465	1651	1560	1648	1765	1591
Q Serve(g_s), s	0.0	0.0	3.3	12.7	0.0	1.5	0.2	3.5	3.2	0.6	10.6	0.0
Cycle Q Clear(g_c), s	1.5	0.0	3.3	16.0	0.0	1.5	0.2	3.5	3.2	0.6	10.6	0.0
Prop In Lane	1.00		0.52	1.00		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	390	0	397	343	0	405	460	889	840	667	989	892
V/C Ratio(X)	0.00	0.00	0.22	0.62	0.00	0.10	0.02	0.17	0.16	0.05	0.43	0.00
Avail Cap(c_a), veh/h	415	0	429	367	0	437	638	889	840	831	989	892
HCM Platoon Ratio	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.7	0.0	22.9	29.2	0.0	22.2	7.9	8.9	8.8	6.8	9.7	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.3	2.8	0.0	0.1	0.0	0.4	0.4	0.0	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.5	4.6	0.0	0.7	0.1	1.7	1.5	0.3	5.5	0.0
LnGrp Delay(d),s/veh	22.7	0.0	23.1	32.0	0.0	22.3	7.9	9.3	9.2	6.9	11.0	0.0
LnGrp LOS	С		С	C		С	Α	Α	Α	Α	В	
Approach Vol, veh/h		89			254			290			458	
Approach Delay, s/veh		23.1			30.4			9.2			10.7	
Approach LOS		C			C			A			В	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	45.0		23.5	5.8	46.7		23.5				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	10.0	40.0		20.0	10.0	40.0		20.0				
Max Q Clear Time (g_c+l1), s	2.6	5.5		18.0	2.2	12.6		5.3				
Green Ext Time (p_c), s	0.0	5.0		0.4	0.0	4.8		1.6				
Intersection Summary												
HCM 2010 Ctrl Delay			15.9									
HCM 2010 LOS			В									
Notes												

Intersection	-		-	12.0	-	منعت							
nt Delay, s/veh	5												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4			Þ			લી		
Traffic Vol, veh/h	38	100	2	2	71	22	1	8	1	46	9	84	
Future Vol, veh/h	38	100	2	2	71	22	1	8	1	46	9	84	
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	. 0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	12		None	-	-	None	-	-	None		-	None	
Storage Length	-	-	-	-	-	-		-	-	-	-	-	
Veh in Median Storage	# -	0	-		0			0	-	-	0	4	
Grade, %	4.	0	-	-	0	-	-	0	7-1	-	0	-	
Peak Hour Factor	92	92	92	80	92	80	92	80	80	80	80	92	
Heavy Vehicles, %	2	2	2	0	2	0	2	25	0	0	0	2	
Mvmt Flow	41	109	2	3	77	28	1	10	1	58	11	91	
Major/Minor N	/lajor1			Major2			Minor1		1	/linor2	7		
Conflicting Flow All	105	0	0	111	0	0	341	303	110	295	290	92	
Stage 1			-		- 1	-	192	192		97	97		
Stage 2	-	_		-	-		149	111	-	198	193	-	
Critical Hdwy	4.12	-	-	4.1	-		7.12	6.75	6.2	7.1	6.5	6.22	
Critical Hdwy Stg 1			-				6.12	5.75	-	6.1	5.5	-	
Critical Hdwy Stg 2	-	-		- 12		-	6.12	5.75		6.1	5.5	-	
	2.218		_	2.2			3.518	4.225	3.3	3.5	4	3.318	
Pot Cap-1 Maneuver	1486		-	1492	3	-	613	574	949	661	624	965	
Stage 1				-	-	- 1	810	700	-	914	819	-	
Stage 2			-		-		854	761	-	808	745	-	
Platoon blocked, %		-	-			-							
Mov Cap-1 Maneuver	1486	-	12	1492	-	-	534	556	949	636	605	964	
Mov Cap-2 Maneuver	-	-	-	-	_	_	534	556	-	636	605	-	
Stage 1	-		-	-	-	-	787	680		887	817	-	
Stage 2	-	_	_	_	_	_	760	759		772	723	_	
Olago 2							100	100			, 20		
Approach	EB			WB			NB	0.35	18 8	SB			
HCM Control Delay, s	2			0.2			11.3			10.7			
HCM LOS	-			J.E			В			В			
Minor Lane/Major Mvm	t N	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR :	SBLn1				
Capacity (veh/h)			1486			1492	-	-					
HCM Lane V/C Ratio		0.019				0.002			0.204				
HCM Control Delay (s)		11.3	7.5	0	- 4	7.4	0	-					
HCM Lane LOS		В	A	A		A	A	-	В				
		_	, ,			, ,	, ,		0.8				

	1	-	1	1	+	*	1	†	-	1	+	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		લ	7	4	1		7	1		19	† 1>	
Traffic Volume (veh/h)	12	0	95	0	0	1	16	342	0	1	880	68
Future Volume (veh/h)	12	0	95	0	0	1	16	342	0	1	880	68
Number	3	8	18	7	4	14	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)	0.99		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1765	1765	1765	1765	1800	1714	1714	1800	1714	1714	1800
Adj Flow Rate, veh/h	13	0	106	0	0	1	18	380	0	1	978	76
Adj No. of Lanes	0	1	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	5	5	5	5	5	5
Cap, veh/h	351	0	220	157	246	219	416	2210	0	742	2078	161
Arrive On Green	0.15	0.00	0.15	0.00	0.00	0.15	0.68	0.68	0.00	0.68	0.68	0.68
Sat Flow, veh/h	1323	0	1500	1215	1676	1492	490	3343	0	919	3062	238
Grp Volume(v), veh/h	13	0	106	0	0	1	18	380	0	1	520	534
Grp Sat Flow(s), veh/h/ln	1323	0	1500	1215	1676	1492	490	1629	0	919	1629	1671
Q Serve(g_s), s	0.4	0.0	3.0	0.0	0.0	0.0	0.8	1.9	0.0	0.0	6.9	6.9
Cycle Q Clear(g_c), s	0.4	0.0	3.0	0.0	0.0	0.0	7.7	1.9	0.0	2.0	6.9	6.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.14
Lane Grp Cap(c), veh/h	351	0	220	157	246	219	416	2210	0	742	1105	1134
V/C Ratio(X)	0.04	0.00	0.48	0.00	0.00	0.00	0.04	0.17	0.00	0.00	0.47	0.47
Avail Cap(c_a), veh/h	911	0	852	670	953	848	469	2563	0	841	1281	1315
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.9	0.0	17.9	0.0	0.0	16.7	5.3	2.7	0.0	3.0	3.5	3.5
Incr Delay (d2), s/veh	0.0	0.0	1.6	0.0	0.0	0.0	0.2	0.2	0.0	0.0	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	0.1	0.0	1.3	0.0	0.0	0.0	0.1	0.9	0.0	0.0	3.5	3.6
LnGrp Delay(d),s/veh	16.9	0.0	19.6	0.0	0.0	16.7	5.5	2.8	0.0	3.0	4.9	4.9
LnGrp LOS	В		В			В	Α	Α		А	А	Α
Approach Vol, veh/h	- 75	119			1			398			1055	
Approach Delay, s/veh		19.3			16.7			3.0			4.9	
Approach LOS		В			В			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				-
Phs Duration (G+Y+Rc), s		35.1		10.7		35.1		10.7				
Change Period (Y+Rc), s		4.9		* 4.2		4.9		* 4.2				
Max Green Setting (Gmax), s		35.1		* 26		35.1		* 26				
Max Q Clear Time (g_c+l1), s		9.7		2.0		8.9		5.0				
Green Ext Time (p_c), s		20.4		0.5		21.0		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			5.5									
HCM 2010 LOS			A									
Notes												

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	LUL	4	LDIN	VVDL	4	WDIN	T	1	NON) T	1	ODIN
Traffic Vol, veh/h	1	0	6	29	0	2	12	346	56	6	186	1
Future Vol, veh/h	1	0	6	29	0	2	12	346	56	6	186	1
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	Stop -	Stop	None	Stop -	Stop	200	riee -	riee -	None	riee -	riee -	
		-	None	-		None -	100	-	None -	100		None
Storage Length	#	0	_	_			100					-
Veh in Median Storage	,# -	0	-	-	0			0			0	
Grade, % Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0 7	0	0	0	17	1	2	7	6	0
Mvmt Flow	1	0	1	32	0	2	13	380	62	1	204	1
Major/Minor N	Minor2			Vinor1			Major1			Major2		
Conflicting Flow All	657	687	205	659	656	411	205	0	0	442	0	0
Stage 1	219	219	-	437	437		-	-	-	-	-	14
Stage 2	438	468	-	222	219		-		-			_
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.27	-	14	4.1		-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-		-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	7 Ta	6.1	5.5		1=	-	-		-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.353			2.2	-	-
Pot Cap-1 Maneuver	381	372	841	380	388	645	1282	-	-	1129	-	-
Stage 1	788	726	-	602	583	-	-	-	-		-	-
Stage 2	601	565	-	785	726	-	-		-	- :		-
Platoon blocked, %		1940										-
Mov Cap-1 Maneuver	375	366	841	372	382	645	1282	-	-	1129	-	
Mov Cap-2 Maneuver	375	366	-	372	382	-	-	-	-	-	-	-
Stage 1	780	722		596	577	-				-	-	-
Stage 2	593	559		774	722		-	-			-	
Approach	EB		3 1	WB			NB	8 8		SB		
HCM Control Delay, s	10.1			15.3			0.2			0.3		
HCM LOS	В			C			0.2			0.5		
TIOWI LOG	Б			C								
Minor Lane/Major Mvm	t	NBL	NBT	NBR	EBLn1\	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1282				382	1129	1 2	-			
HCM Lane V/C Ratio		0.01		10		0.089						
HCM Control Delay (s)		7.8			101	15.3	8.2	1				
HCM Lane LOS		Α			В	C	Α		-			
HCM 95th %tile Q(veh)		0	- 6	_	0	0.3	0	12				
TOTAL COULT VOLID CO (VOIT)		U			U	0.0	U					

	1	-	*	-	-	*	1	†	-	1	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ĵ»		7	1>		7	^	7	7	^	79
Traffic Volume (veh/h)	2	4	21	65	6	7	35	405	59	10	204	4
Future Volume (veh/h)	2	4	21	65	6	7	35	405	59	10	204	4
Number	3	8	18	7	4	14	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)	0.98		0.98	0.98		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1726	1800	1765	1675	1800	1800	1782	1872	1800	1765	1872
Adj Flow Rate, veh/h	2	4	23	71	7	8	38	440	64	11	222	4
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	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, %	0	0	0	2	0	0	0	1	0	0	2	0
Cap, veh/h	293	33	188	278	106	121	806	1124	1004	592	1071	966
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.05	0.63	0.63	0.03	0.61	0.61
Sat Flow, veh/h	1324	219	1260	1285	707	809	1714	1782	1591	1714	1765	1591
Grp Volume(v), veh/h	2	0	27	71	0	15	38	440	64	11	222	4
Grp Sat Flow(s), veh/h/ln	1324	0	1479	1285	0	1516	1714	1782	1591	1714	1765	1591
Q Serve(g_s), s	0.1	0.0	1.1	3.4	0.0	0.6	0.5	8.2	1.0	0.2	3.8	0.1
Cycle Q Clear(g_c), s	0.7	0.0	1.1	4.5	0.0	0.6	0.5	8.2	1.0	0.2	3.8	0.1
Prop In Lane	1.00		0.85	1.00		0.53	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	293	0	221	278	0	226	806	1124	1004	592	1071	966
V/C Ratio(X)	0.01	0.00	0.12	0.26	0.00	0.07	0.05	0.39	0.06	0.02	0.21	0.00
Avail Cap(c_a), veh/h	492	0	443	472	0	454	996	1124	1004	823	1071	966
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	0.0	24.9	26.8	0.0	24.7	4.1	6.1	4.8	4.9	6.0	5.2
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.5	0.0	0.1	0.0	1.0	0.1	0.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.5	1.2	0.0	0.2	0.2	4.2	0.5	0.1	2.0	0.0
LnGrp Delay(d),s/veh	24.9	0.0	25.2	27.3	0.0	24.8	4.2	7.1	4.9	4.9	6.4	5.2
LnGrp LOS	С		С	C		С	Α	Α	Α	Α	Α	А
Approach Vol, veh/h		29			86			542			237	
Approach Delay, s/veh		25.2			26.8			6.7			6.3	
Approach LOS		C			C			А			А	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	46.6		14.9	7.5	45.0		14.9				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	10.0	40.0		20.0	10.0	40.0		20.0				
Max Q Clear Time (g_c+l1), s	2.2	10.2		6.5	2.5	5.8		3.1				
Green Ext Time (p_c), s	0.0	5.0		0.4	0.0	5.1		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			9.1									
HCM 2010 LOS			Α									
Notes												

Intersection													
nt Delay, s/veh	3.3												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
ane Configurations		4			4			1			4		
Traffic Vol, veh/h	80	120	5	4	144	41	4	6	4	17	3	50	
uture Vol, veh/h	80	120	5	4	144	41	4	6	4	17	3	50	
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	-	-	-	-	-	-	-	-	-	-	-	-	
eh in Median Storage	# -	0	-	-	0	-		0	-	-	0	-	
Grade, %	-	0			0	2	-	0	-	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
leavy Vehicles, %	0	1	0	0	0	0	0	0	0	0	0	0	
Nymt Flow	87	130	5	4	157	45	4	7	4	18	3	54	
lajor/Minor N	/lajor1			Major2			Minor1	F 1		Minor2			
Conflicting Flow All	202	0	0	135	0	0	523	517	133	500	497	180	
Stage 1	-	-	-	-		-	307	307	-	188	188	-	
Stage 2				-			216	210		312	309		
ritical Hdwy	4.1	-		4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2	
ritical Hdwy Stg 1	-			-			6.1	5.5	-	6.1	5.5	-	
ritical Hdwy Stg 2			- 4	14		-	6.1	5.5	-	6.1	5.5	-	
ollow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3	
ot Cap-1 Maneuver	1382	-		1462	-	-	468	465	922	484	477	868	
Stage 1	-	- 2	2	-	-	-	707	665	-	818	748	-	
Stage 2	-	-	-	-	-	-	791	732	-	703	663	-	
Platoon blocked, %		-	-		-	-							
Mov Cap-1 Maneuver	1382	-	-	1462	(-)	-	413	432	922	451	443	868	
Mov Cap-2 Maneuver	1 2		-		-	- 2	413	432	-	451	443	-	
Stage 1	-	-	-	-	-	-	659	620	-	762	746	-	
Stage 2	_	_	-	-	-	L	736	730	-	645	618	ų.	
pproach	EB			WB	15.		NB	45		SB	100		
HCM Control Delay, s	3			0.2			11.7			10.9			
ICM LOS	U			0.2			В			В			
							J			5			
//inor Lane/Major Mvm	1	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR :	SBLn1				
Capacity (veh/h)			1382	-		1462	-	-	686				
CM Lane V/C Ratio			0.063			0.003			0.111				
HCM Control Delay (s)		11.7	7.8	0	- 6	7.5	0						
HCM Lane LOS		В	Α.	A		Α.	A		В				
HCM 95th %tile Q(veh)		0.1	0.2	-		0			0.4				
OH OUT MIN WIND		0.1	0.2			U			0.7				

	۶	-	1	1	+	*	1	†	1	1	+	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		લ	7	*	†		7	1		ħ	1	
Traffic Volume (veh/h)	7	0	42	0	0	- 1	94	1038	0	1	434	47
Future Volume (veh/h)	7	0	42	0	0	1	94	1038	0	1	434	47
Number	3	8	18	7	4	14	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)	0.99		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	1800	1765	1765	1765	1765	1800	1714	1714	1800	1714	1714	1800
Adj Flow Rate, veh/h	7	0	45	0	0	1	100	1104	0	1	462	50
Adj No. of Lanes	0	1	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	5	5	5	5	5	5
Cap, veh/h	344	0	220	150	246	219	661	2237	0	396	2037	220
Arrive On Green	0.15	0.00	0.15	0.00	0.00	0.15	0.69	0.69	0.00	0.69	0.69	0.69
Sat Flow, veh/h	1323	0	1500	1284	1676	1495	813	3343	0	468	2966	320
Grp Volume(v), veh/h	7	0	45	0	0	1	100	1104	0	1	253	259
Grp Sat Flow(s), veh/h/ln	1323	0	1500	1284	1676	1495	813	1629	0	468	1629	1657
Q Serve(g_s), s	0.2	0.0	1.3	0.0	0.0	0.0	2.5	7.7	0.0	0.0	2.8	2.8
Cycle Q Clear(g_c), s	0.2	0.0	1.3	0.0	0.0	0.0	5.3	7.7	0.0	7.8	2.8	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.19
Lane Grp Cap(c), veh/h	344	0	220	150	246	219	661	2237	0	396	1118	1138
V/C Ratio(X)	0.02	0.00	0.20	0.00	0.00	0.00	0.15	0.49	0.00	0.00	0.23	0.23
Avail Cap(c_a), veh/h	868	0	812	657	908	810	712	2442	0	426	1221	1242
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.6	0.0	18.0	0.0	0.0	17.5	3.8	3.6	0.0	5.4	2.8	2.8
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.0	0.0	0.0	0.5	0.8	0.0	0.0	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.6	0.0	0.0	0.0	0.6	3.6	0.0	0.0	1.3	1.4
LnGrp Delay(d),s/veh	17.6	0.0	18.5	0.0	0.0	17.5	4.3	4.3	0.0	5.4	3.3	3.3
LnGrp LOS	В		В			В	Α	Α		Α	Α	Α
Approach Vol, veh/h		52			1			1204			513	
Approach Delay, s/veh		18.4			17.5			4.3			3.3	
Approach LOS		В			В			Α			Α	
Timer	1	2	3	4	5	6	7	8			DE G	
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.0		11.0		37.0		11.0				
Change Period (Y+Rc), s		4.9		* 4.2		4.9		* 4.2				
Max Green Setting (Gmax), s		35.1		* 26		35.1		* 26				
Max Q Clear Time (g_c+l1), s		9.7		2.0		9.8		3.3				
Green Ext Time (p_c), s		22.4		0.2		22.3		0.1				
Intersection Summary												- 1
HCM 2010 Ctrl Delay			4.4									
HCM 2010 LOS			Α									
Notes												

Intersection													
nt Delay, s/veh	1.9												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
ane Configurations		4			4		7	ĵ.		4	f.		
raffic Vol, veh/h	0	1	7	62	1	5	3	119	9	6	431	0	
uture Vol, veh/h	0	1	7	62	1	5	3	119	9	6	431	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	- 2	-	None		-	None	-	-	None	
Storage Length	-	-	-	-	-	-	100	- 1	-	100	-	-	
eh in Median Storage,	# -	0	120	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	- 2	0	-	
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93	
Heavy Vehicles, %	0	0	0	0	0	0	33	12	0	0	2	0	
//vmt Flow	0	1	8	67	1	5	3	128	10	6	463	0	
Major/Minor N	1inor2		N	Minor1			Major1		N	Major2			0
Conflicting Flow All	617	619	463	619	614	133	463	0	0	138	0	0	
Stage 1	475	475	-	139	139	-	-	-	-	-	-	-	
Stage 2	142	144	-	480	475		-		-	-	-		
ritical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.43	-	- 5	4.1	-	32	
critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	_		-			
ritical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-					-		
follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.497			2.2			
ot Cap-1 Maneuver	405	407	603	404	410	922	953	_		1458	4		
Stage 1	574	561	-	869	785	-	-			-			
Stage 2	866	782		571	561		15.		- 15	- 5.5	- 73		
Platoon blocked, %	-000	. 02		011	001				_				
Mov Cap-1 Maneuver	400	404	603	396	407	922	953	2	120	1458	2	-	
Nov Cap-2 Maneuver	400	404	-	396	407	-	-		-	-	-		
Stage 1	572	559	-	866	783								
Stage 2	857	780		560	559				Ū.		-		
0.030 2	501	, 00		500	500								
pproach	EB	1666		WB			NB			SB			
ICM Control Delay, s	11.4			15.6			0.2			0.1			
ICM LOS	В			C			0.2			0.1			
IOM LOO	U			Ü									
Minor Lane/Major Mvmt		NBL	NBT	NBRI	EBLn1V	VBLn1	SBL	SBT	SBR				
Capacity (veh/h)		953		-	=00	414	1458	-	-				
CM Lane V/C Ratio		0.003				0.177		-					
		3.000											
		8.8			114	156	7.5	-					
HCM Control Delay (s)		8.8 A		-	11.4 B	15.6 C	7.5 A	-					

	۶	-	1	1	+	*	1	†	-	1	†	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	F		7	P		7	^	7	M	↑	7
Traffic Volume (veh/h)	1	35	38	173	17	17	6	158	107	26	396	0
Future Volume (veh/h)	1	35	38	173	17	17	6	158	107	26	396	0
Number	3	8	18	7	4	14	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)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1772	1800	1765	1800	1800	1538	1651	1835	1731	1765	1872
Adj Flow Rate, veh/h	1	45	49	222	22	22	8	203	137	33	508	0
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	0	0	0	2	0	0	17	9	2	4	2	0
Cap, veh/h	398	197	214	347	209	209	400	878	830	616	979	883
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.02	0.53	0.53	0.04	0.55	0.00
Sat Flow, veh/h	1299	773	841	1219	823	823	1465	1651	1560	1648	1765	1591
Grp Volume(v), veh/h	1	0	94	222	0	44	8	203	137	33	508	0
Grp Sat Flow(s), veh/h/ln	1299	0	1614	1219	0	1645	1465	1651	1560	1648	1765	1591
Q Serve(g_s), s	0.0	0.0	3.6	13.6	0.0	1.6	0.2	5.0	3.5	0.7	13.8	0.0
Cycle Q Clear(g_c), s	1.6	0.0	3.6	17.1	0.0	1.6	0.2	5.0	3.5	0.7	13.8	0.0
Prop In Lane	1.00		0.52	1.00		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	398	0	411	347	0	418	400	878	830	616	979	883
V/C Ratio(X)	0.00	0.00	0.23	0.64	0.00	0.11	0.02	0.23	0.17	0.05	0.52	0.00
Avail Cap(c_a), veh/h	408	0	424	358	0	432	576	878	830	776	979	883
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.6	0.0	22.7	29.5	0.0	22.0	8.7	9.6	9.2	7.2	10.7	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.3	3.6	0.0	0.1	0.0	0.6	0.4	0.0	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.6	4.9	0.0	0.7	0.1	2.4	1.6	0.3	7.2	0.0
LnGrp Delay(d),s/veh	22.6	0.0	23.0	33.1	0.0	22.1	8.7	10.2	9.7	7.2	12.7	0.0
LnGrp LOS	С		С	С		С	Α	В	Α	Α	В	
Approach Vol, veh/h		95			266			348			541	
Approach Delay, s/veh		23.0			31.3			10.0			12.3	
Approach LOS		C			C			Α			В	
Timer	1	2	3	4	5	6	7	8	1			
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	45.0		24.4	5.8	46.7		24.4				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	10.0	40.0		20.0	10.0	40.0		20.0				
Max Q Clear Time (g_c+l1), s	2.7	7.0		19.1	2.2	15.8		5.6				
Green Ext Time (p_c), s	0.0	6.2		0.2	0.0	5.8		1.7				
Intersection Summary		E 5										
HCM 2010 Ctrl Delay			16.5									
HCM 2010 LOS			В									
Notes												

Intersection		111		1									
Int Delay, s/veh	4.8												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4			1			र्भ		
Traffic Vol, veh/h	40	171	2	8	99	23	1	8	20	48	9	88	
Future Vol, veh/h	40	171	2	8	99	23	1	8	20	48	9	88	
Conflicting Peds, #/hr	0	0	0	0	0	0	1	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		-		-	-		- 4	- 4	1.0	-	-		
Veh in Median Storage	e, # -	0			0	-		0	-		0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0		
Peak Hour Factor	92	92	92	80	92	80	92	80	80	80	80	92	
Heavy Vehicles, %	2	2	2	0	2	0	2	25	0	0	0	2	
Mvmt Flow	43	186	2	10	108	29	1	10	25	60	11	96	
NA-i/NAi	NA-1			Mais 0			N A!			<i>I</i> : 0			
	Major1			Major2			Minor1	100		Minor2	1	101	
Conflicting Flow All	137	0	0	188	0	0	470	430	187	434	417	124	
Stage 1	-		-		-		273	273		143	143	-	
Stage 2	- 440			-	-	-	197	157	-	291	274	-	
Critical Hdwy	4.12		-	4.1	-	-	7.12	6.75	6.2	7.1	6.5	6.22	
Critical Hdwy Stg 1				•	-	•	6.12	5.75		6.1	5.5		
Critical Hdwy Stg 2	0.040	-		- 0.0	-		6.12	5.75	-	6.1	5.5	- 0.40	
Follow-up Hdwy	2.218		•	2.2	-	-	3.518	4.225	3.3	3.5	4	3.318	
Pot Cap-1 Maneuver	1447	-	-	1398	-		504	485	860	536	530	927	
Stage 1					-		733	644		865	782	•	
Stage 2	-		-	-			805	726		721	687	-	
Platoon blocked, %	4447		-	4000	-		400	405	000	400	500	000	
Mov Cap-1 Maneuver				1398	-	-	430	465	860	496	508	926	
Mov Cap-2 Maneuver			•	-	•		430	465		496	508		
Stage 1	-	-	-	-	-		709	623	-	836	776		
Stage 2						-	705	720		666	664		
Approach	EB			WB			NB			SB			
HCM Control Delay, s	1.4			0.5			10.5			12			
HCM LOS							В			В			
		NID!			-	14/51	11/22	14/5					
Minor Lane/Major Mvm	nt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR					
Capacity (veh/h)		692	1447		-	1398	-		677				
HCM Lane V/C Ratio		0.051	0.03	-	-	0.007		-	0.247				
HCM Control Delay (s)		10.5	7.6	0	-	7.6	0	-	12				
HCM Lane LOS		В	Α	Α	-	Α	Α		В				
HCM 95th %tile Q(veh))	0.2	0.1	-	-	0		-	1				

	1	-	*	1	—	*	1	1	1	1	+	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		લ	7	7	†		7	†		7	1	
Traffic Volume (veh/h)	13	1	100	44	1	7	17	458	10	3	1103	71
Future Volume (veh/h)	13	1	100	44	1	7	17	458	10	3	1103	71
Number	3	8	18	7	4	14	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)	0.99		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1765	1765	1765	1765	1800	1714	1714	1800	1714	1714	1800
Adj Flow Rate, veh/h	14	1	111	49	1	8	19	509	11	3	1226	79
Adj No. of Lanes	0	1	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	5	5	5	5	5	5
Cap, veh/h	329	19	234	320	262	233	328	2230	48	649	2125	137
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.68	0.68	0.68	0.68	0.68	0.68
Sat Flow, veh/h	1216	119	1500	1209	1676	1492	387	3260	70	808	3107	200
Grp Volume(v), veh/h	15	0	111	49	1	8	19	254	266	3	642	663
Grp Sat Flow(s), veh/h/ln	1335	0	1500	1209	1676	1492	387	1629	1702	808	1629	1678
Q Serve(g_s), s	0.3	0.0	3.4	1.8	0.0	0.2	1.4	2.9	2.9	0.1	10.3	10.3
Cycle Q Clear(g_c), s	0.5	0.0	3.4	2.3	0.0	0.2	11.7	2.9	2.9	3.0	10.3	10.3
Prop In Lane	0.93		1.00	1.00	317	1.00	1.00		0.04	1.00	1010	0.12
Lane Grp Cap(c), veh/h	347	0	234	320	262	233	328	1114	1164	649	1114	1148
V/C Ratio(X)	0.04	0.00	0.47	0.15	0.00	0.03	0.06	0.23	0.23	0.00	0.58	0.58
Avail Cap(c_a), veh/h	834	0	779	758	870	774	342	1170	1223	677	1170	1206
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.0	0.0	19.3	19.0	17.8	17.9	7.2	3.0	3.0	3.5	4.1	4.1
Incr Delay (d2), s/veh	0.1	0.0	1.5	0.2	0.0	0.1	0.3	0.5	0.5	0.0	2.2	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.5	0.6	0.0	0.1	0.2	1.4	1.5	0.0	5.1	5.3
LnGrp Delay(d),s/veh	18.1	0.0	20.7	19.3	17.8	18.0	7.5	3.4	3.4	3.5	6.3	6.3
LnGrp LOS	В		С	В	В	В	Α	A	А	A	A	A
Approach Vol, veh/h		126			58			539			1308	
Approach Delay, s/veh		20.4			19.1			3.6			6.3	
Approach LOS		C			В			A			A	
Timer	1	2	3	1	5	6	7	8			71	
Assigned Phs		2	3	4	0	6	7	8				_
Phs Duration (G+Y+Rc), s		38.3		11.8		38.3		11.8				
Change Period (Y+Rc), s		4.9		* 4.2		4.9		* 4.2				
Max Green Setting (Gmax), s		35.1		* 26		35.1		* 26				
Max Q Clear Time (g_c+l1), s		13.7		4.3		12.3		5.4				
Green Ext Time (p_c), s		19.7		0.7		20.8		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay			6.8									-
HCM 2010 LOS			Α.									
Notes												

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		1	f.		7	f)	
Traffic Vol, veh/h	1		6	30	0	2	13	423	59	6	241	1
Future Vol, veh/h	1	0	6	30	0	2	13	423	59	6	241	1
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	- 3		None	-	-	None	-	-	None
Storage Length	-	-	-	-			100	-	-	100		-
Veh in Median Storage,	,# -	0	-		0	-	-	0	-	-	0	-
Grade, %		0	-	-	0	-	-	0			0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	17	1	2	0	6	0
Mvmt Flow	1	0	7	33	0	2	14	465	65	7	265	1
Major/Minor N	/linor2		1	Minor1			Major1			Major2	-	
Conflicting Flow All	807	838	266	809	806	498	266	0	0	530	0	0
Stage 1	280	280	100	526	526	-	-	-	-	-	-	- (-)
Stage 2	527	558		283	280			-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.27	-		4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	- 2	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5		6.1	5.5	-		-	-	141	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.353	4	-	2.2	-	-
Pot Cap-1 Maneuver	302	305	778	301	318	576	1216	-	-	1048	-	
Stage 1	731	683	-	539	532	-	-	(4)	-	-	- 4	-
Stage 2	538	515		728	683	- 12	-		-		-	10
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	297	299	778	294	312	576	1216	-		1048	-	-
Mov Cap-2 Maneuver	297	299	-	294	312	- 4	4	-	-	-	-	-
Stage 1	722	678	-	533	526		-		10	-	- 1	-
Stage 2	530	509	-	717	678			-		-	-	-
Approach	EB			WB			NB			SB		3 3.1.5
HCM Control Delay, s	10.8			18.4			0.2			0.2		
HCM LOS	В			С								
Minor Lane/Major Mvm	t	NBL	NBT	NBR I	EBLn1V	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1216	-	-	632	303	1048	-				
HCM Lane V/C Ratio		0.012	-	-		0.116		-				
HCM Control Delay (s)		8	14	-		18.4	8.5		-			
HCM Lane LOS		Α		-	В	С	Α	-				
HCM 95th %tile Q(veh)		0	-	-	0	0.4	0	12	-			
10M 95M 76Me Q(VeH)		U	-	-	U	0.4	U					

	*	-	*	1	-	*	1	†	-	1	+	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	3	B		7	T ₂		7	↑	7	7	^	7
Traffic Volume (veh/h)	2	4	22	68	6	7	37	485	62	11	260	4
Future Volume (veh/h)	2	4	22	68	6	7	37	485	62	11	260	4
Number	3	8	18	7	4	14	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)	0.98		0.98	0.98		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1726	1800	1765	1675	1800	1800	1782	1872	1800	1765	1872
Adj Flow Rate, veh/h	2	4	24	74	7	8	40	527	67	12	283	4
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	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, %	0	0	0	2	0	0	0	1	0	0	2	0
Cap, veh/h	294	32	190	278	106	121	753	1122	1001	530	1068	963
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.05	0.63	0.63	0.03	0.61	0.61
Sat Flow, veh/h	1325	211	1266	1284	707	808	1714	1782	1591	1714	1765	1591
Grp Volume(v), veh/h	2	0	28	74	0	15	40	527	67	12	283	4
Grp Sat Flow(s), veh/h/ln	1325	0	1477	1284	0	1516	1714	1782	1591	1714	1765	1591
Q Serve(g_s), s	0.1	0.0	1.1	3.6	0.0	0.6	0.6	10.5	1.1	0.2	5.1	0.1
Cycle Q Clear(g_c), s	0.7	0.0	1.1	4.7	0.0	0.6	0.6	10.5	1.1	0.2	5.1	0.1
Prop In Lane	1.00	0.0	0.86	1.00	0.0	0.53	1.00	10.0	1.00	1.00	0.1	1.00
Lane Grp Cap(c), veh/h	294	0	222	278	0	227	753	1122	1001	530	1068	963
V/C Ratio(X)	0.01	0.00	0.13	0.27	0.00	0.07	0.05	0.47	0.07	0.02	0.26	0.00
Avail Cap(c_a), veh/h	491	0.00	441	469	0.00	453	940	1122	1001	758	1068	963
HCM Platoon Ratio	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	0.0	25.0	26.9	0.0	24.7	4.3	6.6	4.8	5.2	6.3	5.3
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.5	0.0	0.1	0.0	1.4	0.1	0.0	0.6	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	0.5	1.3	0.0	0.2	0.3	5.6	0.5	0.1	2.6	0.0
LnGrp Delay(d),s/veh	24.9	0.0	25.2	27.4	0.0	24.8	4.3	8.0	5.0	5.2	6.9	5.3
LnGrp LOS	C	0.0	C	C	0.0	C	Α.	Α	Α	A	Α	Α
Approach Vol, veh/h		30			89			634			299	
Approach Delay, s/veh		25.2			27.0			7.4			6.8	
Approach LOS		C			C			Α.			Α	
Approach 200		U			O							
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	46.6		14.9	7.6	45.0		14.9				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	10.0	40.0		20.0	10.0	40.0		20.0				
Max Q Clear Time (g_c+l1), s	2.2	12.5		6.7	2.6	7.1		3.1				
Green Ext Time (p_c), s	0.0	6.2		0.4	0.0	6.5		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			9.4									
HCM 2010 LOS			А									
Notes							_					

Intersection	8						100	0.18				
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		1100	4	11511	1100	1	, LDI	ODL	4	ODIT
Traffic Vol, veh/h	84	171	5	25	225	43	4	6	17	18	3	53
Future Vol, veh/h	84	171	5	25	225	43	4	6	17	18	3	53
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	- Ctop	Ctop	None	- Otop	Ctop	None
Storage Length			-	-		-			-			-
Veh in Median Storage		0			0		-	0	-		0	-
Grade, %	, n	0		-	0	-	-	0			0	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	0	0	0
Mymt Flow	91	186	5	27	245	47	4	7	18	20	3	58
MAINE IOW	01	100	J	21	240	71	7	- 1	10	20	J	00
Major/Minor I	Major1	-57		Major2			Minor1		٨	Minor2		
Conflicting Flow All	292	0	0	191	0	0	724	717	189	706	696	269
	292	-	U	191		U	371	371	109	323	323	
Stage 1 Stage 2	-			1 1 1	-		353	346		383	373	
Critical Hdwy	4.1			4.1		•	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	4.1	-	-	4.1			6.1	5.5	0.2	6.1	5.5	0.2
Critical Hdwy Stg 2	-	-	-			-	6.1	5.5		6.1	5.5	
	2.2		-	2.2			3.5	4	3.3	3.5	3.5	3.3
Follow-up Hdwy Pot Cap-1 Maneuver	1281	-	-	1395		-	344	358	858	353	368	775
	1201	-	-	1393	-		653	623	000	693	654	115
Stage 1		-	-	-	-	-	668	639		644	622	
Stage 2 Platoon blocked, %	- 1				- :		000	039	-	044	022	-
Mov Cap-1 Maneuver	1281			1395			292	322	858	314	331	775
The second secon	1201			1393	-		292	322		314	331	
Mov Cap-2 Maneuver	_				-		601	573	-	638	639	-
Stage 1		-	•	-	-		601	624	-	573	572	
Stage 2							001	024	-	5/3	312	-
Approach	EB			WB		100	NB			SB		
HCM Control Delay, s	2.6			0.7			11.3			12.7		
HCM LOS	2.0			0.1			В			12.7 B		
TIOW LOG							D			D		
Minor Lane/Major Mvm	it	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	-575		
Capacity (veh/h)		598	1281		-	1395		-	549			
HCM Lane V/C Ratio		0.042	0.071			0.019	-		0.147			
HCM Control Delay (s)		11.3	8	0		7.6	0		12.7			
HCM Lane LOS		В	A	A	-	Α.	A	-	В			
HCM 95th %tile Q(veh)		0.1	0.2	-	-	0.1	-		0.5			
HOW JOHN JOHN Q(VEII)		0.1	0.2			0.1			0.0			

	۶	-	1	1	-	*	1	†	-	1	+	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		લ	7	7	↑ ↑		7	†		*5	† 1>	
Traffic Volume (veh/h)	7	1	44	29	1	6	99	1316	31	8	605	50
Future Volume (veh/h)	7	1	44	29	1	6	99	1316	31	8	605	50
Number	3	8	18	7	4	14	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	1800	1765	1765	1765	1765	1800	1714	1714	1800	1714	1714	1800
Adj Flow Rate, veh/h	7	1	47	31	1	6	105	1400	33	9	644	53
Adj No. of Lanes	0	1	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	5	5	5	5	5	5
Cap, veh/h	346	41	284	372	318	283	525	2151	51	273	2015	166
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	1161	216	1500	1281	1676	1494	685	3253	77	342	3047	250
Grp Volume(v), veh/h	8	0	47	31	1	6	105	700	733	9	344	353
Grp Sat Flow(s), veh/h/ln	1377	0	1500	1281	1676	1494	685	1629	1701	342	1629	1669
Q Serve(g_s), s	0.0	0.0	1.4	1.1	0.0	0.2	4.2	13.7	13.7	0.9	4.9	4.9
Cycle Q Clear(g_c), s	0.2	0.0	1.4	1.3	0.0	0.2	9.0	13.7	13.7	14.6	4.9	4.9
Prop In Lane	0.87		1.00	1.00		1.00	1.00		0.05	1.00		0.15
Lane Grp Cap(c), veh/h	387	0	284	372	318	283	525	1077	1125	273	1077	1104
V/C Ratio(X)	0.02	0.00	0.17	0.08	0.00	0.02	0.20	0.65	0.65	0.03	0.32	0.32
Avail Cap(c_a), veh/h	790	0	728	751	813	725	532	1094	1142	276	1094	1121
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.7	0.0	18.2	18.2	17.6	17.7	5.8	5.4	5.4	9.7	3.9	3.9
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.1	0.0	0.0	0.9	3.0	2.9	0.2	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.6	0.4	0.0	0.1	0.9	6.9	7.2	0.1	2.3	2.4
LnGrp Delay(d),s/veh	17.7	0.0	18.4	18.3	17.6	17.7	6.7	8.4	8.3	10.0	4.7	4.7
LnGrp LOS	В		В	В	В	В	Α	Α	Α	Α	Α	Α
Approach Vol, veh/h		55			38			1538			706	
Approach Delay, s/veh		18.3			18.2			8.3			4.7	
Approach LOS		В			В			Α			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.4		14.2		39.4		14.2				
Change Period (Y+Rc), s		4.9		* 4.2		4.9		* 4.2				
Max Green Setting (Gmax), s		35.1		* 26		35.1		* 26				
Max Q Clear Time (g_c+l1), s		15.7		3.3		16.6		3.4				
Green Ext Time (p_c), s		18.8		0.3		17.9		0.3				
Intersection Summary								2, 18 3				
HCM 2010 Ctrl Delay			7.6									
HCM 2010 LOS			A									

Intersection							Mariland					
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ħ	f)		7	f)	
Traffic Vol, veh/h	0	1	7	104	1	9	3	119	24	7	431	0
Future Vol, veh/h	0	1	7	104	1	9	3	119	24	7	431	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	1-11/19		None	-		None	-	-	None
Storage Length	-		-	-	-		100	-	-	100		-
Veh in Median Storage	, # -	0	-	-	0			0	-	-	0	-
Grade, %	-	0	-		0		-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	33	12	0	0	2	0
Mvmt Flow	0	1	8	112	1	10	3	128	26	8	463	0
Major/Minor N	Minor2	- (5)		Minor1	1		Major1			Major2	St. 15	3-11
Conflicting Flow All	632	639	463	631	626	141	463	0	0	154	0	0
Stage 1	479	479	-	147	147	171	-00	-	-	-	-	-
Stage 2	153	160		484	479						-	
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.43			4.1		
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	0.2	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5		6.1	5.5		-		-		-	
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.497			2.2	-	
Pot Cap-1 Maneuver	396	397	603	396	403	912	953	_		1439	-	
Stage 1	571	558	-	860	779	-	-	-	-	-	-	
Stage 2	854	769	-	568	558		-	-	-	-	-	
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	388	393	603	388	399	912	953	-	-	1439	-	-
Mov Cap-2 Maneuver	388	393	-	388	399	-	-	-	-	-	-	
Stage 1	569	555	(4)	857	777	-	-	-	-		-	-
Stage 2	841	767	-	557	555		-	- 2			_	-
Approach	EB	1,900	2000	WB	1800	E E	NB			SB	ST	- Burne
HCM Control Delay, s	11.5			17.6			0.2			0.1		
HCM LOS	В			C						3.1		
Minor Lane/Major Mvm	t	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR	E	MAG F	
Capacity (veh/h)		953	-			407	1439	-				
HCM Lane V/C Ratio		0.003				0.301						
HCM Control Delay (s)		8.8		-		17.6	7.5					
HCM Lane LOS		A			В	C	A	-				
HCM 95th %tile Q(veh)		0			0	1.2	0	-				
					J	1.2						

	*	-	*	1	-	*	1	†	-	1	+	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	fà.		7	ĵ₃		7	↑	7	7	†	7
Traffic Volume (veh/h)	1	35	38	196	17	17	6	173	115	26	438	0
Future Volume (veh/h)	1	35	38	196	17	17	6	173	115	26	438	0
Number	3	8	18	7	4	14	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)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1772	1800	1765	1800	1800	1538	1651	1835	1731	1765	1872
Adj Flow Rate, veh/h	1	45	49	251	22	22	8	222	147	33	562	0
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	0	0	0	2	0	0	17	9	2	4	2	0
Cap, veh/h	405	201	219	355	214	214	362	871	823	592	971	875
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.02	0.53	0.53	0.04	0.55	0.00
Sat Flow, veh/h	1300	773	841	1219	823	823	1465	1651	1560	1648	1765	1591
Grp Volume(v), veh/h	1	0	94	251	0	44	8	222	147	33	562	0
Grp Sat Flow(s), veh/h/ln	1300	0	1614	1219	0	1645	1465	1651	1560	1648	1765	1591
Q Serve(g_s), s	0.0	0.0	3.6	15.8	0.0	1.6	0.2	5.7	3.8	0.7	16.3	0.0
Cycle Q Clear(g_c), s	1.6	0.0	3.6	19.3	0.0	1.6	0.2	5.7	3.8	0.7	16.3	0.0
Prop In Lane	1.00		0.52	1.00		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	405	0	420	355	0	429	362	871	823	592	971	875
V/C Ratio(X)	0.00	0.00	0.22	0.71	0.00	0.10	0.02	0.25	0.18	0.06	0.58	0.00
Avail Cap(c_a), veh/h	405	0	420	355	0	429	536	871	823	750	971	875
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.4	0.0	22.6	30.1	0.0	21.8	9.3	10.0	9.6	7.5	11.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.3	6.4	0.0	0.1	0.0	0.7	0.5	0.0	2.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.6	5.9	0.0	0.7	0.1	2.8	1.7	0.3	8.5	0.0
LnGrp Delay(d),s/veh	22.4	0.0	22.8	36.5	0.0	21.9	9.3	10.7	10.0	7.5	14.0	0.0
LnGrp LOS	С		С	D		C	Α	В	В	Α	В	
Approach Vol, veh/h		95			295			377			595	
Approach Delay, s/veh		22.8			34.3			10.4			13.7	
Approach LOS		C			C			В			В	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	45.0		25.0	5.8	46.8		25.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	10.0	40.0		20.0	10.0	40.0		20.0				
Max Q Clear Time (g_c+l1), s	2.7	7.7		21.3	2.2	18.3		5.6				
Green Ext Time (p_c), s	0.0	7.0		0.0	0.0	6.3		1.8				
Intersection Summary												
HCM 2010 Ctrl Delay			17.9									
HCM 2010 LOS			В									

ntersection			15 - 5			100							
nt Delay, s/veh	5.2												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
ane Configurations		4			4			1			લ		
raffic Vol, veh/h	40	171	2	8	99	29	1	8	20	65	9	88	
uture Vol, veh/h	40	171	2	8	99	29	1	8	20	65	9	88	
Conflicting Peds, #/hr	0	0	0	0	0	0	1	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		-	-	-			3	-	+	-	-	-	
eh in Median Storag	e,# -	0	-	-	0	-	-	0	-		0	-	
Grade, %	-	0	1.8	1.5	0		-	0	-		0	+	
Peak Hour Factor	92	92	92	80	92	80	92	80	80	80	80	92	
leavy Vehicles, %	2	2	2	0	2	0	2	25	0	0	0	2	
//vmt Flow	43	186	2	10	108	36	1	10	25	81	11	96	
Major/Minor	Major1		1	Major2			Minor1		N	/linor2		1	
Conflicting Flow All	144	0	0	188	0	0	474	437	187	437	420	127	
Stage 1	177	-	-	-	-	-	273	273	-	146	146	121	
Stage 2	-						201	164	_	291	274		
Critical Hdwy	4.12			4.1		_	7.12	6.75	6.2	7.1	6.5	6.22	
Critical Hdwy Stg 1	-			-			6.12	5.75	-	6.1	5.5	-	
Critical Hdwy Stg 2		-	-	1			6.12	5.75	-	6.1	5.5	-	
follow-up Hdwy	2.218	4	-	2.2			3.518	4.225	3.3	3.5	4	3.318	
ot Cap-1 Maneuver	1438	- 21		1398			501	480	860	533	528	923	
Stage 1			-	-			733	644	-	861	780	-	
Stage 2	-	-			- 4		801	721	-	721	687	-	
Platoon blocked, %		-											
Mov Cap-1 Maneuver	1438	- 2	-	1398	-	-	427	460	860	493	506	922	
Mov Cap-2 Maneuver			-	-	-		427	460	-	493	506	-	
Stage 1	-	-	-	-		-	709	623	-	833	774	4	
Stage 2	-				121		701	715		666	664	-	
Approach	EB	138	200	WB			NB			SB			
ICM Control Delay, s				0.5			10.5			12.8			
ICM LOS	1.7			0.0			В			B			
No 1 10 4 1 10 4 1	-1	UDI -4	EDI	FDT	EDD.	MDI	MOT	WIDD	001 - 4				
Minor Lane/Major Mvr	nt I	VBLn1	EBL	EBT	EBR	WBL	WBT	WBR			-		-
Capacity (veh/h)		689	1438			1398	- 3		647				
ICM Lane V/C Ratio	,	0.051	0.03	-		0.007	-		0.291				
ICM Control Delay (s)	10.5	7.6	0	7-3	7.6	0	-					
ICM Lane LOS		В	A	Α	-	A	Α		В				
ICM 95th %tile Q(veh	1)	0.2	0.1		-	0	-	-	1.2				

	1	-	1	-	-	*	1	1	1	1	+	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		લ	7	7	†		*	1		N.	1	
Traffic Volume (veh/h)	13	1	100	44	1	7	17	478	10	3	1160	71
Future Volume (veh/h)	13	1	100	44	1	7	17	478	10	3	1160	71
Number	3	8	18	7	4	14	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)	0.99		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1765	1765	1765	1765	1800	1714	1714	1800	1714	1714	1800
Adj Flow Rate, veh/h	14	1	111	49	1	8	19	531	11	3	1289	79
Adj No. of Lanes	0	1	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	5	5	5	5	5	5
Cap, veh/h	326	18	233	317	260	231	312	2240	46	638	2140	131
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.69	0.69	0.69	0.69	0.69	0.69
Sat Flow, veh/h	1216	119	1500	1209	1676	1491	364	3263	68	792	3118	191
Grp Volume(v), veh/h	15	0	111	49	1	8	19	265	277	3	672	696
Grp Sat Flow(s), veh/h/ln	1334	0	1500	1209	1676	1491	364	1629	1702	792	1629	1680
Q Serve(g_s), s	0.3	0.0	3.4	1.8	0.0	0.2	1.5	3.1	3.1	0.1	11.1	11.2
Cycle Q Clear(g_c), s	0.5	0.0	3.4	2.4	0.0	0.2	12.7	3.1	3.1	3.2	11.1	11.2
Prop In Lane	0.93	0.0	1.00	1.00	0.0	1.00	1.00	0.1	0.04	1.00	1.1.1	0.11
Lane Grp Cap(c), veh/h	345	0	233	317	260	231	312	1118	1169	638	1118	1153
V/C Ratio(X)	0.04	0.00	0.48	0.15	0.00	0.03	0.06	0.24	0.24	0.00	0.60	0.60
Avail Cap(c_a), veh/h	827	0.00	772	752	863	767	321	1160	1213	658	1160	1197
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	0.0	19.5	19.3	18.0	18.1	7.6	3.0	3.0	3.6	4.2	4.2
Incr Delay (d2), s/veh	0.1	0.0	1.5	0.2	0.0	0.1	0.4	0.5	0.5	0.0	2.4	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.5	0.6	0.0	0.0	0.0	1.5	1.5	0.0	5.6	5.8
LnGrp Delay(d),s/veh	18.3	0.0	21.0	19.5	18.0	18.2	8.0	3.5	3.4	3.6	6.6	6.6
LnGrp LOS	10.3 B	0.0	21.0 C	19.5 B	10.0 B	10.2 B	Α	3.5 A	3.4 A			
	В	126	- 0	D	58	В	A		A	A	A	А
Approach Vol, veh/h								561			1371	
Approach Delay, s/veh		20.7			19.3			3.6			6.6	
Approach LOS		С			В			Α			Α	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		38.7		11.8		38.7		11.8				
Change Period (Y+Rc), s		4.9		* 4.2		4.9		* 4.2				
Max Green Setting (Gmax), s		35.1		* 26		35.1		* 26				
Max Q Clear Time (g_c+l1), s		14.7		4.4		13.2		5.4				
Green Ext Time (p_c), s		19.1		0.7		20.4		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay			7.0									
HCM 2010 LOS			A									
Notes												

ntersection	4.0												
nt Delay, s/veh	1.8												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
ane Configurations		4			4		7	1		1	P		
Traffic Vol, veh/h	1	0	6	58	0	5	13	423	107	10	241	1	
uture Vol, veh/h	1	0	6	58	0	5	13	423	107	10	241	1	
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	-	-	-		-		100	-		100	-		
/eh in Median Storage	,# -	0	-	-	0	-	-	0	4		0	-	
Grade, %	-	0	-		0		-	0		-	0	-	
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91	
leavy Vehicles, %	0	0	0	0	0	0	17	1	2	0	6	0	
Nymt Flow	1	0	7	64	0	5	14	465	118	11	265	1	
years (All Carlotte													
Major/Minor N	Minor2		- 5	Minor1			Major1			Major2			
Conflicting Flow All	843	899	266	843	840	524	266	0	0	583	0	0	
Stage 1	288	288	-	552	552	-	-	-	-	-	-	-	
Stage 2	555	611		291	288		- 1		-		-	-	
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.27			4.1			
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-			-			
Critical Hdwy Stg 2	6.1	5.5		6.1	5.5		-	- 0	-	-		-	
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.353			2.2	-	-	
ot Cap-1 Maneuver	286	281	778	286	304	557	1216		-	1001			
Stage 1	724	677	-	522	518	-	1210			1001			
Stage 2	520	487		721	677					-		-	
Platoon blocked, %	020	407		121	011								
Mov Cap-1 Maneuver	278	275	778	279	297	557	1216			1001			
Mov Cap-1 Maneuver	278	275	110	279	297	007	1210			1001			
Stage 1	715	670	-	516	512			-	500			-	
Stage 2	509	481		707	670	-	1		-		-		
Glage 2	508	701		101	070								
Approach	EB			WB	3.01	148	NB			SB			
CM Control Delay, s	10.9			21.2			0.2			0.3			
HCM LOS	В			C			0.2			0.0			
10.11 200	0												
Minor Lane/Major Mvm	t	NBL	NBT	NBR	EBLn1V	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)		1216	-	-	040	291	1001	-	-				
ICM Lane V/C Ratio		0.012				0.238							
HCM Control Delay (s)		8		-	100	21.2	8.6	-	_				
CM Lane LOS		A			В	C	A						
HCM 95th %tile Q(veh)		0	-		0	0.9	0	-					

	۶	→	1	1	←	*	1	†	1	1	+	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	F		7	7		7	^	7	7	↑	7
Traffic Volume (veh/h)	2	4	22	84	6	7	37	533	88	11	288	4
Future Volume (veh/h)	2	4	22	84	6	7	37	533	88	11	288	4
Number	3	8	18	7	4	14	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)	0.98		0.98	0.99		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1726	1800	1765	1675	1800	1800	1782	1872	1800	1765	1872
Adj Flow Rate, veh/h	2	4	24	91	7	8	40	579	96	12	313	4
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	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, %	0	0	0	2	0	0	0	1	0	0	2	0
Cap, veh/h	298	32	194	282	109	124	724	1117	997	483	1064	959
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.05	0.63	0.63	0.03	0.60	0.60
Sat Flow, veh/h	1325	211	1266	1285	708	809	1714	1782	1591	1714	1765	1591
Grp Volume(v), veh/h	2	0	28	91	0	15	40	579	96	12	313	4
Grp Sat Flow(s), veh/h/ln	1325	0	1477	1285	0	1516	1714	1782	1591	1714	1765	1591
Q Serve(g_s), s	0.1	0.0	1.1	4.5	0.0	0.6	0.6	12.2	1.6	0.2	5.8	0.1
Cycle Q Clear(g_c), s	0.7	0.0	1.1	5.6	0.0	0.6	0.6	12.2	1.6	0.2	5.8	0.1
Prop In Lane	1.00		0.86	1.00		0.53	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	298	0	227	282	0	233	724	1117	997	483	1064	959
V/C Ratio(X)	0.01	0.00	0.12	0.32	0.00	0.06	0.06	0.52	0.10	0.02	0.29	0.00
Avail Cap(c_a), veh/h	489	0	440	467	0	451	910	1117	997	710	1064	959
HCM Platoon Ratio	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	0.0	24.9	27.2	0.0	24.6	4.4	7.0	5.0	5.5	6.5	5.4
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.7	0.0	0.1	0.0	1.7	0.2	0.0	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.5	1.6	0.0	0.2	0.3	6.5	0.7	0.1	3.0	0.0
LnGrp Delay(d),s/veh	24.9	0.0	25.1	27.8	0.0	24.7	4.4	8.7	5.2	5.5	7.2	5.4
LnGrp LOS	С		С	С		С	Α	Α	Α	Α	Α	А
Approach Vol, veh/h		30			106			715			329	
Approach Delay, s/veh		25.1			27.4			8.0			7.1	
Approach LOS		С			С			Α			Α	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	46.6		15.2	7.6	45.0		15.2				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	10.0	40.0		20.0	10.0	40.0		20.0				
Max Q Clear Time (g_c+l1), s	2.2	14.2		7.6	2.6	7.8		3.1				
Green Ext Time (p_c), s	0.0	7.1		0.4	0.0	7.5		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			9.9									
HCM 2010 LOS			A									
Notes					- 1			-				

Int Delay, s/veh	3.5													
A LONG TO SERVICE AND A SERVIC														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		4			4			1			4			
Traffic Vol, veh/h	84	171	5	25	225	62	4	6	17	29	3	53		
Future Vol, veh/h	84	171	5	25	225	62	4	6	17	29	3	53		
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	- 19	-	None	+	-	None	-		None		-	None		
Storage Length	-	-	-	-					-		-	-		
Veh in Median Storage,	# -	0	-		0	-	-	0	-	-	0	(6)		
Grade, %	-	0	1.4	1 3	0	-	-	0	-	- 1	0	-		
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92		
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	0	0	0		
Mvmt Flow	91	186	5	27	245	67	4	7	18	32	3	58		
	lajor1	100		Major2			Minor1			Minor2	L			
Conflicting Flow All	312	0	0	191	0	0	734	737	189	716	706	279		
Stage 1	-		-			-	371	371	-	333	333	-		
Stage 2	-	-	-	18		-	363	366	-	383	373			
Critical Hdwy	4.1	•	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2		
Critical Hdwy Stg 1				-	7	-	6.1	5.5	-	6.1	5.5	-		
Critical Hdwy Stg 2	-		-		-	-	6.1	5.5		6.1	5.5	7		
Follow-up Hdwy	2.2	-	-	2.2	-		3.5	4	3.3	3.5	4	3.3		
Pot Cap-1 Maneuver	1260	-	-	1395	-	-	338	348	858	348	363	765		
Stage 1	-	-	-	-	-	-	653	623		685	647	-		
Stage 2	-		-	-	-	-	660	626	-	644	622	-		
Platoon blocked, %		-	-		-	-								
Mov Cap-1 Maneuver	1260		-	1395	-	-	286	312	858	309	326	765		
Mov Cap-2 Maneuver							286	312		309	326	-		
Stage 1	-			-	-		600	573	-	630	631	-		
Stage 2	-	-	-	-	_	-	593	611	-	572	572	-		
Approach	EB			WB			NB			SB				
Approach														
HCM Control Delay, s	2.6			0.6			11.4			14				
HCM LOS							В			В				
Minor Lane/Major Mvmt	1	VBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			8.00	5 6 7 1 8 1 5	5
Capacity (veh/h)		589		-		1395		-	493					
HCM Lane V/C Ratio			0.072			0.019	- 2		0.187					
HCM Control Delay (s)		11.4	8.1	0	-	7.6	0		14					
HCM Lane LOS		В	A	A		A	A		В					
HCM 95th %tile Q(veh)		0.1	0.2	-		0.1	-	-	0.7					

	1	-	*	1	-	*	1	1	-	1	+	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		લ	7	7	1		7	1		N.	1	
Traffic Volume (veh/h)	7	1	44	29	1	6	99	1390	31	8	649	50
Future Volume (veh/h)	7	1	44	29	1	6	99	1390	31	8	649	50
Number	3	8	18	7	4	14	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	1800	1765	1765	1765	1765	1800	1714	1714	1800	1714	1714	1800
Adj Flow Rate, veh/h	7	1	47	31	1	6	105	1479	33	9	690	53
Adj No. of Lanes	0	1	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	5	5	5	5	5	5
Cap, veh/h	345	41	283	371	317	282	504	2158	48	255	2030	156
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	1161	215	1500	1281	1676	1494	656	3257	73	317	3065	235
Grp Volume(v), veh/h	8	0	47	31	1	6	105	739	773	9	366	377
Grp Sat Flow(s), veh/h/ln	1377	0	1500	1281	1676	1494	656	1629	1701	317	1629	1672
Q Serve(g_s), s	0.0	0.0	1.4	1.1	0.0	0.2	4.5	15.1	15.1	1.0	5.3	5.3
Cycle Q Clear(g_c), s	0.2	0.0	1.4	1.3	0.0	0.2	9.8	15.1	15.1	16.1	5.3	5.3
Prop In Lane	0.87		1.00	1.00		1.00	1.00		0.04	1.00		0.14
Lane Grp Cap(c), veh/h	386	0	283	371	317	282	504	1079	1127	255	1079	1107
V/C Ratio(X)	0.02	0.00	0.17	0.08	0.00	0.02	0.21	0.68	0.69	0.04	0.34	0.34
Avail Cap(c_a), veh/h	787	0	725	748	810	722	508	1089	1138	257	1089	1118
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.8	0.0	18.3	18.3	17.7	17.8	6.1	5.6	5.6	10.6	4.0	4.0
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.1	0.0	0.0	0.9	3.5	3.4	0.3	0.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.6	0.4	0.0	0.1	0.9	7.6	7.9	0.1	2.6	2.7
LnGrp Delay(d),s/veh	17.8	0.0	18.5	18.4	17.7	17.8	7.0	9.1	9.0	10.9	4.8	4.8
LnGrp LOS	В		В	В	В	В	Α	Α	A	В	Α	A
Approach Vol, veh/h		55			38			1617			752	
Approach Delay, s/veh		18.4			18.3			9.0			4.9	
Approach LOS		В			В			А			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.7		14.2		39.7		14.2				
Change Period (Y+Rc), s		4.9		* 4.2		4.9		* 4.2				
Max Green Setting (Gmax), s		35.1		* 26		35.1		* 26				
Max Q Clear Time (g_c+l1), s		17.1		3.3		18.1		3.4				
Green Ext Time (p_c), s		17.6		0.3		16.6		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			8.1									
HCM 2010 LOS			A									