APPENDIX C

EXISTING TRAFFIC COUNTS & RAMP METER INFORMATION

File Name : 9031.01.EL CAMINO REAL.VIA DE LA VALLE
Site Code : 00000000
Start Date : 5/13/2009
Page No : 1

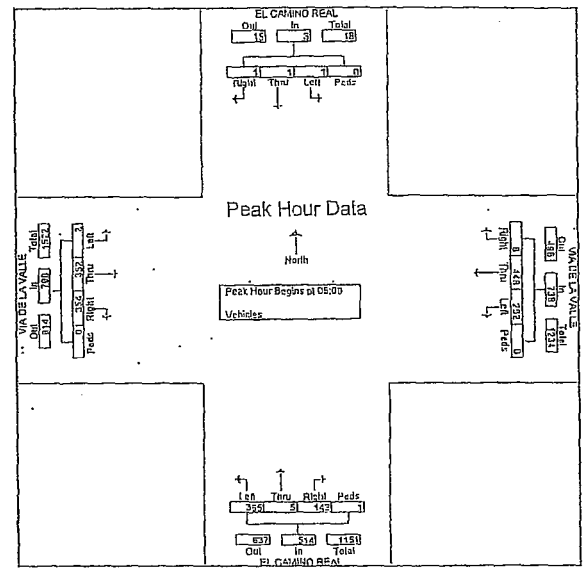
Groups Printed- Vehicles

	EL CAMINO REAL Southbound				VIA DE LA VALLE Westbound				EL CAMINO REAL Northbound				VIA DE LA VALLE Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	0	0	0	36	79	0	0	48	0	12	0	0	68	41	1	285
07:15	0	5	1	3	127	79	0	1	79	0	16	0	0	69	62	0	462
07:30	0	9	0	0	100	119	0	0	91	0	35	1	0	81	87	0	523
07:45	0	0	0	0	78	98	0	0	93	0	43	2	0	75	91	1	481
Total	0	14	1	3	341	375	0	1	311	0	106	3	0	293	301	2	1751
08:00	0	0	0	0	74	98	0	0	72	0	39	0	1	88	91	0	463
08:15	0	1	0	0	74	111	1	0	79	3	33	0	0	82	100	0	484
08:30	0	0	0	0	72	130	0	0	118	2	27	1	0	87	89	0	526
08:45	1	0	1	0	62	109	7	0	96	0	44	0	1	95	74	0	490
Total	1	1	1	0	282	448	8	0	365	5	143	1	2	352	354	0	1963
*** BREAK ***																	
16:00	0	0	0	0	35	113	0	0	104	0	87	0	1	118	94	0	552
16:15	0	1	1	0	28	111	1	0	97	1	76	0	1	104	96	1	518
16:30	1	4	1	0	51	80	0	0	100	0	86	0	0	108	114	3	548
16:45	1	0	1	0	42	113	0	0	118	0	86	0	0	125	109	7	602
Total	2	5	3	0	156	417	1	0	419	1	335	0	2	455	413	11	2220
17:00	0	1	0	0	41	92	0	0	98	1	86	1	0	102	111	4	537
17:15	0	0	1	1	37	97	2	0	129	0	104	0	3	100	130	2	606
17:30	0	1	0	0	51	93	1	3	142	1	81	2	2	90	120	4	591
17:45	0	0	0	0	33	81	0	0	143	0	121	0	1	105	124	1	609
Total	0	2	1	1	162	363	3	3	512	2	392	3	6	397	485	11	2343
Grand Total	3	22	6	4	941	1603	12	4	1607	8	976	7	10	1497	1553	24	8277
Apprch %	8.6	62.9	17.1	11.4	36.8	62.6	0.5	0.2	61.9	0.3	37.6	0.3	0.3	48.5	50.4	0.8	
Total %	0	0.3	0.1	0	11.4	19.4	0.1	0	19.4	0.1	11.8	0.1	0.1	18.1	18.8	0.3	

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.01.EL CAMINO REAL.VIA DE LA VALLE
Site Code : 00000000
Start Date : 5/13/2009
Page No : 2

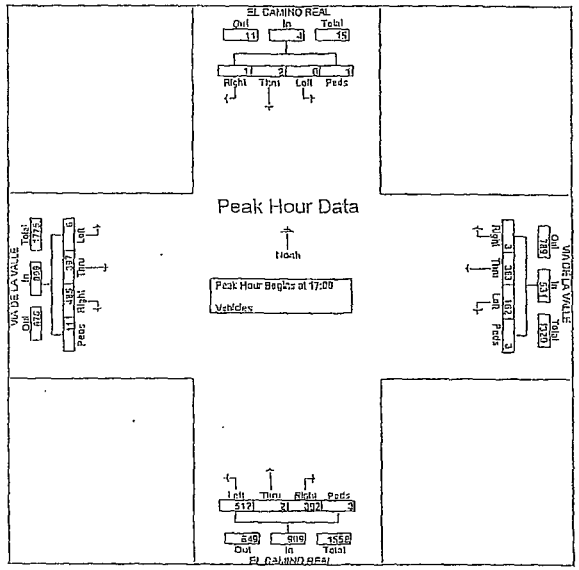
	EL CAMINO REAL Southbound					VIA DE LA VALLE Westbound					EL CAMINO REAL Northbound					VIA DE LA VALLE Eastbound				
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 08:00																				
08:00	0	0	0	0	0	74	98	0	0	172	72	0	39	0	111	1	88	91	0	180	463
08:15	0	1	0	0	1	74	111	1	0	186	79	3	33	0	115	0	82	100	0	182	484
08:30	0	0	0	0	0	72	130	0	0	202	118	2	27	1	148	0	87	89	0	176	526
08:45	1	0	1	0	2	62	109	7	0	178	96	0	44	0	140	1	95	74	0	170	490
Total Volume	1	1	1	0	3	282	448	8	0	738	365	5	143	1	514	2	352	354	0	708	1963
% App. Total	33.3	33.3	33.3	0		38.2	60.7	1.1	0		71	1	27.8	0.2		0.3	49.7	50	0		
PHF	.250	.250	.250	.000	.375	.953	.862	.286	.000	.913	.773	.417	.813	.250	.868	.500	.926	.885	.000	.973	.933



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.01.EL CAMINO REAL.VIA DE LA VALLE
Site Code : 00000000
Start Date : 5/13/2009
Page No : 3

	EL CAMINO REAL Southbound					VIA DE LA VALLE Westbound					EL CAMINO REAL Northbound					VIA DE LA VALLE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	1	0	0	1	41	92	0	0	133	98	1	86	1	186	0	102	111	4	217	537
17:15	0	0	1	1	2	37	97	2	0	136	129	0	104	0	233	3	100	130	2	235	606
17:30	0	1	0	0	1	51	93	1	3	148	142	1	81	2	226	2	90	120	4	216	591
17:45	0	0	0	0	0	33	81	0	0	114	143	0	121	0	264	1	105	124	1	231	609
Total Volume	0	2	1	1	4	162	363	3	3	531	512	2	392	3	909	6	397	485	11	899	2343
% App. Total	0	50	25	25		30.5	68.4	0.6	0.6		56.3	0.2	43.1	0.3		0.7	44.2	53.9	1.2		
PHF	.000	.500	.250	.250	.500	.794	.936	.375	.250	.897	.895	.500	.810	.375	.861	.500	.945	.933	.688	.956	.962



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.02.EL CAMINO REAL.SAN DIEGUITO RD
Site Code : 00000000
Start Date : 5/13/2009
Page No : 1

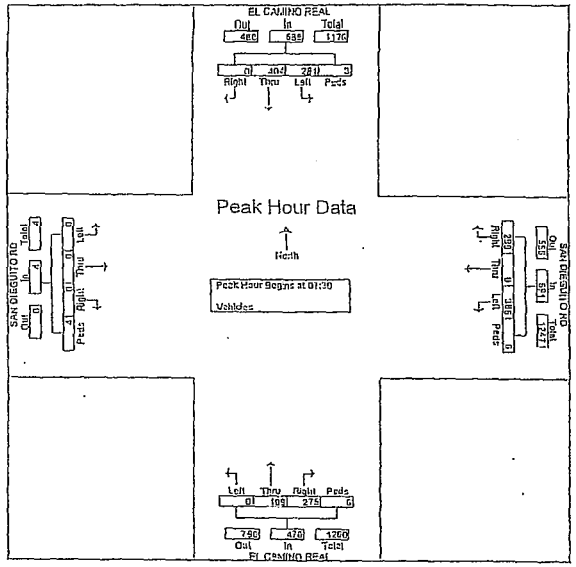
Groups Printed- Vehicles

	EL CAMINO REAL Southbound				SAN DIEGUITO RD Westbound				EL CAMINO REAL Northbound				SAN DIEGUITO RD Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	38	41	0	1	41	0	48	0	0	14	36	2	0	0	0	1	224
07:15	40	138	0	1	79	0	67	0	0	46	39	0	0	0	0	3	413
07:30	53	144	0	2	108	0	82	2	0	60	51	1	0	0	0	2	505
07:45	59	97	0	0	91	0	71	0	0	50	79	1	0	0	0	2	450
Total	190	420	0	4	319	0	268	2	0	170	207	4	0	0	0	8	1592
08:00	72	71	0	0	93	0	68	2	0	37	60	2	0	0	0	0	405
08:15	97	92	0	1	94	0	78	2	0	42	85	2	0	0	0	0	493
08:30	67	70	0	0	95	0	100	1	0	46	64	1	0	0	0	1	445
08:45	56	69	0	5	87	0	75	3	0	49	70	4	0	0	0	5	423
Total	292	302	0	6	369	0	321	8	0	174	279	9	0	0	0	6	1766
*** BREAK ***																	
16:00	62	53	0	0	60	0	67	2	0	88	42	2	0	0	0	0	376
16:15	61	50	0	0	55	0	59	0	0	95	65	0	0	0	0	0	385
16:30	59	66	0	0	53	0	62	3	0	114	52	2	0	0	0	0	411
16:45	72	53	0	5	41	0	57	5	0	114	65	3	0	0	0	1	414
Total	254	222	0	5	209	0	245	10	0	411	224	7	0	0	0	1	1586
17:00	63	53	0	0	52	0	67	1	0	109	75	4	0	0	0	4	428
17:15	86	70	0	2	52	0	75	0	0	124	90	1	0	0	0	2	502
17:30	75	75	0	3	44	0	67	2	0	129	72	0	0	0	0	3	470
17:45	108	74	0	0	53	0	47	1	0	159	117	2	0	0	0	1	562
Total	332	272	0	5	201	0	256	4	0	521	354	7	0	0	0	10	1962
Grand Total	1068	1216	0	19	1098	0	1090	24	0	1276	1064	27	0	0	0	25	6906
Approch %	46.4	52.8	0	0.8	49.6	0	49.3	1.1	0	53.9	45	1.1	0	0	0	100	
Total %	15.5	17.6	0	0.3	15.9	0	15.8	0.3	0	18.5	15.4	0.4	0	0	0	0.4	

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.02.EL CAMINO REAL.SAN DIEGUITO RD
Site Code : 00000000
Start Date : 5/13/2009
Page No : 2

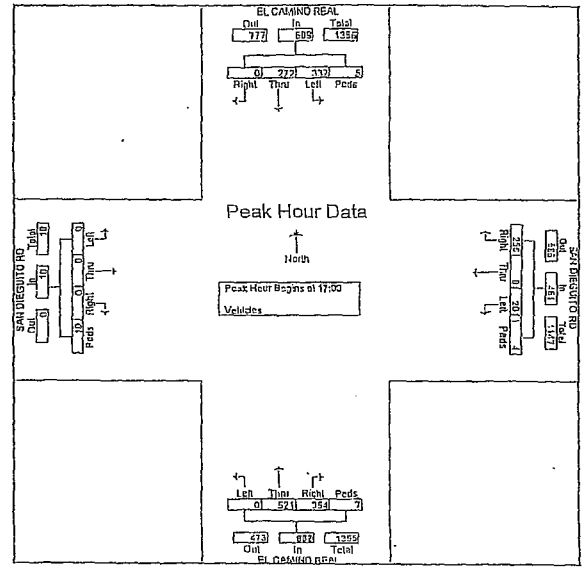
	EL CAMINO REAL Southbound					SAN DIEGUITO RD Westbound					EL CAMINO REAL Northbound					SAN DIEGUITO RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	53	144	0	2	199	108	0	82	2	192	0	60	51	1	112	0	0	0	2	2	505
07:45	59	97	0	0	156	91	0	71	0	162	0	50	79	1	130	0	0	0	2	2	450
08:00	72	71	0	0	143	93	0	68	2	163	0	37	60	2	99	0	0	0	0	0	405
08:15	97	92	0	1	190	94	0	78	2	174	0	42	85	2	129	0	0	0	0	0	493
Total Volume	281	404	0	3	688	386	0	299	6	691	0	189	275	6	470	0	0	0	4	4	1853
% App. Total	40.8	58.7	0	0.4		55.9	0	43.3	0.9		0	40.2	58.5	1.3		0	0	0	100		
PHF	.724	.701	.000	.375	.864	.894	.000	.912	.750	.900	.000	.788	.809	.750	.904	.000	.000	.000	.500	.500	.917



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.02.EL CAMINO REAL.SAN DIEGUITO RD
Site Code : 00000000
Start Date : 5/13/2009
Page No : 3

	EL CAMINO REAL Southbound					SAN DIEGUITO RD Westbound					EL CAMINO REAL Northbound					SAN DIEGUITO RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	63	53	0	0	116	52	0	67	1	120	0	109	75	4	188	0	0	0	4	4	428
17:15	86	70	0	2	158	52	0	75	0	127	0	124	90	1	215	0	0	0	2	2	502
17:30	75	75	0	3	153	44	0	67	2	113	0	129	72	0	201	0	0	0	3	3	470
17:45	108	74	0	0	182	53	0	47	1	101	0	159	117	2	278	0	0	0	1	1	561
Total Volume	332	272	0	5	609	201	0	256	4	461	0	521	354	7	882	0	0	0	10	10	1962
% App. Total	54.5	44.7	0	0.8		43.6	0	55.5	0.9		0	59.1	40.1	0.8		0	0	0	100		
PHF	.769	.907	.000	.417	.837	.948	.000	.853	.500	.907	.000	.819	.756	.438	.793	.000	.000	.000	.625	.625	.873



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.03.EL CAMINO REAL.DERBY DOWNS RD
Site Code : 00000000
Start Date : 5/13/2009
Page No : 1

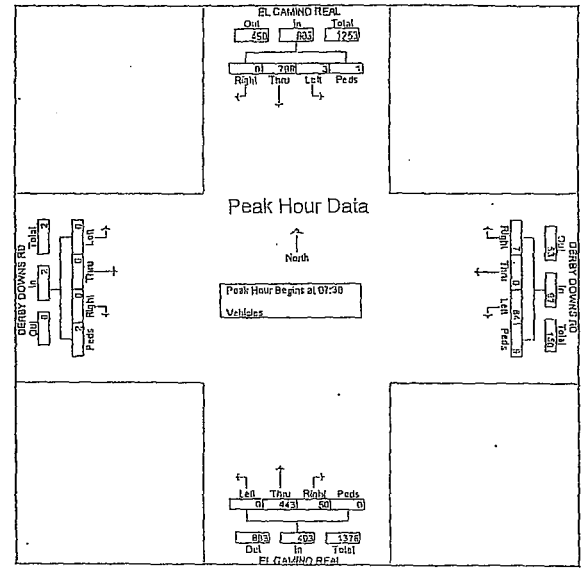
Groups Printed- Vehicles

	EL CAMINO REAL Southbound				DERBY DOWNS RD Westbound				EL CAMINO REAL Northbound				DERBY DOWNS RD Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	77	0	0	13	0	1	0	0	52	3	0	0	0	0	0	146
07:15	0	214	0	0	24	0	2	1	0	85	4	1	0	0	0	3	334
07:30	0	259	0	1	15	0	2	0	0	102	10	0	0	0	0	1	390
07:45	0	191	0	0	15	0	0	1	0	128	10	0	0	0	0	0	345
Total	0	741	0	1	67	0	5	2	0	367	27	1	0	0	0	4	1215
08:00	0	161	0	0	30	0	2	2	0	92	13	0	0	0	0	1	301
08:15	3	188	0	0	24	0	3	5	0	121	17	0	0	0	0	0	359
08:30	1	192	0	0	22	0	1	0	0	105	16	0	0	0	0	0	337
08:45	0	157	0	0	10	0	2	4	0	116	7	0	0	0	0	0	296
Total	4	698	0	0	86	0	8	9	0	434	53	0	0	0	0	1	1293
*** BREAK ***																	
16:00	1	104	0	0	10	0	0	1	0	133	13	0	0	0	0	0	262
16:15	1	116	0	0	8	0	2	0	0	175	16	0	0	0	0	0	318
16:30	1	110	0	0	11	0	3	4	0	159	25	0	0	0	0	0	313
16:45	1	107	0	0	13	0	1	1	0	176	23	0	0	0	0	1	323
Total	4	437	0	0	42	0	6	6	0	643	77	0	0	0	0	1	1216
17:00	1	103	0	0	13	0	1	5	0	157	23	0	0	0	0	0	303
17:15	3	122	0	0	12	0	1	2	0	221	23	0	0	0	0	0	384
17:30	1	125	0	0	16	0	1	1	0	221	32	0	0	0	0	2	399
17:45	3	120	0	0	22	0	3	1	0	237	30	0	0	0	0	0	416
Total	8	470	0	0	63	0	6	9	0	836	108	0	0	0	0	2	1502
Grand Total	16	2346	0	1	258	0	25	26	0	2280	265	1	0	0	0	8	5226
Apprch %	0.7	99.3	0	0	83.5	0	8.1	8.4	0	89.6	10.4	0	0	0	0	100	
Total %	0.3	44.9	0	0	4.9	0	0.5	0.5	0	43.6	5.1	0	0	0	0	0.2	

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.03.EL CAMINO REAL.DERBY DOWNS RD
Site Code : 00000000
Start Date : 5/13/2009
Page No : 2

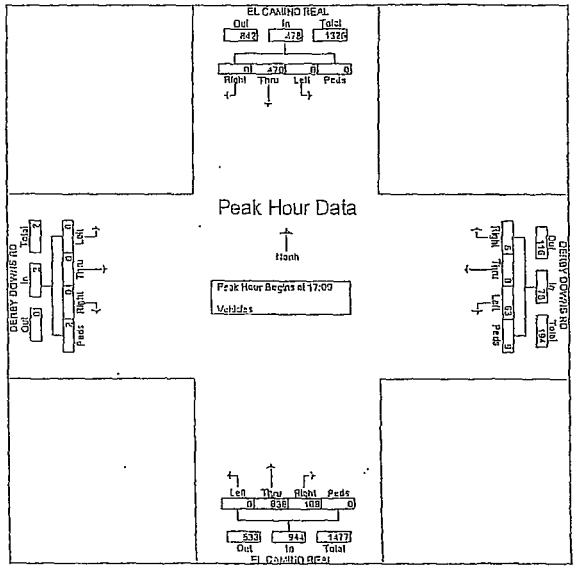
	EL CAMINO REAL Southbound					DERBY DOWNS RD Westbound					EL CAMINO REAL Northbound					DERBY DOWNS RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	259	0	1	260	15	0	2	0	17	0	102	10	0	112	0	0	0	1	1	390
07:45	0	191	0	0	191	15	0	0	1	16	0	128	10	0	138	0	0	0	0	0	345
08:00	0	161	0	0	161	30	0	2	2	34	0	92	13	0	105	0	0	0	1	1	301
08:15	3	188	0	0	191	24	0	3	3	30	0	121	17	0	138	0	0	0	0	0	359
Total Volume	3	799	0	1	803	84	0	7	6	97	0	443	50	0	493	0	0	0	2	2	1395
% App. Total	0.4	99.5	0	0.1		86.6	0	7.2	6.2		0	89.9	10.1	0		0	0	0	100		
PHF	.250	.771	.000	.250	.772	.700	.000	.583	.500	.713	.000	.865	.735	.000	.893	.000	.000	.000	.500	.500	.894



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.03.EL CAMINO REAL_DERBY DOWNS RD
Site Code : 00000000
Start Date : 5/13/2009
Page No : 3

	EL CAMINO REAL Southbound					DERBY DOWNS RD Westbound					EL CAMINO REAL Northbound					DERBY DOWNS RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	1	103	0	0	104	13	0	1	5	19	0	157	23	0	180	0	0	0	0	0	303
17:15	3	122	0	0	125	12	0	1	2	15	0	221	23	0	244	0	0	0	0	0	384
17:30	1	125	0	0	126	16	0	1	1	18	0	221	32	0	253	0	0	0	2	2	399
17:45	3	120	0	0	123	22	0	3	1	26	0	237	30	0	267	0	0	0	0	0	416
Total Volume	8	470	0	0	478	63	0	6	9	78	0	836	108	0	944	0	0	0	2	2	1502
% App. Total	1.7	98.3	0	0		80.8	0	7.7	11.5		0	88.6	11.4	0		0	0	0	100		
PHF	.667	.940	.000	.000	.948	.716	.000	.500	.450	.750	.000	.882	.844	.000	.884	.000	.000	.000	.250	.250	.903



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.04.EL CAMINO REAL_HALF MILE DR
Site Code : 00000000
Start Date : 5/12/2009
Page No : 1

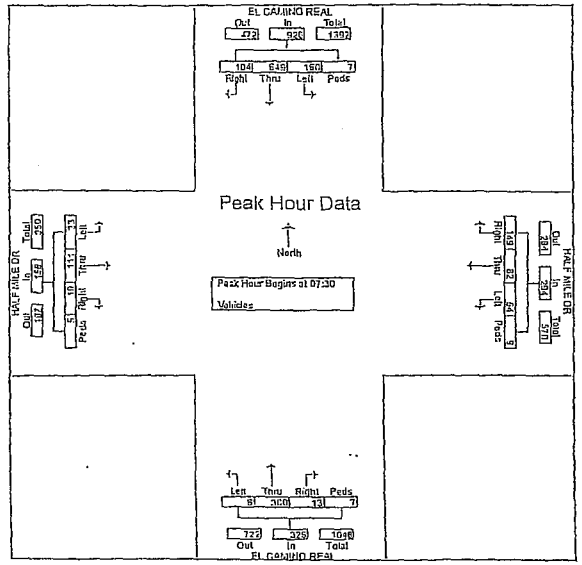
Groups Printed- Vehicles

	EL CAMINO REAL Southbound				HALF MILE DR Westbound				EL CAMINO REAL Northbound				HALF MILE DR Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	12	87	3	1	9	5	8	0	1	51	5	2	3	0	1	1	190
07:15	54	138	25	1	5	7	30	4	2	44	3	2	3	29	0	2	358
07:30	58	156	72	1	16	16	49	1	1	64	7	0	3	85	6	0	535
07:45	48	155	6	5	12	11	40	3	0	77	4	1	5	9	5	1	382
Total	172	536	106	8	42	39	136	8	4	237	19	5	14	123	12	4	1465
08:00	30	167	7	0	17	19	23	4	2	76	1	3	3	5	3	1	361
08:15	24	171	19	1	9	36	37	1	3	83	1	3	12	12	5	3	420
08:30	18	158	6	1	16	7	32	0	0	81	4	1	4	6	5	0	339
08:45	13	149	5	1	14	4	25	0	6	92	4	1	7	6	5	2	334
Total	85	645	37	3	56	66	117	5	11	332	10	8	26	29	18	6	1454
BREAK																	
16:00	18	101	3	0	5	6	23	0	6	132	11	0	9	3	3	0	320
16:15	23	96	5	2	2	2	32	6	1	117	12	1	11	1	1	0	312
16:30	16	101	6	5	5	2	30	4	2	168	11	3	5	2	2	1	363
16:45	19	100	3	1	8	3	29	2	1	147	12	0	3	2	3	0	333
Total	76	398	17	8	20	13	114	12	10	564	46	4	28	8	9	1	1328
17:00	15	96	8	4	3	9	45	2	3	184	11	1	6	6	6	0	399
17:15	26	95	3	0	4	3	36	5	5	207	13	1	9	7	4	0	418
17:30	23	110	9	0	4	5	32	5	9	183	16	5	5	4	1	2	413
17:45	22	115	7	0	3	3	37	2	8	180	8	3	2	4	3	1	398
Total	86	416	27	4	14	20	150	14	25	754	48	10	22	21	14	3	1628
Grand Total	419	1995	187	23	132	138	517	39	50	1887	123	27	90	181	55	14	5875
Apprch %	16	76	7.1	0.9	16	16.7	62.6	4.7	2.4	90.4	5.9	1.3	26.6	53.6	16.7	4.1	
Total %	7.1	34	3.2	0.4	2.2	2.3	8.8	0.7	0.9	32.1	2.1	0.5	1.5	3.1	0.9	0.2	

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.04.EL CAMINO REAL.HALF MILE DR
Site Code : 00000000
Start Date : 5/12/2009
Page No : 2

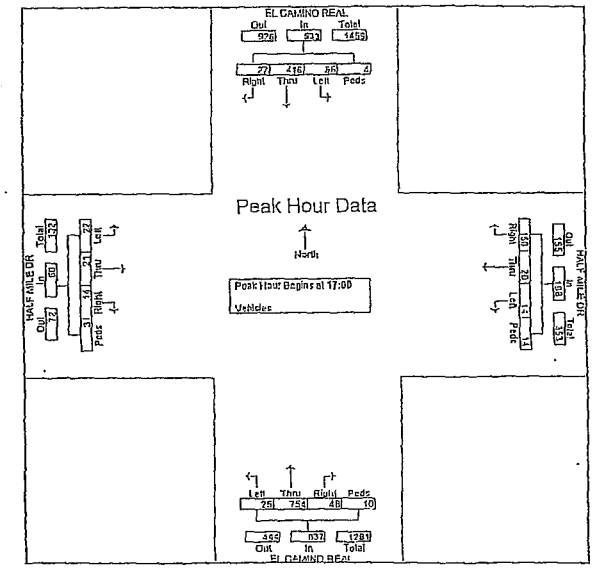
	EL CAMINO REAL Southbound					HALF MILE DR Westbound					EL CAMINO REAL Northbound					HALF MILE DR Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	58	156	72	1	287	16	16	49	1	82	1	64	7	0	72	3	85	6	0	94	535
07:45	48	155	6	5	214	12	11	40	3	66	0	77	4	1	82	5	9	5	1	20	362
08:00	30	167	7	0	204	17	19	23	4	63	2	75	1	3	82	3	5	3	1	12	361
08:15	24	171	19	1	215	9	36	37	1	83	3	83	1	3	90	12	12	5	3	32	420
Total Volume	160	649	104	7	920	54	82	149	9	294	6	300	13	7	326	23	111	19	5	158	1698
% App. Total	17.4	70.5	11.3	0.8		18.4	27.9	50.7	3.1		1.8	92	4	2.1		14.6	70.3	12	3.2		
PHF	.690	.949	.361	.350	.801	.794	.569	.760	.563	.886	.500	.904	.464	.583	.906	.479	.326	.792	.417	.420	.793



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.04.EL CAMINO REAL.HALF MILE DR
Site Code : 00000000
Start Date : 5/12/2009
Page No : 3

	EL CAMINO REAL Southbound					HALF MILE DR Westbound					EL CAMINO REAL Northbound					HALF MILE DR Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	15	96	8	4	123	3	9	45	2	59	3	184	11	1	199	6	6	6	0	18	399
17:15	26	95	3	0	124	4	3	36	5	48	5	207	13	1	226	9	7	4	0	20	418
17:30	23	110	9	0	142	4	5	32	5	46	9	183	16	5	213	5	4	1	2	12	413
17:45	22	115	7	0	144	3	3	37	2	45	8	180	8	3	199	2	4	3	1	10	398
Total Volume	86	416	27	4	533	14	20	150	14	198	25	754	48	10	837	22	21	14	3	60	1628
% App. Total	16.1	78	5.1	0.8		7.1	10.1	75.8	7.1		3	90.1	5.7	1.2		36.7	35	23.3	5		
PHF	.827	.904	.750	.250	.925	.875	.556	.833	.700	.839	.694	.911	.750	.500	.926	.611	.750	.583	.375	.750	.974



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.05.EL CAMINO REAL QUARTER MILE DR
Site Code : 00000000
Start Date : 5/7/2009
Page No : 1

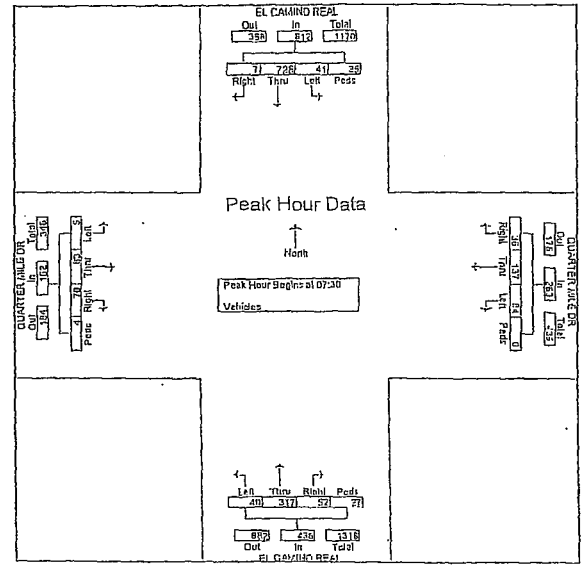
Groups Printed- Vehicles

	EL CAMINO REAL Southbound				QUARTER MILE DR Westbound				EL CAMINO REAL Northbound				QUARTER MILE DR Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	8	78	2	0	18	11	2	3	2	44	4	0	0	5	7	2	186
07:15	4	148	1	0	13	8	4	0	2	55	14	2	0	6	4	0	261
07:30	28	189	0	1	27	3	6	0	3	70	32	3	0	18	7	1	388
07:45	6	210	4	1	18	14	6	2	1	86	4	1	1	13	4	0	371
Total	46	625	7	2	76	36	18	5	8	255	54	6	1	42	22	3	1206
08:00	4	152	2	23	24	50	17	2	15	67	9	7	1	6	18	3	400
08:15	3	177	1	11	15	70	7	2	21	94	7	16	3	46	41	0	514
08:30	3	163	2	9	16	1	5	0	8	89	6	15	1	17	20	4	350
08:45	2	151	1	0	18	8	2	1	7	72	5	2	3	2	11	0	285
Total	12	643	6	43	73	129	31	5	51	322	27	40	8	71	90	7	1558
*** BREAK ***																	
16:00	3	108	1	0	12	3	3	0	16	154	14	1	1	8	4	2	330
16:15	2	108	0	0	4	9	3	2	10	147	17	3	2	4	7	1	319
16:30	5	94	0	0	9	10	10	0	8	181	19	3	2	4	5	0	350
16:45	6	107	0	1	7	6	7	0	15	210	14	0	2	11	13	0	399
Total	16	417	1	1	32	28	23	2	49	692	64	7	7	27	29	3	1398
17:00	8	110	1	0	6	4	6	0	12	187	19	0	4	6	8	1	372
17:15	6	95	1	1	10	5	4	4	8	234	30	0	0	10	10	2	420
17:30	4	116	8	1	9	11	4	2	13	223	35	0	2	12	11	3	459
17:45	4	116	0	3	15	9	5	1	14	237	30	3	1	13	3	1	455
Total	22	437	10	5	40	29	19	7	47	886	114	3	7	41	32	7	1706
Grand Total	96	2122	24	51	221	222	91	19	155	2155	259	56	23	181	173	20	5868
Apprch %	4.2	92.5	1	2.2	40	40.1	16.5	3.4	5.9	82.1	9.9	2.1	5.8	45.6	43.6	5	
Total %	1.6	36.2	0.4	0.9	3.8	3.8	1.6	0.3	2.6	36.7	4.4	1	0.4	3.1	2.9	0.3	

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.05.EL CAMINO REAL QUARTER MILE DR
Site Code : 00000000
Start Date : 5/7/2009
Page No : 2

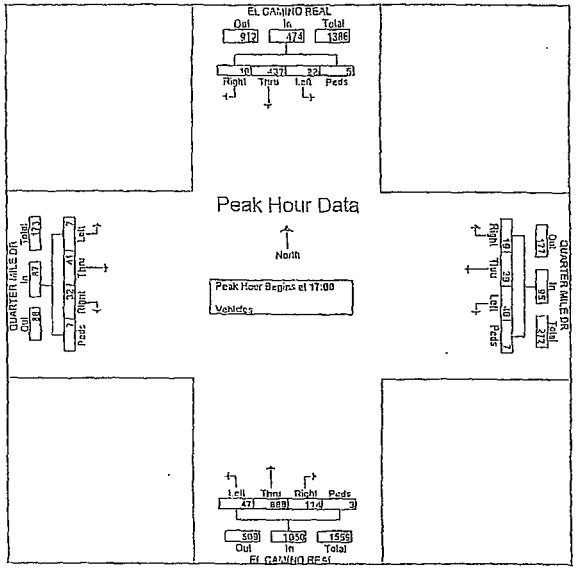
	EL CAMINO REAL Southbound					QUARTER MILE DR Westbound					EL CAMINO REAL Northbound					QUARTER MILE DR Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	28	189	0	1	218	27	3	6	0	36	3	70	32	3	108	0	18	7	1	26	388
07:45	6	210	4	1	221	18	14	6	2	40	1	86	4	1	92	1	13	4	0	18	371
08:00	4	152	2	23	181	24	50	17	2	93	15	67	9	7	98	1	6	18	3	28	400
08:15	3	177	1	11	192	15	70	7	2	94	21	94	7	16	138	3	46	41	0	90	514
Total Volume	41	728	7	36	812	84	137	36	6	263	40	317	52	27	436	5	83	70	4	162	1673
% App. Total	5	89.7	0.9	4.4		31.9	52.1	13.7	2.3		9.2	72.7	11.9	6.2		3.1	51.2	43.2	2.5		
PHF	.366	.867	.438	.391	.919	.778	.489	.529	.750	.699	.476	.843	.406	.422	.790	.417	.451	.427	.333	.450	.814



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.05.EL CAMINO REAL.QUARTER MILE DR
Site Code : 00000000
Start Date : 5/7/2009
Page No : 3

	EL CAMINO REAL Southbound					QUARTER MILE DR Westbound					EL CAMINO REAL Northbound					QUARTER MILE DR Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	8	110	1	0	119	6	4	6	0	16	12	187	19	0	218	4	6	8	1	19	372
17:15	6	95	1	1	103	10	5	4	4	23	8	234	30	0	272	0	10	10	2	22	420
17:30	4	116	8	1	129	9	11	4	2	26	13	228	35	0	276	2	12	11	3	28	459
17:45	4	116	0	3	123	15	9	5	1	30	14	237	30	3	284	1	13	3	1	18	455
Total Volume	22	437	10	5	474	40	29	19	7	95	47	886	114	3	1050	7	41	32	7	87	1706
% App. Total	4.6	92.2	2.1	1.1		42.1	30.5	20	7.4		4.5	84.4	10.9	0.3		8	47.1	36.8	8		
PHF	.688	.942	.313	.417	.919	.667	.659	.792	.438	.792	.839	.935	.814	.250	.924	.438	.788	.727	.583	.777	.929



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.15.MANGO DR.DEL MAR HEIGHTS RD
Site Code : 00000000
Start Date : 5/5/2009
Page No : 1

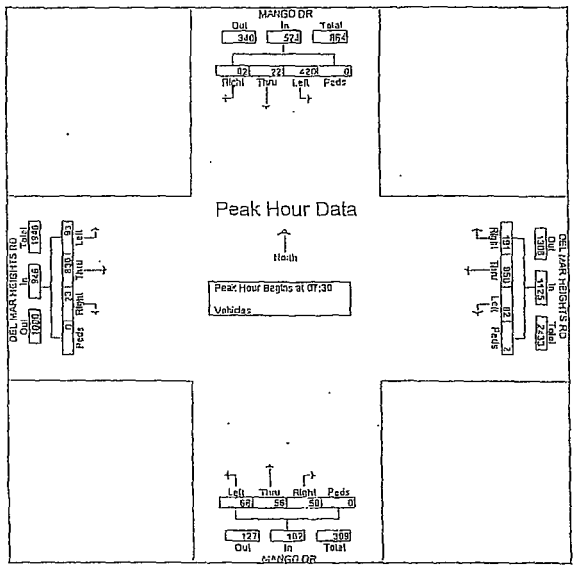
Groups Printed- Vehicles

	MANGO DR Southbound				DEL MAR HEIGHTS RD Westbound				MANGO DR Northbound				DEL MAR HEIGHTS RD Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	53	3	12	0	5	131	21	0	4	5	12	0	6	140	3	0	395
07:15	91	2	11	0	12	140	38	0	6	6	18	0	19	187	1	0	531
07:30	98	1	18	0	14	219	56	1	28	14	15	0	31	209	5	0	709
07:45	131	10	12	0	16	208	76	1	29	28	8	0	27	240	8	0	794
Total	373	16	53	0	47	698	191	2	67	53	53	0	83	776	17	0	2429
08:00	109	8	29	0	20	192	36	0	7	7	19	0	15	216	7	0	665
08:15	82	3	23	0	32	231	23	0	4	7	16	0	20	165	3	0	609
08:30	82	3	13	0	18	221	27	0	10	12	17	0	15	176	3	0	597
08:45	74	1	9	0	23	202	20	0	12	5	23	0	18	164	1	0	552
Total	347	15	74	0	93	846	106	0	33	31	75	0	68	721	14	0	2423
*** BREAK ***																	
16:00	91	5	28	0	27	177	37	0	4	9	6	0	30	196	3	0	613
16:15	88	6	26	0	31	222	41	0	2	10	7	0	25	196	5	0	659
16:30	104	11	33	0	30	185	47	1	7	15	7	0	31	176	2	0	649
16:45	101	8	26	0	26	202	48	0	8	9	10	0	21	185	7	0	653
Total	384	30	115	0	114	786	173	1	21	43	30	0	107	753	17	0	2574
17:00	84	8	29	0	24	177	44	0	8	8	13	0	34	199	5	0	633
17:15	109	10	29	0	26	191	48	0	8	9	7	0	20	205	5	0	667
17:30	91	7	27	0	24	229	51	0	11	4	6	0	46	213	3	0	712
17:45	88	10	45	0	36	277	35	0	13	10	14	0	24	200	3	0	755
Total	372	35	130	0	110	874	178	0	40	31	40	0	124	817	16	0	2767
Grand Total	1476	96	372	0	364	3204	648	3	161	158	198	0	382	3067	64	0	10193
Approch %	75.9	4.9	19.1	0	8.6	75.9	15.4	0.1	31.1	30.6	38.3	0	10.9	87.3	1.8	0	
Total %	14.5	0.9	3.6	0	3.6	31.4	6.4	0	1.6	1.5	1.9	0	3.7	30.1	0.6	0	

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.15.MANGO DR.DEL MAR HEIGHTS RD
Site Code : 00000000
Start Date : 5/5/2009
Page No : 2

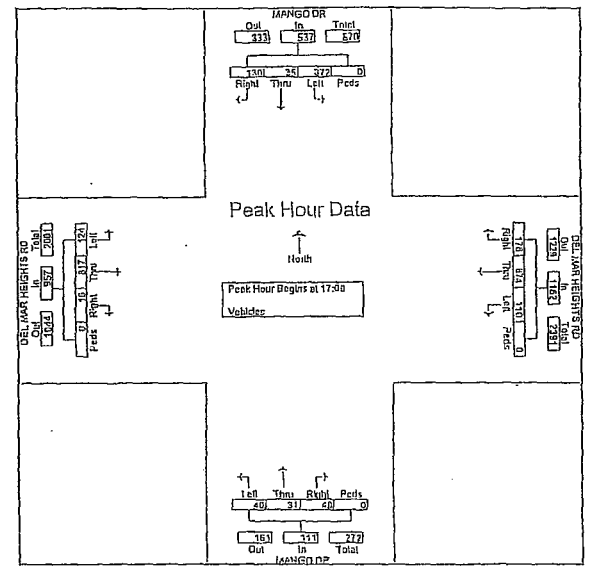
	MANGO DR Southbound					DEL MAR HEIGHTS RD Westbound					MANGO DR Northbound					DEL MAR HEIGHTS RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	98	1	18	0	117	14	219	56	1	290	28	14	15	0	57	31	209	5	0	245	709
07:45	131	10	12	0	153	16	208	76	1	301	29	28	8	0	65	27	240	8	0	275	794
08:00	109	8	29	0	146	20	192	36	0	248	7	7	19	0	33	15	216	7	0	238	665
08:15	82	3	23	0	108	32	231	23	0	286	4	7	16	0	27	20	165	3	0	188	609
Total Volume	420	22	82	0	524	82	850	191	2	1125	68	56	58	0	182	93	830	23	0	946	2777
% App. Total	80.2	4.2	15.6	0		7.3	75.6	17	0.2		37.4	30.8	31.9	0		9.8	87.7	2.4	0		
PHF	.802	.550	.707	.000	.856	.641	.920	.628	.500	.934	.586	.500	.763	.000	.700	.750	.865	.719	.000	.860	.874



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.15.MANGO DR.DEL MAR HEIGHTS RD
Site Code : 00000000
Start Date : 5/5/2009
Page No : 3

	MANGO DR Southbound					DEL MAR HEIGHTS RD Westbound					MANGO DR Northbound					DEL MAR HEIGHTS RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 12:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	84	8	29	0	121	24	177	44	0	245	8	8	13	0	29	34	199	5	0	238	633
17:15	109	10	29	0	148	26	191	48	0	265	8	9	7	0	24	20	205	5	0	230	667
17:30	91	7	27	0	125	24	229	51	0	304	11	4	6	0	21	46	213	3	0	262	712
17:45	88	10	45	0	143	36	277	35	0	348	13	10	14	0	37	24	200	3	0	227	755
Total Volume	372	35	130	0	537	110	874	178	0	1162	40	31	40	0	111	124	817	16	0	957	2767
% App. Total	69.3	6.5	24.2	0		9.5	75.2	15.3	0		36	27.9	36	0		13	85.4	1.7	0		
PHF	.853	.875	.722	.000	.907	.764	.789	.873	.000	.835	.769	.775	.714	.000	.750	.674	.959	.800	.000	.913	.916



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.14.PORTOFINO DR.DEL MAR HEIGHTS RD
Site Code : 00000000
Start Date : 5/5/2009
Page No : 1

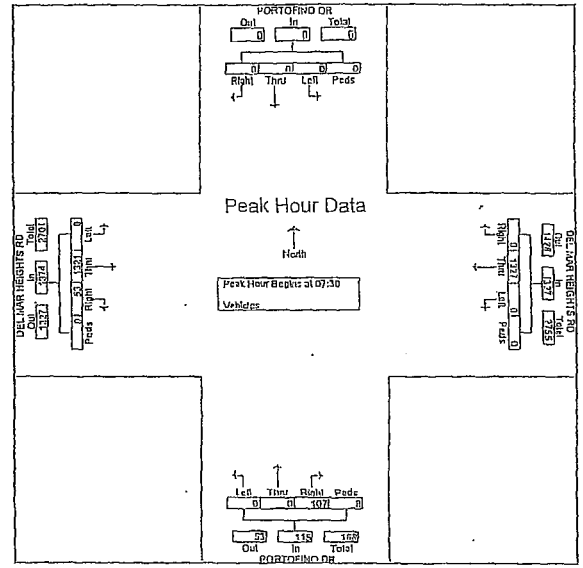
Groups Printed- Vehicles

	PORTOFINO DR Southbound				DEL MAR HEIGHTS RD Westbound				PORTOFINO DR Northbound				DEL MAR HEIGHTS RD Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	0	0	2	0	190	0	0	0	0	11	0	0	187	4	0	394
07:15	0	0	0	0	0	224	0	0	0	0	28	0	0	272	12	0	536
07:30	0	0	0	0	0	363	0	0	0	0	32	0	0	333	9	0	737
07:45	0	0	0	0	0	370	0	0	0	0	26	2	0	387	18	0	803
Total	0	0	0	2	0	1147	0	0	0	0	97	2	0	1179	43	0	2470
08:00	0	0	0	0	0	262	0	0	0	0	20	5	0	342	16	0	645
08:15	0	0	0	0	0	332	0	0	0	0	29	1	0	259	10	0	631
08:30	0	0	0	0	0	303	0	0	0	0	19	0	0	263	7	0	592
08:45	0	0	0	0	0	281	0	0	0	0	15	3	0	253	5	0	557
Total	0	0	0	0	0	1178	0	0	0	0	83	9	0	1117	38	0	2425
*** BREAK ***																	
16:00	0	0	0	0	0	274	6	0	0	0	13	2	0	262	18	0	569
16:15	0	0	0	1	0	358	0	0	0	0	15	0	0	270	13	0	657
16:30	0	0	0	0	0	330	0	0	0	0	9	2	0	282	19	0	642
16:45	0	0	0	0	0	310	0	0	0	0	17	0	0	284	23	0	634
Total	0	0	0	1	0	1272	0	0	0	0	54	4	0	1098	73	0	2502
17:00	0	0	0	0	0	323	0	0	0	0	22	0	0	287	13	0	645
17:15	0	0	0	0	0	314	0	0	0	0	17	3	0	314	14	0	662
17:30	0	0	0	2	0	364	0	0	0	0	15	0	0	307	20	0	708
17:45	0	0	0	0	0	400	0	0	0	0	22	0	0	275	15	0	712
Total	0	0	0	2	0	1401	0	0	0	0	76	3	0	1183	62	0	2727
Grand Total	0	0	0	5	0	4998	0	0	0	0	310	18	0	4577	216	0	10124
Apprch %	0	0	0	100	0	100	0	0	0	0	94.5	5.5	0	95.5	4.5	0	
Total %	0	0	0	0	0	49.4	0	0	0	0	3.1	0.2	0	45.2	2.1	0	

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.14.PORTOFINO DR.DEL MAR HEIGHTS RD
Site Code : 00000000
Start Date : 5/5/2009
Page No : 2

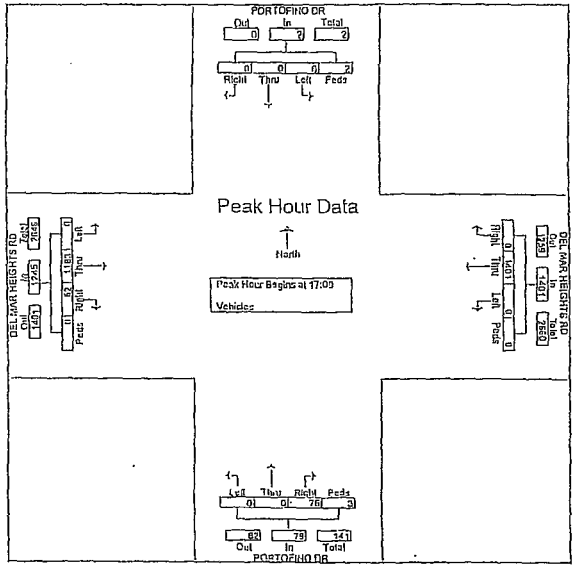
	PORTOFINO DR Southbound					DEL MAR HEIGHTS RD Westbound					PORTOFINO DR Northbound					DEL MAR HEIGHTS RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	0	0	0	0	0	363	0	0	363	0	0	32	0	32	0	333	9	0	342	737
07:45	0	0	0	0	0	0	370	0	0	370	0	0	26	2	28	0	387	18	0	405	803
08:00	0	0	0	0	0	0	262	0	0	262	0	0	20	5	25	0	342	16	0	358	645
08:15	0	0	0	0	0	0	332	0	0	332	0	0	29	1	30	0	259	10	0	269	631
Total Volume	0	0	0	0	0	0	1327	0	0	1327	0	0	107	8	115	0	1321	53	0	1374	2816
% App. Total																					
PHF	.000	.000	.000	.000	.000	.000	.897	.000	.000	.897	.000	.000	.836	.400	.898	.000	.853	.736	.000	.848	.877



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.14.PORTOFINO DR.DEL MAR HEIGHTS RD
Site Code : 00000000
Start Date : 5/5/2009
Page No : 3

	PORTOFINO DR Southbound					DEL MAR HEIGHTS RD Westbound					PORTOFINO DR Northbound					DEL MAR HEIGHTS RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	323	0	0	323	0	0	22	0	22	0	287	13	0	300	645
17:15	0	0	0	0	0	0	314	0	0	314	0	0	17	3	20	0	314	14	0	328	662
17:30	0	0	0	2	2	0	364	0	0	364	0	0	15	0	15	0	307	20	0	327	708
17:45	0	0	0	0	0	0	400	0	0	400	0	0	22	0	22	0	275	15	0	290	712
Total Volume	0	0	0	2	2	0	1401	0	0	1401	0	0	76	3	79	0	1183	62	0	1245	2727
% App. Total																					
PHF	.000	.000	.000	.250	.250	.000	.876	.000	.000	.876	.000	.000	.864	.250	.898	.000	.942	.775	.000	.949	.958



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.13.I 5 SB OFF-RAMP.DEL MAR HEIGHTS RD
Site Code : 00000000
Start Date : 5/5/2009
Page No : 1

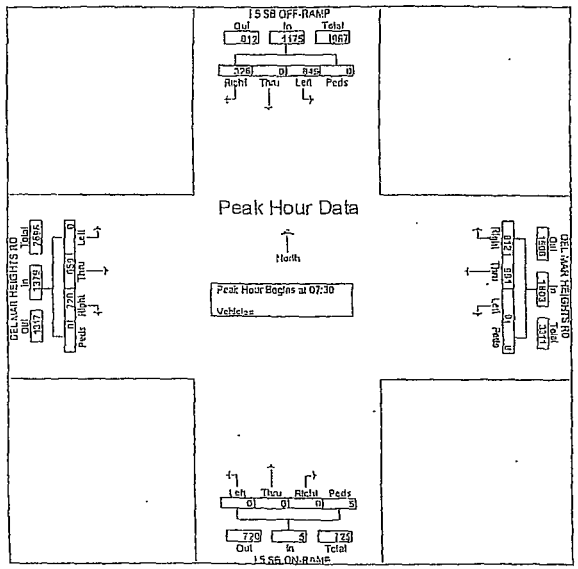
Groups Printed- Vehicles

	I 5 SB OFF-RAMP Southbound				DEL MAR HEIGHTS RD Westbound				I 5 SB ON-RAMP Northbound				DEL MAR HEIGHTS RD Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	160	0	47	1	0	131	104	0	0	0	0	0	0	91	110	0	644
07:15	223	0	73	0	0	175	147	0	0	0	0	0	0	165	124	0	907
07:30	271	0	94	0	0	257	218	0	0	0	0	0	0	176	187	0	1203
07:45	245	0	92	0	0	276	213	0	0	0	0	2	0	191	194	0	1213
Total	899	0	306	1	0	839	682	0	0	0	0	2	0	623	615	0	3967
08:00	170	0	61	0	0	205	172	0	0	0	0	2	0	175	188	0	973
08:15	163	0	79	0	0	253	209	0	0	0	0	1	0	117	151	0	973
08:30	182	0	63	0	0	239	220	0	0	0	0	0	0	145	151	0	1000
08:45	185	0	78	0	0	203	177	0	0	0	0	1	0	143	128	0	915
Total	700	0	281	0	0	900	778	0	0	0	0	4	0	580	618	0	3861
*** BREAK ***																	
16:00	138	0	56	0	0	223	147	0	0	0	0	2	0	188	100	0	854
16:15	170	0	74	1	0	279	127	1	0	0	0	0	0	192	87	0	931
16:30	177	0	71	0	0	274	123	0	0	0	0	2	0	182	104	0	933
16:45	182	0	53	1	0	258	114	0	0	0	0	0	0	219	91	0	918
Total	667	0	254	2	0	1034	511	1	0	0	0	4	0	781	382	0	3636
17:00	207	0	73	0	0	236	121	0	0	0	0	0	0	220	95	0	960
17:15	218	0	60	0	0	273	121	0	0	0	0	3	0	217	113	0	1005
17:30	241	0	76	0	0	281	122	0	0	0	0	0	0	218	109	1	1048
17:45	183	0	81	0	0	343	119	0	0	0	0	0	0	212	90	0	1028
Total	849	0	290	0	0	1133	483	0	0	0	0	3	0	875	407	1	4041
Grand Total	3115	0	1131	3	0	3906	2454	1	0	0	0	13	0	2859	2022	1	15505
Apprch %	73.3	0	26.6	0.1	0	61.4	38.6	0	0	0	0	100	0	58.6	41.4	0	
Total %	20.1	0	7.3	0	0	25.2	15.8	0	0	0	0	0.1	0	18.4	13	0	

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.13.I 5 SB OFF-RAMP.DEL MAR HEIGHTS RD
Site Code : 00000000
Start Date : 5/5/2009
Page No : 2

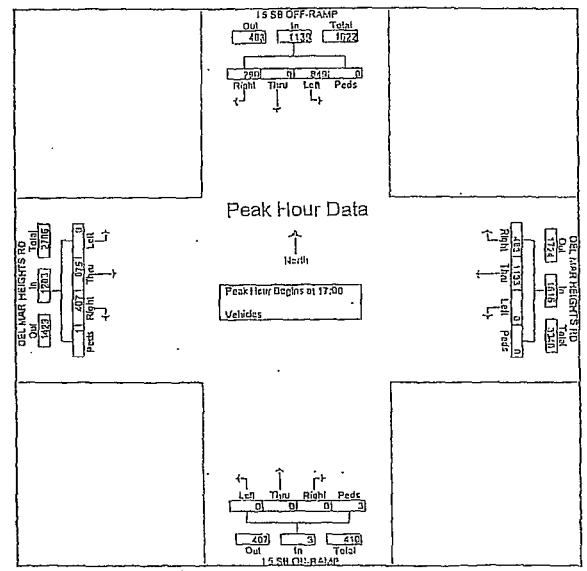
	I 5 SB OFF-RAMP Southbound					DEL MAR HEIGHTS RD Westbound					I 5 SB ON-RAMP Northbound					DEL MAR HEIGHTS RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	271	0	94	0	365	0	257	218	0	475	0	0	0	0	0	0	176	187	0	363	1203
07:45	245	0	92	0	337	0	276	213	0	489	0	0	0	2	2	0	191	194	0	385	1213
08:00	170	0	61	0	231	0	205	172	0	377	0	0	0	2	2	0	175	188	0	363	973
08:15	163	0	79	0	242	0	253	209	0	462	0	0	0	1	1	0	117	151	0	268	973
Total Volume	849	0	326	0	1175	0	991	812	0	1803	0	0	0	5	5	0	659	720	0	1379	4362
% App. Total	72.3	0	27.7	0		0	55	45	0		0	0	0	100		0	47.8	52.2	0		
PHF	.783	.000	.867	.000	.805	.000	.898	.931	.000	.922	.000	.000	.000	.625	.625	.000	.863	.928	.000	.895	.899



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.13.I 5 SB OFF-RAMP.DEL MAR HEIGHTS RD
Site Code : 00000000
Start Date : 5/5/2009
Page No : 3

	I 5 SB OFF-RAMP Southbound					DEL MAR HEIGHTS RD Westbound					I 5 SB ON-RAMP Northbound					DEL MAR HEIGHTS RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	207	0	73	0	280	0	236	121	0	357	0	0	0	0	0	0	226	95	0	321	960
17:15	218	0	60	0	278	0	273	121	0	394	0	0	0	3	3	0	217	113	0	330	1005
17:30	241	0	76	0	317	0	281	122	0	403	0	0	0	0	0	0	218	109	1	328	1048
17:45	183	0	81	0	264	0	343	119	0	462	0	0	0	0	0	0	212	90	0	302	1028
Total Volume	849	0	290	0	1139	0	1133	483	0	1616	0	0	0	3	3	0	875	407	1	1283	4041
% App. Total																					
PHF	.881	.000	.895	.000	.898	.000	.826	.990	.000	.874	.000	.000	.000	.250	.250	.000	.959	.900	.250	.972	.964



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.12.I 5 NB OFF-RAMP.DEL MAR HEIGHTS RD
Site Code : 00000000
Start Date : 5/5/2009
Page No : 1

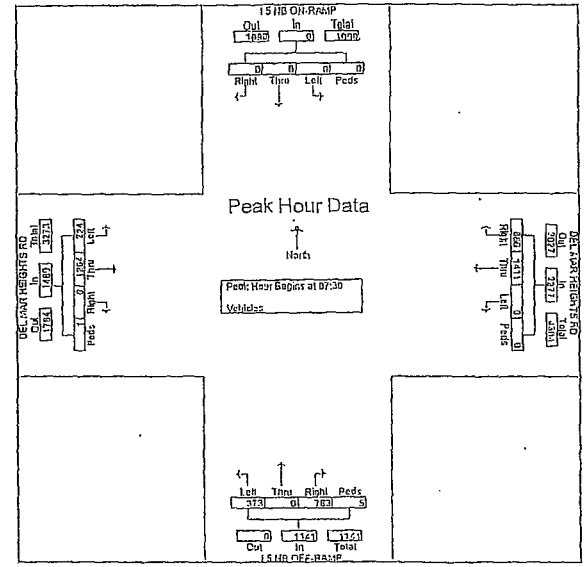
Groups Printed- Vehicles

	I 5 NB ON-RAMP Southbound				DEL MAR HEIGHTS RD Westbound				I 5 NB OFF-RAMP Northbound				DEL MAR HEIGHTS RD Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	0	0	1	0	170	102	0	65	0	127	0	29	229	0	0	723
07:15	0	0	0	0	0	234	188	0	77	0	172	0	48	332	0	0	1071
07:30	0	0	0	0	0	388	181	0	102	0	189	0	58	380	0	1	1299
07:45	0	0	0	0	0	391	204	0	104	0	182	2	58	359	0	0	1300
Total	0	0	0	1	0	1203	675	0	348	0	670	2	193	1300	0	1	4393
08:00	0	0	0	0	0	290	237	0	66	0	183	2	62	286	0	0	1126
08:15	0	0	0	0	0	342	244	0	101	0	209	1	46	239	0	0	1182
08:30	0	0	0	0	0	347	205	0	101	0	206	0	52	262	0	0	1173
08:45	0	0	0	0	0	300	188	0	85	1	183	3	74	253	0	0	1087
Total	0	0	0	0	0	1279	874	0	353	1	781	6	234	1040	0	0	4568
*** BREAK ***																	
16:00	0	0	0	0	0	237	159	0	126	1	130	1	66	258	0	0	978
16:15	0	0	0	1	0	271	172	0	140	0	138	0	67	287	0	0	1076
16:30	0	0	0	0	0	274	202	0	136	0	156	3	65	306	0	0	1142
16:45	0	0	0	1	0	201	167	0	156	0	152	0	64	311	0	0	1052
Total	0	0	0	2	0	983	700	0	558	1	576	4	262	1162	0	0	4248
17:00	0	0	0	0	0	254	221	0	126	0	156	0	68	381	0	0	1206
17:15	0	0	0	0	0	235	218	0	142	0	177	1	61	361	0	0	1195
17:30	0	0	0	2	0	267	193	1	148	1	197	1	58	382	0	0	1250
17:45	0	0	0	0	0	261	164	0	199	9	219	0	48	339	0	0	1239
Total	0	0	0	2	0	1017	796	1	615	10	749	2	235	1463	0	0	4890
Grand Total	0	0	0	5	0	4482	3045	1	1874	12	2776	14	924	4965	0	1	18099
Apprch %	0	0	0	100	0	59.5	40.4	0	40.1	0.3	59.4	0.3	15.7	84.3	0	0	
Total %	0	0	0	0	0	24.8	16.8	0	10.4	0.1	15.3	0.1	5.1	27.4	0	0	

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.12.I 5 NB OFF-RAMP.DEL MAR HEIGHTS RD
Site Code : 00000000
Start Date : 5/5/2009
Page No : 2

	I 5 NB ON-RAMP Southbound					DEL MAR HEIGHTS RD Westbound					I 5 NB OFF-RAMP Northbound					DEL MAR HEIGHTS RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	0	0	0	0	0	388	181	0	569	102	0	189	0	291	58	380	0	1	439	1299
07:45	0	0	0	0	0	0	391	204	0	595	104	0	182	2	288	58	359	0	0	417	1300
08:00	0	0	0	0	0	0	290	237	0	527	66	0	183	2	251	62	286	0	0	348	1126
08:15	0	0	0	0	0	0	342	244	0	586	101	0	209	1	311	46	239	0	0	285	1182
Total Volume	0	0	0	0	0	0	1411	866	0	2277	373	0	763	5	1141	224	1264	0	1	1489	4907
% App. Total																					
PHF	.000	.000	.000	.000	.000	.000	.902	.887	.000	.957	.897	.000	.913	.625	.917	.903	.832	.000	.250	.848	.944



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 0031.11.HIGH BLUFF DR.DEL MAR HEIGHTS RD
Site Code : 00000000
Start Date : 5/7/2009
Page No : 1

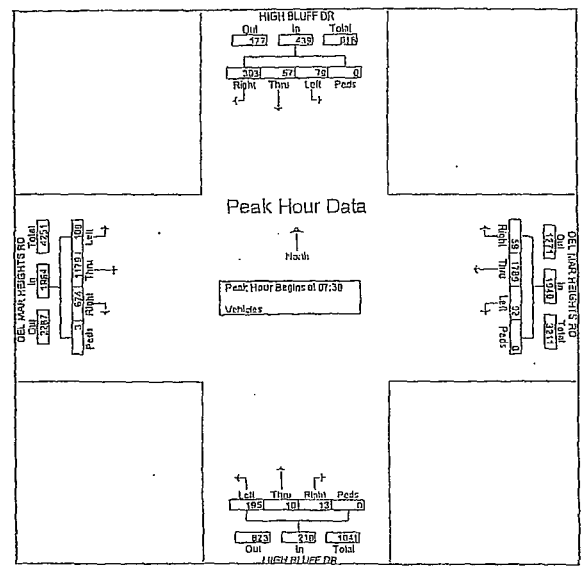
Groups Printed- Vehicles

	HIGH BLUFF DR Southbound				DEL MAR HEIGHTS RD Westbound				HIGH BLUFF DR Northbound				DEL MAR HEIGHTS RD Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	5	6	44	0	8	242	0	0	22	3	1	0	16	234	102	0	683
07:15	5	9	64	0	10	332	5	0	30	2	0	0	16	323	99	7	904
07:30	14	22	94	0	12	436	2	0	59	1	3	0	21	352	132	3	1151
07:45	7	12	54	0	24	547	3	0	49	1	2	0	29	348	185	0	1261
Total	31	49	256	0	54	1557	10	0	160	7	6	0	84	1257	518	10	3999
08:00	12	14	73	0	27	349	16	0	47	7	5	0	18	246	177	0	991
08:15	45	9	82	0	29	457	38	0	40	1	3	0	40	233	180	0	1158
08:30	28	17	91	0	30	387	3	0	41	5	4	0	19	195	195	0	1015
08:45	12	14	60	0	30	373	4	0	46	5	3	0	18	234	192	0	991
Total	98	54	306	0	116	1566	61	0	174	18	15	0	95	908	744	0	4155
*** BREAK ***																	
16:00	6	0	23	0	6	312	11	0	109	11	15	0	56	345	47	0	941
16:15	3	6	35	0	10	266	4	0	111	4	11	0	40	330	52	0	872
16:30	6	4	21	0	3	226	7	0	101	10	25	0	51	378	48	0	880
16:45	9	6	21	0	6	253	7	0	130	20	29	0	47	379	47	0	954
Total	24	16	100	0	25	1057	29	0	451	45	80	0	194	1432	194	0	3647
17:00	8	5	17	0	6	268	8	0	192	10	39	0	60	497	52	0	1162
17:15	6	8	20	0	4	291	5	0	165	14	39	0	70	473	48	0	1143
17:30	6	5	13	0	3	277	9	0	120	22	35	0	54	442	65	0	1051
17:45	7	11	30	0	2	304	6	0	141	19	21	0	58	572	86	0	1257
Total	27	29	80	0	15	1140	28	0	618	65	134	0	242	1984	251	0	4613
Grand Total	180	148	742	0	210	5320	128	0	1403	135	235	0	615	5581	1707	10	16414
Apprch %	16.8	13.8	69.3	0	3.7	94	2.3	0	79.1	7.6	13.3	0	7.6	70.5	21.6	0.1	
Total %	1.1	0.9	4.5	0	1.3	32.4	0.8	0	8.5	0.8	1.4	0	3.7	34	10.4	0.1	

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 0031.11.HIGH BLUFF DR.DEL MAR HEIGHTS RD
Site Code : 00000000
Start Date : 5/7/2009
Page No : 2

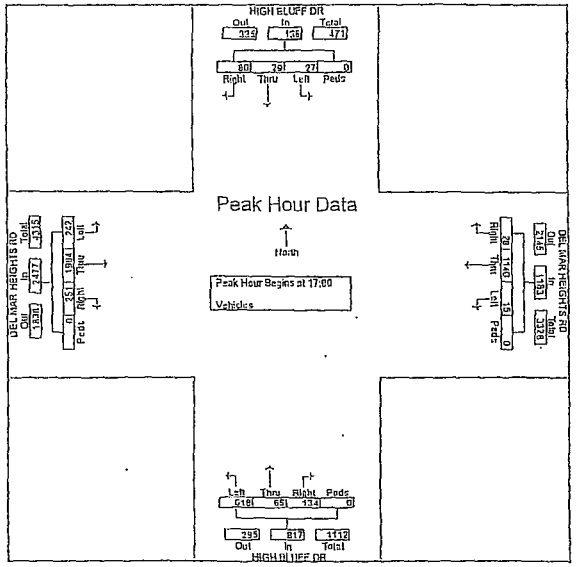
	HIGH BLUFF DR Southbound					DEL MAR HEIGHTS RD Westbound					HIGH BLUFF DR Northbound					DEL MAR HEIGHTS RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	14	22	94	0	130	12	436	2	0	450	59	1	3	0	63	21	352	132	3	508	1151
07:45	7	12	54	0	73	24	547	3	0	574	49	1	2	0	52	29	348	185	0	562	1261
08:00	12	14	73	0	99	27	349	16	0	392	47	7	5	0	59	18	246	177	0	441	991
08:15	46	9	82	0	137	29	457	38	0	524	40	1	3	0	44	40	233	180	0	453	1158
Total Volume	79	57	303	0	439	92	1789	59	0	1940	195	10	13	0	218	108	1179	674	3	1964	4561
% App. Total																					
PHF	.429	.648	.806	.000	.801	.793	.818	.388	.000	.845	.826	.357	.650	.000	.865	.675	.837	.911	.250	.874	.904



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.11.HIGH BLUFF DR.DEL MAR HEIGHTS RD
Site Code : 00000000
Start Date : 5/7/2009
Page No : 3

	HIGH BLUFF DR Southbound					DEL MAR HEIGHTS RD Westbound					HIGH BLUFF DR Northbound					DEL MAR HEIGHTS RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	8	5	17	0	30	6	268	8	0	282	192	10	39	0	241	60	497	52	0	609	1162
17:15	6	8	20	0	34	4	291	5	0	300	165	14	39	0	218	70	473	48	0	591	1143
17:30	6	5	13	0	24	3	277	9	0	289	120	22	35	0	177	54	442	65	0	561	1051
17:45	7	11	30	0	48	2	304	6	0	312	141	19	21	0	181	58	572	86	0	716	1257
Total Volume	27	29	80	0	136	15	1140	28	0	1183	618	65	134	0	817	242	1984	251	0	2477	4613
% App. Total																					
PHF	.844	.659	.667	.000	.708	.625	.938	.778	.000	.948	.805	.739	.859	.000	.848	.864	.867	.730	.000	.865	.917



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.10.EL CAMINO REAL.DEL MAR HEIGHTS RD
Site Code : 00000000
Start Date : 5/7/2009
Page No : 1

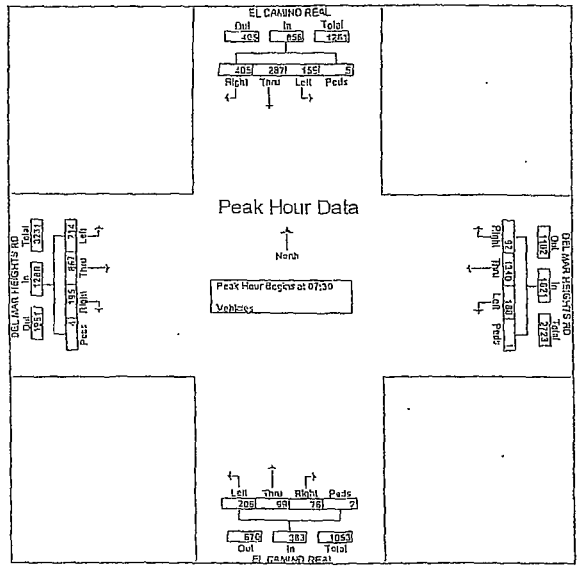
Groups Printed- Vehicles

	EL CAMINO REAL Southbound				DEL MAR HEIGHTS RD Westbound				EL CAMINO REAL Northbound				DEL MAR HEIGHTS RD Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	16	24	49	1	16	178	10	3	19	13	17	0	22	178	16	4	568
07:15	41	36	78	0	18	234	14	0	31	10	26	0	45	257	19	0	812
07:30	44	55	109	0	40	368	19	0	48	18	27	1	64	316	23	0	1132
07:45	54	69	115	0	51	303	14	0	65	17	15	1	58	234	45	1	1042
Total	158	184	351	1	125	1083	57	3	163	58	85	2	189	985	105	5	3554
08:00	25	76	84	1	41	318	34	0	42	27	19	0	39	174	69	3	952
08:15	36	87	97	1	56	351	25	1	51	37	15	0	53	143	58	0	1014
08:30	37	68	87	0	41	329	23	0	49	34	16	1	53	134	58	1	931
08:45	31	54	106	2	32	199	12	0	41	35	17	0	46	140	56	0	771
Total	129	285	374	4	170	1197	94	1	183	133	67	1	191	591	241	4	3668
*** BREAK ***																	
16:00	39	28	63	1	11	184	40	1	61	62	31	0	72	207	70	0	880
16:15	25	32	59	1	30	157	28	0	50	60	23	3	103	190	72	1	832
16:30	33	28	44	7	22	157	29	0	36	61	45	0	101	234	74	0	871
16:45	39	41	52	0	25	176	34	0	68	92	42	0	112	233	60	0	974
Total	136	129	218	9	88	674	131	1	235	275	139	3	388	864	276	1	3567
17:00	41	35	39	2	31	181	39	0	61	94	43	0	87	343	94	2	1002
17:15	25	36	46	0	25	195	41	2	75	104	51	1	124	329	89	2	1145
17:30	35	46	51	0	23	186	52	0	62	105	73	0	97	285	57	2	1074
17:45	46	39	55	0	23	179	44	0	59	91	71	3	131	394	104	3	1252
Total	147	146	191	2	102	741	176	2	257	394	238	4	439	1351	344	9	4543
Grand Total	570	744	1134	19	485	3695	458	7	838	860	529	10	1207	3791	966	19	15332
Apprch %	23.1	30.2	46	0.8	10.4	79.5	9.9	0.2	37.5	38.4	23.6	0.4	20.2	63.4	16.1	0.3	
Total %	3.7	4.9	7.4	0.1	3.2	24.1	3	0	5.5	5.6	3.5	0.1	7.9	24.7	6.3	0.1	

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.10.EL CAMINO REAL.DEL MAR HEIGHTS RD
Site Code : 00000000
Start Date : 5/7/2009
Page No : 2

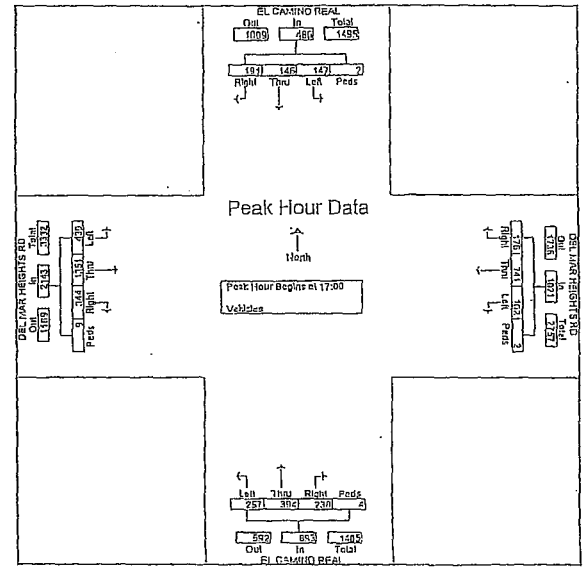
	EL CAMINO REAL Southbound					DEL MAR HEIGHTS RD Westbound					EL CAMINO REAL Northbound					DEL MAR HEIGHTS RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	44	55	109	0	208	40	368	19	0	427	48	18	27	1	94	64	316	23	0	403	1132
07:45	54	69	115	0	238	51	303	14	0	368	65	17	15	1	98	58	234	45	1	338	1042
08:00	35	76	84	1	196	41	318	34	0	393	42	27	19	0	88	39	174	69	3	285	952
08:15	36	87	97	4	224	56	351	25	1	433	51	37	15	0	103	53	143	58	0	254	1014
Total Volume	159	287	405	5	856	188	1340	92	1	1621	206	99	76	2	383	214	867	195	4	1280	4140
% App. Total																					
PHF	.736	.625	.880	.313	.899	.839	.910	.676	.250	.936	.792	.669	.704	.500	.930	.836	.686	.707	.333	.794	.914



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.10.EL CAMINO REAL.DEL MAR HEIGHTS RD
Site Code : 00000000
Start Date : 5/7/2009
Page No : 3

	EL CAMINO REAL Southbound					DEL MAR HEIGHTS RD Westbound					EL CAMINO REAL Northbound					DEL MAR HEIGHTS RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	41	35	39	2	117	31	161	39	0	251	61	94	43	0	198	87	343	94	2	526	1092
17:15	25	36	46	0	107	25	195	41	2	263	75	104	51	1	231	124	329	89	2	544	1145
17:30	35	46	51	0	132	23	186	52	0	261	62	105	73	0	240	97	285	57	2	441	1074
17:45	46	29	55	0	130	23	179	44	0	246	59	91	71	3	224	131	394	104	3	632	1232
Total Volume	147	146	191	2	486	102	741	176	2	1021	257	394	238	4	893	439	1351	344	9	2143	4543
% App. Total																					
PHF	.799	.793	.868	.250	.920	.823	.950	.846	.250	.971	.857	.938	.815	.333	.930	.838	.857	.827	.750	.848	.922



True Count

3401 First Ave #123
San Diego, CA 92103

File Name : 9031.09.CARMEL COUNTRY RD.DEL MAR HEIGHTS RD
Site Code : 00000000
Start Date : 5/7/2009
Page No : 1

Groups Printed- Vehicles

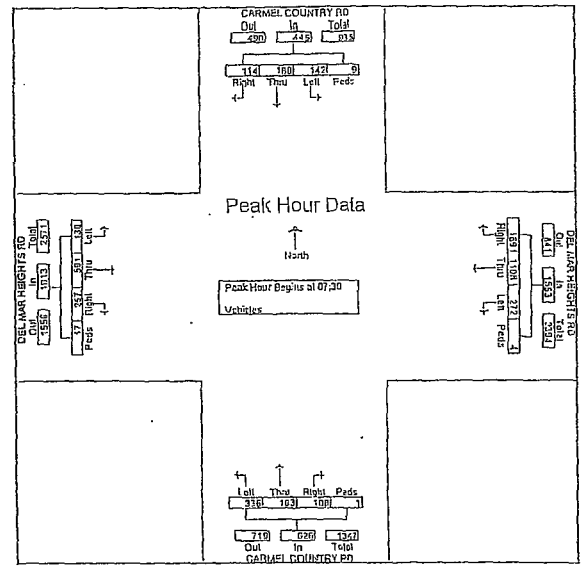
	CARMEL COUNTRY RD Southbound				DEL MAR HEIGHTS RD Westbound				CARMEL COUNTRY RD Northbound				DEL MAR HEIGHTS RD Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	12	18	10	0	8	130	9	1	60	6	6	1	16	126	51	3	465
07:15	18	21	16	1	29	206	12	2	49	17	26	3	56	182	51	6	675
07:30	34	38	36	1	75	257	16	1	93	63	49	0	73	221	54	0	1011
07:45	50	47	28	3	68	282	19	0	71	35	18	0	20	208	73	4	926
Total	114	124	98	5	180	875	56	4	273	121	99	4	145	737	229	13	3077
08:00	20	36	24	4	66	247	60	3	96	37	15	0	30	93	63	8	802
08:15	38	59	26	1	63	322	74	0	76	48	26	1	15	69	77	5	900
08:30	19	46	41	2	32	209	16	1	117	34	17	0	12	78	65	8	697
08:45	14	25	16	1	29	176	12	2	55	17	9	0	13	75	62	7	513
Total	91	166	107	8	190	954	162	6	344	136	67	1	70	315	267	28	2912
*** BREAK ***																	
16:00	13	18	29	0	14	106	16	1	76	36	14	3	33	156	99	6	620
16:15	19	29	27	0	21	131	16	5	81	49	53	4	15	193	86	1	710
16:30	20	18	15	1	28	141	19	0	50	45	30	2	21	198	81	6	685
16:45	18	33	15	0	23	116	26	1	77	44	31	1	21	178	95	5	686
Total	70	100	86	1	86	494	77	7	294	174	108	10	90	725	361	18	2701
17:00	21	29	20	2	21	152	18	1	78	39	27	0	21	263	127	6	825
17:15	17	30	22	3	27	113	15	1	77	31	28	1	22	254	86	4	731
17:30	16	21	22	0	12	156	27	0	75	43	49	4	22	250	119	2	818
17:45	24	44	34	0	20	108	12	1	84	54	41	1	18	302	113	5	861
Total	78	124	98	5	80	529	72	5	314	167	145	6	83	1069	445	17	3235
Grand Total	353	514	389	19	536	2852	367	20	1225	598	419	21	388	2846	1302	76	11925
Apprch %	27.7	40.3	30.5	1.5	14.2	75.5	9.7	0.5	54.1	26.4	18.5	0.9	8.4	61.7	28.2	1.6	
Total %	3	4.3	3.3	0.2	4.5	23.9	3.1	0.2	10.3	5	3.5	0.2	3.3	23.9	10.9	0.6	

True Count

3401 First Ave #123
San Diego, CA 92103

File Name : 9031.09.CARMEL COUNTRY RD.DEL MAR HEIGHTS RD
Site Code : 00000000
Start Date : 5/7/2009
Page No : 2

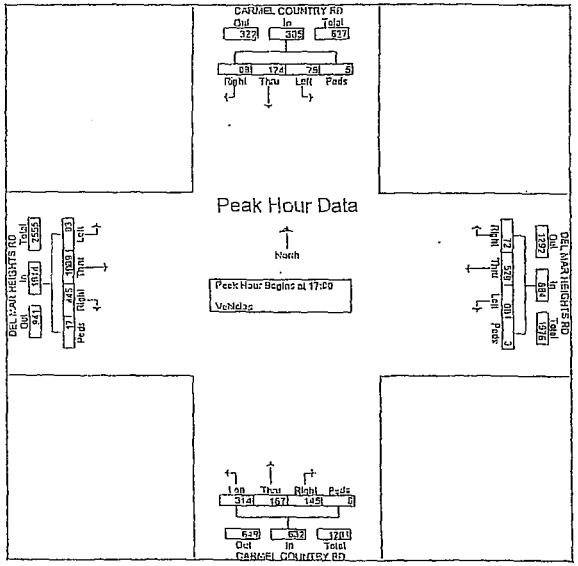
	CARMEL COUNTRY RD Southbound					DEL MAR HEIGHTS RD Westbound					CARMEL COUNTRY RD Northbound					DEL MAR HEIGHTS RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	34	38	36	1	109	75	257	16	1	349	93	63	49	0	205	73	221	54	0	348	1011
07:45	50	47	28	3	128	68	282	19	0	369	71	35	18	0	124	20	208	73	4	305	926
08:00	20	36	24	4	84	66	247	60	3	376	96	37	15	0	148	30	93	63	8	194	802
08:15	38	59	26	1	124	63	322	74	0	459	76	48	26	1	151	15	69	77	5	166	900
Total Volume	142	180	114	9	445	272	1108	169	4	1553	336	183	108	1	628	138	591	267	17	1013	3639
% App. Total																					
PHF	.710	.763	.792	.563	.869	.907	.860	.571	.333	.846	.875	.726	.551	.250	.766	.473	.669	.867	.531	.728	.900



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.09.CARMEL COUNTRY RD.DEL MAR HEIGHTS RD
Site Code : 00000000
Start Date : 5/7/2009
Page No : 3

	CARMEL COUNTRY RD Southbound					DEL MAR HEIGHTS RD Westbound					CARMEL COUNTRY RD Northbound					DEL MAR HEIGHTS RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	21	29	20	2	72	21	152	18	1	192	78	39	27	0	144	21	263	127	6	417	825
17:15	17	30	22	3	72	27	113	15	1	156	77	31	28	1	137	22	254	86	4	366	731
17:30	16	21	22	0	59	12	156	27	0	195	75	43	49	4	171	22	250	119	2	393	818
17:45	24	44	34	0	102	20	108	12	1	141	84	54	43	1	180	18	302	113	5	438	861
Total Volume	78	124	98	5	305	80	529	72	3	684	314	167	145	6	632	83	1069	445	17	1614	3235
% App. Total																					
PHF	.813	.705	.721	.417	.748	.741	.848	.667	.750	.877	.935	.773	.740	.375	.878	.943	.885	.876	.708	.921	.939



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.08.TORREY RIDGE DR.DEL MAR HEIGHTS RD
Site Code : 00000000
Start Date : 5/7/2009
Page No : 1

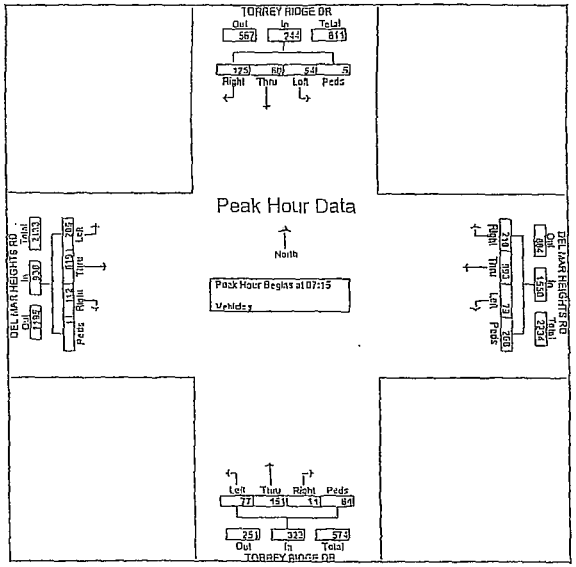
Groups Printed- Vehicles

	TORREY RIDGE DR Southbound				DEL MAR HEIGHTS RD Westbound				TORREY RIDGE DR Northbound				DEL MAR HEIGHTS RD Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	4	5	12	0	2	126	20	6	12	4	0	0	37	89	6	1	324
07:15	18	7	38	1	2	166	69	40	19	42	4	18	78	107	16	0	633
07:30	15	28	48	0	55	205	99	190	25	96	1	65	72	135	63	0	1117
07:45	17	25	35	1	15	237	32	26	17	10	1	0	47	229	25	1	716
Total	54	65	133	2	74	734	220	270	73	152	6	83	234	580	110	2	2790
08:00	4	0	4	3	7	385	10	4	16	3	5	1	9	128	8	0	587
08:15	4	1	4	0	8	397	9	1	25	1	2	1	5	119	6	0	583
08:30	5	1	5	0	2	200	1	0	26	2	5	0	8	97	10	0	362
08:45	1	0	1	1	1	210	4	2	13	1	1	0	7	89	4	0	335
Total	14	2	14	4	18	1192	24	7	80	7	13	2	29	433	28	0	1867
*** BREAK ***																	
16:00	7	2	12	0	1	124	2	1	11	4	2	1	13	157	12	0	349
16:15	2	0	11	1	2	127	5	3	9	2	2	2	14	146	8	1	335
16:30	5	1	9	1	0	146	5	2	9	1	7	2	21	183	10	0	402
16:45	2	2	8	3	4	146	8	1	10	4	6	1	11	221	24	0	451
Total	16	5	40	5	7	543	20	7	39	11	17	6	59	707	54	1	1537
17:00	6	1	8	2	1	152	9	3	7	2	7	0	21	241	24	0	484
17:15	10	2	11	0	1	144	5	3	8	5	10	1	10	296	27	0	533
17:30	4	1	7	2	2	154	7	1	10	4	4	0	7	279	17	0	499
17:45	7	4	4	0	4	151	1	0	11	3	10	3	10	330	37	0	575
Total	27	8	30	4	8	601	22	7	36	14	31	4	48	1146	105	0	2091
Grand Total	111	80	217	15	107	3070	286	291	228	184	67	95	370	2866	297	3	8257
Apprch %	26.2	18.9	51.3	3.5	2.9	81.8	7.6	7.8	39.7	32.1	11.7	16.6	10.5	81.1	8.4	0.1	
Total %	1.3	1	2.6	0.2	1.3	37	3.5	3.5	2.8	2.2	0.8	1.1	4.5	34.6	3.6	0	

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.08.TORREY RIDGE DR.DEL MAR HEIGHTS RD
Site Code : 00000000
Start Date : 5/7/2009
Page No : 2

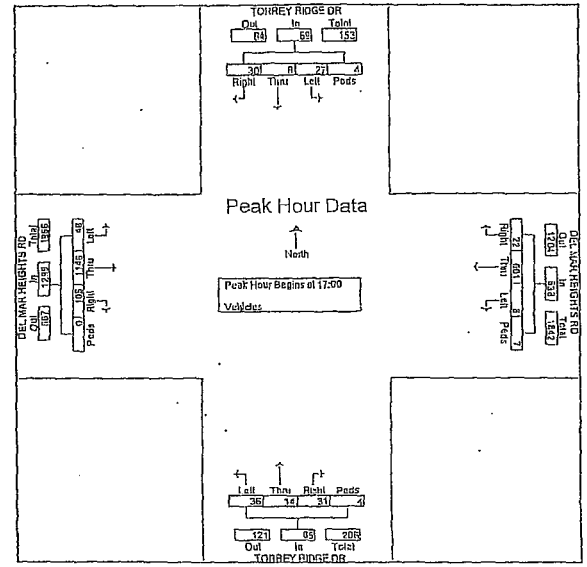
	TORREY RIDGE DR Southbound					DEL MAR HEIGHTS RD Westbound					TORREY RIDGE DR Northbound					DEL MAR HEIGHTS RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	18	7	38	1	64	2	166	69	48	285	19	42	4	18	83	78	107	16	0	201	633
07:30	15	28	48	0	91	55	205	99	190	549	25	96	1	65	187	72	155	63	0	290	1117
07:45	17	25	35	1	78	15	237	32	26	310	17	10	1	0	28	47	229	25	1	302	718
08:00	4	0	4	3	11	7	385	10	4	406	16	3	5	1	25	9	128	8	0	145	587
Total Volume	54	60	125	5	244	79	993	210	268	1550	77	151	11	84	323	206	619	112	1	938	3055
% App. Total	22.1	24.6	51.2	2		5.1	64.1	13.5	17.3		23.8	46.7	3.4	26		22	66	11.9	0.1		
PHF	.750	.536	.651	.417	.670	.359	.645	.530	.353	.706	.770	.393	.550	.323	.432	.660	.676	.444	.250	.776	.684



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.08.TORREY RIDGE DR.DEL MAR HEIGHTS RD
Site Code : 00000000
Start Date : 5/7/2009
Page No : 3

	TORREY RIDGE DR Southbound					DEL MAR HEIGHTS RD Westbound					TORREY RIDGE DR Northbound					DEL MAR HEIGHTS RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	6	1	8	2	17	1	152	9	3	165	7	2	7	0	16	21	241	24	0	286	484
17:15	10	2	11	0	23	1	144	5	3	153	8	5	10	1	24	10	296	27	0	333	533
17:30	4	1	7	2	14	2	154	7	1	164	10	4	4	0	18	7	279	17	0	303	499
17:45	7	4	4	0	15	4	151	1	0	156	11	3	10	3	27	10	330	37	0	377	575
Total Volume	27	8	30	4	69	8	601	22	7	638	36	14	31	4	95	48	1146	105	0	1299	2091
% App. Total																					
PHF	.675	.500	.682	.500	.750	.500	.976	.611	.583	.967	.818	.700	.775	.333	.767	.571	.868	.709	.000	.861	.909



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.07.LANSDALE DR.DEL MAR HEIGHTS RD
Site Code : 00000000
Start Date : 5/7/2009
Page No : 1

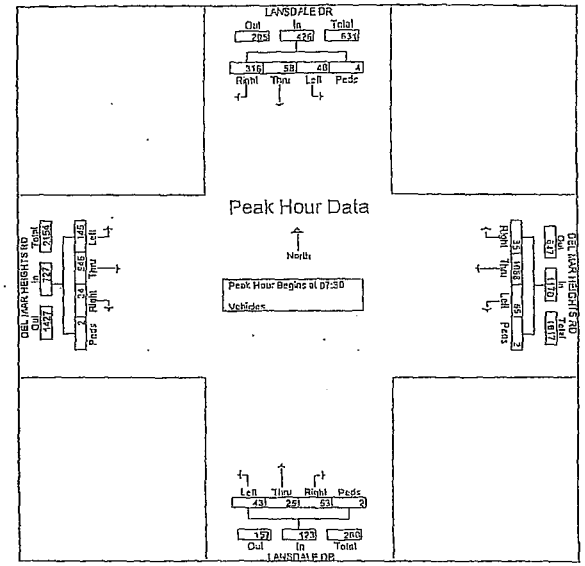
Groups Printed- Vehicles

	LANSDALE DR Southbound				DEL MAR HEIGHTS RD Westbound				LANSDALE DR Northbound				DEL MAR HEIGHTS RD Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	3	2	35	0	6	100	1	0	13	3	4	1	12	68	1	0	249
07:15	6	6	59	2	1	159	6	1	24	4	11	0	22	97	7	3	498
07:30	33	17	93	0	5	288	27	1	18	14	8	1	39	171	18	1	734
07:45	6	11	53	1	1	184	4	0	9	4	25	0	27	207	5	0	537
Total	48	36	240	3	13	731	38	2	64	25	48	2	100	543	31	4	1928
08:00	4	17	82	1	24	297	1	0	8	3	11	0	32	100	3	1	584
08:15	5	13	88	2	35	209	3	1	8	4	9	1	47	68	8	0	591
08:30	4	9	34	0	3	154	3	2	11	10	21	1	32	64	4	1	353
08:45	4	2	36	1	3	175	3	0	13	9	4	0	20	55	13	1	339
Total	17	41	240	4	65	925	10	3	40	26	45	2	131	287	28	3	1867
*** BREAK ***																	
16:00	5	11	20	1	8	90	5	0	8	16	7	0	35	141	10	0	357
16:15	0	2	27	4	5	101	9	1	9	12	3	0	21	113	11	0	318
16:30	3	5	33	0	2	107	5	0	5	10	7	1	36	149	13	0	376
16:45	3	6	39	4	9	117	5	3	5	12	10	1	48	144	5	0	411
Total	11	24	119	9	24	415	24	4	27	50	27	2	140	547	39	0	1462
17:00	9	9	43	3	2	107	5	1	15	8	4	0	48	201	17	0	470
17:15	5	10	42	0	6	106	4	0	4	15	11	0	63	242	15	2	525
17:30	3	7	40	2	7	111	7	1	12	11	8	3	54	205	11	1	483
17:45	6	6	34	0	6	113	8	0	10	11	11	4	72	253	20	0	556
Total	23	32	159	5	21	439	24	2	39	45	34	7	237	901	63	3	2034
Grand Total	99	133	758	21	123	2510	96	11	170	146	154	13	608	2278	161	10	7291
Apprch %	9.8	13.2	75	2.1	4.5	91.6	3.5	0.4	35.2	30.2	31.9	2.7	19.9	74.5	5.3	0.3	
Total %	1.4	1.8	10.4	0.3	1.7	34.4	1.3	0.2	2.3	2	2.1	0.2	8.3	31.2	2.2	0.1	

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.07.LANSDALE DR.DEL MAR HEIGHTS RD
Site Code : 00000000
Start Date : 5/7/2009
Page No : 2

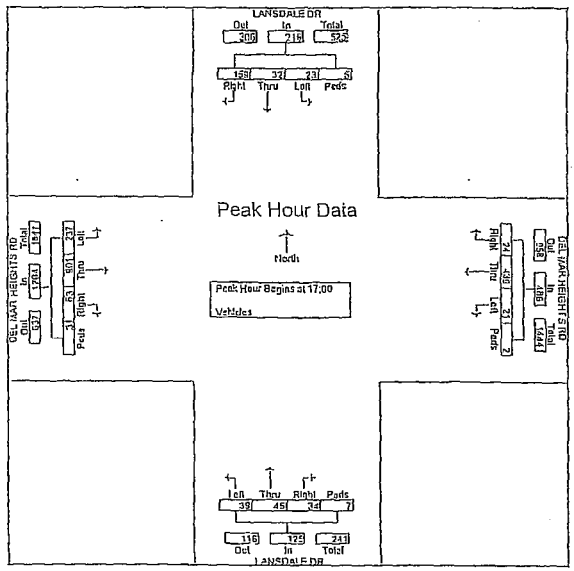
	LANSDALE DR Southbound					DEL MAR HEIGHTS RD Westbound					LANSDALE DR Northbound					DEL MAR HEIGHTS RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	33	17	93	0	143	5	288	27	1	321	18	14	8	1	41	39	171	18	1	229	734
07:45	6	11	53	1	71	1	184	4	0	189	9	4	25	0	38	27	207	5	0	239	537
08:00	4	17	82	1	104	24	297	1	0	322	8	3	11	0	22	32	100	3	1	136	584
08:15	5	13	88	2	108	35	209	3	1	338	8	4	9	1	22	47	68	8	0	123	591
Total Volume	48	58	316	4	426	65	1068	35	2	1170	43	25	53	2	123	145	546	34	2	727	2446
% App. Total																					
PHF	.364	.853	.849	.500	.745	.464	.893	.324	.500	.865	.597	.446	.530	.500	.750	.771	.659	.472	.500	.760	.833



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.07.LANSDALE DR.DEL MAR HEIGHTS RD
Site Code : 00000000
Start Date : 5/7/2009
Page No : 3

	LANSDALE DR Southbound					DEL MAR HEIGHTS RD Westbound					LANSDALE DR Northbound					DEL MAR HEIGHTS RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	9	9	43	3	64	2	107	5	1	115	13	8	4	0	25	48	201	17	0	266	470
17:15	5	10	42	0	57	6	106	4	0	116	4	15	13	0	30	63	242	15	2	322	525
17:30	3	7	40	2	52	7	111	7	1	126	12	11	8	3	34	54	205	11	1	271	483
17:45	6	6	34	0	46	6	115	8	0	129	10	11	11	4	36	72	253	20	0	345	556
Total Volume	23	32	159	5	219	21	439	24	2	485	39	45	34	7	125	237	901	63	3	1204	2034
% App. Total	10.5	14.6	72.6	2.3		4.3	90.3	4.9	0.4		31.2	36	27.2	5.6		19.7	74.8	5.2	0.2		
PHF	.639	.800	.924	.417	.855	.750	.954	.750	.500	.942	.750	.750	.773	.438	.868	.823	.890	.788	.375	.872	.915



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.06.CAR MEL CANYON RD.DEL MAR HEIGHTS RD
Site Code : 00000000
Start Date : 5/7/2009
Page No : 1

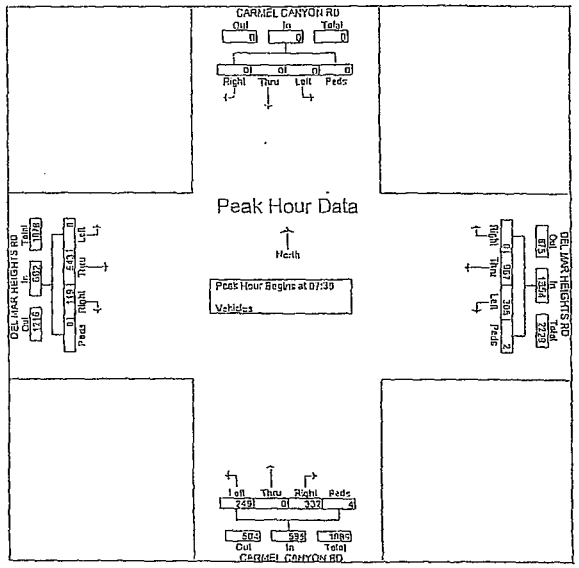
Groups Printed- Vehicles

	CARMEL CANYON RD Southbound				DEL MAR HEIGHTS RD Westbound				CARMEL CANYON RD Northbound				DEL MAR HEIGHTS RD Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	0	0	0	18	69	0	1	21	0	32	2	0	82	8	0	233
07:15	0	0	0	0	38	109	0	0	69	0	23	0	0	90	21	0	350
07:30	0	0	0	0	78	197	0	0	141	0	54	0	0	165	47	0	682
07:45	0	0	0	0	101	173	0	2	44	0	131	0	0	216	25	0	692
Total	0	0	0	0	235	548	0	3	275	0	240	2	0	553	101	0	1957
08:00	0	0	0	0	129	309	0	0	29	0	83	1	0	102	21	0	674
08:15	0	0	0	0	77	288	0	0	35	0	64	3	0	60	26	0	553
08:30	0	0	0	0	54	164	0	1	38	0	40	0	0	72	26	0	395
08:45	0	0	0	0	45	135	0	0	24	0	48	0	0	41	17	0	310
Total	0	0	0	0	305	896	0	1	126	0	235	4	0	275	90	0	1932
*** BREAK ***																	
16:00	0	0	0	0	23	77	0	1	18	0	25	2	0	114	31	0	291
16:15	0	0	0	0	31	87	0	0	28	0	39	1	0	83	16	0	285
16:30	0	0	0	0	19	92	0	1	21	0	53	1	0	144	26	0	357
16:45	0	0	0	0	36	108	0	3	24	0	63	0	0	141	30	0	405
Total	0	0	0	0	109	364	0	5	91	0	180	4	0	482	103	0	1338
17:00	0	0	0	0	28	114	0	0	18	0	33	0	0	186	37	0	416
17:15	0	0	0	0	16	73	0	0	29	0	65	1	0	187	39	0	410
17:30	0	0	0	0	24	83	0	0	33	0	71	0	0	201	26	0	438
17:45	0	0	0	0	21	129	0	0	21	0	79	5	0	213	53	0	521
Total	0	0	0	0	89	399	0	0	101	0	248	6	0	787	155	0	1785
Grand Total	0	0	0	0	738	2207	0	9	593	0	903	16	0	2097	449	0	7012
Apprch %	0	0	0	0	25	74.7	0	0.3	39.2	0	59.7	1.1	0	82.4	17.6	0	
Total %	0	0	0	0	10.5	31.5	0	0.1	8.5	0	12.9	0.2	0	29.9	6.4	0	

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.06.CAR MEL CANYON RD.DEL MAR HEIGHTS RD
Site Code : 00000000
Start Date : 5/7/2009
Page No : 2

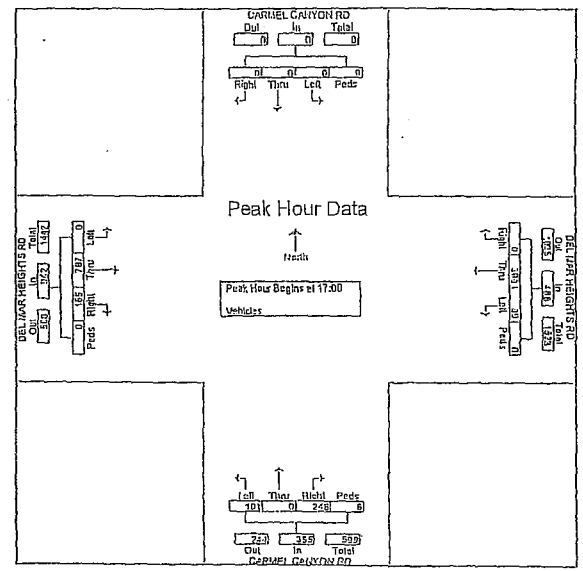
	CARMEL CANYON RD Southbound					DEL MAR HEIGHTS RD Westbound					CARMEL CANYON RD Northbound					DEL MAR HEIGHTS RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	0	0	0	0	78	197	0	0	275	141	0	54	0	195	0	165	47	0	212	682
07:45	0	0	0	0	0	101	173	0	2	276	44	0	131	0	175	0	216	25	0	241	692
08:00	0	0	0	0	0	129	309	0	0	438	29	0	83	1	113	0	102	21	0	123	674
08:15	0	0	0	0	0	77	288	0	0	365	35	0	64	3	102	0	60	26	0	86	553
Total Volume	0	0	0	0	0	385	967	0	2	1354	249	0	332	4	585	0	543	119	0	662	2601
% App. Total	0	0	0	0		28.4	71.4	0	0.1		42.6	0	56.8	0.7		0	82	18	0		
PHF	.000	.000	.000	.000	.000	.746	.783	.000	.250	.773	.441	.000	.634	.333	.750	.000	.628	.633	.000	.687	.940



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.06.CAR MEL CANYON RD.DEL MAR HEIGHTS RD
Site Code : 00000000
Start Date : 5/7/2009
Page No : 3

	CARMEL CANYON RD Southbound					DEL MAR HEIGHTS RD Westbound					CARMEL CANYON RD Northbound					DEL MAR HEIGHTS RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	28	114	0	0	142	18	0	33	0	51	0	186	37	0	223	416
17:15	0	0	0	0	0	16	73	0	0	89	29	0	65	1	95	0	187	39	0	226	410
17:30	0	0	0	0	0	24	83	0	0	107	33	0	71	0	104	0	201	26	0	227	438
17:45	0	0	0	0	0	21	129	0	0	150	21	0	79	5	105	0	213	53	0	266	521
Total Volume	0	0	0	0	0	89	399	0	0	488	101	0	248	6	355	0	787	155	0	942	1785
% App. Total	0	0	0	0		18.2	81.8	0	0		28.5	0	69.9	1.7		0	83.5	16.5	0		
PHF	.000	.000	.000	.000	.000	.795	.773	.000	.000	.813	.765	.000	.785	.300	.845	.000	.924	.731	.000	.885	.857



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.19.EL CAMINO REAL.MALL DRWY
Site Code : 00000000
Start Date : 5/5/2009
Page No : 1

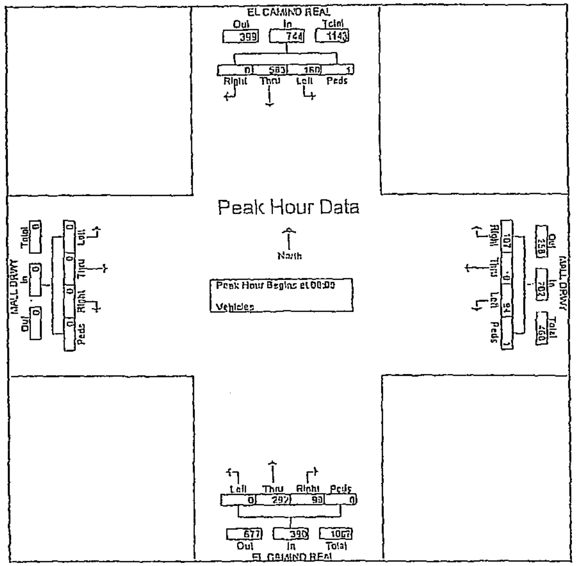
Groups Printed- Vehicles

	EL CAMINO REAL Southbound				MALL DRWY Westbound				EL CAMINO REAL Northbound				MALL DRWY Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	21	44	0	0	6	0	6	2	0	47	7	0	0	0	0	0	133
07:15	13	79	0	0	11	0	10	0	0	62	24	0	0	0	0	0	199
07:30	12	112	0	0	16	0	13	4	0	90	15	0	0	0	0	0	262
07:45	20	139	0	1	18	0	10	0	0	77	6	0	0	0	0	0	271
Total	66	374	0	1	51	0	39	6	0	276	52	0	0	0	0	0	865
08:00	43	152	0	1	20	0	23	0	0	71	19	0	0	0	0	0	329
08:15	36	195	0	0	18	0	34	1	0	82	22	0	0	0	0	0	388
08:30	44	131	0	0	24	0	27	0	0	76	28	0	0	0	0	0	330
08:45	37	105	0	0	32	0	23	0	0	63	29	0	0	0	0	0	289
Total	160	583	0	1	94	0	107	1	0	292	98	0	0	0	0	0	1336
*** BREAK ***																	
16:00	50	71	0	0	23	0	48	2	0	114	50	0	0	0	0	0	358
16:15	49	73	0	0	24	0	50	0	0	102	36	2	0	0	0	0	336
16:30	56	58	0	0	44	0	49	3	0	118	43	3	0	0	0	0	374
16:45	74	70	0	0	49	0	63	2	0	127	43	1	0	0	0	0	429
Total	229	272	0	0	140	0	210	7	0	461	172	6	0	0	0	0	1497
17:00	59	65	0	0	60	0	77	7	0	140	53	4	0	0	0	0	465
17:15	77	100	0	0	42	0	52	5	0	163	37	0	0	0	0	0	476
17:30	77	63	0	0	35	0	45	1	0	169	39	0	0	0	0	0	429
17:45	73	90	0	3	51	0	74	12	0	147	34	0	0	0	0	0	484
Total	286	318	0	3	188	0	248	25	0	619	163	4	0	0	0	0	1854
Grand Total	741	1547	0	5	473	0	604	39	0	1648	485	10	0	0	0	0	5552
Apprch %	32.3	67.5	0	0.2	42.4	0	54.1	3.5	0	76.9	22.6	0.5	0	0	0	0	
Total %	13.3	27.9	0	0.1	8.5	0	10.9	0.7	0	29.7	8.7	0.2	0	0	0	0	

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.10.EL CAMINO REAL.MALL DRWY
Site Code : 00000000
Start Date : 5/5/2009
Page No : 2

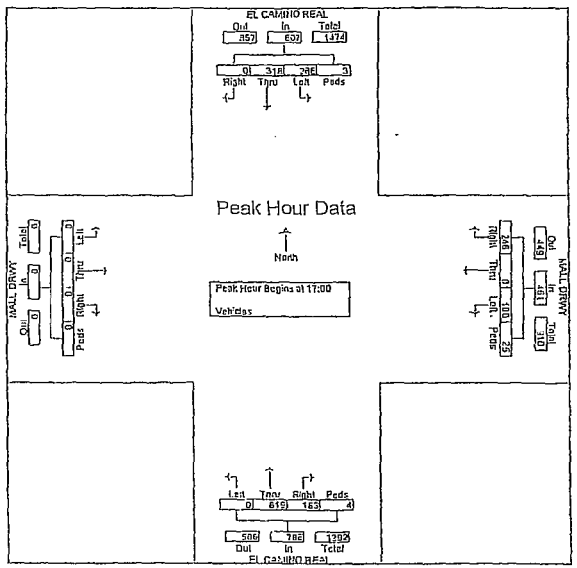
	EL CAMINO REAL Southbound					MALL DRWY Westbound					EL CAMINO REAL Northbound					MALL DRWY Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	43	152	0	1	196	20	0	23	0	43	0	71	19	0	90	0	0	0	0	0	329
08:15	36	195	0	0	231	18	0	34	1	53	0	82	22	0	104	0	0	0	0	0	388
08:30	44	131	0	0	175	24	0	27	0	51	0	76	28	0	104	0	0	0	0	0	330
08:45	37	105	0	0	142	32	0	23	0	55	0	63	29	0	92	0	0	0	0	0	289
Total Volume	160	583	0	1	744	94	0	107	1	202	0	292	98	0	390	0	0	0	0	0	1336
% App. Total	21.5	78.4	0	0.1		46.5	0	53	0.5		0	74.9	25.1	0		0	0	0	0		
PHF	.909	.747	.000	.250	.805	.734	.000	.787	.250	.918	.000	.890	.845	.000	.938	.000	.000	.000	.000	.000	.861



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.19.EL CAMINO REAL MALL DRWY
Site Code : 00000000
Start Date : 5/5/2009
Page No : 3

	EL CAMINO REAL Southbound					MALL DRWY Westbound					EL CAMINO REAL Northbound					MALL DRWY Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	59	65	0	0	124	60	0	77	7	144	0	140	53	4	197	0	0	0	0	0	465
17:15	77	100	0	0	177	42	0	52	5	99	0	163	37	0	200	0	0	0	0	0	476
17:30	77	63	0	0	140	35	0	45	1	81	0	169	39	0	208	0	0	0	0	0	429
17:45	73	90	0	3	166	51	0	74	12	137	0	147	34	0	181	0	0	0	0	0	484
Total Volume	286	318	0	3	607	188	0	248	25	461	0	619	163	4	786	0	0	0	0	0	1854
% App. Total	47.1	52.4	0	0.5		40.8	0	53.8	5.4		0	78.8	20.7	0.5		0	0	0	0		
PHF	.929	.795	.000	.250	.857	.783	.000	.805	.521	.800	.000	.916	.769	.250	.945	.000	.000	.000	.000	.000	.958



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.20.CAR MEL COUNTRY RD.TOWNGATE DR
Site Code : 00000000
Start Date : 5/7/2009
Page No : 1

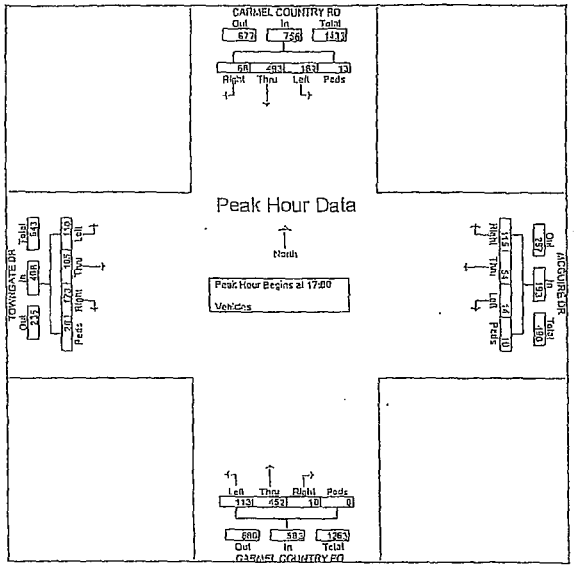
Groups Printed- Vehicles

	CARMEL COUNTRY RD Southbound				MCGUIRE DR Westbound				CARMEL COUNTRY RD Northbound				TOWNGATE DR Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	11	49	5	0	4	15	24	2	8	42	0	2	6	5	9	1	183
07:15	20	75	10	0	3	12	31	1	9	65	6	1	13	16	8	6	276
07:30	11	119	25	1	12	45	67	3	13	114	9	8	31	23	16	1	498
07:45	21	149	27	1	4	34	34	1	21	85	2	3	26	13	19	2	442
Total	63	392	67	2	23	106	156	7	51	305	17	14	76	57	52	10	1399
08:00	28	105	27	1	11	37	33	10	24	105	3	24	24	16	26	11	485
08:15	30	101	63	11	16	61	28	8	30	107	2	58	48	25	31	21	640
08:30	21	78	45	12	14	57	54	10	36	67	0	40	52	29	37	13	565
08:45	16	82	13	8	3	13	30	7	17	68	1	4	17	7	16	4	305
Total	95	366	148	32	44	168	145	35	107	347	6	126	141	77	110	49	1996
*** BREAK ***																	
16:00	34	116	19	0	2	9	29	2	21	76	1	1	18	21	39	0	388
16:15	44	118	17	5	1	13	25	2	25	80	0	5	22	11	26	10	404
16:30	37	79	16	9	1	15	22	2	25	97	2	5	31	23	32	7	405
16:45	39	90	15	5	1	11	21	0	29	106	4	3	20	18	28	8	398
Total	154	403	67	19	5	48	97	6	100	359	7	14	91	73	125	25	1595
17:00	48	144	23	1	2	12	28	0	25	100	0	0	22	17	39	4	465
17:15	30	101	18	5	5	9	30	2	30	90	3	5	35	20	46	5	434
17:30	49	113	14	5	3	18	32	3	22	138	4	1	30	38	50	2	522
17:45	55	135	13	2	4	15	25	5	36	124	3	2	23	30	38	9	519
Total	182	493	68	13	14	54	115	10	113	452	10	8	110	105	173	20	1940
Grand Total	494	1654	350	66	86	376	513	58	371	1464	40	162	418	312	460	104	6928
Apprch %	19.3	64.5	13.7	2.6	8.3	36.4	49.7	5.6	18.2	71.9	2	8	32.3	24.1	35.5	8	
Total %	7.1	23.9	5.1	1	1.2	5.4	7.4	0.8	5.4	21.1	0.6	2.3	6	4.5	6.6	1.5	

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.20.CAR MEL COUNTRY RD.TOWNGATE DR
Site Code : 00000000
Start Date : 5/7/2009
Page No : 3

	CARMEL COUNTRY RD Southbound					MCGUIRE DR Westbound					CARMEL COUNTRY RD Northbound					TOWNGATE DR Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	48	144	23	1	216	2	12	28	0	42	25	100	0	0	125	22	17	39	4	82	465
17:15	30	101	18	5	154	5	9	30	2	46	30	90	3	5	128	35	20	46	5	106	434
17:30	49	113	14	5	181	3	38	32	3	56	22	138	4	1	165	30	38	50	2	120	522
17:45	55	135	13	2	205	4	15	25	5	49	36	124	3	2	165	23	30	38	9	100	519
Total Volume	182	493	68	13	756	14	54	115	10	193	113	452	10	8	583	110	105	173	20	408	1940
% App. Total	24.1	65.2	9	1.7		7.3	28	59.6	5.2		19.4	77.5	1.7	1.4		27	25.7	42.4	4.9		
PHF	.827	.856	.739	.650	.875	.700	.750	.898	.500	.862	.785	.819	.625	.400	.883	.786	.691	.865	.556	.850	.929



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.16.EL CAMINO REAL.TOWNSGATE DR
Site Code : 00000000
Start Date : 5/5/2009
Page No : 1

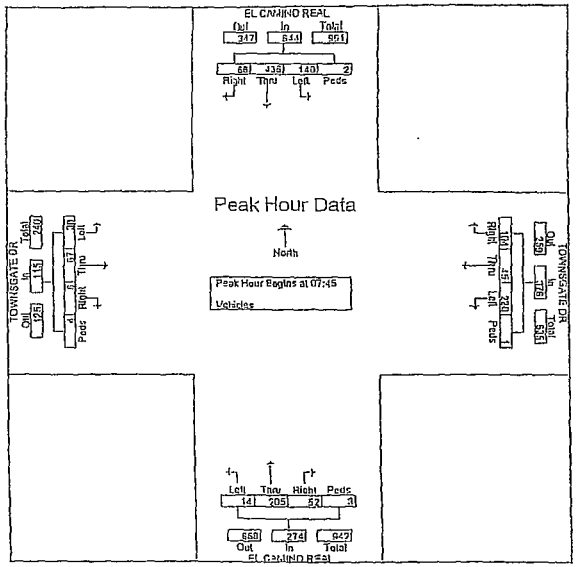
Groups Printed- Vehicles

	EL CAMINO REAL Southbound				TOWNSGATE DR Westbound				EL CAMINO REAL Northbound				TOWNSGATE DR Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	3	43	8	0	26	0	10	3	5	42	9	0	0	0	0	1	150
07:15	6	70	6	1	33	2	12	0	4	74	28	0	0	0	1	1	238
07:30	8	99	13	0	63	1	14	0	3	91	32	0	0	0	0	2	326
07:45	11	126	7	0	69	3	19	0	4	66	15	2	0	0	0	0	322
Total	28	338	34	1	191	6	55	3	16	273	84	2	0	0	1	4	1036
08:00	51	93	15	0	54	9	26	0	5	45	19	1	13	22	3	1	357
08:15	48	93	34	0	39	30	29	1	3	35	9	0	23	45	2	1	392
08:30	30	124	10	2	64	3	30	0	2	59	9	0	2	0	1	2	338
08:45	14	124	8	0	61	4	13	1	3	69	14	0	1	0	1	1	314
Total	143	434	67	2	218	46	98	2	13	208	51	1	39	67	7	5	1401
BREAK																	
16:00	16	71	1	0	32	1	29	2	2	109	37	0	1	0	5	0	306
16:15	31	90	0	0	49	0	15	1	0	119	35	0	1	3	5	2	351
16:30	17	63	0	0	45	0	9	0	2	117	32	1	3	2	2	1	294
16:45	19	95	0	0	32	1	8	0	0	126	45	0	3	1	2	0	332
Total	83	319	1	0	158	2	61	3	4	471	149	1	8	6	14	3	1283
17:00	21	93	0	0	39	0	19	1	0	149	48	0	4	2	5	2	383
17:15	21	88	1	0	23	0	25	5	3	104	55	0	2	3	4	2	426
17:30	26	92	1	0	44	0	15	1	3	153	44	1	4	0	1	4	389
17:45	26	96	0	0	34	0	19	0	1	173	53	2	1	1	0	1	407
Total	94	369	2	0	140	0	78	7	7	669	200	3	11	6	10	9	1605
Grand Total	348	1460	104	5	707	54	292	15	40	1621	484	7	58	79	32	21	5325
Apprch %	18.2	76.2	5.4	0.2	66.2	5.1	27.3	1.4	1.9	75.3	22.5	0.3	30.5	41.6	16.8	11.1	
Total %	6.5	27.4	2	0.1	13.3	1	5.5	0.3	0.8	30.4	9.1	0.1	1.1	1.5	0.6	0.4	

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.18.EL CAMINO REAL TOWNSGATE DR
Site Code : 00D00000
Start Date : 5/5/2009
Page No : 2

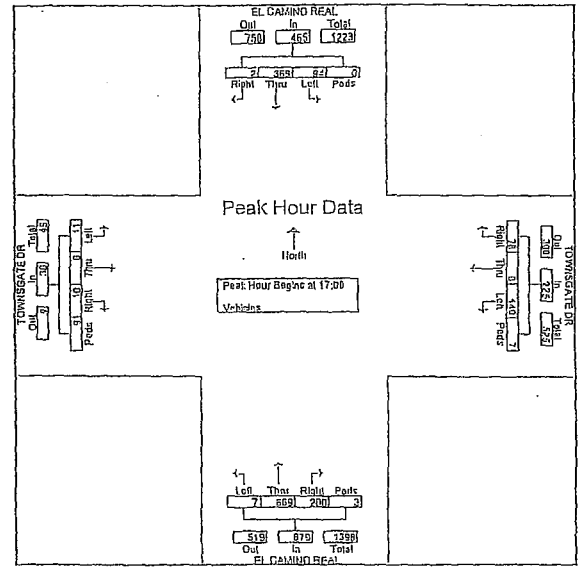
	EL CAMINO REAL Southbound					TOWNSGATE DR Westbound					EL CAMINO REAL Northbound					TOWNSGATE DR Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	11	126	7	0	144	69	3	19	0	91	4	66	15	2	87	0	0	0	0	0	322
08:00	51	93	15	0	159	54	9	26	0	89	5	45	19	1	70	13	22	3	1	39	357
08:15	48	93	34	0	175	39	30	29	1	99	3	35	9	0	47	23	45	2	1	71	392
08:30	30	124	10	2	166	64	3	30	0	97	2	59	9	0	70	2	0	1	3	5	338
Total Volume	140	436	66	2	644	226	45	104	1	376	14	205	52	3	274	38	67	6	4	115	1409
% App. Total	21.7	67.7	10.2	0.3		60.1	12	27.7	0.3		5.1	74.8	19	1.1		33	58.3	5.2	3.5		
PHF	.686	.865	.485	.250	.920	.819	.375	.867	.250	.949	.700	.737	.684	.375	.787	.413	.372	.500	.500	.405	.899



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.18.EL CAMINO REAL_TOWNSGATE DR
Site Code : 00000000
Start Date : 5/5/2009
Page No : 3

	EL CAMINO REAL Southbound					TOWNSGATE DR Westbound					EL CAMINO REAL Northbound					TOWNSGATE DR Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	21	93	0	0	114	39	0	19	1	59	0	149	48	0	197	4	2	5	2	13	383
17:15	21	88	1	0	110	23	0	25	5	53	3	194	55	0	252	2	3	4	2	11	426
17:30	26	92	1	0	119	44	0	15	1	60	3	153	44	1	201	4	0	1	4	9	389
17:45	26	96	0	0	122	34	0	19	0	53	1	173	53	2	229	1	1	0	1	3	407
Total Volume	94	369	2	0	465	140	0	78	7	225	7	669	200	3	879	11	6	10	9	36	1605
% App. Total	20.2	79.4	0.4	0		62.2	0	34.7	3.1		0.8	76.1	22.8	0.3		30.6	16.7	27.8	25		
PHF	.904	.961	.500	.000	.953	.795	.000	.780	.350	.938	.583	.862	.909	.375	.872	.688	.500	.500	.563	.692	.942



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.21.CARMEL COUNTRY RD.CARMEL CREEK RD
Site Code : 00000000
Start Date : 5/5/2009
Page No : 1

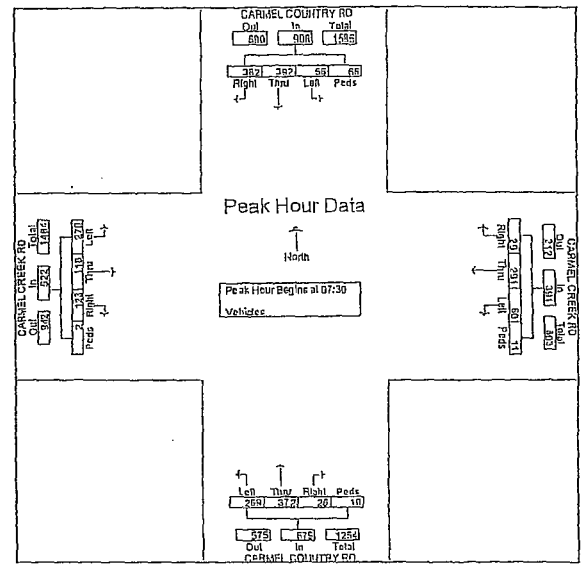
Groups Printed- Vehicles

	CARMEL COUNTRY RD Southbound				CARMEL CREEK RD Westbound				CARMEL COUNTRY RD Northbound				CARMEL CREEK RD Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	4	51	21	0	4	32	0	3	10	32	8	1	18	9	4	2	199
07:15	5	49	31	1	13	48	5	0	16	44	5	1	46	30	10	3	307
07:30	7	85	71	8	11	64	3	1	30	80	5	2	46	43	11	0	467
07:45	8	98	91	1	20	65	4	2	74	86	7	0	40	14	26	2	536
Total	24	283	214	10	48	209	12	6	130	242	25	4	150	96	51	7	1511
08:00	16	93	119	24	14	57	7	3	114	119	9	7	105	25	48	0	760
08:15	35	116	101	33	15	105	15	5	51	87	7	1	88	36	38	0	733
08:30	6	82	56	0	18	76	13	3	12	74	4	2	33	12	20	0	411
08:45	3	61	38	0	5	42	6	1	20	55	2	0	34	12	11	3	293
Total	60	352	314	57	52	280	41	12	197	335	22	10	260	85	117	3	2197
*** BREAK ***																	
16:00	5	82	52	9	8	24	5	0	12	72	8	2	55	35	18	1	388
16:15	5	75	41	2	5	17	1	0	14	77	12	0	40	41	11	1	342
16:30	7	70	55	0	13	24	13	0	8	61	12	0	49	31	25	2	370
16:45	9	84	57	2	8	34	6	1	20	56	14	1	68	67	31	0	458
Total	26	311	205	13	34	99	25	1	54	266	46	3	212	174	85	4	1558
17:00	9	107	52	0	10	20	4	0	32	82	13	0	72	62	34	3	500
17:15	5	85	62	0	8	31	7	2	24	79	7	0	64	64	25	2	465
17:30	5	84	52	1	7	25	1	0	19	100	12	0	70	60	31	2	469
17:45	6	105	55	2	7	23	5	0	19	83	7	0	78	51	33	1	475
Total	25	381	221	3	32	99	17	2	94	344	39	0	284	237	123	8	1909
Grand Total	135	1327	954	83	166	687	95	21	475	1187	132	17	906	592	376	22	7175
Approch %	5.4	53.1	38.2	3.3	17.1	70.9	9.8	2.2	26.2	65.5	7.3	0.9	47.8	31.2	19.8	1.2	
Total %	1.9	18.5	13.3	1.2	2.3	9.6	1.3	0.3	6.6	16.5	1.8	0.2	12.6	8.3	5.2	0.3	

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.21.CARMEL COUNTRY RD.CARMEL CREEK RD
Site Code : 00000000
Start Date : 5/5/2009
Page No : 2

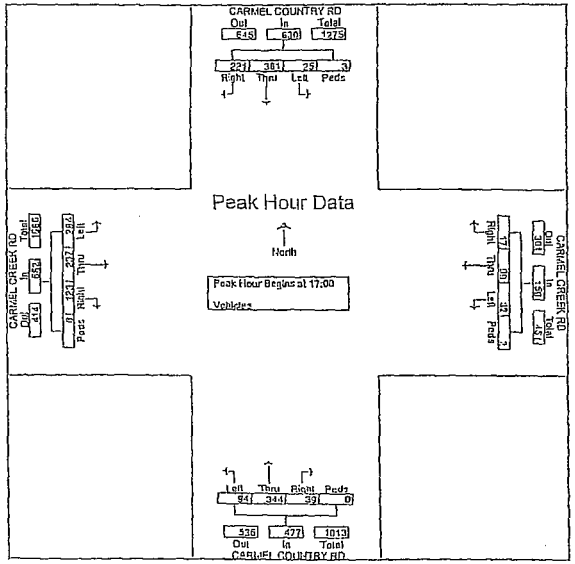
	CARMEL COUNTRY RD Southbound					CARMEL CREEK RD Westbound					CARMEL COUNTRY RD Northbound					CARMEL CREEK RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	7	85	71	8	171	11	64	3	1	79	30	80	5	2	117	46	43	11	0	100	467
07:45	8	98	91	1	198	20	65	4	2	91	74	86	7	0	167	40	14	26	2	82	538
08:00	16	93	119	24	252	14	57	7	3	81	114	119	9	7	249	105	25	48	0	178	760
08:15	35	116	101	33	285	15	105	15	5	140	51	87	7	1	146	88	36	38	0	162	733
Total Volume	66	392	382	66	906	60	291	29	11	391	269	372	28	10	679	279	118	123	2	522	2498
% App. Total	7.3	43.3	42.2	7.3		15.3	74.4	7.4	2.8		39.6	54.8	4.1	1.5		53.4	22.6	23.6	0.4		
PHF	.471	.845	.803	.500	.795	.750	.693	.483	.550	.698	.590	.782	.778	.357	.682	.664	.686	.641	.250	.733	.822



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.21.CARMEL COUNTRY RD.CARMEL CREEK RD
Site Code : 00000000
Start Date : 5/5/2009
Page No : 3

	CARMEL COUNTRY RD Southbound					CARMEL CREEK RD Westbound					CARMEL COUNTRY RD Northbound					CARMEL CREEK RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	9	107	52	0	168	10	20	4	0	34	33	82	13	0	127	72	62	34	3	171	500
17:15	5	85	62	0	152	8	31	7	2	48	24	79	7	0	110	64	64	25	2	155	465
17:30	5	84	52	1	142	7	25	1	0	33	19	100	12	0	131	70	60	31	2	163	469
17:45	6	105	55	2	168	7	23	5	0	35	19	83	7	0	109	78	51	33	1	163	475
Total Volume	25	381	221	3	630	32	99	17	2	150	94	344	39	0	477	284	237	123	8	652	1909
% App. Total	4	60.5	35.1	0.5	-	21.3	66	11.3	1.3		19.7	72.1	8.2	0		43.6	36.3	18.9	1.2		
PHF	.694	.850	.891	.375	.938	.800	.798	.607	.250	.781	.734	.860	.758	.000	.910	.910	.926	.904	.667	.953	.955



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.17.EL CAMINO REAL.HIGH BLUFF DR
Site Code : 00000000
Start Date : 5/5/2009
Page No : 1

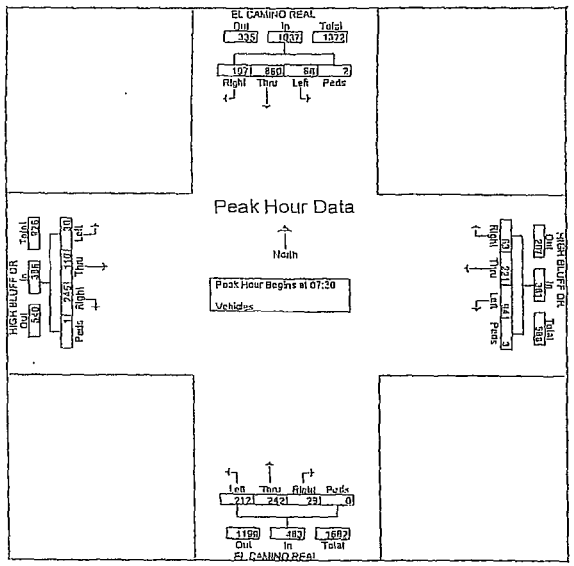
Groups Printed- Vehicles

	EL CAMINO REAL Southbound				HIGH BLUFF DR Westbound				EL CAMINO REAL Northbound				HIGH BLUFF DR Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	8	71	7	0	11	26	8	1	28	36	4	0	0	20	27	1	248
07:15	3	125	25	0	35	47	23	0	40	72	5	0	1	24	30	0	430
07:30	13	245	26	0	16	51	17	1	48	77	7	0	2	23	52	0	578
07:45	18	221	26	0	22	66	16	0	61	39	4	0	16	48	63	0	600
Total	42	662	84	0	84	190	64	2	177	224	20	0	19	115	172	1	1856
08:00	14	192	27	0	32	60	18	0	55	54	7	0	9	20	57	0	545
08:15	23	202	28	2	24	44	12	2	48	72	11	0	3	19	73	1	564
08:30	15	171	25	2	16	43	11	1	68	42	7	0	5	36	58	0	502
08:45	15	144	30	0	20	51	9	1	75	60	9	0	7	25	60	1	507
Total	67	709	110	4	94	196	50	4	246	228	34	0	24	100	248	2	2118
*** BREAK ***																	
16:00	24	121	21	0	26	44	19	0	62	139	19	0	15	89	45	0	624
16:15	28	132	18	0	26	46	21	0	67	132	22	0	11	90	54	0	647
16:30	32	122	16	0	22	43	30	0	49	163	14	0	12	92	57	0	652
16:45	38	131	14	0	31	47	17	0	59	172	10	0	22	107	72	0	720
Total	122	506	69	0	105	180	87	0	237	606	65	0	60	378	228	0	2643
17:00	40	76	10	0	34	37	18	1	74	155	32	0	23	103	79	0	682
17:15	31	123	17	0	18	48	26	0	49	265	23	0	7	74	80	1	762
17:30	19	111	6	0	29	37	30	0	74	229	20	1	21	49	88	2	716
17:45	23	154	10	0	15	46	18	1	61	296	17	1	21	45	68	0	776
Total	113	464	43	0	96	168	92	2	258	945	92	2	72	271	315	3	2936
Grand Total	344	2341	306	4	379	736	293	8	918	2003	211	2	175	864	963	6	9553
Approch %	11.5	78.2	10.2	0.1	26.8	52	20.7	0.6	29.3	63.9	6.7	0.1	8.7	43	48	0.3	
Total %	3.6	24.5	3.2	0	4	7.7	3.1	0.1	9.6	21	2.2	0	1.8	9	10.1	0.1	

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.17.EL CAMINO REAL.HIGH BLUFF DR
Site Code : 00000000
Start Date : 5/5/2009
Page No : 2

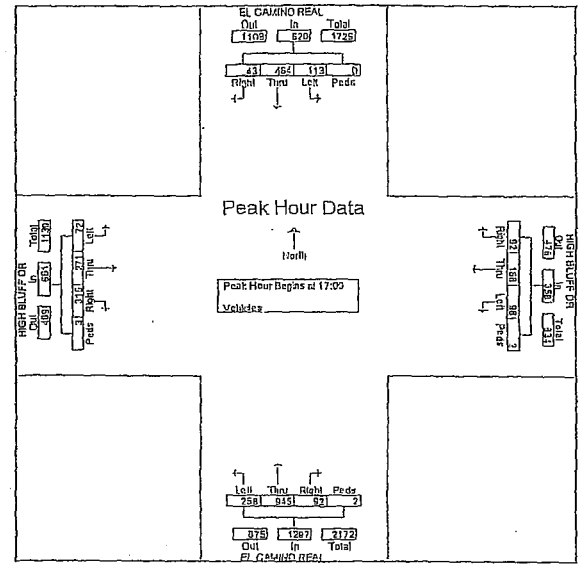
	EL CAMINO REAL Southbound					HIGH BLUFF DR Westbound					EL CAMINO REAL Northbound					HIGH BLUFF DR Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	13	245	26	0	284	16	51	17	1	85	48	77	7	0	132	2	23	52	0	77	578
07:45	18	221	26	0	265	22	66	16	0	104	61	39	4	0	104	16	48	63	0	127	600
08:00	14	192	27	0	233	32	60	18	0	110	55	54	7	0	116	9	20	57	0	86	545
08:15	23	202	28	2	255	24	44	12	2	82	48	72	11	0	131	3	19	73	1	96	564
Total Volume	68	860	107	2	1037	94	221	63	3	381	212	242	29	0	483	30	110	245	1	386	2287
% App. Total	6.6	82.9	10.3	0.2		24.7	58	16.5	0.8		43.9	50.1	6	0		7.8	28.5	63.5	0.3		
PHF	.739	.878	.955	.250	.913	.734	.837	.875	.375	.866	.869	.786	.659	.000	.915	.469	.573	.839	.250	.760	.953



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.17.EL CAMINO REAL.HIGH BLUFF DR
Site Code : 00000000
Start Date : 5/5/2009
Page No : 3

	EL CAMINO REAL Southbound					HIGH BLUFF DR Westbound					EL CAMINO REAL Northbound					HIGH BLUFF DR Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	40	76	10	0	126	34	37	18	1	90	74	155	32	0	261	23	203	79	0	305	682
17:15	31	123	17	0	171	18	48	26	0	92	49	265	23	0	337	7	74	80	1	162	762
17:30	19	111	6	0	136	29	37	30	0	96	74	229	20	1	324	21	49	88	2	160	716
17:45	23	154	10	0	187	15	46	18	1	80	61	296	17	1	375	21	45	68	0	134	776
Total Volume	113	464	43	0	620	96	168	92	2	358	258	945	92	2	1297	72	271	315	3	661	2936
% App. Total	18.2	74.8	6.9	0		26.8	46.9	25.7	0.6		19.9	72.9	7.1	0.2		10.9	41	47.7	0.5		
PHF	.706	.753	.632	.000	.839	.706	.875	.767	.500	.932	.872	.798	.719	.500	.865	.783	.668	.695	.375	.806	.946

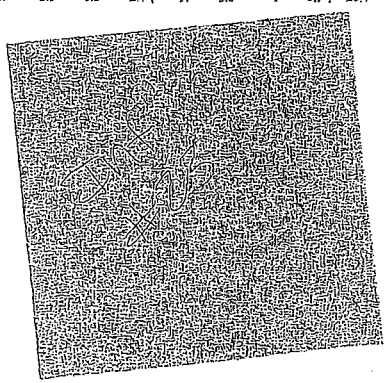


True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.16.CARMEL VISTA RD.HIGH BLUFF DR
Site Code : 00000000
Start Date : 5/5/2009
Page No : 1

Groups Printed- Vehicles

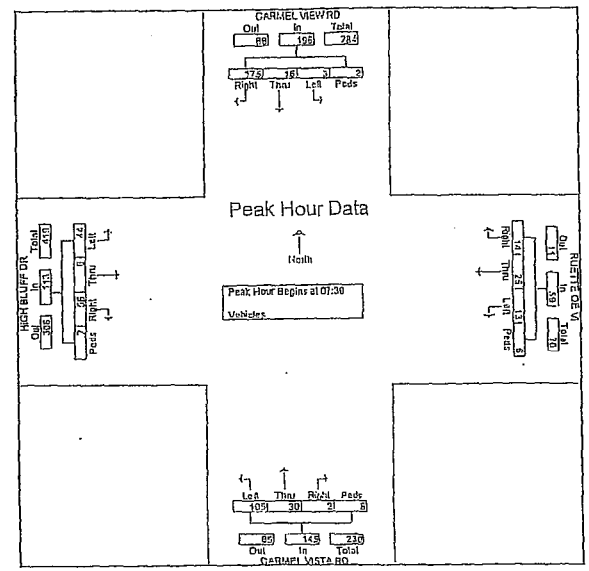
	CARMEL VIEW RD Southbound				RUETTE DE VI Westbound				CARMEL VISTA RD Northbound				HIGH BLUFF DR Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	4	16	0	0	4	1	3	15	5	0	2	8	1	9	1	69
07:15	0	2	36	2	1	12	2	5	21	4	1	1	11	2	9	2	111
07:30	0	1	30	0	5	7	4	1	25	9	1	2	10	1	13	5	114
07:45	2	9	49	2	4	5	8	1	27	12	0	3	18	2	22	1	165
Total	2	16	131	4	10	28	15	10	88	30	2	8	47	6	53	9	459
08:00	1	3	57	0	1	7	1	0	23	5	0	1	7	1	14	1	122
08:15	0	3	39	0	3	7	1	4	30	4	1	2	9	2	7	0	112
08:30	0	2	36	0	3	7	2	3	31	1	0	0	8	5	13	3	114
08:45	0	4	48	1	0	2	2	2	14	0	0	0	14	4	7	0	98
Total	1	12	180	1	7	23	6	9	98	10	1	3	38	12	41	4	446
*** BREAK ***																	
16:00	1	3	22	0	3	5	0	0	9	2	2	0	32	5	23	1	108
16:15	1	2	24	1	2	0	2	1	14	2	1	0	31	3	20	0	104
16:30	1	2	21	0	1	5	2	3	18	2	1	1	36	2	23	0	118
16:45	0	2	22	1	1	2	1	6	20	3	4	1	40	6	28	0	137
Total	3	9	89	2	7	12	5	10	61	9	8	2	139	16	94	1	467
17:00	0	2	17	2	1	4	2	3	19	4	1	0	48	10	45	0	158
17:15	2	1	29	3	0	1	1	3	24	10	2	0	54	3	22	2	157
17:30	0	2	18	5	2	4	0	5	27	7	1	0	36	6	30	4	151
17:45	1	3	23	1	0	5	2	2	15	4	4	1	37	7	14	0	119
Total	3	8	87	11	3	14	5	17	85	25	8	1	175	26	111	6	585
Grand Total	9	45	487	18	27	77	31	46	332	74	19	14	399	60	299	20	1957
Apprch %	1.6	8.1	87.1	3.2	14.9	42.5	17.1	25.4	75.6	16.9	4.3	3.2	51.3	7.7	38.4	2.6	
Total %	0.5	2.3	24.9	0.9	1.4	3.9	1.6	2.4	17	3.8	1	0.7	20.4	3.1	15.3	1	



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.16.CARMEL VISTA RD.HIGH BLUFF DR
Site Code : 00000000
Start Date : 5/5/2009
Page No : 2

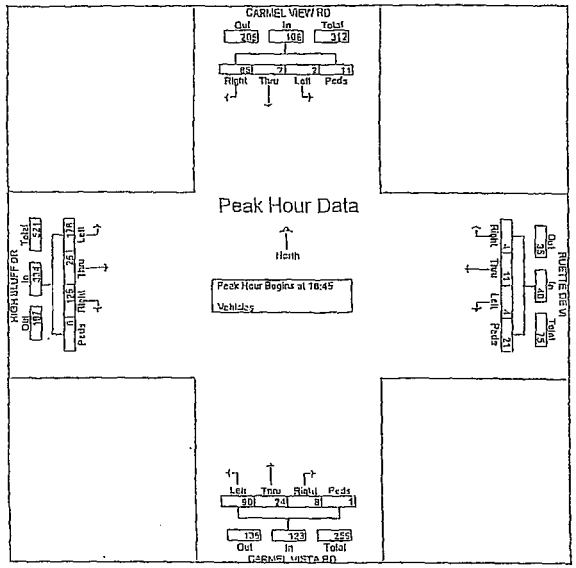
	CARMEL VIEW RD Southbound					RUETTE DE VI Westbound					CARMEL VISTA RD Northbound					HIGH BLUFF DR Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	1	30	0	31	5	7	4	1	17	25	9	1	2	37	10	1	13	5	29	114
07:45	2	9	49	2	62	4	5	8	1	18	27	12	0	3	42	18	2	22	1	43	165
08:00	1	3	57	0	61	1	7	1	0	9	23	5	0	1	29	7	1	14	1	23	122
08:15	0	3	39	0	42	3	7	1	4	15	30	4	1	2	37	9	2	7	0	18	112
Total Volume	3	16	175	2	196	13	26	14	6	59	105	30	2	8	145	44	6	56	7	113	513
% App. Total	1.5	8.2	89.3	1		22	44.1	23.7	10.2		72.4	20.7	1.4	5.5		38.9	5.3	49.6	6.2		
PHF	.375	.444	.768	.250	.790	.650	.929	.438	.375	.819	.875	.625	.500	.667	.863	.611	.750	.636	.350	.657	.777



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.16.CARMEL VISTA RD.HIGH BLUFF DR
Site Code : 00000000
Start Date : 5/5/2009
Page No : 3

	CARMEL VIEW RD Southbound					RUETTE DE VI Westbound					CARMEL VISTA RD Northbound					HIGH BLUFF DR Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	2	23	1	25	1	2	1	6	10	20	3	4	1	28	40	6	28	0	74	137
17:00	0	2	17	2	21	1	4	2	3	10	19	4	1	0	24	48	10	45	0	103	158
17:15	2	1	29	3	35	0	1	1	3	5	24	10	2	0	36	34	8	22	2	81	157
17:30	0	2	18	5	25	2	4	0	9	15	27	7	1	0	35	36	6	30	4	76	151
Total Volume	2	7	86	11	106	4	11	4	21	40	90	24	8	1	123	178	25	125	6	334	603
% App. Total	1.9	6.6	81.1	10.4		10	27.5	10	52.5		73.2	19.5	6.5	0.8		53.3	7.5	37.4	1.8		
PHF	.250	.875	.741	.550	.757	.500	.688	.500	.583	.667	.833	.600	.500	.250	.854	.824	.625	.694	.375	.811	.954



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.37.CARMEL CREEK RD.CARMEL GROVE RD
Site Code : 00000000
Start Date : 4/30/2009
Page No : 1

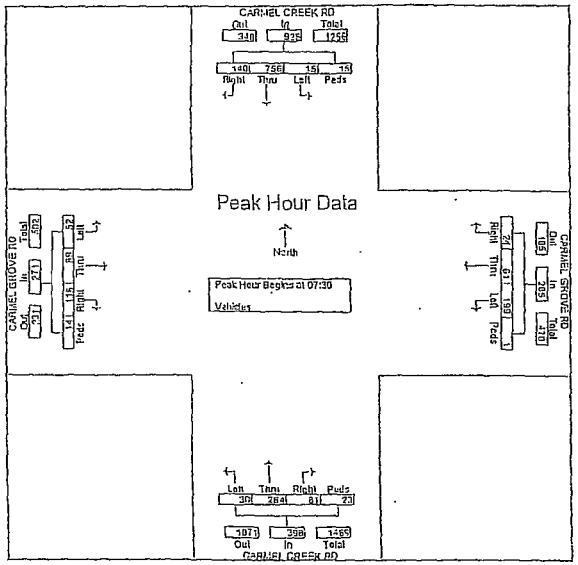
Groups Printed- Vehicles

	CARMEL CREEK RD Southbound				CARMEL GROVE RD Westbound				CARMEL CREEK RD Northbound				CARMEL GROVE RD Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	1	63	7	0	29	1	0	0	8	22	8	3	8	3	25	1	179
07:15	0	122	12	0	27	7	0	0	3	47	12	2	27	5	23	1	288
07:30	2	169	26	1	36	9	1	0	8	57	16	0	20	16	35	2	395
07:45	5	196	35	9	63	17	11	1	8	79	42	13	18	59	26	2	584
Total	8	550	80	10	155	34	12	1	27	205	78	18	73	83	109	6	1446
08:00	8	389	49	5	72	29	11	0	5	71	15	10	8	11	29	7	519
08:15	0	202	30	0	28	6	1	0	9	57	8	0	6	3	26	3	379
08:30	0	161	14	1	23	7	2	4	8	46	6	0	8	1	27	1	309
08:45	3	123	18	2	25	8	1	1	8	42	7	1	17	3	19	5	283
Total	11	675	111	8	148	50	15	5	30	216	36	11	39	18	101	16	1490
*** BREAK ***																	
16:00	2	77	16	2	9	8	4	0	25	120	17	1	18	3	26	4	332
16:15	0	75	10	0	16	7	3	1	25	114	24	0	11	5	15	0	306
16:30	1	66	13	1	12	3	1	1	20	98	25	4	18	7	14	2	286
16:45	2	85	19	1	9	4	3	0	31	136	33	3	14	3	25	2	370
Total	5	303	58	4	46	22	11	2	101	468	99	8	61	18	80	8	1294
17:00	1	72	19	0	20	4	3	1	27	174	40	1	29	13	16	0	420
17:15	0	66	18	4	12	7	2	2	31	202	27	2	25	9	14	5	426
17:30	2	89	26	1	10	9	1	0	28	163	41	0	36	16	26	6	464
17:45	3	94	19	0	13	6	3	2	22	181	26	1	26	12	14	2	424
Total	6	321	82	5	55	26	9	5	108	720	134	4	116	50	70	13	1724
Grand Total	30	1849	331	27	404	132	47	13	266	1609	347	41	289	169	360	43	5957
Approch %	1.3	82.7	14.8	1.2	67.8	22.1	7.9	2.2	11.8	71.1	15.3	1.8	33.6	19.6	41.8	5	
Total %	0.5	31	5.6	0.5	6.8	2.2	0.8	0.2	4.5	27	5.8	0.7	4.9	2.8	6	0.7	

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.27.CARMEL CREEK RD.CARMEL GROVE RD
Site Code : 00000000
Start Date : 4/30/2009
Page No : 2

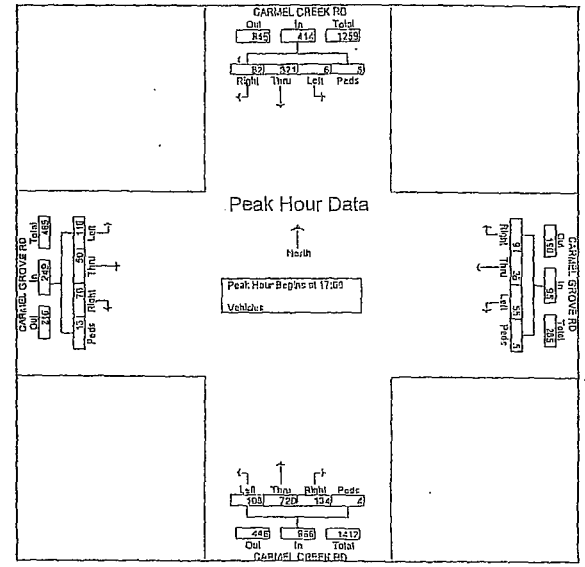
	CARMEL CREEK RD Southbound					CARMEL GROVE RD Westbound					CARMEL CREEK RD Northbound					CARMEL GROVE RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	2	169	26	1	198	36	9	1	0	46	8	57	16	0	81	20	16	35	2	73	398
07:45	5	196	35	9	245	63	17	11	1	93	8	70	42	13	142	18	59	26	2	105	584
08:00	8	139	49	5	251	72	29	11	0	112	5	71	15	10	101	8	11	29	7	55	519
08:15	0	202	50	0	252	28	6	1	0	35	9	57	8	0	74	6	3	26	3	38	379
Total Volume	15	756	140	15	926	199	61	24	1	285	30	264	81	23	398	52	89	116	14	271	1880
% App. Total	1.6	81.6	15.1	1.6		69.8	21.4	8.4	0.4		7.5	66.3	20.4	5.8		19.2	32.8	42.8	5.2		
PHF	.469	.936	.714	.417	.922	.691	.526	.545	.250	.636	.833	.835	.482	.442	.701	.650	.377	.529	.500	.645	.805



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.27.CARMEL CREEK RD.CARMEL GROVE RD
Site Code : 00000000
Start Date : 4/30/2009
Page No : 3

	CARMEL CREEK RD Southbound					CARMEL GROVE RD Westbound					CARMEL CREEK RD Northbound					CARMEL GROVE RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	1	72	19	0	92	20	4	3	1	28	27	174	40	1	242	29	13	16	0	58	420
17:15	0	66	18	4	88	12	7	2	2	23	31	202	27	2	262	25	9	14	5	53	426
17:30	2	89	26	1	118	10	9	1	0	20	28	163	41	0	232	26	16	26	6	84	454
17:45	3	94	19	0	116	13	6	3	2	24	22	181	26	1	230	26	12	14	2	54	424
Total Volume	6	321	82	5	414	55	26	9	5	95	108	720	134	4	966	116	50	70	13	249	1724
% App. Total	1.4	77.5	19.8	1.2		57.9	27.4	9.5	5.3		11.2	74.5	13.9	0.4		46.6	20.1	28.1	5.2		
PHF	.500	.854	.788	.313	.877	.688	.722	.750	.625	.848	.871	.891	.817	.500	.922	.896	.781	.673	.542	.741	.949



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.33.I-5 SB RAMPS.CARMEL VALLEY RDppd
Site Code : 00000000
Start Date : 5/21/2009
Page No : 1

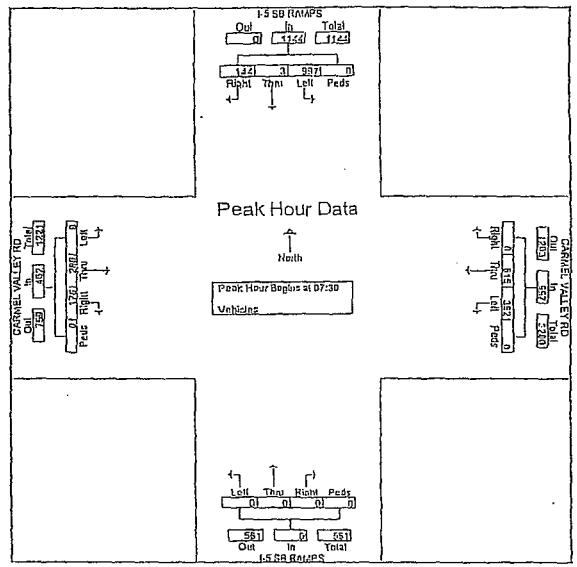
Groups Printed- Vehicles

	I-5 SB RAMPS Southbound				CARMEL VALLEY RD Westbound				I-5 SB RAMPS Northbound				CARMEL VALLEY RD Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	149	0	23	1	55	81	0	0	0	0	0	0	0	37	33	0	379
07:15	192	1	25	0	84	122	0	0	0	0	0	0	0	40	43	0	507
07:30	256	0	33	0	92	134	0	0	0	0	0	0	0	64	42	0	621
07:45	303	2	36	0	103	171	0	0	0	0	0	0	0	94	50	0	759
Total	900	3	117	1	334	508	0	0	0	0	0	0	0	235	168	0	2266
08:00	245	0	41	0	98	155	0	0	0	0	0	0	0	68	41	0	648
08:15	193	1	34	0	89	155	0	0	0	0	0	0	0	60	43	0	575
08:30	180	0	26	1	126	141	0	0	0	0	0	0	0	70	41	0	585
08:45	174	0	39	0	118	129	0	0	0	0	0	0	0	58	30	0	548
Total	792	1	140	1	431	580	0	0	0	0	0	0	0	256	155	0	2356
*** BREAK ***																	
16:00	216	0	19	0	148	100	0	0	0	0	0	0	0	125	33	0	641
16:15	206	0	13	0	112	112	0	0	0	0	0	0	0	141	32	0	616
16:30	211	0	12	0	150	154	0	0	0	0	0	1	0	112	37	0	677
16:45	210	0	16	0	130	198	0	0	0	0	0	0	0	138	34	0	726
Total	843	0	60	0	540	564	0	0	0	0	0	1	0	516	136	0	2660
17:00	209	1	17	0	162	177	0	0	0	0	0	0	1	127	35	0	729
17:15	220	0	22	0	168	205	0	0	0	0	0	0	0	187	45	0	847
17:30	187	0	12	0	135	272	0	0	0	0	0	0	0	165	29	0	800
17:45	219	0	22	0	139	197	0	0	0	0	0	0	0	131	28	0	736
Total	835	1	73	0	604	851	0	0	0	0	0	0	1	610	137	0	3112
Grand Total	3570	5	390	2	1909	2503	0	0	0	0	0	1	1	1617	596	0	10394
Apprch %	89.5	0.1	10.4	0.1	43.3	56.7	0	0	0	0	0	100	0	73	26.9	0	
Total %	32.4	0	3.8	0	18.4	24.1	0	0	0	0	0	0	0	15.6	5.7	0	

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.33.I-5 SB RAMPS.CARMEL VALLEY RDppd
Site Code : 00000000
Start Date : 5/21/2009
Page No : 2

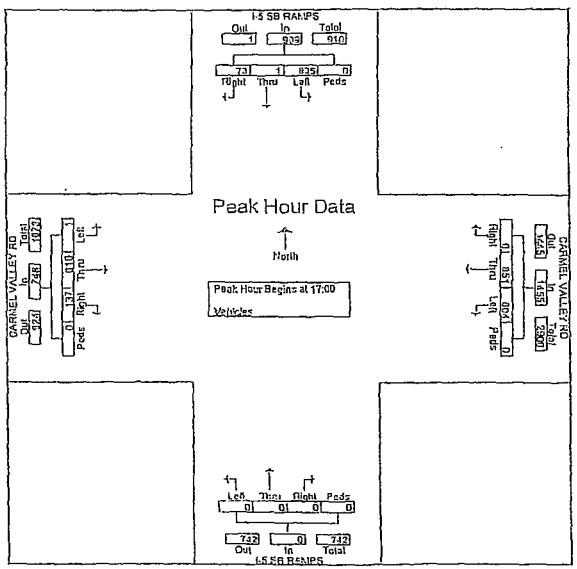
	I-5 SB RAMPS Southbound					CARMEL VALLEY RD Westbound					I-5 SB RAMPS Northbound					CARMEL VALLEY RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	256	0	33	0	289	92	134	0	0	226	0	0	0	0	0	0	64	42	0	106	621
07:45	303	2	36	0	341	103	171	0	0	274	0	0	0	0	0	0	94	50	0	144	759
08:00	245	0	41	0	286	98	155	0	0	253	0	0	0	0	0	0	68	41	0	109	648
08:15	193	1	34	0	228	89	155	0	0	244	0	0	0	0	0	0	60	43	0	103	575
Total Volume	997	3	144	0	1144	382	615	0	0	997	0	0	0	0	0	0	286	176	0	462	2603
% App. Total	87.2	0.3	12.6	0		38.3	61.7	0	0		0	0	0	0		0	61.9	38.1	0		
PHF	.823	.375	.878	.000	.839	.927	.899	.000	.000	.910	.000	.000	.000	.000	.000	.000	.761	.860	.000	.802	.857



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031,33.I-5 SB RAMPS.CARMEL VALLEY RDppd
Site Code : 00000000
Start Date : 5/21/2009
Page No : 3

	I-5 SB RAMPS Southbound					CARMEL VALLEY RD Westbound					I-5 SB RAMPS Northbound					CARMEL VALLEY RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	209	1	17	0	227	162	177	0	0	339	0	0	0	0	0	1	127	35	0	163	729
17:15	220	0	22	0	242	168	205	0	0	373	0	0	0	0	0	0	187	45	0	232	847
17:30	187	0	12	0	199	135	272	0	0	407	0	0	0	0	0	0	165	29	0	194	800
17:45	219	0	22	0	241	139	197	0	0	336	0	0	0	0	0	0	131	28	0	159	736
Total Volume	835	1	73	0	909	604	851	0	0	1455	0	0	0	0	0	1	610	137	0	748	3112
% App. Total	91.9	0.1	8	0		41.5	58.5	0	0		0	0	0	0		0.1	81.6	18.3	0		
PHF	.949	.250	.830	.000	.939	.899	.782	.000	.000	.894	.000	.000	.000	.000	.000	.250	.816	.761	.000	.806	.919



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031,32.I-5 NB RAMPS.CARMEL VALLEY RD
Site Code : 00000000
Start Date : 5/21/2009
Page No : 1

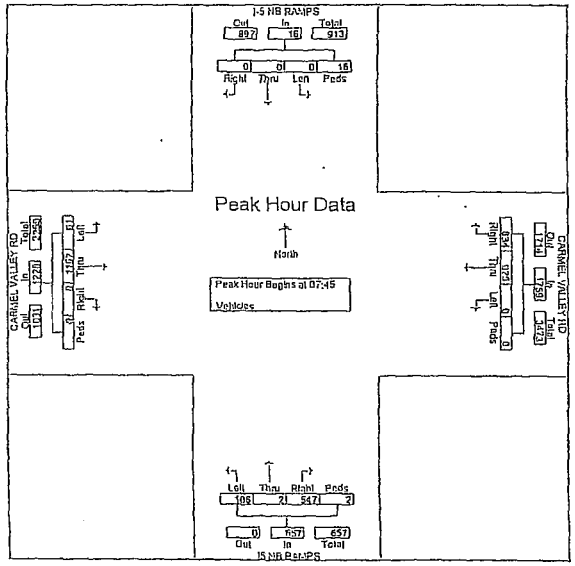
Groups Printed- Vehicles

	I-5 NB RAMPS Southbound				CARMEL VALLEY RD Westbound				I5 NB RAMPS Northbound				CARMEL VALLEY RD Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	0	0	4	0	114	189	0	24	1	92	2	5	188	0	0	619
07:15	0	0	0	3	0	167	247	1	30	0	95	1	16	228	0	0	788
07:30	0	0	0	6	0	185	200	1	26	0	123	4	19	298	0	0	862
07:45	0	0	0	3	0	237	200	0	26	1	130	1	9	370	0	0	977
Total	0	0	0	16	0	703	836	2	106	2	440	8	49	1084	0	0	3246
08:00	0	0	0	2	0	217	204	0	29	0	124	0	13	306	0	0	895
08:15	0	0	0	5	0	227	225	0	27	1	164	1	16	241	0	0	907
08:30	0	0	0	6	0	244	205	0	24	0	129	0	23	250	0	0	881
08:45	0	0	0	1	0	223	197	0	31	0	142	2	13	241	0	0	850
Total	0	0	0	14	0	911	831	0	111	1	559	3	65	1038	0	0	3533
*** BREAK ***																	
16:00	0	0	0	3	0	207	188	0	45	0	70	2	24	335	0	0	874
16:15	0	0	0	3	0	178	184	0	59	2	75	2	23	322	0	0	848
16:30	0	0	0	4	0	217	171	0	80	2	115	3	24	284	0	0	900
16:45	0	0	0	2	0	246	189	0	110	3	121	4	27	343	0	0	1045
Total	0	0	0	12	0	848	732	0	294	7	381	11	98	1284	0	0	3667
17:00	0	0	0	1	0	263	208	0	105	1	148	2	20	345	0	0	1093
17:15	0	0	0	3	0	247	198	0	107	2	188	2	35	364	0	0	1146
17:30	0	0	0	3	0	247	185	0	108	1	154	8	36	328	0	0	1070
17:45	0	0	0	2	0	210	189	0	119	3	177	9	32	318	0	0	1059
Total	0	0	0	9	0	967	780	0	439	7	667	21	123	1355	0	0	4368
Grand Total	0	0	0	51	0	3429	3179	2	950	17	2047	43	335	4761	0	0	14814
Approch %	0	0	0	100	0	51.9	48.1	0	31.1	0.6	67	1.4	6.6	93.4	0	0	
Total %	0	0	0	0.3	0	23.1	21.5	0	6.4	0.1	13.8	0.3	2.3	32.1	0	0	

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.32.I-5 NB RAMPS.CARMEL VALLEY RD
Site Code : 00000000
Start Date : 5/21/2009
Page No : 2

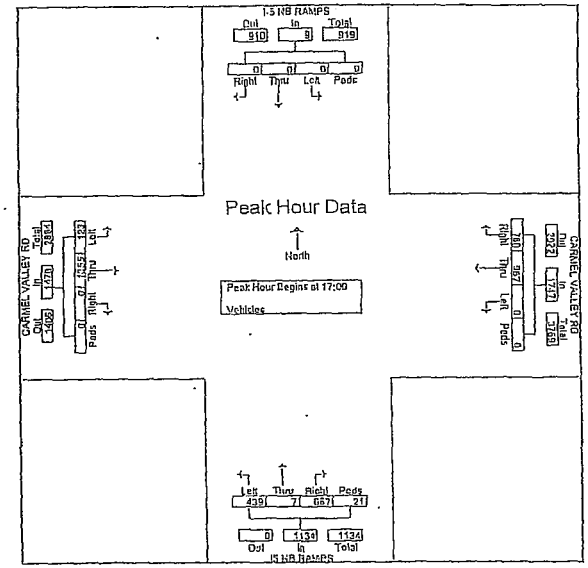
	I-5 NB RAMPS Southbound					CARMEL VALLEY RD Westbound					I5 NB RAMPS Northbound					CARMEL VALLEY RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	0	0	3	3	0	237	200	0	437	26	1	130	1	158	9	370	0	0	379	977
08:00	0	0	0	2	2	0	217	204	0	421	29	0	124	0	153	13	306	0	0	319	895
08:15	0	0	0	5	5	0	227	225	0	452	27	1	164	1	193	16	241	0	0	257	907
08:30	0	0	0	6	6	0	244	205	0	449	24	0	129	0	153	23	250	0	0	273	881
Total Volume	0	0	0	16	16	0	925	834	0	1759	106	2	547	2	657	61	1167	0	0	1228	3660
% App. Total	0	0	0	100		0	52.6	47.4	0		16.1	0.3	83.3	0.3		5	95	0	0		
PHF	.000	.000	.000	.667	.667	.000	.948	.927	.000	.973	.814	.500	.834	.500	.851	.663	.780	.000	.000	.810	.937



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.32.I-5 NB RAMPS.CARMEL VALLEY RD
Site Code : 00000000
Start Date : 5/21/2009
Page No : 3

	I-5 NB RAMPS Southbound					CARMEL VALLEY RD Westbound					I5 NB RAMPS Northbound					CARMEL VALLEY RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	0	0	1	1	0	263	208	0	471	105	1	148	2	256	20	345	0	0	365	1093
17:15	0	0	0	3	3	0	247	198	0	445	107	2	188	2	299	35	364	0	0	399	1146
17:30	0	0	0	3	3	0	247	185	0	432	108	1	154	8	271	36	328	0	0	364	1070
17:45	0	0	0	2	2	0	210	189	0	399	119	3	177	9	308	32	318	0	0	350	1059
Total Volume	0	0	0	9	9	0	967	780	0	1747	439	7	667	21	1134	123	1355	0	0	1478	4368
% App. Total	0	0	0	100		0	55.4	44.6	0		38.7	0.6	58.8	1.9		8.3	91.7	0	0		
PHF	.000	.000	.000	.750	.750	.000	.919	.938	.000	.927	.922	.583	.887	.583	.920	.854	.931	.000	.000	.926	.951



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.29.EL CAMINO REAL.VALLEY CENTRE DR
Site Code : 00000000
Start Date : 4/30/2009
Page No : 1

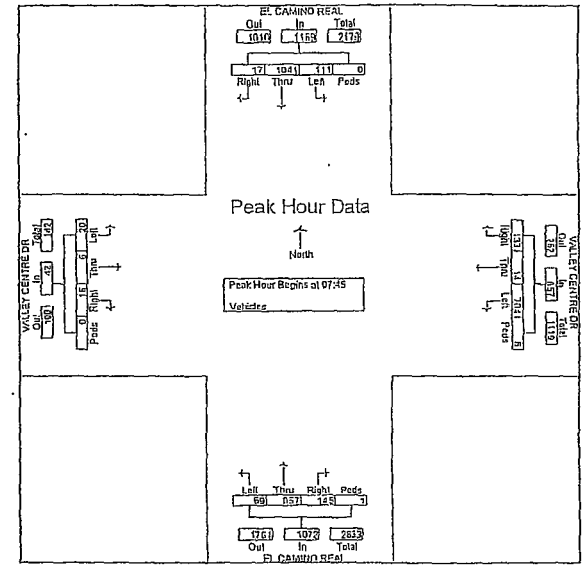
Groups Printed- Vehicles

	EL CAMINO REAL Southbound				VALLEY CENTRE DR Westbound				EL CAMINO REAL Northbound				VALLEY CENTRE DR Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	9	92	2	0	29	0	6	1	20	107	23	2	9	5	1	0	306
07:15	20	127	2	0	86	3	23	0	22	185	28	0	4	1	2	0	503
07:30	16	246	6	1	151	1	29	1	26	214	23	1	6	1	1	0	723
07:45	43	289	1	0	182	3	19	1	26	201	48	1	9	0	7	0	830
Total	88	754	11	1	448	7	77	3	94	707	122	4	28	7	11	0	2362
08:00	16	240	3	0	197	5	38	0	17	198	25	0	5	2	2	0	748
08:15	31	228	7	0	167	5	37	0	10	240	40	0	3	3	0	0	771
08:30	21	284	6	0	158	1	39	5	16	218	32	0	3	1	7	0	791
08:45	27	210	3	0	141	1	29	0	11	243	40	0	2	2	8	0	717
Total	95	962	19	0	663	12	143	5	54	899	137	0	13	8	17	0	3027
*** BREAK ***																	
16:00	103	122	113	10	2	13	28	8	37	144	64	21	2	23	5	0	695
16:15	26	231	22	0	5	27	11	0	8	256	8	16	5	14	6	0	635
16:30	79	154	33	0	23	0	1	0	37	157	65	0	0	10	1	0	560
16:45	31	252	6	0	96	14	8	0	9	183	32	0	19	7	4	0	661
Total	239	759	174	10	126	54	48	8	91	740	169	37	26	54	16	0	2551
17:00	19	271	9	0	110	5	37	0	5	152	52	0	5	7	5	0	657
17:15	36	226	5	0	63	6	20	3	24	159	32	0	10	10	1	0	595
17:30	51	391	9	0	158	6	28	1	24	271	65	1	14	8	9	1	1037
17:45	47	413	2	0	145	5	27	0	23	292	65	0	9	5	13	0	1045
Total	153	1301	25	0	476	22	92	4	76	874	214	1	38	30	28	1	3334
Grand Total	575	3776	229	11	1713	95	360	20	314	3220	642	42	105	99	72	1	11274
Apprch %	12.5	82.2	5	0.2	78.3	4.3	16.5	0.9	7.4	76.3	15.2	1	37.9	35.7	26	0.4	
Total %	5.1	33.5	2	0.1	15.2	0.8	3.2	0.2	2.8	28.6	5.7	0.4	0.9	0.9	0.6	0	

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.29.EL CAMINO REAL.VALLEY CENTRE DR
Site Code : 00000000
Start Date : 4/30/2009
Page No : 2

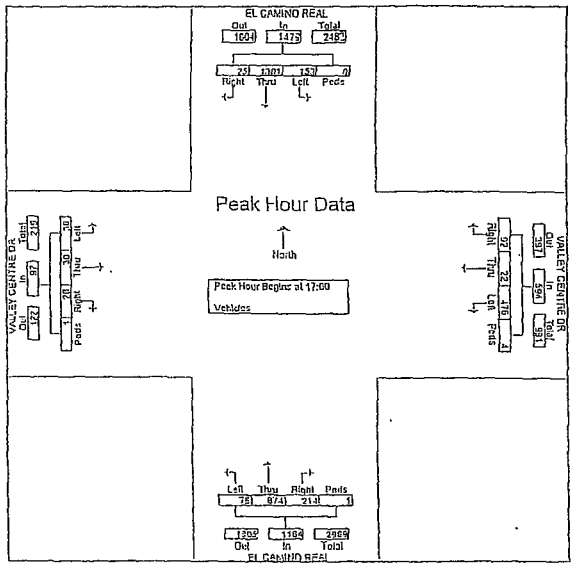
	EL CAMINO REAL Southbound					VALLEY CENTRE DR Westbound					EL CAMINO REAL Northbound					VALLEY CENTRE DR Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	43	289	1	0	333	182	3	19	1	205	26	201	48	1	276	9	0	7	0	16	830
08:00	16	240	3	0	259	197	5	38	0	240	17	198	25	0	240	5	2	2	0	9	748
08:15	31	228	7	0	266	167	5	37	0	209	10	240	40	0	290	3	3	0	0	6	771
08:30	21	284	6	0	311	158	1	39	5	203	16	218	32	0	266	2	1	7	0	11	791
Total Volume	111	1041	17	0	1169	704	14	133	6	857	69	857	145	1	1072	20	6	16	0	42	3140
% App. Total																					
PHF	.645	.901	.607	.000	.878	.893	.700	.853	.300	.893	.663	.893	.755	.250	.924	.556	.500	.571	.000	.656	.946



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.29.EL CAMINO REAL_VALLEY CENTRE DR
Site Code : 00000000
Start Date : 4/30/2009
Page No : 3

	EL CAMINO REAL Southbound					VALLEY CENTRE DR Westbound					EL CAMINO REAL Northbound					VALLEY CENTRE DR Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	19	271	9	0	299	110	5	17	0	132	5	152	52	0	209	5	7	5	0	17	657
17:15	36	226	5	0	267	63	6	20	3	92	24	159	32	0	215	10	10	1	0	21	595
17:30	51	391	9	0	451	158	6	26	1	193	24	271	65	1	361	14	8	9	1	32	1037
17:45	47	413	2	0	462	145	5	27	0	177	22	292	65	0	379	9	5	13	0	27	1045
Total Volume	153	1301	25	0	1479	476	22	92	4	594	75	874	214	1	1164	38	30	28	1	97	3334
% App. Total																					
PHF	.750	.788	.694	.000	.800	.753	.917	.821	.333	.769	.781	.748	.823	.250	.758	.679	.750	.538	.250	.758	.798



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.31.EL CAMINO REAL SR 56 EB OFF-RAMP
Site Code : 00000000
Start Date : 4/30/2009
Page No : 1

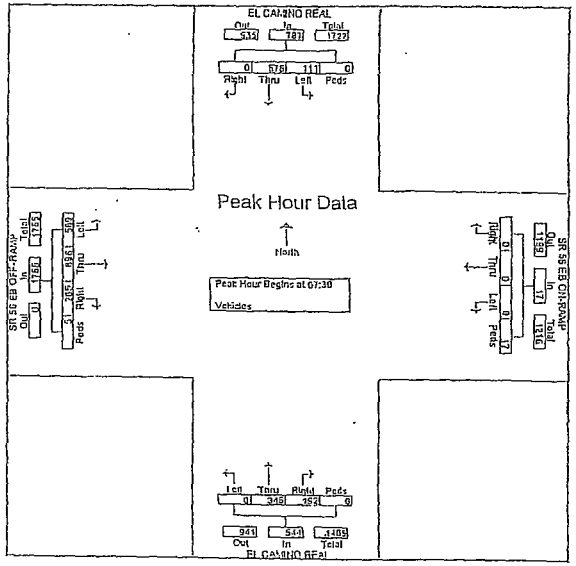
Groups Printed- Vehicles

	EL CAMINO REAL Southbound				SR 56 EB Off-RAMP Westbound				EL CAMINO REAL Northbound				SR 56 EB OFF-RAMP Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	14	81	0	0	0	0	0	2	0	46	19	1	89	152	27	1	432
07:15	14	104	0	0	0	0	0	1	0	82	28	0	145	162	54	3	593
07:30	16	153	0	0	0	0	0	6	0	81	47	1	134	204	64	2	708
07:45	32	178	0	0	0	0	0	3	0	90	61	1	160	258	59	2	844
Total	76	516	0	0	0	0	0	12	0	299	155	3	528	776	204	8	2577
08:00	33	168	0	0	0	0	0	4	0	88	42	2	157	253	87	1	835
08:15	30	177	0	0	0	0	0	4	0	87	42	2	138	181	55	0	716
08:30	30	181	0	0	0	0	0	7	0	82	28	5	149	157	45	1	685
08:45	27	194	0	0	0	0	0	1	0	95	30	3	147	149	63	2	710
Total	120	720	0	0	0	0	0	16	0	352	142	11	591	740	250	4	2946
*** BREAK ***																	
16:00	67	98	0	0	0	0	0	2	0	129	70	1	102	238	15	2	724
16:15	67	85	0	0	0	0	0	0	0	143	81	1	98	267	11	2	755
16:30	63	101	0	0	0	0	0	2	0	146	95	2	102	242	24	1	776
16:45	52	107	0	0	0	0	0	2	0	147	91	4	104	253	16	8	784
Total	249	391	0	0	0	0	0	6	0	565	337	8	406	1000	66	13	3041
17:00	51	168	0	0	0	0	0	1	0	197	115	0	116	270	22	4	944
17:15	40	111	0	0	0	0	0	5	0	180	93	0	127	205	30	0	791
17:30	45	123	0	0	0	0	0	2	0	217	96	2	120	258	18	8	889
17:45	57	148	0	0	0	0	0	1	0	198	81	2	129	256	23	4	899
Total	193	550	0	0	0	0	0	9	0	792	385	4	492	989	93	16	3523
Grand Total	638	2177	0	0	0	0	0	43	0	2008	1019	26	2017	3505	613	41	12087
Apprch %	22.7	77.3	0	0	0	0	0	100	0	65.8	33.4	0.9	32.7	56.8	9.9	0.7	
Total %	5.3	18	0	0	0	0	0	0.4	0	16.6	8.4	0.2	16.7	29	5.1	0.3	

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.31.EL CAMINO REAL.SR 56 EB OFF-RAMP
Site Code : 00000000
Start Date : 4/30/2009
Page No : 2

	EL CAMINO REAL Southbound					SR 56 EB ON-RAMP Westbound					EL CAMINO REAL Northbound					SR 56 EB OFF-RAMP Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	16	153	0	0	169	0	0	0	6	6	0	81	47	1	129	134	204	64	2	404	708
07:45	32	178	0	0	210	0	0	0	3	3	0	90	61	1	152	160	258	59	2	479	844
08:00	33	168	0	0	201	0	0	0	4	4	0	86	42	2	132	157	253	87	1	498	835
08:15	30	177	0	0	207	0	0	0	4	4	0	87	42	2	131	138	181	55	0	374	716
Total Volume	111	676	0	0	787	0	0	0	17	17	0	346	192	6	544	589	896	265	5	1755	3103
% App. Total	14.1	85.9	0	0		0	0	0	100		0	63.6	35.3	1.1		33.6	51.1	15.1	0.3		
PHF	.841	.949	.000	.000	.937	.000	.000	.000	.708	.708	.000	.961	.787	.750	.895	.920	.868	.761	.625	.881	.919



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.28.CARMEL VIEW RD.VALLEY CENTRE DR
Site Code : 00000000
Start Date : 4/30/2009
Page No : 1

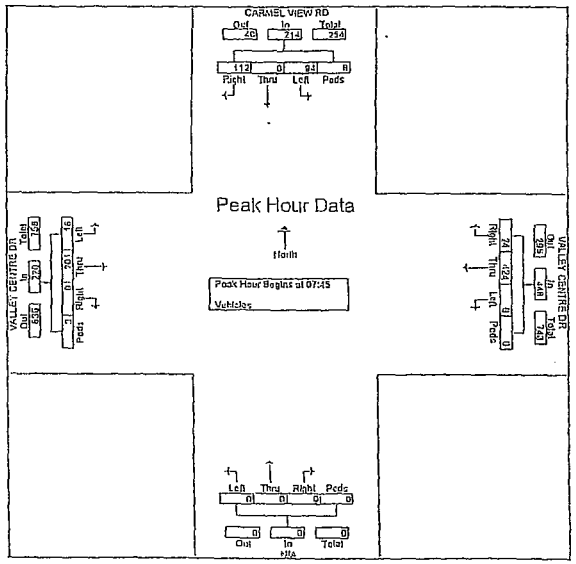
Groups Printed- Vehicles

	CARMEL VIEW RD Southbound				VALLEY CENTRE DR Westbound				N/A Northbound				VALLEY CENTRE DR Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	10	0	12	2	0	39	2	0	0	0	0	0	4	37	0	0	106
07:15	16	0	17	2	0	76	3	0	0	0	0	0	5	46	0	0	165
07:30	19	0	25	4	0	76	4	0	0	0	0	0	1	41	0	1	171
07:45	37	0	38	3	0	90	2	0	0	0	0	0	5	67	0	0	242
Total	82	0	92	11	0	281	11	0	0	0	0	0	15	191	0	1	684
08:00	23	0	32	1	0	131	10	0	0	0	0	0	3	45	0	0	245
08:15	13	0	23	1	0	104	6	0	0	0	0	0	2	43	0	0	192
08:30	21	0	19	3	0	99	6	0	0	0	0	0	6	46	0	3	203
08:45	16	0	18	1	0	99	4	0	0	0	0	0	6	44	0	0	188
Total	73	0	92	6	0	433	26	0	0	0	0	0	17	178	0	3	828
*** BREAK ***																	
16:00	13	0	8	3	0	83	14	0	0	0	0	0	7	93	0	0	221
16:15	8	0	14	0	0	94	17	0	0	0	0	0	10	71	0	0	214
16:30	4	0	10	0	0	92	12	0	0	0	0	0	9	78	0	0	205
16:45	5	0	6	3	0	70	12	0	0	0	0	0	11	82	0	4	193
Total	30	0	38	6	0	339	55	0	0	0	0	0	37	324	0	4	833
17:00	12	0	13	13	0	93	30	0	0	0	0	0	20	97	0	1	279
17:15	5	0	11	4	0	84	17	0	0	0	0	0	11	97	0	0	229
17:30	7	0	9	5	0	76	17	0	0	0	0	0	18	96	0	0	228
17:45	6	0	13	11	0	94	30	0	0	0	0	0	17	89	0	0	260
Total	30	0	46	33	0	347	94	0	0	0	0	0	66	379	0	1	996
Grand Total	215	0	268	56	0	1400	186	0	0	0	0	0	135	1072	0	9	3341
Apprch %	39.9	0	49.7	10.4	0	88.3	11.7	0	0	0	0	0	11.1	88.2	0	0.7	
Total %	6.4	0	8	1.7	0	41.9	5.6	0	0	0	0	0	4	32.1	0	0.3	

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.28.CARMEL VIEW RD.VALLEY CENTRE DR
Site Code : 00000000
Start Date : 4/30/2009
Page No : 2

	CARMEL VIEW RD Southbound					VALLEY CENTRE DR Westbound					N/A Northbound					VALLEY CENTRE DR Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	37	0	38	3	78	0	90	2	0	92	0	0	0	0	0	5	67	0	0	72	242
08:00	23	0	32	1	56	0	131	10	0	141	0	0	0	0	0	3	45	0	0	48	245
08:15	13	0	23	1	37	0	104	6	0	110	0	0	0	0	0	2	43	0	0	45	192
08:30	21	0	19	3	43	0	99	6	0	105	0	0	0	0	0	6	46	0	3	55	203
Total Volume	94	0	112	8	214	0	424	24	0	448	0	0	0	0	0	16	201	0	3	220	882
% App. Total	43.9	0	52.3	3.7		0	94.6	5.4	0		0	0	0	0		7.3	91.4	0	1.4		
PHF	.635	.000	.737	.667	.686	.000	.809	.600	.000	.794	.000	.000	.000	.000	.000	.667	.750	.000	.750	.764	.000

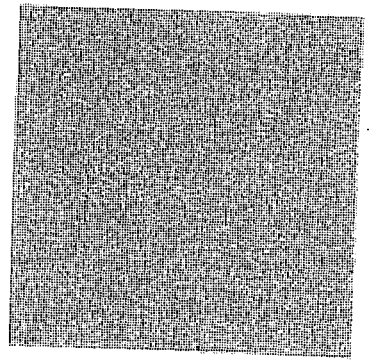


True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.30.EL CAMINO REAL SR 56 WB OFF-RAMP
Site Code : 00000000
Start Date : 4/30/2009
Page No : 1

Groups Printed- Vehicles

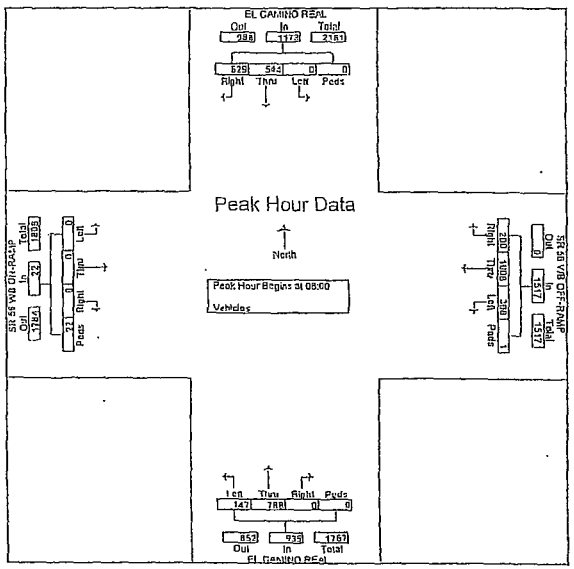
	EL CAMINO REAL Southbound				SR 56 WB OFF-RAMP Westbound				EL CAMINO REAL Northbound				SR 56 WB ON-RAMP Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	46	82	1	51	250	53	3	25	115	0	0	0	0	0	0	626
07:15	0	66	105	0	65	299	56	1	26	178	0	0	0	0	0	2	798
07:30	0	112	123	0	64	254	38	2	34	190	0	0	0	0	0	6	823
07:45	0	130	176	0	75	238	37	0	60	198	0	0	0	0	0	6	920
Total	0	354	486	1	255	1041	184	6	145	681	0	0	0	0	0	14	3167
08:00	0	128	155	0	62	225	32	0	35	196	0	0	0	0	0	3	836
08:15	0	135	102	0	82	282	51	0	37	195	0	0	0	0	0	6	950
08:30	0	145	156	0	78	266	61	0	34	186	0	0	0	0	0	12	938
08:45	0	136	156	0	86	235	56	1	41	211	0	0	0	0	0	1	923
Total	0	544	629	0	308	1008	200	1	147	788	0	0	0	0	0	22	3647
*** BREAK ***																	
16:00	0	150	179	0	17	142	23	0	65	171	0	0	0	0	0	1	748
16:15	0	138	159	0	25	177	21	2	66	167	0	0	0	0	0	1	756
16:30	0	134	153	0	18	164	36	0	68	185	0	0	0	0	0	2	760
16:45	0	147	184	0	29	186	32	0	68	191	0	0	0	0	0	6	843
Total	0	569	675	0	89	669	112	2	267	714	0	0	0	0	0	10	3107
17:00	0	154	192	0	45	191	27	0	91	228	0	0	0	0	0	9	937
17:15	0	148	173	2	32	216	45	0	95	239	0	0	0	0	0	5	955
17:30	0	152	194	0	40	216	38	2	93	259	0	0	0	0	0	7	1001
17:45	0	137	185	2	49	184	60	0	62	338	0	0	0	0	0	7	924
Total	0	591	744	4	166	807	170	2	341	964	0	0	0	0	0	28	3817
Grand Total	0	2058	2534	5	818	3525	666	11	900	3147	0	0	0	0	0	74	13738
Approch %	0	44.8	55.1	0.1	16.3	70.2	13.3	0.2	22.2	77.8	0	0	0	0	0	100	
Total %	0	15	18.4	0	6	25.7	4.8	0.1	6.6	22.9	0	0	0	0	0	0.5	



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.30.EL CAMINO REAL.SR 56 WB OFF-RAMP
Site Code : 00000000
Start Date : 4/30/2009
Page No : 2

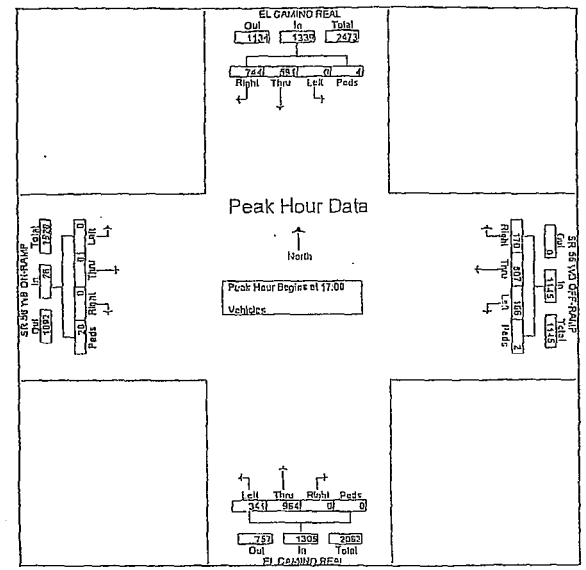
	EL CAMINO REAL Southbound					SR 56 WB OFF-RAMP Westbound					EL CAMINO REAL Northbound					SR 56 WB ON-RAMP Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	128	155	0	283	62	225	32	0	319	35	196	0	0	231	0	0	0	3	3	836
08:15	0	135	162	0	297	82	282	51	0	415	37	195	0	0	232	0	0	0	6	6	950
08:30	0	145	156	0	301	78	266	61	0	405	34	186	0	0	220	0	0	0	12	12	938
08:45	0	136	156	0	292	86	235	56	1	378	41	211	0	0	252	0	0	0	1	1	923
Total Volume	0	544	629	0	1173	308	1008	200	1	1517	147	788	0	0	935	0	0	0	22	22	3647
% App. Total																					
PHF	.000	.938	.971	.000	.974	.895	.894	.820	.250	.914	.896	.934	.000	.000	.928	.000	.000	.000	.458	.458	.960



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.30.EL CAMINO REAL.SR 56 WB OFF-RAMP
Site Code : 00000000
Start Date : 4/30/2009
Page No : 3

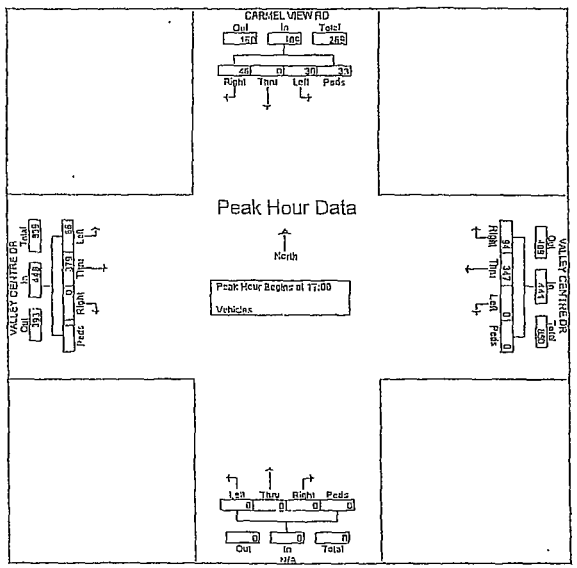
	EL CAMINO REAL Southbound					SR 56 WB OFF-RAMP Westbound					EL CAMINO REAL Northbound					SR 56 WB ON-RAMP Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	151	192	0	343	45	191	27	0	263	91	228	0	0	319	0	0	0	9	9	937
17:15	0	148	173	2	323	32	216	45	0	293	95	239	0	0	334	0	0	0	5	5	955
17:30	0	152	194	0	346	40	216	32	2	290	93	259	0	0	352	0	0	0	7	7	1001
17:45	0	137	185	2	324	49	184	60	0	293	62	238	0	0	300	0	0	0	7	7	924
Total Volume	0	591	744	4	1339	166	807	170	2	1145	341	964	0	0	1305	0	0	0	28	28	3817
% App. Total	0	44.1	55.6	0.3		14.5	70.5	14.8	0.2		26.1	73.9	0	0		0	0	0	100		
PHF	.000	.959	.959	.500	.967	.847	.934	.708	.250	.967	.897	.931	.000	.000	.927	.000	.000	.000	.778	.778	.953



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.28.CARMEL VIEW RD.VALLEY CENTRE DR
Site Code : 00000000
Start Date : 4/30/2009
Page No : 3

	CARMEL VIEW RD Southbound					VALLEY CENTRE DR Westbound					N/A Northbound					VALLEY CENTRE DR Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	12	0	13	13	38	0	93	30	0	123	0	0	0	0	0	20	97	0	1	118	279
17:15	5	0	11	4	20	0	84	17	0	101	0	0	0	0	0	11	97	0	0	108	229
17:30	7	0	9	5	21	0	76	17	0	93	0	0	0	0	0	18	96	0	0	114	228
17:45	6	0	13	11	30	0	94	30	0	124	0	0	0	0	0	17	89	0	0	106	260
Total Volume	30	0	46	33	109	0	347	94	0	441	0	0	0	0	0	66	379	0	1	446	996
% App. Total	27.5	0	42.2	30.3		0	78.7	21.3	0		0	0	0	0		14.8	85	0	0.2		
PHF	.625	.000	.885	.635	.717	.000	.923	.783	.000	.889	.000	.000	.000	.000	.000	.825	.977	.000	.250	.945	.892



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.26.CARMEL CREEK RD.SR 56 WB ON AND OFF-RAMPS
Site Code : 00000000
Start Date : 4/30/2009
Page No : 1

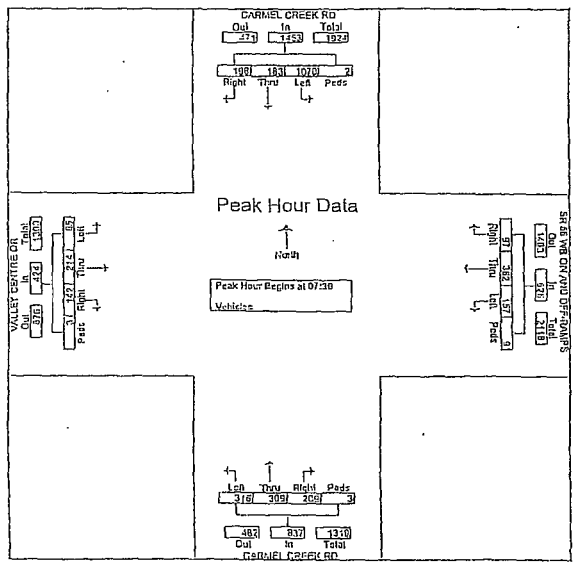
Groups Printed- Vehicles

	CARMEL CREEK RD Southbound				SR 56 WB ON AND OFF-RAMPS Westbound				CARMEL CREEK RD Northbound				VALLEY CENTRE DR Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	74	18	22	0	5	58	11	0	45	32	22	0	6	27	19	0	339
07:15	178	15	29	0	14	83	5	0	62	54	27	0	5	31	22	5	530
07:30	274	32	38	0	22	74	37	0	75	63	26	0	17	39	38	1	736
07:45	277	77	53	0	106	108	25	3	100	120	101	0	15	82	60	0	1127
Total	803	142	142	0	147	323	78	3	282	269	176	0	43	179	139	6	2732
08:00	263	46	60	0	24	109	11	2	65	68	45	0	26	61	24	2	806
08:15	256	28	47	2	5	71	24	4	76	58	37	3	7	32	20	0	670
08:30	251	18	41	0	10	98	20	10	49	49	29	0	9	38	30	0	652
08:45	155	19	32	0	15	72	38	6	57	52	31	0	6	55	36	0	574
Total	925	111	180	2	54	350	93	22	247	227	142	3	48	186	110	2	2702
*** BREAK ***																	
16:00	87	32	30	0	7	33	19	2	69	107	21	0	21	59	58	1	546
16:15	52	39	20	0	11	34	26	2	81	104	27	0	24	47	65	0	532
16:30	70	21	22	0	6	47	32	0	59	105	25	0	20	72	70	1	550
16:45	69	39	23	0	7	36	20	0	77	154	19	0	25	54	69	1	593
Total	278	131	95	0	31	150	97	4	286	470	92	0	90	232	262	3	2221
17:00	50	34	33	1	7	36	15	1	64	176	36	0	29	86	87	2	657
17:15	64	12	22	0	9	43	34	1	82	212	31	0	25	79	62	2	676
17:30	53	39	42	0	9	37	18	0	84	174	21	0	26	63	80	1	647
17:45	97	20	30	0	6	41	29	2	82	234	23	0	27	56	61	0	708
Total	264	105	127	1	31	157	96	4	312	796	111	0	107	284	290	5	2690
Grand Total	2270	489	544	3	263	980	364	33	1127	1762	521	3	288	881	801	16	10345
Approch %	68.7	14.8	16.5	0.1	16	59.8	22.2	2	33	51.6	15.3	0.1	14.5	44.4	40.3	0.8	
Total %	21.9	4.7	5.3	0	2.5	9.5	3.5	0.3	10.9	17	5	0	2.8	8.5	7.7	0.2	

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.26.CARMEL CREEK RD.SR 56 WB ON AND OFF-RAMPS
Site Code : 00000000
Start Date : 4/30/2009
Page No : 2

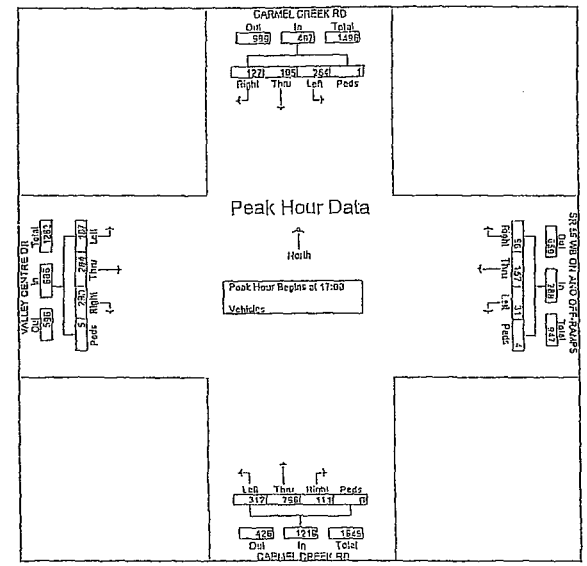
	CARMEL CREEK RD Southbound					SR 56 WB ON AND OFF-RAMPS Westbound					CARMEL CREEK RD Northbound					VALLEY CENTRE DR Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	274	32	38	0	344	22	74	37	0	133	75	63	26	0	164	17	39	38	1	95	736
07:45	277	77	53	0	407	106	168	25	3	242	100	170	101	0	371	15	82	60	0	157	1127
08:00	263	46	60	0	369	24	109	11	2	146	65	68	45	0	178	26	61	24	2	113	806
08:15	256	28	47	2	333	5	71	24	4	104	76	58	37	3	174	7	32	20	0	59	670
Total Volume	1070	183	198	2	1453	157	362	97	9	625	316	309	209	3	837	65	214	142	3	424	3339
% App. Total																					
PHF	.966	.594	.825	.250	.893	.370	.830	.655	.563	.646	.790	.644	.517	.250	.652	.625	.652	.592	.375	.675	.741



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.26.CARMEL CREEK RD.SR 56 WB ON AND OFF-RAMPS
Site Code : 00000000
Start Date : 4/30/2009
Page No : 3

	CARMEL CREEK RD Southbound					SR 56 WB ON AND OFF-RAMPS Westbound					CARMEL CREEK RD Northbound					VALLEY CENTRE DR Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	50	34	33	1	118	7	36	15	1	59	64	176	36	0	276	29	86	87	2	204	657
17:15	64	12	22	0	98	9	43	34	1	87	82	212	31	0	325	25	79	62	2	168	678
17:30	53	39	42	0	134	9	37	18	0	64	84	174	21	0	279	26	63	80	1	170	647
17:45	97	20	30	0	147	6	41	29	2	78	82	234	23	0	339	27	56	61	0	144	708
Total Volume	264	105	127	1	497	31	157	96	4	288	312	796	111	0	1219	107	284	290	5	686	2690
% App. Total	53.1	21.1	25.6	0.2		10.8	54.5	33.3	1.4		25.6	65.3	9.1	0		15.6	41.4	42.3	0.7		
PHF	.680	.673	.756	.250	.845	.861	.913	.706	.500	.828	.929	.850	.771	.000	.899	.922	.826	.833	.625	.841	.950



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.23.CARMEL COUNTRY RD.SR 56 WB ON AND OFF-RAMPS
Site Code : 00000000
Start Date : 4/30/2009
Page No : 1

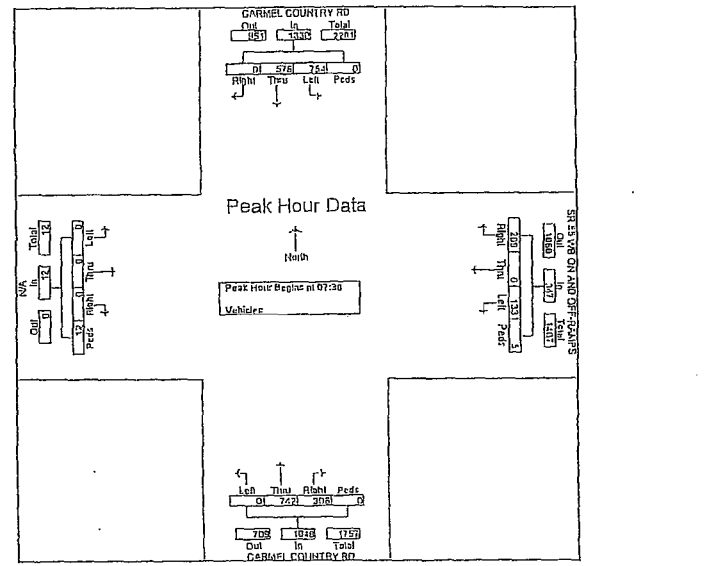
Groups Printed- Vehicles

	CARMEL COUNTRY RD Southbound				SR 56 WB ON AND OFF-RAMPS Westbound				CARMEL COUNTRY RD Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	101	45	0	0	26	0	26	1	0	71	60	0	0	0	0	1	334
07:15	120	58	0	0	27	0	51	1	0	132	56	0	0	0	0	1	446
07:30	175	129	0	0	25	0	61	1	0	257	74	0	0	0	0	3	725
07:45	192	165	0	0	25	0	57	2	0	220	108	0	0	0	0	3	772
Total	591	397	0	0	103	0	195	5	0	680	298	0	0	0	0	8	2277
08:00	223	174	0	0	46	0	55	1	0	153	68	0	0	0	0	3	723
08:15	164	108	0	0	37	0	36	1	0	112	56	0	0	0	0	3	517
08:30	169	88	0	0	23	0	30	0	0	86	55	0	0	0	0	5	456
08:45	132	59	0	0	23	0	35	2	0	112	69	0	0	0	0	4	436
Total	688	429	0	0	129	0	156	4	0	463	248	0	0	0	0	15	2132
*** BREAK ***																	
16:00	55	101	0	0	25	0	57	1	0	151	67	0	0	0	0	1	458
16:15	47	70	0	0	21	0	43	0	0	153	53	0	0	0	0	3	390
16:30	51	88	0	0	22	0	36	0	0	140	51	0	0	0	0	3	391
16:45	57	103	0	0	32	0	54	1	0	146	51	0	0	0	0	2	446
Total	210	362	0	0	100	0	190	2	0	599	222	0	0	0	0	9	1685
17:00	77	103	0	0	36	0	48	3	0	147	35	0	0	0	0	3	452
17:15	66	99	0	0	29	0	70	2	0	152	43	0	0	0	0	0	461
17:30	49	122	0	0	33	0	61	1	0	161	65	0	0	0	0	3	495
17:45	77	148	0	0	49	0	62	0	0	161	47	0	0	0	0	3	547
Total	269	472	0	0	147	0	241	6	0	621	190	0	0	0	0	9	1955
Grand Total	1758	1660	0	0	479	0	782	17	0	2354	958	0	0	0	0	41	8049
Apprch %	51.4	48.6	0	0	37.5	0	61.2	1.3	0	71.1	28.9	0	0	0	0	100	
Total %	21.8	20.6	0	0	6	0	9.7	0.2	0	29.2	11.9	0	0	0	0	0.5	

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.23.CARMEL COUNTRY RD.SR 56 WB ON AND OFF-RAMPS
Site Code : 00000000
Start Date : 4/30/2009
Page No : 2

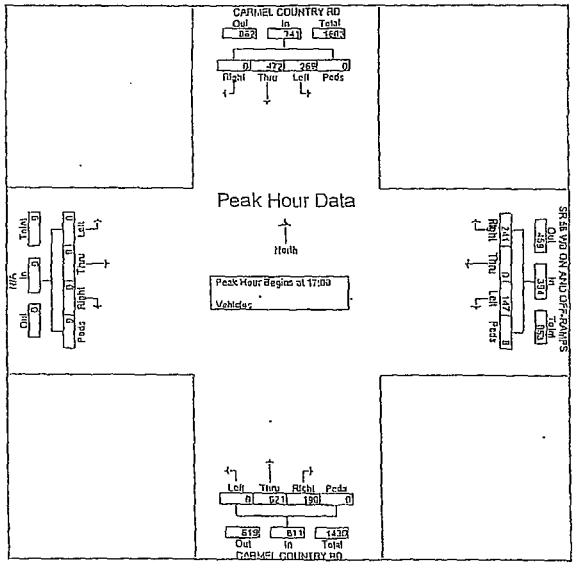
	CARMEL COUNTRY RD Southbound					SR 56 WB ON AND OFF-RAMPS Westbound					CARMEL COUNTRY RD Northbound					N/A Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	175	129	0	0	304	25	0	61	1	87	0	257	74	0	331	0	0	0	3	3	725
07:45	192	165	0	0	357	25	0	57	2	84	0	220	108	0	328	0	0	0	3	3	772
08:00	223	174	0	0	397	46	0	55	1	102	0	153	68	0	221	0	0	0	3	3	723
08:15	164	108	0	0	272	37	0	36	1	74	0	112	56	0	168	0	0	0	3	3	517
Total Volume	754	576	0	0	1330	133	0	209	5	347	0	742	306	0	1048	0	0	0	12	12	2737
% App. Total	56.7	43.3	0	0		38.3	0	60.2	1.4		0	70.8	29.2	0		0	0	0	100		
PHF	.845	.828	.000	.000	.838	.723	.000	.857	.625	.850	.000	.722	.708	.000	.792	.000	.000	.000	1.000	1.000	.886



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.23.CARMEL COUNTRY RD.SR 56 WB ON AND OFF-RAMPS
Site Code : 00000000
Start Date : 4/30/2009
Page No : 3

	CARMEL COUNTRY RD Southbound					SR 56 WB ON AND OFF-RAMPS Westbound					CARMEL COUNTRY RD Northbound					N/A Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	77	103	0	0	180	36	0	48	3	87	0	147	35	0	182	0	0	0	3	3	452
17:15	66	99	0	0	165	29	0	70	2	101	0	152	43	0	195	0	0	0	0	0	461
17:30	49	122	0	0	171	33	0	61	1	95	0	161	65	0	226	0	0	0	3	3	495
17:45	77	148	0	0	225	49	0	62	0	111	0	161	47	0	208	0	0	0	3	3	547
Total Volume	269	472	0	0	741	147	0	241	6	394	0	621	190	0	811	0	0	0	9	9	1955
% App. Total	36.3	63.7	0	0		37.3	0	61.2	1.5		0	76.6	23.4	0		0	0	0	100		
PHF	.873	.797	.000	.000	.823	.750	.000	.861	.500	.887	.000	.964	.731	.000	.897	.000	.000	.000	.750	.750	.894



True Count
4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 9031.24.CARMEL COUNTRY RD.SR 56 EB RAMPS
Site Code : 00000000
Start Date : 4/30/2009
Page No : 1

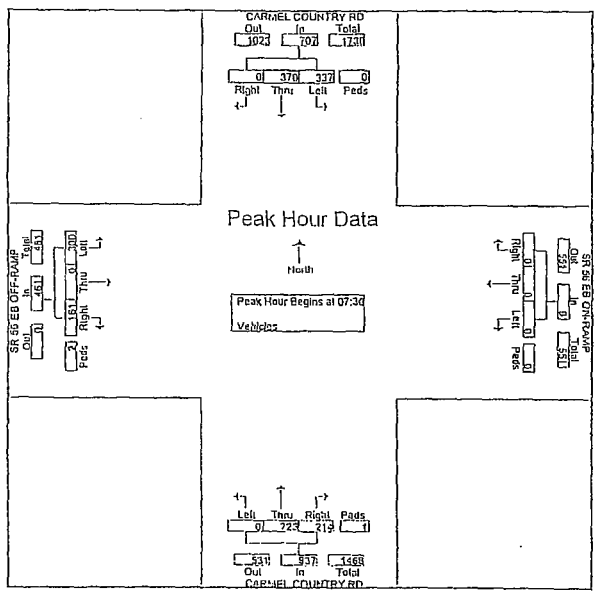
Groups Printed- Vehicles

	CARMEL COUNTRY RD Southbound				SR 56 EB ON-RAMP Westbound				CARMEL COUNTRY RD Northbound				SR 56 EB OFF-RAMP Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	28	50	0	0	0	0	0	0	0	104	16	0	42	0	25	0	265
07:15	38	45	0	0	0	0	0	0	0	144	18	0	46	0	31	0	322
07:30	73	71	0	0	0	0	0	0	0	249	31	0	81	0	25	0	530
07:45	105	98	0	0	0	0	0	0	0	184	71	0	112	0	54	2	626
Total	244	264	0	0	0	0	0	0	0	681	136	0	281	0	135	2	1743
08:00	94	117	0	0	0	0	0	0	0	163	77	0	56	0	35	0	542
08:15	65	84	0	0	0	0	0	0	0	127	35	1	51	0	47	0	410
08:30	53	54	0	0	0	0	0	0	0	96	34	0	48	0	37	0	322
08:45	45	54	0	0	0	0	0	0	0	132	26	0	50	0	40	0	347
Total	257	309	0	0	0	0	0	0	0	518	172	1	205	0	159	0	1621
*** BREAK ***																	
16:00	44	85	0	0	0	0	0	0	0	127	29	0	91	0	45	0	421
16:15	45	59	0	0	0	0	0	0	0	110	40	0	113	0	38	0	405
16:30	36	76	0	0	0	0	0	0	0	74	36	0	116	0	51	1	390
16:45	47	83	0	0	0	0	0	0	0	87	50	0	107	0	58	0	432
Total	172	303	0	0	0	0	0	0	0	398	155	0	427	0	192	1	1648
17:00	57	78	0	0	0	0	0	0	0	85	47	0	92	0	56	0	415
17:15	44	71	0	0	0	0	0	0	0	87	66	0	109	0	63	0	440
17:30	71	96	0	0	0	0	0	0	0	119	73	1	97	0	56	0	513
17:45	78	130	0	0	0	0	0	0	0	110	69	0	101	0	66	0	554
Total	250	375	0	0	0	0	0	0	0	401	255	1	399	0	241	0	1922
Grand Total	923	1251	0	0	0	0	0	0	0	1998	718	2	1312	0	727	3	6934
Apprch %	42.5	57.5	0	0	0	0	0	0	0	73.5	26.4	0.1	64.3	0	35.6	0.1	
Total %	13.3	18	0	0	0	0	0	0	0	28.8	10.4	0	18.9	0	10.5	0	

True Count
4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 9031.24.CARMEL COUNTRY RD.SR 56 EB RAMPS
Site Code : 00000000
Start Date : 4/30/2009
Page No : 2

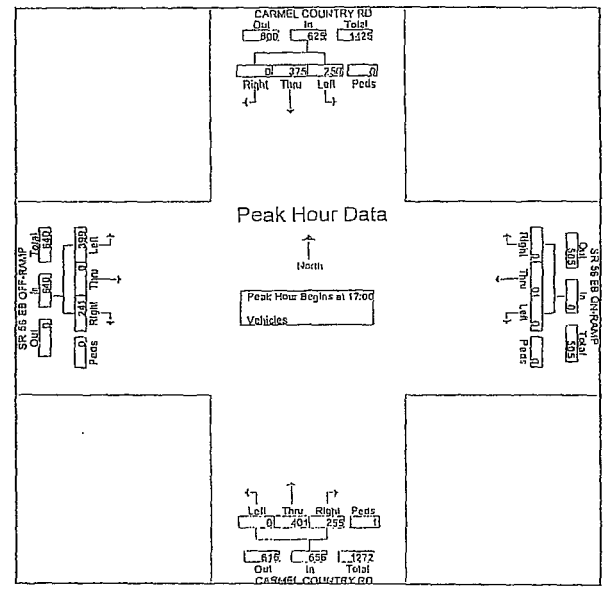
	CARMEL COUNTRY RD Southbound					SR 56 EB ON-RAMP Westbound					CARMEL COUNTRY RD Northbound					SR 56 EB OFF-RAMP Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	73	71	0	0	144	0	0	0	0	0	0	249	31	0	280	81	0	25	0	106	530
07:45	105	98	0	0	203	0	0	0	0	0	0	184	71	0	255	112	0	54	2	168	626
08:00	94	117	0	0	211	0	0	0	0	0	0	163	77	0	240	56	0	35	0	91	542
08:15	65	84	0	0	149	0	0	0	0	0	0	127	35	1	163	51	0	47	0	98	410
Total Volume	337	370	0	0	707	0	0	0	0	0	0	723	214	1	938	300	0	161	2	463	2108
% App. Total	47.7	52.3	0	0		0	0	0	0		0	77.1	22.8	0.1		64.8	0	34.8	0.4		
PHF	.802	.791	.000	.000	.838	.000	.000	.000	.000	.000	.000	.726	.695	.250	.838	.670	.000	.745	.250	.689	.842



True Count
4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 9031.24.CARMEL COUNTRY RD.SR 56 EB RAMPS
Site Code : 00000000
Start Date : 4/30/2009
Page No : 3

	CARMEL COUNTRY RD Southbound					SR 56 EB ON-RAMP Westbound					CARMEL COUNTRY RD Northbound					SR 56 EB OFF-RAMP Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	57	78	0	0	135	0	0	0	0	0	0	85	47	0	132	92	0	56	0	148	415
17:15	44	71	0	0	115	0	0	0	0	0	0	87	66	0	153	109	0	63	0	172	440
17:30	71	96	0	0	167	0	0	0	0	0	0	119	73	1	193	97	0	56	0	153	513
17:45	78	130	0	0	208	0	0	0	0	0	0	110	69	0	179	101	0	66	0	167	554
Total Volume	250	375	0	0	625	0	0	0	0	0	0	401	255	1	657	399	0	241	0	640	1922
% App. Total	40	60	0	0		0	0	0	0		0	61	38.8	0.2		62.3	0	37.7	0		
PHF	.801	.721	.000	.000	.751	.000	.000	.000	.000	.000	.000	.842	.873	.250	.851	.915	.000	.913	.000	.930	.867



True Count
4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 9031.25.CARMEL CREEK RD.SR 56 EB RAMPS
Site Code : 00000000
Start Date : 4/30/2009
Page No : 1

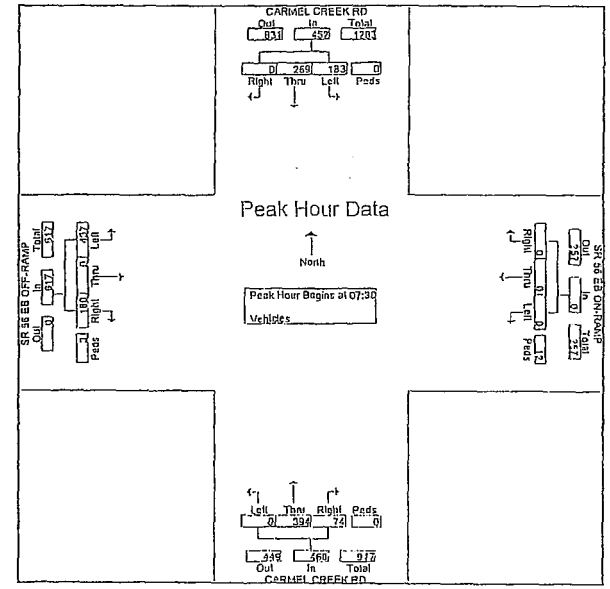
Groups Printed- Vehicles

	CARMEL CREEK RD Southbound				SR 56 EB ON-RAMP Westbound				CARMEL CREEK RD Northbound				SR 56 EB OFF-RAMP Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	31	21	0	0	0	0	0	0	0	31	4	0	63	0	17	2	169
07:15	33	38	0	0	0	0	0	2	0	41	9	0	95	0	26	2	246
07:30	35	49	0	0	0	0	0	0	0	65	7	0	118	0	29	1	304
07:45	66	154	0	0	0	0	0	5	0	115	26	0	117	0	104	0	587
Total	165	262	0	0	0	0	0	7	0	252	46	0	393	0	176	5	1306
08:00	45	45	0	0	0	0	0	3	0	135	29	0	101	0	32	1	391
08:15	37	21	0	0	0	0	0	4	0	79	12	0	101	0	15	1	270
08:30	40	16	0	0	0	0	0	3	0	74	9	0	86	0	10	0	238
08:45	44	26	0	0	0	0	0	4	0	80	7	0	75	0	8	2	246
Total	166	108	0	0	0	0	0	14	0	368	57	0	363	0	65	4	1145
*** BREAK ***																	
16:00	80	27	0	0	0	0	0	0	0	47	7	0	142	0	19	4	326
16:15	72	26	0	0	0	0	0	2	0	51	6	0	162	0	24	0	343
16:30	77	22	0	0	0	0	0	0	0	58	9	0	125	0	25	2	318
16:45	82	26	0	0	0	0	0	0	0	55	5	0	184	0	37	2	391
Total	311	101	0	0	0	0	0	2	0	211	27	0	613	0	105	8	1378
17:00	118	22	0	0	0	0	0	1	0	89	9	0	209	0	32	2	482
17:15	85	14	0	0	0	0	0	0	0	87	22	1	221	0	14	4	448
17:30	71	23	0	0	0	0	0	1	0	76	5	0	237	0	23	1	437
17:45	74	14	0	0	0	0	0	2	0	65	7	0	241	0	23	1	427
Total	348	73	0	0	0	0	0	4	0	317	43	1	908	0	92	8	1794
Grand Total	990	544	0	0	0	0	0	27	0	1148	173	1	2277	0	438	25	5623
Approch %	64.5	35.5	0	0	0	0	0	100	0	86.8	13.1	0.1	83.1	0	16	0.9	
Total %	17.6	9.7	0	0	0	0	0	0.5	0	20.4	3.1	0	40.5	0	7.8	0.4	

True Count
4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 9031.25.CARMEL CREEK RD.SR 56 EB RAMPS
Site Code : 00000000
Start Date : 4/30/2009
Page No : 2

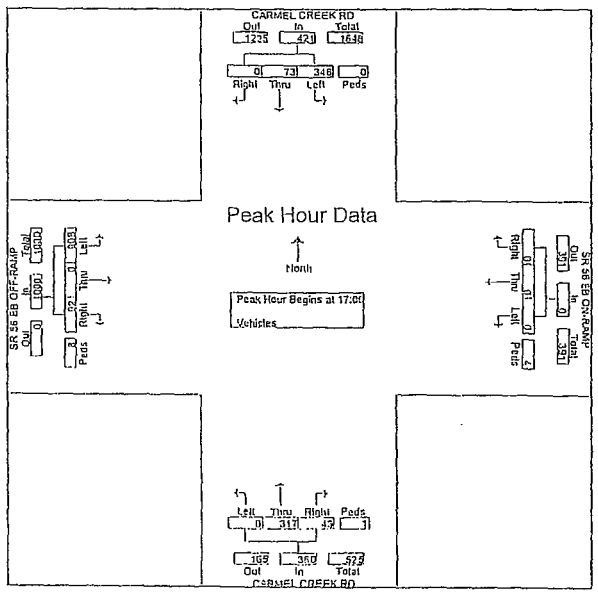
	CARMEL CREEK RD Southbound					SR 56 EB ON-RAMP Westbound					CARMEL CREEK RD Northbound					SR 56 EB OFF-RAMP Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	35	49	0	0	84	0	0	0	0	0	0	65	7	0	72	118	0	29	1	148	304
07:45	66	154	0	0	220	0	0	0	5	5	0	115	26	0	141	117	0	104	0	221	587
08:00	45	45	0	0	90	0	0	0	3	3	0	135	29	0	164	101	0	32	1	134	391
08:15	37	21	0	0	58	0	0	0	4	4	0	79	12	0	91	101	0	15	1	117	270
Total Volume	183	269	0	0	452	0	0	0	12	12	0	394	74	0	468	437	0	180	3	620	1552
% App. Total	40.5	59.5	0	0		0	0	0	100		0	84.2	15.8	0		70.5	0	29	0.5		
PHF	.693	.437	.000	.000	.514	.000	.000	.000	.600	.600	.000	.730	.638	.000	.713	.926	.000	.433	.750	.701	.661



True Count
4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 9031.25.CARMEL CREEK RD.SR 56 EB RAMPS
Site Code : 00000000
Start Date : 4/30/2009
Page No : 3

	CARMEL CREEK RD Southbound					SR 56 EB ON-RAMP Westbound					CARMEL CREEK RD Northbound					SR 56 EB OFF-RAMP Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	118	22	0	0	140	0	0	0	1	1	0	89	9	0	98	209	0	32	2	243	482
17:15	85	14	0	0	99	0	0	0	0	0	0	87	22	1	110	221	0	14	4	239	448
17:30	71	23	0	0	94	0	0	0	1	1	0	76	5	0	81	237	0	23	1	261	437
17:45	74	14	0	0	88	0	0	0	2	2	0	65	7	0	72	241	0	23	1	265	427
Total Volume	348	73	0	0	421	0	0	0	4	4	0	317	43	1	361	908	0	92	8	1008	1794
% App. Total	82.7	17.3	0	0		0	0	0	100		0	87.8	11.9	0.3		90.1	0	9.1	0.8		
PHF	.737	.793	.000	.000	.752	.000	.000	.000	.500	.500	.000	.890	.489	.250	.820	.942	.000	.719	.500	.951	.930

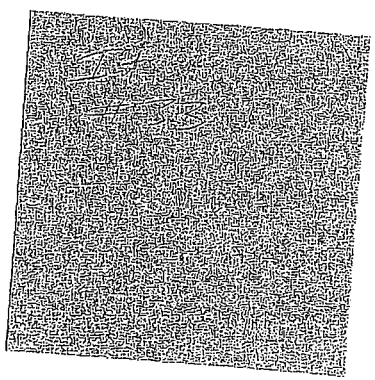


True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.22.CARMEL COUNTRY RD.DEL MAR TRAIL
Site Code : 00000000
Start Date : 4/30/2009
Page No : 1

Groups Printed- Vehicles

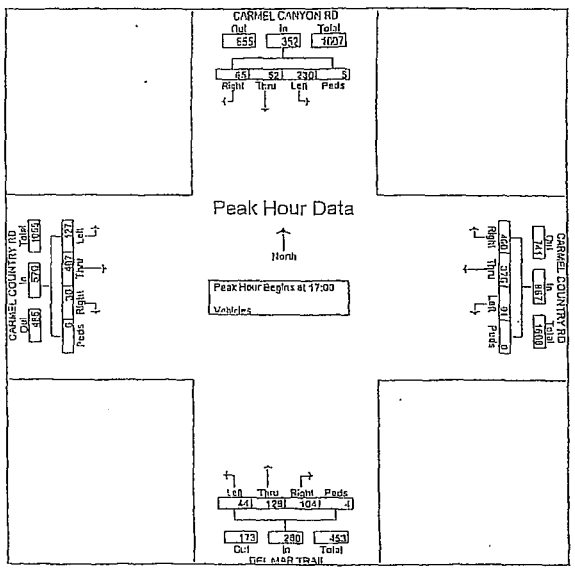
	CARMEL CANYON RD Southbound				CARMEL COUNTRY RD Westbound				DEL MAR TRAIL Northbound				CARMEL COUNTRY RD Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	90	9	12	1	15	34	42	0	2	0	12	1	7	66	7	1	289
07:15	97	14	15	2	24	76	81	0	9	4	22	1	8	74	12	0	439
07:30	160	39	31	0	46	104	131	0	10	16	40	3	10	108	10	1	709
07:45	163	48	50	0	66	88	108	0	15	32	93	0	20	144	8	0	835
Total	500	110	108	3	151	302	362	0	36	52	167	5	45	292	37	2	2272
08:00	187	28	58	2	22	143	53	0	15	5	61	0	21	130	9	0	734
08:15	113	24	39	0	7	87	43	1	8	11	42	3	35	104	6	1	524
08:30	126	14	11	3	16	63	40	0	4	11	30	2	12	98	3	3	436
08:45	111	7	16	1	15	76	56	0	4	12	18	2	8	76	4	0	406
Total	537	73	124	6	60	369	192	1	31	39	151	7	76	408	22	4	2100
*** BREAK ***																	
16:00	54	22	9	0	40	80	90	0	8	17	13	1	14	96	13	2	459
16:15	46	16	19	0	26	91	78	0	12	17	16	5	10	68	15	1	419
16:30	46	10	12	0	19	81	76	0	11	14	14	3	20	83	6	3	398
16:45	54	11	14	0	18	90	93	0	5	16	14	1	21	83	14	2	436
Total	200	59	54	0	103	342	337	0	36	64	57	8	65	330	49	8	1712
17:00	60	12	14	3	22	86	88	0	9	27	23	0	23	94	7	1	469
17:15	56	14	14	1	32	93	97	0	8	27	13	0	40	95	8	2	500
17:30	51	15	20	1	21	94	91	0	16	48	35	3	26	96	7	2	526
17:45	63	11	17	0	16	103	124	0	11	26	33	1	38	122	8	1	574
Total	230	52	65	5	91	376	400	0	44	128	104	4	127	407	30	6	2069
Grand Total	1467	294	351	14	405	1389	1291	1	147	283	479	24	313	1537	138	20	8153
Apprch %	69	13.8	16.5	0.7	13.1	45	41.8	0	15.8	30.3	51.3	2.6	15.6	76.5	6.9	1	
Total %	18	3.6	4.3	0.2	5	17	15.8	0	1.8	3.5	5.9	0.3	3.8	18.9	1.7	0.2	



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9031.22.CARMEL COUNTRY RD.DEL MAR TRAIL
Site Code : 00000000
Start Date : 4/30/2009
Page No : 3

	CARMEL CANYON RD Southbound					CARMEL COUNTRY RD Westbound					DEL MAR TRAIL Northbound					CARMEL COUNTRY RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	60	12	14	3	89	22	86	88	0	196	9	27	23	0	59	23	94	7	1	125	469
17:15	56	14	14	1	85	32	93	97	0	222	8	27	13	0	48	40	95	8	2	145	500
17:30	51	15	20	1	87	21	94	91	0	206	16	48	35	3	102	26	96	7	2	131	526
17:45	63	11	17	0	91	16	101	124	0	243	11	26	33	1	71	38	122	8	1	169	574
Total Volume	230	52	65	5	352	91	376	400	0	867	44	128	104	4	280	127	407	30	6	570	2069
% App. Total	65.3	14.8	18.5	1.4		10.5	43.4	46.1	0		15.7	45.7	37.1	1.4		22.3	71.4	5.3	1.1		
PHF	.913	.867	.813	.417	.967	.711	.913	.806	.000	.892	.688	.667	.743	.333	.686	.794	.834	.938	.750	.843	.901



MetroCount Traffic Executive
Event Counts

EventCount-1213 -- English (ENU)

Datasets:

Site:	[9031.01] EL CAMINO REAL (VIA DE LA VALLE-SAN DIEGUITO RD) NORTHBOUND
Input A:	1 - North bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	18:38 Wednesday, April 29, 2009 => 8:28 Sunday, May 03, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.01.N03May2009.EC0 (Base)
Identifier:	V289W1MS MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, April 30, 2009 => 0:00 Friday, May 01, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 7406 / 16642 (44.50%)

* Thursday, April 30, 2009=7406, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
11	0	0	0	4	35	127	415	541	366	374	456	493	435	646	654	650	820	503	324	181	134	86	21
2	1	2	0	0	5	16	60	118	82	98	102	149	99	119	159	163	195	146	130	53	34	27	8
3	3	1	0	1	7	27	97	160	86	83	116	136	112	125	156	165	233	171	87	60	39	25	6
3	2	1	0	1	6	44	127	124	91	86	110	117	117	194	161	157	205	127	59	43	28	18	4
3	2	0	0	2	17	40	131	139	107	107	138	111	107	209	178	173	191	137	58	27	33	16	3

AM Peak 0800 - 0900 (641), AM PHF=0.85

MetroCount Traffic Executive
Event Counts

EventCount-1214 -- English (ENU)

Datasets:

Site:	[9031.01] EL CAMINO REAL (VIA DE LA VALLE-SAN DIEGUITO RD) SOUTHBOUND
Input A:	3 - South bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	18:40 Wednesday, April 29, 2009 => 8:28 Sunday, May 03, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.01.S03May2009.EC0 (Regular)
Identifier:	S1339PHE MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, April 30, 2009 => 0:00 Friday, May 01, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 8174 / 18910 (43.23%)

* Thursday, April 30, 2009=8173, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
13	10	2	4	12	51	227	714	997	475	420	454	511	495	612	651	611	638	570	373	296	205	89	65	
4	1	0	1	2	1	32	110	157	116	103	119	123	126	158	154	155	162	158	93	87	69	29	19	-
2	1	1	0	2	16	47	171	152	102	93	89	125	126	158	174	162	177	143	116	68	51	23	10	-
3	2	1	3	2	14	60	223	139	131	129	114	109	134	162	141	137	150	130	90	59	51	17	13	-
4	3	0	0	6	23	88	200	159	126	97	132	150	109	104	162	157	149	139	74	82	35	21	15	-

AM Peak 0745 - 0815 (751), AM PHF=0.84

MetroCount Traffic Executive
Event Counts

EventCount-1215 -- English (ENU)

Datasets:

Site:	[9031.02] EL CAMINO REAL (SAN DIEGUITO RD-SEA COUNTRY LN) NORTHBOUND
Input A:	2 - North bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	19:04 Wednesday, April 29, 2009 => 8:41 Sunday, May 03, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.02.E03May2009.EC0 (Regular)
Identifier:	T5441WJP MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, April 30, 2009 => 0:00 Friday, May 01, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 7036 / 16033 (43.88%)

* Thursday, April 30, 2009=7036, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
9	5	5	9	8	45	145	393	444	359	292	390	456	371	703	590	608	790	561	353	226	150	93	22	
1	0	2	0	1	5	11	48	109	66	78	82	115	89	110	146	147	180	130	130	66	35	37	8	-
0	3	1	0	3	9	30	91	132	83	69	86	122	83	110	141	139	219	178	86	69	44	23	6	-
5	1	1	1	1	14	49	129	94	103	76	97	123	97	215	151	151	214	121	81	51	32	21	6	-
3	1	1	0	3	18	55	125	109	107	69	125	96	102	268	152	171	177	132	56	40	47	12	2	-

AM Peak 0730 - 0830 (495), AM PHF=0.94

13/15

MetroCount Traffic Executive
Event Counts

EventCount-1216 -- English (ENU)

Datasets:

Site:	[9031.02] EL CAMINO REAL (SAN DIEGUITO RD-SEA COUNTRY LN) SOUTHBOUND
Input A:	4 - South bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	19:02 Wednesday, April 29, 2009 => 8:41 Sunday, May 03, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.02.W03May2009.EC0 (Base)
Identifier:	V286M0GP MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, April 30, 2009 => 0:00 Friday, May 01, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 6880 / 15283 (45.02%)

* Thursday, April 30, 2009=6880, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
10	8	2	9	11	43	170	825	817	417	370	302	436	505	565	553	427	464	450	271	179	138	74	47	
4	3	1	1	2	3	27	106	165	105	87	92	106	107	144	118	114	115	123	77	48	46	21	16	-
2	1	0	2	2	6	29	217	145	101	101	89	97	104	139	117	105	125	133	73	51	32	14	12	-
1	1	1	1	1	9	41	274	171	113	96	102	111	93	147	119	94	121	103	64	38	31	15	9	-
3	3	0	5	3	23	70	228	136	96	86	99	132	85	155	139	114	103	91	57	39	29	24	10	-

AM Peak 0715 - 0815 (884), AM PHF=0.84

MetroCount Traffic Executive
Event Counts

EventCount-1217 -- English (ENU)

Datasets:

Site:	[9031.03] EL CAMINO REAL (DERBY DOWNS RD-HALF MILE DR) NORTHBOUND
Input A:	1 - North bound. - Added to totals. (1)
Input B:	3 - South bound. - Excluded from totals. (0)
Survey Duration:	19:24 Wednesday, April 29, 2009 => 8:39 Sunday, May 03, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.03.03May2009.EC0 (Regular)
Identifier:	T575QTP3 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, April 30, 2009 => 0:00 Friday, May 01, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 15334 / 34166 (44.88%)

* Thursday, April 30, 2009=7735, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
34	7	6	30	10	47	256	821	474	389	325	441	471	434	677	680	681	680	636	395	265	192	105	25	
4	3	3	0	1	5	15	52	129	70	82	98	122	106	119	166	159	213	177	112	83	43	39	9	-
3	1	1	1	3	10	30	98	138	105	77	92	118	106	127	176	162	232	175	100	76	51	26	6	-
4	2	1	3	4	15	60	134	105	102	90	106	127	97	251	168	180	231	132	85	50	39	24	6	-
3	1	1	6	2	17	51	137	102	111	76	145	104	125	100	170	180	209	146	68	48	59	16	4	-

AM Peak 0730 - 0830 (539), AM PHF=0.97

15,333

MetroCount Traffic Executive
Event Counts

EventCount-1218 -- English (ENU)

Datasets:

Site:	[9031.03] EL CAMINO REAL (DERBY DOWNS RD-HALF MILE DR) SOUTHBOUND
Input A:	1 - North bound. - Excluded from totals. (0)
Input B:	3 - South bound. - Added to totals. (1)
Survey Duration:	19:24 Wednesday, April 29, 2009 => 8:39 Sunday, May 03, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.03.03May2009.EC0 (Regular)
Identifier:	T575QTP3 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, April 30, 2009 => 0:00 Friday, May 01, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 15334 / 34166 (44.88%)

* Thursday, April 30, 2009=7598, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
30	9	2	6	12	45	183	804	714	470	423	413	452	457	637	620	469	532	493	291	198	152	82	44	
4	4	1	1	3	5	29	112	190	107	113	93	111	122	145	166	126	131	119	80	53	51	25	10	-
1	1	0	3	5	8	32	220	177	122	115	103	99	122	159	163	117	139	150	83	72	35	17	10	-
2	1	1	1	1	12	50	305	194	136	107	114	117	115	171	142	100	134	99	67	39	33	17	9	-
3	3	0	1	3	20	72	247	153	105	88	103	124	98	171	149	126	128	105	61	34	33	23	7	-

AM Peak 0715 - 0815 (862), AM PHF=0.79

MetroCount Traffic Executive
Event Counts

EventCount-1219 -- English (ENU)

Datasets:

Site:	[9031.04] EL CAMINO REAL (HALF MILE DR-QUARTER MILE DR) NORTHBOUND
Input A:	1 - North bound. - Added to totals. (1)
Input B:	3 - South bound. - Excluded from totals. (0)
Survey Duration:	19:43 Wednesday, April 29, 2009 => 8:37 Sunday, May 03, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.04.03May2009.EC0 (Regular)
Identifier:	S1979HQH MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, April 30, 2009 => 0:00 Friday, May 01, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 13445 / 29633 (45.37%)

* Thursday, April 30, 2009=6552, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
26	11	7	11	9	41	127	309	354	344	288	403	391	395	519	525	607	764	523	346	246	192	105	29	
4	6	3	0	1	4	12	47	88	70	70	97	94	93	107	126	133	180	152	115	68	44	41	10	-
4	1	1	1	3	9	27	82	100	101	80	81	110	90	122	121	146	158	140	91	67	55	26	7	-
4	2	2	3	2	13	41	89	76	80	72	106	101	91	145	130	155	208	107	81	55	38	21	8	-
3	2	1	7	3	15	47	91	90	93	66	119	89	111	145	148	173	170	112	59	56	55	17	4	-

AM Peak 1130 - 1230 (429), AM PHF=0.90

17516

MetroCount Traffic Executive
Event Counts

EventCount-1220 -- English (ENU)

Datasets:

Site:	[9031.04] EL CAMINO REAL (HALF MILE DR-QUARTER MILE DR) SOUTHBOUND
Input A:	1 - North bound. - Excluded from totals. (0)
Input B:	3 - South bound. - Added to totals. (1)
Survey Duration:	19:43 Wednesday, April 29, 2009 => 8:37 Sunday, May 03, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.04.03May2009.EC0 (Regular)
Identifier:	S1079HQH MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, April 30, 2009 => 0:00 Friday, May 01, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 15980 / 35106 (45.52%)

* Thursday, April 30, 2009=6964, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	10	2	6	14	49	201	663	653	461	399	398	450	460	500	570	437	492	471	272	161	136	76	45	
4	4	1	1	3	8	38	99	178	103	96	82	133	125	134	150	124	125	127	80	43	42	20	18	-
1	1	0	3	5	7	10	137	140	127	122	110	82	121	128	150	106	117	129	70	52	32	15	8	-
2	2	1	1	2	16	52	205	169	127	95	119	110	115	160	127	58	123	84	63	38	35	18	9	-
4	3	0	1	4	18	71	221	158	103	86	107	125	99	158	143	109	116	91	59	28	27	23	7	-

AM Peak 0730 - 0830 [753], AM PHF=0.85

MetroCount Traffic Executive
Event Counts

EventCount-1223 -- English (ENU)

Datasets:

Site:	[9031.05] EL CAMINO REAL (QUARTER MILE DR-DEL MAR HEIGHTS RD) NORTHBOUND
Input A:	1 - North bound. - Added to totals. (1)
Input B:	3 - South bound. - Excluded from totals. (0)
Survey Duration:	20:07 Wednesday, April 29, 2009 => 8:36 Sunday, May 03, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.05.03May2009.EC0 (Regular)
Identifier:	S014F2C9 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, April 30, 2009 => 0:00 Friday, May 01, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 14926 / 33616 (44.40%)

* Thursday, April 30, 2009=7500, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
16	15	10	11	11	46	139	358	400	374	306	424	379	424	574	592	678	87[illegible]	641	414	304	232	136	42	
5	7	4	0	1	5	14	48	102	70	72	102	115	98	122	140	143	203	181	125	90	57	51	32	-
5	3	2	1	4	11	28	95	131	113	84	81	126	93	143	140	179	241	169	108	87	62	38	12	-
4	3	2	3	3	13	44	110	76	93	83	112	130	103	152	145	163	223	150	102	60	46	26	10	-
2	2	2	7	3	17	53	105	91	98	67	129	100	130	159	167	193	207	141	79	69	65	21	8	-

AM Peak 1145 - 1245 [569], AM PHF=0.95

14,925
14,926

MetroCount Traffic Executive
Event Counts

EventCount-1222 – English (ENU)

Datasets:

Site:	[9031.05] EL CAMINO REAL (QUARTER MILE DR-DEL MAR HEIGHTS RD) SOUTHBOUND
Input A:	1 - North bound. - Excluded from totals. (0)
Input B:	3 - South bound. - Added to totals. (1)
Survey Duration:	20:07 Wednesday, April 29, 2009 => 8:36 Sunday, May 03, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.05.03May2009.EC0 (Regular)
Identifier:	S014F2C9 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, April 30, 2009 => 0:00 Friday, May 01, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, f/s, mph, lb, ton)
In profile:	Events = 14926 / 33615 (44.40%)

* Thursday, April 30, 2009=7425, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
15	11	1	7	19	58	232	668	814	513	437	411	474	451	627	579	458	495	451	263	176	140	92	43	
6	3	0	1	4	7	44	105	213	123	108	72	142	111	134	165	123	126	116	78	49	39	23	19	-
2	2	0	4	7	12	40	136	209	137	138	105	84	128	135	113	122	112	126	65	50	34	14	8	-
3	3	1	1	2	17	61	196	215	137	95	124	118	114	168	126	103	127	114	65	43	37	21	9	-
4	3	0	1	6	22	87	231	176	116	96	110	130	98	190	145	110	130	95	55	38	30	24	7	-

AM Peak 0745 - 0845 [869], AM PHF=0.94

MetroCount Traffic Executive
Event Counts

EventCount-1225 -- English (ENU)

Datasets:

Site:	[9031.06] DEL MAR HEIGHTS RD (CARMEL CANYON RD-LANDSDALE DR) EASTBOUND
Input A:	4 - West bound. - Excluded from totals. (0)
Input B:	2 - East bound. - Added to totals. (1)
Survey Duration:	20:20 Wednesday, May 13, 2009 => 7:53 Saturday, May 16, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.06.16May2009.EC0 (Regular)
Identifier:	T5450FAN MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, May 14, 2009 => 0:00 Friday, May 15, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, f/s, mph, lb, ton)
In profile:	Events = 15189 / 26820 (56.63%)

* Thursday, May 14, 2009=7589, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
21	13	5	1	0	20	147	701	409	274	219	310	295	369	693	725	526	956	678	397	257	191	122	55	
8	3	0	0	0	1	19	111	146	67	52	61	109	73	111	179	166	184	211	130	66	66	44	16	-
7	6	4	0	0	2	34	112	87	71	57	70	82	96	111	241	134	242	208	87	63	39	37	10	-
4	2	0	0	0	4	33	186	89	60	56	76	95	115	210	172	182	257	129	85	70	46	24	10	-
2	2	1	1	0	13	61	292	87	76	54	103	108	94	249	143	161	271	130	95	58	40	17	11	-

AM Peak 0715 - 0815 [739], AM PHF=0.63

15189

MetroCount Traffic Executive
Event Counts

EventCount-1224 -- English (ENU)

Datasets:

Site:	[9031.06] DEL MAR HEIGHTS RD (CARMEL CANYON RD-LANDSDALE DR) WESTBOUND
Input A:	4 - West bound. - Added to totals. (1)
Input B:	2 - East bound. - Excluded from totals. (0)
Survey Duration:	20:20 Wednesday, May 13, 2009 => 7:53 Saturday, May 16, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.06.16May2009.EC0 (Regular)
Identifier:	T5450FAN MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, May 14, 2009 => 0:00 Friday, May 15, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 15189 / 26820 (56.63%)

* Thursday, May 14, 2009=7599, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	5	5	4	7	36	104	885	990	407	307	358	360	343	748	887	490	528	188	408	191	99	53	36	
6	0	2	0	3	3	29	119	302	135	81	93	103	89	161	192	103	142	110	126	46	31	22	9	-
0	1	0	4	1	7	33	150	282	91	71	81	58	74	219	191	101	113	141	99	71	31	8	9	-
0	1	2	0	0	11	51	344	158	81	66	91	53	62	192	223	124	113	92	98	41	22	11	10	-
6	3	1	0	3	15	81	242	168	110	89	53	74	127	176	141	122	160	125	91	33	15	12	6	-

AM Peak 0730 - 0830 (1250), AM PHF=0.92

MetroCount Traffic Executive
Event Counts

EventCount-1227 -- English (ENU)

Datasets:

Site:	[9031.07] DEL MAR HEIGHTS RD (LANDSDALE DR-TORREY RIDGE RD) EASTBOUND
Input A:	4 - West bound. - Excluded from totals. (0)
Input B:	2 - East bound. - Added to totals. (1)
Survey Duration:	20:37 Wednesday, May 13, 2009 => 7:51 Saturday, May 16, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.07.16May2009.EC0 (Base)
Identifier:	V280CRV3 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, May 14, 2009 => 0:00 Friday, May 15, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 19072 / 33666 (56.65%)

* Thursday, May 14, 2009=9453, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
29	18	5	3	0	20	149	720	487	362	286	405	563	508	803	918	700	1115	851	543	361	200	164	76	
11	4	1	1	0	1	19	124	151	87	61	88	163	110	137	229	151	210	215	157	100	90	58	26	-
8	6	3	0	0	2	33	115	115	80	74	101	121	134	153	210	172	300	223	133	78	66	50	21	-
6	5	0	1	0	4	32	226	113	91	79	90	142	141	242	223	211	294	168	131	99	61	32	15	-
4	3	1	1	0	13	65	255	108	104	69	126	137	123	271	196	206	310	175	122	98	63	24	14	-

AM Peak 0715 - 0815 (747), AM PHF=0.73

19,071

MetroCount Traffic Executive
Event Counts

EventCount-1226 -- English (ENU)

Datasets:

Site:	[9031.07] DEL MAR HEIGHTS RD (LANDSDALE DR-TORREY RIDGE RD) WESTBOUND
Input A:	4 - West bound. - Added to totals. (1)
Input B:	2 - East bound. - Excluded from totals. (0)
Survey Duration:	20:37 Wednesday, May 13, 2009 => 7:51 Saturday, May 16, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.07.16May2009.EC0 (Base)
Identifier:	V280CRV3 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, May 14, 2009 => 0:00 Friday, May 15, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 19072 / 33666 (56.65%)

* Thursday, May 14, 2009=9618, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	5	4	1	10	52	248	1102	1197	515	457	502	495	472	864	822	607	677	698	463	264	127	71	50	
5	1	1	0	3	6	43	149	440	165	129	119	133	115	185	181	121	197	160	130	71	35	31	11	-
0	1	0	4	2	10	45	254	335	103	97	132	134	105	253	224	153	148	102	122	86	37	10	16	-
0	1	2	0	0	15	58	387	215	114	111	127	130	108	230	256	119	148	113	108	57	29	17	13	-
7	2	1	0	5	21	104	312	197	133	121	124	98	144	196	175	184	184	153	103	50	26	13	30	-

AM Peak 0730 - 0830 (1474), AM PHF=0.84

MetroCount Traffic Executive
Event Counts

EventCount-1230 -- English (ENU)

Datasets:

Site:	[9031.08] DEL MAR HEIGHTS RD (TORREY RIDGE RD-CARMEL COUNTRY RD) EASTBOUND
Input A:	4 - West bound. - Excluded from totals. (0)
Input B:	2 - East bound. - Added to totals. (1)
Survey Duration:	20:49 Wednesday, May 13, 2009 => 7:50 Saturday, May 16, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.08.16May2009.EC0 (Regular)
Identifier:	R513P5FW MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, May 14, 2009 => 0:00 Friday, May 15, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 21659 / 38476 (56.29%)

* Thursday, May 14, 2009=10899, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
37	20	6	4	1	24	209	1049	507	611	314	463	675	556	964	1015	836	1234	953	626	429	317	198	91	
15	8	1	1	0	2	21	106	128	104	80	97	161	116	156	223	203	247	315	182	121	103	65	29	-
12	6	3	1	1	7	40	205	132	93	80	103	108	152	225	305	184	307	247	155	86	78	62	26	-
7	5	0	1	0	4	50	364	127	100	82	105	183	149	226	254	237	344	200	149	121	71	42	16	-
3	3	2	1	0	16	98	294	120	106	52	158	142	139	295	233	212	336	191	140	101	65	29	28	-

AM Peak 0700 - 0800 (1049), AM PHF=0.72

21,659

MetroCount Traffic Executive
Event Counts

EventCount-1228 – English (ENU)

Datasets:

Site:	[9031.08] DEL MAR HEIGHTS RD (TORREY RIDGE RD-CARMEL COUNTRY RD) WESTBOUND
Input A:	4 - West bound. - Added to totals. (1)
Input B:	2 - East bound. - Excluded from totals. (0)
Survey Duration:	20:49 Wednesday, May 13, 2009 => 7:50 Saturday, May 16, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.08.16May2009.EC0 (Regular)
Identifier:	R513P5FW MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, May 14, 2009 => 0:00 Friday, May 15, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 21659 / 38475 (56.29%)

* Thursday, May 14, 2009=10759, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
16	7	5	5	13	64	266	1119	1285	567	525	568	693	505	1080	992	644	737	637	512	298	185	87	59	
7	2	1	0	4	7	43	159	437	171	151	142	219	127	180	200	133	206	165	150	83	67	34	16	-
2	1	0	1	4	11	48	262	387	119	115	142	141	133	243	227	155	165	189	136	95	44	15	17	-
1	2	1	2	0	18	65	360	244	133	125	115	171	107	351	281	156	181	124	115	61	41	20	15	-
6	2	2	2	5	26	110	338	217	114	134	139	121	158	298	384	202	185	159	111	56	33	18	11	-

AM Peak 0730 - 0830 (1522), AM PHF=0.87

MetroCount Traffic Executive
Event Counts

EventCount-1232 – English (ENU)

Datasets:

Site:	[9031.09] DEL MAR HEIGHTS RD (CARMEL COUNTRY RD-EL CAMINO REAL) EASTBOUND
Input A:	4 - West bound. - Excluded from totals. (0)
Input B:	2 - East bound. - Added to totals. (1)
Survey Duration:	21:12 Wednesday, May 13, 2009 => 7:47 Saturday, May 16, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.09.16May2009.EC0 (Regular)
Identifier:	R5098KCT MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, May 14, 2009 => 0:00 Friday, May 15, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 32674 / 59507 (54.91%)

* Thursday, May 14, 2009=18724, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
50	30	18	7	6	75	301	1266	679	553	633	710	1074	918	1556	1945	1649	2163	1715	1214	870	478	355	161	
23	9	7	0	0	6	31	236	185	178	133	154	258	193	253	416	435	528	555	350	240	203	116	45	-
14	8	4	1	4	14	60	282	145	156	150	185	327	241	395	561	396	507	412	328	203	168	102	55	-
6	7	2	1	0	20	71	431	181	168	157	151	275	235	410	538	444	503	417	202	235	139	73	31	-
7	6	5	5	2	35	139	337	167	157	173	220	214	249	538	430	394	525	331	254	192	120	64	29	-

AM Peak 0700 - 0800 (1266), AM PHF=0.73

32 674

MetroCount Traffic Executive
Event Counts

EventCount-1231 -- English (ENU)

Datasets:

Site:	[9031.09] DEL MAR HEIGHTS RD (CARMEL COUNTRY RD-EL CAMINO REAL) WESTBOUND
Input A:	4 - West bound. - Added to totals. (1)
Input B:	2 - East bound. - Excluded from totals. (0)
Survey Duration:	21:12 Wednesday, May 13, 2009 => 7:47 Saturday, May 16, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.09.16May2009.EC0 (Regular)
Identifier:	R5098KCT MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, May 14, 2009 => 0:00 Friday, May 15, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 32674 / 59507 (54.91%)

Thursday, May 14, 2009=13950, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
25	10	11	8	22	86	388	1264	1434	815	755	603	627	722	1221	1129	871	964	837	747	473	260	138	75	
9	3	4	2	1	10	56	216	371	254	205	213	333	295	205	259	210	261	204	201	153	93	49	20	-
4	3	1	1	5	13	69	293	433	165	174	183	157	171	287	269	207	209	221	174	126	63	37	23	-
5	2	4	3	1	28	102	400	336	201	185	217	221	149	361	342	216	245	204	198	106	61	27	17	-
8	2	2	2	11	35	153	365	284	195	191	190	173	207	370	259	238	225	208	174	86	43	25	15	-

AM Peak: 0730 - 0830 (1569), AM PHF=0.91

MetroCount Traffic Executive
Event Counts

EventCount-1234 -- English (ENU)

Datasets:

Site:	[9031.10] DEL MAR HEIGHTS RD (EL CAMINO REAL-HIGH BLUFF DR) EASTBOUND
Input A:	4 - West bound. - Excluded from totals. (0)
Input B:	2 - East bound. - Added to totals. (1)
Survey Duration:	21:28 Wednesday, May 13, 2009 => 7:44 Saturday, May 16, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.10.16May2009.EC0 (Regular)
Identifier:	R8319BB9 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, May 14, 2009 => 0:00 Friday, May 15, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 37910 / 68353 (55.46%)

Thursday, May 14, 2009=19748, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
81	48	32	21	37	167	502	1392	995	958	866	1103	1381	1160	1502	1581	1447	2043	1564	990	767	522	300	163	
33	35	18	6	3	18	69	219	259	212	212	243	331	280	337	423	359	451	469	286	198	174	90	50	-
20	10	4	2	12	33	97	357	261	235	211	258	357	332	383	395	340	515	383	245	200	109	87	34	-
12	13	10	6	7	49	126	481	225	241	192	270	367	203	422	376	418	532	360	243	178	163	63	37	-
16	10	8	7	15	67	210	375	247	280	251	332	326	293	460	387	330	545	332	224	191	96	60	36	-

AM Peak: 0715 - 0815 (1432), AM PHF=0.81

37910

MetroCount Traffic Executive
Event Counts

EventCount-1233 -- English (ENU)

Datasets:

Site:	[9031.10] DEL MAR HEIGHTS RD (EL CAMINO REAL-HIGH BLUFF DR) WESTBOUND
Input A:	4 - West bound. - Added to totals. (1)
Input B:	2 - East bound. - Excluded from totals. (0)
Survey Duration:	21:28 Wednesday, May 13, 2009 => 7:44 Saturday, May 16, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.10.16May2009.EC0 (Regular)
Identifier:	R8319BB9 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, May 14, 2009 => 0:00 Friday, May 15, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 37910 / 68353 (55.46%)

* Thursday, May 14, 2009=18162, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
52	18	23	27	40	138	530	1520	1747	1106	1030	1078	1222	1070	1469	1395	1154	1152	1054	951	629	397	243	216	
16	7	7	3	8	16	85	253	441	345	272	277	336	281	324	311	281	305	282	256	205	123	84	41	-
13	6	8	3	10	24	107	330	463	241	224	267	301	278	356	340	300	269	275	251	155	110	78	25	-
8	3	6	9	5	46	142	486	465	259	274	239	322	246	421	386	277	307	244	234	154	89	39	30	-
15	2	2	2	17	52	196	451	378	261	260	295	263	265	358	332	288	271	253	210	114	75	42	20	-

AM Peak 0730 - 0830 (1041), AM PHF=0.95

MetroCount Traffic Executive
Event Counts

EventCount-1208 -- English (ENU)

Datasets:

Site:	[9031.11] DEL MAR HEIGHTS RD (HIGH BLUFF DR-I-5 NB RAMPS) EASTBOUND
Input A:	4 - West bound. - Excluded from totals. (0)
Input B:	2 - East bound. - Added to totals. (1)
Survey Duration:	21:42 Wednesday, May 13, 2009 => 7:41 Saturday, May 16, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.11.16May2009.EC0 (Regular)
Identifier:	W558TFAZ MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, May 14, 2009 => 0:00 Friday, May 15, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 50406 / 110100 (45.78%)

* Thursday, May 14, 2009=27558, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
104	66	38	29	51	222	713	2048	1939	1635	1256	1486	1878	1663	2161	2095	1876	2575	1942	1338	1045	759	413	226	
42	25	14	8	5	23	104	318	561	432	308	359	418	390	457	563	459	593	518	370	260	243	132	75	-
23	15	6	4	14	37	144	533	494	417	294	352	520	469	538	537	467	640	450	336	270	165	126	50	-
21	14	11	7	10	56	169	609	452	364	286	350	494	395	579	483	530	675	462	341	263	211	00	57	-
10	12	7	10	22	106	296	590	432	422	368	425	446	409	587	512	420	659	412	291	236	140	75	44	-

AM Peak 0715 - 0815 (2291), AM PHF=0.94

MetroCount Traffic Executive
Event Counts

EventCount-1207 -- English (ENU)

Datasets:

Site:	[9031.11] DEL MAR HEIGHTS RD (HIGH BLUFF DR-I-5 NB RAMPS) WESTBOUND
Input A:	4 - West bound. - Added to totals. (1)
Input B:	2 - East bound. - Excluded from totals. (0)
Survey Duration:	21:42 Wednesday, May 13, 2009 => 7:41 Saturday, May 16, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.11.16May2009.EC0 (Regular)
Identifier:	W558TFAZ MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, May 14, 2009 => 0:00 Friday, May 15, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 60850 / 110100 (55.27%)

* Thursday, May 14, 2009=24067, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
62	28	12	26	52	190	677	1914	2295	1460	1284	1462	1618	1350	1340	1304	1684	1876	1451	1156	735	508	203	142	
21	13	9	3	9	21	111	302	477	429	326	358	486	352	430	432	428	526	433	316	238	155	101	50	-
15	9	11	4	15	35	127	466	579	346	288	362	376	342	440	458	416	451	351	295	183	131	91	32	-
11	3	8	11	5	57	197	529	609	316	322	350	418	313	522	570	413	442	365	293	167	121	43	37	-
15	3	4	8	23	65	242	617	571	378	348	392	336	343	510	444	427	457	322	251	147	101	48	23	-

AM Peak 07:45 - 08:45 (2281), AM PHF=0.92

MetroCount Traffic Executive
Event Counts

EventCount-1235 -- English (ENU)

Datasets:

Site:	[9031.12] DEL MAR HEIGHTS RD (BETWEEN I-5 RAMPS) EASTBOUND
Input A:	2 - East bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	19:46 Monday, May 11, 2009 => 12:28 Wednesday, May 13, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.12.E13May2009.EC0 (Regular)
Identifier:	R5098KCT MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Tuesday, May 12, 2009 => 0:00 Wednesday, May 13, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 19372 / 20947 (92.48%)

* Tuesday, May 12, 2009=19372, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
71	35	25	22	32	158	469	1529	1256	1037	917	1119	1276	1213	1523	1561	1483	1573	1114	1036	727	506	267	160	
18	9	3	8	6	15	58	249	334	290	233	267	330	289	371	390	358	375	392	264	190	143	82	48	-
22	8	14	4	6	25	93	420	294	266	230	291	316	270	349	388	382	410	352	269	200	148	86	46	-
9	8	3	1	0	42	116	453	300	242	242	270	327	324	405	385	365	430	335	259	175	116	54	35	-
22	10	5	6	12	76	194	407	328	239	212	291	303	330	398	378	370	358	331	234	162	99	45	31	-

AM Peak 07:15 - 08:15 (1614), AM PHF=0.89

40 090

MetroCount Traffic Executive
Event Counts

EventCount-1236 -- English (ENU)

Datasets:

Site:	[9031.12] DEL MAR HEIGHTS RD (BETWEEN I-5 RAMPS) WESTBOUND
Input A:	4 - West bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	19:45 Monday, May 11, 2009 => 12:27 Wednesday, May 13, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.12.W13May2009.EC0 (Regular)
Identifier:	R513P5FW MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Tuesday, May 12, 2009 => 0:00 Wednesday, May 13, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 20719 / 22289 (92.96%)

* Tuesday, May 12, 2009=20718, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
50	39	32	30	40	102	298	1569	1606	1317	1093	1288	1392	1267	1486	1574	1547	1585	1357	939	598	456	332	144	
15	7	8	3	7	31	82	262	393	330	270	271	416	313	342	349	361	389	376	251	176	123	114	50	-
18	11	7	9	7	33	124	323	443	328	283	273	350	325	365	403	355	445	369	274	132	129	87	31	-
14	11	11	10	8	54	176	473	460	355	262	345	325	309	373	426	417	430	289	211	136	124	72	33	-
11	10	6	8	18	71	216	511	390	314	278	351	301	320	416	401	411	421	323	203	144	80	59	30	-

AM Peak: 0730 - 0830 (1020), AM PHF=0.89

MetroCount Traffic Executive
Event Counts

EventCount-1209 -- English (ENU)

Datasets:

Site:	[9031.13] DEL MAR HEIGHTS RD (I-5 SB RAMPS-PORTOFINO DR) EASTBOUND
Input A:	2 - East bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	21:56 Wednesday, May 13, 2009 => 7:38 Saturday, May 16, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.13.E16May2009.EC0 (Regular)
Identifier:	W139N0DA MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, May 14, 2009 => 0:00 Friday, May 15, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 17132 / 31367 (54.62%)

* Thursday, May 14, 2009=17131, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
77	40	29	24	49	131	439	1226	1212	1057	845	989	1232	1160	1381	1278	1353	1308	1119	792	620	470	251	142	
29	10	8	5	11	32	68	178	366	270	243	240	279	315	272	348	318	340	321	232	167	130	74	40	-
23	16	5	7	7	39	70	325	362	271	204	256	333	293	300	307	274	358	293	194	177	114	81	34	-
12	8	5	7	10	35	137	362	274	268	257	231	313	288	408	324	285	319	253	185	152	121	45	39	-
13	6	7	5	20	45	164	353	270	248	251	262	307	272	401	299	276	291	252	181	124	97	51	29	-

AM Peak: 0715 - 0815 (1416), AM PHF=0.97

367 086

MetroCount Traffic Executive
Event Counts

EventCount-1210 -- English (ENU)

Datasets:

Site:	[9031.13] DEL MAR HEIGHTS RD (I-5 SB RAMPS-PORTOFINO DR) WESTBOUND
Input A:	4 - West bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	21:55 Wednesday, May 13, 2009 => 7:40 Saturday, May 16, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.13.W16May2009.EC0 (Regular)
Identifier:	V239JE7M MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, May 14, 2009 => 0:00 Friday, May 15, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 18956 / 34853 (54.39%)

* Thursday, May 14, 2009=18955, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
65	42	49	40	46	156	552	1294	1464	1211	1045	1282	1365	1100	1392	1108	1233	1477	1310	895	688	541	326	177	
29	12	15	5	9	18	74	207	352	313	266	250	305	243	291	293	246	325	390	230	203	155	98	60	-
18	11	10	6	10	26	116	270	370	332	249	351	350	297	376	275	322	388	339	243	175	155	108	42	-
10	13	9	10	8	36	144	359	365	267	254	332	330	276	356	315	316	363	308	232	158	113	48	44	-
8	5	15	11	19	76	218	458	369	301	276	359	380	292	369	305	349	381	273	190	152	117	71	31	-

AM Peak 0745 - 0845 (1553), AM PHF=0.85

MetroCount Traffic Executive
Event Counts

EventCount-1211 -- English (ENU)

Datasets:

Site:	[9031.14] DEL MAR HEIGHTS RD (PORTOFINO DR-MANGO DR) EASTBOUND
Input A:	2 - East bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	21:58 Wednesday, May 13, 2009 => 7:36 Saturday, May 16, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.14.E16May2009.EC0 (Regular)
Identifier:	V231TDVM MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, May 14, 2009 => 0:00 Friday, May 15, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 16947 / 31138 (54.43%)

* Thursday, May 14, 2009=16946, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
88	50	31	24	29	123	420	1206	1170	1025	934	971	1176	1159	1319	1250	1117	1322	1104	819	650	506	276	157	
32	11	10	4	12	10	68	172	366	250	242	237	267	308	262	342	298	351	258	233	172	152	01	46	-
20	13	9	9	7	39	70	310	209	271	213	246	303	291	283	304	280	361	269	200	150	120	90	34	-
15	13	5	7	10	32	126	353	253	261	242	229	306	294	403	317	263	322	269	192	150	123	46	42	-
13	7	7	5	20	42	156	371	262	243	237	259	300	276	371	287	276	308	218	186	130	111	59	33	-

AM Peak 0715 - 0815 (1400), AM PHF=0.94

2/3/14

MetroCount Traffic Executive
Event Counts

EventCount-1238 -- English (ENU)

Datasets:

Site:	[9031.15] HIGH BLUFF DR (DEL MAR HEIGHTS RD-EL CAMINO REAL) NORTHBOUND
Input A:	1 - North bound. - Added to totals. (1)
Input B:	3 - South bound. - Excluded from totals. (0)
Survey Duration:	19:32 Monday, May 11, 2009 => 12:25 Wednesday, May 13, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.15.13May2009.EC0 (Regular)
Identifier:	S014F2C9 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Tuesday, May 12, 2009 => 0:00 Wednesday, May 13, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 9843 / 12562 (78.36%)

* Tuesday, May 12, 2009=4368, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	3	4	3	7	13	60	193	237	247	194	307	336	327	311	360	495	621	336	152	67	48	28	15	
2	2	1	0	1	1	3	29	58	69	56	50	79	81	86	82	144	206	103	48	24	13	9	5	-
2	0	1	1	1	2	6	33	48	66	59	85	84	90	58	84	108	167	80	44	15	11	0	3	-
0	1	2	0	3	3	19	66	65	55	43	84	87	85	87	65	120	120	79	32	16	14	4	6	-
0	1	0	2	2	7	32	65	66	57	45	88	86	71	82	105	123	128	74	28	12	10	7	1	-

AM Peak 1145 - 1245 (338), AM PHF=0.96

MetroCount Traffic Executive
Event Counts

EventCount-1239 -- English (ENU)

Datasets:

Site:	[9031.15] HIGH BLUFF DR (DEL MAR HEIGHTS RD-EL CAMINO REAL) SOUTHBOUND
Input A:	1 - North bound. - Excluded from totals. (0)
Input B:	3 - South bound. - Added to totals. (1)
Survey Duration:	19:32 Monday, May 11, 2009 => 12:25 Wednesday, May 13, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.15.13May2009.EC0 (Regular)
Identifier:	S014F2C9 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Tuesday, May 12, 2009 => 0:00 Wednesday, May 13, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 9843 / 12562 (78.36%)

* Tuesday, May 12, 2009=5474, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
36	7	5	3	6	50	184	543	720	477	365	347	307	423	360	323	309	333	250	157	116	86	61	29	
1	2	0	0	1	2	28	73	100	143	74	69	91	120	69	78	55	79	73	34	47	23	24	7	-
1	0	2	1	1	5	30	126	188	116	93	108	85	103	83	88	84	76	64	54	22	25	19	4	-
1	3	2	1	1	16	42	166	176	117	66	75	90	93	92	71	75	91	63	40	21	22	5	6	-
4	2	1	1	3	33	63	178	104	101	72	95	128	107	116	83	95	87	50	29	26	16	9	7	-

AM Peak 0800 - 0900 (728), AM PHF=0.97

MetroCount Traffic Executive
Event Counts

EventCount-1203 -- English (ENU)

Datasets:

Site:	[9031.16] EL CAMINO REAL (HIGH BLUFF DR-VALLEY CENTRE DR) NORTHBOUND
Input A:	1 - North bound. - Added to totals. (1)
Input B:	3 - South bound. - Excluded from totals. (0)
Survey Duration:	20:59 Wednesday, April 29, 2009 => 8:30 Sunday, May 03, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.16.03May2009.EC0 (Regular)
Identifier:	V239JE7M MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, April 30, 2009 => 0:00 Friday, May 01, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 19365 / 41545 (46.61%)

* Thursday, April 30, 2009=9024, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
32	11	8	7	17	42	166	436	561	601	501	625	667	659	576	622	697	939	673	468	330	198	106	54	
12	4	1	3	3	4	25	88	135	170	128	149	157	158	116	161	148	227	183	139	91	65	35	13	-
6	0	4	2	2	10	32	122	149	160	111	140	173	157	146	157	168	227	185	125	69	38	35	13	-
7	2	1	1	2	10	44	115	153	145	121	150	166	179	144	133	181	255	158	100	84	42	22	14	-
7	5	2	1	10	10	65	111	147	129	141	187	171	166	168	169	200	230	147	57	86	53	14	14	-

AM Peak 1145 - 1245 (683), AM PHF=0.91

19 365

MetroCount Traffic Executive
Event Counts

EventCount-1204 -- English (ENU)

Datasets:

Site:	[9031.16] EL CAMINO REAL (HIGH BLUFF DR-VALLEY CENTRE DR) SOUTHBOUND
Input A:	1 - North bound. - Excluded from totals. (0)
Input B:	3 - South bound. - Added to totals. (1)
Survey Duration:	20:59 Wednesday, April 29, 2009 => 8:30 Sunday, May 03, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.16.03May2009.EC0 (Regular)
Identifier:	V239JE7M MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, April 30, 2009 => 0:00 Friday, May 01, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 19365 / 41545 (46.61%)

* Thursday, April 30, 2009=10340, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
27	20	29	12	15	83	242	712	829	609	531	695	742	728	737	751	817	901	722	447	319	168	133	68	
15	9	13	3	2	13	35	99	212	149	139	146	202	200	171	190	235	248	215	152	92	48	45	16	-
10	6	11	3	2	15	43	156	210	154	157	171	165	195	149	186	181	212	192	95	79	49	30	20	-
0	4	4	1	4	24	71	200	210	169	133	193	174	196	218	191	182	223	174	103	76	48	32	13	-
2	7	1	5	7	31	93	255	189	137	105	187	201	137	189	178	215	218	141	97	72	43	10	9	-

AM Peak 0745 - 0845 (995), AM PHF=0.86

MetroCount Traffic Executive
Event Counts

EventCount-1205 -- English (ENU)

Datasets:

Site:	[9031.17] EL CAMINO REAL (TOWNSGATE DR-ELIJAH CT) NORTHBOUND
Input A:	1 - North bound. - Added to totals. (1)
Input B:	3 - South bound. - Excluded from totals. (0)
Survey Duration:	20:58 Wednesday, April 29, 2009 => 8:32 Sunday, May 03, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.17.03May2009.EC0 (Regular)
Identifier:	W558TFAZ MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, April 30, 2009 => 0:00 Friday, May 01, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 15426 / 35068 (43.99%)

* Thursday, April 30, 2009=7229, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
14	12	4	7	10	34	100	351	291	355	349	509	591	478	498	569	641	862	628	416	246	149	74	41	
3	2	0	2	2	2	14	47	90	81	94	105	156	121	133	135	145	207	182	136	64	49	28	9	-
5	3	2	3	2	0	23	93	62	90	71	101	150	122	128	150	161	223	166	90	60	25	17	9	-
3	5	0	1	2	7	28	121	76	91	51	141	148	116	127	124	179	234	142	95	64	31	16	12	-
3	1	2	1	1	17	35	90	63	85	93	162	137	119	130	154	162	198	130	95	50	44	11	11	-

AM Peak 1145 - 1245 (516), AM PHF=0.95

(3) 4/25

MetroCount Traffic Executive
Event Counts

EventCount-1206 -- English (ENU)

Datasets:

Site:	[9031.17] EL CAMINO REAL (TOWNSGATE DR-ELIJAH CT) SOUTHBOUND
Input A:	1 - North bound. - Excluded from totals. (0)
Input B:	3 - South bound. - Added to totals. (1)
Survey Duration:	20:58 Wednesday, April 29, 2009 => 8:32 Sunday, May 03, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.17.03May2009.EC0 (Regular)
Identifier:	W558TFAZ MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, April 30, 2009 => 0:00 Friday, May 01, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 15426 / 35068 (43.99%)

* Thursday, April 30, 2009=8196, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
22	15	15	7	10	41	149	586	736	443	387	478	652	658	628	541	606	555	533	463	356	214	141	61	
12	5	4	2	1	6	21	80	236	110	105	111	160	185	128	146	135	111	169	120	104	68	45	12	-
7	2	7	2	4	6	32	110	172	110	111	116	145	186	156	147	132	141	153	114	86	52	46	23	-
1	2	3	1	1	13	42	170	185	130	80	126	141	162	165	126	101	137	105	120	79	56	33	12	-
2	6	1	2	4	16	54	226	164	92	85	127	206	125	101	122	130	166	105	101	87	30	17	14	-

AM Peak 0745 - 0845 (798), AM PHF=0.88

MetroCount Traffic Executive
Event Counts

EventCount-1240 -- English (ENU)

Datasets:

Site:	[9031.18] EL CAMINO REAL (DEL MAR HEIGHTS RD-MALL ENTRANCE) NORTHBOUND
Input A:	1 - North bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	20:30 Wednesday, April 29, 2009 => 8:33 Sunday, May 03, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.18.N03May2009.EC0 (Regular)
Identifier:	T54701F7 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, April 30, 2009 => 0:00 Friday, May 01, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 7386 / 17135 (43.10%)

* Thursday, April 30, 2009=7385, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
13	9	4	7	6	24	84	319	360	333	322	359	552	584	555	626	597	717	629	449	313	215	111	59	
2	2	0	2	1	3	15	43	86	68	98	101	125	169	147	155	146	174	150	135	81	73	44	15	-
8	1	2	1	1	1	18	73	109	99	78	102	157	328	133	163	132	184	171	118	86	53	31	16	-
2	5	0	1	1	9	22	123	59	88	86	106	143	136	131	158	169	211	132	97	66	37	20	14	-
3	1	2	0	3	8	29	84	74	78	70	150	127	151	141	150	150	175	136	99	80	52	16	14	-

AM Peak 1145 - 1245 (576), AM PHF=0.52

14,731

MetroCount Traffic Executive
Event Counts

EventCount-1241 -- English (ENU)

Datasets:

Site:	[9031.18] EL CAMINO REAL (DEL MAR HEIGHTS RD-MALL ENTRANCE) SOUTHBOUND
Input A:	3 - South bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	20:29 Wednesday, April 29, 2009 => 8:35 Sunday, May 03, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.18.S03May2009.EC0 (Base)
Identifier:	V273S0NX MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, April 30, 2009 => 0:00 Friday, May 01, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 7347 / 16777 (43.79%)

* Thursday, April 30, 2009=7346, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
19	10	8	3	20	44	119	421	662	421	368	511	594	517	603	564	484	573	532	361	276	160	84	56	
10	3	2	0	0	6	22	54	170	84	79	104	136	123	92	136	119	116	132	101	87	48	35	19	-
6	1	2	1	5	6	22	97	187	113	112	138	143	153	142	149	144	160	152	86	58	37	15	11	-
1	1	3	2	1	12	27	120	153	117	79	132	120	136	140	127	99	146	118	83	53	41	23	15	-
2	5	1	0	11	20	48	173	152	107	98	137	135	105	229	132	132	151	120	94	78	31	11	11	-

AM Peak 0745 - 0845 (683), AM PHF=0.91

MetroCount Traffic Executive
Event Counts

EventCount-1242 -- English (ENU)

Datasets:

Site:	[9031.19] CARMEL COUNTRY RD (DEL MAR HEIGHTS RD-TOWNSGATE DR) NORTHBOUND
Input A:	1 - North bound. - Added to totals. (1)
Input B:	3 - South bound. - Excluded from totals. (0)
Survey Duration:	19:59 Wednesday, May 13, 2009 => 7:54 Saturday, May 16, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.19.16May2009.EC0 (Regular)
Identifier:	T54701F7 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, May 14, 2009 => 0:00 Friday, May 15, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 15932 / 29998 (53.11%)

^ Thursday, May 14, 2009=8222, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
14	9	6	5	30	28	151	476	590	369	363	395	429	367	455	708	583	926	680	704	420	328	187	46	
2	1	1	3	2	3	17	87	126	105	85	114	111	93	94	180	131	190	193	158	155	95	49	12	-
5	4	1	0	1	2	27	105	208	21	83	96	113	84	94	207	126	250	153	146	116	86	52	13	-
5	0	3	1	2	11	45	178	157	77	107	102	102	80	122	168	140	256	183	207	99	85	39	8	-
2	4	1	1	5	12	62	106	99	103	90	83	97	110	145	153	186	230	151	193	58	52	17	13	-

AM Peak 0730 - 0830 (818), AM PHF=0.74

15 932

MetroCount Traffic Executive
Event Counts

EventCount-1243 -- English (ENU)

Datasets:

Site:	[9031.19] CARMEL COUNTRY RD (DEL MAR HEIGHTS RD-TOWNSGATE DR) SOUTHBOUND
Input A:	1 - North bound. - Excluded from totals. (0)
Input B:	3 - South bound. - Added to totals. (1)
Survey Duration:	19:59 Wednesday, May 13, 2009 => 7:54 Saturday, May 16, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.19.16May2009.EC0 (Regular)
Identifier:	T54701F7 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, May 14, 2009 => 0:00 Friday, May 15, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 15932 / 29998 (53.11%)

* Thursday, May 14, 2009=7710, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
20	11	9	6	7	55	124	513	622	345	304	323	523	377	676	768	562	645	593	425	312	230	127	57	
12	4	4	1	0	4	15	62	178	84	92	88	178	102	99	195	136	171	151	115	80	71	39	15	-
2	2	2	0	4	14	32	103	184	106	99	83	103	95	147	180	129	162	176	121	84	60	26	23	-
3	3	2	1	1	20	30	162	142	81	98	70	120	94	194	215	143	147	131	92	79	48	33	13	-
3	2	1	1	2	18	47	186	118	74	95	76	121	86	236	178	154	165	133	91	61	43	29	6	-

AM Peak 0730 - 0830 (710), AM PHF=0.95

MetroCount Traffic Executive
Event Counts

EventCount-1244 -- English (ENU)

Datasets:

Site:	[9031.20] CARMEL COUNTRY RD (TOWNSGATE DR-CARMEL CREEK RD) NORTHBOUND
Input A:	1 - North bound. - Added to totals. (1)
Input B:	3 - South bound. - Excluded from totals. (0)
Survey Duration:	19:40 Wednesday, May 13, 2009 => 7:55 Saturday, May 16, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.20.16May2009.EC0 (Base)
Identifier:	V273S0NX MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, May 14, 2009 => 0:00 Friday, May 15, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 13879 / 25167 (55.15%)

* Thursday, May 14, 2009=6570, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
38	7	4	3	11	26	120	399	529	321	342	339	359	328	493	618	473	635	503	437	271	197	80	29	
3	0	0	1	2	2	15	68	153	79	75	92	93	88	95	162	121	136	140	104	105	53	30	12	-
5	3	0	0	2	1	17	85	178	75	79	72	105	75	99	197	123	162	131	96	66	64	30	6	-
7	0	3	1	1	8	35	140	115	75	89	89	92	65	135	120	106	180	127	107	52	55	17	5	-
3	1	1	1	6	15	53	106	95	92	99	86	79	100	164	139	123	157	105	130	48	25	11	6	-

AM Peak 0730 - 0830 (575), AM PHF=0.82

13,878

MetroCount Traffic Executive
Event Counts

EventCount-1245 -- English (ENU)

Datasets:

Site:	[9031.20] CARMEL COUNTRY RD (TOWNSGATE DR-CARMEL CREEK RD) SOUTHBOUND
Input A:	1 - North bound. - Excluded from totals. (0)
Input B:	3 - South bound. - Added to totals. (1)
Survey Duration:	19:40 Wednesday, May 13, 2009 => 7:55 Saturday, May 16, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.20.16May2009.EC0 (Base)
Identifier:	V273S0NX MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, May 14, 2009 => 0:00 Friday, May 15, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 13679 / 25167 (55.15%)

* Thursday, May 14, 2009=7308, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
13	9	9	2	6	70	118	511	662	338	359	299	446	319	542	791	590	613	591	380	266	200	104	36	
8	4	4	0	0	4	17	66	165	90	76	82	144	84	96	191	156	167	140	84	84	67	35	16	-
0	2	2	0	0	13	30	106	224	99	90	73	96	73	108	214	136	174	165	101	84	61	28	11	-
3	1	1	0	1	26	30	151	134	74	93	75	105	82	162	189	153	120	138	100	55	44	23	6	-
2	2	2	2	5	27	41	192	119	75	100	69	101	80	178	197	145	152	118	103	63	28	18	3	-

AM Peak 0730 - 0830 (752), AM PHF=0.84

MetroCount Traffic Executive
Event Counts

EventCount-1246 -- English (ENU)

Datasets:

Site:	[9031.21] CARMEL COUNTRY RD (CARMEL CREEK RD-CARMEL CANYON RD) NORTHBOUND
Input A:	1 - North bound. - Added to totals. (1)
Input B:	3 - South bound. - Excluded from totals. (0)
Survey Duration:	18:29 Wednesday, May 13, 2009 => 8:00 Saturday, May 16, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.21.16May2009.EC0 (Regular)
Identifier:	T5441WJP MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, May 14, 2009 => 0:00 Friday, May 15, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 13138 / 24399 (53.85%)

* Thursday, May 14, 2009=6202, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
16	8	4	6	11	145	344	462	568	315	307	302	286	294	440	564	483	490	493	314	245	191	95	29	
5	0	0	3	2	10	21	69	215	83	78	66	82	73	73	146	123	132	116	81	75	60	25	11	-
3	1	1	2	3	41	35	84	157	77	67	75	81	65	94	165	129	112	140	93	67	54	40	7	-
5	3	3	1	1	51	45	184	53	61	91	71	65	63	111	113	121	126	120	74	46	43	15	6	-
3	4	0	0	5	43	40	155	103	91	71	90	58	63	162	138	110	120	117	76	57	26	15	5	-

AM Peak 0730 - 0830 (681), AM PHF=0.79

13137

MetroCount Traffic Executive
Event Counts

EventCount-1247 -- English (ENU)

Datasets:

Site:	[9031.21] CARMEL COUNTRY RD (CARMEL CREEK RD-CARMEL CANYON RD) SOUTHBOUND
Input A:	1 - North bound. - Excluded from totals. (0)
Input B:	3 - South bound. - Added to totals. (1)
Survey Duration:	18:29 Wednesday, May 13, 2009 => 8:00 Saturday, May 16, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.21.16May2009.EC0 (Regular)
Identifier:	T5441WJP MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, May 14, 2009 => 0:00 Friday, May 15, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 13138 / 24399 (53.85%)

* Thursday, May 14, 2009=6935, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	7	7	2	9	32	175	559	596	389	391	310	300	317	436	658	474	479	520	346	205	194	123	36	
7	3	3	0	3	5	22	89	137	98	83	67	101	86	95	136	123	151	154	87	102	67	61	13	-
2	1	2	1	0	5	32	111	136	101	97	80	89	68	86	236	106	191	144	91	66	53	26	9	-
0	1	1	1	0	12	58	180	182	108	112	76	97	81	133	150	116	142	107	88	59	41	18	8	-
3	2	1	0	6	10	63	179	101	82	99	67	87	82	122	133	125	155	115	77	59	33	18	6	-

AM Peak 0745 - 0845 (674), AM PHF=0.93

MetroCount Traffic Executive
Event Counts

EventCount-1248 -- English (ENU)

Datasets:

Site:	[9031.22] CARMEL CANYON RD (CARMEL COUNTRY RD-DEL MAR HEIGHTS) NORTHBOUND
Input A:	1 - North bound. - Added to totals. (1)
Input B:	3 - South bound. - Excluded from totals. (0)
Survey Duration:	17:49 Wednesday, May 13, 2009 => 8:04 Saturday, May 16, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.22.16May2009.EC0 (Base)
Identifier:	V289W1MS MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, May 14, 2009 => 0:00 Friday, May 15, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 12224 / 23071 (52.98%)

* Thursday, May 14, 2009=6195, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
25	10	5	4	5	10	91	442	304	257	240	262	307	286	485	505	515	644	517	373	304	217	144	91	
9	2	2	2	2	0	10	51	82	96	51	53	69	71	107	115	105	148	172	115	95	62	48	20	-
5	0	2	0	2	0	18	89	79	59	63	60	87	76	131	132	117	150	192	94	84	69	42	22	-
6	3	1	1	0	7	21	147	74	51	65	71	78	60	111	140	138	172	148	85	61	44	33	10	-
5	5	0	1	1	3	39	155	73	51	61	78	73	76	136	138	155	174	115	77	64	42	21	9	-

AM Peak 0715 - 0815 (473), AM PHF=0.76

12,224

MetroCount Traffic Executive
Event Counts

EventCount-1249 -- English (ENU)

Datasets:

Site:	[9031.22] CARMEL CANYON RD (CARMEL COUNTRY RD-DEL MAR HEIGHTS) SOUTHBOUND
Input A:	1 - North bound. - Excluded from totals. (0)
Input B:	3 - South bound. - Added to totals. (1)
Survey Duration:	17:49 Wednesday, May 13, 2009 => 8:04 Saturday, May 16, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.22.16May2009.EC0 (Base)
Identifier:	V289W1MS MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, May 14, 2009 => 0:00 Friday, May 15, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 12224 / 23071 (52.98%)

* Thursday, May 14, 2009=6029, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
23	8	2	2	14	85	235	372	776	428	330	274	294	245	437	455	368	328	409	230	145	92	58	36	
6	4	0	2	0	12	29	117	285	157	92	59	81	64	79	123	95	97	99	85	41	32	22	12	-
2	1	1	0	1	21	42	160	191	101	66	78	56	64	90	129	114	82	120	59	52	24	14	8	-
2	0	1	0	7	27	80	216	162	90	101	65	77	55	123	100	91	71	94	42	22	19	13	10	-
1	3	0	0	6	25	84	279	133	80	60	71	80	62	145	95	78	70	87	44	30	19	9	6	-

AM Peak 0730 - 0830 (977), AM PHF=0.86

MetroCount Traffic Executive
Event Counts

EventCount-1250 -- English (ENU)

Datasets:

Site:	[9031.23] CARMEL COUNTRY RD (CARMEL CANYON RD-SR-56) NORTHBOUND
Input A:	1 - North bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	18:08 Wednesday, May 13, 2009 => 8:03 Saturday, May 16, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.23.N16May2009.EC0 (Regular)
Identifier:	S1339PHE MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, May 14, 2009 => 0:00 Friday, May 15, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 10078 / 18853 (53.46%)

* Thursday, May 14, 2009=10078, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
49	16	10	10	24	111	192	781	627	480	408	472	479	487	820	879	828	800	946	571	454	362	195	90	
16	2	3	6	2	9	31	101	214	152	105	105	122	133	157	214	210	213	252	159	135	112	54	29	-
10	1	2	1	5	30	39	153	137	112	83	119	137	120	193	236	199	261	258	150	126	103	64	31	-
9	6	1	2	1	35	48	268	132	88	115	122	111	106	214	209	212	217	252	131	95	82	45	16	-
8	7	1	1	6	37	74	362	144	128	105	126	109	148	256	220	207	203	184	131	90	65	32	14	-

AM Peak 0715 - 0815 [897], AM PHF=0.84

10,553

MetroCount Traffic Executive
Event Counts

EventCount-1251 -- English (ENU)

Datasets:

Site:	[9031.23] CARMEL COUNTRY RD (CARMEL CANYON RD-SR-56) SOUTHBOUND
Input A:	3 - South bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	18:09 Wednesday, May 13, 2009 => 8:00 Saturday, May 16, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.23.S16May2009.EC0 (Base)
Identifier:	V286M0GP MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, May 14, 2009 => 0:00 Friday, May 15, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 10475 / 19524 (53.65%)

* Thursday, May 14, 2009=10475, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
23	12	5	5	20	86	374	1059	1133	722	504	509	568	479	709	852	613	801	693	450	344	215	140	71	
14	7	2	2	2	20	52	185	341	224	150	123	160	140	134	225	152	220	191	132	104	63	61	24	-
3	2	1	1	1	11	65	217	279	174	126	136	130	117	137	258	154	192	164	123	105	61	31	17	-
2	1	1	1	1	7	27	118	252	300	177	164	138	142	109	204	158	150	198	155	99	67	46	30	19	-
1	2	1	1	10	26	130	365	213	147	144	112	236	112	234	171	157	191	163	97	68	45	23	11	-

AM Peak 0745 - 0845 [1285], AM PHF=0.88

MetroCount Traffic Executive
Event Counts

EventCount-1252 -- English (ENU)

Datasets:

Site:	[9031.24] CARMEL CREEK RD (CARMEL COUNTRY RD-DEL MAR TRAIL) NORTHBOUND
Input A:	1 - North bound. - Added to totals. (1)
Input B:	3 - South bound. - Excluded from totals. (0)
Survey Duration:	19:29 Wednesday, May 13, 2009 => 7:57 Saturday, May 16, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.24.16May2009.EC0 (Regular)
Identifier:	S014F2C9 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, May 14, 2009 => 0:00 Friday, May 15, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 11206 / 19369 (57.86%)

* Thursday, May 14, 2009=5563, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
33	10	4	0	3	23	53	294	380	333	196	205	266	236	431	510	496	803	561	344	238	172	86	47	
5	1	2	0	1	3	9	26	192	49	52	50	61	60	84	133	122	196	166	91	73	60	29	19	-
7	5	1	0	1	2	12	71	103	50	46	48	85	53	09	157	112	186	154	08	67	50	27	9	-
1	2	0	0	0	11	12	07	39	41	44	50	60	58	132	90	112	211	141	69	50	39	16	0	-
0	2	1	0	1	7	20	110	46	53	54	57	50	65	126	122	150	210	100	76	48	23	13	11	-

AM Peak 0730 - 0830 [492], AM PHF=0.64

11,206

MetroCount Traffic Executive
Event Counts

EventCount-1253 -- English (ENU)

Datasets:

Site:	[9031.24] CARMEL CREEK RD (CARMEL COUNTRY RD-DEL MAR TRAIL) SOUTHBOUND
Input A:	1 - North bound. - Excluded from totals. (0)
Input B:	3 - South bound. - Added to totals. (1)
Survey Duration:	19:29 Wednesday, May 13, 2009 => 7:57 Saturday, May 16, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.24.16May2009.EC0 (Regular)
Identifier:	S014F2C9 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, May 14, 2009 => 0:00 Friday, May 15, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 11206 / 19369 (57.86%)

* Thursday, May 14, 2009=5643, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	5	2	4	12	35	142	609	729	350	236	220	290	253	347	477	348	419	377	323	199	166	65	23	
3	0	0	1	0	5	19	72	204	115	61	60	89	75	50	122	87	92	94	83	74	64	20	8	-
2	2	1	1	1	5	29	103	215	90	69	58	66	60	72	155	76	107	90	66	41	57	20	1	-
2	2	1	0	2	12	40	166	174	70	56	52	78	57	92	111	95	105	93	76	41	25	16	6	-
1	1	0	2	6	13	56	262	136	67	50	50	65	61	133	89	90	115	92	90	43	20	9	7	-

AM Peak 0745 - 0845 [855], AM PHF=0.82

MetroCount Traffic Executive
Event Counts

EventCount-1254 -- English (ENU)

Datasets:

Site:	[9031.25] CARMEL CREEK RD (CARMEL GROVE RD-VALLEY CENTRE DR) NORTHBOUND
Input A:	1 - North bound. - Added to totals. (1)
Input B:	3 - South bound. - Excluded from totals. (0)
Survey Duration:	19:09 Wednesday, May 13, 2009 => 7:58 Saturday, May 16, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.25.16May2009.EC0 (Regular)
Identifier:	S1079HQH MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, May 14, 2009 => 0:00 Friday, May 15, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 14862 / 25671 (57.89%)

* Thursday, May 14, 2009=7272, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
30	16	8	3	2	16	61	310	303	213	229	286	348	327	519	615	717	1077	896	587	366	283	148	82	
9	5	5	0	0	1	9	37	119	46	48	65	73	89	108	167	167	272	240	143	109	74	56	29	-
9	7	0	1	1	3	14	50	85	58	58	76	98	68	127	157	162	254	210	133	96	80	47	17	-
6	2	1	1	0	7	17	79	48	57	61	75	89	80	137	129	166	277	177	130	77	73	25	18	-
6	2	2	1	1	5	21	144	51	52	69	67	88	90	146	162	222	214	171	101	84	56	21	18	-

AM Peak 0730 - 0830 [427], AM PHF=0.74

14,862

MetroCount Traffic Executive
Event Counts

EventCount-1255 -- English (ENU)

Datasets:

Site:	[9031.25] CARMEL CREEK RD (CARMEL GROVE RD-VALLEY CENTRE DR) SOUTHBOUND
Input A:	1 - North bound. - Excluded from totals. (0)
Input B:	3 - South bound. - Added to totals. (1)
Survey Duration:	19:09 Wednesday, May 13, 2009 => 7:58 Saturday, May 16, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.25.16May2009.EC0 (Regular)
Identifier:	S1079HQH MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, May 14, 2009 => 0:00 Friday, May 15, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 14862 / 25671 (57.89%)

* Thursday, May 14, 2009=7590, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	4	3	6	20	86	284	693	1095	537	360	333	398	347	481	512	430	190	463	373	214	160	59	35	
2	2	0	2	0	10	44	131	331	168	105	94	111	98	87	128	105	120	121	105	80	56	36	11	-
2	1	1	1	4	15	48	167	290	136	96	72	87	94	76	175	100	116	120	76	33	49	17	0	-
0	1	2	0	5	30	86	255	257	117	94	84	115	75	108	148	117	143	123	103	44	37	13	4	-
4	0	0	3	11	31	106	340	217	116	65	83	85	80	120	120	100	111	119	89	49	10	13	11	-

AM Peak 0745 - 0845 [1218], AM PHF=0.90

MetroCount Traffic Executive
Event Counts

EventCount-1257 -- English (ENU)

Datasets:

Site:	[9031.26] VALLEY CENTRE DR (CARMEL CREEK RD-EL CAMINO REAL) EASTBOUND
Input A:	4 - West bound. - Excluded from totals. (0)
Input B:	2 - East bound. - Added to totals. (1)
Survey Duration:	18:51 Wednesday, May 13, 2009 => 7:59 Saturday, May 16, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.26.16May2009.EC0 (Regular)
Identifier:	T575QTP3 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, May 14, 2009 => 0:00 Friday, May 15, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 10876 / 20168 (53.93%)

* Thursday, May 14, 2009=4891, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	9	6	4	13	27	124	291	277	209	264	378	405	315	338	358	403	499	384	245	124	75	41	25	
1	2	1	0	2	5	13	41	72	77	68	72	106	88	91	97	104	153	123	75	44	16	16	9	-
1	2	1	0	1	5	22	61	71	75	56	82	97	74	75	86	82	126	101	60	18	20	7	5	-
1	2	1	2	5	7	40	90	68	78	70	113	92	76	81	101	102	109	95	63	38	18	9	7	-
1	3	3	2	5	10	49	86	66	59	68	111	100	77	91	74	115	111	65	47	24	19	9	4	-

AM Peak 1130 - 1230 [129], AM PHF=0.95

10,875

MetroCount Traffic Executive
Event Counts

EventCount-1256 -- English (ENU)

Datasets:

Site:	[9031.26] VALLEY CENTRE DR (CARMEL CREEK RD-EL CAMINO REAL) WESTBOUND
Input A:	4 - West bound. - Added to totals. (1)
Input B:	2 - East bound. - Excluded from totals. (0)
Survey Duration:	18:51 Wednesday, May 13, 2009 => 7:59 Saturday, May 16, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.26.16May2009.EC0 (Regular)
Identifier:	T575QTP3 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, May 14, 2009 => 0:00 Friday, May 15, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 10876 / 20168 (53.93%)

* Thursday, May 14, 2009=5984, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
11	11	7	5	5	25	93	289	297	328	296	360	464	450	406	431	430	508	441	326	284	209	69	47	
2	2	1	2	1	5	13	36	121	98	75	94	90	133	119	101	105	128	92	82	74	66	28	12	-
4	2	2	0	0	7	12	77	141	72	81	77	129	119	97	118	112	122	119	96	80	66	34	19	-
3	6	2	1	3	6	31	69	137	77	63	109	127	105	85	113	100	116	110	82	70	32	23	5	-
2	1	2	2	1	11	37	107	98	81	77	91	118	95	114	104	113	134	120	66	52	36	3	11	-

AM Peak 0745 - 0845 [606], AM PHF=0.90

MetroCount Traffic Executive
Event Counts

EventCount-1212 -- English (ENU)

Datasets:

Site:	[9031.27] EL CAMINO REAL (VALLEY CENTER DR-SR-56 WB RAMPS) NORTHBOUND
Input A:	1 - North bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	20:20 Monday, May 11, 2009 => 12:29 Wednesday, May 13, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.27.N13May2009.EC0 (Regular)
Identifier:	W558TFAZ MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Tuesday, May 12, 2009 => 0:00 Wednesday, May 13, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 12027 / 16136 (74.54%)

* Tuesday, May 12, 2009=12027, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
28	20	21	7	39	152	390	910	1022	896	644	759	833	756	695	742	811	1136	819	548	315	233	134	99	
9	4	9	1	8	19	65	185	265	259	162	158	201	179	169	182	177	204	234	141	96	65	33	35	-
7	8	0	1	11	23	70	215	250	217	150	197	223	199	148	185	203	303	217	137	77	70	45	22	-
4	6	4	3	6	42	118	249	248	206	157	209	191	165	185	183	196	270	170	132	66	54	25	27	-
8	2	8	2	16	68	137	261	259	214	175	215	228	213	157	192	235	279	190	130	78	44	31	15	-

AM Peak 0730 - 0830 (1025), AM PHF=0.97

27,584

MetroCount Traffic Executive
Event Counts

EventCount-1259 -- English (ENU)

Datasets:

Site:	[9031.27] EL CAMINO REAL (VALLEY CENTRE DR-SR-56 WB RAMPS) SOUTHBOUND
Input A:	3 - South bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	20:18 Monday, May 11, 2009 => 12:30 Wednesday, May 13, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\9031.27.S13May2009.EC0 (Regular)
Identifier:	R8319BB9 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Tuesday, May 12, 2009 => 0:00 Wednesday, May 13, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 15563 / 16372 (95.06%)

* Tuesday, May 12, 2009=16562, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
24	33	45	13	36	100	286	693	1258	924	813	980	1253	1116	1305	1192	1334	1518	924	602	425	274	197	97	
5	7	9	4	7	13	53	162	294	248	211	201	297	306	293	314	369	502	239	211	156	87	84	26	-
4	7	11	2	3	19	43	181	366	253	211	205	311	317	294	300	285	376	261	158	104	67	44	22	-
8	12	20	2	12	32	78	239	322	189	213	308	336	285	292	302	390	366	221	155	105	58	35	26	-
7	7	5	5	14	36	112	331	286	234	178	275	310	238	316	276	290	274	203	157	61	62	24	21	-

AM Peak 0745 - 0845 (1213), AM PHF=0.88

MetroCount Traffic Executive
Event Counts

EventCount-1369 -- English (ENU)

Datasets:

Site:	[9031.28] CARMEL VALLEY RD (CAMINO REAL-I-5 NB RAMPS) WESTBOUND
Input A:	4 - West bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	18:34 Wednesday, May 27, 2009 => 10:18 Friday, May 29, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\Recount\9031.28.W29May2009.EC0 (Regular)
Identifier:	S1339PHE MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, May 28, 2009 => 0:00 Friday, May 29, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 21919 / 30292 (72.36%)

* Thursday, May 28, 2009=21919, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
94	58	43	48	118	327	809	1638	1698	1433	1297	1422	1345	1415	1455	1603	1519	1685	1367	894	609	479	316	196	
25	16	10	10	16	36	128	328	411	321	333	321	314	344	345	391	401	460	378	314	148	130	89	53	-
21	11	16	10	24	65	193	428	447	357	283	327	342	338	367	410	332	460	374	218	164	108	102	50	-
28	12	13	14	30	95	270	414	450	362	340	306	323	362	355	433	403	393	311	194	144	147	64	44	-
17	16	10	11	48	131	298	438	390	393	331	388	336	371	388	370	374	372	304	260	153	94	69	39	-

AM Peak 0745 - 0845 (1746), AM PHF=0.97

MetroCount Traffic Executive
Event Counts

EventCount-1370 -- English (ENU)

Datasets:

Site:	[9031.28] CARMEL VALLEY RD (CAMINO REAL-I-5 NB RAMPS) EASTBOUND
Input A:	2 - East bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	18:36 Wednesday, May 27, 2009 => 10:17 Friday, May 29, 2009
File:	C:\Users\Gus\True Count\Projects\9031 DEL MAR\Recount\9031.28.E29May2009.EC0 (Regular)
Identifier:	T5441WJP MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	0:00 Thursday, May 28, 2009 => 0:00 Friday, May 29, 2009
Name:	TC Default Profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 21456 / 29432 (72.90%)

* Thursday, May 28, 2009=21456, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
139	58	31	30	78	275	705	1391	1667	1298	1034	1112	1206	1210	1285	1418	1576	2295	1655	928	745	630	431	273	
40	15	9	8	11	28	117	253	492	373	269	255	275	298	304	357	369	430	622	262	194	164	133	78	-
41	19	3	10	16	47	180	276	426	322	235	266	302	330	331	363	383	467	429	251	197	177	114	67	-
25	7	11	8	22	93	193	361	362	297	241	235	290	269	326	351	371	721	341	196	171	139	100	73	-
30	17	8	12	29	107	215	501	367	306	289	286	339	313	324	347	417	627	263	219	183	138	76	55	-

AM Peak 0745 - 0845 (1801), AM PHF=0.90

6.2 Daily Segment Levels of Service

Table 6–2 summarizes the existing segment operations. As seen in *Table 6–2*, the segments in the study area are calculated to operate at LOS D or better except the following:

- Via de la Valle between San Andres Drive and El Camino Real (West) (LOS F)

TABLE 6–2
EXISTING SEGMENT OPERATIONS

Street Segment	Existing Roadway Classification	LOS E Capacity[a]	Existing		
			ADT[b]	V/C[c]	LOS[d]
Via de la Valle					
I-5 to Flower Hill Promenade Driveway	6-Lane Major Arterial	50,000	41,300	0.83	D
Flower Hill Promenade to San Andres Drive	4-Lane Major Arterial	40,000	29,700	0.74	C
San Andres Drive to El Camino Real (West)	2-Lane Collector	10,000	24,400	2.44	F

Footnotes:
a. City of San Diego Roadway Capacity Standards.
b. Existing ADT volumes from Table 1-1.
c. V/C – Volume to Capacity ratio
d. LOS – Level of Service

BOLD indicates LOS E or F operations.

6.3 Freeway Operations

Table 6–3 summarizes the freeway mainline operations on I-5. As seen in *Table 6–3*, the northbound segments of I-5 north of Via de la Valle are calculated to currently operate at LOS F(0) during the AM and PM peak hours. The southbound segments of I-5 north of Via de la Valle are calculated to currently operate at LOS D or better during the AM and PM peak hours.

As seen in *Table 6–3*, the northbound segments of I-5 south of Via de la Valle are calculated to currently operate at LOS D during the AM and LOS E during the PM peak hours. The southbound segments of I-5 south of Via de la Valle are calculated to currently operate at LOS E or during the AM and PM peak hours.

Traffic Data Service Southwest
Vehicle Counts

VehicleCount-166 – English (ENU)

Datasets:

Site:	[13803] Via De la Valle - Btwn San Andreas Dr & El Camino Real West
Direction:	8 - East bound A>B, West bound B>A., Lane: 0
Survey Duration:	16:27 Monday, April 23, 2007 => 9:55 Friday, April 27, 2007
File:	Z:\mcdata\LLG\2007\138\1380327Apr2007.ECO (Plus)
Identifier:	M432HARN MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	10:00 Monday, April 23, 2007 => 8:00 Friday, April 27, 2007
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	East (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, lb/s, mph, lb, ton)
In profile:	Vehicles = 38336 / 80889 (47.39%)

* Monday, April 23, 2007 - Total=1835 (incomplete), 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	635	424	340	228	140	63	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	388	272	98	69	49	24	12
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	179	106	89	60	38	12	5
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	147	117	85	46	31	16	5
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	121	89	76	53	27	9	4

* Tuesday, April 24, 2007 - Total=11168, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
28	13	10	9	20	106	528	700	745	704	689	691	770	805	880	836	747	781	737	483	383	291	144	63	
12	6	5	3	1	12	42	171	173	166	164	170	178	195	199	232	180	205	185	110	103	86	42	23	10
5	0	3	1	5	20	104	176	202	168	163	160	204	202	221	201	186	194	219	141	110	80	40	13	10
5	1	1	2	7	30	151	166	162	163	150	175	200	199	212	201	189	179	187	110	96	71	34	11	5
4	6	1	3	7	44	231	187	208	183	172	186	188	209	249	201	192	203	146	114	76	54	28	16	5

AM Peak: 1145 - 1245 (776), AM PHF=0.93 PM Peak: 1415 - 1515 (917), PM PHF=0.92

* Wednesday, April 25, 2007 - Total=11904, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
31	17	9	7	24	110	510	721	746	770	750	787	836	877	941	900	762	864	777	524	369	329	143	82	
10	7	2	1	4	11	42	187	173	196	162	181	227	213	240	239	191	237	201	140	101	97	56	24	10
10	4	1	1	5	24	103	187	165	202	202	194	239	205	202	206	192	230	214	145	85	83	33	24	4
9	4	2	4	4	30	166	170	170	185	197	185	193	231	244	226	186	195	150	126	109	90	33	20	10
5	2	2	1	7	37	199	177	238	189	179	220	177	228	255	229	183	210	172	105	74	60	27	14	7

AM Peak: 1145 - 1245 (825), AM PHF=0.92 PM Peak: 1430 - 1530 (944), PM PHF=0.93

* Thursday, April 26, 2007 - Total=11880, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
31	23	33	16	30	126	593	739	766	740	724	776	843	868	903	951	738	836	690	552	391	298	208	86	
10	10	6	2	1	16	57	170	181	200	179	152	212	209	243	216	170	197	169	142	100	77	50	35	14
4	2	3	5	5	26	119	157	198	169	181	197	193	254	244	207	196	231	182	133	91	72	51	16	14
10	6	5	4	15	32	189	176	194	175	172	187	223	188	247	213	189	215	159	143	85	73	51	32	8
7	7	1	5	9	49	228	236	193	188	192	220	215	217	247	215	184	193	152	134	115	60	48	20	21

AM Peak: 1145 - 1245 (820), AM PHF=0.93 PM Peak: 1400 - 1500 (881), PM PHF=0.89

* Friday, April 27, 2007 - Total=1548 (incomplete), 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
47	27	14	11	39	131	576	703	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
14	8	5	2	7	20	54	171	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
11	6	3	2	6	30	110	181	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
8	5	3	2	15	31	195	178	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
11	4	3	5	11	60	217	175	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

Avg = 11,651

Traffic Data Service Southwest
Vehicle Counts

VehicleCount-166 -- English (ENU)

Datasets:

Site:	[13803] Via De la Valle - Btwn San Andreas Dr & El Camino Real West
Direction:	8 - East bound A>B, West bound B>A., Lane: 0
Survey Duration:	16:27 Monday, April 23, 2007 => 9:55 Friday, April 27, 2007
File:	Z:\mcdata\LLG\2007\138\1380327Apr2007.EC0 (Plus)
Identifier:	M432HARN MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	18:00 Monday, April 23, 2007 => 8:00 Friday, April 27, 2007
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	West (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, lb, mph, lb, ton)
In profile:	Vehicles = 40988 / 80889 (50.67%)

* Monday, April 23, 2007 - Total=1535 (Incomplete), 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	585	421	296	257	97	41	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	175	124	56	40	25	17	6
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	153	120	64	16	29	13	3
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	113	94	56	33	18	7	5
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	114	83	60	33	25	7	4

* Tuesday, April 24, 2007 - Total=12265, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
33	8	11	8	39	116	425	750	989	810	797	809	849	814	896	1172	1069	945	762	412	244	152	113	60	
6	1	7	0	4	13	78	152	212	193	185	204	224	203	192	216	233	240	224	139	64	44	28	15	14
3	2	2	0	7	26	82	158	219	194	224	211	216	189	190	235	277	260	166	101	61	37	31	17	2
5	3	3	2	7	30	127	221	200	184	183	189	160	204	255	291	246	217	170	88	59	40	35	12	4
4	2	2	6	32	49	338	219	249	237	205	205	229	212	255	310	293	228	202	84	57	31	15	6	3

AM Peak 0000 - 0900 (989), AM PHF=0.88 PM Peak 1500 - 1600 (1172), PM PHF=0.95

* Wednesday, April 25, 2007 - Total=12926, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
22	12	3	5	32	113	424	754	1001	846	768	521	961	879	950	1125	1011	938	747	481	338	268	186	107	
14	5	1	0	5	13	86	144	208	159	208	217	237	202	216	240	272	213	204	138	83	56	60	37	7
3	5	1	3	5	21	87	186	232	202	171	230	246	212	232	252	247	210	133	100	71	51	22	8	8
4	2	1	1	6	30	125	233	251	221	207	212	220	231	233	293	245	246	105	115	70	80	56	26	9
3	1	0	1	14	19	125	191	270	224	182	262	258	231	269	360	236	232	148	80	77	73	28	10	4

AM Peak 0000 - 0900 (1001), AM PHF=0.95 PM Peak 1515 - 1615 (1157), PM PHF=0.95

* Thursday, April 26, 2007 - Total=12891, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
29	17	9	9	28	113	415	744	952	880	847	869	885	967	1001	1152	1024	986	751	495	366	223	151	99	
7	7	1	3	6	23	65	149	235	211	241	215	229	205	247	259	268	237	228	128	72	59	44	28	11
8	3	4	3	5	11	105	177	210	195	200	213	220	225	257	301	253	251	226	149	68	60	40	33	9
9	3	2	2	7	15	115	230	242	226	196	220	209	220	233	297	241	239	182	113	55	49	42	17	7
4	1	2	0	10	36	131	218	258	203	230	220	227	216	267	295	242	249	155	105	71	55	23	17	5

AM Peak 0015 - 0115 (952), AM PHF=0.91 PM Peak 1515 - 1615 (1161), PM PHF=0.93

* Friday, April 27, 2007 - Total=1371 (Incomplete), 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
32	25	11	10	30	107	409	745	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
11	11	3	2	7	15	82	144	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
9	4	5	5	6	21	107	216	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
7	5	0	2	5	32	116	208	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
5	2	1	1	12	33	121	178	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

Avg ± 12,694

District	Route	Rte Suf	County	PM Pre	Postmile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
11	5		SD	R	0.090	SAN DIEGO, MEXICAN BORDER, TIE OFF	5700	51000	80000	6700	81000	80000
11	5		SD	R	0.395	SAN DIEGO, CAMINO DE LA PLAZA, INTERCHANGE AT THE INTERNATIONAL BOUNDARY, BEGIN	7200	88000	88000	7200	88000	81000
11	5		SD	R	0.878	SAN DIEGO, FREEWAY, RTE. 805	8800	81000	46000	3850	46000	43800
11	5		SD	R	1.198	SAN DIEGO, SOUTH JCT. RTE. 905	3859	46000	43900	5100	52000	58000
11	5		SD		2.312	SAN DIEGO, VIA SAN YSIDRO INTERCHANGE	5100	62000	58000	8400	77000	74000
11	5		SD		3.100	SAN DIEGO, DAIRY MART ROAD INTERCHANGE	6400	77000	74000	9000	110000	109000
11	5		SD		4.042	SAN DIEGO, JCT. RTE. 905	9000	110000	109000	9900	122000	121000
11	5		SD		4.652	SAN DIEGO, CORONADO AVENUE INTERCHANGE	9800	122000	121000	12800	156000	148000
11	5		SD		5.404	JCT. RTE. 75 WEST	12800	156000	148000	12800	153000	151000
11	5		SD		6.056	SAN DIEGO, MAIN STREET INTERCHANGE	12800	153000	151000	12700	152000	148000
11	5		SD		6.807	CHULA VISTA, PALOMAR STREET INTERCHANGE	12700	152000	148000	13400	160000	157000
11	5		SD		7.300	CHULA VISTA, L STREET INTERCHANGE	13400	160000	157000	13500	163000	161000
11	5		SD		7.812	CHULA VISTA, J STREET INTERCHANGE	13600	163000	161000	13900	170000	165000
11	5		SD		8.582	CHULA VISTA, H STREET INTERCHANGE	13900	170000	165000	10500	130000	124000
11	5		SD		8.936	E STREET	10500	130000	124000	15000	185000	179000
11	5		SD	R	9.396	JCT. RTE. 54	15000	185000	179000	14900	185000	177000
11	5		SD	R	10.042	NATIONAL CITY, 24TH STREET INTERCHANGE	14900	185000	177000	14200	177000	169000
11	5		SD	R	10.749	NATIONAL CITY, 9TH STREET INTERCHANGE	14200	177000	169000	15200	185000	182000
11	5		SD	R	11.166	SAN DIEGO, DIVISION/MAIN STREETS INTERCHANGE	15200	185000	182000	15300	191000	186000
11	5		SD	R	11.129	8TH STREET	15300	191000	186000	12600	157000	154000
11	5		SD	R	12.647	JCT. RTE. 15 NORTH	12600	157000	154000	12400	157000	160000
11	5		SD	R	13.386	SAN DIEGO, 28TH STREET INTERCHANGE	12400	157000	160000	12700	171000	164000
11	5		SD	R	14.071	SAN DIEGO, JCT. RTE. 75 SOUTH	12700	171000	164000	12700	171000	164000
11	5		SD	R	14.740	U STREET	12700	171000	164000	12700	171000	164000
11	5		SD	R	15.036	SAN DIEGO, JCT. RTE. 94	12700	171000	164000	16300	225000	210000
11	5		SD	R	16.066	SAN DIEGO, JCT. RTE. 163	16200	225000	210000	15500	215000	201000
11	5		SD	R	16.589	SAN DIEGO, FIRST AVENUE INTERCHANGE	15500	215000	201000	12300	170000	157000
11	5		SD	R	16.912	SAN DIEGO, HAWTHORN STREET INTERCHANGE	12300	170000	157000	15000	207000	190000
11	5		SD	R	17.250	SAN DIEGO, INDIA/SASSAFRAS STREETS	15000	207000	190000	14500	201000	184000
11	5		SD	R	17.550	PACIFIC HIGHWAY VIADUCT	14500	201000	184000	12200	154000	148000
11	5		SD	R	17.770	SAN DIEGO, SASSAFRAS STREET INTERCHANGE	12000	154000	148000	11700	154000	144000
11	5		SD	R	18.283	SAN DIEGO, WASHINGTON STREET INTERCHANGE	11700	154000	144000	15600	207000	196000
11	5		SD	R	19.033	SAN DIEGO, OLD TOWN AVENUE INTERCHANGE	15600	207000	196000	15900	211000	203000
11	5		SD	R	20.056	JCT. RTE. 8/CAMINO DEL RIO	15900	210000	203000	16400	208000	201000
11	5		SD	R	20.818	SAN DIEGO, MISSION BAY DRIVE/SEA WORLD DRIVE	16400	208000	201000	19500	235000	227000
11	5		SD	R	22.262	CLAIREMONT DRIVE	18800	235000	227000	17400	215000	210000
11	5		SD	R	22.872	SAN DIEGO, DE ANZA ROAD INTERCHANGE	17400	215000	210000	19600	168000	167000
11	5		SD	R	23.476	SAN DIEGO, JCT. RTE. 274	13600	168000	167000	12400	193000	150000
11	5		SD	R	23.930	SAN DIEGO, MISSION BAY DRIVE INTERCHANGE	12400	152000	150000	15200	200000	195000
11	5		SD	R	25.947	JCT. RTE. 52 EAST	15200	200000	195000	13700	190000	182000
11	5		SD	R	26.790	SAN DIEGO, GILMAN DRIVE INTERCHANGE	13700	190000	182000	12500	175000	165000
11	5		SD	R	28.159	SAN DIEGO, NOBEL DRIVE INTERCHANGE	12500	175000	165000	11100	155000	145000
11	5		SD	R	28.428	SAN DIEGO, LA JOLLA DRIVE INTERCHANGE	11100	155000	145000	11500	160000	156000
11	5		SD	R	29.463	SAN DIEGO, GENESEE AVENUE INTERCHANGE	11500	160000	156000	12200	171000	164000
11	5		SD	R	30.426	SAN DIEGO, SORRENTO VALLEY ROAD INTERCHANGE	12200	171000	164000	11900	151000	143000
11	5		SD	R	30.682	SAN DIEGO, NORTH JCT RTE 805	11900	151000	143000	22400	297000	288000
11	5		SD	R	31.805	SAN DIEGO, CARMEL MOUNTAIN ROAD	22400	297000	288000	22400	297000	288000
11	5		SD	R	32.841	JCT RTE 56	22400	297000	288000	18100	245000	235000
11	5		SD	R	32.901	SAN DIEGO, CARMEL VALLEY ROAD INTERCHANGE	18100	245000	235000	16500	252000	241000
11	5		SD	R	34.134	SAN DIEGO, DEL MAR HEIGHTS ROAD INTERCHANGE	16500	252000	241000	16300	249000	238000
11	5		SD	R	36.256	VIA DE LA VALLE	16300	249000	238000	15100	231000	222000
11	5		SD	R	37.394	SOLANA BEACH, LOMAS SANTA FE DRIVE INTERCHANGE	15100	231000	222000	15200	233000	224000

	Route			Postmile			Back AADT		Ahead AADT		
12	55	ORA	R	5.990	JCT. RTE. 405, SAN DIEGO FREEWAY	110800	146000	142000	17000	228000	222000
12	55	ORA	R	6.990	SANTA ANA, MAC ARTHUR BOULEVARD	17000	220000	222000	17800	242000	233000
12	55	ORA	R	7.850	SANTA ANA, DYER ROAD	17800	242000	233000	19000	266000	251000
12	55	ORA	R	9.437	SANTA ANA, EDINGER AVENUE	19000	266000	251000	19600	279000	265000
12	55	ORA	R	9.960	TUSTIN, MC FADDEN STREET INTERCHANGE	19600	279000	265000	18600	266000	252000
12	55	ORA		10.450	TUSTIN, JCT. RTE. 5, SANTA ANA FREEWAY	18600	266000	252000	18100	244000	229000
12	55	ORA		10.979	SANTA ANA, FOURTH STREET INTERCHANGE	18100	244000	229000	18100	245000	229000
12	55	ORA		11.785	TUSTIN, SEVENTEENTH STREET INTERCHANGE	18100	245000	229000	17500	237000	221000
12	55	ORA		12.967	JCT. RTE. 22 WEST, GARDEN GROVE FREEWAY	17500	237000	221000	18800	255000	238000
12	55	ORA		13.700	CHAPMAN AVENUE	18800	255000	238000	17900	243000	227000
12	55	ORA		15.242	ORANGE, KATELLA AVENUE INTERCHANGE	17900	243000	227000	16900	225000	211000
12	55	ORA		16.981	ORANGE, LINCOLN AVENUE INTERCHANGE	16900	225000	211000	16800	222000	208000
12	55	ORA	R	17.876	JCT RTE 91	18600	222000	208000			
11	56	SD		0.000	JCT RTE 5, TIE OFF				4600	60000	58000
11	56	SD		0.309	EL CAMINO REAL	4600	60000	58000	6800	83000	81000
11	56	SD		0.020	CARMEL CREEK ROAD	6800	83000	81000	6700	78000	76000
11	56	SD		1.606	SAN DIEGO, CARMEL COUNTRY RD	6700	78000	76000	6800	71000	70000
11	56	SD		3.103	SAN DIEGO, CARMEL VALLEY ROAD	6800	71000	70000	5900	64000	63000
11	56	SD		6.700	SAN DIEGO, CAMINO DEL SUR	5900	64000	63000			
11	56	SD		6.700	SAN DIEGO, CAMINO DEL SUR				7100	72000	71000
11	56	SD		7.233	SAN DIEGO, BLACK MOUNTAIN ROAD	7100	72000	71000	6600	71000	69000
11	56	SD		8.038	RANCHO PENASQUITOS BLVD	6600	71000	69000	5800	64000	63000
11	56	SD		9.210	SAN DIEGO, JCT. RTE. 15	5800	64000	63000	4800	53000	52000
12	57	ORA		10.830	ORANGE, JCT. RTES. 5 AND 22, SANTA ANA/GARDEN GROVE FREEWAYS				19000	224000	220000
12	57	ORA		11.238	ORANGE, CHINTERCHANGE D 22, SANTA ANA/GARDEN GROVE FREEWAYS	19000	224000	220000	18400	231000	226000
12	57	ORA		11.798	ORANGEWOOD AVENUE INTERCHANGE	18400	231000	226000	18000	227000	222000
12	57	ORA		12.540	ANAHEIM, KATELLA AVENUE INTERCHANGE	18000	227000	222000	17100	225000	219000
12	57	ORA		13.416	ANAHEIM, BALL ROAD INTERCHANGE	17100	225000	219000	17600	232000	225000
12	57	ORA		14.777	ANAHEIM, LINCOLN AVENUE INTERCHANGE	17600	232000	225000	17800	237000	229000
12	57	ORA		15.600	ANAHEIM, JCT. RTE. 91, RIVERSIDE FREEWAY	17800	237000	228000	20400	292000	273000
12	57	ORA		16.393	PLACENTIA, ORANGETHORPE AVENUE INTERCHANGE	20400	292000	273000	20000	292000	273000
12	57	ORA		17.303	FULLERTON, CHAPMAN AVENUE INTERCHANGE	20000	292000	273000	18000	266000	248000
12	57	ORA		17.574	FULLERTON, NUTWOOD AVENUE INTERCHANGE	18000	266000	248000	18300	269000	251000
12	57	ORA		18.341	FULLERTON, YORBA LINDA BOULEVARD INTERCHANGE	18300	269000	251000	17200	251000	237000
12	57	ORA		19.858	BREA, JCT. RTE. 90	17200	251000	237000	17800	226000	220000
12	57	ORA		20.884	BREA, LAMBERT ROAD INTERCHANGE	17800	226000	220000	17700	215000	210000
12	57	ORA		21.776	TONNER CANYON ROAD INTERCHANGE	17700	215000	210000	16300	218000	210000
12	57	ORA	R	22.551	ORANGE/LOS ANGELES COUNTY LINE	16300	218000	210000			
7	57	LA	R	0.000	ORANGE/LOS ANGELES COUNTY LINE				16300	218000	210000
7	57	LA	R	0.912	DIAMOND BAR, BREA CANYON ROAD INTERCHANGE	16300	218000	210000	15400	224000	216000
7	57	LA	R	1.937	DIAMOND BAR, DIAMOND BAR BOULEVARD INTERCHANGE	15400	224000	216000	13900	205000	198000
7	57	LA	R	3.167	DIAMOND BAR, PATHFINDER ROAD INTERCHANGE	13900	205000	198000	14500	209000	202000
7	57	LA	R	4.518	DIAMOND BAR, NORTH JCT. RTE. 60, POMONA FREEWAY INTERCHANGE	14500	209000	202000			
7	57	LA			BREAK IN ROUTE						
7	57	LA	R	4.518	DIAMOND BAR, NORTH JCT. RTE. 60, POMONA FREEWAY INTERCHANGE				9600	137000	129000
7	57	LA		4.977	DIAMOND BAR, SUNSET CROSSING ROAD INTERCHANGE	9600	137000	129000	10900	155000	146000
7	57	LA		6.168	POMONA, TEMPLE AVENUE INTERCHANGE	10900	155000	146000	12500	170000	160000
7	57	LA	R	7.719	POMONA, JCT. RTES. 10/71, SAN BERNARDINO/CHINO VALLEY FREEWAYS INTERCHANGE	12500	170000	160000	13600	181000	169000
7	57	LA	R	8.711	POMONA, VIA VERDE/RAGING WATERS DRIVE INTERCHANGE	13600	181000	169000	13600	178000	169000
7	57	LA	R	10.272	SAN DIMAS, COVINA AVENUE INTERCHANGE	13600	178000	169000	12700	168000	160000
7	57	LA	R	10.794	SAN DIMAS, ARROW HIGHWAY INTERCHANGE	12700	168000	160000	11900	160000	152000
7	57	LA	R	11.791	GLENDORA, JCT. RTE. 210, FOOTHILL FREEWAY INTERCHANGE	11900	160000	152000			
5	58	SLO		0.000	JCT. RTE. 101				720	8300	7200
5	58	SLO		1.540	SANTA MARGARITA, PINAL AVENUE	720	8300	7200	730	8400	7300
5	58	SLO		1.870	SANTA MARGARITA, J STREET	730	8400	7300	310	3900	2900

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CALTRANS TRAFFIC VOLUMES
LATEST TRAFFIC YEAR SELECTED
PEAK HOUR VOLUME DATA

									AM PEAK							PM PEAK						
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH
07	002	LA		28.58	744	O	07	W	610	15.18	86.65	13.15	7	THU	APR	E	446	11	87.45	9.62	16	WED	JUL
08	002	SBD		6.358	850	B	06	W	640	13.34	82.37	10.99	7	MON	FEB	E	814	25.14	55.6	13.98	15	SUN	FEB
02	003	TRI	L	0	101	A	06	S	21	11.64	77.78	9.05	9	THU	AUG	S	21	15.09	60	9.05	13	SUN	AUG
02	003	TRI	L	30.89	103	B	06	N	92	8.63	73.6	6.35	9	FRI	MAY	S	100	10.57	65.36	6.91	17	THU	MAY
02	003	TRI		30.86	104	A	06	S	272	11.2	60.44	6.77	12	WED	AUG	S	262	11.15	58.48	6.52	15	FRI	FEB
02	003	TRI		37.9	105	B	06	S	103	11.85	66.45	7.87	8	TUE	SEP	N	102	14.22	54.84	7.8	16	FRI	AUG
02	003	TRI		59.64	226	B	06	S	68	17.35	59.65	10.35	12	SUN	AUG	N	80	19.03	64	12.18	14	FRI	SEP
02	003	SIS	R	47.26	107	B	07	S	877	12.22	50.69	6.19	12	FRI	MAR	N	852	11.9	50.56	6.02	13	WED	NOV
04	004	CC	R	5.168	541	B	06	E	2670	9.17	60.96	5.59	7	TUE	MAR	W	2863	9.98	60.08	6	17	WED	MAR
04	004	CC		12.67	24	A	06	W	4175	8.91	55.4	4.94	7	WED	DEC	E	3839	8.38	54.14	4.54	16	MON	JUN
04	004	CC	R	16.83	121	A	06	W	8879	7.89	71.6	5.65	7	WED	MAR	W	8737	7.18	77.37	5.56	18	TUE	JUN
04	004	CC	R	20.10	416	A	06	W	6396	7	73.26	5.13	6	THU	SEP	E	5224	6.84	61.24	4.19	17	MON	JUN
04	004	CC		39.32	540	B	06	E	942	10.8	52.22	5.64	8	TUE	MAR	E	1024	10.93	56.05	6.13	15	MON	MAR
04	004	CC	R	44.37	123	A	06	W	1184	8.19	74.61	6.11	7	THU	MAR	E	1063	8.15	67.32	5.49	17	WED	JUN
10	004	SJ	T	14.05	54	A	08	W	716	8.12	74.74	6.07	6	TUE	APR	E	950	11.12	72.35	8.05	16	TUE	NOV
10	004	SJ	R	16.06	58	B	08	W	899	7.91	69.91	5.53	6	MON	MAY	E	1210	10.02	74.23	7.44	16	WED	JUL
10	004	SJ	R	17.71	60	B	08	W	4922	8.51	59.26	5.04	7	THU	AUG	E	4468	8.64	53.03	4.58	16	FRI	MAR
11	005	SD	R	.878	501	A	08	S	1714	6.35	62.17	3.95	12	SAT	OCT	S	2788	9.02	71.2	6.42	17	FRI	FEB
11	005	SD		4.632	901	A	08	N	6195	6.46	64.85	4.19	7	WED	DEC	S	7925	8.55	62.64	5.35	16	FRI	OCT
11	005	SD		8.562	902	B	08	N	7612	6.27	73.69	4.62	6	THU	NOV	S	8517	8.42	61.41	5.17	16	FRI	FEB
11	005	SD	R	11.13	952	A	08	N	9012	7.51	65.89	4.95	7	WED	JUN	S	9601	8.25	63.93	5.27	16	THU	JUL
11	005	SD	R	12.65	903	A	08	N	8933	7.8	74.52	5.81	7	THU	JUL	S	8066	8.18	64.1	5.25	15	TUE	MAY
11	005	SD	R	20.06	800	B	06	S	7838	7.47	51.64	3.86	8	WED	SEP	S	8441	7.94	52.31	4.15	17	FRI	AUG
11	005	SD	R	20.06	931	A	08	N	8810	7.89	55.59	4.39	7	MON	MAY	S	8603	7.89	54.33	4.28	16	MON	AUG
→ 11	005	SD	R	30.68	803	B	08	S	5270	7.95	55.14	4.38	8	THU	NOV	N	6386	7.86	56.79	4.47	16	FRI	AUG
→ 11	005	SD	R	36.27	898	A	07	S	8305	6.67	55.26	3.68	7	MON	NOV	N	8054	6.75	52.9	3.57	16	THU	FEB
11	005	SD	R	41.51	976	B	06	S	7292	6.74	54.35	3.66	7	THU	SEP	N	7911	7.29	54.5	3.97	17	WED	JUL
11	005	SD	R	42.71	661	B	08	S	7326	6.78	53.78	3.64	10	SAT	JUN	N	7993	7.33	54.28	3.98	15	WED	OCT
11	005	SD	R	49.28	904	B	08	S	7859	6.66	59.2	3.94	7	TUE	SEP	N	8196	7.67	53.61	4.11	15	FRI	MAY
11	005	SD	R	53.93	906	B	07	N	7080	7.35	50.94	3.74	11	SUN	APR	N	7209	7.07	53.94	3.81	14	SUN	JUL
11	005	SD	R	54.39	954	A	08	N	5874	7.5	58.25	4.43	11	MON	SEP	S	5861	7.35	60.11	4.42	16	FRI	JUL
12	005	ORA		.483	401	O	08	N	6012	8.35	53	4.43	11	SUN	AUG	N	5958	8.65	50.68	4.39	13	SAT	JUL
12	005	ORA		4.995	901	A	07	N	9588	7.27	58.13	4.23	12	SAT	JUL	N	9612	7.15	58.19	4.24	15	SUN	AUG

CALTRANS TRAFFIC VOLUMES
LATEST TRAFFIC YEAR SELECTED
PEAK HOUR VOLUME DATA

									AM PEAK								PM PEAK						
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH
03	050	ED		78.42	384	D	08	W	1627	9.68	53.75	5.2	12	SUN	JUL	E	1696	10.16	53.37	5.42	15	MON	DEC
03	050	ED		80.14	386	B	08	W	1594	8.41	57.5	4.83	10	SUN	JUL	W	1727	9.22	56.79	5.24	16	SUN	DEC
03	050	ED		80.44	387	O	08	W	1359	9.44	50.99	4.81	12	SAT	AUG	E	1542	9.55	57.2	5.46	15	SUN	JUL
03	051	SAC		3.357	430	B	08	S	6082	7.32	51.2	3.75	7	TUE	FEB	S	5989	7.29	50.63	3.69	14	MON	FEB
03	051	SAC		4.061	432	A	08	S	8024	7.93	63.06	5	7	WED	MAR	N	7434	7.74	59.84	4.63	16	WED	MAR
03	051	SAC		7.969	433	A	08	S	5357	6.38	66.03	4.21	6	THU	APR	N	6500	7.74	66	5.11	16	WED	JAN
11	052	SD		5.494	725	B	08	W	5544	9.46	61.4	5.81	7	TUE	JUL	E	4916	8.88	57.97	5.15	16	TUE	SEP
11	052	SD		5.494	726	A	08	W	6278	9.6	64.65	6.21	7	TUE	JUL	E	5522	9.4	58.1	5.46	17	TUE	AUG
11	052	SD		13.27	729	B	08	W	5539	9.36	78.42	7.34	7	THU	JUL	E	4730	8.82	71.09	6.27	17	WED	MAR
11	052	SD		13.27	730	A	08	W	3995	9.52	68.65	6.53	7	TUE	FEB	E	3582	8.9	65.85	5.86	17	WED	JAN
01	053	LAK		5.15	728	A	08	N	365	9.13	52.14	4.76	12	MON	MAY	S	424	10.3	53.67	5.53	16	FRI	JUL
01	053	LAK		7.413	729	B	08	N	327	8.97	71.4	6.4	12	FRI	MAY	N	355	9.64	72.15	6.95	15	FRI	MAR
11	054	SD		1.88	814	A	08	W	6577	7.92	67.21	5.32	7	WED	APR	E	6006	8.16	59.54	4.86	17	WED	MAY
11	054	SD	T	11.85	817	A	08	W	1030	8.17	54.35	4.44	11	SAT	DEC	W	1153	9.46	52.53	4.97	15	FRI	FEB
12	055	ORA		0	93	A	06	N	1352	4.09	69.51	2.85	8	WED	DEC	S	1400	5.23	56.38	2.95	17	MON	DEC
12	055	ORA		.267	234	A	06	N	2528	7.03	80.31	5.65	6	THU	APR	N	2293	6.68	76.72	5.12	21	SUN	JUL
12	055	ORA	R	2.772	909	B	07	N	3867	6.9	59.64	4.12	7	THU	OCT	N	3399	6.82	53.08	3.62	15	THU	JUL
12	055	ORA	R	3.776	910	B	07	N	6829	7.32	72.95	5.34	8	WED	NOV	N	5354	6.71	62.35	4.18	13	FRI	OCT
12	055	ORA	R	7.5	190	A	07	N	9433	7.85	51.53	4.05	7	TUE	FEB	S	8610	5.87	62.97	3.69	17	WED	FEB
12	055	ORA		14.37	94	A	08	S	8996	6.99	56.55	3.95	7	TUE	APR	N	10129	7.77	57.24	4.45	17	MON	JUN
11	056	SD		1.808		A	07	W	4572	9.36	70.17	6.57	7	MON	APR	E	4459	9.25	69.24	6.4	17	TUE	JUN
11	056	SD		3.103	753	B	08	W	4726	9.89	68.11	6.74	7	WED	SEP	E	4486	8.9	71.81	6.39	16	THU	JUL
11	056	SD		4.523	754	O	08	W	4197	9.53	70.46	6.71	7	WED	FEB	E	4081	9.08	71.91	6.53	16	WED	MAY
11	056	SD		6.7	756	A	08	W	4773	10.12	66.47	6.73	7	TUE	NOV	E	4337	8.78	69.65	6.11	16	MON	OCT
11	056	SD		8.038	758	B	08	W	4021	9.4	61.69	5.8	7	THU	APR	E	3505	8.46	59.7	5.05	15	FRI	FEB
12	057	ORA		15.6	927	A	07	S	10262	6.05	59.55	3.6	6	WED	JUN	S	9947	6.77	51.56	3.49	16	WED	OCT
12	057	ORA		20.38	196	O	07	S	9833	6.37	69.45	4.43	6	FRI	JUN	S	10001	6.96	64.69	4.5	17	FRI	JUN
07	057	LA	R	3.167	77	B	08	S	8134	6.58	62.5	4.11	6	THU	APR	N	7499	7.39	51.28	3.79	17	TUE	APR
07	057	LA	R	6.85	97	B	08	S	6108	7.32	52.12	3.82	7	TUE	FEB	S	6437	7.87	51.08	4.02	17	WED	SEP
07	057	LA	R	9.816	416	O	08	N	6867	7.72	52.52	4.05	7	WED	FEB	S	7477	8.08	54.6	4.41	17	THU	NOV
05	058	SLO		1.87	235	A	07	W	185	8.1	78.39	6.35	7	TUE	MAR	E	193	8.68	76.29	6.62	17	TUE	SEP
06	058	KER		15.41	71	B	06	W	29	10.93	85.29	9.32	10	THU	NOV	E	43	18.65	74.14	13.83	16	THU	MAY
06	058	KER		28.12	73	A	06	W	430	10.43	79.78	8.32	5	THU	AUG	E	461	11.47	77.74	8.92	16	TUE	FEB

Route	District		P.M.			Truck %								
4	10 ALP		31.677 B	540	22	4.1	8	34.6	5	23.5	1	4.5	8	37.2 BULLION, JCT. RTE. 99
5	11 SD	R	0.09 A	80050	1769	2.2	1096	52.3	67	3.8	48	2.8	547	31.1 SAN DIEGO, MEXICAN BORDER, TIE OFF
5	11 SD	R	0.978 A	42500	1653	3.8	889	52.6	212	12.8	17	1	555	33.6 SOUTH JCT. RTE. 805
5	11 SD		4.632 B	121000	5082	4.2	3263	64.2	615	12.1	152	3	1052	20.7 JCT. RTE. 75 WEST
5	11 SD		4.632 A	146000	5476	3.7	3075	56.2	837	15.2	253	4.6	1249	22.8 JCT. RTE. 75 WEST
5	11 SD	R	11.129 B	169000	8450	5	4284	50.7	1352	16	448	5.3	2356	28 8TH STREET
5	11 SD	R	12.647 B	188000	9400	5	4766	50.7	1504	16	498	5.3	2632	28 JCT. RTE. 15 NORTH
5	11 SD	R	12.647 A	154000	6314	4.1	3555	56.3	909	14.4	290	4.6	1560	24.7 JCT. RTE. 15 NORTH
5	11 SD	R	14.077 A	164000	6560	4	4008	61.1	787	12	255	3.9	1509	23 SAN DIEGO, JCT. RTE. 75 SOUTH
5	11 SD	R	14.077 B	160000	5760	4.1	3093	56.3	945	14.4	302	4.6	1620	24.7 SAN DIEGO, JCT. RTE. 75 SOUTH
5	11 SD	R	15.036 B	164000	6232	3.8	3808	61.1	748	12	243	3.9	1433	23 SAN DIEGO, JCT. RTE. 94
5	11 SD	R	15.036 A	210000	8400	4	5855	69.7	924	11	244	2.9	1378	16.4 SAN DIEGO, JCT. RTE. 94
5	11 SD	R	16.059 B	210000	7770	3.7	5144	66.2	777	10	287	3.7	1562	20.1 SAN DIEGO, JCT. RTE. 163
5	11 SD	R	16.059 A	201000	8241	4.1	5175	62.8	733	8.9	231	2.8	2101	25.5 SAN DIEGO, JCT. RTE. 163
5	11 SD	R	20.056 B	203000	8323	4.1	5227	62.8	741	8.9	233	2.8	2122	25.5 JCT. RTE. 8/CAMINO DEL RIO
5	11 SD	R	20.056 A	201000	8834	3.4	4510	66	683	10	294	4.3	1346	19.7 JCT. RTE. 8/CAMINO DEL RIO
5	11 SD	R	23.476 A	150000	6000	4	3546	59.1	672	11.2	192	3.2	1590	26.5 SAN DIEGO, BALBOA AVENUE
5	11 SD	R	23.476 B	167000	7515	4.5	4960	66	752	10	323	4.3	1480	19.7 SAN DIEGO, BALBOA AVENUE
5	11 SD	R	25.947 A	182000	7462	4.1	8446	56.6	784	10.5	321	4.3	2134	28.6 JCT. RTE. 52 EAST
5	11 SD	R	30.682 A	148000	5624	3.8	2474	44	422	7.5	180	3.2	2548	45.3 SAN DIEGO, NORTH JCT. RTE. 805
5	11 SD	R	42.712 B	198000	9988	4.97	3955	39.59	802	8.03	374	3.74	4058	40.63 LEUCADIA BOULEVARD
5	11 SD	R	51.201 A	193000	9284	4.8	3031	39.2	723	7.8	361	3.9	4549	49.1 JCT. RTE. 78 EAST
5	11 SD	R	51.201 B	197000	9476	4.81	3715	39.2	739	7.8	370	3.9	4553	49.1 JCT. RTE. 78 EAST
5	11 SD	R	53.43 A	156000	9329	5.98	3657	39.2	728	7.8	364	3.9	4581	49.1 MISSION AVENUE
5	11 SD	R	71.377 B	131000	9471	7.23	3713	39.2	739	7.8	369	3.9	4650	49.1 BASILONE ROAD
5	12 ORA		0 A	135000	9819	7.22	4320	44	737	7.51	314	3.2	4448	45.3 SAN DIEGO/ORANGE COUNTY LINE
5	12 ORA		6.78 B	226000	9605	4.25	4202	43.75	700	7.29	301	3.13	4402	45.03 JCT RTE 1

Note: No Truck % is availble in SR-56 by Caltrans.

LOCATION: Del Mar Heights Rd WB to 5 SB
(Loc #1)
Discharge (veh/hr/lane)
Least Restrictive 570
Most Restrictive 369
CPM (cycles/min)
Least Restrictive 9.5
Most Restrictive 6.1

Schedule Hours 0530-1100
1400-1900
Veh/Cyc 1
SOV 2
HOV 0

Meter ID	82

	Hex	Dec
HICPM	6f	#NAME?
DLCPM	18	#NAME?

	cyc/min	veh/cyc	veh/hr/lane	sec/cyc
Rate 1	9.50	1	570	6.3
Rate 2	9.26	1	556	6.5
Rate 3	9.02	1	541	6.7
Rate 4	8.78	1	527	6.8
Rate 5	8.54	1	512	7.0
Rate 6	8.30	1	498	7.2
Rate 7	8.06	1	484	7.4
Rate 8	7.82	1	469	7.7
Rate 9	7.58	1	455	7.9
Rate 10	7.34	1	440	8.2
Rate 11	7.10	1	426	8.5
Rate 12	6.86	1	412	8.7
Rate 13	6.62	1	397	9.1
Rate 14	6.38	1	383	9.4
Rate 15	6.14	1	368	9.8

LOCATION: Del Mar Heights Rd EB to 5 SB
(Loc #2)
Discharge (veh/hr/lane)
Least Restrictive 996
Most Restrictive 499
CPM (cycles/min)
Least Restrictive 8.3
Most Restrictive 4.2
Schedule Hours 0530-1100
1400-1900
Veh/Cyc 2
SOV 1
HOV 1

Meter ID	83

	Hex	Dec
HICPM	53	#NAME?
DLCPM	1e	#NAME?

	cyc/min	veh/cyc	veh/hr/lane	sec/cyc
Rate 1	8.30	2	996	7.2
Rate 2	8.06	2	967	7.4
Rate 3	7.76	2	931	7.7
Rate 4	7.46	2	895	8.0
Rate 5	7.16	2	859	8.4
Rate 6	6.86	2	823	8.7
Rate 7	6.56	2	787	9.1
Rate 8	6.26	2	751	9.6
Rate 9	5.96	2	715	10.1
Rate 10	5.66	2	679	10.6
Rate 11	5.36	2	643	11.2
Rate 12	5.06	2	607	11.9
Rate 13	4.76	2	571	12.6
Rate 14	4.46	2	535	13.5
Rate 15	4.16	2	499	14.4

LOCATION: Del Mar Heights Rd to 5 NB
(Loc #3)
Discharge (veh/hr/lane)
Least Restrictive 996
Most Restrictive 593
CPM (cycles/min)
Least Restrictive 8.3
Most Restrictive 4.9
Schedule Hours 1500-1900

Veh/Cyc 2
SOV 2
HOV 0

Meter ID	129

	Hex	Dec
HICPM	53	#NAME?
DLCPM	18	#NAME?

	cyc/min	veh/cyc	veh/hr/lane	sec/cyc
Rate 1	8.30	2	996	7.2
Rate 2	8.06	2	967	7.4
Rate 3	7.82	2	938	7.7
Rate 4	7.58	2	910	7.9
Rate 5	7.34	2	881	8.2
Rate 6	7.10	2	852	8.5
Rate 7	6.86	2	823	8.7
Rate 8	6.62	2	794	9.1
Rate 9	6.38	2	766	9.4
Rate 10	6.14	2	737	9.8
Rate 11	5.90	2	708	10.2
Rate 12	5.66	2	679	10.6
Rate 13	5.42	2	650	11.1
Rate 14	5.18	2	622	11.6
Rate 15	4.94	2	593	12.1

LOCATION: .RTE 5 NB @ DEL MAR HEIGHTS ROAD
CALTRANS C8 Version 3 DATE: 8/16/10 PAGE 1
F PAGE

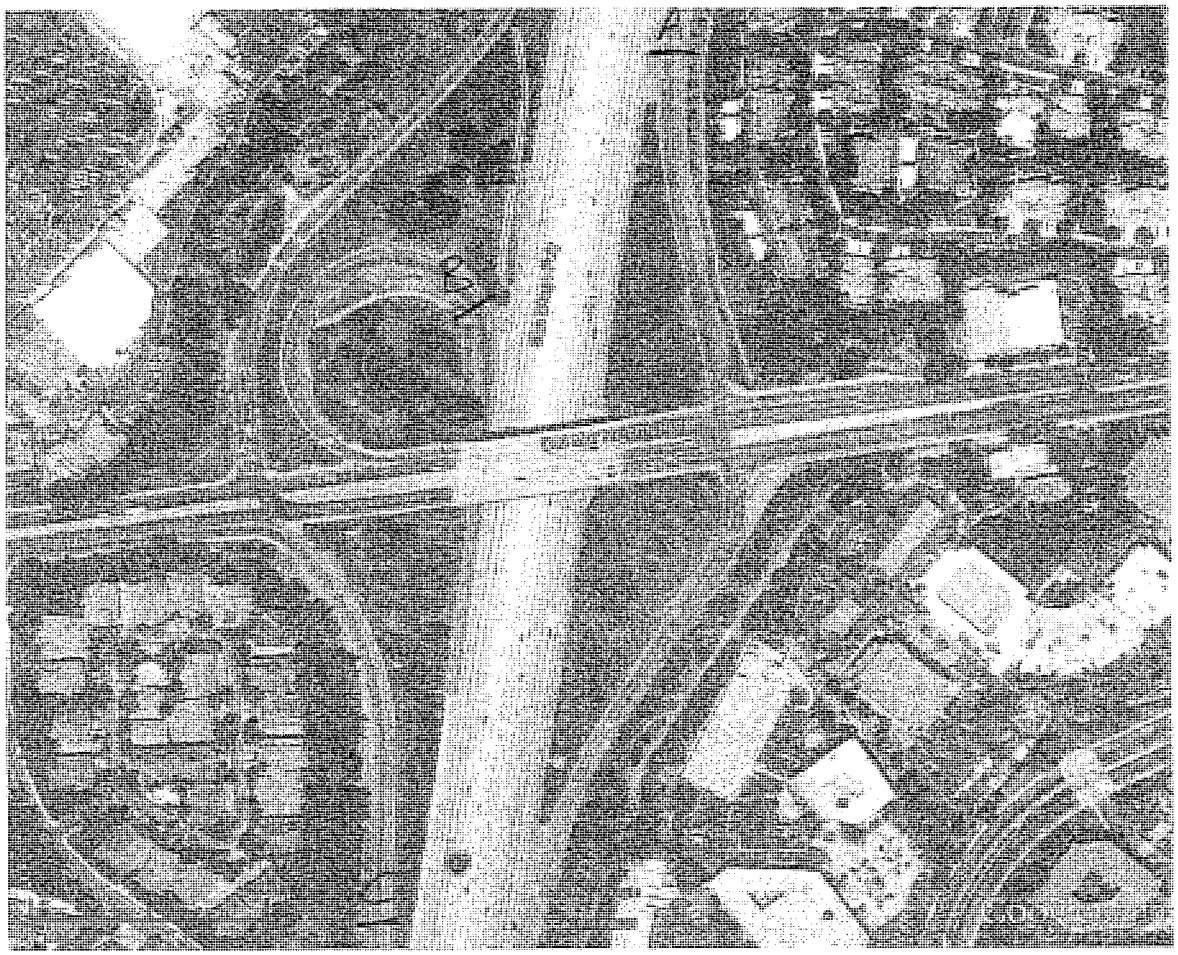
	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9
0	WALK	1	7	1	1	1	7	1	22	CLK RST
1	DONT WALK	1	10	1	1	1	10	1	11	
2	MIN GREEN	1	7	1	1	5	5	1	5	
3	TYPE 3 DET	0	255	0	0	0	255	0	0	
4	ADD/VEH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5	PASSAGE	0.9	5.0	0.9	0.9	2.0	5.0	0.9	2.0	
6	MAX GAP	0.9	6.5	0.9	0.9	2.0	6.5	0.9	2.0	
7	MIN GAP	0.9	3.0	0.9	0.9	2.0	3.0	0.9	2.0	
8	MAX EXT	9	35	9	9	30	35	9	25	
9	MAX 2								40	YR
A	MAX 3						45			MO
B										DAY
C	REDUCE BY	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0	DOW
D	EVERY	1.0	0.7	1.0	1.0	1.0	0.7	1.0	1.0	HR
E	YELLOW	3.0	4.3	3.0	3.5	3.2	4.3	3.0	3.6	MIN
F	RED	2.0	2.0	1.0	2.0	2.0	2.0	1.0	2.0	SEC
	BIKE XING FT		54				64			
35	PED XING FT		53				44		56	
									47	

	PRE-EMPTION E	F FLAGS	1	2	3	4	5	6	7	8
	EVA CLR 5	V RECALL		2				6		
	EVB DLY 0	P RECALL								
	EVB CLR 5	[illegible]								
	EVC DLY 0	RT OLA								
	EVC CLR 5	RT OLB								
	EVD DLY 0	DBL ENTRY				4				
	EVD CLR 5	MAX 2 PHASES								
	MAX EV 255	LAG PHASES								
	RR2 CLR 15	RED REST								
		REST-IN-WALK								
		MAX 3 PHASES						6		
		YEL START UP		2				6		
		FIRST PHASE			3				7	
			1	2	3	4	5	6	7	8

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	0
FOF	5
FCO	3
FC1	3
FC2	10
FCA	0.0
FCB	0.0
FCC	0.0
FCD	0.0
FD0 TE SELECT	1
FD3 PED SELECT	0
FD4 7 WIRE	0
FD5 PERMISSIVE	0
FD8 OS SEEKING	1
CC5 FLASH TYPE	1
CC2 DOWNLOAD	1

NOTES:
C/M = 22'

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY



I-5 / Del Mar Heights Road Interchange

Observed Ramp Meter Information

Ramp Location	Direction	Date	Time	# of Lanes	vehicles / Lane	Seconds / vehicle	Flow Rate (veh/hr)
Northbound (A)	N/A	9/22/09	4:35 PM	2 No-HOV	2	10	360 x 2 = 720 max Q = 7 veh
Southbound (B) (Loop)	Westbound	9/23/09	7:35 AM	2 No-HOV	1	5	720 max Q = 9 veh
Southbound (B) (Loop)	Westbound	9/22/09	4:20 PM	2 No-HOV	1	6	600 max Q = 5 veh
Southbound (C)	Eastbound	9/23/09	7:45 AM	1 and 1-HOV	2	10	720 max Q = 11 veh
Southbound (C)	Eastbound	9/22/09	4:45 PM	1 and 1-HOV	2	7	1,028 max Q = 2 veh

		CONTROL PLANS									Y-COORD			LAG PHASE		FLAG								
		1	2	3	4	5	6	7	8	9		C	D	E		F	1	2	3	4	5	6	7	8	
0	CYCLE LENGTH	120														LAG PZ FREE		2		4		6		8	0
1	FZ1 GRN FCTR	0												GAPOUT CP1	0	LAG PZ CP 1		2		4		6		8	1
2														GAPOUT CP2		LAG PZ CP 2									2
3	FZ3 GRN FCTR	0												GAPOUT CP3		LAG PZ CP 3									3
4	FZ4 GRN FCTR	0									PERM TIME			GAPOUT CP4		LAG PZ CP 4									4
5	FZ5 GRN FCTR	20									LAG OFFSET			GAPOUT CP5		LAG PZ CP 5									5
6											FORCE OFF			GAPOUT CP6		LAG PZ CP 6									6
7	FZ7 GRN FCTR	0									LONG GRN			GAPOUT CP7		LAG PZ CP 7									7
8	FZ8 GRN FCTR	40									NO GREEN			GAPOUT CP8		LAG PZ CP 8									8
9	MULTI CYCLE	0												GAPOUT CP9		LAG PZ CP 9									9
A	OFFSET A	82									OFFSET					LAG C COORD									A
B	OFFSET B															LAG D COORD									B
C	OFFSET C															COORD PAZES		2				6			C
D	PZ 3 EXT																								D
E	PZ 7 EXT																								E
F	OFFSET INTRPT																								F
																	1	2	3	4	5	6	7	8	

CO1 MANUAL CP
CO2 MASTER CP
CO3 CURRENT CP *SYSTEM MASTER:*
CO4 LAST CP *RTE 5 SB RAMP*
CO7 TRNSMT CP
COD MANUAL OFFSET
CAO LOCAL CYCLE TIMER
CBO MASTER CYCLE TIMER
CAA LOCAL OFFSET
CBA MASTER OFFSET

FEATURE	OFF	ON
1		
2		
3		
4		
5		
6		
7		
8		

LOCATION	OFF	ON
1		
2		
3		
4		
5		
6		
7		
8		

COO = 1

CCB/CDB OFFSET TIMER
CCC/CDC LAG GREEN TIMER
CCD/CDD FORCE OFF TIMER
CCE/CDE LONG GREEN TIMER
CCF/CDF NO GREEN TIMER

	D	FLAGS								E	FLAGS								F	FLAGS							
	MAX	1	2	3	4	5	6	7	8	MIN	1	2	3	4	5	6	7	8	RED	1	2	3	4	5	6	7	8
0	RCL									RCL									RCL								
1	CP 1									CP 1								8	CP 1								
2	CP 2									CP 2									CP 2								
3	CP 3									CP 3									CP 3								
4	CP 4									CP 4									CP 4								
5	CP 5									CP 5									CP 5								
6	CP 6									CP 6									CP 6								
7	CP 7									CP 7									CP 7								
8	CP 8									CP 8									CP 8								
9	CP 9									CP 9									CP 9								
A																			RCL 1								
B																			RCL 2								
C																											
D																											
E																											
F																											
		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8

E PAGE

	E	FLAGS								F	FLAGS							
	FUNCTION	1	2	3	4	5	6	7	8	FUNCTION	1	2	3	4	5	6	7	8
0										CODE 4								
1										CODE 5								
2										C-RECALL								
3										D-RECALL								
4										EXCLUSIVE								
5										[illegible]								
6										[illegible]								
7										[illegible]								
8										[illegible]								
9																		
A	[illegible]									[illegible]								
B	[illegible]									[illegible]								
C	[illegible]									[illegible]								
D	[illegible]									[illegible]								
E																		
F																		
		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8

LAST POWER FAILURE REGISTER
HOUR = D-A-E
MINUTE = D-B-E
DAY = D-C-E

LAST FLASH TIME REGISTER
HOUR = D-A-F
MINUTE = D-B-F
DAY = D-C-F

RCL 1 = TIME OF DAY MAX RECALL (1ST SELECT) PHASES
(CALL ACTIVE LIGHTS)
RCL 2 = TIME OF DAY MAX RECALL (2ND SELECT) PHASES
(CALL ACTIVE LIGHTS)

D-E-E = C8 VERSION NUMBER
D-E-F = LITHIUM BATTERY CONDITION
84 = BAD
85 = GOOD

LOCATION: RTE 5 NB @ DEL MAR HEIGHTS ROAD
CALTRANS C0 Version 3 DATE: 1/28/05 PAGE 4

7 PAGE 9 PAGE CO9 = 0 or 1 9 PAGE CO9 = 2

TIME OF DAY ACTIVITY TABLE

7+EVENT+HR+MIN+ACT+"E"+ON/OFF+DOW LTS

	HR	MIN	ACT	ON/OFF	S 1	M 2	T 3	W 4	T 5	F 6	S 7
D	06	00	3	ON		2	3	4	5	6	
1	09	00	3			2	3	4	5	6	
2	15	00	2	ON		2	3	4	5	6	
3	18	00	2			2	3	4	5	6	
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E	16	30	E			2	3	4	5	6	
F	18	30	E	ON	1	2	3	4	5	6	7

CONTROL PLAN TIME OF DAY

9+EVENT+HR+MIN+CP+OS+E+DOW

	HR	MIN	CP	OS	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0											
1											
2											
3											
4	16	30	1	A		2	3	4	5	6	
5	18	30	E			2	3	4	5	6	
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

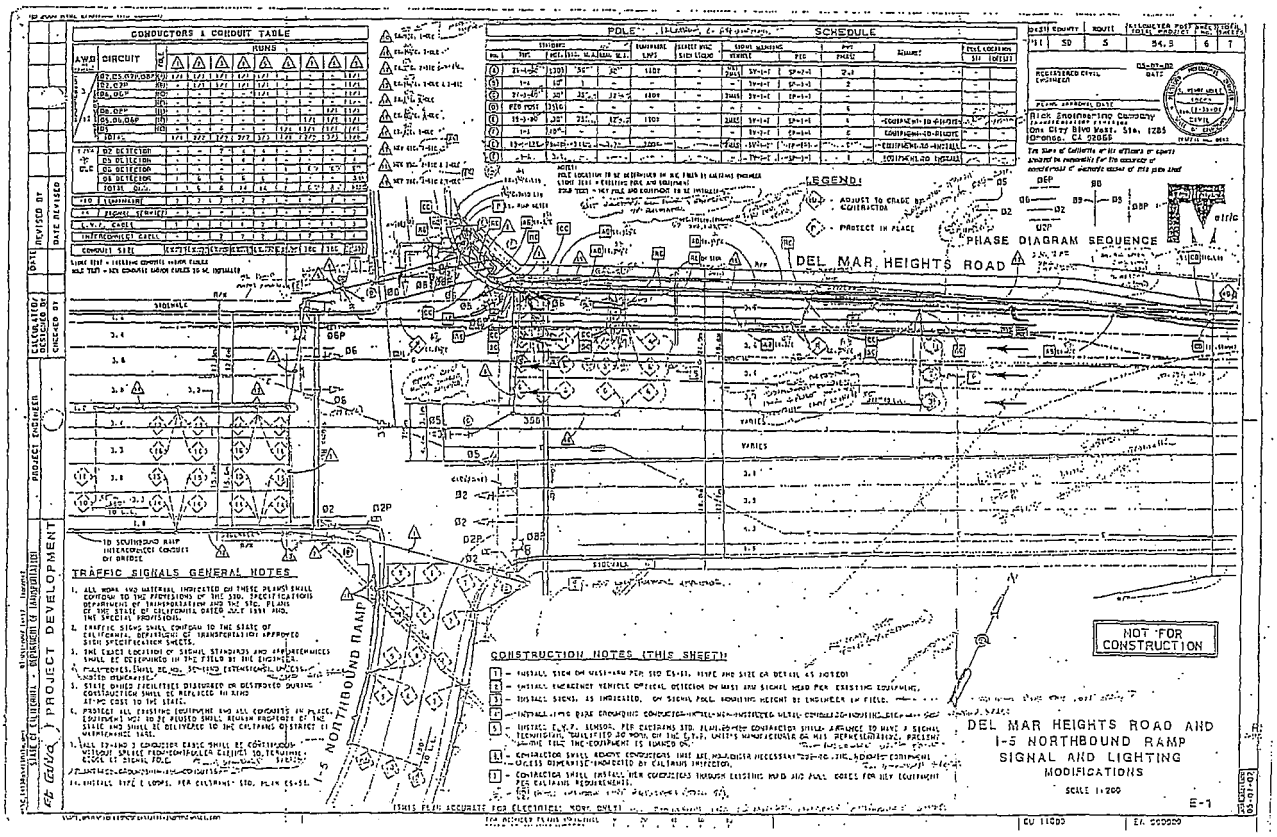
CONTROL PLAN TIME OF DAY

9+EVENT+HR+MIN+CP+OS+E+DOW

	HR	MIN	CP	OS	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0											
1											
2											
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

ACTIVITY CODE

1 TYPE OF MAX TERMINATION
2 MAX 2
3 MAX 3
4 COND SERV (1ST SELECT)
5 COND SERV (2ND SELECT)
6 ENERGIZE AUX OUTPUT-RED
7 ENERGIZE AUX OUTPUT-GREEN
8 ENERGIZE AUX OUTPUT-YELLOW
9 TIME OF DAY MAX RECALL (1ST SELECT)
A TRAFFIC ACT. MAX 2 OPERATION
B TIME OF DAY MAX RECALL (2ND SELECT)
C YELLOW YIELD COORDINATION
D YELLOW YIELD COORDINATION
E TIME OF DAY FREE OPERATION
F FLASHING OPERATION



LOCATION: RTE 5 SB @ DEL MAR HEIGHTS ROAD
CALTRANS C8 Version 3 DATE: 8/15/10
F PAGE

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9
0	WALK	1	1	1	1	1	7	1	7	CLK RST
1	DONT WALK	1	1	1	1	1	12	1	18	
2	MIN GREEN	1	5	6	5	1	5	1	1	
3	TYPE 3 DET	0	255	0	0	0	255	0	0	
4	ADD/VEH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5	PASSAGE	0.9	5.0	0.9	2.0	0.9	5.0	0.9	0.9	
6	MAX GAP	0.9	6.5	0.9	2.0	0.9	6.5	0.9	0.9	
7	MIN GAP	0.9	3.0	0.9	2.0	0.9	3.0	0.9	0.9	
8	MAX EXT	9	35	9	25	9	35	9	25	
9	MAX 2									YR
A	MAX 3									MO
B										DAY
C	REDUCE BY	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0	DOW
D	EVERY	1.0	0.7	1.0	1.0	1.0	0.7	1.0	1.0	HR
E	YELLOW	3.0	4.3	3.0	3.6	3.0	4.3	3.0	3.6	MIN
F	RED	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	SEC
3.5	PED XING PT						50		80	
	BIKE XING PT		56				62			

	PRE-EMPTION E	
	CLK RST	
	RR1 CLR	15
	EVA DLY	0
	EVA CLR	5
	EVB DLY	0
	EVB CLR	5
	EVC DLY	0
	EVC CLR	5
	EVD DLY	0
	EVD CLR	5
	MAX EV	255
	RR2 CLR	15

	F FLAGS	1	2	3	4	5	6	7	8
0	RED RESTART	1	2	3	4	5	6	7	8
1	RED LOCK								
2	YEL LOCK			3					
3	V RECALL		2				6		
4	P RECALL								
5	RED REST PHASES								
6	RT OLA								
7	RT OLB								
8	DBL ENTRY				4				8
9	MAX 2 PHASES								
A	LAG PHASES								
B	RED REST								
C	REST-IN-WALK								
D	MAX 3 PHASES								
E	YEL START UP		2				6		
F	FIRST PHASE			3				7	
		1	2	3	4	5	6	7	8

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	0
FOF	5

FC0	3
FC1	3
FC2	10
FCA	0.0
FCB	0.0
FCC	0.0
FCD	0.0

FD0 TB SELECT	1
FD3 PED SELECT	0
FD4 7 WIRE	0
FD5 PERMISSIVE	0
FD8 OS SEEKING	1

CC5 FLASH TYPE	1
CC2 DOWNLOAD	1

NOTES:
FE0 = 1
DELAYED FZ 4 WITH FZ 8 PED CALL
FZ 2 BIKE = 4 sec

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

LOCATION: RTE 5 SB @ DEL MAR HEIGHTS ROAD
CALTRANS C8 Version 3 DATE: 3/31/94
C PAGE

		CONTROL PLANS 1	2	3	4	5	6	7	8	9
0	CYCLE LENGTH	0								
1	FZ1 GRN FCTR	0								
2										
3	FZ3 GRN FCTR	0								
4	FZ4 GRN FCTR	0								
5	FZ5 GRN FCTR	0								
6										
7	FZ7 GRN FCTR	0								
8	FZ8 GRN FCTR	0								
9	MULTI CYCLE	0								
A	OFFSET A	0								
B	OFFSET B									
C	OFFSET C									
D	FZ 3 EXT									
E	FZ 7 EXT									
F	OFFSET INTRPT									

	Y-COORD C	D
PERM TIME		
LAG OFFSET		
FORCE OFF		
LONG GRN		
NO GREEN		
OFFSET		

	LAG PHASE E	
GAPOUT CP1		0
GAPOUT CP2		
GAPOUT CP3		
GAPOUT CP4		
GAPOUT CP5		
GAPOUT CP6		
GAPOUT CP7		
GAPOUT CP8		
GAPOUT CP9		

	FLAG F	1	2	3	4	5	6	7	8	
	LAG FZ FREE		2		4		6		8	0
	LAG FZ CP 1									1
	LAG FZ CP 2									2
	LAG FZ CP 3									3
	LAG FZ CP 4									4
	LAG FZ CP 5									5
	LAG FZ CP 6									6
	LAG FZ CP 7									7
	LAG FZ CP 8									8
	LAG FZ CP 9									9
	LAG C COORD									A
	LAG D COORD									B
	COORD FAZES		2				6			C
										D
										E
										F
		1	2	3	4	5	6	7	8	

CO1 MANUAL CP
CO2 MASTER CP
CO3 CURRENT CP
CO4 LAST CP
CO7 TRNSMT CP
COD MANUAL OFFSET
CA0 LOCAL CYCLE TIMER
CB0 MASTER CYCLE TIMER
CAA LOCAL OFFSET
CBA MASTER OFFSET

SYSTEM MASTER:
RTE 5 SB RAMP

FEATURE	OFF	ON
1		
2		
3		
4		
5		
6		
7		
8		

LOCATION	OFF	ON
1		
2		
3		
4		
5		
6		
7		
8		

COO = 2

CCB/CDB OFFSET TIMER
CCC/CDC LAG GREEN TIMER
CCD/CDD FORCE OFF TIMER
CCE/CDE LONG GREEN TIMER
CCF/CDF NO GREEN TIMER

LOCATION: RTE 5 SB @ DEL MAR HEIGHTS ROAD

CALTRANS C8 Version 3 DATE: 3/31/94

D PAGE

	D	FLAGS								E	FLAGS								F	FLAGS							
	MAX	1	2	3	4	5	6	7	8	MIN	1	2	3	4	5	6	7	8	PED	1	2	3	4	5	6	7	8
0	RCL									RCL									RCL								
1	CP 1									CP 1									CP 1								
2	CP 2									CP 2									CP 2								
3	CP 3									CP 3									CP 3								
4	CP 4									CP 4									CP 4								
5	CP 5									CP 5									CP 5								
6	CP 6									CP 6									CP 6								
7	CP 7									CP 7									CP 7								
8	CP 8									CP 8									CP 8								
9	CP 9									CP 9									CP 9								
A																			RCL 1								
B																			RCL 2								
C																											
D																											
E																											
F																											
		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8

E PAGE

	E	FLAGS								F	FLAGS								
	FUNCTION	1	2	3	4	5	6	7	8	FUNCTION	1	2	3	4	5	6	7	8	
0										CODE 4									0
1										CODE 5									1
2										C-RECALL									2
3										D-RECALL									3
4										EXCLUSIVE									4
5										2 PED		2							5
6										6 PED						6			6
7										4 PED				4					7
8										8 PED								8	8
9																			9
A	OLA NOT									OLA ON									A
B	OLB NOT									OLB ON									B
C	OLC NOT									OLC ON									C
D	OLD NOT									OLD ON									D
E																			E
F																			F
		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8	

LAST POWER FAILURE REGISTER

HOUR = D-A-E
MINUTE = D-B-E
DAY = D-C-E

RCL 1 = TIME OF DAY MAX RECALL (1ST SELECT) PHASES
(CALL ACTIVE LIGHTS)

RCL 2 = TIME OF DAY MAX RECALL (2ND SELECT) PHASES
(CALL ACTIVE LIGHTS)

LAST FLASH TIME REGISTER

HOUR = D-A-F
MINUTE = D-B-F
DAY = D-C-F

D-E-E = C8 VERSION NUMBER
D-E-F = LITHIUM BATTERY CONDITION
84 = BAD
85 = GOOD

LOCATION: RTE 5 SB @ DEL MAR HEIGHTS ROAD

CALTRANS C8 Version 3 DATE: 3/31/94

7 PAGE

TIME OF DAY ACTIVITY TABLE											
7+EVENT+HR+MIN+ACT+"E"+ON/OFF+DOW LTS											
				ON/	S	M	T	W	T	F	S
	HR	MIN	ACT	OFF	1	2	3	4	5	6	7
0											
1											
2											
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

ACTIVITY CODE

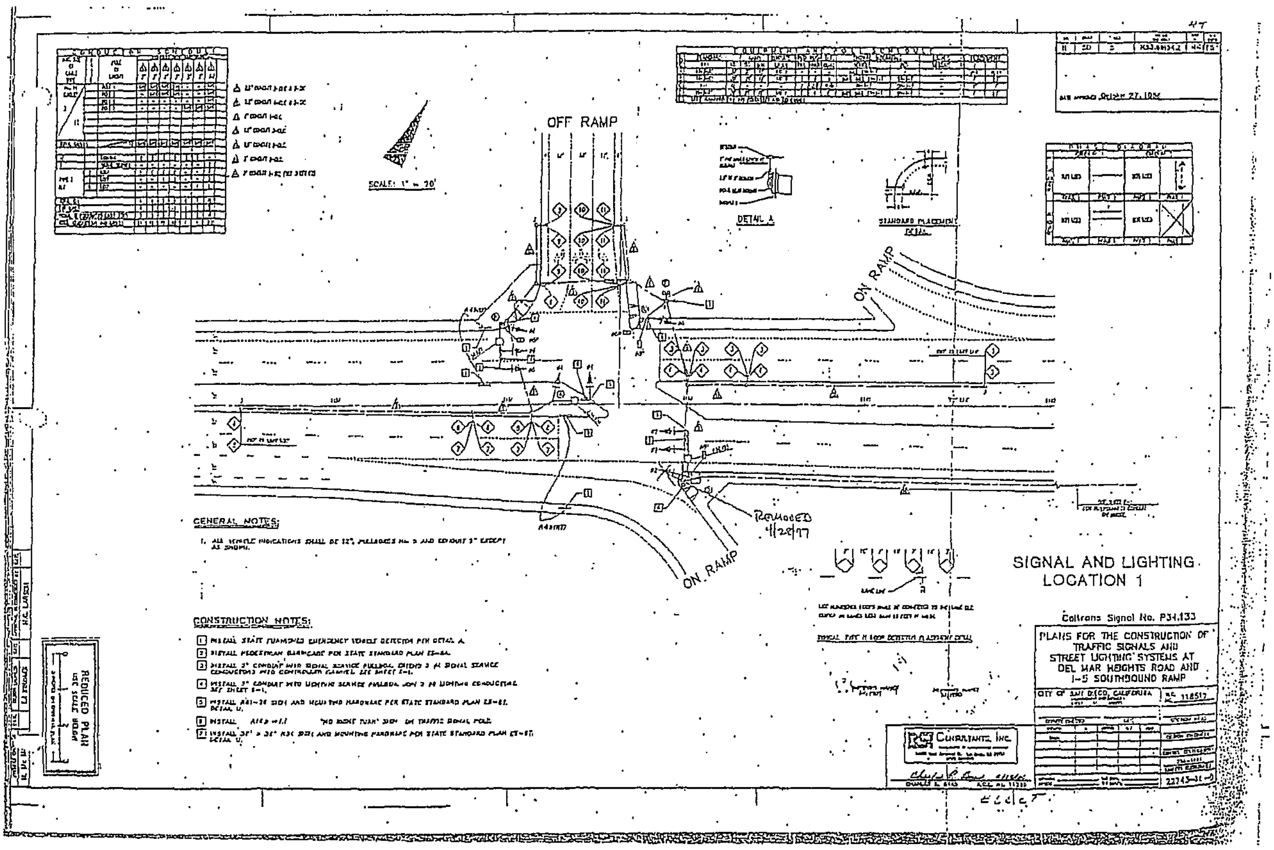
1 TYPE OF MAX TERMINATION
2 MAX 2
3 MAX 3
4 COND SERV (1ST SELECT)
5 COND SERV (2ND SELECT)
6 ENERGIZE AUX OUTPUT-RED
7 ENERGIZE AUX OUTPUT-GREEN
8 ENERGIZE AUX OUTPUT-YELLOW
9 TIME OF DAY MAX RECALL (1ST SELECT)
A TRAFFIC ACT. MAX 2 OPERATION
B TIME OF DAY MAX RECALL (2ND SELECT)
C YELLOW YIELD COORDINATION
D YELLOW YIELD COORDINATION
E TIME OF DAY FREE OPERATION
F FLASHING OPERATION

9 PAGE C09 = 0 or 1

CONTROL PLAN TIME OF DAY											
9+EVENT+HR+MIN+CP+OS+E+DOW											
					S	M	T	W	T	F	S
	HR	MIN	CP	OS	1	2	3	4	5	6	7
0											
1											
2											
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

9 PAGE C09 = 2

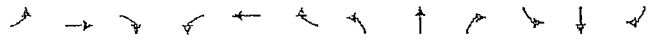
CONTROL PLAN TIME OF DAY											
9+EVENT+HR+MIN+CP+OS+E+DOW											
					S	M	T	W	T	F	S
	HR	MIN	CP	OS	1	2	3	4	5	6	7
0											
1											
2											
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											



OFF RAMP
ON RAMP
ON RAMP
SCALE: 1" = 20'
DETAIL A
GENERAL NOTES:
CONSTRUCTION NOTES:
REDUCED PLAN
SIGNAL AND LIGHTING
LOCATION 1
Caltrans Signal No. P34.133
PLANS FOR THE CONSTRUCTION OF
TRAFFIC SIGNALS AND
STREET LIGHTING SYSTEMS AT
DEL MAR HEIGHTS ROAD AND
I-5 SOUTHBOUND RAMP
CITY OF SAN DIEGO, CALIFORNIA
118517
22743-31-D
Removed 4/28/97

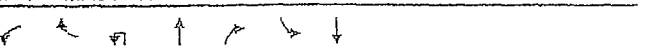
APPENDIX D

EXISTING SYNCHRO WORKSHEETS



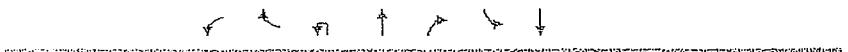
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	352	354	282	448	8	365	5	143	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	
Satd. Flow (prot)	1770	1863	1583	1770	1858			1775	1583		1750	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	
Satd. Flow (perm)	1770	1863	1583	1770	1858			1775	1583		1750	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2	391	393	313	498	9	406	6	159	1	1	1
RTOR Reduction (vph)	0	0	253	0	1	0	0	0	115	0	1	0
Lane Group Flow (vph)	2	391	140	313	506	0	0	412	44	0	2	0
Turn Type	Prot		Prot	Prot			Split		Prot	Split		
Protected Phases	7	4	4	3	8		2	2	2	6	6	
Permitted Phases												
Actuated Green, G (s)	0.8	22.4	22.4	16.2	37.8			21.4	21.4		1.1	
Effective Green, g (s)	0.8	22.4	22.4	16.2	37.8			21.4	21.4		1.1	
Actuated g/C Ratio	0.01	0.29	0.29	0.21	0.49			0.28	0.28		0.01	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	18	541	460	372	911			493	439		25	
v/s Ratio Prot	0.00	c0.21	0.09	c0.18	0.27			c0.23	0.03		c0.00	
v/s Ratio Perm												
v/c Ratio	0.11	0.72	0.30	0.84	0.56			0.84	0.10		0.08	
Uniform Delay, d1	37.8	24.6	21.3	29.2	13.8			26.2	20.7		37.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	2.7	4.7	0.4	15.7	0.7			11.7	0.1		1.4	
Delay (s)	40.5	29.3	21.7	44.9	14.5			37.9	20.8		38.9	
Level of Service	D	C	C	D	B			D	C		D	
Approach Delay (s)		26.5			26.1			33.1			38.9	
Approach LOS		C			C			C			D	

Intersection Summary				
HCM Average Control Delay	27.7	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.78			
Actuated Cycle Length (s)	77.1	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	71.3%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				



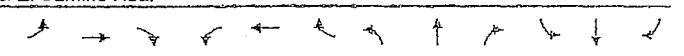
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Volume (vph)	386	299	0	189	275	261	401
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00		1.00	1.00	1.00	0.95
Frt	1.00	0.85		1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00		1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	1583		1863	1583	1770	3539
Flt Permitted	0.95	1.00		1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	1583		1863	1583	1770	3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	429	332	0	210	306	312	449
RTOR Reduction (vph)	0	250	0	0	234	0	0
Lane Group Flow (vph)	429	82	0	210	72	312	449
Turn Type		Perm	Prot		Perm	Prot	
Protected Phases	1		3	8		7	
Permitted Phases		1			8		6
Actuated Green, G (s)	12.4	12.4		11.7	11.7	13.9	12.4
Effective Green, g (s)	12.4	12.4		11.7	11.7	13.9	12.4
Actuated g/C Ratio	0.25	0.25		0.23	0.23	0.28	0.25
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	851	393		436	370	492	878
v/s Ratio Prot	0.12			c0.11		c0.18	
v/s Ratio Perm		0.05			0.05		c0.13
v/c Ratio	0.50	0.21		0.48	0.19	0.63	0.51
Uniform Delay, d1	16.2	14.9		16.5	15.4	15.8	16.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	0.3		0.8	0.3	2.7	0.5
Delay (s)	16.6	15.2		17.4	15.6	18.5	16.7
Level of Service	B	B		B	B	B	B
Approach Delay (s)	16.0			16.3		17.4	
Approach LOS	B			B		B	

Intersection Summary				
HCM Average Control Delay	16.6	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.55			
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	46.5%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				



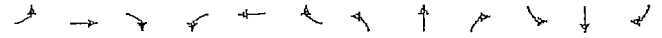
Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations							
Volume (vph)	84	7	0	443	50	3	799
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0		4.0	4.0
Lane Util. Factor	0.97			0.95		1.00	0.95
Frt	0.99			0.98		1.00	1.00
Flt Protected	0.96			1.00		0.95	1.00
Satd. Flow (prot)	3414			3485		1770	3539
Flt Permitted	0.96			1.00		0.95	1.00
Satd. Flow (perm)	3414			3485		1770	3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	93	8	0	492	56	3	888
RTOR Reduction (vph)	7	0	0	14	0	0	0
Lane Group Flow (vph)	94	0	0	534	0	3	888
Turn Type			Prot			Prot	
Protected Phases	8		5	2		1	6
Permitted Phases							
Actuated Green, G (s)	3.1			14.1		0.6	18.7
Effective Green, g (s)	3.1			14.1		0.6	18.7
Actuated g/C Ratio	0.10			0.47		0.02	0.63
Clearance Time (s)	4.0			4.0		4.0	4.0
Vehicle Extension (s)	3.0			3.0		3.0	3.0
Lane Grp Cap (vph)	355			1649		36	2221
v/s Ratio Prot	c0.03			0.15		0.00	c0.25
v/s Ratio Perm							
v/c Ratio	0.26			0.32		0.08	0.40
Uniform Delay, d1	12.3			4.9		14.3	2.8
Progression Factor	1.00			1.00		1.00	1.00
Incremental Delay, d2	0.4			0.1		1.0	0.1
Delay (s)	12.7			5.0		15.3	2.9
Level of Service	B			A		B	A
Approach Delay (s)	12.7			5.0			2.9
Approach LOS	B			A			A

Intersection Summary				
HCM Average Control Delay	4.3	HCM Level of Service		A
HCM Volume to Capacity ratio	0.38			
Actuated Cycle Length (s)	29.8	Sum of lost time (s)		8.0
Intersection Capacity Utilization	32.1%	ICU Level of Service		A
Analysis Period (min)	15			
c Critical Lane Group				



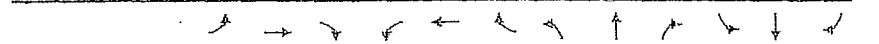
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	111	190	54	0	149	6	300	13	160	649	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.91		1.00	0.85		1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1686		1770	1583		1770	3518		1770	3466	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1686		1770	1583		1770	3518		1770	3466	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	26	123	211	60	0	166	7	333	14	178	721	116
RTOR Reduction (vph)	0	108	0	0	121	0	0	5	0	0	19	0
Lane Group Flow (vph)	26	226	0	60	45	0	7	342	0	178	818	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	0.7	12.2		2.3	13.8		0.7	14.1		6.8	20.2	
Effective Green, g (s)	0.7	12.2		2.3	13.8		0.7	14.1		6.8	20.2	
Actuated g/C Ratio	0.01	0.24		0.04	0.27		0.01	0.27		0.13	0.39	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	24	400		79	425		24	965		234	1362	
v/s Ratio Prot	0.01	c0.13		c0.03	0.03		0.00	0.10		c0.10	c0.24	
v/s Ratio Perm												
v/c Ratio	1.08	0.56		0.76	0.10		0.29	0.35		0.76	0.60	
Uniform Delay, d1	25.4	17.3		24.3	14.2		25.1	15.0		21.5	12.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	210.9	1.8		33.5	0.1		6.7	0.2		13.6	0.8	
Delay (s)	236.2	19.1		57.8	14.3		31.8	15.2		35.1	13.1	
Level of Service	F	B		E	B		C	B		D	B	
Approach Delay (s)		34.8			25.8			15.5			17.0	
Approach LOS		C			C			B			B	

Intersection Summary				
HCM Average Control Delay	21.0	HCM Level of Service		C
HCM Volume to Capacity ratio	0.60			
Actuated Cycle Length (s)	51.4	Sum of lost time (s)		12.0
Intersection Capacity Utilization	56.8%	ICU Level of Service		B
Analysis Period (min)	15			
c Critical Lane Group				



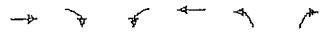
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	83	70	84	137	36	40	317	52	41	726	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.98		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1805		1770	3464		1770	3534	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1863	1583	1770	1805		1770	3464		1770	3534	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	6	92	78	93	152	40	44	352	58	46	809	8
RTOR Reduction (vph)	0	0	65	0	17	0	0	19	0	0	1	0
Lane Group Flow (vph)	6	92	13	93	175	0	44	391	0	46	816	0
Turn Type	Prot		Prot	Prot			Prot			Prot		
Protected Phases	7	4	4	3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	0.6	7.7	7.7	2.7	9.8		1.3	17.0		1.3	17.0	
Effective Green, g (s)	0.6	7.7	7.7	2.7	9.8		1.3	17.0		1.3	17.0	
Actuated g/C Ratio	0.01	0.17	0.17	0.06	0.22		0.03	0.38		0.03	0.38	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	24	321	273	107	396		51	1317		51	1344	
v/s Ratio Prot	0.00	0.05	0.01	c0.05	c0.10		0.02	0.11		c0.03	c0.23	
v/s Ratio Perm												
v/c Ratio	0.25	0.29	0.05	0.87	0.44		0.86	0.30		0.90	0.61	
Uniform Delay, d1	21.8	16.1	15.4	20.8	15.1		21.6	9.7		21.6	11.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.4	0.5	0.1	47.8	0.8		76.8	0.1		89.8	0.8	
Delay (s)	27.2	16.6	15.5	68.7	15.9		98.4	9.8		111.5	11.9	
Level of Service	C	B	B	E	B		F	A		F	B	
Approach Delay (s)		16.5			33.1			18.1			17.2	
Approach LOS		B			C			B			B	

Intersection Summary			
HCM Average Control Delay	20.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	44.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	45.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	93	830	23	82	850	191	68	56	58	420	22	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.95			1.00	1.00	0.95	0.95	
Frt	1.00	1.00		1.00	0.97			1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00	0.95	0.97	
Satd. Flow (prot)	1770	5064		1770	3442			1813	1583	1681	1637	
Flt Permitted	0.95	1.00		0.95	1.00			0.97	1.00	0.95	0.97	
Satd. Flow (perm)	1770	5064		1770	3442			1813	1583	1681	1637	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	103	922	26	91	944	212	76	62	64	467	24	91
RTOR Reduction (vph)	0	3	0	0	21	0	0	0	55	0	18	0
Lane Group Flow (vph)	103	945	0	91	1135	0	0	138	9	294	270	0
Turn Type	Prot			Prot			Split		Perm	Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases									2			
Actuated Green, G (s)	7.0	31.1		7.4	31.5			11.6	11.6	17.2	17.2	
Effective Green, g (s)	7.0	31.1		7.4	31.5			11.6	11.6	17.2	17.2	
Actuated g/C Ratio	0.06	0.37		0.09	0.38			0.14	0.14	0.21	0.21	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	149	1891		157	1302			252	220	347	338	
v/s Ratio Prot	c0.06	0.19		0.05	c0.33			c0.08		c0.17	0.16	
v/s Ratio Perm									0.01			
v/c Ratio	0.69	0.50		0.58	0.87			0.55	0.04	0.85	0.80	
Uniform Delay, d1	37.1	20.1		36.5	24.0			33.4	31.0	31.8	31.4	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	13.0	0.2		5.1	6.7			2.4	0.1	17.1	12.3	
Delay (s)	50.1	20.3		41.6	30.7			35.8	31.1	48.9	43.7	
Level of Service	D	C		D	C			D	C	D	D	
Approach Delay (s)		23.2			31.5			34.3		46.4		
Approach LOS		C			C			C		D		

Intersection Summary			
HCM Average Control Delay	31.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	83.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



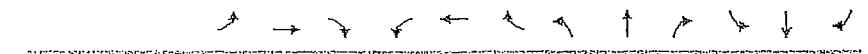
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑		↱
Volume (veh/h)	1321	53	0	1327	0	107
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1468	59	0	1474	0	119
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	575			607		
pX, platoon unblocked			0.88		0.88	0.88
vC, conflicting volume			1527		2234	519
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1116		1921	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	88
cM capacity (veh/h)			546		52	953

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1
Volume Total	587	587	352	737	737	119
Volume Left	0	0	0	0	0	0
Volume Right	0	0	59	0	0	119
cSH	1700	1700	1700	1700	1700	953
Volume to Capacity	0.35	0.35	0.21	0.43	0.43	0.12
Queue Length 95th (ft)	0	0	0	0	0	11
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	9.3
Lane LOS						A
Approach Delay (s)	0.0			0.0		9.3
Approach LOS						A

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	40.0%	ICU Level of Service	A
Analysis Period (min)	15		

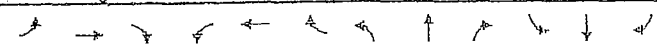
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰↑	↱
Volume (vph)	0	659	991	0	849	326
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3	6.3		5.6	5.6
Lane Util. Factor		0.95	0.95		0.97	0.91
Frt		1.00	1.00		0.99	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)	0	3539	3539	0	3429	1441
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		3539	3539		3429	1441
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	732	1101	0	943	362
RTOR Reduction (vph)	0	0	0	0	4	52
Lane Group Flow (vph)	0	732	1101	0	975	274
Turn Type						Perm
Protected Phases		2	6		4	
Permitted Phases						4
Actuated Green, G (s)		40.1	40.1		22.2	22.2
Effective Green, g (s)		40.1	40.1		22.2	22.2
Actuated g/C Ratio		0.54	0.54		0.30	0.30
Clearance Time (s)					5.6	5.6
Vehicle Extension (s)					3.0	3.0
Lane Grp Cap (vph)		1913	1913		1026	431
v/s Ratio Prot		0.21	c0.31		c0.28	
v/s Ratio Perm						0.19
v/c Ratio		0.38	0.58		0.95	0.64
Uniform Delay, d1		9.9	11.4		25.5	22.5
Progression Factor		1.00	1.00		1.00	1.00
Incremental Delay, d2		0.1	0.4		17.4	3.1
Delay (s)		10.0	11.8		42.9	25.6
Level of Service		B	B		D	C
Approach Delay (s)		10.0	11.8		38.6	
Approach LOS		B	B		D	

Intersection Summary			
HCM Average Control Delay	22.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	74.2	Sum of lost time (s)	11.9
Intersection Capacity Utilization	62.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



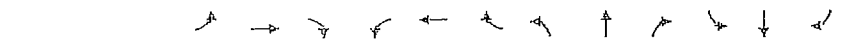
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	224	1264	0	0	1411	886	373	0	763	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2	6.3			6.3	6.3	5.6	5.6	5.6			
Lane Util. Factor	0.97	0.95			0.91	1.00	0.95	0.91	0.95			
Frt	1.00	1.00			1.00	0.85	1.00	0.86	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (prot)	3433	3539			5085	1583	1661	1457	1604			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (perm)	3433	3539			5085	1583	1601	1457	1504			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	249	1404	0	0	1568	984	414	0	848	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	463	0	27	27	0	0	0
Lane Group Flow (vph)	249	1404	0	0	1568	521	373	421	414	0	0	0
Turn Type	Prot					Prot	Split		Prot			
Protected Phases	5	2			6	6	8	8	8			
Permitted Phases												
Actuated Green, G (s)	11.6	69.5			52.7	52.7	38.6	38.6	38.6			
Effective Green, g (s)	11.6	69.5			52.7	52.7	38.6	38.6	38.6			
Actuated g/C Ratio	0.10	0.58			0.44	0.44	0.32	0.32	0.32			
Clearance Time (s)	5.2	6.3			6.3	6.3	5.6	5.6	5.6			
Vehicle Extension (s)	8.0	8.0			8.0	8.0	8.0	8.0	8.0			
Lane Grp Cap (vph)	332	2050			2233	695	541	469	484			
v/s Ratio Prot	0.07	c0.40			0.31	c0.33	0.22	c0.29	0.26			
v/s Ratio Perm												
v/c Ratio	0.75	0.68			0.70	0.75	0.69	0.90	0.86			
Uniform Delay, d1	52.8	17.6			27.3	28.1	35.5	38.8	38.1			
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	14.0	1.9			1.9	7.3	7.0	22.5	16.8			
Delay (s)	66.8	19.5			29.2	35.4	42.5	61.4	54.8			
Level of Service	E	B			C	D	D	E	D			
Approach Delay (s)		26.6			31.6			53.5		0.0		
Approach LOS		C			C			D		A		

Intersection Summary				
HCM Average Control Delay	35.1	HCM Level of Service	D	
HCM Volume to Capacity ratio	0.82			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.2	
Intersection Capacity Utilization	93.6%	ICU Level of Service	F	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	108	1179	674	92	1789	59	195	10	13	79	57	303
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		0.97	0.95		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5061		3433	3242		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	5085	1583	1770	5061		3433	3242		1770	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	120	1310	749	102	1988	66	217	11	14	88	63	337
RTOR Reduction (vph)	0	0	374	0	4	0	0	12	0	0	0	137
Lane Group Flow (vph)	120	1310	375	102	2050	0	217	13	0	88	63	200
Turn Type	Prot		Prot	Prot			Prot			Prot		Prot
Protected Phases	7	4	4	3	8		5	2		1	6	6
Permitted Phases												
Actuated Green, G (s)	7.9	41.3	41.3	6.7	40.1		7.0	11.6		12.2	16.8	16.8
Effective Green, g (s)	7.9	41.3	41.3	6.7	40.1		7.0	11.6		12.2	16.8	16.8
Actuated g/C Ratio	0.09	0.47	0.47	0.08	0.46		0.08	0.13		0.14	0.19	0.19
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	159	2392	745	135	2311		274	428		246	356	303
v/s Ratio Prot	c0.07	0.26	0.24	0.06	c0.41		c0.06	0.00		0.05	0.03	c0.13
v/s Ratio Perm												
v/c Ratio	0.75	0.55	0.50	0.76	0.89		0.79	0.03		0.36	0.18	0.66
Uniform Delay, d1	39.0	16.6	16.1	39.7	21.8		39.7	33.2		34.3	29.7	32.8
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	18.2	0.3	0.5	21.1	4.5		14.4	0.0		0.9	0.2	5.1
Delay (s)	57.2	16.8	16.7	60.8	26.3		54.1	33.2		35.1	30.0	37.9
Level of Service	E	B	B	E	C		D	C		D	C	D
Approach Delay (s)		19.0			28.0			52.0			36.4	
Approach LOS		B			C			D			D	

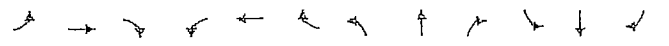
Intersection Summary				
HCM Average Control Delay	26.1	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.81			
Actuated Cycle Length (s)	87.8	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	70.2%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	214	867	195	188	1340	92	206	99	76	159	287	405
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.91	1.00	0.97	0.91	
Frt	1.00	0.97		1.00	0.99		1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	4945		3433	5036		3433	5085	1583	3433	4639	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	4945		3433	5036		3433	5085	1583	3433	4639	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	238	963	217	209	1489	102	229	110	84	177	319	450
RTOR Reduction (vph)	0	55	0	0	11	0	0	0	67	0	154	0
Lane Group Flow (vph)	238	1125	0	209	1580	0	229	110	17	177	615	0
Turn Type	Prot			Prot			Prot		Prot	Prot		
Protected Phases	7	4		3	8		5	2	2	1	6	
Permitted Phases												
Actuated Green, G (s)	5.6	20.5		6.2	21.1		5.4	12.6	12.6	8.0	15.2	
Effective Green, g (s)	5.6	20.5		6.2	21.1		5.4	12.6	12.6	8.0	15.2	
Actuated g/C Ratio	0.09	0.32		0.10	0.33		0.09	0.20	0.20	0.13	0.24	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	304	1601		336	1679		293	1012	315	434	1114	
v/s Ratio Prot	c0.07	0.23		0.06	c0.31		c0.07	0.02	0.01	0.05	c0.13	
v/s Ratio Perm												
v/c Ratio	0.78	0.70		0.62	0.94		0.78	0.11	0.05	0.41	0.87d	
Uniform Delay, d1	28.3	18.7		27.4	20.5		28.4	20.8	20.5	25.5	21.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	12.4	1.4		3.6	10.9		12.7	0.0	0.1	0.6	0.6	
Delay (s)	40.6	20.1		31.0	31.4		41.1	20.8	20.6	26.1	21.7	
Level of Service	D	C		C	C		D	C	C	C	C	
Approach Delay (s)		23.6			31.4			31.7			22.5	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	27.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	63.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.9%	ICU Level of Service	C
Analysis Period (min)	15		

d Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group



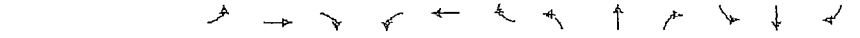
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	138	591	267	272	1108	169	336	183	108	142	180	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.91		1.00	0.95	
Frt	1.00	0.95		1.00	0.98		1.00	0.94		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	4848		3433	4984		3433	4802		1770	3333	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	4848		3433	4984		3433	4802		1770	3333	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	153	657	297	302	1231	188	373	203	120	158	200	127
RTOR Reduction (vph)	0	111	0	0	27	0	0	101	0	0	108	0
Lane Group Flow (vph)	153	843	0	302	1392	0	373	222	0	158	219	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	3.9	17.2		8.6	21.9		9.1	9.6		8.6	9.1	
Effective Green, g (s)	3.9	17.2		8.6	21.9		9.1	9.6		8.6	9.1	
Actuated g/C Ratio	0.06	0.29		0.14	0.36		0.15	0.16		0.14	0.15	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	223	1390		492	1819		521	768		254	506	
v/s Ratio Prot	c0.04	0.17		c0.09	c0.28		c0.11	0.05		0.09	c0.07	
v/s Ratio Perm												
v/c Ratio	0.69	0.61		0.61	0.77		0.72	0.29		0.62	0.43	
Uniform Delay, d1	27.5	18.5		24.1	16.8		24.2	22.2		24.2	23.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.5	0.8		2.3	2.0		4.7	0.2		4.7	0.6	
Delay (s)	35.9	19.2		26.4	18.8		28.9	22.4		28.8	23.7	
Level of Service	D	B		C	B		C	C		C	C	
Approach Delay (s)		21.5			20.1			25.9			25.4	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	22.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

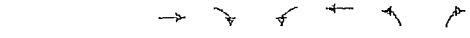
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	206	619	112	79	993	210	77	151	11	54	60	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.97		1.00	0.99		1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	4969		1770	4952		1770	1844		1770	1674	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	4969		1770	4952		1770	1844		1770	1674	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	229	688	124	88	1103	233	86	168	12	60	67	139
RTOR Reduction (vph)	0	30	0	0	40	0	0	4	0	0	111	0
Lane Group Flow (vph)	229	782	0	88	1296	0	86	176	0	60	95	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	11.9	27.6		6.5	22.2		4.5	12.7		2.7	10.9	
Effective Green, g (s)	11.9	27.6		6.5	22.2		4.5	12.7		2.7	10.9	
Actuated g/C Ratio	0.18	0.42		0.10	0.34		0.07	0.19		0.04	0.17	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	322	2094		176	1678		122	358		73	279	
v/s Ratio Prot	c0.13	0.16		0.05	c0.26		c0.05	c0.10		0.03	0.06	
v/s Ratio Perm												
v/c Ratio	0.71	0.37		0.50	0.77		0.70	0.49		0.82	0.34	
Uniform Delay, d1	25.2	13.0		28.0	19.4		29.9	23.5		31.2	24.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	7.2	0.1		2.2	2.3		16.9	1.1		49.9	0.7	
Delay (s)	32.4	13.1		30.2	21.7		46.7	24.6		81.1	24.9	
Level of Service	C	B		C	C		D	C		F	C	
Approach Delay (s)		17.4			22.2			31.7			37.5	
Approach LOS		B			C			C			D	

Intersection Summary				
HCM Average Control Delay	22.7	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.65			
Actuated Cycle Length (s)	65.5	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	63.7%	ICU Level of Service	B	
Analysis Period (min)	15			
c : Critical Lane Group				



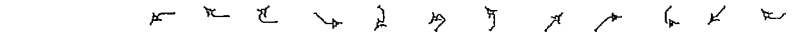
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	145	546	54	65	1068	35	43	25	53	48	58	316
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00		1.00	0.90		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5040		1770	5061		1770	1673		1770	1626	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5040		1770	5061		1770	1673		1770	1626	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	161	607	38	72	1187	39	48	28	59	53	64	351
RTOR Reduction (vph)	0	9	0	0	5	0	0	48	0	0	239	0
Lane Group Flow (vph)	161	636	0	72	1221	0	48	39	0	53	176	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	6.2	22.1		2.7	18.6		1.7	10.4		2.4	11.1	
Effective Green, g (s)	6.2	22.1		2.7	18.6		1.7	10.4		2.4	11.1	
Actuated g/C Ratio	0.12	0.41		0.05	0.35		0.03	0.19		0.04	0.21	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	205	2078		89	1756		56	325		79	337	
v/s Ratio Prot	c0.09	c0.13		0.04	c0.24		0.03	0.02		c0.03	c0.11	
v/s Ratio Perm												
v/c Ratio	0.79	0.31		0.81	0.70		0.86	0.12		0.67	0.52	
Uniform Delay, d1	23.1	10.6		25.2	15.1		25.8	17.8		25.2	18.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	17.7	0.1		39.8	1.2		70.1	0.2		20.1	1.5	
Delay (s)	40.8	10.7		65.0	16.3		95.9	18.0		45.3	20.3	
Level of Service	D	B		E	B		F	B		D	C	
Approach Delay (s)		16.7			19.0			45.7			23.2	
Approach LOS		B			B			D			C	

Intersection Summary				
HCM Average Control Delay	20.4	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.64			
Actuated Cycle Length (s)	53.6	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	68.7%	ICU Level of Service	C	
Analysis Period (min)	15			
c : Critical Lane Group				



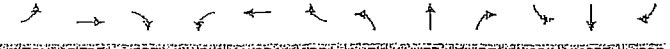
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	543	119	385	967	249	332
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		1.00	0.91	0.97	1.00
Frt	0.97		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	4948		1770	5085	3433	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	4948		1770	5085	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	603	132	428	1074	277	369
RTOR Reduction (vph)	59	0	0	0	0	294
Lane Group Flow (vph)	676	0	428	1074	277	75
Turn Type			Prot		Prot	
Protected Phases	4		3	8	2	2
Permitted Phases						
Actuated Green, G (s)	13.1		15.2	32.3	10.2	10.2
Effective Green, g (s)	13.1		15.2	32.3	10.2	10.2
Actuated g/C Ratio	0.26		0.30	0.64	0.20	0.20
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1284		533	3252	693	320
v/s Ratio Prot	c0.14		c0.24	0.21	c0.08	0.05
v/s Ratio Perm						
v/c Ratio	0.53		0.80	0.33	0.40	0.23
Uniform Delay, d1	16.0		16.3	4.2	17.5	16.9
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4		8.5	0.1	0.4	0.4
Delay (s)	16.4		24.8	4.2	17.9	17.2
Level of Service	B		C	A	B	B
Approach Delay (s)	16.4			10.1	17.5	
Approach LOS	B			B	B	

Intersection Summary			
HCM Average Control Delay	13.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	50.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	51.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



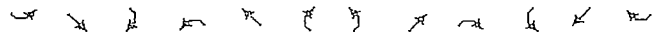
Movement	WBL	WBR	WBR2	NEL	NER	NWL	NWT	NWR	SEL	SET	SER	NEU	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations																		
Volume (vph)	94	0	107	0	0	0	0	0	0	0	0	0	292	90	160	583	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0		4.0										4.0		4.0	4.0		
Lane Util. Factor	1.00		1.00										0.91		0.97	0.91		
Frt	1.00		0.85										0.96		1.00	1.00		
Flt Protected	0.95		1.00										1.00		0.95	1.00		
Satd. Flow (prot)	1770		1583										4893		3433	5085		
Flt Permitted	0.95		1.00										1.00		0.95	1.00		
Satd. Flow (perm)	1770		1583										4893		3433	5085		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	104	0	119	0	0	0	0	0	0	0	0	0	324	100	178	648	0	
RTOR Reduction (vph)	0	0	99	0	0	0	0	0	0	0	0	0	77	0	0	0	0	
Lane Group Flow (vph)	104	0	20	0	0	0	0	0	0	0	0	0	356	0	178	648	0	
Turn Type			Perm									Prot				Prot		
Protected Phases	6											8			7	4		
Permitted Phases			6															
Actuated Green, G (s)	5.5		5.5										9.6		5.1	18.7		
Effective Green, g (s)	5.5		5.5										9.6		5.1	18.7		
Actuated g/C Ratio	0.17		0.17										0.30		0.16	0.58		
Clearance Time (s)	4.0		4.0										4.0		4.0	4.0		
Vehicle Extension (s)	3.0		3.0										3.0		3.0	3.0		
Lane Grp Cap (vph)	302		270										1459		544	2953		
v/s Ratio Prot	c0.06												c0.07		c0.05	c0.13		
v/s Ratio Perm			0.01															
v/c Ratio	0.34		0.08										0.24		0.33	0.22		
Uniform Delay, d1	11.8		11.2										8.6		12.0	3.2		
Progression Factor	1.00		1.00										1.00		1.00	1.00		
Incremental Delay, d2	0.7		0.1										0.1		0.4	0.0		
Delay (s)	12.4		11.3										8.6		12.4	3.3		
Level of Service	B		B										A		B	A		
Approach Delay (s)	11.9			0.0									8.6			5.2		
Approach LOS	B			A									A			A		

Intersection Summary			
HCM Average Control Delay	7.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.26		
Actuated Cycle Length (s)	32.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	29.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



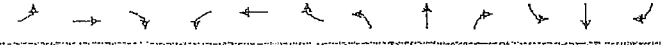
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	150	83	113	45	189	149	111	364	7	100	433	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.93		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1739		1770	3529		1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1739		1770	3529		1770	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	167	92	126	50	210	166	123	404	8	111	481	180
RTOR Reduction (vph)	0	0	78	0	36	0	0	2	0	0	0	140
Lane Group Flow (vph)	167	92	48	50	340	0	123	410	0	111	481	40
Turn Type	Prot		Prot	Prot			Prot			Prot		Prot
Protected Phases	7	4	4	3	8		5	2		1	6	6
Permitted Phases												
Actuated Green, G (s)	11.5	25.7	25.7	3.5	17.7		7.1	15.9		6.1	14.9	14.9
Effective Green, g (s)	11.5	25.7	25.7	3.5	17.7		7.1	15.9		6.1	14.9	14.9
Actuated g/C Ratio	0.17	0.38	0.38	0.05	0.26		0.11	0.24		0.09	0.22	0.22
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	303	712	605	92	458		187	835		161	785	351
v/s Ratio Prot	c0.09	0.05	0.03	0.03	c0.20		c0.07	0.12		0.06	0.14	0.03
v/s Ratio Perm												
v/c Ratio	0.55	0.13	0.08	0.54	0.74		0.66	0.49		0.69	0.61	0.11
Uniform Delay, d1	25.5	13.5	13.2	31.1	22.7		28.9	22.2		29.6	23.6	20.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.2	0.1	0.1	6.4	6.4		8.1	0.5		11.6	1.4	0.1
Delay (s)	27.7	13.6	13.3	37.5	29.1		37.0	22.6		41.3	25.0	21.0
Level of Service	C	B	B	D	C		D	C		D	C	C
Approach Delay (s)		19.6			30.0			25.9			26.4	
Approach LOS		B			C			C			C	

Intersection Summary				
HCM Average Control Delay	25.8	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.65			
Actuated Cycle Length (s)	67.2	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	58.8%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				



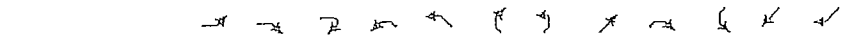
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	38	67	6	226	45	104	14	205	52	140	436	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.91		1.00	0.91	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.97		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1839		1770	1863	1583	1770	4931		1770	4985	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1839		1770	1863	1583	1770	4931		1770	4985	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	42	74	7	251	50	116	16	228	58	156	484	73
RTOR Reduction (vph)	0	5	0	0	0	83	0	45	0	0	25	0
Lane Group Flow (vph)	42	76	0	251	50	33	16	241	0	156	532	0
Turn Type	Prot			Prot		Prot	Prot			Prot		
Protected Phases	1	6		5	2	2	7	4		3	8	
Permitted Phases												
Actuated Green, G (s)	2.0	5.3		11.6	14.9	14.9	0.7	11.9		8.1	19.3	
Effective Green, g (s)	2.0	5.3		11.6	14.9	14.9	0.7	11.9		8.1	19.3	
Actuated g/C Ratio	0.01	0.10		0.22	0.28	0.28	0.01	0.22		0.15	0.36	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	67	184		388	525	446	23	1109		271	1819	
v/s Ratio Prot	0.02	c0.04		c0.14	0.03	0.02	0.01	0.05		c0.09	c0.11	
v/s Ratio Perm												
v/c Ratio	0.63	0.41		0.65	0.10	0.07	0.70	0.22		0.58	0.29	
Uniform Delay, d1	25.1	22.3		18.8	14.0	13.9	26.0	16.7		20.8	11.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	16.9	1.5		3.7	0.1	0.1	63.9	0.1		2.9	0.1	
Delay (s)	42.0	23.8		22.5	14.1	14.0	89.9	16.8		23.7	12.0	
Level of Service	D	C		C	B	B	F	B		C	B	
Approach Delay (s)		30.0			19.1			20.7			14.6	
Approach LOS		C			B			C			B	

Intersection Summary				
HCM Average Control Delay	18.2	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.45			
Actuated Cycle Length (s)	52.9	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	42.4%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				



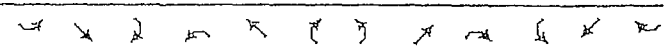
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	279	110	123	60	291	29	269	372	28	66	392	362
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85		0.99		1.00	0.99		1.00	0.93	
Flt Protected	0.95	1.00	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583		1829		1770	3502		1770	3277	
Flt Permitted	0.95	1.00	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1863	1583		1829		1770	3502		1770	3277	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	310	131	137	67	323	32	299	413	31	73	436	424
RTOR Reduction (vph)	0	0	112	0	3	0	0	6	0	0	194	0
Lane Group Flow (vph)	310	131	25	0	419	0	299	438	0	73	666	0
Turn Type	Split		Prot	Split			Prot			Prot		
Protected Phases	4	4	4	8	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	16.8	16.8	16.8		21.0		16.0	29.7		7.0	20.7	
Effective Green, g (s)	16.8	16.8	16.8		21.0		16.0	29.7		7.0	20.7	
Actuated g/C Ratio	0.19	0.19	0.19		0.23		0.18	0.33		0.08	0.23	
Clearance Time (s)	4.0	4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	329	346	294		424		313	1149		137	750	
v/s Ratio Prot	c0.18	0.07	0.02		c0.23		c0.17	0.13		0.04	c0.20	
v/s Ratio Perm												
v/c Ratio	0.94	0.38	0.09		0.99		0.96	0.38		0.53	0.89	
Uniform Delay, d1	36.4	32.3	30.5		34.6		36.9	23.3		40.2	33.8	
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	34.6	0.7	0.1		40.1		38.7	0.2		3.9	12.4	
Delay (s)	71.0	33.0	30.6		74.8		75.6	23.5		44.1	46.2	
Level of Service	E	C	C		E		E	C		D	D	
Approach Delay (s)		52.8			74.8			44.5			46.0	
Approach LOS		D			E			D			D	

Intersection Summary				
HCM Average Control Delay	51.6	HCM Level of Service	D	
HCM Volume to Capacity ratio	0.94			
Actuated Cycle Length (s)	90.5	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	87.2%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBT	EBR	NWL2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	30	10	245	94	221	63	212	242	29	68	860	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97		0.97	0.91		1.00	0.91	
Frt	1.00	0.85	0.85	1.00	0.97		1.00	0.98		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1583	1583	1770	3363		3433	5004		1770	5001	
Flt Permitted	0.95	1.00	1.00	0.95	0.96		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1583	1583	1770	3363		3433	5004		1770	5001	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	33	122	272	104	246	70	236	269	32	76	956	119
RTOR Reduction (vph)	0	0	203	0	45	0	0	22	0	0	25	0
Lane Group Flow (vph)	33	122	69	104	271	0	236	279	0	76	1050	0
Turn Type		Perm	Perm	Split			Prot			Prot		
Protected Phases	2			6	6		3	8		7	4	
Permitted Phases		2	2									
Actuated Green, G (s)	15.2	15.2	15.2	5.8	5.8		5.1	18.9		4.1	17.9	
Effective Green, g (s)	15.2	15.2	15.2	5.8	5.8		5.1	18.9		4.1	17.9	
Actuated g/C Ratio	0.25	0.25	0.25	0.10	0.10		0.08	0.32		0.07	0.30	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	448	401	401	171	325		292	1576		121	1492	
v/s Ratio Prot	0.02			0.06	c0.08		c0.07	0.06		0.04	c0.21	
v/s Ratio Perm		c0.08	0.04									
v/c Ratio	0.07	0.30	0.17	0.61	0.83		0.81	0.18		0.63	0.70	
Uniform Delay, d1	17.0	18.1	17.5	26.0	26.6		27.0	14.9		27.2	18.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	2.0	0.9	6.0	16.5		15.0	0.1		9.8	1.5	
Delay (s)	17.4	20.1	18.4	32.0	43.1		42.0	15.0		37.0	20.2	
Level of Service	B	C	B	C	D		D	B		D	C	
Approach Delay (s)	18.8			40.4			26.9			21.3		
Approach LOS	B			D			C			C		

Intersection Summary				
HCM Average Control Delay	25.2	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.59			
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	60.0%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				



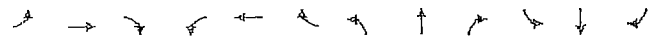
Movement	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations						
Sign Control	Stop		Stop	Stop		Stop
Volume (vph)	105	30	2	3	16	175
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	117	33	2	3	18	194

Direction, Lane #	SE 1	SE 2	NW 1	NE 1	SW 1
Volume Total (vph)	56	72	59	152	216
Volume Left (vph)	49	0	14	117	3
Volume Right (vph)	0	72	16	2	194
Hadj (s)	0.47	0.67	0.08	0.18	-0.50
Departure Headway (s)	5.9	4.7	4.9	4.8	4.1
Degree Utilization, x	0.09	0.09	0.08	0.20	0.24
Capacity (veh/h)	571	705	665	716	839
Control Delay (s)	8.3	7.0	8.4	9.0	9.1
Approach Delay (s)	7.6		8.4	9.0	8.4
Approach LOS	A		A	A	A

Intersection Summary			
Delay	8.3		
HCM Level of Service	A		
Intersection Capacity Utilization	38.9%	ICU Level of Service	A
Analysis Period (min)	15		

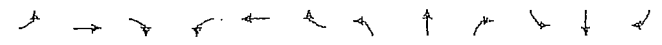
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	52	89	116	199	61	24	30	264	81	15	756	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.99		1.00	0.96		1.00	0.98	
Flt Protected		0.98	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1829	1583		1779		1770	3414		1770	3456	
Flt Permitted		0.98	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1829	1583		1779		1770	3414		1770	3456	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	58	99	129	221	68	27	33	293	90	17	840	156
RTOR Reduction (vph)	0	0	108	0	4	0	0	34	0	0	18	0
Lane Group Flow (vph)	0	157	21	0	312	0	33	349	0	17	978	0
Turn Type	Split		Prot	Split			Prot			Prot		
Protected Phases	4	4	4	8	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)		11.3	11.3		15.6		1.5	25.3		0.8	24.6	
Effective Green, g (s)		11.3	11.3		15.6		1.5	25.3		0.8	24.6	
Actuated g/C Ratio		0.16	0.16		0.23		0.02	0.37		0.01	0.36	
Clearance Time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		300	259		402		38	1252		21	1232	
v/s Ratio Prot		c0.09	0.01		c0.18		c0.02	0.10		0.01	c0.28	
v/s Ratio Perm												
v/c Ratio		0.52	0.08		0.78		0.87	0.28		0.81	0.79	
Uniform Delay, d1		26.4	24.5		25.1		33.7	15.4		34.0	19.9	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.6	0.1		9.1		93.8	0.1		109.0	3.6	
Delay (s)		28.0	24.6		34.2		127.5	15.5		143.1	23.5	
Level of Service		C	C		C		F	B		F	C	
Approach Delay (s)		26.5			34.2			24.4			25.5	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	26.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	69.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	58.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



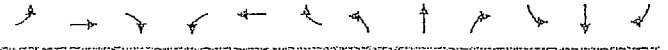
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑↑	↑↑					↰	↕	↱
Volume (vph)	0	286	176	382	615	0	0	0	0	997	3	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0					4.0	4.0	4.0
Lane Util. Factor		0.95		0.97	0.95					0.95	0.91	0.95
Frt		0.94		1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00					0.95	0.95	1.00
Satd. Flow (prot)		3337		3433	3539					1681	1610	1504
Flt Permitted		1.00		0.95	1.00					0.95	0.95	1.00
Satd. Flow (perm)		3337		3433	3539					1681	1610	1504
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	318	196	424	683	0	0	0	0	1108	3	160
RTOR Reduction (vph)	0	155	0	0	0	0	0	0	0	0	2	83
Lane Group Flow (vph)	0	359	0	424	683	0	0	0	0	565	560	61
Turn Type				Prot						Split		Prot
Protected Phases		4		3	8					6	6	6
Permitted Phases												
Actuated Green, G (s)		11.7		9.9	25.6					24.7	24.7	24.7
Effective Green, g (s)		11.7		9.9	25.6					24.7	24.7	24.7
Actuated g/C Ratio		0.20		0.17	0.44					0.42	0.42	0.42
Clearance Time (s)		4.0		4.0	4.0					4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Lane Grp Cap (vph)		670		583	1554					712	682	637
v/s Ratio Prot		c0.11		c0.12	0.19					0.34	c0.35	0.04
v/s Ratio Perm												
v/c Ratio		0.54		0.73	0.44					0.79	0.82	0.10
Uniform Delay, d1		20.9		22.9	11.4					14.6	14.9	10.1
Progression Factor		1.00		1.00	1.00					1.00	1.00	1.00
Incremental Delay, d2		0.8		4.5	0.2					6.1	7.9	0.1
Delay (s)		21.7		27.4	11.6					20.7	22.7	10.2
Level of Service		C		C	B					C	C	B
Approach Delay (s)		21.7			17.6			0.0			20.4	
Approach LOS		C			B			A			C	

Intersection Summary			
HCM Average Control Delay	19.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	58.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	73.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↰	↑↑			↑↑	↱	↰	↕	↱			
Volume (vph)	61	1167	0	0	925	834	106	2	547	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lane Util. Factor	0.97	0.95			0.95	1.00	0.95	0.91	0.95			
Frt	1.00	1.00			1.00	0.85	1.00	0.86	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (prot)	3433	3539			3539	1583	1681	1449	1504			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (perm)	3433	3539			3539	1583	1681	1449	1504			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	68	1297	0	0	1028	927	118	2	608	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	494	0	39	39	0	0	0
Lane Group Flow (vph)	68	1297	0	0	1028	433	106	273	271	0	0	0
Turn Type	Prot					Prot	Split		Prot			
Protected Phases	7	4			8	8	2	2	2			
Permitted Phases												
Actuated Green, G (s)	2.4	31.6			25.2	25.2	14.3	14.3	14.3			
Effective Green, g (s)	2.4	31.6			25.2	25.2	14.3	14.3	14.3			
Actuated g/C Ratio	0.04	0.59			0.47	0.47	0.27	0.27	0.27			
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	153	2075			1655	740	446	384	399			
v/s Ratio Prot	0.02	c0.37			0.29	0.27	0.06	c0.19	0.18			
v/s Ratio Perm												
v/c Ratio	0.44	0.63			0.62	0.59	0.24	0.71	0.68			
Uniform Delay, d1	25.1	7.3			10.8	10.5	15.5	17.9	17.7			
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	2.1	0.6			0.7	1.2	0.3	6.1	4.6			
Delay (s)	27.2	7.9			11.5	11.7	15.8	24.0	22.3			
Level of Service	C	A			B	B	B	C	C			
Approach Delay (s)		8.6			11.6			22.1			0.0	
Approach LOS		A			B			C			A	

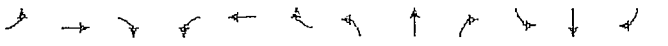
Intersection Summary			
HCM Average Control Delay	12.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	53.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	73.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	6	16	704	14	133	69	857	145	111	1041	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.91	0.95	0.95	0.91	0.95	1.00	0.91		1.00	0.91	
Frt	1.00	0.97	0.85	1.00	0.99	0.85	1.00	0.98		1.00	1.00	
Flt Protected	0.95	0.98	1.00	0.95	0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1617	1504	1681	1611	1504	1770	4975		1770	5073	
Flt Permitted	0.95	0.98	1.00	0.95	0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1617	1504	1681	1611	1504	1770	4975		1770	5073	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	22	7	18	782	16	148	77	952	161	123	1157	19
RTOR Reduction (vph)	0	3	14	0	1	89	0	23	0	0	2	0
Lane Group Flow (vph)	16	13	1	407	405	44	77	1090	0	123	1174	0
Turn Type	Split		Prot	Split		Prot	Prot			Prot		
Protected Phases	4	4	4	8	8	8	5	2		6	6	
Permitted Phases											6	
Actuated Green, G (s)	3.5	3.5	3.5	23.7	23.7	23.7	4.4	32.0		23.6	23.6	
Effective Green, g (s)	3.5	3.5	3.5	23.7	23.7	23.7	4.4	32.0		23.6	23.6	
Actuated g/C Ratio	0.05	0.05	0.05	0.33	0.33	0.33	0.06	0.45		0.33	0.33	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	83	79	74	560	536	501	109	2236		587	1682	
v/s Ratio Prot	c0.01	0.01	0.00	0.24	c0.25	0.03	c0.04	0.22		0.07		
v/s Ratio Perm											c0.23	
v/c Ratio	0.19	0.17	0.01	0.73	0.75	0.09	0.71	0.49		0.21	0.70	
Uniform Delay, d1	32.5	32.5	32.2	20.9	21.2	16.3	32.8	13.8		17.1	20.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.1	1.0	0.1	4.7	6.0	0.1	18.8	0.2		0.2	1.3	
Delay (s)	33.6	33.4	32.3	25.6	27.1	16.4	51.6	14.0		17.3	22.0	
Level of Service	C	C	C	C	C	B	D	B		B	C	
Approach Delay (s)		33.1			25.0			16.4			21.5	
Approach LOS		C			C			B			C	

Intersection Summary				
HCM Average Control Delay	20.9	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.69			
Actuated Cycle Length (s)	71.2	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	69.8%	ICU Level of Service	B	
Analysis Period (min)	15			

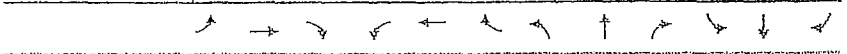
! Phase conflict between lane groups.
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	1008	200	147	788	0	0	544	629
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor					0.91	1.00	0.97	0.95			0.86	0.86
Frpb, ped/bikes					1.00	1.00	1.00	1.00			0.93	1.00
Flpb, ped/bikes					1.00	1.00	1.00	1.00			1.00	1.00
Frt					1.00	0.85	1.00	1.00			0.94	0.85
Flt Protected					1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					5085	1583	3433	3539			4207	1362
Flt Permitted					1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					5085	1583	3433	3539			4207	1362
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	0	1120	222	163	876	0	0	604	699
RTOR Reduction (vph)	0	0	0	0	0	89	0	0	0	0	18	18
Lane Group Flow (vph)	0	0	0	0	1120	133	163	876	0	0	936	331
Confl. Peds. (#/hr)												200
Turn Type				Prot		Perm	Prot					Prot
Protected Phases				3	8		5	2			6	6
Permitted Phases						8						
Actuated Green, G (s)					16.4	16.4	3.7	26.9			19.2	19.2
Effective Green, g (s)					16.4	16.4	3.7	26.9			19.2	19.2
Actuated g/C Ratio					0.32	0.32	0.07	0.52			0.37	0.37
Clearance Time (s)					4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)					3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					1626	506	248	1856			1575	510
v/s Ratio Prot					c0.22		0.05	c0.25			0.22	c0.24
v/s Ratio Perm						0.08						
v/c Ratio					0.69	0.26	0.66	0.47			0.59	0.65
Uniform Delay, d1					15.2	13.0	23.2	7.7			12.9	13.3
Progression Factor					1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2					1.2	0.3	6.2	0.2			0.6	2.8
Delay (s)					16.5	13.2	29.3	7.9			13.5	16.1
Level of Service					B	B	C	A			B	B
Approach Delay (s)		0.0			15.9			11.3			14.2	
Approach LOS		A			B			B			B	

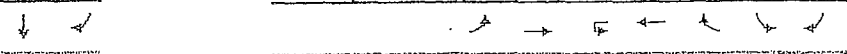
Intersection Summary				
HCM Average Control Delay	14.0	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.67			
Actuated Cycle Length (s)	51.3	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	95.4%	ICU Level of Service	F	
Analysis Period (min)	15			

c Critical Lane Group



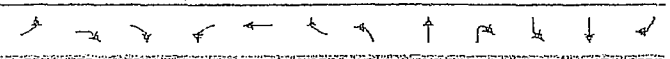
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	589	896	265	0	0	0	0	346	192	111	676	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor	0.91	0.86	0.91					0.86		1.00	0.91	
Frt	1.00	1.00	0.85					0.95		1.00	1.00	
Flt Protected	0.95	1.00	1.00					1.00		0.95	1.00	
Satd. Flow (prot)	1610	3176	1441					6065		1770	5085	
Flt Permitted	0.95	1.00	1.00					1.00		0.95	1.00	
Satd. Flow (perm)	1610	3176	1441					6065		1770	5085	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	654	996	294	0	0	0	0	384	213	123	751	0
RTOR Reduction (vph)	0	3	71	0	0	0	0	57	0	0	0	0
Lane Group Flow (vph)	543	1133	194	0	0	0	0	540	0	123	751	0
Turn Type	Split		Prot							Prot		
Protected Phases	4	4	4					2		1	6	
Permitted Phases												
Actuated Green, G (s)	23.7	23.7	23.7					11.7		4.5	20.2	
Effective Green, g (s)	23.7	23.7	23.7					11.7		4.5	20.2	
Actuated g/C Ratio	0.46	0.46	0.46					0.23		0.09	0.39	
Clearance Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	735	1450	658					1367		153	1979	
v/s Ratio Prot	0.34	c0.36	0.13					0.09		c0.07	c0.15	
v/s Ratio Perm												
v/c Ratio	0.74	0.78	0.29					0.39		0.80	0.38	
Uniform Delay, d1	11.6	11.9	8.9					17.1		23.3	11.4	
Progression Factor	1.00	1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2	3.9	2.8	0.3					0.2		25.5	0.1	
Delay (s)	15.5	14.7	9.1					17.3		48.7	11.5	
Level of Service	B	B	A					B		D	B	
Approach Delay (s)		14.2			0.0			17.3		16.7		
Approach LOS		B			A			B		B		

Intersection Summary				
HCM Average Control Delay	15.4	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.63			
Actuated Cycle Length (s)	51.9	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	95.4%	ICU Level of Service	F	
Analysis Period (min)	15			
c Critical Lane Group				



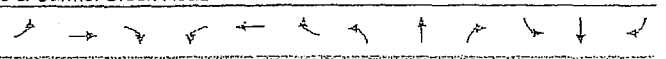
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	16	201	0	424	24	94	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0		4.0	4.0
Lane Util. Factor	1.00	0.95		0.95		1.00	1.00
Frt	1.00	1.00		0.99		1.00	0.85
Flt Protected	0.95	1.00		1.00		0.95	1.00
Satd. Flow (prot)	1770	3539		3510		1770	1583
Flt Permitted	0.95	1.00		1.00		0.95	1.00
Satd. Flow (perm)	1770	3539		3510		1770	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	18	223	0	471	27	104	124
RTOR Reduction (vph)	0	0	0	8	0	0	105
Lane Group Flow (vph)	18	223	0	490	0	104	19
Turn Type	Prot		Prot				Prot
Protected Phases	7	4	3	8		6	6
Permitted Phases							
Actuated Green, G (s)	0.5	12.7		8.2		3.8	3.8
Effective Green, g (s)	0.5	12.7		8.2		3.8	3.8
Actuated g/C Ratio	0.02	0.52		0.33		0.16	0.16
Clearance Time (s)	4.0	4.0		4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)	36	1835		1175		275	246
v/s Ratio Prot	c0.01	0.06		c0.14		c0.06	0.01
v/s Ratio Perm							
v/c Ratio	0.50	0.12		0.42		0.38	0.08
Uniform Delay, d1	11.9	3.0		6.3		9.3	8.9
Progression Factor	1.00	1.00		1.00		1.00	1.00
Incremental Delay, d2	10.5	0.0		0.2		0.9	0.1
Delay (s)	22.4	3.1		6.5		10.2	9.0
Level of Service	C	A		A		B	A
Approach Delay (s)		4.5		6.5		9.5	
Approach LOS		A		A		A	

Intersection Summary				
HCM Average Control Delay	6.7	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.41			
Actuated Cycle Length (s)	24.5	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	26.1%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	65	214	142	157	362	97	316	309	209	1070	183	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.88	1.00	1.00	1.00		1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.85	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	2787	1583	1770	1804		1770	3539	1583	3433	3539	1583
Flt Permitted	0.31	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	572	2787	1583	1770	1804		1770	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	72	238	158	174	402	108	351	343	232	1189	203	220
RTOR Reduction (vph)	0	0	132	0	11	0	0	0	194	0	0	159
Lane Group Flow (vph)	72	238	26	174	499	0	351	343	38	1189	203	61
Turn Type	custom	custom	custom	Prot			Prot		Prot	Prot		Prot
Protected Phases				3	8		5	2	2	1	6	6
Permitted Phases	4	4	4									
Actuated Green, G (s)	14.2	14.2	14.2	9.5	27.7		21.5	13.8	13.8	31.2	23.5	23.5
Effective Green, g (s)	14.2	14.2	14.2	9.5	27.7		21.5	13.8	13.8	31.2	23.5	23.5
Actuated g/C Ratio	0.17	0.17	0.17	0.11	0.33		0.25	0.16	0.16	0.37	0.28	0.28
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	96	467	265	199	590		449	577	258	1265	982	439
v/s Ratio Prot				0.10	c0.28		0.20	c0.10	0.02	c0.35	0.06	0.04
v/s Ratio Perm	0.13	0.09	0.02									
v/c Ratio	0.75	0.51	0.10	0.87	0.85		0.78	0.59	0.15	0.94	0.21	0.14
Uniform Delay, d1	33.6	32.1	29.8	37.0	26.5		29.4	32.9	30.4	25.8	23.5	23.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	27.6	0.9	0.2	31.9	10.8		8.6	1.6	0.3	13.3	0.1	0.1
Delay (s)	61.1	33.0	30.0	68.9	37.3		38.0	34.5	30.7	39.1	23.6	23.1
Level of Service	E	C	C	E	D		D	C	C	D	C	C
Approach Delay (s)					45.3			34.9			35.0	
Approach LOS					D			C			C	

Intersection Summary					
HCM Average Control Delay	37.0	HCM Level of Service	D		
HCM Volume to Capacity ratio	0.84				
Actuated Cycle Length (s)	84.7	Sum of lost time (s)	12.0		
Intersection Capacity Utilization	80.9%	ICU Level of Service	D		
Analysis Period (min)	15				
c Critical Lane Group					



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	437	0	180	0	0	0	0	394	74	183	269	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00					0.95		0.97	0.95	
Frt	1.00	1.00	0.85					0.98		1.00	1.00	
Flt Protected	0.95	0.95	1.00					1.00		0.95	1.00	
Satd. Flow (prot)	1681	1681	1583					3455		3433	3539	
Flt Permitted	0.95	0.95	1.00					1.00		0.95	1.00	
Satd. Flow (perm)	1681	1681	1583					3455		3433	3539	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	486	0	200	0	0	0	0	438	82	203	299	0
RTOR Reduction (vph)	0	0	138	0	0	0	0	32	0	0	0	0
Lane Group Flow (vph)	243	243	62	0	0	0	0	488	0	203	299	0
Turn Type	Split		Prot							Prot		
Protected Phases	4	4	4					2		1	6	
Permitted Phases												
Actuated Green, G (s)	12.1	12.1	12.1					11.6		3.6	19.2	
Effective Green, g (s)	12.1	12.1	12.1					11.6		3.6	19.2	
Actuated g/C Ratio	0.31	0.31	0.31					0.30		0.09	0.49	
Clearance Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	518	518	487					1020		314	1729	
v/s Ratio Prot	c0.14	0.14	0.04					c0.14		c0.06	0.08	
v/s Ratio Perm												
v/c Ratio	0.47	0.47	0.13					0.48		0.65	0.17	
Uniform Delay, d1	11.0	11.0	9.8					11.4		17.2	5.6	
Progression Factor	1.00	1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2	0.7	0.7	0.1					0.4		4.5	0.0	
Delay (s)	11.7	11.7	9.9					11.7		21.8	5.7	
Level of Service	B	B	A					B		C	A	
Approach Delay (s)		11.2			0.0			11.7			12.2	
Approach LOS		B			A			B			B	

Intersection Summary					
HCM Average Control Delay	11.6	HCM Level of Service	B		
HCM Volume to Capacity ratio	0.50				
Actuated Cycle Length (s)	39.3	Sum of lost time (s)	12.0		
Intersection Capacity Utilization	40.6%	ICU Level of Service	A		
Analysis Period (min)	15				
c Critical Lane Group					

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	86	486	33	141	422	335	48	64	236	623	139	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		0.97	1.00	
Frt	1.00	0.99		1.00	0.93		1.00	0.88		1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3505		1770	3304		1770	1643		3433	1706	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3505		1770	3304		1770	1643		3433	1706	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	96	540	37	157	469	372	53	71	262	692	154	198
RTOR Reduction (vph)	0	5	0	0	149	0	0	149	0	0	47	0
Lane Group Flow (vph)	96	572	0	157	692	0	53	184	0	692	305	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												
Actuated Green, G (s)	8.1	19.4		12.1	23.4		5.0	14.4		19.0	28.4	
Effective Green, g (s)	8.1	19.4		12.1	23.4		5.0	14.4		19.0	28.4	
Actuated g/C Ratio	0.10	0.24		0.15	0.29		0.06	0.18		0.23	0.36	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	177	841		265	956		109	292		806	599	
v/s Ratio Prot	0.05	0.16		c0.09	c0.21		0.03	c0.11		c0.20	0.18	
v/s Ratio Perm												
v/c Ratio	0.54	0.68		0.59	0.72		0.49	0.63		0.86	0.51	
Uniform Delay, d1	34.6	27.9		32.1	25.8		36.7	30.8		29.7	20.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.4	2.2		3.5	2.7		3.4	4.4		9.0	0.7	
Delay (s)	38.0	30.1		35.6	28.6		40.1	35.2		38.7	21.4	
Level of Service	D	C		D	C		D	D		D	C	
Approach Delay (s)		31.3			29.7			35.9			32.9	
Approach LOS		C			C			D			C	

Intersection Summary			
HCM Average Control Delay	31.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	80.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	76.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	SEL	SET	NWL	NWT	NWR2	SWL	SWR
Lane Configurations									
Volume (vph)	0	0	754	576	742	0	306	133	209
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor			0.97	0.95	0.95		1.00	0.97	1.00
Frt			1.00	1.00	1.00		0.85	1.00	0.85
Flt Protected			0.95	1.00	1.00		1.00	0.95	1.00
Satd. Flow (prot)			3433	3539	3539		1583	3433	1583
Flt Permitted			0.95	1.00	1.00		1.00	0.95	1.00
Satd. Flow (perm)			3433	3539	3539		1583	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	838	640	824	0	340	148	232
RTOR Reduction (vph)	0	0	0	0	0	0	230	0	198
Lane Group Flow (vph)	0	0	838	640	824	0	110	148	34
Turn Type			Prot				Perm		Perm
Protected Phases			5	2	6			4	
Permitted Phases							6		4
Actuated Green, G (s)			17.2	39.0	17.8		17.8	8.1	8.1
Effective Green, g (s)			17.2	39.0	17.8		17.8	8.1	8.1
Actuated g/C Ratio			0.31	0.71	0.32		0.32	0.15	0.15
Clearance Time (s)			4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)			3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)			1072	2505	1143		511	505	233
v/s Ratio Prot			c0.24	0.18	c0.23			c0.04	
v/s Ratio Perm							0.07		0.02
v/c Ratio			0.78	0.26	0.72		0.21	0.29	0.15
Uniform Delay, d1			17.2	2.9	16.5		13.6	20.9	20.5
Progression Factor			1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2			3.8	0.1	2.3		0.2	0.3	0.3
Delay (s)			21.0	2.9	18.7		13.8	21.3	20.8
Level of Service			C	A	B		B	C	C
Approach Delay (s)	0.0			13.2	17.8			21.0	
Approach LOS	A			B	B			C	

Intersection Summary			
HCM Average Control Delay	15.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	55.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL2	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR
Lane Configurations											
Volume (vph)	300	2	161	337	370	0	0	723	214	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		
Lane Util. Factor	0.95	0.95	1.00	0.97	0.95			0.95	1.00		
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		
Flt Protected	0.95	0.95	1.00	0.95	1.00			1.00	1.00		
Satd. Flow (prot)	1681	1681	1583	3433	3539			3539	1583		
Flt Permitted	0.95	0.95	1.00	0.95	1.00			1.00	1.00		
Satd. Flow (perm)	1681	1681	1583	3433	3539			3539	1583		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	333	2	179	374	411	0	0	803	238	0	0
RTOR Reduction (vph)	0	0	140	0	0	0	0	0	156	0	0
Lane Group Flow (vph)	166	169	39	374	411	0	0	803	82	0	0
Turn Type	Split		Prot	Prot					Prot		
Protected Phases	4	4	4	1	6			2	2		
Permitted Phases											
Actuated Green, G (s)	10.2	10.2	10.2	8.9	29.2			16.3	16.3		
Effective Green, g (s)	10.2	10.2	10.2	8.9	29.2			16.3	16.3		
Actuated g/C Ratio	0.22	0.22	0.22	0.19	0.62			0.34	0.34		
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0		
Lane Grp Cap (vph)	362	362	341	645	2180			1217	544		
v/s Ratio Prot	0.10	c0.10	0.02	c0.11	0.12			c0.23	0.05		
v/s Ratio Perm											
v/c Ratio	0.46	0.47	0.11	0.58	0.19			0.66	0.15		
Uniform Delay, d1	16.2	16.2	15.0	17.5	4.0			13.2	10.8		
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		
Incremental Delay, d2	0.9	1.0	0.1	1.3	0.0			1.3	0.1		
Delay (s)	17.1	17.2	16.1	18.8	4.0			14.5	10.9		
Level of Service	B	B	B	B	A			B	B		
Approach Delay (s)		16.4			11.1			13.7		0.0	
Approach LOS		B			B			B		A	

Intersection Summary				
HCM Average Control Delay	13.4	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.58			
Actuated Cycle Length (s)	47.4	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	48.0%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	Jacob Swim	Intersection	Carmel Creek Rd./Del Mar Trail
Agency/Co.	USAI	Jurisdiction	City of San Diego
Date Performed	9/1/2009	Analysis Year	2009
Analysis Time Period	36 Existing AM		

Project ID 002407 - San Diego Corporate Center Lots

East/West Street: Del Mar Trail | North/South Street: Carmel Creek Road

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	10	10	10	200	2	25
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	3	237	100	15	924	3
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LT	TR	LT	TR
PHF	0.90		0.90		0.90	0.90	0.90	0.90
Flow Rate (veh/h)	33		251		134	243	529	516
% Heavy Vehicles	2		2		2	2	2	2
No. Lanes	1		1		2		2	
Geometry Group	2		2		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Prop. Left-Turns	0.3		0.9		0.0	0.0	0.0	0.0
Prop. Right-Turns	0.3		0.1		0.0	0.5	0.0	0.0
Prop. Heavy Vehicle	0.0		0.0		0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.1		0.0	-0.3	0.0	0.0

Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
hd, initial value (s)	3.20		3.20		3.20	3.20	3.20	3.20
x, initial	0.03		0.22		0.12	0.22	0.47	0.46
hd, final value (s)	7.33		6.74		7.05	6.71	6.22	6.20
x, final value	0.07		0.47		0.26	0.45	0.91	0.89
Move-up time, m (s)	2.0		2.0		2.3		2.3	
Service Time, l_s (s)	5.3		4.7		4.7	4.4	3.9	3.9

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	283		501		384	493	579	580
Delay (s/veh)	10.86		15.57		12.24	14.85	43.62	39.51
LOS	B		C		B	B	E	E
Approach: Delay (s/veh)	10.86		15.57		13.92		41.59	
LOS	B		C		B		E	
Intersection Delay (s/veh)	31.06							
Intersection LOS	D							

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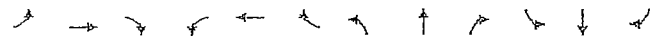
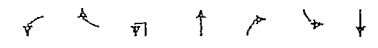


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	397	485	162	363	3	512	2	392	0	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1861			1774	1583		1779	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00		1.00	
Satd. Flow (perm)	1770	1863	1583	1770	1861			1774	1583		1779	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	7	441	539	180	403	3	569	2	436	0	2	1
RTOR Reduction (vph)	0	0	279	0	0	0	0	0	274	0	1	0
Lane Group Flow (vph)	7	441	260	180	406	0	0	571	162	0	2	0
Turn Type	Prot		Prot	Prot			Split		Prot	Split		
Protected Phases	7	4	4	3	8		2	2	2	6	6	
Permitted Phases												
Actuated Green, G (s)	0.8	27.4	27.4	10.7	37.3			32.6	32.6		1.1	
Effective Green, g (s)	0.8	27.4	27.4	10.7	37.3			32.6	32.6		1.1	
Actuated g/C Ratio	0.01	0.31	0.31	0.12	0.42			0.37	0.37		0.01	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	6.0		3.0	
Lane Grp Cap (vph)	16	581	494	216	791			659	588		22	
v/s Ratio Prot	0.00	c0.24	0.16	c0.10	0.22			c0.32	0.10		c0.00	
v/s Ratio Perm												
v/c Ratio	0.44	0.76	0.53	0.83	0.51			0.87	0.28		0.09	
Uniform Delay, d1	43.3	27.2	24.9	37.7	18.6			25.6	19.3		42.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	18.0	5.7	1.0	23.2	0.6			11.5	0.3		1.8	
Delay (s)	61.2	32.9	25.9	60.9	19.1			37.1	19.6		44.7	
Level of Service	E	C	C	E	B			D	B		D	
Approach Delay (s)		29.3			32.0			29.5			44.7	
Approach LOS		C			C			C			D	

Intersection Summary				
HCM Average Control Delay	30.0	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.81			
Actuated Cycle Length (s)	87.8	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	75.0%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

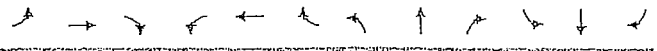
Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								
Volume (vph)	201	256	0	521	354	332	272	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	1.00		1.00	1.00	1.00	0.95	
Frt	1.00	0.85		1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	1583		1863	1583	1770	3539	
Flt Permitted	0.95	1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	1583		1863	1583	1770	3539	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	223	284	0	579	393	369	302	
RTOR Reduction (vph)	0	236	0	0	243	0	0	
Lane Group Flow (vph)	223	48	0	579	150	369	302	
Turn Type		Perm	Prot		Perm	Prot		
Protected Phases	1		3	8		7	4	
Permitted Phases		1			8		6	
Actuated Green, G (s)	11.0	11.0		24.8	24.8	17.2	11.0	
Effective Green, g (s)	11.0	11.0		24.8	24.8	17.2	11.0	
Actuated g/C Ratio	0.17	0.17		0.38	0.38	0.26	0.17	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	581	268		711	604	468	599	
v/s Ratio Prot	0.06			c0.31		c0.21		
v/s Ratio Perm		0.03			0.09		c0.09	
v/c Ratio	0.38	0.18		0.81	0.25	0.79	0.50	
Uniform Delay, d1	24.0	23.1		18.0	13.7	22.2	24.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.4	0.3		7.1	0.2	8.6	0.7	
Delay (s)	24.4	23.5		25.2	13.9	30.8	25.2	
Level of Service	C	C		C	B	C	C	
Approach Delay (s)	23.9			20.6		28.3		
Approach LOS	C			C		C		

Intersection Summary				
HCM Average Control Delay	23.8	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.74			
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	61.5%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				



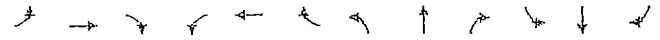
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Volume (vph)	63	6	0	836	108	8	470
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0		4.0	4.0
Lane Util. Factor	0.97			0.95		1.00	0.95
Frt	0.99			0.98		1.00	1.00
Flt Protected	0.96			1.00		0.95	1.00
Satd. Flow (prot)	3409			3478		1770	3539
Flt Permitted	0.96			1.00		0.29	1.00
Satd. Flow (perm)	3409			3478		536	3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	70	7	0	929	120	9	522
RTOR Reduction (vph)	6	0	0	17	0	0	0
Lane Group Flow (vph)	71	0	0	1032	0	9	522
Turn Type			Perm			Perm	
Protected Phases	8			2			6
Permitted Phases			2			6	
Actuated Green, G (s)	1.9			13.9		13.9	13.9
Effective Green, g (s)	1.9			13.9		13.9	13.9
Actuated g/C Ratio	0.08			0.58		0.58	0.58
Clearance Time (s)	4.0			4.0		4.0	4.0
Vehicle Extension (s)	3.0			3.0		3.0	3.0
Lane Grp Cap (vph)	272			2031		313	2067
v/s Ratio Prot	c0.02			c0.30			0.15
v/s Ratio Perm						0.02	
v/c Ratio	0.26			0.51		0.03	0.25
Uniform Delay, d1	10.3			2.9		2.1	2.4
Progression Factor	1.00			1.00		1.00	1.00
Incremental Delay, d2	0.5			0.2		0.0	0.1
Delay (s)	10.8			3.1		2.1	2.5
Level of Service	B			A		A	A
Approach Delay (s)	10.8			3.1		2.5	
Approach LOS	B			A		A	

Intersection Summary				
HCM Average Control Delay	3.3	HCM Level of Service		A
HCM Volume to Capacity ratio	0.48			
Actuated Cycle Length (s)	23.8	Sum of lost time (s)		8.0
Intersection Capacity Utilization	36.6%	ICU Level of Service		A
Analysis Period (min)	15			
c Critical Lane Group				



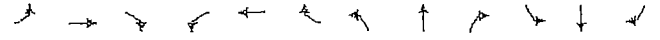
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	21	14	14	20	150	25	754	48	86	416	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.94		1.00	0.87		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1748		1770	1616		1770	3508		1770	3507	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1748		1770	1616		1770	3508		1770	3507	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	24	23	16	16	22	167	28	838	53	96	462	30
RTOR Reduction (vph)	0	14	0	0	148	0	0	6	0	0	6	0
Lane Group Flow (vph)	24	25	0	16	41	0	28	885	0	96	486	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	0.8	5.1		0.8	5.1		0.6	19.2		3.5	22.1	
Effective Green, g (s)	0.8	5.1		0.8	5.1		0.6	19.2		3.5	22.1	
Actuated g/C Ratio	0.02	0.11		0.02	0.11		0.01	0.43		0.08	0.50	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	32	200		32	185		24	1510		139	1738	
v/s Ratio Prot	c0.01	0.01		0.01	c0.03		0.02	c0.25		c0.05	c0.14	
v/s Ratio Perm												
v/c Ratio	0.75	0.12		0.50	0.22		1.17	0.59		0.69	0.28	
Uniform Delay, d1	21.8	17.7		21.7	17.9		22.0	9.7		20.0	6.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	65.2	0.3		11.8	0.6		239.4	0.6		13.8	0.1	
Delay (s)	87.0	18.0		33.5	18.6		261.4	10.3		33.8	6.7	
Level of Service	F	B		C	B		F	B		C	A	
Approach Delay (s)		44.3			19.7			17.9			11.1	
Approach LOS		D			B			B			B	

Intersection Summary				
HCM Average Control Delay	16.8	HCM Level of Service		B
HCM Volume to Capacity ratio	0.59			
Actuated Cycle Length (s)	44.6	Sum of lost time (s)		20.0
Intersection Capacity Utilization	54.1%	ICU Level of Service		A
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	41	32	40	29	10	47	886	114	22	437	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.94		1.00	0.98		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1752		1770	3479		1770	3527	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1863	1583	1770	1752		1770	3479		1770	3527	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	8	46	36	44	32	11	52	984	127	24	486	11
RTOR Reduction (vph)	0	0	33	0	19	0	0	12	0	0	2	0
Lane Group Flow (vph)	8	46	3	44	34	0	52	1099	0	24	495	0
Turn Type	Prot		Prot	Prot			Prot			Prot		
Protected Phases	7	4	4	3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	0.7	4.0	4.0	1.6	4.9		1.7	21.7		0.6	20.6	
Effective Green, g (s)	0.7	4.0	4.0	1.6	4.9		1.7	21.7		0.6	20.6	
Actuated g/C Ratio	0.02	0.09	0.09	0.04	0.11		0.04	0.49		0.01	0.47	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	28	170	144	65	196		69	1720		24	1655	
v/s Ratio Prot	0.00	c0.02	0.00	c0.02	0.02		c0.03	c0.32		0.01	0.14	
v/s Ratio Perm												
v/c Ratio	0.29	0.27	0.02	0.68	0.18		0.75	0.64		1.00	0.30	
Uniform Delay, d1	21.4	18.6	18.2	20.9	17.7		20.9	8.2		21.6	7.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.6	0.9	0.1	24.4	0.4		36.6	0.8		183.7	0.1	
Delay (s)	26.9	19.5	18.2	45.3	18.1		57.5	9.0		205.4	7.3	
Level of Service	C	B	B	D	B		E	A		F	A	
Approach Delay (s)		19.6			30.5			11.2			16.1	
Approach LOS		B			C			B			B	

Intersection Summary				
HCM Average Control Delay	14.0	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.51			
Actuated Cycle Length (s)	43.9	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	50.3%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				



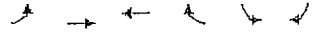
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	124	817	16	110	874	178	40	31	40	372	35	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.95			1.00	1.00	0.95	0.95	
Frt	1.00	1.00		1.00	0.97			1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00	0.95	0.98	
Satd. Flow (prot)	1770	5070		1770	3449			1812	1583	1681	1608	
Flt Permitted	0.95	1.00		0.95	1.00			0.97	1.00	0.95	0.98	
Satd. Flow (perm)	1770	5070		1770	3449			1812	1583	1681	1608	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	138	908	18	122	971	198	44	34	44	413	39	144
RTOR Reduction (vph)	0	2	0	0	18	0	0	0	40	0	38	0
Lane Group Flow (vph)	138	924	0	122	1151	0	0	78	4	306	252	0
Turn Type	Prot			Prot			Split		Prot	Split		
Protected Phases	7	4		3	8		2	2	2	6	6	
Permitted Phases												
Actuated Green, G (s)	8.3	31.1		8.6	31.4			7.4	7.4	17.3	17.3	
Effective Green, g (s)	8.3	31.1		8.6	31.4			7.4	7.4	17.3	17.3	
Actuated g/C Ratio	0.10	0.39		0.11	0.39			0.09	0.09	0.22	0.22	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	183	1961		189	1347			167	146	362	346	
v/s Ratio Prot	c0.08	0.18		0.07	c0.33			c0.04	0.00	c0.18	0.16	
v/s Ratio Perm												
v/c Ratio	0.75	0.47		0.65	0.85			0.47	0.03	0.85	0.73	
Uniform Delay, d1	35.1	18.5		34.4	22.4			34.6	33.2	30.3	29.4	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	16.1	0.2		7.4	5.5			2.1	0.1	16.4	7.4	
Delay (s)	51.1	18.7		41.8	27.9			36.7	33.3	46.6	36.8	
Level of Service	D	B		D	C			D	C	D	D	
Approach Delay (s)		22.9			29.2			35.5			41.6	
Approach LOS		C			C			D			D	

Intersection Summary				
HCM Average Control Delay	29.7	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.75			
Actuated Cycle Length (s)	80.4	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	69.1%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations		↑↑↑			↑↑		↱
Volume (veh/h)	1183		62	0	1401	0	76
Sign Control		Free			Free	Stop	
Grade		0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly flow rate (vph)	1314		69	0	1557	0	84
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None			None		
Median storage veh)							
Upstream signal (ft)		575			607		
pX, platoon unblocked				0.89		0.89	0.89
vC, conflicting volume				1383		2127	473
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol				986		1824	0
tC, single (s)				4.1		6.8	6.9
tC, 2 stage (s)							
tF (s)				2.2		3.5	3.3
p0 queue free %				100		100	91
cM capacity (veh/h)				618		61	962

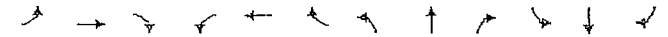
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1
Volume Total	526	526	332	778	778	84
Volume Left	0	0	0	0	0	0
Volume Right	0	0	69	0	0	84
cSH	1700	1700	1700	1700	1700	962
Volume to Capacity	0.31	0.31	0.20	0.46	0.46	0.09
Queue Length 95th (ft)	0	0	0	0	0	7
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	9.1
Lane LOS						A
Approach Delay (s)	0.0			0.0		9.1
Approach LOS						A

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	42.1%	ICU Level of Service	A
Analysis Period (min)	15		



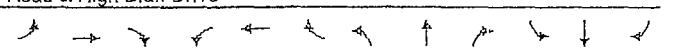
Movement	EBL	EBT	TWBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰↑↑	↱
Volume (vph)	0	875	1133	0	849	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3	6.3		5.6	5.6
Lane Util. Factor		0.95	0.95		0.97	0.91
Frt		1.00	1.00		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		3539	3539		3430	1441
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		3539	3539		3430	1441
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	972	1259	0	943	322
RTOR Reduction (vph)	0	0	0	0	3	29
Lane Group Flow (vph)	0	972	1259	0	972	261
Turn Type						Perm
Protected Phases		2	6		4	
Permitted Phases						4
Actuated Green, G (s)		41.9	41.9		25.1	25.1
Effective Green, g (s)		41.9	41.9		25.1	25.1
Actuated g/C Ratio		0.53	0.53		0.32	0.32
Clearance Time (s)					5.6	5.6
Vehicle Extension (s)					3.0	3.0
Lane Grp Cap (vph)		1879	1879		1091	458
v/s Ratio Prot		0.27	c0.36		c0.28	
v/s Ratio Perm						0.18
v/c Ratio		0.52	0.67		0.89	0.57
Uniform Delay, d1		12.0	13.5		25.6	22.4
Progression Factor		1.00	1.00		1.00	1.00
Incremental Delay, d2		0.2	1.0		9.3	1.6
Delay (s)		12.2	14.4		34.9	24.0
Level of Service		B	B		C	C
Approach Delay (s)		12.2	14.4		32.4	
Approach LOS		B	B		C	

Intersection Summary			
HCM Average Control Delay	20.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	78.9	Sum of lost time (s)	11.9
Intersection Capacity Utilization	96.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



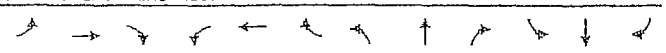
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	235	1463	0	0	1017	796	615	10	749	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2	6.3			6.3	6.3	5.6	5.6	5.6			
Lane Util. Factor	0.97	0.95			0.91	1.00	0.95	0.91	0.95			
Frt	1.00	1.00			1.00	0.85	1.00	0.90	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.99	1.00			
Satd. Flow (prot)	3433	3539			5085	1583	1681	1500	1504			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.99	1.00			
Satd. Flow (perm)	3433	3539			5085	1583	1681	1500	1504			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	261	1626	0	0	1130	884	683	11	832	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	513	0	9	9	0	0	0
Lane Group Flow (vph)	261	1626	0	0	1130	371	533	493	482	0	0	0
Turn Type	Prot					Prot	Split		Prot			
Protected Phases	5	2			6	6	8	8	8			
Permitted Phases												
Actuated Green, G (s)	12.0	64.2			47.0	47.0	43.9	43.9	43.9			
Effective Green, g (s)	12.0	64.2			47.0	47.0	43.9	43.9	43.9			
Actuated g/C Ratio	0.10	0.54			0.39	0.39	0.37	0.37	0.37			
Clearance Time (s)	5.2	6.3			6.3	6.3	5.6	5.6	5.6			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	343	1893			1992	620	615	549	550			
v/s Ratio Prot	0.08	c0.46			0.22	0.23	0.32	c0.33	0.32			
v/s Ratio Perm												
v/c Ratio	0.76	0.86			0.57	0.60	0.87	0.90	0.88			
Uniform Delay, d1	52.6	24.0			28.5	29.0	35.3	35.9	35.5			
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	9.6	5.3			1.2	4.2	12.3	17.3	14.6			
Delay (s)	62.2	29.3			29.7	33.2	47.6	53.2	50.1			
Level of Service	E	C			C	C	D	D	D			
Approach Delay (s)		33.9			31.3			50.3		0.0		
Approach LOS		C			C			D		A		

Intersection Summary				
HCM Average Control Delay	37.5	HCM Level of Service	D	
HCM Volume to Capacity ratio	0.87			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.9	
Intersection Capacity Utilization	95.2%	ICU Level of Service	F	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	242	1984	251	15	1140	28	618	65	134	27	29	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		0.97	0.95		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.90		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5067		3433	3181		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	5085	1583	1770	5067		3433	3181		1770	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	269	2204	279	17	1267	31	687	72	149	30	32	89
RTOR Reduction (vph)	0	0	106	0	3	0	0	110	0	0	0	83
Lane Group Flow (vph)	269	2204	173	17	1295	0	687	111	0	30	32	6
Turn Type	Prot		Prot	Prot			Prot			Prot		Prot
Protected Phases	7	4	4	3	8		5	2		1	6	6
Permitted Phases												
Actuated Green, G (s)	16.2	45.9	45.9	1.7	31.4		20.2	23.4		3.4	6.6	6.6
Effective Green, g (s)	16.2	45.9	45.9	1.7	31.4		20.2	23.4		3.4	6.6	6.6
Actuated g/C Ratio	0.18	0.51	0.51	0.02	0.35		0.22	0.26		0.04	0.07	0.07
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	317	2582	804	33	1760		767	823		67	136	116
v/s Ratio Prot	c0.15	c0.43	0.11	0.01	0.26		c0.20	0.03		0.02	c0.02	0.00
v/s Ratio Perm												
v/c Ratio	0.85	0.85	0.22	0.52	0.74		0.90	0.13		0.45	0.24	0.06
Uniform Delay, d1	35.9	19.3	12.3	43.9	25.9		34.1	25.7		42.6	39.5	39.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	18.6	3.0	0.1	12.9	1.6		13.0	0.1		4.7	0.9	0.2
Delay (s)	54.5	22.3	12.4	56.9	27.5		47.1	25.8		47.3	40.4	39.2
Level of Service	D	C	B	E	C		D	C		D	D	D
Approach Delay (s)		24.4			27.9			41.9			41.1	
Approach LOS		C			C			D			D	

Intersection Summary				
HCM Average Control Delay	28.9	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.79			
Actuated Cycle Length (s)	90.4	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	76.0%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

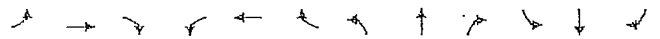


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	439	1351	344	102	741	176	257	394	238	147	746	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0		4.0	5.0		4.0	5.0		4.0	5.0	
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.91	1.00	0.97	0.91	
Frt	1.00	0.97		1.00	0.97		1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	4931		3433	4939		3433	5085	1583	3433	4653	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	4931		3433	4939		3433	5085	1583	3433	4653	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	488	1501	382	113	823	196	286	438	264	163	162	212
RTOR Reduction (vph)	0	56	0	0	52	0	0	0	130	0	176	0
Lane Group Flow (vph)	488	1827	0	113	967	0	286	438	134	163	198	0
Turn Type	Prot			Prot			Prot		Prot	Prot		
Protected Phases	7	4		3	8		5	2	2	1	6	
Permitted Phases												
Actuated Green, G (s)	13.1	28.6		3.5	19.0		7.5	13.2	13.2	6.0	11.7	
Effective Green, g (s)	13.1	28.6		3.5	19.0		7.5	13.2	13.2	6.0	11.7	
Actuated g/C Ratio	0.19	0.41		0.05	0.27		0.11	0.19	0.19	0.09	0.17	
Clearance Time (s)	4.0	5.0		4.0	5.0		4.0	5.0	5.0	4.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	649	2035		173	1354		372	969	302	297	786	
v/s Ratio Prot	c0.14	c0.37		0.03	0.20		c0.08	c0.09	0.08	0.05	0.04	
v/s Ratio Perm												
v/c Ratio	0.75	0.90		0.65	0.71		0.77	0.45	0.45	0.55	0.25	
Uniform Delay, d1	26.6	19.0		32.3	22.7		30.1	24.8	24.8	30.4	25.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	4.9	5.7		8.5	1.8		9.2	0.3	1.0	2.1	0.2	
Delay (s)	31.5	24.7		40.8	24.5		39.3	25.2	25.9	32.1	25.2	
Level of Service	C	C		D	C		D	C	C	C	C	
Approach Delay (s)		26.1			26.1			29.4			27.4	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	26.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	69.3	Sum of lost time (s)	13.0
Intersection Capacity Utilization	66.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

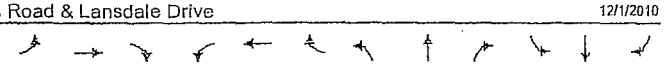
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	83	1069	445	80	527	72	314	167	145	78	124	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0		4.0	5.0		4.0	5.0		4.0	5.0	
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.91		1.00	0.95	
Frt	1.00	0.96		1.00	0.98		1.00	0.93		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	4861		3433	4994		3433	4731		1770	3305	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	4861		3433	4994		3433	4731		1770	3305	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	92	1188	494	89	586	80	349	186	161	87	138	109
RTOR Reduction (vph)	0	86	0	0	20	0	0	121	0	0	94	0
Lane Group Flow (vph)	92	1596	0	89	646	0	349	226	0	87	153	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	4.2	26.4		3.5	25.7		11.6	17.0		4.0	9.4	
Effective Green, g (s)	4.2	26.4		3.5	25.7		11.6	17.0		4.0	9.4	
Actuated g/C Ratio	0.06	0.36		0.05	0.37		0.17	0.25		0.06	0.14	
Clearance Time (s)	4.0	5.0		4.0	5.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	209	1863		174	1863		578	1167		103	451	
v/s Ratio Prot	c0.03	c0.33		0.03	0.13		c0.10	0.05		c0.05	c0.05	
v/s Ratio Perm												
v/c Ratio	0.44	0.86		0.51	0.35		0.60	0.19		0.84	0.34	
Uniform Delay, d1	31.2	19.5		31.9	15.6		26.5	20.5		32.1	26.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.5	4.1		2.5	0.1		1.8	0.1		43.6	0.4	
Delay (s)	32.7	23.6		34.4	15.7		28.3	20.6		75.7	27.4	
Level of Service	C	C		C	B		C	C		E	C	
Approach Delay (s)		24.1			17.9			24.5			40.0	
Approach LOS		C			B			C			D	

Intersection Summary			
HCM Average Control Delay	24.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	66.9	Sum of lost time (s)	13.0
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	46	1146	105	8	601	22	36	14	31	27	9	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.90		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5021		1770	5059		1770	1673		1770	1643	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5021		1770	5059		1770	1673		1770	1643	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	51	1273	117	9	668	24	40	16	34	30	10	33
RTOR Reduction (vph)	0	12	0	0	5	0	0	32	0	0	31	0
Lane Group Flow (vph)	53	1378	0	9	687	0	40	19	0	30	11	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	1.2	20.6		0.6	20.0		1.2	3.0		0.6	2.4	
Effective Green, g (s)	1.2	20.6		0.6	20.0		1.2	3.0		0.6	2.4	
Actuated g/C Ratio	0.03	0.50		0.01	0.49		0.03	0.07		0.01	0.06	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	52	2535		26	2480		52	123		26	97	
v/s Ratio Prot	0.03	c0.27		0.01	0.14		c0.02	c0.01		0.02	0.01	
v/s Ratio Perm												
v/c Ratio	1.02	0.54		0.35	0.28		0.77	0.15		1.15	0.11	
Uniform Delay, d1	19.8	6.9		19.9	6.1		19.7	17.7		20.1	18.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	130.4	0.2		7.9	0.1		48.9	0.6		227.3	0.5	
Delay (s)	150.2	7.1		27.8	6.2		68.6	18.3		247.3	18.7	
Level of Service	F	A		C	A		E	B		F	B	
Approach Delay (s)		12.4			6.5			40.6			14.0	
Approach LOS		B			A			D			F	

Intersection Summary				
HCM Average Control Delay	14.9	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.42			
Actuated Cycle Length (s)	40.8	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	46.5%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

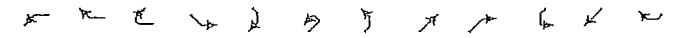


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	237	901	63	21	439	24	39	45	34	23	32	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.94		1.00	0.88	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5035		1770	5045		1770	1742		1770	1631	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5035		1770	5045		1770	1742		1770	1631	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	263	1001	70	23	488	27	43	50	38	26	36	177
RTOR Reduction (vph)	0	10	0	0	9	0	0	31	0	0	148	0
Lane Group Flow (vph)	263	1061	0	23	506	0	43	57	0	26	65	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	11.1	24.9		0.7	14.5		1.4	9.0		0.7	8.3	
Effective Green, g (s)	11.1	24.9		0.7	14.5		1.4	9.0		0.7	8.3	
Actuated g/C Ratio	0.22	0.49		0.01	0.28		0.03	0.18		0.01	0.16	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	383	2444		24	1426		48	306		24	264	
v/s Ratio Prot	c0.15	c0.21		0.01	0.10		c0.02	0.03		0.01	c0.04	
v/s Ratio Perm												
v/c Ratio	0.69	0.43		0.96	0.36		0.90	0.19		1.08	0.24	
Uniform Delay, d1	18.5	8.6		25.3	14.7		24.9	18.0		25.3	18.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.1	0.1		163.4	0.2		90.6	0.3		210.9	0.5	
Delay (s)	23.6	8.7		188.7	14.8		115.5	18.3		236.2	19.3	
Level of Service	C	A		F	B		F	B		F	B	
Approach Delay (s)		11.7			22.3			50.2			42.0	
Approach LOS		B			C			D			D	

Intersection Summary				
HCM Average Control Delay	19.8	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.47			
Actuated Cycle Length (s)	51.3	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	50.3%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

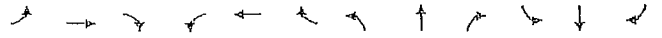
Movement	EBL	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↰	↑↑↑	↰↰	↱
Volume (vph)	787	155	89	399	101	248
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		1.00	0.91	0.97	1.00
Frt	0.98		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	4960		1770	5085	3433	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	4960		1770	5085	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	874	172	99	443	112	276
RTOR Reduction (vph)	49	0	0	0	0	234
Lane Group Flow (vph)	997	0	99	443	112	42
Turn Type			Prot			Prot
Protected Phases	4		3	8	2	2
Permitted Phases						
Actuated Green, G (s)	16.2		2.4	22.6	5.5	5.5
Effective Green, g (s)	16.2		2.4	22.6	5.5	5.5
Actuated g/C Ratio	0.45		0.07	0.63	0.15	0.15
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2226		118	3183	523	241
v/s Ratio Prot	c0.20		c0.06	0.09	c0.03	0.03
v/s Ratio Perm						
v/c Ratio	0.45		0.84	0.14	0.21	0.17
Uniform Delay, d1	6.9		16.7	2.8	13.4	13.3
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1		38.0	0.0	0.2	0.3
Delay (s)	7.0		54.6	2.8	13.6	13.7
Level of Service	A		D	A	B	B
Approach Delay (s)	7.0			12.3	13.7	
Approach LOS	A			B	B	

Intersection Summary					
HCM Average Control Delay	9.8	HCM Level of Service	A		
HCM Volume to Capacity ratio	0.43				
Actuated Cycle Length (s)	36.1	Sum of lost time (s)	12.0		
Intersection Capacity Utilization	40.7%	ICU Level of Service	A		
Analysis Period (min)	15				
c Critical Lane Group					



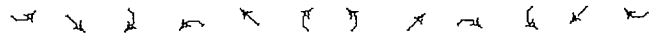
Movement	WBL	WBR	WBR2	SEL	SER	NEU	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↰		↱			↓		↑↑↑		↰↰	↑↑↑	
Volume (vph)	188	0	240	0	0	0	0	619	163	286	318	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0					4.0		4.0	4.0	
Lane Util. Factor	1.00		1.00					0.91		0.97	0.91	
Frt	1.00		0.85					0.97		1.00	1.00	
Flt Protected	0.95		1.00					1.00		0.95	1.00	
Satd. Flow (prot)	1770		1583					4926		3433	5085	
Flt Permitted	0.95		1.00					1.00		0.95	1.00	
Satd. Flow (perm)	1770		1583					4926		3433	5085	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	209	0	267	0	0	0	0	688	181	318	353	0
RTOR Reduction (vph)	0	0	206	0	0	0	0	95	0	0	0	0
Lane Group Flow (vph)	209	0	70	0	0	0	0	774	0	318	353	0
Turn Type			Perm			Prot				Prot		
Protected Phases	6					5		8		7	4	
Permitted Phases			6									
Actuated Green, G (s)	10.3		10.3					13.4		5.1	22.5	
Effective Green, g (s)	10.3		10.3					13.4		5.1	22.5	
Actuated g/C Ratio	0.25		0.25					0.33		0.12	0.55	
Clearance Time (s)	4.0		4.0					4.0		4.0	4.0	
Vehicle Extension (s)	4.0		3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	447		400					1618		429	2804	
v/s Ratio Prot	c0.12							c0.16		c0.09	0.07	
v/s Ratio Perm			0.04									
v/c Ratio	0.47		0.17					0.48		0.74	0.13	
Uniform Delay, d1	12.9		11.9					10.9		17.2	4.4	
Progression Factor	1.00		1.00					1.00		1.00	1.00	
Incremental Delay, d2	0.8		0.2					0.2		6.6	0.0	
Delay (s)	13.7		12.1					11.1		24.0	4.4	
Level of Service	B		B					B		C	A	
Approach Delay (s)	12.8			0.0				11.1			13.7	
Approach LOS	B			A				B			B	

Intersection Summary					
HCM Average Control Delay	12.4	HCM Level of Service	B		
HCM Volume to Capacity ratio	0.52				
Actuated Cycle Length (s)	40.8	Sum of lost time (s)	12.0		
Intersection Capacity Utilization	44.2%	ICU Level of Service	A		
Analysis Period (min)	15				
c Critical Lane Group					



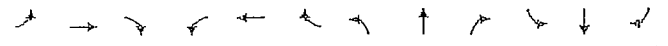
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	110	105	173	45	54	115	111	364	7	182	493	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.90		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1673		1770	3529		1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1673		1770	3529		1770	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	122	117	192	50	60	128	123	404	8	202	548	76
RTOR Reduction (vph)	0	0	147	0	107	0	0	1	0	0	0	52
Lane Group Flow (vph)	122	117	45	50	81	0	123	411	0	202	548	24
Turn Type	Prot		Prot	Prot			Prot			Prot		Prot
Protected Phases	7	4	4	3	8		5	2		1	6	6
Permitted Phases												
Actuated Green, G (s)	7.6	13.4	13.4	3.4	9.2		6.1	14.5		9.6	18.0	18.0
Effective Green, g (s)	7.6	13.4	13.4	3.4	9.2		6.1	14.5		9.6	18.0	18.0
Actuated g/C Ratio	0.13	0.24	0.24	0.06	0.16		0.11	0.25		0.17	0.32	0.32
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	236	439	373	106	271		190	899		299	1120	501
v/s Ratio Prot	c0.07	c0.06	0.03	0.03	0.05		0.07	0.12		c0.11	c0.15	0.02
v/s Ratio Perm												
v/c Ratio	0.52	0.27	0.12	0.47	0.30		0.65	0.46		0.68	0.49	0.05
Uniform Delay, d1	22.9	17.7	17.1	25.9	21.0		24.4	17.9		22.2	15.7	13.5
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.9	0.3	0.1	3.3	0.6		7.4	0.4		5.9	0.3	0.0
Delay (s)	24.9	18.0	17.3	29.2	21.6		31.7	18.2		28.1	16.1	13.5
Level of Service	C	B	B	C	C		C	B		C	B	B
Approach Delay (s)		19.6			23.2			21.4			18.8	
Approach LOS		B			C			C			B	

Intersection Summary			
HCM Average Control Delay	20.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	56.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	49.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



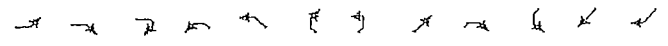
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	11	6	10	140	0	78	7	669	200	94	369	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0		4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00		1.00	1.00	0.91		1.00	0.91	
Frt	1.00	0.91		1.00		0.85	1.00	0.97		1.00	1.00	
Flt Protected	0.95	1.00		0.95		1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1692		1770		1583	1770	4910		1770	5082	
Flt Permitted	0.95	1.00		0.95		1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1692		1770		1583	1770	4910		1770	5082	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	12	7	11	156	0	87	8	743	222	104	410	2
RTOR Reduction (vph)	0	11	0	0	0	73	0	77	0	0	1	0
Lane Group Flow (vph)	12	7	0	156	0	14	8	888	0	104	411	0
Turn Type	Prot			Prot		Prot	Prot			Prot		
Protected Phases	1	6		5	2	2	7	4		3	8	
Permitted Phases												
Actuated Green, G (s)	0.7	1.0		6.7		7.0	0.7	16.6		3.4	19.3	
Effective Green, g (s)	0.7	1.0		6.7		7.0	0.7	16.6		3.4	19.3	
Actuated g/C Ratio	0.02	0.02		0.15		0.16	0.02	0.38		0.08	0.44	
Clearance Time (s)	4.0	4.0		4.0		4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	28	39		271		254	28	1865		138	2244	
v/s Ratio Prot	0.01	0.00		c0.09		c0.01	0.00	c0.18		c0.06	c0.08	
v/s Ratio Perm												
v/c Ratio	0.43	0.19		0.58		0.05	0.29	0.48		0.75	0.18	
Uniform Delay, d1	21.3	21.0		17.2		15.5	21.3	10.3		19.7	7.4	
Progression Factor	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	10.2	2.3		2.9		0.1	5.6	0.2		20.5	0.0	
Delay (s)	31.5	23.3		20.1		15.6	26.8	10.5		40.3	7.5	
Level of Service	C	C		C		B	C	B		D	A	
Approach Delay (s)		26.6			18.5			10.6			14.1	
Approach LOS		C			B			B			B	

Intersection Summary			
HCM Average Control Delay	13.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	43.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	47.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



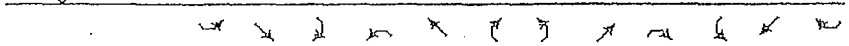
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations															
Volume (vph)	284	237	123	32	99	17	94	344	39	25	381	221			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Total Lost time (s)	4.0	4.0	4.0		4.0		4.0	4.0		4.0	4.0				
Lane Util. Factor	1.00	1.00	1.00		1.00		1.00	0.95		1.00	0.95				
Frt	1.00	1.00	0.85		0.98		1.00	0.98		1.00	0.94				
Flt Protected	0.95	1.00	1.00		0.99		0.95	1.00		0.95	1.00				
Satd. Flow (prot)	1770	1863	1583		1814		1770	3486		1770	3344				
Flt Permitted	0.95	1.00	1.00		0.99		0.95	1.00		0.95	1.00				
Satd. Flow (perm)	1770	1863	1583		1814		1770	3486		1770	3344				
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90			
Adj. Flow (vph)	316	263	137	36	110	19	104	382	43	28	423	246			
RTOR Reduction (vph)	0	0	104	0	8	0	0	11	0	0	112	0			
Lane Group Flow (vph)	316	263	33	0	157	0	104	414	0	28	557	0			
Turn Type	Split		Prot	Split			Prot			Prot					
Protected Phases	4	4	4	8	8		5	2		1	6				
Permitted Phases															
Actuated Green, G (s)	15.0	15.0	15.0		8.6		4.8	20.6		1.6	17.4				
Effective Green, g (s)	15.0	15.0	15.0		8.6		4.8	20.6		1.6	17.4				
Actuated g/C Ratio	0.24	0.24	0.24		0.14		0.08	0.33		0.03	0.28				
Clearance Time (s)	4.0	4.0	4.0		4.0		4.0	4.0		4.0	4.0				
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0		3.0	3.0				
Lane Grp Cap (vph)	430	452	384		252		137	1162		46	942				
v/s Ratio Prot	c0.18	0.14	0.02		c0.09		c0.06	c0.12		0.02	c0.17				
v/s Ratio Perm															
v/c Ratio	0.73	0.58	0.09		0.62		0.76	0.36		0.61	0.59				
Uniform Delay, d1	21.6	20.6	18.1		25.1		27.9	15.6		29.8	19.1				
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00				
Incremental Delay, d2	6.4	1.9	0.1		4.8		21.1	0.2		20.7	1.0				
Delay (s)	28.0	22.5	18.2		29.8		49.1	15.8		50.5	20.1				
Level of Service	C	C	B		C		D	B		D	C				
Approach Delay (s)		24.1			29.8			22.3			21.4				
Approach LOS		C			C			C			C				

Intersection Summary			
HCM Average Control Delay	23.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	61.8	Sum of lost time (s)	20.0
Intersection Capacity Utilization	59.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBR	EBL2	NWL2	NWL	NWR	NEL	NER	NEL2	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	72	271	315	96	168	92	258	945	92	113	464	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97		0.97	0.91		1.00	0.91	
Frt	1.00	0.85	0.85	1.00	0.95		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1583	1583	1770	3315		3433	5018		1770	5020	
Flt Permitted	0.95	1.00	1.00	0.95	0.97		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1583	1583	1770	3315		3433	5018		1770	5020	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	80	301	350	107	187	102	287	1050	102	126	516	48
RTOR Reduction (vph)	0	0	224	0	94	0	0	19	0	0	18	0
Lane Group Flow (vph)	80	301	126	107	195	0	287	1133	0	126	546	0
Turn Type		Perm	Perm	Split			Prot			Prot		
Protected Phases	2			6	6		3	8		7	4	
Permitted Phases		2	2									
Actuated Green, G (s)	17.4	17.4	17.4	4.8	4.8		6.0	17.3		4.5	15.8	
Effective Green, g (s)	17.4	17.4	17.4	4.8	4.8		6.0	17.3		4.5	15.8	
Actuated g/C Ratio	0.29	0.29	0.29	0.08	0.08		0.10	0.29		0.08	0.26	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	513	459	459	142	265		343	1447		133	1322	
v/s Ratio Prot	0.05			c0.06	0.06		c0.08	c0.23		0.07	0.11	
v/s Ratio Perm		c0.19	0.08									
v/c Ratio	0.16	0.66	0.27	0.75	0.74		0.84	0.78		0.95	0.41	
Uniform Delay, d1	15.8	18.7	16.4	27.0	27.0		26.5	19.6		27.6	18.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	7.1	1.5	20.0	10.2		16.1	2.8		61.3	0.2	
Delay (s)	16.5	25.8	17.9	47.0	37.2		42.6	22.5		89.0	18.5	
Level of Service	B	C	B	D	D		D	C		F	B	
Approach Delay (s)	21.0				39.8			26.5			31.3	
Approach LOS	C				D			C			C	

Intersection Summary			
HCM Average Control Delay	27.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	53.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



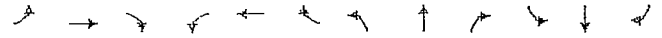
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	178	25	125	4	11	4	90	24	8	2	7	86
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	198	28	139	4	12	4	100	27	9	2	8	96

Direction, Lane #	SE 1	SE 2	NW 1	NE 1	SW 1
Volume Total (vph)	226	139	21	135	106
Volume Left (vph)	198	0	4	100	2
Volume Right (vph)	0	139	4	9	96
Hadj (s)	0.47	-0.67	0.05	0.14	-0.50
Departure Headway (s)	5.6	4.5	5.0	5.1	4.5
Degree Utilization, x	0.35	0.17	0.03	0.19	0.13
Capacity (veh/h)	617	774	665	666	739
Control Delay (s)	10.4	7.2	8.2	9.3	8.2
Approach Delay (s)	9.2		8.2	9.3	8.2
Approach LOS	A		A	A	A

Intersection Summary			
Delay	9.0		
HCM Level of Service	A		
Intersection Capacity Utilization	37.9%	ICU Level of Service	A
Analysis Period (min)	15		

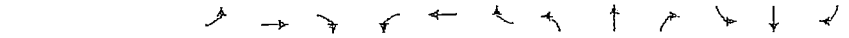
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	116	50	70	55	26	9	109	720	134	6	321	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.99		1.00	0.98		1.00	0.97	
Flt Protected		0.97	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1800	1583		1783		1770	3456		1770	3431	
Flt Permitted		0.97	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1800	1583		1783		1770	3456		1770	3431	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	129	56	78	61	29	10	120	800	149	7	357	91
RTOR Reduction (vph)	0	0	66	0	6	0	0	16	0	0	25	0
Lane Group Flow (vph)	0	185	12	0	94	0	120	933	0	7	423	0
Turn Type	Split		Prot	Split			Prot			Prot		
Protected Phases	4	4	4	8	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)		8.6	8.6		6.5		5.7	24.8		0.7	19.8	
Effective Green, g (s)		8.6	8.6		6.5		5.7	24.8		0.7	19.8	
Actuated g/C Ratio		0.15	0.15		0.11		0.10	0.44		0.01	0.35	
Clearance Time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		273	241		205		178	1514		22	1200	
v/s Ratio Prot		c0.10	0.01		c0.05		c0.07	c0.27		0.00	0.12	
v/s Ratio Perm												
v/c Ratio		0.68	0.05		0.46		0.67	0.62		0.32	0.35	
Uniform Delay, d1		22.7	20.5		23.4		24.6	12.2		27.7	13.6	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		6.5	0.1		1.6		9.7	0.8		8.2	0.2	
Delay (s)		29.2	20.6		25.0		34.2	13.0		35.9	13.8	
Level of Service		C	C		C		C	B		D	B	
Approach Delay (s)		26.7			25.0			15.4			14.2	
Approach LOS		C			C			B			B	

Intersection Summary					
HCM Average Control Delay	17.2	HCM Level of Service		B	
HCM Volume to Capacity ratio	0.59				
Actuated Cycle Length (s)	56.6	Sum of lost time (s)		12.0	
Intersection Capacity Utilization	49.1%	ICU Level of Service		A	
Analysis Period (min)	15				
c Critical Lane Group					



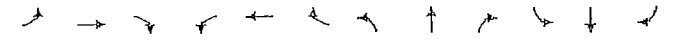
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↰↰	↑↑					↰	↑↑	↱
Volume (vph)	0	611	137	604	851	0	0	0	0	835	1	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0					4.0	4.0	4.0
Lane Util. Factor		0.95		0.97	0.95					0.95	0.91	0.95
Frt		0.97		1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00					0.95	0.95	1.00
Satd. Flow (prot)		3442		3433	3539					1681	1612	1504
Flt Permitted		1.00		0.95	1.00					0.95	0.95	1.00
Satd. Flow (perm)		3442		3433	3539					1681	1612	1504
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	679	152	671	946	0	0	0	0	928	1	81
RTOR Reduction (vph)	0	29	0	0	0	0	0	0	0	0	1	49
Lane Group Flow (vph)	0	802	0	671	946	0	0	0	0	473	163	24
Turn Type				Prot						Split		Prot
Protected Phases		4		3	8					6	6	6
Permitted Phases												
Actuated Green, G (s)		16.8		14.0	34.8					21.0	21.0	21.0
Effective Green, g (s)		16.8		14.0	34.8					21.0	21.0	21.0
Actuated g/C Ratio		0.26		0.22	0.55					0.33	0.33	0.33
Clearance Time (s)		4.0		4.0	4.0					4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Lane Grp Cap (vph)		906		753	1930					553	531	495
v/s Ratio Prot		c0.23		c0.20	0.27					0.28	c0.29	0.02
v/s Ratio Perm												
v/c Ratio		0.88		0.89	0.49					0.86	0.87	0.05
Uniform Delay, d1		22.6		24.2	9.0					20.0	20.1	14.6
Progression Factor		1.00		1.00	1.00					1.00	1.00	1.00
Incremental Delay, d2		10.3		12.8	0.2					12.3	14.6	0.0
Delay (s)		32.8		36.9	9.2					32.3	34.8	14.6
Level of Service		C		D	A					C	C	B
Approach Delay (s)		32.8			20.7			0.0			32.2	
Approach LOS		C			C			A			C	

Intersection Summary			
HCM Average Control Delay	27.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	63.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	80.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↰	↑↑			↑↑	↱	↰	↑↑	↱			
Volume (vph)	123	1355	0	0	967	780	439	7	667	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lane Util. Factor	0.97	0.95			0.95	1.00	0.95	0.91	0.95			
Frt	1.00	1.00			1.00	0.85	1.00	0.87	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.99	1.00			
Satd. Flow (prot)	3433	3539			3539	1583	1681	1472	1504			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.99	1.00			
Satd. Flow (perm)	3433	3539			3539	1583	1681	1472	1504			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	137	1506	0	0	1074	867	488	8	741	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	526	0	13	13	0	0	0
Lane Group Flow (vph)	137	1506	0	0	1074	341	488	395	387	0	0	0
Turn Type	Prot					Prot	Split		Prot			
Protected Phases	7	4			8	8	2	2	2			
Permitted Phases												
Actuated Green, G (s)	3.4	30.0			22.6	22.6	19.5	19.5	19.5			
Effective Green, g (s)	3.4	30.0			22.6	22.6	19.5	19.5	19.5			
Actuated g/C Ratio	0.06	0.52			0.39	0.39	0.34	0.34	0.34			
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	203	1846			1391	622	570	499	510			
v/s Ratio Prot	0.04	c0.43			0.30	0.22	0.29	c0.27	0.26			
v/s Ratio Perm												
v/c Ratio	0.67	0.82			0.77	0.55	0.85	0.79	0.76			
Uniform Delay, d1	26.5	11.4			15.2	13.5	16.9	17.2	16.9			
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	8.6	2.9			2.7	1.0	5.6	8.4	6.4			
Delay (s)	35.1	14.3			17.9	14.5	22.4	25.6	23.3			
Level of Service	D	B			B	B	C	C	C			
Approach Delay (s)		16.1			16.4			23.8			0.0	
Approach LOS		B			B			C			A	

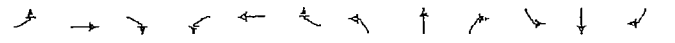
Intersection Summary			
HCM Average Control Delay	18.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	57.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	80.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	38	30	26	476	22	92	75	674	214	153	1301	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.91	0.95	0.95	0.91	0.95	1.00	0.91		1.00	0.91	
Frt	1.00	0.99	0.85	1.00	0.99	0.85	1.00	0.97		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1668	1504	1681	1615	1504	1770	4935		1770	5071	
Flt Permitted	0.95	1.00	1.00	0.95	0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1668	1504	1681	1615	1504	1770	4935		1770	5071	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	42	33	31	529	24	102	83	971	238	170	1446	28
RTOR Reduction (vph)	0	3	26	0	2	70	0	46	0	0	2	0
Lane Group Flow (vph)	38	37	2	280	281	22	83	1163	0	170	1472	0
Turn Type	Split		Prot	Split		Prot	Prot			Prot		
Protected Phases	4	4	4	8	8	8	5	2		6		
Permitted Phases												6
Actuated Green, G (s)	5.5	5.5	5.5	15.7	15.7	15.7	3.6	33.0		25.4	25.4	
Effective Green, g (s)	5.5	5.5	5.5	15.7	15.7	15.7	3.6	33.0		25.4	25.4	
Actuated g/C Ratio	0.08	0.08	0.08	0.24	0.24	0.24	0.05	0.50		0.38	0.38	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	140	139	125	399	383	357	96	2460		679	1946	
v/s Ratio Prot	c0.02	0.02	0.00	0.17	c0.17	0.01	c0.05	0.24		0.10		
v/s Ratio Perm											c0.29	
v/c Ratio	0.27	0.27	0.02	0.70	0.73	0.06	0.86	0.47		0.25	0.76	
Uniform Delay, d1	28.5	28.5	27.9	23.1	23.3	19.5	31.1	10.9		13.9	17.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.1	1.0	0.1	5.5	7.2	0.1	50.7	0.1		0.2	1.7	
Delay (s)	29.5	29.5	27.9	28.6	30.5	19.6	81.8	11.0		14.1	19.4	
Level of Service	C	C	C	C	C	B	F	B		B	B	
Approach Delay (s)		29.1			28.2			15.6			0.9	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	19.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	66.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		

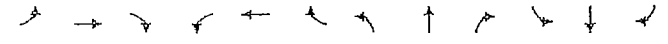
! Phase conflict between lane groups.
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	166	807	170	341	964	0	0	591	744
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.97	0.91	1.00	0.97	0.95			0.86	0.86
Frpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.91	1.00
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt				1.00	1.00	0.85	1.00	1.00			0.94	0.85
Flt Protected				0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				3433	5085	1583	3433	3539			4133	1362
Flt Permitted				0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)				3433	5085	1583	3433	3539			4133	1362
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	184	897	189	379	1071	0	0	657	827
RTOR Reduction (vph)	0	0	0	0	0	71	0	0	0	0	11	11
Lane Group Flow (vph)	0	0	0	184	897	118	379	1071	0	0	1060	402
Confl. Peds. (#/hr)												200
Turn Type				Prot		Prot	Prot					Prot
Protected Phases				3	8	8	5	2			6	6
Permitted Phases												
Actuated Green, G (s)				15.8	15.8	15.8	8.3	34.2			21.9	21.9
Effective Green, g (s)				15.8	15.8	15.8	8.3	34.2			21.9	21.9
Actuated g/C Ratio				0.27	0.27	0.27	0.14	0.59			0.38	0.38
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)				935	1385	431	491	2097			1561	514
v/s Ratio Prot				0.05	c0.18	0.07	c0.11	0.30			0.26	c0.30
v/s Ratio Perm												
v/c Ratio				0.20	0.65	0.27	0.77	0.51			0.68	0.78
Uniform Delay, d1				16.2	18.6	16.6	23.9	7.0			15.1	15.9
Progression Factor				1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2				0.1	1.1	0.3	7.4	0.2			1.2	7.6
Delay (s)				16.3	19.7	16.9	31.3	7.2			16.3	23.6
Level of Service				B	B	B	C	A			B	C
Approach Delay (s)		0.0			18.8			13.5			18.3	
Approach LOS		A			B			B			B	

Intersection Summary			
HCM Average Control Delay	16.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	58.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	104.6%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	492	989	92	0	0	0	0	792	385	193	550	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor	0.91	0.86	0.91					0.86		1.00	0.91	
Frt	1.00	1.00	0.85					0.95		1.00	1.00	
Flt Protected	0.95	1.00	1.00					1.00		0.95	1.00	
Satd. Flow (prot)	1610	3192	1441					6093		1770	5085	
Flt Permitted	0.95	1.00	1.00					1.00		0.95	1.00	
Satd. Flow (perm)	1610	3192	1441					6093		1770	5085	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	547	1099	102	0	0	0	0	880	428	214	611	0
RTOR Reduction (vph)	0	1	55	0	0	0	0	51	0	0	0	0
Lane Group Flow (vph)	492	1163	47	0	0	0	0	1257	0	214	611	0
Turn Type	Split		Prot							Prot		
Protected Phases	4	4	4					2		1	6	
Permitted Phases												
Actuated Green, G (s)	28.0	28.0	28.0					19.0		10.6	33.6	
Effective Green, g (s)	28.0	28.0	28.0					19.0		10.6	33.6	
Actuated g/C Ratio	0.40	0.40	0.40					0.27		0.15	0.48	
Clearance Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	648	1284	580					1663		270	2455	
v/s Ratio Prot	0.31	c0.36	0.03					c0.21		c0.12	0.12	
v/s Ratio Perm												
v/c Ratio	0.76	0.91	0.08					0.76		0.79	0.25	
Uniform Delay, d1	17.9	19.6	12.8					23.2		28.4	10.6	
Progression Factor	1.00	1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2	5.1	9.3	0.0					2.0		14.7	0.1	
Delay (s)	23.0	28.9	12.8					25.2		43.1	10.6	
Level of Service	C	C	B					C		D	B	
Approach Delay (s)		26.4			0.0			25.2			19.1	
Approach LOS		C			A			C			B	

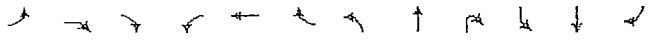
Intersection Summary				
HCM Average Control Delay	24.4	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.84			
Actuated Cycle Length (s)	69.6	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	104.6%	ICU Level of Service	G	
Analysis Period (min)	15			

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	66	379	0	347	94	30	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0		4.0	4.0
Lane Util. Factor	1.00	0.95		0.95		1.00	1.00
Frt	1.00	1.00		0.97		1.00	0.85
Flt Protected	0.95	1.00		1.00		0.95	1.00
Satd. Flow (prot)	1770	3539		3427		1770	1583
Flt Permitted	0.95	1.00		1.00		0.95	1.00
Satd. Flow (perm)	1770	3539		3427		1770	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	73	421	0	386	104	33	51
RTOR Reduction (vph)	0	0	0	46	0	0	47
Lane Group Flow (vph)	73	421	0	444	0	33	4
Turn Type	Prot		Prot			Prot	
Protected Phases	7	4	3	8	6	6	
Permitted Phases							
Actuated Green, G (s)	1.2	13.8		8.6		1.7	1.7
Effective Green, g (s)	1.2	13.8		8.6		1.7	1.7
Actuated g/C Ratio	0.05	0.59		0.37		0.07	0.07
Clearance Time (s)	4.0	4.0		4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)	90	2078		1254		128	115
v/s Ratio Prot	c0.04	0.12		c0.13		c0.02	0.00
v/s Ratio Perm							
v/c Ratio	0.81	0.20		0.35		0.26	0.03
Uniform Delay, d1	11.0	2.3		5.4		10.3	10.1
Progression Factor	1.00	1.00		1.00		1.00	1.00
Incremental Delay, d2	40.5	0.0		0.2		1.1	0.1
Delay (s)	51.5	2.3		5.6		11.4	10.2
Level of Service	D	A		A		B	B
Approach Delay (s)		9.6		5.6		10.7	
Approach LOS		A		A		B	

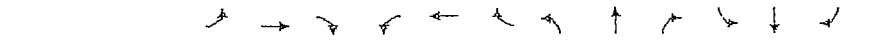
Intersection Summary			
HCM Average Control Delay	7.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	23.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	29.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



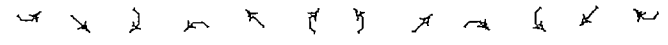
Movement	EBL	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	107	284	290	31	157	95	312	796	111	264	105	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.88	1.00	1.00	1.00		1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.85	0.85	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	2787	1583	1770	1756		1770	3539	1583	3433	3539	1583
Flt Permitted	0.59	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1094	2787	1583	1770	1756	0	1770	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	119	316	322	34	174	107	347	884	123	293	117	141
RTOR Reduction (vph)	0	0	255	0	34	0	0	0	79	0	0	114
Lane Group Flow (vph)	119	316	67	34	247	0	347	884	44	293	117	27
Turn Type	custom	custom	custom	Prot			Prot		Prot	Prot		Prot
Protected Phases				3	8		5	2	2	1	6	6
Permitted Phases	4	4	4									
Actuated Green, G (s)	12.5	12.5	12.5	1.5	18.0		18.8	21.5	21.5	8.6	11.3	11.3
Effective Green, g (s)	12.5	12.5	12.5	1.5	18.0		18.8	21.5	21.5	8.6	11.3	11.3
Actuated g/C Ratio	0.21	0.21	0.21	0.02	0.30		0.31	0.36	0.36	0.14	0.19	0.19
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	228	580	329	44	526		554	1266	566	491	665	298
v/s Ratio Prot				0.02	c0.14		c0.20	c0.25	0.03	0.09	0.03	0.02
v/s Ratio Perm	0.11	0.11	0.04									
v/c Ratio	0.52	0.54	0.20	0.77	0.47		0.63	0.70	0.08	0.60	0.18	0.09
Uniform Delay, d1	21.1	21.3	19.7	29.1	17.2		17.6	16.5	12.8	24.1	20.5	20.1
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.2	1.0	0.3	57.0	0.7		2.2	1.7	0.1	2.0	0.1	0.1
Delay (s)	23.3	22.3	20.0	86.1	17.8		19.9	18.2	12.8	26.1	20.6	20.3
Level of Service	C	C	B	F	B		B	B	B	C	C	C
Approach Delay (s)					25.2			16.2			23.4	
Approach LOS					C			B			C	

Intersection Summary			
HCM Average Control Delay	20.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	60.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	908	424	92	0	0	0	0	317	43	348	73	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00					0.95		0.97	0.95	
Frt	1.00	1.00	0.85					0.98		1.00	1.00	
Flt Protected	0.95	0.98	1.00					1.00		0.95	1.00	
Satd. Flow (prot)	1681	1737	1583					3476		3433	3539	
Flt Permitted	0.95	0.98	1.00					1.00		0.95	1.00	
Satd. Flow (perm)	1681	1737	1583					3476		3433	3539	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1009	471	102	0	0	0	0	352	48	387	81	0
RTOR Reduction (vph)	0	0	50	0	0	0	0	14	0	0	0	0
Lane Group Flow (vph)	726	754	52	0	0	0	0	386	0	387	81	0
Turn Type	Split		Prot							Prot		
Protected Phases	4	4	4					2		1	6	
Permitted Phases												
Actuated Green, G (s)	37.4	37.4	37.4					13.5		10.8	28.3	
Effective Green, g (s)	37.4	37.4	37.4					13.5		10.8	28.3	
Actuated g/C Ratio	0.51	0.51	0.51					0.18		0.15	0.38	
Clearance Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	853	881	803					637		503	1359	
v/s Ratio Prot	0.43	c0.43	0.03					c0.11		c0.11	0.02	
v/s Ratio Perm												
v/c Ratio	0.85	0.86	0.06					0.61		0.77	0.06	
Uniform Delay, d1	15.7	15.8	9.2					27.7		30.3	14.3	
Progression Factor	1.00	1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2	8.2	8.2	0.0					1.6		7.0	0.0	
Delay (s)	23.9	24.0	9.3					29.3		37.2	14.3	
Level of Service	C	C	A					C		D	B	
Approach Delay (s)		23.0			0.0			29.3		33.3		
Approach LOS		C			A			C		C		

Intersection Summary			
HCM Average Control Delay	26.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	73.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	127	407	30	91	376	100	44	128	104	230	52	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		0.97	1.00	
Frt	1.00	0.99		1.00	0.92		1.00	0.93		1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3503		1770	3266		1770	1737		3433	1708	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3503		1770	3266		1770	1737		3433	1708	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	141	452	33	101	418	111	49	142	116	256	58	72
RTOR Reduction (vph)	0	9	0	0	327	0	0	51	0	0	49	0
Lane Group Flow (vph)	141	476	0	101	535	0	49	207	0	256	81	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												
Actuated Green, G (s)	5.6	16.8		3.4	14.6		1.6	13.7		5.4	17.5	
Effective Green, g (s)	5.6	16.8		3.4	14.6		1.6	13.7		5.4	17.5	
Actuated g/C Ratio	0.10	0.30		0.06	0.26		0.03	0.25		0.10	0.32	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	179	1064		109	862		51	430		335	541	
v/s Ratio Prot	c0.08	0.14		0.06	c0.16		0.03	c0.12		c0.07	c0.05	
v/s Ratio Perm												
v/c Ratio	0.79	0.45		0.93	0.62		0.96	0.48		0.76	0.15	
Uniform Delay, d1	24.3	15.5		25.8	17.9		26.8	17.8		24.3	13.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	20.1	0.3		62.7	1.4		111.0	0.9		9.9	0.1	
Delay (s)	44.4	15.8		88.5	19.3		137.8	18.6		34.3	13.7	
Level of Service	D	B		F	B		F	B		C	B	
Approach Delay (s)		22.2			26.6			37.6			27.3	
Approach LOS		C			C			D			C	

Intersection Summary			
HCM Average Control Delay	27.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	55.3	Sum of lost time (s)	20.0
Intersection Capacity Utilization	63.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	SEL	SET	NWL	NWT	NWR2	SWL	SWR	
Lane Configurations										
Volume (vph)	0	0	269	472	621	0	190	147	241	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)			4.0	4.0	4.0		4.0	4.0	4.0	
Lane Util. Factor			0.97	0.95	0.95		1.00	0.97	1.00	
Frt			1.00	1.00	1.00		0.85	1.00	0.85	
Flt Protected			0.95	1.00	1.00		1.00	0.95	1.00	
Satd. Flow (prot)			3433	3539	3539		1583	3433	1583	
Flt Permitted			0.95	1.00	1.00		1.00	0.95	1.00	
Satd. Flow (perm)			3433	3539	3539		1583	3433	1583	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	0	0	299	524	690	0	211	163	268	
RTOR Reduction (vph)	0	0	0	0	0	0	138	0	219	
Lane Group Flow (vph)	0	0	299	524	690	0	73	163	49	
Turn Type			Prot				Perm		Perm	
Protected Phases			5	2	6			4		
Permitted Phases							6		4	
Actuated Green, G (s)			8.3	27.4	15.1		15.1	8.0	8.0	
Effective Green, g (s)			8.3	27.4	15.1		15.1	8.0	8.0	
Actuated g/C Ratio			0.19	0.65	0.35		0.35	0.18	0.18	
Clearance Time (s)			4.0	4.0	4.0		4.0	4.0	4.0	
Vehicle Extension (s)			3.0	3.0	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)			657	2234	1231		551	633	292	
v/s Ratio Prot			c0.09	0.15	c0.19			c0.05		
v/s Ratio Perm							0.05		0.03	
v/c Ratio			0.46	0.23	0.56		0.13	0.26	0.17	
Uniform Delay, d1			15.5	3.5	11.5		9.7	15.2	14.9	
Progression Factor			1.00	1.00	1.00		1.00	1.00	1.00	
Incremental Delay, d2			0.5	0.1	0.6		0.1	0.2	0.3	
Delay (s)			16.0	3.5	12.0		9.8	15.4	15.2	
Level of Service			B	A	B		A	B	B	
Approach Delay (s)	0.0			8.1	11.5			15.3		
Approach LOS	A			A	B			B		

Intersection Summary			
HCM Average Control Delay	10.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	43.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	39.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL2	EBL	EBR	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR
Lane Configurations												
Volume (vph)	399	683	241	250	375	0	0	401	255	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0			
Lane Util. Factor	0.95	0.95	1.00	0.97	0.95			0.95	1.00			
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85			
Flt Protected	0.95	0.95	1.00	0.95	1.00			1.00	1.00			
Satd. Flow (prot)	1681	1681	1583	3433	3539			3539	1583			
Flt Permitted	0.95	0.95	1.00	0.95	1.00			1.00	1.00			
Satd. Flow (perm)	1681	1681	1583	3433	3539			3539	1583			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	443	759	268	278	417	0	0	446	283	0	0	0
RTOR Reduction (vph)	0	0	123	0	0	0	0	0	112	0	0	0
Lane Group Flow (vph)	399	803	145	278	417	0	0	446	171	0	0	0
Turn Type	Split		Prot	Prot					Prot			
Protected Phases	4	4	4	8	6			2	2			
Permitted Phases												
Actuated Green, G (s)	38.4	38.4	38.4	8.1	27.4			15.3	15.3			
Effective Green, g (s)	38.4	38.4	38.4	8.1	27.4			15.3	15.3			
Actuated g/C Ratio	0.52	0.52	0.52	0.11	0.37			0.21	0.21			
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0			
Lane Grp Cap (vph)	875	875	824	377	1314			734	328			
v/s Ratio Prot	0.24	c0.48	0.09	c0.08	0.12			c0.13	0.11			
v/s Ratio Perm												
v/c Ratio	0.46	0.92	0.18	0.74	0.32			0.61	0.52			
Uniform Delay, d1	11.1	16.2	9.3	31.8	16.5			26.5	26.0			
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00			
Incremental Delay, d2	0.4	14.2	0.1	7.3	0.1			1.4	1.5			
Delay (s)	11.5	30.4	9.5	39.2	16.7			28.0	27.5			
Level of Service	B	C	A	D	B			C	C			
Approach Delay (s)		21.5			25.7			27.8		0.0		
Approach LOS		C			C			C		A		

Intersection Summary			
HCM Average Control Delay	24.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	73.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	Jacob Swim	Intersection	Carmel Creek Rd./Del Mar Trail
Agency/Co.	USAI	Jurisdiction	City of San Diego
Date Performed	9/1/2009	Analysis Year	2009
Analysis Time Period	36 Existing PM		

Project ID 002407 - San Diego Corporate Center Lots

East/West Street: Del Mar Trail | North/South Street: Carmel Creek Road

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	5	5	4	55	12	10
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	12	733	100	15	389	10
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LT	TR	LT	TR
PHF	0.90		0.90		0.90	0.90	0.90	0.90
Flow Rate (veh/h)	14		85		419	518	231	227
% Heavy Vehicles	2		2		2	2	2	2
No. Lanes	1		1		2		2	
Geometry Group	2		2		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.4		0.7		0.0	0.0	0.1	0.0
Prop. Right-Turns	0.3		0.1		0.0	0.2	0.0	0.0
Prop. Heavy Vehicle	0.0		0.0		0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.1		0.0	-0.1	0.1	0.0

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20	3.20	3.20	3.20
x, initial	0.01		0.08		0.37	0.46	0.21	0.20
hd, final value (s)	6.60		6.51		5.44	5.27	5.99	5.92
x, final value	0.03		0.15		0.63	0.76	0.38	0.37
Move-up time, m (s)	2.0		2.0		2.3		2.3	
Service Time, l_s (s)	4.6		4.5		3.1	3.0	3.7	3.6

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	264		335		657	679	481	477
Delay (s/veh)	9.78		10.69		17.02	22.53	12.37	12.09
LOS	A		B		C	C	B	B
Approach: Delay (s/veh)	9.78		10.69		20.06		12.23	
LOS	A		B		C		B	
Intersection Delay (s/veh)	17.03							
Intersection LOS	C							

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APPENDIX E

EXISTING + PROJECT SYNCHRO WORKSHEETS

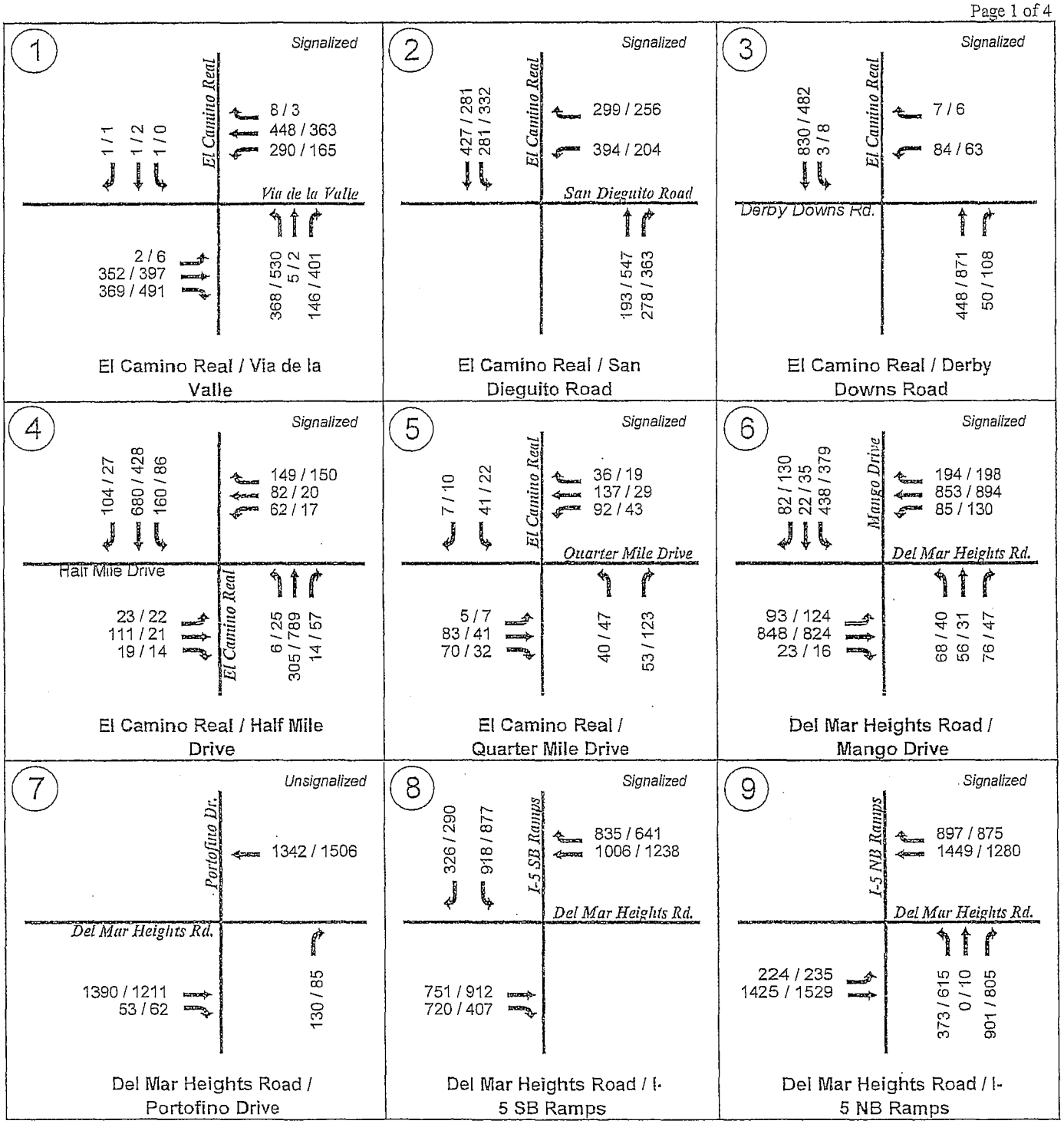


FIGURE X-X

Existing + Project (Phase 1) AM/PM Peak Hour Traffic

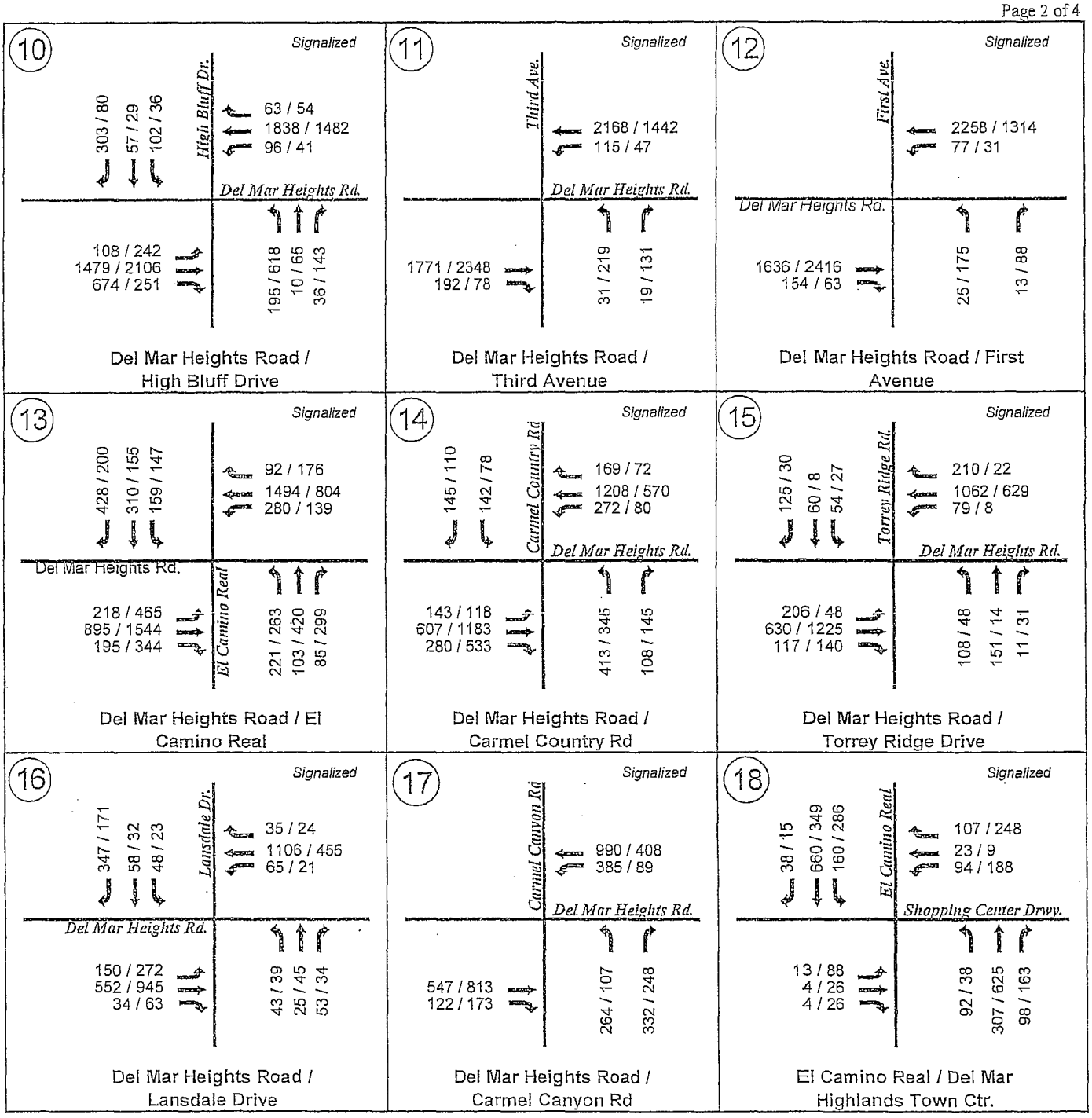


FIGURE X-X

Existing + Project (Phase 1) AM/PM Peak Hour Traffic

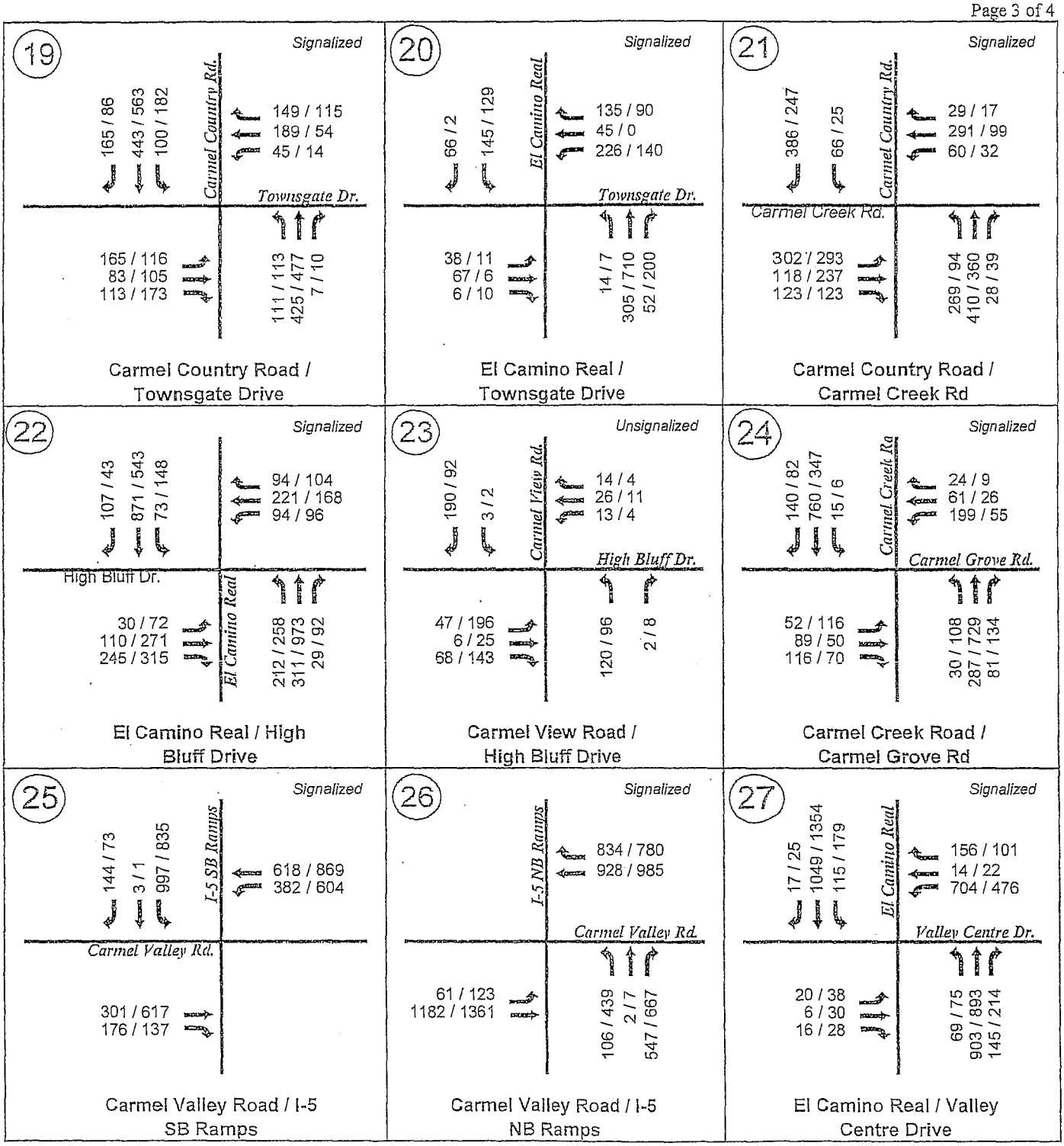


FIGURE X-X

Existing + Project (Phase 1) AM/PM Peak Hour Traffic

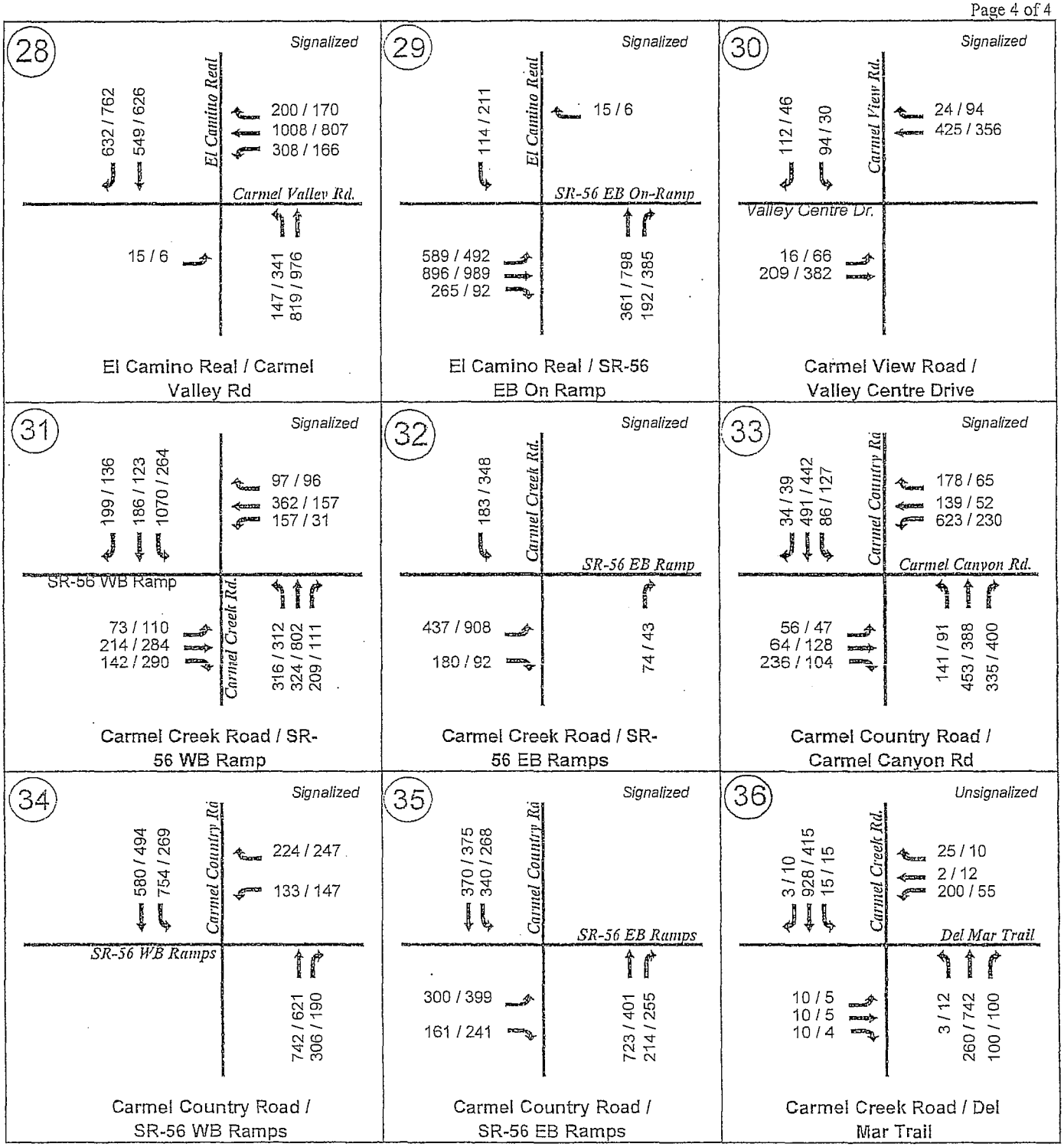


FIGURE X-X

Existing + Project (Phase 1) AM/PM Peak Hour Traffic

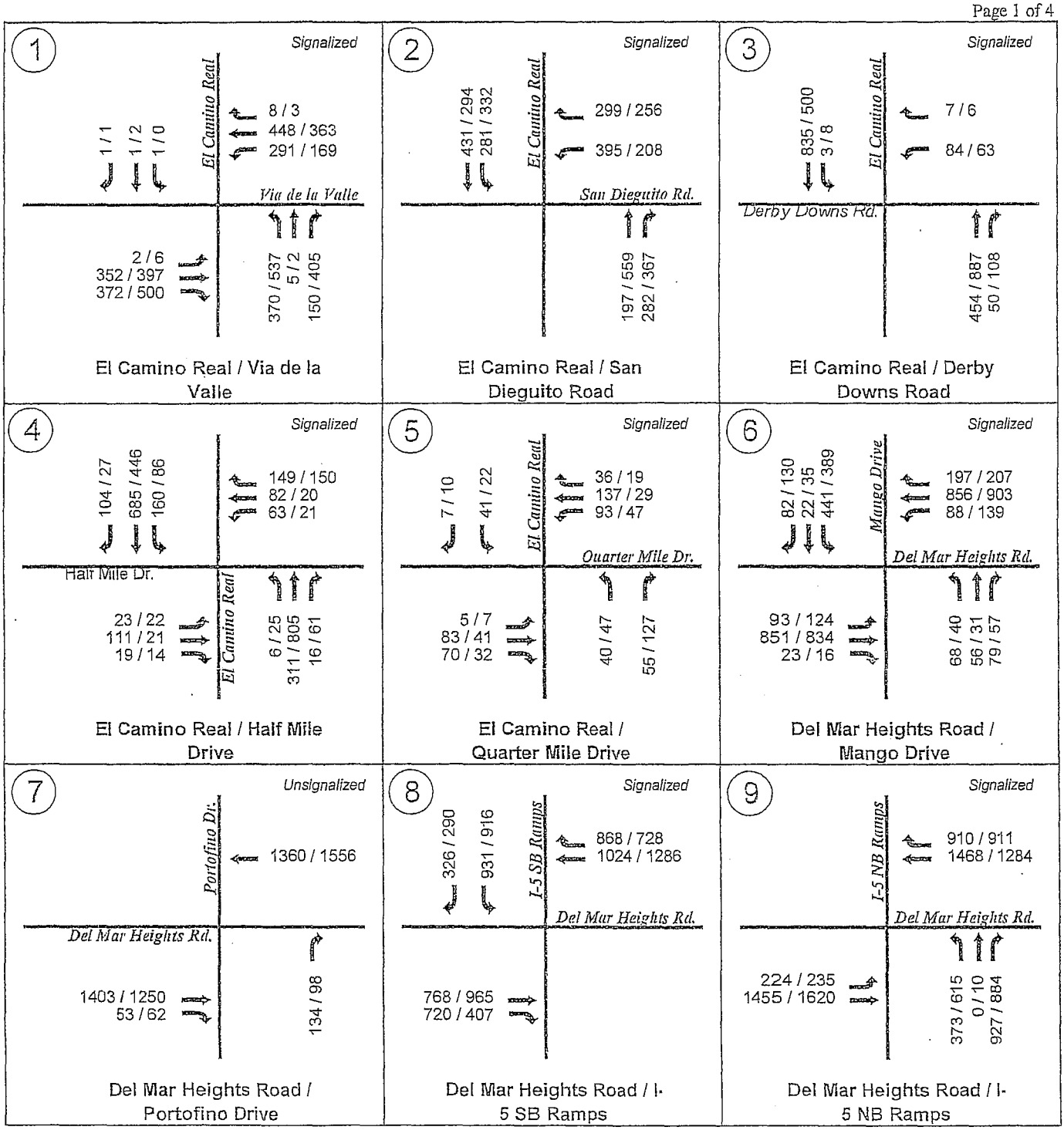


FIGURE X-X

Existing + Project (Phase 1&2) AM/PM Peak Hour Traffic

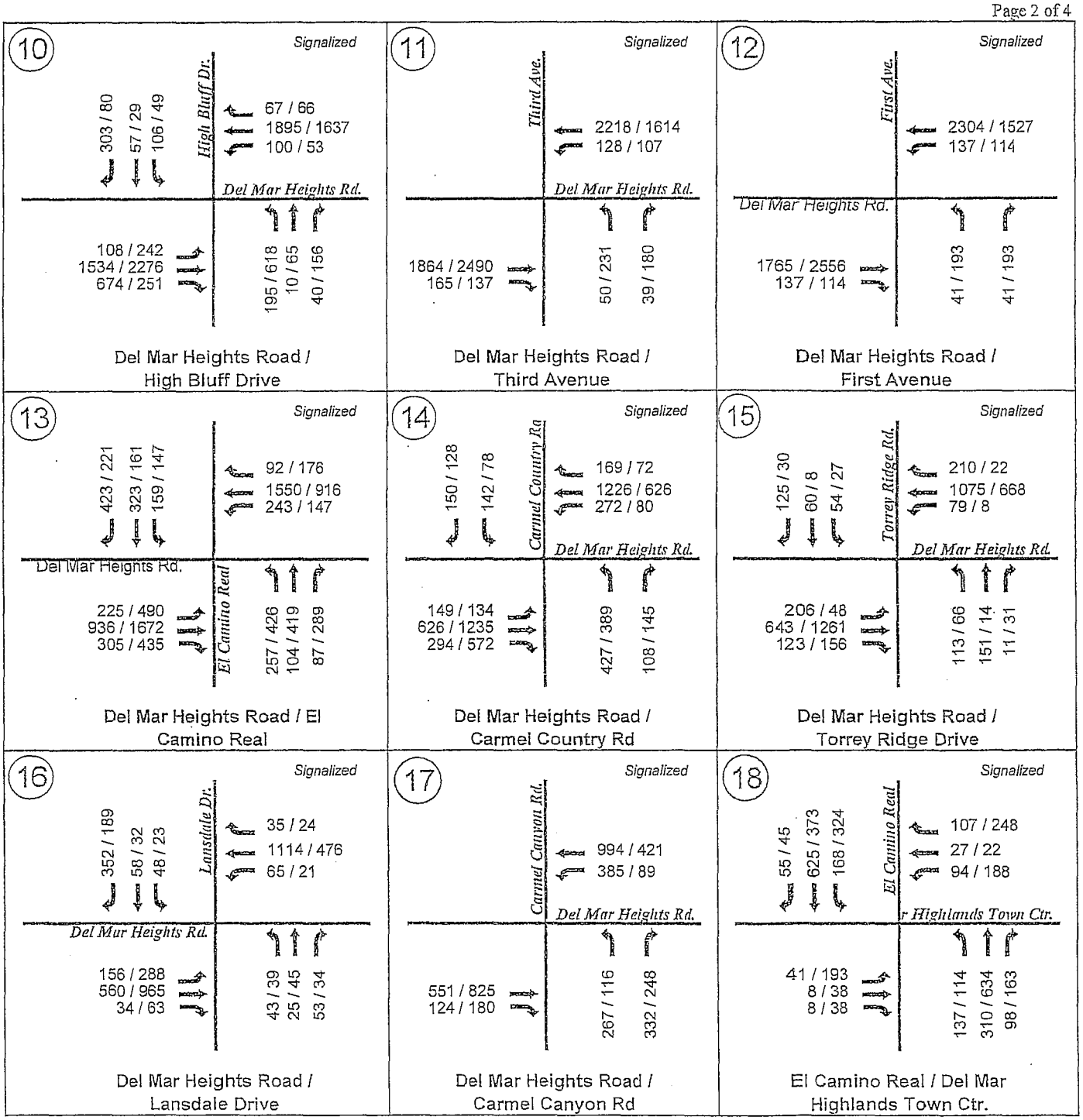


FIGURE X-X

Existing + Project (Phase 1&2) AM/PM Peak Hour Traffic

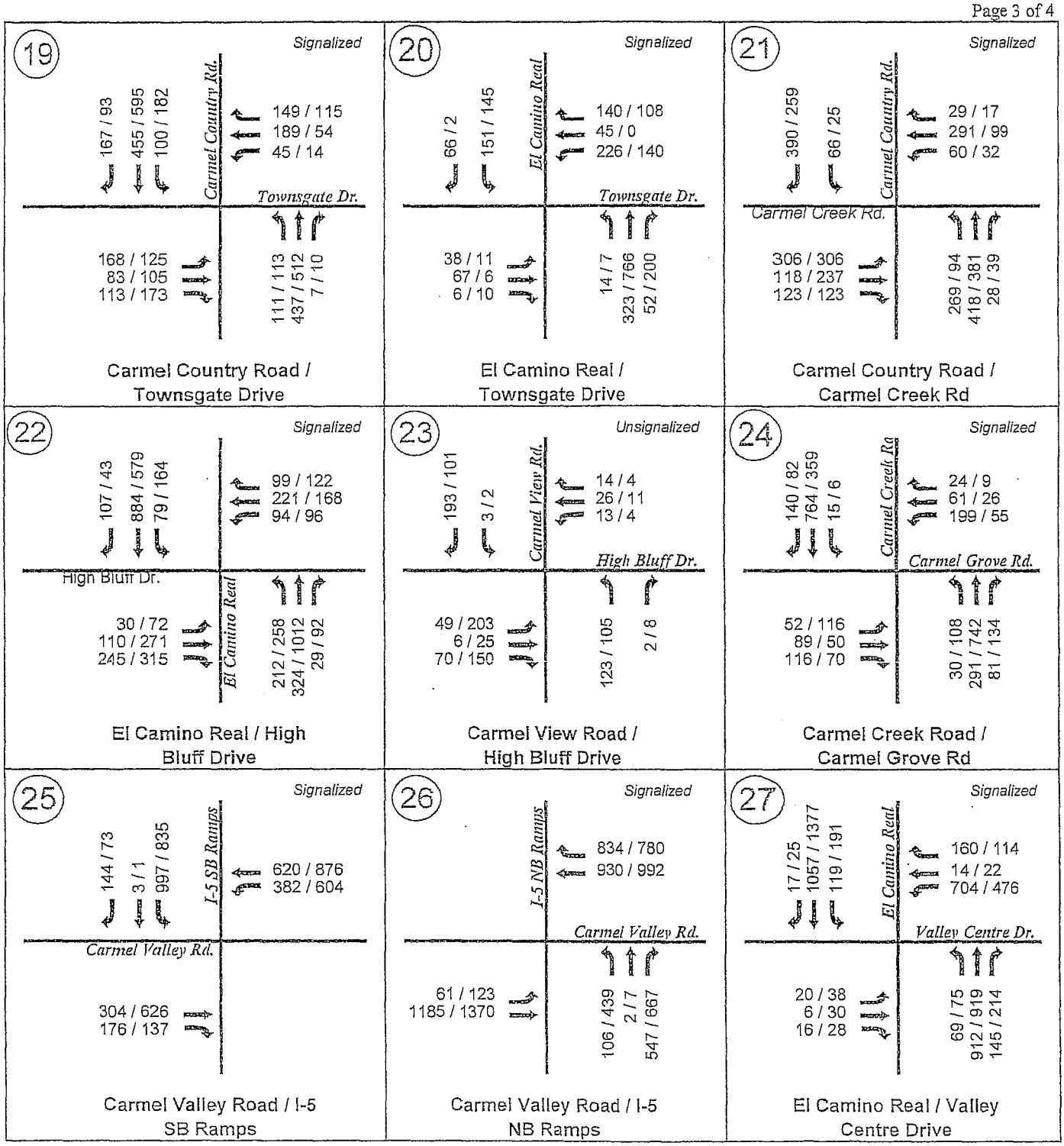


FIGURE X-X

Existing + Project (Phase 1&2) AM/PM Peak Hour Traffic

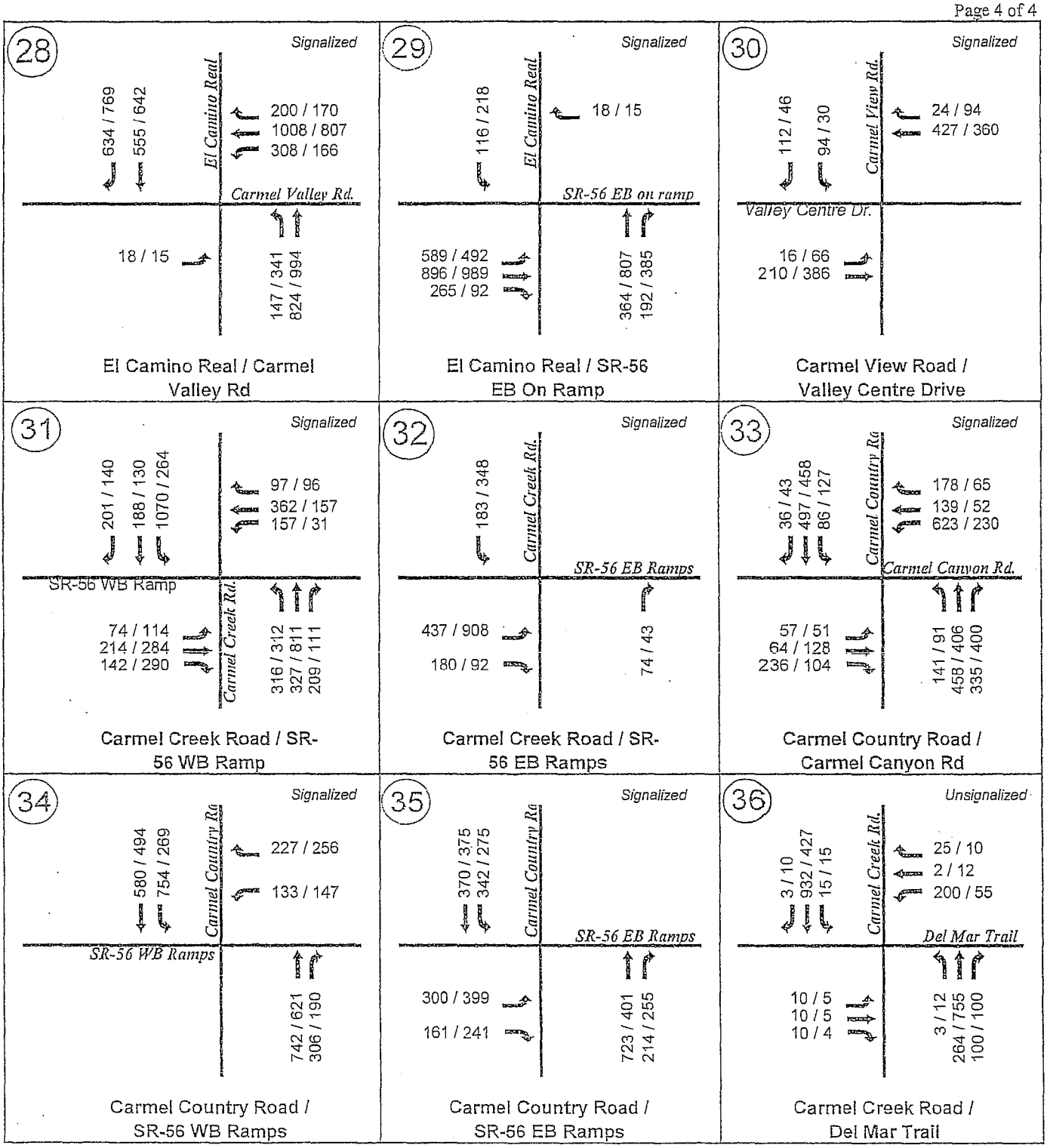


FIGURE X-X

Existing + Project (Phase 1&2) AM/PM Peak Hour Traffic

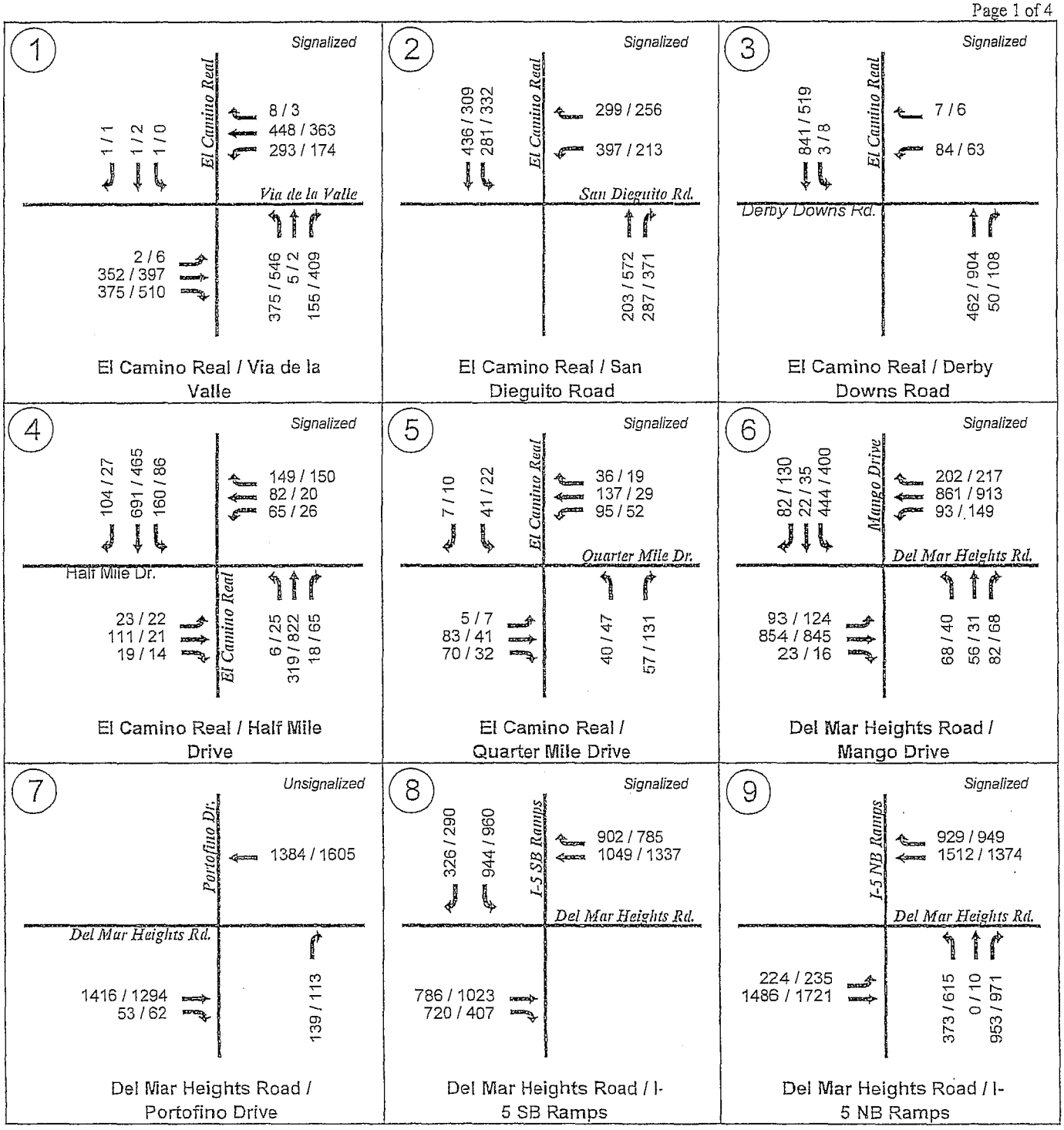


FIGURE X-X

Existing + Project (Buildout) AM/PM Peak Hour Traffic

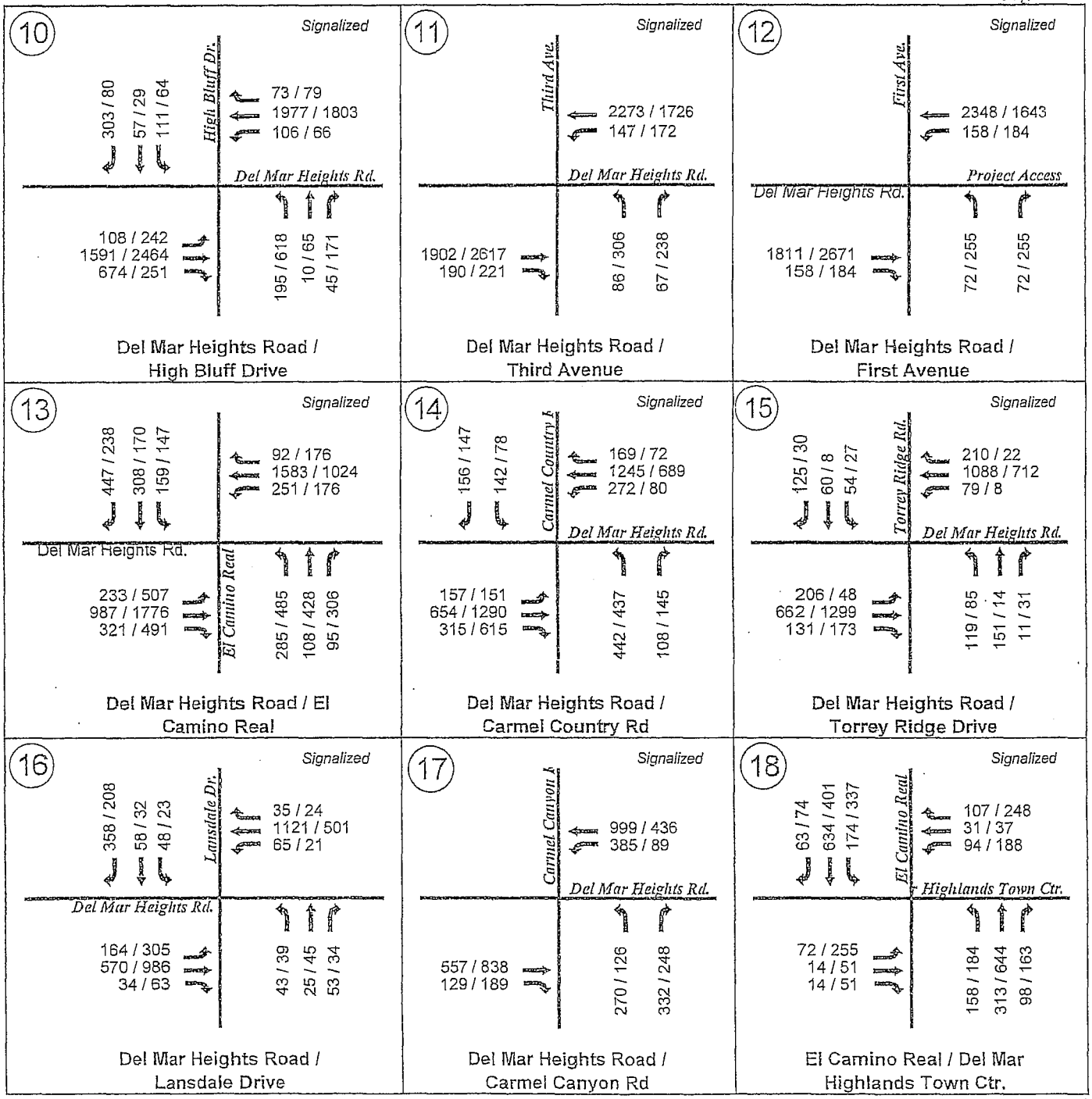


FIGURE X-X

Existing + Project (Buildout) AM/PM Peak Hour Traffic

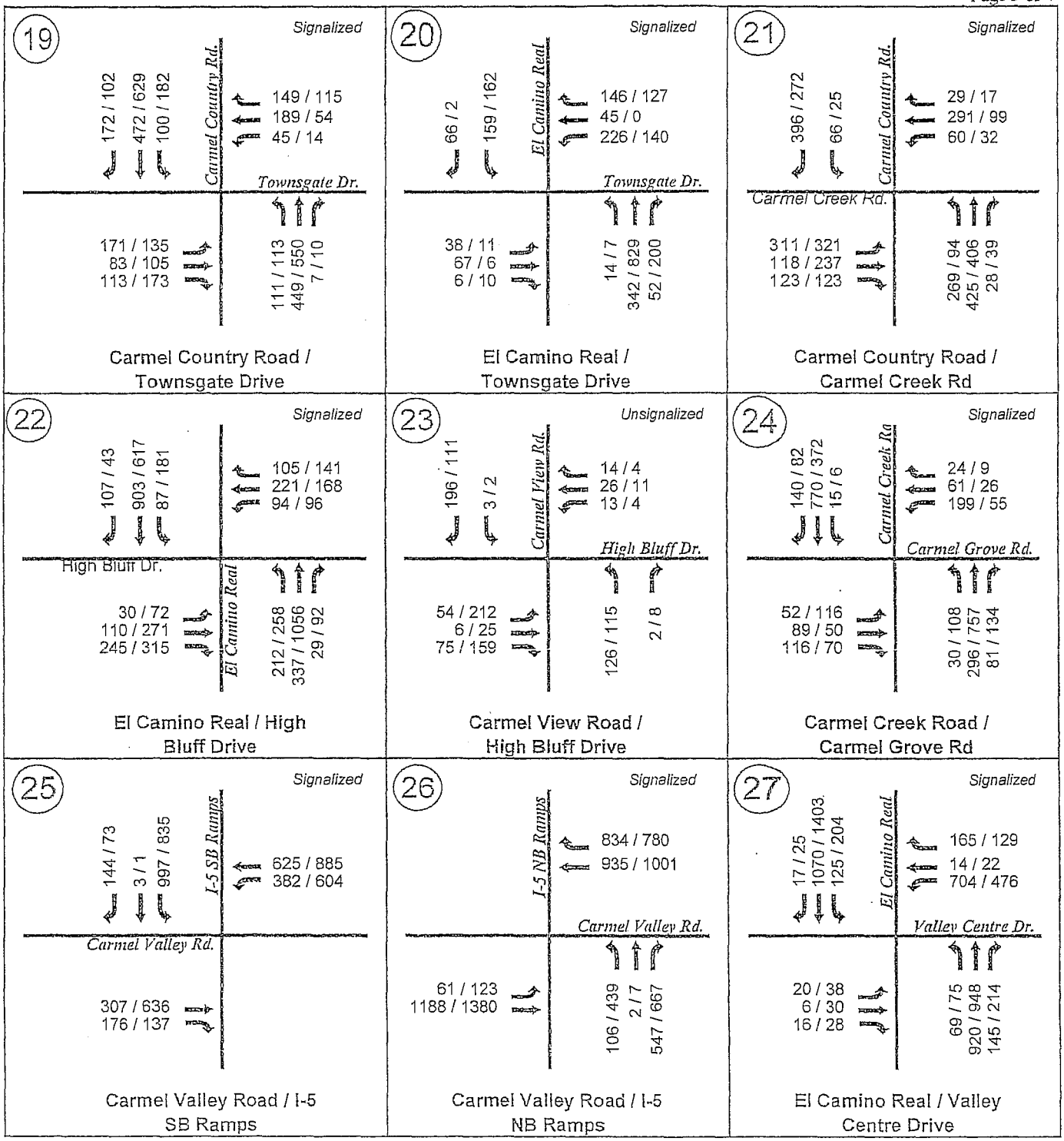


FIGURE X-X

Existing + Project (Buildout) AM/PM Peak Hour Traffic

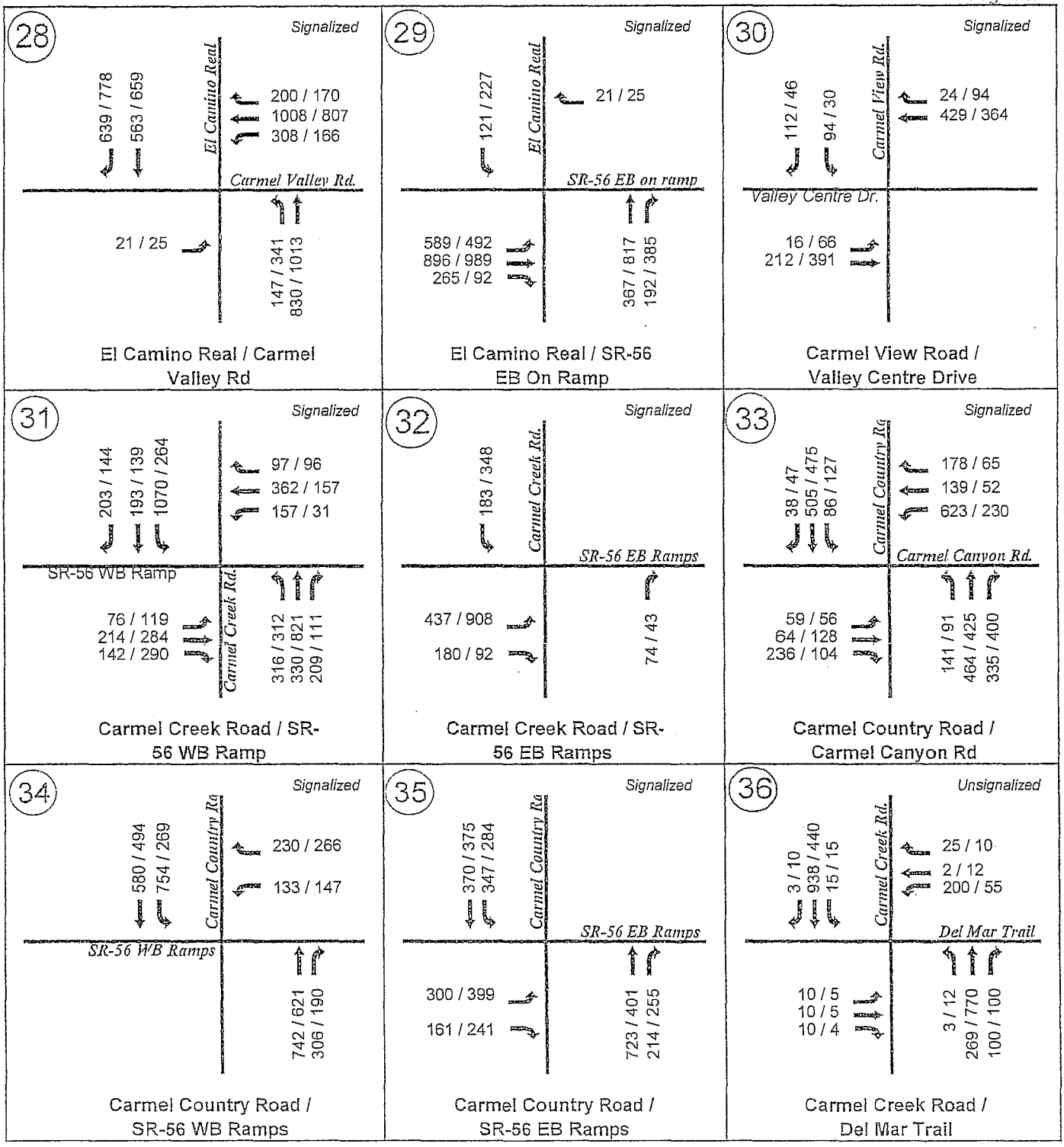


FIGURE X-X

Existing + Project (Buildout) AM/PM Peak Hour Traffic

EXISTING + PROJECT

Phase 1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	352	369	290	448	8	368	5	146	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	
Satd. Flow (prot)	1770	1863	1583	1770	1858			1775	1583		1750	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	
Satd. Flow (perm)	1770	1863	1583	1770	1858			1775	1583		1750	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2	391	410	322	498	9	409	6	162	1	1	1
RTOR Reduction (vph)	0	0	265	0	1	0	0	0	117	0	1	0
Lane Group Flow (vph)	2	391	145	322	506	0	0	415	45	0	2	0
Turn Type	Prot		Prot	Prot			Split		Prot	Split		
Protected Phases	7	4	4	3	8		2	2	2	6	6	
Permitted Phases												
Actuated Green, G (s)	0.8	22.3	22.3	16.7	38.2			21.4	21.4		1.1	
Effective Green, g (s)	0.8	22.3	22.3	16.7	38.2			21.4	21.4		1.1	
Actuated g/C Ratio	0.01	0.29	0.29	0.22	0.49			0.28	0.28		0.01	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	18	536	455	381	916			490	437		25	
v/s Ratio Prot	0.00	c0.21	0.09	c0.18	0.27			c0.23	0.03		c0.00	
v/s Ratio Perm												
v/c Ratio	0.11	0.73	0.32	0.85	0.55			0.85	0.10		0.08	
Uniform Delay, d1	38.0	24.9	21.6	29.2	13.7			26.5	20.9		37.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	2.7	4.9	0.4	15.7	0.7			12.8	0.1		1.4	
Delay (s)	40.7	29.8	22.1	44.8	14.4			39.3	21.0		39.1	
Level of Service	D	C	C	D	B			D	C		D	
Approach Delay (s)		25.9			26.2			34.1			39.1	
Approach LOS		C			C			C			D	

Intersection Summary				
HCM Average Control Delay	26.2	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.79			
Actuated Cycle Length (s)	77.5	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	71.9%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Volume (vph)	394	299	0	193	278	281	427
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00		1.00	1.00	1.00	0.95
Frt	1.00	0.85		1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00		1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	1583		1863	1583	1770	3539
Flt Permitted	0.95	1.00		1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	1583		1863	1583	1770	3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	438	332	0	214	309	312	474
RTOR Reduction (vph)	0	249	0	0	237	0	0
Lane Group Flow (vph)	438	83	0	214	72	312	474
Turn Type		Perm	Prot		Perm	Prot	
Protected Phases	1		3	8		7	
Permitted Phases		1			8		6
Actuated Green, G (s)	12.7	12.7		11.8	11.8	14.0	12.7
Effective Green, g (s)	12.7	12.7		11.8	11.8	14.0	12.7
Actuated g/C Ratio	0.25	0.25		0.23	0.23	0.28	0.25
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	863	398		435	370	491	890
v/s Ratio Prot	0.13			c0.11		c0.18	
v/s Ratio Perm		0.05			0.05		c0.13
v/c Ratio	0.51	0.21		0.49	0.20	0.64	0.53
Uniform Delay, d1	16.2	14.9		16.8	15.5	16.0	16.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	0.3		0.9	0.3	2.7	0.6
Delay (s)	16.7	15.2		17.6	15.8	18.7	17.0
Level of Service	B	B		B	B	B	B
Approach Delay (s)	16.0			16.5			17.6
Approach LOS	B			B			B

Intersection Summary			
HCM Average Control Delay	16.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	50.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	47.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Volume (vph)	84	7	0	448	50	3	830
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0		4.0	4.0
Lane Util. Factor	0.97			0.95		1.00	0.95
Frt	0.99			0.98		1.00	1.00
Flt Protected	0.96			1.00		0.95	1.00
Satd. Flow (prot)	3414			3486		1770	3539
Flt Permitted	0.96			1.00		0.95	1.00
Satd. Flow (perm)	3414			3486		1770	3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	93	8	0	498	56	3	922
RTOR Reduction (vph)	7	0	0	13	0	0	0
Lane Group Flow (vph)	94	0	0	541	0	3	922
Turn Type			Prot			Prot	
Protected Phases	8		5	2		1	6
Permitted Phases							
Actuated Green, G (s)	3.1			14.8		0.6	19.4
Effective Green, g (s)	3.1			14.8		0.6	19.4
Actuated g/C Ratio	0.10			0.49		0.02	0.64
Clearance Time (s)	4.0			4.0		4.0	4.0
Vehicle Extension (s)	3.0			3.0		3.0	3.0
Lane Grp Cap (vph)	347			1692		35	2251
v/s Ratio Prot	c0.03			0.16		0.00	c0.26
v/s Ratio Perm							
v/c Ratio	0.27			0.32		0.09	0.41
Uniform Delay, d1	12.7			4.8		14.7	2.7
Progression Factor	1.00			1.00		1.00	1.00
Incremental Delay, d2	0.4			0.1		1.1	0.1
Delay (s)	13.1			4.9		15.7	2.9
Level of Service	B			A		B	A
Approach Delay (s)	13.1			4.9			2.9
Approach LOS	B			A			A

Intersection Summary			
HCM Average Control Delay	4.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	30.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	32.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	111	19	62	82	149	6	305	14	160	680	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	0.90		1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1822		1770	1682		1770	3515		1770	3469	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1822		1770	1682		1770	3515		1770	3469	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	26	123	21	69	91	166	7	339	16	178	756	116
RTOR Reduction (vph)	0	11	0	0	114	0	0	6	0	0	17	0
Lane Group Flow (vph)	26	133	0	69	143	0	7	349	0	178	855	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	0.7	10.6		2.3	12.2		0.7	13.8		6.8	19.9	
Effective Green, g (s)	0.7	10.6		2.3	12.2		0.7	13.8		6.8	19.9	
Actuated g/C Ratio	0.01	0.21		0.05	0.25		0.01	0.28		0.14	0.40	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	25	390		82	415		25	980		243	1395	
v/s Ratio Prot	0.01	0.07		c0.04	c0.09		0.00	0.10		c0.10	c0.25	
v/s Ratio Perm												
v/c Ratio	1.04	0.34		0.84	0.35		0.28	0.36		0.73	0.61	
Uniform Delay, d1	24.4	16.5		23.4	15.4		24.2	14.3		20.5	11.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	192.8	0.5		50.7	0.5		6.0	0.2		10.8	0.8	
Delay (s)	217.2	17.0		74.1	15.9		30.2	14.5		31.3	12.5	
Level of Service	F	B		E	B		C	B		C	B	
Approach Delay (s)		47.6			28.2			14.8			15.7	
Approach LOS		D			C			B			B	

Intersection Summary				
HCM Average Control Delay	20.5	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.51			
Actuated Cycle Length (s)	49.5	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	55.6%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	83	70	92	137	36	40	323	53	41	766	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.98		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1805		1770	3464		1770	3534	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1863	1583	1770	1805		1770	3464		1770	3534	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	6	92	78	102	152	40	44	359	59	46	851	8
RTOR Reduction (vph)	0	0	64	0	17	0	0	19	0	0	1	0
Lane Group Flow (vph)	6	92	14	102	175	0	44	399	0	46	858	0
Turn Type	Prot		Prot	Prot			Prot			Prot		
Protected Phases	7	4	4	3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	0.6	8.4	8.4	3.5	11.3		1.3	17.4		1.3	17.4	
Effective Green, g (s)	0.6	8.4	8.4	3.5	11.3		1.3	17.4		1.3	17.4	
Actuated g/C Ratio	0.01	0.18	0.18	0.08	0.24		0.03	0.37		0.03	0.37	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	23	336	285	133	438		49	1293		49	1320	
v/s Ratio Prot	0.00	0.05	0.01	c0.06	c0.10		0.02	0.12		c0.03	c0.24	
v/s Ratio Perm												
v/c Ratio	0.26	0.27	0.05	0.77	0.40		0.90	0.31		0.94	0.65	
Uniform Delay, d1	22.8	16.5	15.8	21.1	14.8		22.6	10.3		22.6	12.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	6.0	0.4	0.1	22.8	0.6		90.0	0.1		104.4	1.1	
Delay (s)	28.7	16.9	15.9	44.0	15.4		112.6	10.5		127.0	13.2	
Level of Service	C	B	B	D	B		F	B		F	B	
Approach Delay (s)		16.9			25.3			20.2			19.0	
Approach LOS		B			C			C			B	

Intersection Summary				
HCM Average Control Delay	20.1	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.61			
Actuated Cycle Length (s)	46.6	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	46.5%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	93	848	23	85	853	194	68	56	76	438	22	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.95			1.00	1.00	0.95	0.95	
Frt	1.00	1.00		1.00	0.97			1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00	0.95	0.97	
Satd. Flow (prot)	1770	5065		1770	3441			1813	1583	1681	1638	
Flt Permitted	0.95	1.00		0.95	1.00			0.97	1.00	0.95	0.97	
Satd. Flow (perm)	1770	5065		1770	3441			1813	1583	1681	1638	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	103	942	26	94	948	216	76	62	84	487	24	91
RTOR Reduction (vph)	0	3	0	0	21	0	0	0	72	0	17	0
Lane Group Flow (vph)	103	965	0	94	1143	0	0	138	12	307	278	0
Turn Type	Prot			Prot			Split		Perm	Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases									2			
Actuated Green, G (s)	6.6	30.4		7.6	31.4			11.5	11.5	17.6	17.6	
Effective Green, g (s)	6.6	30.4		7.6	31.4			11.5	11.5	17.6	17.6	
Actuated g/C Ratio	0.08	0.37		0.09	0.38			0.14	0.14	0.21	0.21	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	141	1853		162	1300			251	219	356	347	
v/s Ratio Prot	c0.06	0.19		0.05	c0.33			c0.08		c0.18	0.17	
v/s Ratio Perm									0.01			
v/c Ratio	0.73	0.52		0.58	0.88			0.55	0.05	0.86	0.80	
Uniform Delay, d1	37.4	20.6		36.2	24.1			33.4	31.1	31.6	31.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	17.6	0.3		5.2	7.1			2.5	0.1	18.8	12.4	
Delay (s)	55.0	20.9		41.4	31.2			35.8	31.2	50.4	43.5	
Level of Service	D	C		D	C			D	C	D	D	
Approach Delay (s)		24.2			31.9			34.1			47.0	
Approach LOS		C			C			C			D	

Intersection Summary				
HCM Average Control Delay	32.3	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.76			
Actuated Cycle Length (s)	83.1	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	66.8%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1390	53	0	1342	0	130
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1544	59	0	1491	0	144
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	575			607		
pX, platoon unblocked			0.87		0.92	0.87
vC, conflicting volume			1603		2319	544
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1179		1421	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	85
cM capacity (veh/h)			513		117	946

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1
Volume Total	618	618	368	746	746	144
Volume Left	0	0	0	0	0	0
Volume Right	0	0	59	0	0	144
cSH	1700	1700	1700	1700	1700	946
Volume to Capacity	0.36	0.36	0.22	0.44	0.44	0.15
Queue Length 95th (ft)	0	0	0	0	0	13
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	9.5
Lane LOS						A
Approach Delay (s)	0.0			0.0		9.5
Approach LOS						A

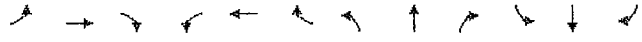
Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	42.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰↰↱	↱
Volume (vph)	0	751	1006	0	918	326
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3	6.3		5.6	5.6
Lane Util. Factor		0.95	0.95		0.97	0.91
Frt		1.00	1.00		0.99	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		3539	3539		3430	1441
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		3539	3539		3430	1441
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	834	1118	0	1020	362
RTOR Reduction (vph)	0	0	0	0	3	46
Lane Group Flow (vph)	0	834	1118	0	1053	280
Turn Type						Perm
Protected Phases		2 6	6 2		4	
Permitted Phases						4
Actuated Green, G (s)		42.4	42.4		25.4	25.4
Effective Green, g (s)		42.4	42.4		25.4	25.4
Actuated g/C Ratio		0.53	0.53		0.32	0.32
Clearance Time (s)					5.6	5.6
Vehicle Extension (s)					3.0	3.0
Lane Grp Cap (vph)		1883	1883		1093	459
v/s Ratio Prot		0.24	c0.32		c0.31	
v/s Ratio Perm						0.19
v/c Ratio		0.44	0.59		0.96	0.61
Uniform Delay, d1		11.4	12.8		26.7	23.0
Progression Factor		1.00	1.00		1.00	1.00
Incremental Delay, d2		0.2	0.5		18.8	2.4
Delay (s)		11.6	13.3		45.5	25.4
Level of Service		B	B		D	C
Approach Delay (s)		11.6	13.3		40.8	
Approach LOS		B	B		D	

Intersection Summary			
HCM Average Control Delay	24.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	79.7	Sum of lost time (s)	11.9
Intersection Capacity Utilization	66.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↰	↑↑			↑↑↑	↱	↰	↔	↱			
Volume (vph)	224	1425	0	0	1449	897	373	0	901	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lane Util. Factor	0.97	0.95			0.91	1.00	0.95	0.91	0.95			
Frt	1.00	1.00			1.00	0.85	1.00	0.86	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (prot)	3433	3539			5085	1583	1681	1455	1504			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (perm)	3433	3539			5085	1583	1681	1455	1504			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	249	1583	0	0	1610	997	414	0	1001	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	452	0	15	15	0	0	0
Lane Group Flow (vph)	249	1583	0	0	1610	545	373	506	506	0	0	0
Turn Type	Prot					Prot	Split		Prot			
Protected Phases	5	2			6	6	8	8	8			
Permitted Phases												
Actuated Green, G (s)	10.2	67.8			53.6	53.6	44.2	44.2	44.2			
Effective Green, g (s)	10.2	67.8			53.6	53.6	44.2	44.2	44.2			
Actuated g/C Ratio	0.08	0.56			0.45	0.45	0.37	0.37	0.37			
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	292	2000			2271	707	619	536	554			
v/s Ratio Prot	0.07	c0.45			0.32	0.34	0.22	c0.35	0.34			
v/s Ratio Perm												
v/c Ratio	0.85	0.79			0.71	0.77	0.60	0.94	0.91			
Uniform Delay, d1	54.2	20.5			26.9	28.0	30.8	36.7	36.1			
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	20.7	3.3			1.9	7.9	1.7	25.6	19.6			
Delay (s)	74.8	23.8			28.8	36.0	32.4	62.3	55.7			
Level of Service	E	C			C	D	C	E	E			
Approach Delay (s)		30.8			31.5			52.0			0.0	
Approach LOS		C			C			D			A	

Intersection Summary			
HCM Average Control Delay	36.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	91.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	108	1479	674	96	1838	63	195	10	36	102	57	303
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		0.97	0.95		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.88		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5060		3433	3123		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	5085	1583	1770	5060		3433	3123		1770	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	120	1643	749	107	2042	70	217	11	40	113	63	337
RTOR Reduction (vph)	0	0	373	0	4	0	0	35	0	0	0	137
Lane Group Flow (vph)	120	1643	376	107	2108	0	217	16	0	113	63	200
Turn Type	Prot		Prot	Prot			Prot			Prot		Prot
Protected Phases	7	4	4	3	8		5	2		1	6	6
Permitted Phases												
Actuated Green, G (s)	7.9	41.3	41.3	6.7	40.1		7.0	10.0		13.2	16.2	16.2
Effective Green, g (s)	7.9	41.3	41.3	6.7	40.1		7.0	10.0		13.2	16.2	16.2
Actuated g/C Ratio	0.09	0.47	0.47	0.08	0.46		0.08	0.11		0.15	0.19	0.19
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	160	2408	750	136	2327		276	358		268	346	294
v/s Ratio Prot	c0.07	0.32	0.24	0.06	c0.42		c0.06	0.00		0.06	0.03	c0.13
v/s Ratio Perm												
v/c Ratio	0.75	0.68	0.50	0.79	0.91		0.79	0.04		0.42	0.18	0.68
Uniform Delay, d1	38.7	17.8	15.8	39.5	21.8		39.4	34.3		33.5	29.9	33.1
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	17.8	0.8	0.5	25.2	5.5		13.7	0.1		1.1	0.3	6.4
Delay (s)	56.5	18.7	16.4	64.8	27.3		53.1	34.4		34.6	30.2	39.4
Level of Service	E	B	B	E	C		D	C		C	C	D
Approach Delay (s)		19.8			29.1			49.5			37.2	
Approach LOS		B			C			D			D	

Intersection Summary				
HCM Average Control Delay	26.6	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.83			
Actuated Cycle Length (s)	87.2	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	71.2%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1771	192	115	2168	31	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	1.00	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	1770	5085	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1968	213	128	2409	34	21
RTOR Reduction (vph)	0	87	0	0	0	20
Lane Group Flow (vph)	1968	126	128	2409	34	1
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Actuated Green, G (s)	27.4	27.4	4.7	36.1	2.3	2.3
Effective Green, g (s)	27.4	27.4	4.7	36.1	2.3	2.3
Actuated g/C Ratio	0.59	0.59	0.10	0.78	0.05	0.05
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	3003	935	179	3956	170	78
v/s Ratio Prot	0.39		0.07	c0.47	c0.01	
v/s Ratio Perm		0.08				0.00
v/c Ratio	0.66	0.13	0.72	0.61	0.20	0.01
Uniform Delay, d1	6.3	4.2	20.2	2.2	21.2	21.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	0.1	12.7	0.3	0.6	0.1
Delay (s)	6.9	4.3	32.9	2.4	21.7	21.0
Level of Service	A	A	C	A	C	C
Approach Delay (s)	6.6			4.0	21.5	
Approach LOS	A			A	C	

Intersection Summary				
HCM Average Control Delay	5.4	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.58			
Actuated Cycle Length (s)	46.4	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	53.9%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1636	154	77	2258	25	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	1770	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1818	171	86	2509	28	14
RTOR Reduction (vph)	0	59	0	0	0	13
Lane Group Flow (vph)	1818	112	86	2509	28	1
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Actuated Green, G (s)	32.0	32.0	2.3	38.3	2.5	2.5
Effective Green, g (s)	32.0	32.0	2.3	38.3	2.5	2.5
Actuated g/C Ratio	0.66	0.66	0.05	0.78	0.05	0.05
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	3334	1038	162	3991	91	81
v/s Ratio Prot	0.36		0.03	c0.49	c0.02	
v/s Ratio Perm		0.07				0.00
v/c Ratio	0.55	0.11	0.53	0.63	0.31	0.01
Uniform Delay, d1	4.5	3.1	22.7	2.2	22.3	22.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.0	3.3	0.3	1.9	0.0
Delay (s)	4.7	3.2	26.0	2.5	24.2	22.0
Level of Service	A	A	C	A	C	C
Approach Delay (s)	4.6			3.3	23.5	
Approach LOS	A			A	C	

Intersection Summary				
HCM Average Control Delay	4.0	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.61			
Actuated Cycle Length (s)	48.8	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	53.6%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

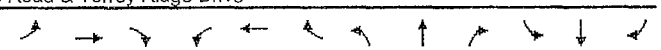
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	218	895	195	280	1494	92	221	103	85	159	310	428
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.91	1.00	0.97	0.91	
Frt	1.00	0.97		1.00	0.99		1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	4949		3433	5041		3433	5085	1583	3433	4643	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	4949		3433	5041		3433	5085	1583	3433	4643	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	242	994	217	311	1660	102	246	114	94	177	344	476
RTOR Reduction (vph)	0	45	0	0	9	0	0	0	76	0	160	0
Lane Group Flow (vph)	242	1166	0	311	1753	0	246	114	18	177	660	0
Turn Type	Prot			Prot			Prot		Prot	Prot		
Protected Phases	7	4		3	8		5	2	2	1	6	
Permitted Phases												
Actuated Green, G (s)	7.0	24.8		9.2	27.0		7.0	14.2	14.2	9.7	16.9	
Effective Green, g (s)	7.0	24.8		9.2	27.0		7.0	14.2	14.2	9.7	16.9	
Actuated g/C Ratio	0.09	0.34		0.12	0.37		0.09	0.19	0.19	0.13	0.23	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	325	1661		427	1842		325	977	304	451	1062	
v/s Ratio Prot	0.07	0.24		c0.09	c0.35		c0.07	0.02	0.01	0.05	c0.14	
v/s Ratio Perm												
v/c Ratio	0.74	0.70		0.73	0.95		0.76	0.12	0.06	0.39	0.93dr	
Uniform Delay, d1	32.6	21.3		31.1	22.8		32.6	24.7	24.4	29.4	25.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	8.9	1.4		6.1	11.6		9.7	0.1	0.1	0.6	1.1	
Delay (s)	41.5	22.7		37.3	34.4		42.3	24.7	24.5	30.0	26.8	
Level of Service	D	C		D	C		D	C	C	C	C	
Approach Delay (s)		25.8			34.8			34.2			27.3	
Approach LOS		C			C			C			C	

Intersection Summary				
HCM Average Control Delay	30.6	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.77			
Actuated Cycle Length (s)	73.9	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	72.4%	ICU Level of Service	C	
Analysis Period (min)	15			

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	143	607	280	272	1208	169	413	183	108	142	180	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.91		1.00	0.95	
Frt	1.00	0.95		1.00	0.98		1.00	0.94		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	4844		3433	4992		3433	4802		1770	3302	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	4844		3433	4992		3433	4802		1770	3302	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	159	674	311	302	1342	188	459	203	120	158	200	161
RTOR Reduction (vph)	0	105	0	0	23	0	0	98	0	0	138	0
Lane Group Flow (vph)	159	880	0	302	1507	0	459	225	0	158	223	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	5.0	20.1		9.0	24.1		11.7	12.0		9.4	9.7	
Effective Green, g (s)	5.0	20.1		9.0	24.1		11.7	12.0		9.4	9.7	
Actuated g/C Ratio	0.08	0.30		0.14	0.36		0.18	0.18		0.14	0.15	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	258	1464		465	1809		604	867		250	482	
v/s Ratio Prot	0.05	0.18		c0.09	c0.30		c0.13	0.05		0.09	c0.07	
v/s Ratio Perm												
v/c Ratio	0.62	0.60		0.65	0.83		0.76	0.26		0.63	0.46	
Uniform Delay, d1	29.8	19.8		27.3	19.4		26.1	23.4		26.9	26.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.3	0.7		3.1	3.5		5.5	0.2		5.1	0.7	
Delay (s)	34.1	20.5		30.4	22.8		31.5	23.6		32.1	26.7	
Level of Service	C	C		C	C		C	C		C	C	
Approach Delay (s)		22.4			24.1			28.3			28.3	
Approach LOS		C			C			C			C	

Intersection Summary				
HCM Average Control Delay	24.9	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.73			
Actuated Cycle Length (s)	66.5	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	65.9%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	206	630	117	79	1062	210	108	151	11	54	60	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.98		1.00	0.99		1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	4966		1770	4960		1770	1844		1770	1674	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	4966		1770	4960		1770	1844		1770	1674	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	229	700	130	88	1180	233	120	168	12	60	67	139
RTOR Reduction (vph)	0	29	0	0	34	0	0	3	0	0	102	0
Lane Group Flow (vph)	229	801	0	88	1379	0	120	177	0	60	104	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	12.4	31.2		6.7	25.5		6.1	13.7		3.9	11.5	
Effective Green, g (s)	12.4	31.2		6.7	25.5		6.1	13.7		3.9	11.5	
Actuated g/C Ratio	0.17	0.44		0.09	0.36		0.09	0.19		0.05	0.16	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	307	2167		166	1769		151	353		97	269	
v/s Ratio Prot	c0.13	0.16		0.05	c0.28		c0.07	c0.10		0.03	0.06	
v/s Ratio Perm												
v/c Ratio	0.75	0.37		0.53	0.78		0.79	0.50		0.62	0.39	
Uniform Delay, d1	28.1	13.5		30.9	20.5		32.1	25.8		33.1	26.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	9.5	0.1		3.2	2.2		24.3	1.1		11.2	0.9	
Delay (s)	37.5	13.6		34.1	22.7		56.4	27.0		44.3	27.8	
Level of Service	D	B		C	C		E	C		D	C	
Approach Delay (s)		18.8			23.4			38.7			31.5	
Approach LOS		B			C			D			C	

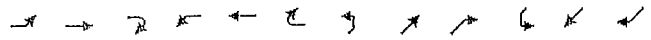
Intersection Summary				
HCM Average Control Delay	24.0	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.68			
Actuated Cycle Length (s)	71.5	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	66.8%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	150	552	34	65	1106	35	43	25	53	48	58	347
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00		1.00	0.90		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5041		1770	5062		1770	1673		1770	1623	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5041		1770	5062		1770	1673		1770	1623	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	167	613	38	72	1229	39	48	28	59	53	64	386
RTOR Reduction (vph)	0	9	0	0	5	0	0	47	0	0	236	0
Lane Group Flow (vph)	167	642	0	72	1263	0	48	40	0	53	214	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	6.2	22.4		2.7	18.9		1.7	11.0		2.4	11.7	
Effective Green, g (s)	6.2	22.4		2.7	18.9		1.7	11.0		2.4	11.7	
Actuated g/C Ratio	0.11	0.41		0.05	0.35		0.03	0.20		0.04	0.21	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	201	2072		88	1755		55	338		78	348	
v/s Ratio Prot	c0.09	c0.13		0.04	c0.25		0.03	0.02		c0.03	c0.13	
v/s Ratio Perm												
v/c Ratio	0.83	0.31		0.82	0.72		0.87	0.12		0.68	0.81	
Uniform Delay, d1	23.6	10.8		25.7	15.5		26.3	17.8		25.7	19.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	24.3	0.1		42.2	1.4		76.2	0.2		21.0	3.2	
Delay (s)	47.9	10.9		67.9	16.9		102.5	17.9		46.7	22.6	
Level of Service	D	B		E	B		F	B		D	C	
Approach Delay (s)		18.5			19.7			48.0			25.1	
Approach LOS		B			B			D			C	

Intersection Summary				
HCM Average Control Delay	21.7	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.68			
Actuated Cycle Length (s)	54.5	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	71.6%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

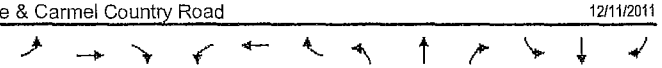
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	547	122	385	990	264	332
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		1.00	0.91	0.97	1.00
Frt	0.97		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	4946		1770	5085	3433	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	4946		1770	5085	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	608	136	428	1100	293	369
RTOR Reduction (vph)	60	0	0	0	0	294
Lane Group Flow (vph)	684	0	428	1100	293	75
Turn Type			Prot			Prot
Protected Phases	4		3	8	2	2
Permitted Phases						
Actuated Green, G (s)	13.6		15.2	32.8	10.4	10.4
Effective Green, g (s)	13.6		15.2	32.8	10.4	10.4
Actuated g/C Ratio	0.27		0.30	0.64	0.20	0.20
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1314		525	3258	697	322
v/s Ratio Prot	c0.14		c0.24	0.22	c0.09	0.05
v/s Ratio Perm						
v/c Ratio	0.52		0.82	0.34	0.42	0.23
Uniform Delay, d1	16.0		16.7	4.2	17.8	17.1
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4		9.5	0.1	0.4	0.4
Delay (s)	16.4		26.2	4.3	18.2	17.4
Level of Service	B		C	A	B	B
Approach Delay (s)	16.4			10.4	17.8	
Approach LOS	B			B	B	

Intersection Summary				
HCM Average Control Delay	13.6	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.61			
Actuated Cycle Length (s)	51.2	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	52.2%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	13	4	4	94	23	107	92	307	98	160	660	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95			1.00	1.00	0.97	0.91		0.97	0.91	
Frt	1.00	0.95			1.00	0.85	1.00	0.96		1.00	0.99	
Flt Protected	0.95	0.99			0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1651			1791	1583	3433	4901		3433	5044	
Flt Permitted	0.95	0.99			0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1651			1791	1583	3433	4901		3433	5044	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	14	4	4	104	26	119	102	341	109	178	733	42
RTOR Reduction (vph)	0	3	0	0	0	102	0	63	0	0	7	0
Lane Group Flow (vph)	11	8	0	0	130	17	102	387	0	178	768	0
Turn Type	Split			Split		Perm	Prot			Prot		
Protected Phases	2	2		6	6		3	8		7	4	
Permitted Phases						6						
Actuated Green, G (s)	6.6	6.6			7.2	7.2	3.6	13.6		5.9	15.9	
Effective Green, g (s)	6.6	6.6			7.2	7.2	3.6	13.6		5.9	15.9	
Actuated g/C Ratio	0.13	0.13			0.15	0.15	0.07	0.28		0.12	0.32	
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	225	221			262	231	251	1352		411	1627	
v/s Ratio Prot	c0.01	0.00			c0.07		0.03	0.08		c0.05	c0.15	
v/s Ratio Perm						0.01						
v/c Ratio	0.05	0.03			0.50	0.08	0.41	0.29		0.43	0.47	
Uniform Delay, d1	18.6	18.6			19.4	18.2	21.8	14.0		20.1	13.3	
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.1			1.5	0.1	1.1	0.1		0.7	0.2	
Delay (s)	18.7	18.6			20.9	18.3	22.9	14.2		20.9	13.6	
Level of Service	B	B			C	B	C	B		C	B	
Approach Delay (s)		18.7			19.6			15.8			14.9	
Approach LOS		B			B			B			B	

Intersection Summary				
HCM Average Control Delay	15.9	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.37			
Actuated Cycle Length (s)	49.3	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	40.0%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	165	83	113	45	189	149	111	425	7	100	443	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.93		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1739		1770	3530		1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1739		1770	3530		1770	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	183	92	126	50	210	166	123	472	8	111	492	183
RTOR Reduction (vph)	0	0	77	0	36	0	0	2	0	0	0	142
Lane Group Flow (vph)	183	92	49	50	340	0	123	478	0	111	492	41
Turn Type	Prot		Prot	Prot			Prot			Prot		Prot
Protected Phases	7	4	4	3	8		5	2		1	6	6
Permitted Phases												
Actuated Green, G (s)	12.0	26.2	26.2	3.5	17.7		7.1	16.1		6.1	15.1	15.1
Effective Green, g (s)	12.0	26.2	26.2	3.5	17.7		7.1	16.1		6.1	15.1	15.1
Actuated g/C Ratio	0.18	0.39	0.39	0.05	0.26		0.10	0.24		0.09	0.22	0.22
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	313	719	611	91	453		185	837		159	787	352
v/s Ratio Prot	c0.10	0.05	0.03	0.03	c0.20		c0.07	0.14		0.06	c0.14	0.03
v/s Ratio Perm												
v/c Ratio	0.58	0.13	0.08	0.55	0.75		0.66	0.57		0.70	0.63	0.12
Uniform Delay, d1	25.7	13.5	13.2	31.4	23.1		29.3	22.9		30.0	23.8	21.1
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.8	0.1	0.1	6.6	6.9		8.7	0.9		12.6	1.6	0.1
Delay (s)	28.4	13.6	13.3	38.1	29.9		37.9	23.8		42.6	25.4	21.2
Level of Service	C	B	B	D	C		D	C		D	C	C
Approach Delay (s)		20.3			30.9			26.7			26.9	
Approach LOS		C			C			C			C	

Intersection Summary				
HCM Average Control Delay	26.4	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.66			
Actuated Cycle Length (s)	67.9	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	59.9%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	38	67	6	226	45	135	14	305	52	145	452	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.91		1.00	0.91	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.98		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1839		1770	1863	1583	1770	4974		1770	4988	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1839		1770	1863	1583	1770	4974		1770	4988	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	42	74	7	251	50	150	16	339	58	161	502	73
RTOR Reduction (vph)	0	5	0	0	0	108	0	34	0	0	24	0
Lane Group Flow (vph)	42	76	0	251	50	42	16	363	0	161	551	0
Turn Type	Prot			Prot		Prot	Prot			Prot		
Protected Phases	1	6		5	2	2	7	4		3	8	
Permitted Phases												
Actuated Green, G (s)	2.0	5.4		11.6	15.0	15.0	0.7	13.0		8.2	20.5	
Effective Green, g (s)	2.0	5.4		11.6	15.0	15.0	0.7	13.0		8.2	20.5	
Actuated g/C Ratio	0.04	0.10		0.21	0.28	0.28	0.01	0.24		0.15	0.38	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	65	183		379	516	438	23	1193		268	1887	
v/s Ratio Prot	0.02	c0.04		c0.14	0.03	0.03	0.01	0.07		c0.09	c0.11	
v/s Ratio Perm												
v/c Ratio	0.65	0.41		0.66	0.10	0.09	0.70	0.30		0.60	0.29	
Uniform Delay, d1	25.8	22.9		19.5	14.6	14.6	26.6	16.9		21.5	11.8	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	20.0	1.5		4.3	0.1	0.1	63.9	0.1		3.8	0.1	
Delay (s)	45.7	24.4		23.8	14.6	14.7	90.6	17.0		25.2	11.9	
Level of Service	D	C		C	B	B	F	B		C	B	
Approach Delay (s)		31.7			19.8			19.9			14.8	
Approach LOS		C			B			B			B	

Intersection Summary				
HCM Average Control Delay	18.5	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.46			
Actuated Cycle Length (s)	54.2	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	44.3%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	302	118	123	60	291	29	269	410	28	66	398	386
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85		0.99		1.00	0.99		1.00	0.93	
Flt Protected	0.95	1.00	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583		1829		1770	3506		1770	3278	
Flt Permitted	0.95	1.00	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1863	1583		1829		1770	3506		1770	3278	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	318	124	129	63	306	31	283	432	29	69	419	406
RTOR Reduction (vph)	0	0	103	0	4	0	0	6	0	0	218	0
Lane Group Flow (vph)	318	124	26	0	396	0	283	455	0	69	607	0
Turn Type	Split		Prot	Split			Prot			Prot		
Protected Phases	4	4	4	8	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	16.0	16.0	16.0		17.4		13.2	24.0		6.6	17.4	
Effective Green, g (s)	16.0	16.0	16.0		17.4		13.2	24.0		6.6	17.4	
Actuated g/C Ratio	0.20	0.20	0.20		0.22		0.16	0.30		0.08	0.22	
Clearance Time (s)	4.0	4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	354	373	317		398		292	1052		146	713	
v/s Ratio Prot	c0.18	0.07	0.02		c0.22		c0.16	0.13		0.04	c0.19	
v/s Ratio Perm												
v/c Ratio	0.90	0.33	0.08		1.00		0.97	0.43		0.47	0.85	
Uniform Delay, d1	31.2	27.4	26.0		31.3		33.2	22.5		35.0	30.1	
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	24.2	0.5	0.1		43.6		43.7	0.3		2.4	9.6	
Delay (s)	55.4	28.0	26.1		74.8		76.9	22.8		37.4	39.6	
Level of Service	E	C	C		E		E	C		D	D	
Approach Delay (s)		42.8			74.8			43.4			39.5	
Approach LOS		D			E			D			D	

Intersection Summary				
HCM Average Control Delay	46.7	HCM Level of Service	D	
HCM Volume to Capacity ratio	0.93			
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	88.8%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBR	EBR2	NWL2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	30	110	245	94	221	94	212	311	29	73	871	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97		0.97	0.91		1.00	0.91	
Frt	1.00	0.85	0.85	1.00	0.96		1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1583	1583	1770	3335		3433	5021		1770	5002	
Flt Permitted	0.95	1.00	1.00	0.95	0.97		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1583	1583	1770	3335		3433	5021		1770	5002	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	33	122	272	104	246	104	236	346	32	81	968	119
RTOR Reduction (vph)	0	0	203	0	82	0	0	17	0	0	25	0
Lane Group Flow (vph)	33	122	69	104	268	0	236	361	0	81	1062	0
Turn Type		Perm	Perm	Split			Prot			Prot		
Protected Phases	2			6	6		3	8		7	4	
Permitted Phases		2	2									
Actuated Green, G (s)	15.3	15.3	15.3	5.8	5.8		5.0	18.7		4.2	17.9	
Effective Green, g (s)	15.3	15.3	15.3	5.8	5.8		5.0	18.7		4.2	17.9	
Actuated g/C Ratio	0.26	0.26	0.26	0.10	0.10		0.08	0.31		0.07	0.30	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	451	404	404	171	322		286	1565		124	1492	
v/s Ratio Prot	0.02			0.06	c0.08		c0.07	0.07		0.05	c0.21	
v/s Ratio Perm		c0.08	0.04									
v/c Ratio	0.07	0.30	0.17	0.61	0.83		0.83	0.23		0.65	0.71	
Uniform Delay, d1	17.0	18.0	17.4	26.0	26.6		27.1	15.3		27.2	18.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	1.9	0.9	6.0	16.5		17.3	0.1		11.7	1.6	
Delay (s)	17.3	20.0	18.3	32.0	43.1		44.4	15.4		38.9	20.4	
Level of Service	B	B	B	C	D		D	B		D	C	
Approach Delay (s)	18.7				40.6			26.5			21.7	
Approach LOS	B				D			C			C	

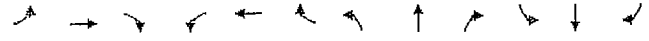
Intersection Summary				
HCM Average Control Delay	25.5	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.60			
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	51.2%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	47	6	68	13	26	14	120	30	2	3	16	190
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
Hourly flow rate (vph)	52	7	76	14	29	16	133	33	2	3	18	211

Direction, Lane #	SE 1	SE 2	NW 1	NE 1	SW 1
Volume Total (vph)	59	76	59	169	232
Volume Left (vph)	52	0	14	133	3
Volume Right (vph)	0	76	16	2	211
Hadj (s)	0.48	0.67	0.08	0.18	0.51
Departure Headway (s)	6.0	4.8	5.0	4.8	4.1
Degree Utilization, x	0.10	0.10	0.08	0.23	0.26
Capacity (veh/h)	561	690	646	709	829
Control Delay (s)	8.4	7.2	8.5	9.2	8.6
Approach Delay (s)	7.7		8.5	9.2	8.6
Approach LOS	A		A	A	A

Intersection Summary				
Delay	8.6			
HCM Level of Service	A			
Intersection Capacity Utilization	40.7%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↔			↑↑			↑↑	
Volume (vph)	52	89	116	199	61	24	30	287	81	15	760	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.99		1.00	0.97		1.00	0.98	
Flt Protected		0.98	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1829	1583		1779		1770	3422		1770	3456	
Flt Permitted		0.98	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1829	1583		1779		1770	3422		1770	3456	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	58	99	129	221	68	27	33	319	90	17	844	156
RTOR Reduction (vph)	0	0	108	0	4	0	0	30	0	0	18	0
Lane Group Flow (vph)	0	157	21	0	312	0	33	379	0	17	982	0
Turn Type	Split		Prot	Split			Prot			Prot		
Protected Phases	4	4	4	8	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)		11.5	11.5		15.5		1.6	25.3		0.8	24.5	
Effective Green, g (s)		11.5	11.5		15.5		1.6	25.3		0.8	24.5	
Actuated g/C Ratio		0.17	0.17		0.22		0.02	0.37		0.01	0.35	
Clearance Time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		304	263		399		41	1253		20	1225	
v/s Ratio Prot		c0.09	0.01		c0.18		c0.02	0.11		0.01	c0.28	
v/s Ratio Perm												
v/c Ratio		0.52	0.08		0.78		0.80	0.30		0.85	0.80	
Uniform Delay, d1		26.3	24.3		25.2		33.6	15.6		34.1	20.1	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.5	0.1		9.6		69.0	0.1		131.5	3.9	
Delay (s)		27.7	24.5		34.8		102.6	15.7		165.6	24.0	
Level of Service		C	C		C		F	B		F	C	
Approach Delay (s)		26.3			34.8			22.2			26.3	
Approach LOS		C			C			C			C	

Intersection Summary				
HCM Average Control Delay	26.8	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.73			
Actuated Cycle Length (s)	69.1	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	58.3%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↰↰	↑↑					↰	↔	↱
Volume (vph)	0	301	176	382	618	0	0	0	0	997	3	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0					4.0	4.0	4.0
Lane Util. Factor		0.95		0.97	0.95					0.95	0.91	0.95
Frt		0.94		1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00					0.95	0.95	1.00
Satd. Flow (prot)		3343		3433	3539					1681	1610	1504
Flt Permitted		1.00		0.95	1.00					0.95	0.95	1.00
Satd. Flow (perm)		3343		3433	3539					1681	1610	1504
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	334	196	424	687	0	0	0	0	1108	3	160
RTOR Reduction (vph)	0	139	0	0	0	0	0	0	0	0	2	84
Lane Group Flow (vph)	0	391	0	424	687	0	0	0	0	565	560	60
Turn Type				Prot						Split		Prot
Protected Phases		4		3	8					6	6	6
Permitted Phases												
Actuated Green, G (s)		12.2		9.9	26.1					24.7	24.7	24.7
Effective Green, g (s)		12.2		9.9	26.1					24.7	24.7	24.7
Actuated g/C Ratio		0.21		0.17	0.44					0.42	0.42	0.42
Clearance Time (s)		4.0		4.0	4.0					4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Lane Grp Cap (vph)		694		578	1571					706	676	632
v/s Ratio Prot		c0.12		c0.12	0.19					0.34	c0.35	0.04
v/s Ratio Perm												
v/c Ratio		0.56		0.73	0.44					0.80	0.83	0.10
Uniform Delay, d1		20.9		23.2	11.3					14.9	15.2	10.3
Progression Factor		1.00		1.00	1.00					1.00	1.00	1.00
Incremental Delay, d2		1.1		4.8	0.2					6.5	8.3	0.1
Delay (s)		22.0		28.0	11.5					21.4	23.5	10.4
Level of Service		C		C	B					C	C	B
Approach Delay (s)		22.0			17.8			0.0			21.0	
Approach LOS		C			B			A			C	

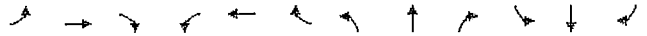
Intersection Summary				
HCM Average Control Delay	20.0	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.74			
Actuated Cycle Length (s)	58.8	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	73.6%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	61	1182	0	0	928	834	106	2	547	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lane Util. Factor	0.97	0.95			0.95	1.00	0.95	0.91	0.95			
Frt	1.00	1.00			1.00	0.85	1.00	0.86	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (prot)	3433	3539			3539	1583	1681	1449	1504			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (perm)	3433	3539			3539	1583	1681	1449	1504			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	68	1313	0	0	1031	927	118	2	608	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	494	0	37	37	0	0	0
Lane Group Flow (vph)	68	1313	0	0	1031	433	106	275	273	0	0	0
Turn Type	Prot					Prot	Split		Prot			
Protected Phases	7	4			8	8	2	2	2			
Permitted Phases												
Actuated Green, G (s)	2.4	31.6			25.2	25.2	14.4	14.4	14.4			
Effective Green, g (s)	2.4	31.6			25.2	25.2	14.4	14.4	14.4			
Actuated g/C Ratio	0.04	0.59			0.47	0.47	0.27	0.27	0.27			
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	153	2071			1652	739	448	386	401			
v/s Ratio Prot	0.02	c0.37			0.29	0.27	0.06	c0.19	0.18			
v/s Ratio Perm												
v/c Ratio	0.44	0.63			0.62	0.59	0.24	0.71	0.68			
Uniform Delay, d1	25.2	7.4			10.8	10.6	15.5	17.9	17.7			
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	2.1	0.6			0.7	1.2	0.3	6.1	4.5			
Delay (s)	27.2	8.0			11.6	11.8	15.8	24.0	22.3			
Level of Service	C	A			B	B	B	C	C			
Approach Delay (s)		9.0			11.7			22.1			0.0	
Approach LOS		A			B			C			A	

Intersection Summary			
HCM Average Control Delay	12.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	54.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	73.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	6	16	704	14	156	69	903	145	115	1049	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.91	0.95	0.95	0.91	0.95	1.00	0.91		1.00	0.91	
Frt	1.00	0.97	0.85	1.00	0.99	0.85	1.00	0.98		1.00	1.00	
Flt Protected	0.95	0.98	1.00	0.95	0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1617	1504	1681	1610	1504	1770	4980		1770	5073	
Flt Permitted	0.95	0.98	1.00	0.95	0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1617	1504	1681	1610	1504	1770	4980		1770	5073	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	22	7	18	782	16	173	77	1003	161	128	1166	19
RTOR Reduction (vph)	0	3	14	0	1	104	0	21	0	0	2	0
Lane Group Flow (vph)	16	13	1	407	407	52	77	1143	0	128	1183	0
Turn Type	Split		Prot	Split		Prot	Prot			Prot		
Protected Phases	4	4	4	8	8	8	5	2		6		
Permitted Phases											6	
Actuated Green, G (s)	3.5	3.5	3.5	23.7	23.7	23.7	4.4	32.1		23.7	23.7	
Effective Green, g (s)	3.5	3.5	3.5	23.7	23.7	23.7	4.4	32.1		23.7	23.7	
Actuated g/C Ratio	0.05	0.05	0.05	0.33	0.33	0.33	0.06	0.45		0.33	0.33	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	83	79	74	559	535	500	109	2242		588	1686	
v/s Ratio Prot	c0.01	0.01	0.00	0.24	c0.25	0.03	c0.04	0.23		0.07		
v/s Ratio Perm											c0.23	
v/c Ratio	0.19	0.17	0.01	0.73	0.76	0.10	0.71	0.51		0.22	0.70	
Uniform Delay, d1	32.5	32.5	32.3	21.0	21.3	16.5	32.8	14.0		17.1	20.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.1	1.0	0.1	4.7	6.3	0.1	18.8	0.2		0.2	1.3	
Delay (s)	33.7	33.5	32.3	25.7	27.5	16.5	51.6	14.2		17.3	22.1	
Level of Service	C	C	C	C	C	B	D	B		B	C	
Approach Delay (s)		33.2			25.0			16.5			21.6	
Approach LOS		C			C			B			C	

Intersection Summary			
HCM Average Control Delay	20.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	71.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	65.2%	ICU Level of Service	C
Analysis Period (min)	15		
! Phase conflict between lane groups.			
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	308	1008	200	147	819	0	0	549	632
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.97	0.91	1.00	0.97	0.95			0.86	0.86
Frpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.93	0.80
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt				1.00	1.00	0.85	1.00	1.00			0.95	0.85
Flt Protected				0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				3433	5085	1583	3433	3539			4207	1086
Flt Permitted				0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)				3433	5085	1583	3433	3539			4207	1086
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	342	1120	222	163	910	0	0	610	702
RTOR Reduction (vph)	0	0	0	0	0	85	0	0	0	0	14	14
Lane Group Flow (vph)	0	0	0	342	1120	137	163	910	0	0	947	337
Confl. Peds. (#/hr)												200
Turn Type				Prot		Perm	Prot					Perm
Protected Phases				3	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)				16.1	16.1	16.1	3.4	27.7			20.3	20.3
Effective Green, g (s)				16.1	16.1	16.1	3.4	27.7			20.3	20.3
Actuated g/C Ratio				0.31	0.31	0.31	0.07	0.53			0.39	0.39
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)				1067	1580	492	225	1892			1649	426
v/s Ratio Prot				0.10	c0.22		c0.05	0.26			0.23	
v/s Ratio Perm						0.09						c0.31
v/c Ratio				0.32	0.71	0.28	0.72	0.48			0.57	0.79
Uniform Delay, d1				13.7	15.8	13.5	23.7	7.5			12.4	13.9
Progression Factor				1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2				0.2	1.5	0.3	11.0	0.2			0.5	9.7
Delay (s)				13.8	17.3	13.8	34.7	7.7			12.8	23.5
Level of Service				B	B	B	C	A			B	C
Approach Delay (s)		0.0			16.1			11.8			15.7	
Approach LOS		A			B			B			B	

Intersection Summary				
HCM Average Control Delay	14.9	HCM Level of Service		B
HCM Volume to Capacity ratio	0.75			
Actuated Cycle Length (s)	51.8	Sum of lost time (s)		12.0
Intersection Capacity Utilization	95.8%	ICU Level of Service		F
Analysis Period (min)	15			

c Critical Lane Group

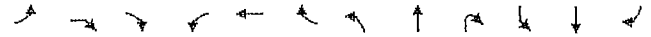
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	589	896	265	0	0	0	0	361	192	114	679	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)								4.0		4.0	4.0	
Lane Util. Factor								0.86		1.00	0.91	
Frt								0.95		1.00	1.00	
Flt Protected								1.00		0.95	1.00	
Satd. Flow (prot)								6074		1770	5085	
Flt Permitted								1.00		0.95	1.00	
Satd. Flow (perm)								6074		1770	5085	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	654	996	294	0	0	0	0	401	213	127	754	0
RTOR Reduction (vph)	0	3	70	0	0	0	0	56	0	0	0	0
Lane Group Flow (vph)	543	1133	195	0	0	0	0	558	0	127	754	0
Turn Type	Split		Prot							Prot		
Protected Phases	4	4	4					2		1	6	
Permitted Phases												
Actuated Green, G (s)	23.7	23.7	23.7					11.8		4.5	20.3	
Effective Green, g (s)	23.7	23.7	23.7					11.8		4.5	20.3	
Actuated g/C Ratio	0.46	0.46	0.46					0.23		0.09	0.39	
Clearance Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	734	1448	657					1378		153	1985	
v/s Ratio Prot	0.34	c0.36	0.14					0.09		c0.07	c0.15	
v/s Ratio Perm												
v/c Ratio	0.74	0.78	0.30					0.41		0.83	0.38	
Uniform Delay, d1	11.6	12.0	8.9					17.1		23.4	11.3	
Progression Factor	1.00	1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2	3.9	2.8	0.3					0.2		30.0	0.1	
Delay (s)	15.5	14.8	9.2					17.3		53.4	11.5	
Level of Service	B	B	A					B		D	B	
Approach Delay (s)		14.2			0.0			17.3			17.5	
Approach LOS		B			A			B			B	

Intersection Summary				
HCM Average Control Delay	15.6	HCM Level of Service		B
HCM Volume to Capacity ratio	0.63			
Actuated Cycle Length (s)	52.0	Sum of lost time (s)		8.0
Intersection Capacity Utilization	95.8%	ICU Level of Service		F
Analysis Period (min)	15			

c Critical Lane Group

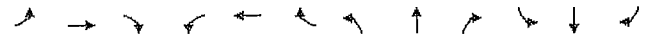
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	16	209	0	425	24	94	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0		4.0	4.0
Lane Util. Factor	1.00	0.95		0.95		1.00	1.00
Frt	1.00	1.00		0.99		1.00	0.85
Flt Protected	0.95	1.00		1.00		0.95	1.00
Satd. Flow (prot)	1770	3539		3510		1770	1583
Flt Permitted	0.95	1.00		1.00		0.95	1.00
Satd. Flow (perm)	1770	3539		3510		1770	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	18	232	0	472	27	104	124
RTOR Reduction (vph)	0	0	0	8	0	0	105
Lane Group Flow (vph)	18	232	0	491	0	104	19
Turn Type	Prot		Prot				Prot
Protected Phases	7	4	3	8		6	6
Permitted Phases							
Actuated Green, G (s)	0.5	12.7		8.2		3.8	3.8
Effective Green, g (s)	0.5	12.7		8.2		3.8	3.8
Actuated g/C Ratio	0.02	0.52		0.33		0.16	0.16
Clearance Time (s)	4.0	4.0		4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)	36	1835		1175		275	246
v/s Ratio Prot	0.01	c0.07		c0.14		c0.06	0.01
v/s Ratio Perm							
v/c Ratio	0.50	0.13		0.42		0.38	0.08
Uniform Delay, d1	11.9	3.0		6.3		9.3	8.9
Progression Factor	1.00	1.00		1.00		1.00	1.00
Incremental Delay, d2	10.5	0.0		0.2		0.9	0.1
Delay (s)	22.4	3.1		6.5		10.2	9.0
Level of Service	C	A		A		B	A
Approach Delay (s)		4.5		6.5		9.5	
Approach LOS		A		A		A	

Intersection Summary				
HCM Average Control Delay	6.7	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.41			
Actuated Cycle Length (s)	24.5	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	26.1%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				



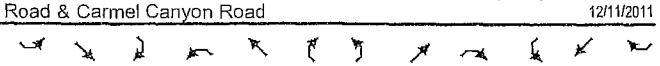
Movement	EBL	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	73	214	142	157	362	97	316	324	209	1070	186	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.88	1.00	1.00	1.00		1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.85	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	2787	1583	1770	1804		1770	3539	1583	3433	3539	1583
Flt Permitted	0.31	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	578	2787	1583	1770	1804		1770	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	81	238	158	174	402	108	351	360	232	1189	207	221
RTOR Reduction (vph)	0	0	130	0	11	0	0	0	193	0	0	160
Lane Group Flow (vph)	81	238	28	174	499	0	351	360	39	1189	207	61
Turn Type	custom	custom	custom	Prot			Prot		Prot	Prot		Prot
Protected Phases				3	8		5	2	2	1	6	6
Permitted Phases	4	4	4									
Actuated Green, G (s)	15.2	15.2	15.2	9.4	28.6		21.8	14.3	14.3	31.1	23.6	23.6
Effective Green, g (s)	15.2	15.2	15.2	9.4	28.6		21.8	14.3	14.3	31.1	23.6	23.6
Actuated g/C Ratio	0.18	0.18	0.18	0.11	0.33		0.25	0.17	0.17	0.36	0.27	0.27
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	102	493	280	193	600		449	588	263	1241	971	434
v/s Ratio Prot				0.10	c0.28		0.20	c0.10	0.02	c0.35	0.06	0.04
v/s Ratio Perm	0.14	0.09	0.02									
v/c Ratio	0.79	0.48	0.10	0.90	0.83		0.78	0.61	0.15	0.96	0.21	0.14
Uniform Delay, d1	33.9	31.9	29.7	37.8	26.5		29.9	33.3	30.6	26.8	24.0	23.5
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	33.3	0.7	0.2	38.4	9.6		8.6	1.9	0.3	16.3	0.1	0.1
Delay (s)	67.2	32.6	29.8	76.3	36.1		38.5	35.2	30.9	43.2	24.2	23.7
Level of Service	E	C	C	E	D		D	D	C	D	C	C
Approach Delay (s)					46.3			35.4			38.1	
Approach LOS					D			D			D	

Intersection Summary				
HCM Average Control Delay	38.8	HCM Level of Service	D	
HCM Volume to Capacity ratio	0.84			
Actuated Cycle Length (s)	86.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	81.8%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	437	0	180	0	0	0	0	409	74	183	272	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00					0.95		0.97	0.95	
Frt	1.00	1.00	0.85					0.98		1.00	1.00	
Flt Protected	0.95	0.95	1.00					1.00		0.95	1.00	
Satd. Flow (prot)	1681	1681	1583					3458		3433	3539	
Flt Permitted	0.95	0.95	1.00					1.00		0.95	1.00	
Satd. Flow (perm)	1681	1681	1583					3458		3433	3539	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	486	0	200	0	0	0	0	454	82	203	302	0
RTOR Reduction (vph)	0	0	139	0	0	0	0	31	0	0	0	0
Lane Group Flow (vph)	243	243	61	0	0	0	0	505	0	203	302	0
Turn Type	Split		Prot							Prot		
Protected Phases	4	4	4					2		1	6	
Permitted Phases												
Actuated Green, G (s)	12.2	12.2	12.2					11.9		3.6	19.5	
Effective Green, g (s)	12.2	12.2	12.2					11.9		3.6	19.5	
Actuated g/C Ratio	0.31	0.31	0.31					0.30		0.09	0.49	
Clearance Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	517	517	486					1037		311	1738	
v/s Ratio Prot	c0.14	0.14	0.04					c0.15		c0.06	0.09	
v/s Ratio Perm												
v/c Ratio	0.47	0.47	0.13					0.49		0.65	0.17	
Uniform Delay, d1	11.1	11.1	9.9					11.4		17.4	5.6	
Progression Factor	1.00	1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2	0.7	0.7	0.1					0.4		4.9	0.0	
Delay (s)	11.8	11.8	10.0					11.8		22.3	5.7	
Level of Service	B	B	B					B		C	A	
Approach Delay (s)		11.3			0.0			11.8			12.4	
Approach LOS		B			A			B			B	

Intersection Summary				
HCM Average Control Delay	11.7	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.50			
Actuated Cycle Length (s)	39.7	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	41.0%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

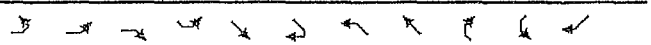


Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	86	491	34	141	453	335	56	64	236	623	139	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		0.97	1.00	
Frt	1.00	0.99		1.00	0.94		1.00	0.88		1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3505		1770	3314		1770	1643		3433	1706	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3505		1770	3314		1770	1643		3433	1706	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	96	546	38	157	503	372	62	71	262	692	154	198
RTOR Reduction (vph)	0	5	0	0	138	0	0	151	0	0	48	0
Lane Group Flow (vph)	96	579	0	157	737	0	62	182	0	692	304	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												
Actuated Green, G (s)	8.1	19.8		12.1	23.8		6.7	13.5		18.9	25.7	
Effective Green, g (s)	8.1	19.8		12.1	23.8		6.7	13.5		18.9	25.7	
Actuated g/C Ratio	0.10	0.25		0.15	0.30		0.08	0.17		0.24	0.32	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	179	864		267	982		148	276		808	546	
v/s Ratio Prot	0.05	0.17		c0.09	c0.22		0.04	c0.11		c0.20	0.18	
v/s Ratio Perm												
v/c Ratio	0.54	0.67		0.59	0.75		0.42	0.66		0.86	0.56	
Uniform Delay, d1	34.3	27.3		31.8	25.6		35.0	31.3		29.4	22.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.1	2.0		3.3	3.3		1.9	5.8		8.9	1.2	
Delay (s)	37.4	29.3		35.1	28.8		36.9	37.1		38.3	23.8	
Level of Service	D	C		D	C		D	D		D	C	
Approach Delay (s)		30.4			29.8			37.1			33.4	
Approach LOS		C			C			D			C	

Intersection Summary				
HCM Average Control Delay	32.0	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.76			
Actuated Cycle Length (s)	80.3	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	77.0%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	WBL	WBR	SEL	SET	NWT	NWR	NWR2	SWL	SWR
Lane Configurations									
Volume (vph)	0	0	754	580	742	0	306	133	224
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor			0.97	0.95	0.95		1.00	0.97	1.00
Frt			1.00	1.00	1.00		0.85	1.00	0.85
Flt Protected			0.95	1.00	1.00		1.00	0.95	1.00
Satd. Flow (prot)			3433	3539	3539		1583	3433	1583
Flt Permitted			0.95	1.00	1.00		1.00	0.95	1.00
Satd. Flow (perm)			3433	3539	3539		1583	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	838	644	824	0	340	148	249
RTOR Reduction (vph)	0	0	0	0	0	0	230	0	212
Lane Group Flow (vph)	0	0	838	644	824	0	110	148	37
Turn Type			Prot				Perm		Perm
Protected Phases			5	2	6			4	
Permitted Phases							6		4
Actuated Green, G (s)			17.2	39.0	17.8		17.8	8.1	8.1
Effective Green, g (s)			17.2	39.0	17.8		17.8	8.1	8.1
Actuated g/C Ratio			0.31	0.71	0.32		0.32	0.15	0.15
Clearance Time (s)			4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)			3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)			1072	2505	1143		511	505	233
v/s Ratio Prot			c0.24	0.18	c0.23			c0.04	
v/s Ratio Perm							0.07		0.02
v/c Ratio			0.78	0.26	0.72		0.21	0.29	0.16
Uniform Delay, d1			17.2	2.9	16.5		13.6	20.9	20.5
Progression Factor			1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2			3.8	0.1	2.3		0.2	0.3	0.3
Delay (s)			21.0	2.9	18.7		13.8	21.3	20.8
Level of Service			C	A	B		B	C	C
Approach Delay (s)	0.0			13.2	17.3			21.0	
Approach LOS	A			B	B			C	

Intersection Summary				
HCM Average Control Delay	15.8	HCM Level of Service		B
HCM Volume to Capacity ratio	0.66			
Actuated Cycle Length (s)	55.1	Sum of lost time (s)		12.0
Intersection Capacity Utilization	55.8%	ICU Level of Service		B
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL2	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR
Lane Configurations											
Volume (vph)	300	0	161	340	370	0	0	723	214	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		
Lane Util. Factor	0.95	0.95	1.00	0.97	0.95			0.95	1.00		
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		
Flt Protected	0.95	0.95	1.00	0.95	1.00			1.00	1.00		
Satd. Flow (prot)	1681	1681	1583	3433	3539			3539	1583		
Flt Permitted	0.95	0.95	1.00	0.95	1.00			1.00	1.00		
Satd. Flow (perm)	1681	1681	1583	3433	3539			3539	1583		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	333	0	179	378	411	0	0	803	238	0	0
RTOR Reduction (vph)	0	0	141	0	0	0	0	0	156	0	0
Lane Group Flow (vph)	166	167	38	378	411	0	0	803	82	0	0
Turn Type	Split		Prot	Prot					Prot		
Protected Phases	4	4	4	1	6			2	2		
Permitted Phases											
Actuated Green, G (s)	10.1	10.1	10.1	8.9	29.3			16.4	16.4		
Effective Green, g (s)	10.1	10.1	10.1	8.9	29.3			16.4	16.4		
Actuated g/C Ratio	0.21	0.21	0.21	0.19	0.62			0.35	0.35		
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0		
Lane Grp Cap (vph)	358	358	337	645	2188			1224	548		
v/s Ratio Prot	0.10	c0.10	0.02	c0.11	0.12			c0.23	0.05		
v/s Ratio Perm											
v/c Ratio	0.46	0.47	0.11	0.59	0.19			0.66	0.15		
Uniform Delay, d1	16.3	16.3	15.0	17.6	3.9			13.1	10.7		
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		
Incremental Delay, d2	1.0	1.0	0.1	1.4	0.0			1.3	0.1		
Delay (s)	17.2	17.3	15.2	18.9	4.0			14.4	10.8		
Level of Service	B	B	B	B	A			B	B		
Approach Delay (s)		16.5			11.1			13.6		0.0	
Approach LOS		B			B			B		A	

Intersection Summary				
HCM Average Control Delay	13.4	HCM Level of Service		B
HCM Volume to Capacity ratio	0.58			
Actuated Cycle Length (s)	47.4	Sum of lost time (s)		12.0
Intersection Capacity Utilization	48.0%	ICU Level of Service		A
Analysis Period (min)	15			
c Critical Lane Group				

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	Jacob Swim	Intersection	Carmel Creek Rd./Del Mar Trail
Agency/Co.	USAI	Jurisdiction	City of San Diego
Date Performed	3/4/2011	Analysis Year	2011
Analysis Time Period	36 Existing + Project Ph. 1 AM		

Project ID 002407 - San Diego Corporate Center Lots

East/West Street: Del Mar Trail | North/South Street: Carmel Creek Road

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	10	10	10	200	2	25
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	3	260	100	15	928	3
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LT	TR	LT	TR
PHF	0.90		0.90		0.90	0.90	0.90	0.90
Flow Rate (veh/h)	33		251		147	255	531	518
% Heavy Vehicles	2		2		2	2	2	2
No. Lanes	1		1		2		2	
Geometry Group	2		2		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Prop. Left-Turns	0.3		0.9		0.0	0.0	0.0	0.0
Prop. Right-Turns	0.3		0.1		0.0	0.4	0.0	0.0
Prop. Heavy Vehicle	0.0		0.0		0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.1		0.0	-0.3	0.0	0.0

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20	3.20	3.20	3.20
x, initial	0.03		0.22		0.13	0.23	0.47	0.46
hd, final value (s)	7.40		6.79		7.07	6.75	6.27	6.25
x, final value	0.07		0.47		0.29	0.48	0.92	0.90
Move-up time, m (s)	2.0		2.0		2.3		2.3	
Service Time, t_s (s)	5.4		4.8		4.8	4.4	4.0	3.9

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	283		501		397	505	574	576
Delay (s/veh)	10.94		15.74		12.62	15.48	45.81	41.42
LOS	B		C		B	C	E	E
Approach: Delay (s/veh)	10.94		15.74		14.43		43.65	
LOS	B		C		B		E	
Intersection Delay (s/veh)	32.22							
Intersection LOS	D							

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	397	491	165	363	3	530	2	401	1	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.99	
Satd. Flow (prot)	1770	1863	1583	1770	1861			1774	1583		1778	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.99	
Satd. Flow (perm)	1770	1863	1583	1770	1861			1774	1583		1778	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	7	441	546	183	403	3	589	2	446	1	2	1
RTOR Reduction (vph)	0	0	284	0	0	0	0	0	277	0	1	0
Lane Group Flow (vph)	7	441	262	183	406	0	0	591	169	0	3	0
Turn Type	Prot		Prot	Prot			Split		Prot	Split		
Protected Phases	7	4	4	3	8		2	2	2	6	6	
Permitted Phases												
Actuated Green, G (s)	0.8	26.8	26.8	10.8	36.8			33.3	33.3		1.1	
Effective Green, g (s)	0.8	26.8	26.8	10.8	36.8			33.3	33.3		1.1	
Actuated g/C Ratio	0.01	0.30	0.30	0.12	0.42			0.38	0.38		0.01	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	16	567	482	217	778			671	599		22	
v/s Ratio Prot	0.00	c0.24	0.17	c0.10	0.22			c0.33	0.11		c0.00	
v/s Ratio Perm												
v/c Ratio	0.44	0.78	0.54	0.84	0.52			0.88	0.28		0.14	
Uniform Delay, d1	43.4	27.9	25.5	37.8	19.1			25.5	19.0		43.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	18.0	6.6	1.3	24.6	0.6			12.9	0.3		2.8	
Delay (s)	61.3	34.5	26.8	62.4	19.7			38.4	19.3		45.8	
Level of Service	E	C	C	E	B			D	B		D	
Approach Delay (s)		30.5			33.0			30.2			45.8	
Approach LOS		C			C			C			D	

Intersection Summary			
HCM Average Control Delay	30.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	88.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	76.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Volume (vph)	204	256	0	547	363	332	281
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00		1.00	1.00	1.00	0.95
Frt	1.00	0.85		1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00		1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	1583		1863	1583	1770	3539
Flt Permitted	0.95	1.00		1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	1583		1863	1583	1770	3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	227	284	0	608	403	369	312
RTOR Reduction (vph)	0	237	0	0	244	0	0
Lane Group Flow (vph)	227	47	0	608	159	369	312
Turn Type		Perm	Prot		Perm	Prot	
Protected Phases	1		3	8		7	
Permitted Phases		1			8		6
Actuated Green, G (s)	11.5	11.5		27.3	27.3	18.2	11.5
Effective Green, g (s)	11.5	11.5		27.3	27.3	18.2	11.5
Actuated g/C Ratio	0.17	0.17		0.40	0.40	0.26	0.17
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	572	264		737	626	467	590
v/s Ratio Prot	0.07			c0.33		c0.21	
v/s Ratio Perm		0.03			0.10		c0.09
v/c Ratio	0.40	0.18		0.82	0.25	0.79	0.53
Uniform Delay, d1	25.7	24.7		18.7	14.0	23.6	26.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	0.3		7.5	0.2	8.8	0.9
Delay (s)	26.1	25.0		26.2	14.2	32.5	27.1
Level of Service	C	C		C	B	C	C
Approach Delay (s)	25.5			21.4			30.0
Approach LOS	C			C			C

Intersection Summary			
HCM Average Control Delay	25.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	69.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Volume (vph)	63	6	0	871	108	8	482
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0		4.0	4.0
Lane Util. Factor	0.97			0.95		1.00	0.95
Frt	0.99			0.98		1.00	1.00
Flt Protected	0.96			1.00		0.95	1.00
Satd. Flow (prot)	3409			3481		1770	3539
Flt Permitted	0.96			1.00		0.95	1.00
Satd. Flow (perm)	3409			3481		1770	3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	70	7	0	968	120	9	536
RTOR Reduction (vph)	7	0	0	13	0	0	0
Lane Group Flow (vph)	70	0	0	1075	0	9	536
Turn Type			Prot			Prot	
Protected Phases	8		5	2		1	6
Permitted Phases							
Actuated Green, G (s)	1.8			18.0		0.5	22.5
Effective Green, g (s)	1.8			18.0		0.5	22.5
Actuated g/C Ratio	0.06			0.56		0.02	0.70
Clearance Time (s)	4.0			4.0		4.0	4.0
Vehicle Extension (s)	3.0			3.0		3.0	3.0
Lane Grp Cap (vph)	190			1940		27	2465
v/s Ratio Prot	c0.02			c0.31		0.01	c0.15
v/s Ratio Perm							
v/c Ratio	0.37			0.55		0.33	0.22
Uniform Delay, d1	14.7			4.6		15.7	1.8
Progression Factor	1.00			1.00		1.00	1.00
Incremental Delay, d2	1.2			0.3		7.2	0.0
Delay (s)	15.9			4.9		22.9	1.8
Level of Service	B			A		C	A
Approach Delay (s)	15.9			4.9		2.1	
Approach LOS	B			A		A	

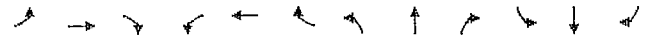
Intersection Summary			
HCM Average Control Delay	4.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	32.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	37.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	21	14	17	20	150	25	789	57	86	428	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.94		1.00	0.87		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1748		1770	1616		1770	3504		1770	3508	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1748		1770	1616		1770	3504		1770	3508	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	24	23	16	19	22	167	28	877	63	96	476	30
RTOR Reduction (vph)	0	14	0	0	148	0	0	7	0	0	5	0
Lane Group Flow (vph)	24	25	0	19	41	0	28	933	0	96	501	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	0.8	5.2		0.8	5.2		0.6	20.1		3.5	23.0	
Effective Green, g (s)	0.8	5.2		0.8	5.2		0.6	20.1		3.5	23.0	
Actuated g/C Ratio	0.02	0.11		0.02	0.11		0.01	0.44		0.08	0.50	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	31	199		31	184		23	1545		136	1769	
v/s Ratio Prot	c0.01	0.01		0.01	c0.03		0.02	c0.27		c0.05	c0.14	
v/s Ratio Perm												
v/c Ratio	0.77	0.12		0.61	0.22		1.22	0.60		0.71	0.28	
Uniform Delay, d1	22.3	18.2		22.2	18.4		22.5	9.7		20.5	6.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	73.6	0.3		30.9	0.6		261.7	0.7		15.4	0.1	
Delay (s)	96.0	18.4		53.2	19.0		284.2	10.4		35.9	6.6	
Level of Service	F	B		D	B		F	B		D	A	
Approach Delay (s)		48.0			22.1			18.3			11.3	
Approach LOS		D			C			B			B	

Intersection Summary				
HCM Average Control Delay	17.5	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.61			
Actuated Cycle Length (s)	45.6	Sum of lost time (s)	20.0	
Intersection Capacity Utilization	55.4%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	41	32	43	29	19	47	930	123	22	453	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.94		1.00	0.98		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1752		1770	3477		1770	3528	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1863	1583	1770	1752		1770	3477		1770	3528	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	8	46	36	48	32	21	52	1033	137	24	503	11
RTOR Reduction (vph)	0	0	33	0	19	0	0	12	0	0	2	0
Lane Group Flow (vph)	8	46	3	48	34	0	52	1158	0	24	512	0
Turn Type	Prot		Prot	Prot			Prot			Prot		
Protected Phases	7	4	4	3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	0.8	4.3	4.3	1.6	5.1		1.7	23.2		0.6	22.1	
Effective Green, g (s)	0.8	4.3	4.3	1.6	5.1		1.7	23.2		0.6	22.1	
Actuated g/C Ratio	0.02	0.09	0.09	0.04	0.11		0.04	0.51		0.01	0.48	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	31	175	149	62	196		66	1765		23	1706	
v/s Ratio Prot	0.00	c0.02	0.00	c0.03	0.02		c0.03	c0.33		0.01	0.15	
v/s Ratio Perm												
v/c Ratio	0.26	0.26	0.02	0.77	0.18		0.79	0.66		1.04	0.30	
Uniform Delay, d1	22.2	19.2	18.8	21.9	18.4		21.8	8.3		22.6	7.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.4	0.8	0.1	44.2	0.4		44.9	0.9		201.7	0.1	
Delay (s)	26.5	20.0	18.9	66.1	18.8		66.7	9.2		224.3	7.2	
Level of Service	C	C	B	E	B		E	A		F	A	
Approach Delay (s)		20.1			41.3			11.6			16.9	
Approach LOS		C			D			B			B	

Intersection Summary				
HCM Average Control Delay	15.0	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.56			
Actuated Cycle Length (s)	45.7	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	52.0%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	124	824	16	130	894	198	40	31	47	379	35	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.95			1.00	1.00	0.95	0.95	
Frt	1.00	1.00		1.00	0.97			1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00	0.95	0.98	
Satd. Flow (prot)	1770	5071		1770	3443			1812	1583	1681	1609	
Flt Permitted	0.95	1.00		0.95	1.00			0.97	1.00	0.95	0.98	
Satd. Flow (perm)	1770	5071		1770	3443			1812	1583	1681	1609	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	138	916	18	144	993	220	44	34	52	421	39	144
RTOR Reduction (vph)	0	2	0	0	20	0	0	0	47	0	37	0
Lane Group Flow (vph)	138	932	0	144	1193	0	0	78	5	312	255	0
Turn Type	Prot			Prot			Split		Perm	Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases									2			
Actuated Green, G (s)	8.1	27.3		11.4	30.6			7.4	7.4	17.4	17.4	
Effective Green, g (s)	8.1	27.3		11.4	30.6			7.4	7.4	17.4	17.4	
Actuated g/C Ratio	0.10	0.34		0.14	0.38			0.09	0.09	0.22	0.22	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	180	1741		254	1325			169	147	368	352	
v/s Ratio Prot	c0.08	0.18		0.08	c0.35			c0.04		c0.19	0.16	
v/s Ratio Perm									0.00			
v/c Ratio	0.77	0.54		0.57	0.90			0.46	0.03	0.85	0.72	
Uniform Delay, d1	34.8	21.0		31.7	23.0			34.2	32.8	29.8	28.8	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	17.6	0.3		2.9	8.7			2.0	0.1	16.4	7.2	
Delay (s)	52.3	21.3		34.6	31.7			36.2	32.9	46.1	36.0	
Level of Service	D	C		C	C			D	C	D	D	
Approach Delay (s)		25.3			32.0			34.8			41.2	
Approach LOS		C			C			C			D	

Intersection Summary				
HCM Average Control Delay	31.6	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.82			
Actuated Cycle Length (s)	79.5	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	70.5%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1211	62	0	1506	0	85
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1346	69	0	1673	0	94
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	575			607		
pX, platoon unblocked			0.87		0.81	0.87
vC, conflicting volume			1414		2217	483
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			972		1100	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	90
cM capacity (veh/h)			617		167	948

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1
Volume Total	538	538	338	837	837	94
Volume Left	0	0	0	0	0	0
Volume Right	0	0	69	0	0	94
cSH	1700	1700	1700	1700	1700	948
Volume to Capacity	0.32	0.32	0.20	0.49	0.49	0.10
Queue Length 95th (ft)	0	0	0	0	0	8
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	9.2
Lane LOS						A
Approach Delay (s)	0.0			0.0		9.2
Approach LOS						A

Intersection Summary				
Average Delay	0.3			
Intersection Capacity Utilization	45.0%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	912	1238	0	877	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3	6.3		5.6	5.6
Lane Util. Factor		0.95	0.95		0.97	0.91
Frt		1.00	1.00		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		3539	3539		3430	1441
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		3539	3539		3430	1441
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1013	1376	0	974	322
RTOR Reduction (vph)	0	0	0	0	3	23
Lane Group Flow (vph)	0	1013	1376	0	1003	267
Turn Type						Perm
Protected Phases		2 6	6 2		4	
Permitted Phases						4
Actuated Green, G (s)		42.7	42.7		24.9	24.9
Effective Green, g (s)		42.7	42.7		24.9	24.9
Actuated g/C Ratio		0.54	0.54		0.31	0.31
Clearance Time (s)					5.6	5.6
Vehicle Extension (s)					3.0	3.0
Lane Grp Cap (vph)		1901	1901		1074	451
v/s Ratio Prot		0.29	c0.39		c0.29	
v/s Ratio Perm						0.19
v/c Ratio		0.53	0.72		0.93	0.59
Uniform Delay, d1		11.9	13.9		26.5	23.0
Progression Factor		1.00	1.00		1.00	1.00
Incremental Delay, d2		0.3	1.4		14.3	2.1
Delay (s)		12.2	15.3		40.8	25.1
Level of Service		B	B		D	C
Approach Delay (s)		12.2	15.3		37.3	
Approach LOS		B	B		D	

Intersection Summary				
HCM Average Control Delay	22.2	HCM Level of Service		C
HCM Volume to Capacity ratio	0.80			
Actuated Cycle Length (s)	79.5	Sum of lost time (s)		11.9
Intersection Capacity Utilization	69.8%	ICU Level of Service		C
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	235	1529	0	0	1280	875	615	10	805	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lane Util. Factor	0.97	0.95			0.91	1.00	0.95	0.91	0.95			
Frt	1.00	1.00			1.00	0.85	1.00	0.89	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.99	1.00			
Satd. Flow (prot)	3433	3539			5085	1583	1681	1491	1504			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.99	1.00			
Satd. Flow (perm)	3433	3539			5085	1583	1681	1491	1504			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	261	1699	0	0	1422	972	683	11	894	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	487	0	6	6	0	0	0
Lane Group Flow (vph)	261	1699	0	0	1422	485	553	519	504	0	0	0
Turn Type	Prot					Prot	Split		Prot			
Protected Phases	5	2			6	6	8	8	8			
Permitted Phases												
Actuated Green, G (s)	11.5	63.0			47.5	47.5	49.0	49.0	49.0			
Effective Green, g (s)	11.5	63.0			47.5	47.5	49.0	49.0	49.0			
Actuated g/C Ratio	0.10	0.52			0.40	0.40	0.41	0.41	0.41			
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	329	1858			2013	627	686	609	614			
v/s Ratio Prot	0.08	c0.48			0.28	0.31	0.33	c0.35	0.34			
v/s Ratio Perm												
v/c Ratio	0.79	0.91			0.71	0.77	0.81	0.85	0.82			
Uniform Delay, d1	53.1	26.0			30.4	31.6	31.3	32.2	31.6			
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	12.3	8.5			2.1	9.0	6.9	11.1	8.6			
Delay (s)	65.4	34.5			32.5	40.6	38.2	43.3	40.2			
Level of Service	E	C			C	D	D	D	D			
Approach Delay (s)		38.6			35.8			40.5			0.0	
Approach LOS		D			D			D			A	

Intersection Summary				
HCM Average Control Delay	38.0	HCM Level of Service		D
HCM Volume to Capacity ratio	0.89			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)		8.0
Intersection Capacity Utilization	96.4%	ICU Level of Service		F
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	242	2106	251	41	1482	54	614	65	143	38	29	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		0.97	0.95		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.90		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5058		3433	3174		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	5085	1583	1770	5058		3433	3174		1770	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	269	2340	279	46	1647	60	682	72	159	42	32	89
RTOR Reduction (vph)	0	0	94	0	3	0	0	105	0	0	0	83
Lane Group Flow (vph)	269	2340	185	46	1704	0	682	126	0	42	32	6
Turn Type	Prot		Prot	Prot			Prot			Prot		Prot
Protected Phases	7	4	4	3	8		5	2		1	6	6
Permitted Phases												
Actuated Green, G (s)	17.4	51.8	51.8	3.5	37.9		22.1	25.0		4.0	6.9	6.9
Effective Green, g (s)	17.4	51.8	51.8	3.5	37.9		22.1	25.0		4.0	6.9	6.9
Actuated g/C Ratio	0.17	0.52	0.52	0.03	0.38		0.22	0.25		0.04	0.07	0.07
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	307	2626	818	62	1911		756	791		71	128	109
v/s Ratio Prot	c0.15	c0.46	0.12	0.03	0.34		c0.20	0.04		0.02	c0.02	0.00
v/s Ratio Perm												
v/c Ratio	0.88	0.89	0.23	0.74	0.89		0.90	0.16		0.59	0.25	0.06
Uniform Delay, d1	40.4	21.7	13.3	48.0	29.3		38.0	29.4		47.3	44.2	43.7
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	23.2	4.3	0.1	37.6	5.7		14.0	0.1		12.5	1.0	0.2
Delay (s)	63.6	26.0	13.4	85.5	35.0		52.0	29.5		59.9	45.3	43.9
Level of Service	E	C	B	F	C		D	C		E	D	D
Approach Delay (s)		28.3			36.3			46.3			48.3	
Approach LOS		C			D			D			D	

Intersection Summary				
HCM Average Control Delay	34.2	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.83			
Actuated Cycle Length (s)	100.3	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	78.2%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	2348	78	47	1442	219	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	1.00	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	1770	5085	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2609	87	52	1602	243	146
RTOR Reduction (vph)	0	33	0	0	0	89
Lane Group Flow (vph)	2609	54	52	1602	243	57
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Actuated Green, G (s)	38.4	38.4	2.2	44.6	9.6	9.6
Effective Green, g (s)	38.4	38.4	2.2	44.6	9.6	9.6
Actuated g/C Ratio	0.62	0.62	0.04	0.72	0.15	0.15
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	3139	977	63	3646	530	244
v/s Ratio Prot	c0.51		c0.03	0.32	c0.07	
v/s Ratio Perm		0.03				0.04
v/c Ratio	0.83	0.05	0.83	0.44	0.46	0.23
Uniform Delay, d1	9.4	4.7	29.8	3.6	23.9	23.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.0	0.0	56.1	0.1	0.6	0.5
Delay (s)	11.4	4.7	85.9	3.7	24.6	23.6
Level of Service	B	A	F	A	C	C
Approach Delay (s)	11.1			6.3	24.2	
Approach LOS	B			A	C	

Intersection Summary				
HCM Average Control Delay	10.5	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.76			
Actuated Cycle Length (s)	62.2	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	60.1%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰↰	↑↑↑	↰	↱
Volume (vph)	2416	63	31	1314	175	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	1770	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2684	70	34	1460	194	98
RTOR Reduction (vph)	0	28	0	0	0	80
Lane Group Flow (vph)	2684	42	34	1460	194	18
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Actuated Green, G (s)	38.5	38.5	1.4	43.9	11.6	11.6
Effective Green, g (s)	38.5	38.5	1.4	43.9	11.6	11.6
Actuated g/C Ratio	0.61	0.61	0.02	0.69	0.18	0.18
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	3083	960	76	3515	323	289
v/s Ratio Prot	c0.53		0.01	c0.29	c0.11	
v/s Ratio Perm		0.03				0.01
v/c Ratio	0.87	0.04	0.45	0.42	0.60	0.06
Uniform Delay, d1	10.4	5.1	30.7	4.2	23.8	21.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.0	0.0	4.1	0.1	3.1	0.1
Delay (s)	13.4	5.1	34.8	4.3	27.0	21.5
Level of Service	B	A	C	A	C	C
Approach Delay (s)	13.2			5.0	25.1	
Approach LOS	B			A	C	

Intersection Summary			
HCM Average Control Delay	11.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	63.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↰	↑↑↱		↰↰	↑↑↱		↰↰	↑↑↑	↱	↰↰	↑↑↱	
Volume (vph)	465	1544	344	139	804	176	263	420	299	147	155	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.91	1.00	0.97	0.91	
Frt	1.00	0.97		1.00	0.97		1.00	1.00	0.85	1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	4946		3433	4948		3433	5085	1583	3433	4655	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	4946		3433	4948		3433	5085	1583	3433	4655	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	517	1716	382	154	893	196	292	467	332	163	172	222
RTOR Reduction (vph)	0	38	0	0	36	0	0	0	117	0	186	0
Lane Group Flow (vph)	517	2060	0	154	1053	0	292	467	215	163	208	0
Turn Type	Prot			Prot			Prot		Prot	Prot		
Protected Phases	7	4		3	8		5	2	2	1	6	
Permitted Phases												
Actuated Green, G (s)	16.8	40.1		6.0	29.3		9.9	17.3	17.3	6.6	14.0	
Effective Green, g (s)	16.8	40.1		6.0	29.3		9.9	17.3	17.3	6.6	14.0	
Actuated g/C Ratio	0.20	0.47		0.07	0.34		0.12	0.20	0.20	0.08	0.16	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	671	2306		240	1686		395	1023	318	263	758	
v/s Ratio Prot	c0.15	c0.42		0.04	0.21		c0.09	0.09	c0.14	0.05	0.04	
v/s Ratio Perm												
v/c Ratio	0.77	0.89		0.64	0.62		0.74	0.46	0.68	0.62	0.27	
Uniform Delay, d1	32.8	21.0		39.0	23.7		36.8	30.2	31.8	38.5	31.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	5.5	4.9		5.8	0.7		7.1	0.3	5.6	4.3	0.2	
Delay (s)	38.2	25.9		44.7	24.5		43.9	30.5	37.4	42.8	31.7	
Level of Service	D	C		D	C		D	C	D	D	C	
Approach Delay (s)		28.3			27.0			36.2			35.0	
Approach LOS		C			C			D			C	

Intersection Summary			
HCM Average Control Delay	30.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	86.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	70.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	118	1183	533	80	570	72	345	167	145	78	124	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.91		1.00	0.95	
Frt	1.00	0.95		1.00	0.98		1.00	0.93		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	4848		3433	5000		3433	4731		1770	3290	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	4848		3433	5000		3433	4731		1770	3290	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	131	1314	592	89	633	80	383	186	161	87	138	122
RTOR Reduction (vph)	0	93	0	0	18	0	0	131	0	0	106	0
Lane Group Flow (vph)	131	1813	0	89	695	0	383	216	0	87	154	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	5.4	28.9		5.3	28.8		10.3	12.9		6.8	9.4	
Effective Green, g (s)	5.4	28.9		5.3	28.8		10.3	12.9		6.8	9.4	
Actuated g/C Ratio	0.08	0.41		0.08	0.41		0.15	0.18		0.10	0.13	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	265	2004		260	2060		506	873		172	442	
v/s Ratio Prot	c0.04	c0.37		0.03	0.14		c0.11	c0.05		0.05	c0.05	
v/s Ratio Perm												
v/c Ratio	0.49	0.90		0.34	0.34		0.76	0.25		0.51	0.35	
Uniform Delay, d1	30.9	19.2		30.6	14.0		28.6	24.4		30.0	27.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.5	6.3		0.8	0.1		6.4	0.1		2.3	0.5	
Delay (s)	32.4	25.5		31.4	14.1		35.0	24.5		32.3	28.0	
Level of Service	C	C		C	B		C	C		C	C	
Approach Delay (s)		25.9			16.1			30.0			29.0	
Approach LOS		C			B			C			C	

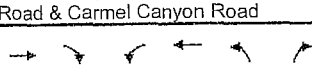
Intersection Summary				
HCM Average Control Delay	24.9	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.72			
Actuated Cycle Length (s)	69.9	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	68.2%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	48	1225	140	8	629	22	48	14	31	27	8	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00		1.00	0.90		1.00	0.88	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5007		1770	5060		1770	1673		1770	1643	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5007		1770	5060		1770	1673		1770	1643	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	53	1361	156	9	699	24	53	16	34	30	9	33
RTOR Reduction (vph)	0	16	0	0	4	0	0	31	0	0	31	0
Lane Group Flow (vph)	53	1501	0	9	719	0	53	19	0	30	11	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	1.3	21.8		0.6	21.1		1.2	3.1		0.6	2.5	
Effective Green, g (s)	1.3	21.8		0.6	21.1		1.2	3.1		0.6	2.5	
Actuated g/C Ratio	0.03	0.52		0.01	0.50		0.03	0.07		0.01	0.06	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	55	2593		25	2536		50	123		25	98	
v/s Ratio Prot	c0.03	c0.30		0.01	0.14		c0.03	c0.01		0.02	0.01	
v/s Ratio Perm												
v/c Ratio	0.96	0.58		0.36	0.28		1.06	0.15		1.20	0.11	
Uniform Delay, d1	20.4	7.0		20.6	6.1		20.4	18.3		20.8	18.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	107.4	0.3		8.7	0.1		145.2	0.6		247.2	0.5	
Delay (s)	127.7	7.3		29.2	6.2		165.7	18.8		268.0	19.3	
Level of Service	F	A		C	A		F	B		F	B	
Approach Delay (s)		11.4			6.5			94.4			122.9	
Approach LOS		B			A			F			F	

Intersection Summary				
HCM Average Control Delay	16.6	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.46			
Actuated Cycle Length (s)	42.1	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	49.4%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	272	945	63	21	455	24	39	45	34	23	32	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.94		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5038		1770	5047		1770	1742		1770	1628	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5038		1770	5047		1770	1742		1770	1628	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	302	1050	70	23	506	27	43	50	38	26	36	190
RTOR Reduction (vph)	0	9	0	0	9	0	0	31	0	0	160	0
Lane Group Flow (vph)	302	1111	0	23	524	0	43	57	0	26	66	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	12.0	26.0		0.7	14.7		1.5	9.2		0.7	8.4	
Effective Green, g (s)	12.0	26.0		0.7	14.7		1.5	9.2		0.7	8.4	
Actuated g/C Ratio	0.23	0.49		0.01	0.28		0.03	0.17		0.01	0.16	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	404	2490		24	1410		50	305		24	260	
v/s Ratio Prot	c0.17	c0.22		0.01	0.10		c0.02	0.03		0.01	c0.04	
v/s Ratio Perm												
v/c Ratio	0.75	0.45		0.96	0.37		0.86	0.19		1.08	0.26	
Uniform Delay, d1	18.9	8.6		25.9	15.2		25.4	18.5		26.0	19.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	7.4	0.1		163.4	0.2		77.1	0.3		210.9	0.5	
Delay (s)	26.3	8.8		189.3	15.4		102.6	18.8		236.8	19.9	
Level of Service	C	A		F	B		F	B		F	B	
Approach Delay (s)		12.5			22.6			46.3			42.3	
Approach LOS		B			C			D			D	

Intersection Summary				
HCM Average Control Delay	19.9	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.49			
Actuated Cycle Length (s)	52.6	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	53.3%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	813	173	89	408	107	248
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		1.00	0.91	0.97	1.00
Frt	0.97		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	4952		1770	5085	3433	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	4952		1770	5085	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	903	192	99	453	119	276
RTOR Reduction (vph)	54	0	0	0	0	232
Lane Group Flow (vph)	1041	0	99	453	119	44
Turn Type			Prot			Prot
Protected Phases	4		3	8	2	2
Permitted Phases						
Actuated Green, G (s)	16.3		2.4	22.7	5.5	5.5
Effective Green, g (s)	16.3		2.4	22.7	5.5	5.5
Actuated g/C Ratio	0.45		0.07	0.63	0.15	0.15
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2230		117	3189	522	241
v/s Ratio Prot	c0.21		c0.06	0.09	c0.03	0.03
v/s Ratio Perm						
v/c Ratio	0.47		0.85	0.14	0.23	0.18
Uniform Delay, d1	6.9		16.7	2.8	13.5	13.4
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2		39.9	0.0	0.2	0.4
Delay (s)	7.1		56.6	2.8	13.7	13.7
Level of Service	A		E	A	B	B
Approach Delay (s)	7.1			12.4	13.7	
Approach LOS	A			B	B	

Intersection Summary				
HCM Average Control Delay	9.8	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.45			
Actuated Cycle Length (s)	36.2	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	41.6%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	88	26	26	188	9	248	38	625	163	286	349	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95			1.00	1.00	0.97	0.91		0.97	0.91	
Frt	1.00	0.94			1.00	0.85	1.00	0.97		1.00	0.99	
Flt Protected	0.95	0.99			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1649			1778	1583	3433	4928		3433	5053	
Flt Permitted	0.95	0.99			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1649			1778	1583	3433	4928		3433	5053	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	98	29	29	209	10	276	42	694	181	318	388	17
RTOR Reduction (vph)	0	25	0	0	0	218	0	50	0	0	5	0
Lane Group Flow (vph)	79	52	0	0	219	58	42	825	0	318	400	0
Turn Type	Split			Split		Perm	Prot			Prot		
Protected Phases	2	2		6	6		3	8		7	4	
Permitted Phases						6						
Actuated Green, G (s)	8.6	8.6			14.2	14.2	2.2	18.3		10.7	26.8	
Effective Green, g (s)	8.6	8.6			14.2	14.2	2.2	18.3		10.7	26.8	
Actuated g/C Ratio	0.13	0.13			0.21	0.21	0.03	0.27		0.16	0.40	
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	213	209			372	332	111	1330		542	1997	
v/s Ratio Prot	c0.05	0.03			c0.12		0.01	c0.17		c0.09	0.08	
v/s Ratio Perm						0.04						
v/c Ratio	0.37	0.25			0.59	0.17	0.38	0.62		0.59	0.20	
Uniform Delay, d1	27.1	26.7			24.2	22.0	32.1	21.7		26.5	13.5	
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.1	0.6			2.4	0.3	2.2	0.9		1.6	0.0	
Delay (s)	28.2	27.3			26.5	22.2	34.3	22.6		28.1	13.5	
Level of Service	C	C			C	C	C	C		C	B	
Approach Delay (s)		27.8			24.1			23.1			19.9	
Approach LOS		C			C			C			B	

Intersection Summary				
HCM Average Control Delay	22.7	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.56			
Actuated Cycle Length (s)	67.8	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	51.4%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	116	105	173	14	54	115	113	477	10	182	563	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.90		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1673		1770	3528		1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1673		1770	3528		1770	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	129	117	192	16	60	128	126	530	11	202	626	96
RTOR Reduction (vph)	0	0	135	0	105	0	0	1	0	0	0	65
Lane Group Flow (vph)	129	117	57	16	83	0	126	540	0	202	626	31
Turn Type	Prot		Prot	Prot			Prot			Prot		Prot
Protected Phases	7	4	4	3	8		5	2		1	6	6
Permitted Phases												
Actuated Green, G (s)	7.8	17.8	17.8	0.7	10.7		6.2	15.6		9.6	19.0	19.0
Effective Green, g (s)	7.8	17.8	17.8	0.7	10.7		6.2	15.6		9.6	19.0	19.0
Actuated g/C Ratio	0.13	0.30	0.30	0.01	0.18		0.10	0.26		0.16	0.32	0.32
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	231	555	472	21	300		184	922		285	1126	504
v/s Ratio Prot	c0.07	0.06	0.04	0.01	c0.05		0.07	0.15		c0.11	c0.18	0.02
v/s Ratio Perm												
v/c Ratio	0.56	0.21	0.12	0.76	0.28		0.68	0.59		0.71	0.56	0.06
Uniform Delay, d1	24.3	15.7	15.3	29.4	21.2		25.8	19.2		23.7	16.9	14.1
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.9	0.2	0.1	92.1	0.5		10.1	1.0		7.8	0.6	0.1
Delay (s)	27.2	15.9	15.4	121.5	21.7		35.9	20.2		31.6	17.5	14.2
Level of Service	C	B	B	F	C		D	C		C	B	B
Approach Delay (s)		19.0			29.5			23.1			20.2	
Approach LOS		B			C			C			C	

Intersection Summary				
HCM Average Control Delay	21.7	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.53			
Actuated Cycle Length (s)	59.7	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	53.3%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	11	6	10	140	0	90	7	710	200	129	483	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0		4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00		1.00	1.00	0.91		1.00	0.91	
Frt	1.00	0.91		1.00		0.85	1.00	0.97		1.00	1.00	
Flt Protected	0.95	1.00		0.95		1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1692		1770		1583	1770	4918		1770	5082	
Flt Permitted	0.95	1.00		0.95		1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1692		1770		1583	1770	4918		1770	5082	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	12	7	11	156	0	100	8	789	222	143	537	2
RTOR Reduction (vph)	0	11	0	0	0	87	0	62	0	0	0	0
Lane Group Flow (vph)	12	7	0	156	0	13	8	949	0	143	539	0
Turn Type	Prot			Prot		Prot	Prot			Prot		
Protected Phases	1	6		5	2	2	7	4		3	8	
Permitted Phases												
Actuated Green, G (s)	0.7	1.1		5.6		6.0	0.7	19.3		4.9	23.5	
Effective Green, g (s)	0.7	1.1		5.6		6.0	0.7	19.3		4.9	23.5	
Actuated g/C Ratio	0.01	0.02		0.12		0.13	0.01	0.41		0.10	0.50	
Clearance Time (s)	4.0	4.0		4.0		4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	26	40		211		203	26	2024		185	2546	
v/s Ratio Prot	0.01	0.00		c0.09		c0.01	0.00	c0.19		c0.08	0.11	
v/s Ratio Perm												
v/c Ratio	0.46	0.18		0.74		0.06	0.31	0.47		0.77	0.21	
Uniform Delay, d1	22.9	22.5		19.9		18.0	22.9	10.1		20.5	6.5	
Progression Factor	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	12.4	2.2		12.7		0.1	6.6	0.2		18.0	0.0	
Delay (s)	35.3	24.6		32.7		18.1	29.5	10.2		38.4	6.6	
Level of Service	D	C		C		B	C	B		D	A	
Approach Delay (s)		28.9			27.0			10.4			13.3	
Approach LOS		C			C			B			B	

Intersection Summary				
HCM Average Control Delay	13.8	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.49			
Actuated Cycle Length (s)	46.9	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	49.8%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	293	237	123	32	99	17	94	360	39	25	425	247
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85		0.98		1.00	0.99		1.00	0.94	
Flt Protected	0.95	1.00	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583		1814		1770	3488		1770	3344	
Flt Permitted	0.95	1.00	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1863	1583		1814		1770	3488		1770	3344	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	326	263	137	36	110	19	104	400	43	28	472	274
RTOR Reduction (vph)	0	0	102	0	7	0	0	10	0	0	104	0
Lane Group Flow (vph)	326	263	35	0	158	0	104	433	0	28	642	0
Turn Type	Split		Prot	Split			Prot			Prot		
Protected Phases	4	4	4	8	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	16.4	16.4	16.4		8.8		4.2	21.8		1.8	19.4	
Effective Green, g (s)	16.4	16.4	16.4		8.8		4.2	21.8		1.8	19.4	
Actuated g/C Ratio	0.25	0.25	0.25		0.14		0.06	0.34		0.03	0.30	
Clearance Time (s)	4.0	4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	448	472	401		246		115	1173		49	1001	
v/s Ratio Prot	c0.18	0.14	0.02		c0.09		c0.06	0.12		0.02	c0.19	
v/s Ratio Perm												
v/c Ratio	0.73	0.56	0.09		0.64		0.90	0.37		0.57	0.64	
Uniform Delay, d1	22.2	21.0	18.5		26.5		30.1	16.3		31.1	19.7	
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.8	1.4	0.1		5.6		54.7	0.2		15.1	1.4	
Delay (s)	28.0	22.5	18.6		32.2		84.8	16.5		46.2	21.1	
Level of Service	C	C	B		C		F	B		D	C	
Approach Delay (s)		24.2			32.2			29.5			22.0	
Approach LOS		C			C			C			C	

Intersection Summary				
HCM Average Control Delay	25.3	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.68			
Actuated Cycle Length (s)	64.8	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	62.4%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBR	EBR2	NWL2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	72	271	315	96	168	104	258	973	92	148	543	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97		0.97	0.91		1.00	0.91	
Frt	1.00	0.85	0.85	1.00	0.94		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1583	1583	1770	3304		3433	5020		1770	5029	
Flt Permitted	0.95	1.00	1.00	0.95	0.97		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1583	1583	1770	3304		3433	5020		1770	5029	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	80	301	350	107	187	116	287	1081	102	164	603	48
RTOR Reduction (vph)	0	0	227	0	107	0	0	18	0	0	15	0
Lane Group Flow (vph)	80	301	123	107	196	0	287	1165	0	164	636	0
Turn Type		Perm	Perm	Split			Prot			Prot		
Protected Phases	2			6	6		3	8		7	4	
Permitted Phases		2	2									
Actuated Green, G (s)	16.7	16.7	16.7	4.8	4.8		6.0	15.8		6.7	16.5	
Effective Green, g (s)	16.7	16.7	16.7	4.8	4.8		6.0	15.8		6.7	16.5	
Actuated g/C Ratio	0.28	0.28	0.28	0.08	0.08		0.10	0.26		0.11	0.28	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	493	441	441	142	264		343	1322		198	1383	
v/s Ratio Prot	0.05			c0.06	0.06		0.08	c0.23		c0.09	0.13	
v/s Ratio Perm		c0.19	0.08									
v/c Ratio	0.16	0.68	0.28	0.75	0.74		0.84	0.88		0.83	0.46	
Uniform Delay, d1	16.4	19.3	16.9	27.0	27.0		26.5	21.2		26.1	18.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	8.3	1.6	20.0	10.8		16.1	7.2		23.9	0.2	
Delay (s)	17.1	27.6	18.5	47.0	37.8		42.6	28.4		49.9	18.3	
Level of Service	B	C	B	D	D		D	C		D	B	
Approach Delay (s)	22.1				40.2			31.1			24.7	
Approach LOS	C				D			C			C	

Intersection Summary				
HCM Average Control Delay	28.8	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.78			
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	55.8%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	196	25	143	4	11	4	96	24	8	2	7	92
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
Hourly flow rate (vph)	218	28	159	4	12	4	107	27	9	2	8	102

Direction, Lane #	SE1	SE2	NW1	NE1	SW1
Volume Total (vph)	246	159	21	142	112
Volume Left (vph)	218	0	4	107	2
Volume Right (vph)	0	159	4	9	102
Hadj (s)	0.48	-0.67	-0.05	0.15	-0.51
Departure Headway (s)	5.7	4.5	5.1	5.2	4.6
Degree Utilization, x	0.39	0.20	0.03	0.21	0.14
Capacity (veh/h)	612	767	648	652	722
Control Delay (s)	11.0	7.4	8.3	9.5	8.4
Approach Delay (s)	9.6		8.3	9.5	8.4
Approach LOS	A		A	A	A

Intersection Summary			
Delay	9.3		
HCM Level of Service	A		
Intersection Capacity Utilization	39.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱		↑		↰	↑↑		↰	↑↑	
Volume (vph)	116	50	70	55	26	9	108	729	134	6	347	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.99		1.00	0.98		1.00	0.97	
Flt Protected		0.97	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1800	1583		1783		1770	3457		1770	3438	
Flt Permitted		0.97	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1800	1583		1783		1770	3457		1770	3438	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	129	56	78	61	29	10	120	810	149	7	386	91
RTOR Reduction (vph)	0	0	66	0	6	0	0	16	0	0	23	0
Lane Group Flow (vph)	0	185	12	0	94	0	120	943	0	7	454	0
Turn Type	Split		Prot	Split			Prot			Prot		
Protected Phases	4	4	4	8	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)		8.6	8.6		6.5		5.7	25.4		0.7	20.4	
Effective Green, g (s)		8.6	8.6		6.5		5.7	25.4		0.7	20.4	
Actuated g/C Ratio		0.15	0.15		0.11		0.10	0.44		0.01	0.36	
Clearance Time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		271	238		203		176	1535		22	1226	
v/s Ratio Prot		c0.10	0.01		c0.05		c0.07	c0.27		0.00	0.13	
v/s Ratio Perm												
v/c Ratio		0.68	0.05		0.46		0.68	0.61		0.32	0.37	
Uniform Delay, d1		23.0	20.8		23.7		24.9	12.2		28.0	13.6	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		6.9	0.1		1.7		10.4	0.7		8.2	0.2	
Delay (s)		29.9	20.9		25.4		35.3	12.9		36.2	13.8	
Level of Service		C	C		C		D	B		D	B	
Approach Delay (s)		27.2			25.4			15.4			14.2	
Approach LOS		C			C			B			B	

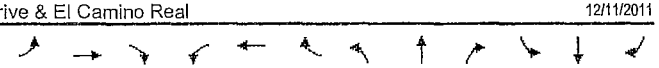
Intersection Summary				
HCM Average Control Delay	17.2	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.59			
Actuated Cycle Length (s)	57.2	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	49.4%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↰↰	↑↑					↰	↑	↱
Volume (vph)	0	617	137	604	869	0	0	0	0	835	1	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0					4.0	4.0	4.0
Lane Util. Factor		0.95		0.97	0.95					0.95	0.91	0.95
Frt		0.97		1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00					0.95	0.95	1.00
Satd. Flow (prot)		3443		3433	3539					1681	1612	1504
Flt Permitted		1.00		0.95	1.00					0.95	0.95	1.00
Satd. Flow (perm)		3443		3433	3539					1681	1612	1504
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	686	152	671	966	0	0	0	0	928	1	81
RTOR Reduction (vph)	0	32	0	0	0	0	0	0	0	0	1	50
Lane Group Flow (vph)	0	806	0	671	966	0	0	0	0	473	463	23
Turn Type				Prot						Split		Prot
Protected Phases		4		3	8					6	6	6
Permitted Phases												
Actuated Green, G (s)		16.3		12.8	33.1					18.6	18.6	18.6
Effective Green, g (s)		16.3		12.8	33.1					18.6	18.6	18.6
Actuated g/C Ratio		0.27		0.21	0.55					0.31	0.31	0.31
Clearance Time (s)		4.0		4.0	4.0					4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Lane Grp Cap (vph)		940		736	1962					524	502	469
v/s Ratio Prot		c0.23		c0.20	0.27					0.28	c0.29	0.02
v/s Ratio Perm												
v/c Ratio		0.86		0.91	0.49					0.90	0.92	0.05
Uniform Delay, d1		20.6		22.9	8.2					19.7	19.8	14.4
Progression Factor		1.00		1.00	1.00					1.00	1.00	1.00
Incremental Delay, d2		7.8		15.5	0.2					18.7	22.5	0.0
Delay (s)		28.4		38.4	8.3					38.4	42.3	14.4
Level of Service		C		D	A					D	D	B
Approach Delay (s)		28.4			20.7			0.0			38.5	
Approach LOS		C			C			A			D	

Intersection Summary				
HCM Average Control Delay	27.7	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.90			
Actuated Cycle Length (s)	59.7	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	80.9%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

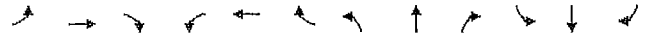
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	123	1361	0	0	985	780	439	7	667	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lane Util. Factor	0.97	0.95			0.95	1.00	0.95	0.91	0.95			
Frt	1.00	1.00			1.00	0.85	1.00	0.87	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.99	1.00			
Satd. Flow (prot)	3433	3539			3539	1583	1681	1472	1504			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.99	1.00			
Satd. Flow (perm)	3433	3539			3539	1583	1681	1472	1504			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	137	1512	0	0	1094	867	488	8	741	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	525	0	13	13	0	0	0
Lane Group Flow (vph)	137	1512	0	0	1094	342	429	395	387	0	0	0
Turn Type	Prot					Prot	Split		Prot			
Protected Phases	7	4			8	8	2	2	2			
Permitted Phases												
Actuated Green, G (s)	3.4	30.1			22.7	22.7	19.5	19.5	19.5			
Effective Green, g (s)	3.4	30.1			22.7	22.7	19.5	19.5	19.5			
Actuated g/C Ratio	0.06	0.52			0.39	0.39	0.34	0.34	0.34			
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	203	1849			1395	624	569	498	509			
v/s Ratio Prot	0.04	c0.43			0.31	0.22	0.26	c0.27	0.26			
v/s Ratio Perm												
v/c Ratio	0.67	0.82			0.78	0.55	0.75	0.79	0.76			
Uniform Delay, d1	26.6	11.5			15.3	13.5	16.9	17.2	17.0			
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	8.6	2.9			3.0	1.0	5.6	8.5	6.6			
Delay (s)	35.1	14.4			18.3	14.5	22.5	25.7	23.6			
Level of Service	D	B			B	B	C	C	C			
Approach Delay (s)		16.1			16.6			23.9			0.0	
Approach LOS		B			B			C			A	

Intersection Summary				
HCM Average Control Delay	18.3	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.81			
Actuated Cycle Length (s)	57.6	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	80.9%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	38	30	28	476	22	101	75	893	214	179	1354	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.91	0.95	0.95	0.91	0.95	1.00	0.91		1.00	0.91	
Frt	1.00	0.99	0.85	1.00	0.99	0.85	1.00	0.97		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1668	1504	1681	1614	1504	1770	4938		1770	5071	
Flt Permitted	0.95	1.00	1.00	0.95	0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1668	1504	1681	1614	1504	1770	4938		1770	5071	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	42	33	31	529	24	112	83	992	238	199	1504	28
RTOR Reduction (vph)	0	3	26	0	2	77	0	40	0	0	2	0
Lane Group Flow (vph)	38	37	2	280	282	24	83	1190	0	199	1530	0
Turn Type	Split		Prot	Split		Prot	Prot			Prot		
Protected Phases	4	4	4	8	8	8	5	2		6		
Permitted Phases											6	
Actuated Green, G (s)	5.6	5.6	5.6	17.8	17.8	17.8	4.3	38.8		30.5	30.5	
Effective Green, g (s)	5.6	5.6	5.6	17.8	17.8	17.8	4.3	38.8		30.5	30.5	
Actuated g/C Ratio	0.08	0.08	0.08	0.24	0.24	0.24	0.06	0.52		0.41	0.41	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	127	126	114	403	387	361	103	2582		728	2084	
v/s Ratio Prot	c0.02	0.02	0.00	0.17	c0.17	0.02	c0.05	0.24		0.11		
v/s Ratio Perm											c0.30	
v/c Ratio	0.30	0.30	0.02	0.69	0.73	0.07	0.81	0.46		0.27	0.73	
Uniform Delay, d1	32.4	32.4	31.8	25.7	26.0	21.8	34.5	11.1		14.5	18.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.3	1.3	0.1	5.1	6.8	0.1	35.2	0.1		0.2	1.4	
Delay (s)	33.8	33.7	31.8	30.9	32.7	21.9	69.7	11.3		14.7	19.8	
Level of Service	C	C	C	C	C	C	E	B		B	B	
Approach Delay (s)		33.2			30.3			15.0			19.2	
Approach LOS		C			C			B			B	

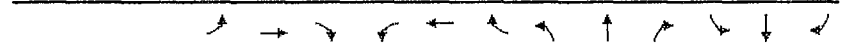
Intersection Summary				
HCM Average Control Delay	20.1	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.70			
Actuated Cycle Length (s)	74.2	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	63.4%	ICU Level of Service	B	
Analysis Period (min)	15			
! Phase conflict between lane groups.				
c Critical Lane Group				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	166	807	170	341	976	0	0	626	762
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.97	0.91	1.00	0.97	0.95			0.86	0.86
Frpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.90	0.74
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt				1.00	1.00	0.85	1.00	1.00			0.94	0.85
Flt Protected				0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				3433	5085	1583	3433	3539			4079	1002
Flt Permitted				0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)				3433	5085	1583	3433	3539			4079	1002
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	184	897	189	379	1084	0	0	696	847
RTOR Reduction (vph)	0	0	0	0	0	92	0	0	0	0	6	6
Lane Group Flow (vph)	0	0	0	184	897	97	379	1084	0	0	1114	417
Confl. Peds. (#/hr)												200
Turn Type				Prot		Perm	Prot					Perm
Protected Phases				3	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)				16.2	16.2	16.2	9.0	44.5			31.5	31.5
Effective Green, g (s)				16.2	16.2	16.2	9.0	44.5			31.5	31.5
Actuated g/C Ratio				0.24	0.24	0.24	0.13	0.65			0.46	0.46
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)				810	1199	373	450	2292			1870	459
v/s Ratio Prot				0.05	c0.18		c0.11	0.31			0.27	
v/s Ratio Perm						0.06						c0.42
v/c Ratio				0.23	0.75	0.26	0.84	0.47			0.60	0.91
Uniform Delay, d1				21.2	24.4	21.4	29.2	6.1			13.9	17.3
Progression Factor				1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2				0.1	2.6	0.4	13.4	0.2			0.5	21.5
Delay (s)				21.3	27.0	21.7	42.5	6.3			14.4	38.8
Level of Service				C	C	C	D	A			B	D
Approach Delay (s)		0.0			25.4			15.7			21.1	
Approach LOS		A			C			B			C	

Intersection Summary				
HCM Average Control Delay	20.5	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.85			
Actuated Cycle Length (s)	68.7	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	105.4%	ICU Level of Service	G	
Analysis Period (min)	15			

c Critical Lane Group

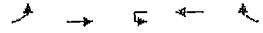


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	492	989	92	0	0	0	0	798	385	211	568	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor	0.91	0.86	0.91					0.86		1.00	0.91	
Frt	1.00	1.00	0.85					0.95		1.00	1.00	
Flt Protected	0.95	1.00	1.00					1.00		0.95	1.00	
Satd. Flow (prot)	1610	3192	1441					6095		1770	5085	
Flt Permitted	0.95	1.00	1.00					1.00		0.95	1.00	
Satd. Flow (perm)	1610	3192	1441					6095		1770	5085	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	547	1099	102	0	0	0	0	887	428	234	631	0
RTOR Reduction (vph)	0	1	54	0	0	0	0	56	0	0	0	0
Lane Group Flow (vph)	492	1163	38	0	0	0	0	1259	0	234	631	0
Turn Type	Split		Prot							Prot		
Protected Phases	4	4	4					2		1	6	
Permitted Phases												
Actuated Green, G (s)	30.5	30.5	30.5					19.0		12.4	35.4	
Effective Green, g (s)	30.5	30.5	30.5					19.0		12.4	35.4	
Actuated g/C Ratio	0.41	0.41	0.41					0.26		0.17	0.48	
Clearance Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	664	1317	595					1567		297	2436	
v/s Ratio Prot	0.31	c0.36	0.03					c0.21		c0.13	0.12	
v/s Ratio Perm												
v/c Ratio	0.74	0.88	0.06					0.91dr		0.79	0.26	
Uniform Delay, d1	18.4	20.1	13.1					25.7		29.5	11.4	
Progression Factor	1.00	1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2	4.5	7.3	0.0					3.1		12.9	0.1	
Delay (s)	22.8	27.4	13.1					28.8		42.4	11.5	
Level of Service	C	C	B					C		D	B	
Approach Delay (s)		25.4			0.0			28.8			19.9	
Approach LOS		C			A			C			B	

Intersection Summary				
HCM Average Control Delay	25.3	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.84			
Actuated Cycle Length (s)	73.9	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	105.4%	ICU Level of Service	G	
Analysis Period (min)	15			

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

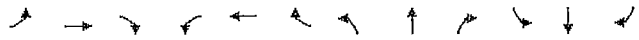


Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	66	382	0	356	94	30	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0		4.0	4.0
Lane Util. Factor	1.00	0.95		0.95		1.00	1.00
Frt	1.00	1.00		0.97		1.00	0.85
Flt Protected	0.95	1.00		1.00		0.95	1.00
Satd. Flow (prot)	1770	3539		3429		1770	1583
Flt Permitted	0.95	1.00		1.00		0.95	1.00
Satd. Flow (perm)	1770	3539		3429		1770	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	73	424	0	396	104	33	51
RTOR Reduction (vph)	0	0	0	44	0	0	47
Lane Group Flow (vph)	73	424	0	456	0	33	4
Turn Type	Prot		Prot				Prot
Protected Phases	7	4	3	8		6	6
Permitted Phases							
Actuated Green, G (s)	1.2	14.0		8.8		1.7	1.7
Effective Green, g (s)	1.2	14.0		8.8		1.7	1.7
Actuated g/C Ratio	0.05	0.59		0.37		0.07	0.07
Clearance Time (s)	4.0	4.0		4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)	90	2091		1273		127	114
v/s Ratio Prot	c0.04	0.12		c0.13		c0.02	0.00
v/s Ratio Perm							
v/c Ratio	0.81	0.20		0.36		0.26	0.03
Uniform Delay, d1	11.1	2.3		5.4		10.4	10.2
Progression Factor	1.00	1.00		1.00		1.00	1.00
Incremental Delay, d2	40.5	0.0		0.2		1.1	0.1
Delay (s)	51.6	2.3		5.6		11.5	10.3
Level of Service	D	A		A		B	B
Approach Delay (s)		9.5		5.6		10.8	
Approach LOS		A		A		B	

Intersection Summary				
HCM Average Control Delay	7.8	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.39			
Actuated Cycle Length (s)	23.7	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	29.8%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

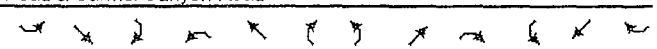
Movement	EBL	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	110	284	290	31	157	96	312	802	111	264	123	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.88	1.00	1.00	1.00		1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.85	0.85	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	2787	1583	1770	1756		1770	3539	1583	3433	3539	1583
Flt Permitted	0.59	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1094	2787	1583	1770	1756		1770	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	122	316	322	34	174	107	347	891	123	293	137	151
RTOR Reduction (vph)	0	0	255	0	34	0	0	0	78	0	0	123
Lane Group Flow (vph)	122	316	67	34	247	0	347	891	45	293	137	28
Turn Type	custom	custom	custom	Prot			Prot		Prot	Prot		Prot
Protected Phases				3	8		5	2	2	1	6	6
Permitted Phases	4	4	4									
Actuated Green, G (s)	12.6	12.6	12.6	1.5	18.1		19.0	21.9	21.9	8.5	11.4	11.4
Effective Green, g (s)	12.6	12.6	12.6	1.5	18.1		19.0	21.9	21.9	8.5	11.4	11.4
Actuated g/C Ratio	0.21	0.21	0.21	0.02	0.30		0.31	0.36	0.36	0.14	0.19	0.19
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	228	580	330	44	525		556	1281	573	482	667	298
v/s Ratio Prot				0.02	c0.14		c0.20	c0.25	0.03	0.09	0.04	0.02
v/s Ratio Perm	0.11	0.11	0.04									
v/c Ratio	0.54	0.54	0.20	0.77	0.47		0.62	0.70	0.08	0.61	0.21	0.10
Uniform Delay, d1	21.3	21.4	19.8	29.3	17.3		17.7	16.5	12.7	24.4	20.7	20.3
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.4	1.0	0.3	57.0	0.7		2.2	1.7	0.1	2.2	0.2	0.1
Delay (s)	23.7	22.4	20.1	86.3	18.0		19.9	18.1	12.7	26.6	20.9	20.4
Level of Service	C	C	C	F	B		B	B	B	C	C	C
Approach Delay (s)					25.3			18.1			23.7	
Approach LOS					C			B			C	

Intersection Summary				
HCM Average Control Delay	20.8	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.57			
Actuated Cycle Length (s)	60.5	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	63.2%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				



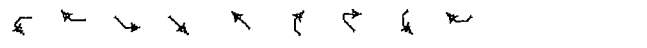
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	908	0	92	0	0	0	0	323	43	348	91	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00					0.95		0.97	0.95	
Frt	1.00	1.00	0.85					0.98		1.00	1.00	
Flt Protected	0.95	0.95	1.00					1.00		0.95	1.00	
Satd. Flow (prot)	1681	1681	1583					3477		3433	3539	
Flt Permitted	0.95	0.95	1.00					1.00		0.95	1.00	
Satd. Flow (perm)	1681	1681	1583					3477		3433	3539	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1009	0	102	0	0	0	0	359	48	387	101	0
RTOR Reduction (vph)	0	0	64	0	0	0	0	24	0	0	0	0
Lane Group Flow (vph)	504	505	38	0	0	0	0	383	0	387	101	0
Turn Type	Split		Perm							Prot		
Protected Phases	4	4						2		1	6	
Permitted Phases			4									
Actuated Green, G (s)	16.2	16.2	16.2					10.3		5.0	19.3	
Effective Green, g (s)	16.2	16.2	16.2					10.3		5.0	19.3	
Actuated g/C Ratio	0.37	0.37	0.37					0.24		0.11	0.44	
Clearance Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	626	626	590					823		395	1570	
v/s Ratio Prot	0.30	c0.30						c0.11		c0.11	0.03	
v/s Ratio Perm			0.02									
v/c Ratio	0.81	0.81	0.06					0.47		0.98	0.06	
Uniform Delay, d1	12.2	12.2	8.8					14.2		19.2	6.9	
Progression Factor	1.00	1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2	7.4	7.5	0.0					0.4		39.4	0.0	
Delay (s)	19.7	19.8	8.8					14.7		58.6	6.9	
Level of Service	B	B	A					B		E	A	
Approach Delay (s)		18.7			0.0			14.7			47.9	
Approach LOS		B			A			B			D	

Intersection Summary				
HCM Average Control Delay	25.0	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.72			
Actuated Cycle Length (s)	43.5	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	55.4%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				



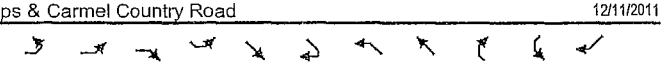
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	127	442	39	91	388	400	47	128	104	230	52	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		0.97	1.00	
Frt	1.00	0.99		1.00	0.92		1.00	0.93		1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3496		1770	3270		1770	1737		3433	1708	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3496		1770	3270		1770	1737		3433	1708	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	141	491	43	101	431	444	52	142	116	256	58	72
RTOR Reduction (vph)	0	8	0	0	226	0	0	37	0	0	49	0
Lane Group Flow (vph)	141	526	0	101	649	0	52	221	0	256	81	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												
Actuated Green, G (s)	8.7	19.2		7.5	18.0		4.6	15.6		8.7	19.7	
Effective Green, g (s)	8.7	19.2		7.5	18.0		4.6	15.6		8.7	19.7	
Actuated g/C Ratio	0.13	0.29		0.11	0.27		0.07	0.23		0.13	0.29	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	230	1002		198	879		122	404		446	502	
v/s Ratio Prot	c0.08	0.15		0.06	c0.20		0.03	c0.13		c0.07	0.05	
v/s Ratio Perm												
v/c Ratio	0.61	0.53		0.51	0.74		0.43	0.55		0.57	0.16	
Uniform Delay, d1	27.6	20.1		28.0	22.4		29.9	22.6		27.4	17.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.8	0.5		2.2	3.3		2.4	1.5		1.8	0.2	
Delay (s)	32.3	20.6		30.2	25.6		32.3	24.1		29.2	17.7	
Level of Service	C	C		C	C		C	C		C	B	
Approach Delay (s)		23.0			26.1			25.5			25.3	
Approach LOS		C			C			C			C	

Intersection Summary				
HCM Average Control Delay	25.0	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.63			
Actuated Cycle Length (s)	67.0	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	63.6%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	WBL	WBR	SEL	SET	NWT	NWR	NWR2	SWL	SWR
Lane Configurations									
Volume (vph)	0	0	269	494	621	0	190	147	247
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor			0.97	0.95	0.95		1.00	0.97	1.00
Frt			1.00	1.00	1.00		0.85	1.00	0.85
Flt Protected			0.95	1.00	1.00		1.00	0.95	1.00
Satd. Flow (prot)			3433	3539	3539		1583	3433	1583
Flt Permitted			0.95	1.00	1.00		1.00	0.95	1.00
Satd. Flow (perm)			3433	3539	3539		1583	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	299	549	690	0	211	163	274
RTOR Reduction (vph)	0	0	0	0	0	0	136	0	225
Lane Group Flow (vph)	0	0	299	549	690	0	75	163	49
Turn Type			Prot				Perm		Perm
Protected Phases			5	2	6			4	
Permitted Phases							6		4
Actuated Green, G (s)			9.5	29.8	16.3		16.3	8.2	8.2
Effective Green, g (s)			9.5	29.8	16.3		16.3	8.2	8.2
Actuated g/C Ratio			0.21	0.65	0.35		0.35	0.18	0.18
Clearance Time (s)			4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)			3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)			709	2293	1254		561	612	282
v/s Ratio Prot			c0.09	0.16	c0.19			c0.05	
v/s Ratio Perm							0.05		0.03
v/c Ratio			0.42	0.24	0.55		0.13	0.27	0.17
Uniform Delay, d1			15.9	3.4	11.9		10.1	16.3	16.0
Progression Factor			1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2			0.4	0.1	0.5		0.1	0.2	0.3
Delay (s)			16.3	3.4	12.4		10.2	16.5	16.3
Level of Service			B	A	B		B	B	B
Approach Delay (s)	0.0			8.0	11.9			16.4	
Approach LOS	A			A	B			B	

Intersection Summary				
HCM Average Control Delay	11.3	HCM Level of Service		B
HCM Volume to Capacity ratio	0.45			
Actuated Cycle Length (s)	46.0	Sum of lost time (s)		12.0
Intersection Capacity Utilization	39.1%	ICU Level of Service		A
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL2	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR
Lane Configurations											
Volume (vph)	399	0	241	268	375	0	0	401	255	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		
Lane Util. Factor	0.95	0.95	1.00	0.97	0.95			0.95	1.00		
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		
Flt Protected	0.95	0.95	1.00	0.95	1.00			1.00	1.00		
Satd. Flow (prot)	1681	1681	1583	3433	3539			3539	1583		
Flt Permitted	0.95	0.95	1.00	0.95	1.00			1.00	1.00		
Satd. Flow (perm)	1681	1681	1583	3433	3539			3539	1583		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	443	0	268	298	417	0	0	446	283	0	0
RTOR Reduction (vph)	0	0	192	0	0	0	0	0	200	0	0
Lane Group Flow (vph)	221	222	76	298	417	0	0	446	83	0	0
Turn Type	Split		Perm	Prot					Perm		
Protected Phases	4	4		1	6			2			
Permitted Phases			4						2		
Actuated Green, G (s)	11.4	11.4	11.4	5.2	21.0			11.8	11.8		
Effective Green, g (s)	11.4	11.4	11.4	5.2	21.0			11.8	11.8		
Actuated g/C Ratio	0.28	0.28	0.28	0.13	0.52			0.29	0.29		
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0		
Lane Grp Cap (vph)	474	474	447	442	1840			1034	462		
v/s Ratio Prot	0.13	c0.13		c0.09	0.12			c0.13			
v/s Ratio Perm			0.05						0.05		
v/c Ratio	0.47	0.47	0.17	0.67	0.23			0.43	0.18		
Uniform Delay, d1	12.0	12.0	10.9	16.8	5.3			11.6	10.7		
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		
Incremental Delay, d2	0.7	0.7	0.2	4.0	0.1			0.3	0.2		
Delay (s)	12.7	12.7	11.1	20.8	5.3			11.9	10.9		
Level of Service	B	B	B	C	A			B	B		
Approach Delay (s)		12.1			11.8			11.5		0.0	
Approach LOS		B			B			B		A	

Intersection Summary				
HCM Average Control Delay	11.8	HCM Level of Service		B
HCM Volume to Capacity ratio	0.49			
Actuated Cycle Length (s)	40.4	Sum of lost time (s)		12.0
Intersection Capacity Utilization	39.8%	ICU Level of Service		A
Analysis Period (min)	15			
c Critical Lane Group				

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	Jacob Swim	Intersection	Carmel Creek Rd./Del Mar Trail
Agency/Co.	USAI	Jurisdiction	City of San Diego
Date Performed	3/4/2011	Analysis Year	2011
Analysis Time Period	36 Existing + Project Ph. 1 PM		

Project ID 002407 - San Diego Corporate Center Lots

East/West Street: Del Mar Trail | North/South Street: Carmel Creek Road

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	5	5	4	55	12	10
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	12	742	100	15	415	10
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LT	TR	LT	TR
PHF	0.90		0.90		0.90	0.90	0.90	0.90
Flow Rate (veh/h)	14		85		425	523	246	242
% Heavy Vehicles	2		2		2	2	2	2
No. Lanes	1		1		2		2	
Geometry Group	2		2		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.4		0.7		0.0	0.0	0.1	0.0
Prop. Right-Turns	0.3		0.1		0.0	0.2	0.0	0.0
Prop. Heavy Vehicle	0.0		0.0		0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.1		0.0	-0.1	0.1	0.0

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20	3.20	3.20	3.20
x, initial	0.01		0.08		0.38	0.46	0.22	0.22
hd, final value (s)	6.67		6.57		5.48	5.32	6.01	5.95
x, final value	0.03		0.16		0.65	0.77	0.41	0.40
Move-up time, m (s)	2.0		2.0		2.3		2.3	
Service Time, t_s (s)	4.7		4.6		3.2	3.0	3.7	3.6

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	264		335		652	674	496	492
Delay (s/veh)	9.84		10.77		17.66	23.65	12.84	12.55
LOS	A		B		C	C	B	B
Approach: Delay (s/veh)	9.84		10.77		20.97		12.70	
LOS	A		B		C		B	
Intersection Delay (s/veh)	17.67							
Intersection LOS	C							

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EXISTING + PROJECT

Phase 1 & 2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	352	372	291	448	8	370	5	150	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	
Satd. Flow (prot)	1770	1863	1583	1770	1858			1775	1583		1750	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	
Satd. Flow (perm)	1770	1863	1583	1770	1858			1775	1583		1750	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2	391	413	323	498	9	411	6	167	1	1	1
RTOR Reduction (vph)	0	0	267	0	1	0	0	0	121	0	1	0
Lane Group Flow (vph)	2	391	146	323	506	0	0	417	46	0	2	0
Turn Type	Prot		Prot	Prot			Split		Prot	Split		
Protected Phases	7	4	4	3	8		2	2	2	6	6	
Permitted Phases												
Actuated Green, G (s)	0.8	22.3	22.3	16.7	38.2			21.6	21.6		1.1	
Effective Green, g (s)	0.8	22.3	22.3	16.7	38.2			21.6	21.6		1.1	
Actuated g/C Ratio	0.01	0.29	0.29	0.21	0.49			0.28	0.28		0.01	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	18	535	454	380	913			493	440		25	
v/s Ratio Prot	0.00	c0.21	0.09	c0.18	0.27			c0.23	0.03		c0.00	
v/s Ratio Perm												
v/c Ratio	0.11	0.73	0.32	0.85	0.55			0.85	0.11		0.08	
Uniform Delay, d1	38.1	25.0	21.8	29.3	13.8			26.5	20.9		37.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	2.7	5.1	0.4	16.4	0.7			12.6	0.1		1.4	
Delay (s)	40.8	30.1	22.2	45.7	14.5			39.1	21.0		39.2	
Level of Service	D	C	C	D	B			D	C		D	
Approach Delay (s)		26.1			26.7			33.9			39.2	
Approach LOS		C			C			C			D	

Intersection Summary				
HCM Average Control Delay	28.4	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.79			
Actuated Cycle Length (s)	77.7	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	72.1%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Volume (vph)	395	299	0	197	282	281	431
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00		1.00	1.00	1.00	0.95
Frt	1.00	0.85		1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00		1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	1583		1863	1583	1770	3539
Flt Permitted	0.95	1.00		1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	1583		1863	1583	1770	3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	439	332	0	219	313	312	479
RTOR Reduction (vph)	0	248	0	0	240	0	0
Lane Group Flow (vph)	439	84	0	219	73	312	479
Turn Type		Perm	Prot		Perm	Prot	
Protected Phases	1		3	8		7	
Permitted Phases		1			8		6
Actuated Green, G (s)	12.9	12.9		11.9	11.9	14.0	12.9
Effective Green, g (s)	12.9	12.9		11.9	11.9	14.0	12.9
Actuated g/C Ratio	0.25	0.25		0.23	0.23	0.28	0.25
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	872	402		436	371	488	899
v/s Ratio Prot	0.13			c0.12		c0.18	
v/s Ratio Perm		0.05			0.05		c0.14
v/c Ratio	0.50	0.21		0.50	0.20	0.64	0.53
Uniform Delay, d1	16.2	14.9		16.9	15.6	16.2	16.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	0.3		0.9	0.3	2.8	0.6
Delay (s)	16.7	15.2		17.8	15.9	18.9	17.0
Level of Service	B	B		B	B	B	B
Approach Delay (s)	16.0			16.7			17.7
Approach LOS	B			B			B

Intersection Summary				
HCM Average Control Delay	16.8	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.56			
Actuated Cycle Length (s)	50.8	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	47.2%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Volume (vph)	84	7	0	454	50	3	835
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0		4.0	4.0
Lane Util. Factor	0.97			0.95		1.00	0.95
Frt	0.99			0.98		1.00	1.00
Flt Protected	0.96			1.00		0.95	1.00
Satd. Flow (prot)	3414			3486		1770	3539
Flt Permitted	0.96			1.00		0.95	1.00
Satd. Flow (perm)	3414			3486		1770	3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	93	8	0	504	56	3	928
RTOR Reduction (vph)	7	0	0	13	0	0	0
Lane Group Flow (vph)	94	0	0	547	0	3	928
Turn Type			Prot			Prot	
Protected Phases	6		5	2		1	6
Permitted Phases							
Actuated Green, G (s)	3.1			14.9		0.6	19.5
Effective Green, g (s)	3.1			14.9		0.6	19.5
Actuated g/C Ratio	0.10			0.49		0.02	0.64
Clearance Time (s)	4.0			4.0		4.0	4.0
Vehicle Extension (s)	3.0			3.0		3.0	3.0
Lane Grp Cap (vph)	346			1697		35	2255
v/s Ratio Prot	c0.03			0.16		0.00	c0.26
v/s Ratio Perm							
v/c Ratio	0.27			0.32		0.09	0.41
Uniform Delay, d1	12.7			4.8		14.7	2.7
Progression Factor	1.00			1.00		1.00	1.00
Incremental Delay, d2	0.4			0.1		1.1	0.1
Delay (s)	13.1			4.9		15.8	2.9
Level of Service	B			A		B	A
Approach Delay (s)	13.1			4.9			2.9
Approach LOS	B			A			A

Intersection Summary				
HCM Average Control Delay	4.2	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.39			
Actuated Cycle Length (s)	30.6	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	33.1%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	111	19	63	82	149	6	311	16	160	685	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	0.90		1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1822		1770	1682		1770	3513		1770	3469	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1822		1770	1682		1770	3513		1770	3469	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	26	123	21	70	91	166	7	346	18	178	761	116
RTOR Reduction (vph)	0	11	0	0	114	0	0	6	0	0	17	0
Lane Group Flow (vph)	26	133	0	70	143	0	7	358	0	178	860	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	0.7	10.6		2.3	12.2		0.7	13.9		6.8	20.0	
Effective Green, g (s)	0.7	10.6		2.3	12.2		0.7	13.9		6.8	20.0	
Actuated g/C Ratio	0.01	0.21		0.05	0.25		0.01	0.28		0.14	0.40	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	25	389		82	414		25	984		243	1399	
v/s Ratio Prot	0.01	0.07		c0.04	c0.09		0.00	0.10		c0.10	c0.25	
v/s Ratio Perm												
v/c Ratio	1.04	0.34		0.85	0.35		0.28	0.36		0.73	0.61	
Uniform Delay, d1	24.4	16.5		23.5	15.4		24.2	14.3		20.5	11.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	192.8	0.5		53.6	0.5		6.0	0.2		10.8	0.8	
Delay (s)	217.2	17.1		77.1	15.9		30.2	14.5		31.4	12.6	
Level of Service	F	B		E	B		C	B		C	B	
Approach Delay (s)		47.7			29.0			14.8			15.7	
Approach LOS		D			C			B			B	

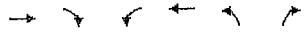
Intersection Summary				
HCM Average Control Delay	20.6	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.51			
Actuated Cycle Length (s)	49.6	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	55.7%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	83	70	93	137	36	40	331	55	41	774	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.98		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1805		1770	3464		1770	3534	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1863	1583	1770	1805		1770	3464		1770	3534	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	6	92	78	103	152	40	44	368	61	46	860	8
RTOR Reduction (vph)	0	0	64	0	17	0	0	20	0	0	1	0
Lane Group Flow (vph)	6	92	14	103	175	0	44	409	0	46	867	0
Turn Type	Prot		Prot	Prot			Prot			Prot		
Protected Phases	7	4	4	3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	0.6	8.4	8.4	3.5	11.3		1.3	17.5		1.3	17.5	
Effective Green, g (s)	0.6	8.4	8.4	3.5	11.3		1.3	17.5		1.3	17.5	
Actuated g/C Ratio	0.01	0.18	0.18	0.07	0.24		0.03	0.37		0.03	0.37	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	23	335	285	133	437		49	1298		49	1324	
v/s Ratio Prot	0.00	0.05	0.01	c0.06	c0.10		0.02	0.12		c0.03	c0.25	
v/s Ratio Perm												
v/c Ratio	0.26	0.27	0.05	0.77	0.40		0.90	0.32		0.94	0.65	
Uniform Delay, d1	22.8	16.5	15.8	21.2	14.9		22.6	10.4		22.7	12.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	6.0	0.4	0.1	24.0	0.6		90.0	0.1		104.4	1.2	
Delay (s)	28.8	17.0	15.9	45.2	15.5		112.6	10.5		127.1	13.3	
Level of Service	C	B	B	D	B		F	B		F	B	
Approach Delay (s)		16.9			25.8			20.0			19.0	
Approach LOS		B			C			B			B	

Intersection Summary				
HCM Average Control Delay	20.1	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.61			
Actuated Cycle Length (s)	46.7	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	46.8%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	93	851	23	88	856	197	68	56	79	441	22	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.95			1.00	1.00	0.95	0.95	
Frt	1.00	1.00		1.00	0.97			1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00	0.95	0.97	
Satd. Flow (prot)	1770	5065		1770	3440			1813	1583	1681	1638	
Flt Permitted	0.95	1.00		0.95	1.00			0.97	1.00	0.95	0.97	
Satd. Flow (perm)	1770	5065		1770	3440			1813	1583	1681	1638	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	103	946	26	98	951	219	76	62	88	490	24	91
RTOR Reduction (vph)	0	3	0	0	21	0	0	0	76	0	17	0
Lane Group Flow (vph)	103	969	0	98	1149	0	0	138	12	309	279	0
Turn Type	Prot			Prot			Split		Perm	Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases									2			
Actuated Green, G (s)	6.4	30.1		8.0	31.7			11.5	11.5	17.8	17.8	
Effective Green, g (s)	6.4	30.1		8.0	31.7			11.5	11.5	17.8	17.8	
Actuated g/C Ratio	0.08	0.36		0.10	0.38			0.14	0.14	0.21	0.21	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	136	1828		170	1308			250	218	359	350	
v/s Ratio Prot	c0.06	0.19		0.06	c0.33			c0.08		c0.18	0.17	
v/s Ratio Perm									0.01			
v/c Ratio	0.76	0.53		0.58	0.88			0.55	0.06	0.86	0.80	
Uniform Delay, d1	37.7	21.1		36.1	24.1			33.5	31.2	31.6	31.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	21.1	0.3		4.7	7.0			2.6	0.1	18.6	11.9	
Delay (s)	58.9	21.4		40.7	31.0			36.2	31.3	50.2	42.9	
Level of Service	E	C		D	C			D	C	D	D	
Approach Delay (s)		25.0			31.8			34.3			46.6	
Approach LOS		C			C			C			D	

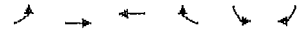
Intersection Summary				
HCM Average Control Delay	32.5	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.76			
Actuated Cycle Length (s)	83.4	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	67.1%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1403	53	0	1360	0	134
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1559	59	0	1511	0	149
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	575			607		
pX, platoon unblocked			0.87		0.91	0.87
vC, conflicting volume			1618		2344	549
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1186		1419	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	84
cM capacity (veh/h)			508		116	943

Direction,Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	624	624	371	756	756	149	
Volume Left	0	0	0	0	0	0	
Volume Right	0	0	59	0	0	149	
cSH	1700	1700	1700	1700	1700	943	
Volume to Capacity	0.37	0.37	0.22	0.44	0.44	0.16	
Queue Length 95th (ft)	0	0	0	0	0	14	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	9.5	
Lane LOS						A	
Approach Delay (s)	0.0			0.0		9.5	
Approach LOS						A	

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	43.3%	ICU Level of Service	A
Analysis Period (min)	15		

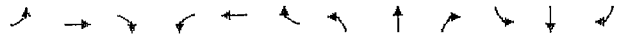


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰↰↱	↱
Volume (vph)	0	768	1024	0	931	326
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3	6.3		5.6	5.6
Lane Util. Factor		0.95	0.95		0.97	0.91
Frt		1.00	1.00		0.99	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		3539	3539		3430	1441
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		3539	3539		3430	1441
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	853	1138	0	1034	362
RTOR Reduction (vph)	0	0	0	0	3	42
Lane Group Flow (vph)	0	853	1138	0	1067	284
Turn Type						Perm
Protected Phases		2 6	6 2		4	
Permitted Phases						4
Actuated Green, G (s)		42.4	42.4		25.6	25.6
Effective Green, g (s)		42.4	42.4		25.6	25.6
Actuated g/C Ratio		0.53	0.53		0.32	0.32
Clearance Time (s)					5.6	5.6
Vehicle Extension (s)					3.0	3.0
Lane Grp Cap (vph)		1878	1878		1099	462
v/s Ratio Prot		0.24	c0.32		c0.31	
v/s Ratio Perm						0.20
v/c Ratio		0.45	0.61		0.97	0.61
Uniform Delay, d1		11.6	13.0		26.8	23.0
Progression Factor		1.00	1.00		1.00	1.00
Incremental Delay, d2		0.2	0.6		20.3	2.4
Delay (s)		11.8	13.5		47.1	25.4
Level of Service		B	B		D	C
Approach Delay (s)		11.8	13.5		42.0	
Approach LOS		B	B		D	

Intersection Summary				
HCM Average Control Delay	24.8	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.74			
Actuated Cycle Length (s)	79.9	Sum of lost time (s)	11.9	
Intersection Capacity Utilization	67.8%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

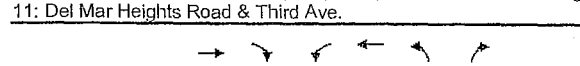
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↰	↑↑			↑↑↑	↱	↰	↔	↱			
Volume (vph)	224	1445	0	0	1468	910	373	0	927	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lane Util. Factor	0.97	0.95			0.91	1.00	0.95	0.91	0.95			
Frt	1.00	1.00			1.00	0.85	1.00	0.86	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (prot)	3433	3539			5085	1583	1681	1455	1504			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (perm)	3433	3539			5085	1583	1681	1455	1504			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	249	1606	0	0	1631	1011	414	0	1030	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	455	0	12	12	0	0	0
Lane Group Flow (vph)	249	1606	0	0	1631	556	373	523	524	0	0	0
Turn Type	Prot					Prot	Split		Prot			
Protected Phases	5	2			6	6	8	8	8			
Permitted Phases												
Actuated Green, G (s)	10.2	66.6			52.4	52.4	45.4	45.4	45.4			
Effective Green, g (s)	10.2	66.6			52.4	52.4	45.4	45.4	45.4			
Actuated g/C Ratio	0.08	0.55			0.44	0.44	0.38	0.38	0.38			
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	292	1964			2220	691	636	550	569			
v/s Ratio Prot	0.07	c0.45			0.32	0.35	0.22	c0.36	0.35			
v/s Ratio Perm												
v/c Ratio	0.85	0.82			0.73	0.81	0.59	0.95	0.92			
Uniform Delay, d1	54.2	21.8			28.0	29.4	29.8	36.2	35.6			
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	20.7	3.9			2.2	9.7	1.4	26.4	20.3			
Delay (s)	74.8	25.7			30.2	39.1	31.2	62.6	55.9			
Level of Service	E	C			C	D	C	E	E			
Approach Delay (s)		32.3			33.6			52.0			0.0	
Approach LOS		C			C			D			A	

Intersection Summary				
HCM Average Control Delay	37.7	HCM Level of Service	D	
HCM Volume to Capacity ratio	0.87			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	92.5%	ICU Level of Service	F	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	108	1534	674	100	1895	67	195	10	40	106	57	303
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		0.97	0.95		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.88		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5059		3433	3115		1770	1863	1563
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	5085	1583	1770	5059		3433	3115		1770	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	120	1704	749	111	2106	74	217	11	44	118	63	337
RTOR Reduction (vph)	0	0	364	0	4	0	0	39	0	0	0	135
Lane Group Flow (vph)	120	1704	385	111	2176	0	217	16	0	118	63	202
Turn Type	Prot		Prot	Prot			Prot			Prot		Prot
Protected Phases	7	4	4	3	8		5	2		1	6	6
Permitted Phases												
Actuated Green, G (s)	7.9	42.1	42.1	6.9	41.1		7.0	9.8		13.3	16.1	16.1
Effective Green, g (s)	7.9	42.1	42.1	6.9	41.1		7.0	9.8		13.3	16.1	16.1
Actuated g/C Ratio	0.09	0.48	0.48	0.08	0.47		0.08	0.11		0.15	0.18	0.18
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	159	2430	756	139	2360		273	347		267	340	289
v/s Ratio Prot	c0.07	0.34	0.24	0.06	c0.43		c0.06	0.01		0.07	0.03	c0.13
v/s Ratio Perm												
v/c Ratio	0.75	0.70	0.51	0.80	0.92		0.79	0.05		0.44	0.19	0.70
Uniform Delay, d1	39.2	18.1	15.9	39.9	22.0		39.8	35.0		34.0	30.5	33.7
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	18.2	0.9	0.5	26.5	6.6		14.7	0.1		1.2	0.3	7.2
Delay (s)	57.4	19.0	16.4	66.4	28.6		54.5	35.0		35.2	30.7	40.9
Level of Service	E	B	B	E	C		D	D		D	C	D
Approach Delay (s)		20.0			30.5			50.6			38.4	
Approach LOS		C			C			D			D	

Intersection Summary				
HCM Average Control Delay	27.4	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.84			
Actuated Cycle Length (s)	88.1	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	72.4%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1864	165	128	2218	50	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	1.00	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	1770	5085	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2071	183	142	2464	56	43
RTOR Reduction (vph)	0	81	0	0	0	40
Lane Group Flow (vph)	2071	102	142	2464	56	3
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Actuated Green, G (s)	26.4	26.4	5.1	35.5	3.7	3.7
Effective Green, g (s)	26.4	26.4	5.1	35.5	3.7	3.7
Actuated g/C Ratio	0.56	0.56	0.11	0.75	0.08	0.08
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2844	885	191	3825	269	124
v/s Ratio Prot	c0.41		0.08	c0.48	c0.02	
v/s Ratio Perm		0.06				0.00
v/c Ratio	0.73	0.12	0.74	0.64	0.21	0.03
Uniform Delay, d1	7.7	4.9	20.4	2.8	20.4	20.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	0.1	14.5	0.4	0.4	0.1
Delay (s)	8.7	5.0	34.9	3.2	20.8	20.2
Level of Service	A	A	C	A	C	C
Approach Delay (s)	8.4			4.9	20.5	
Approach LOS	A			A	C	

Intersection Summary				
HCM Average Control Delay	6.8	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.69			
Actuated Cycle Length (s)	47.2	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	56.4%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰↰	↑↑↑	↰	↱
Volume (vph)	1765	137	137	2304	41	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	1770	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1961	152	152	2560	46	46
RTOR Reduction (vph)	0	60	0	0	0	42
Lane Group Flow (vph)	1961	92	152	2560	46	4
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Actuated Green, G (s)	29.3	29.3	3.1	36.4	4.1	4.1
Effective Green, g (s)	29.3	29.3	3.1	36.4	4.1	4.1
Actuated g/C Ratio	0.60	0.60	0.06	0.75	0.08	0.08
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	3072	956	219	3816	150	134
v/s Ratio Prot	0.39		0.04	c0.50	c0.03	
v/s Ratio Perm		0.06				0.00
v/c Ratio	0.64	0.10	0.69	0.67	0.31	0.03
Uniform Delay, d1	6.2	4.0	22.2	3.0	20.9	20.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.0	9.2	0.5	1.2	0.1
Delay (s)	6.6	4.1	31.4	3.5	22.0	20.5
Level of Service	A	A	C	A	C	C
Approach Delay (s)	6.4			5.1	21.2	
Approach LOS	A			A	C	

Intersection Summary			
HCM Average Control Delay	6.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	48.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	54.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

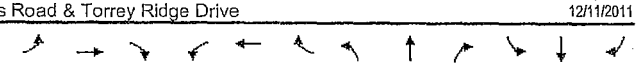
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↰	↑↑↱		↰↰	↑↑↱		↰↰	↑↑↑	↱	↰↰	↑↑↱	
Volume (vph)	225	936	305	243	1550	92	257	104	87	159	323	423
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.91	1.00	0.97	0.91	
Frt	1.00	0.96		1.00	0.99		1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	4898		3433	5043		3433	5085	1583	3433	4653	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	4898		3433	5043		3433	5085	1583	3433	4653	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	250	1040	339	270	1722	102	286	116	97	177	359	470
RTOR Reduction (vph)	0	73	0	0	8	0	0	0	78	0	147	0
Lane Group Flow (vph)	250	1306	0	270	1816	0	286	116	19	177	682	0
Turn Type	Prot			Prot			Prot		Prot	Prot		
Protected Phases	7	4		3	8		5	2	2	1	6	
Permitted Phases												
Actuated Green, G (s)	7.1	28.3		8.8	30.0		8.0	15.5	15.5	10.4	17.9	
Effective Green, g (s)	7.1	28.3		8.8	30.0		8.0	15.5	15.5	10.4	17.9	
Actuated g/C Ratio	0.09	0.36		0.11	0.38		0.10	0.20	0.20	0.13	0.23	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	309	1755		382	1915		348	998	311	452	1054	
v/s Ratio Prot	0.07	0.27		c0.08	c0.36		c0.08	0.02	0.01	0.05	c0.15	
v/s Ratio Perm												
v/c Ratio	0.81	0.74		0.71	0.95		0.82	0.12	0.06	0.39	0.95dr	
Uniform Delay, d1	35.3	22.2		33.9	23.7		34.8	26.1	25.8	31.4	27.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	14.4	1.8		5.9	10.7		14.4	0.1	0.1	0.6	1.4	
Delay (s)	49.7	23.9		39.7	34.4		49.2	26.2	25.9	32.0	29.1	
Level of Service	D	C		D	C		D	C	C	C	C	
Approach Delay (s)		27.9			35.1			39.3			29.6	
Approach LOS		C			D			D			C	

Intersection Summary			
HCM Average Control Delay	32.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	79.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	74.8%	ICU Level of Service	D
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

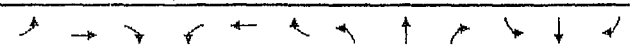
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	149	626	294	272	1226	169	427	183	108	142	180	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.91		1.00	0.95	
Frt	1.00	0.95		1.00	0.98		1.00	0.94		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	4841		3433	4993		3433	4802		1770	3298	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	4841		3433	4993		3433	4802		1770	3298	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	166	696	327	302	1362	188	474	203	120	158	200	167
RTOR Reduction (vph)	0	107	0	0	22	0	0	98	0	0	139	0
Lane Group Flow (vph)	166	916	0	302	1528	0	474	225	0	158	228	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	5.0	20.1		9.0	24.1		11.9	12.3		9.4	9.8	
Effective Green, g (s)	5.0	20.1		9.0	24.1		11.9	12.3		9.4	9.8	
Actuated g/C Ratio	0.07	0.30		0.13	0.36		0.18	0.18		0.14	0.15	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	257	1457		463	1801		612	884		249	484	
v/s Ratio Prot	0.05	0.19		c0.09	c0.31		c0.14	0.05		0.09	c0.07	
v/s Ratio Perm												
v/c Ratio	0.65	0.63		0.65	0.85		0.77	0.25		0.63	0.47	
Uniform Delay, d1	30.0	20.1		27.4	19.7		26.2	23.3		27.1	26.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.5	0.9		3.3	3.9		6.1	0.2		5.2	0.7	
Delay (s)	35.5	21.0		30.7	23.6		32.3	23.5		32.3	26.8	
Level of Service	D	C		C	C		C	C		C	C	
Approach Delay (s)		23.0			24.8			28.7			28.5	
Approach LOS		C			C			C			C	

Intersection Summary				
HCM Average Control Delay	25.5	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.74			
Actuated Cycle Length (s)	66.8	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	67.0%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				



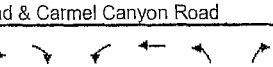
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	206	643	123	79	1075	210	113	151	11	54	60	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.98		1.00	0.99		1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	4962		1770	4961		1770	1844		1770	1674	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	4962		1770	4961		1770	1844		1770	1674	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	229	714	137	88	1194	233	126	168	12	60	67	139
RTOR Reduction (vph)	0	32	0	0	34	0	0	3	0	0	102	0
Lane Group Flow (vph)	229	819	0	88	1393	0	126	177	0	60	104	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	12.3	30.5		6.9	25.1		7.8	15.9		4.0	12.1	
Effective Green, g (s)	12.3	30.5		6.9	25.1		7.8	15.9		4.0	12.1	
Actuated g/C Ratio	0.17	0.42		0.09	0.34		0.11	0.22		0.05	0.17	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	297	2065		167	1699		188	400		97	276	
v/s Ratio Prot	c0.13	0.17		0.05	c0.28		c0.07	c0.10		0.03	0.06	
v/s Ratio Perm												
v/c Ratio	0.77	0.40		0.53	0.82		0.67	0.44		0.62	0.38	
Uniform Delay, d1	29.2	15.0		31.6	22.0		31.5	24.9		33.9	27.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	11.7	0.1		3.0	3.2		9.0	0.8		11.2	0.9	
Delay (s)	40.8	15.1		34.6	25.3		40.5	25.6		45.1	28.1	
Level of Service	D	B		C	C		D	C		D	C	
Approach Delay (s)		20.6			25.8			31.8			31.9	
Approach LOS		C			C			C			C	

Intersection Summary				
HCM Average Control Delay	25.1	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.71			
Actuated Cycle Length (s)	73.3	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	67.3%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				



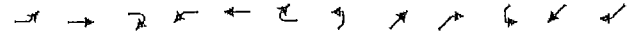
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	156	560	34	65	1114	35	43	25	53	48	58	352
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00		1.00	0.90		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5041		1770	5062		1770	1673		1770	1623	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5041		1770	5062		1770	1673		1770	1623	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	173	622	38	72	1238	39	48	28	59	53	64	391
RTOR Reduction (vph)	0	9	0	0	5	0	0	47	0	0	236	0
Lane Group Flow (vph)	173	651	0	72	1272	0	48	40	0	53	219	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	6.2	22.4		2.7	18.9		1.7	11.0		2.4	11.7	
Effective Green, g (s)	6.2	22.4		2.7	18.9		1.7	11.0		2.4	11.7	
Actuated g/C Ratio	0.11	0.41		0.05	0.35		0.03	0.20		0.04	0.21	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	201	2072		88	1755		55	338		78	348	
v/s Ratio Prot	c0.10	c0.13		0.04	c0.25		0.03	0.02		c0.03	c0.13	
v/s Ratio Perm												
v/c Ratio	0.86	0.31		0.82	0.72		0.87	0.12		0.68	0.63	
Uniform Delay, d1	23.7	10.9		25.7	15.5		26.3	17.8		25.7	19.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	29.3	0.1		42.2	1.5		76.2	0.2		21.0	3.5	
Delay (s)	53.0	10.9		67.9	17.0		102.5	17.9		46.7	23.0	
Level of Service	D	B		E	B		F	B		D	C	
Approach Delay (s)		19.7			19.8			48.0			25.4	
Approach LOS		B			B			D			C	

Intersection Summary				
HCM Average Control Delay	22.1	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.69			
Actuated Cycle Length (s)	54.5	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	72.4%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				



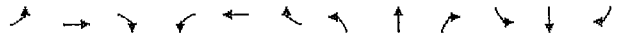
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	551	124	385	994	267	332
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		1.00	0.91	0.97	1.00
Frt	0.97		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	4945		1770	5085	3433	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	4945		1770	5085	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	612	138	428	1104	297	369
RTOR Reduction (vph)	61	0	0	0	0	294
Lane Group Flow (vph)	689	0	428	1104	297	75
Turn Type			Prot		Prot	
Protected Phases	4		3	8	2	2
Permitted Phases						
Actuated Green, G (s)	13.6		15.2	32.8	10.4	10.4
Effective Green, g (s)	13.6		15.2	32.8	10.4	10.4
Actuated g/C Ratio	0.27		0.30	0.64	0.20	0.20
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1314		525	3258	697	322
v/s Ratio Prot	c0.14		c0.24	0.22	c0.09	0.05
v/s Ratio Perm						
v/c Ratio	0.52		0.82	0.34	0.43	0.23
Uniform Delay, d1	16.0		16.7	4.2	17.8	17.1
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4		9.5	0.1	0.4	0.4
Delay (s)	16.4		26.2	4.3	18.2	17.4
Level of Service	B		C	A	B	B
Approach Delay (s)	16.4			10.4	17.8	
Approach LOS	B			B	B	

Intersection Summary				
HCM Average Control Delay	13.6	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.61			
Actuated Cycle Length (s)	51.2	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	52.4%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	41	8	8	94	27	107	137	310	98	168	625	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95			1.00	1.00	0.97	0.91		0.97	0.91	
Frt	1.00	0.96			1.00	0.85	1.00	0.96		1.00	0.99	
Flt Protected	0.95	0.98			0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1659			1793	1583	3433	4902		3433	5024	
Flt Permitted	0.95	0.98			0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1659			1793	1583	3433	4902		3433	5024	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	46	9	9	104	30	119	152	344	109	187	694	61
RTOR Reduction (vph)	0	8	0	0	0	98	0	67	0	0	11	0
Lane Group Flow (vph)	32	24	0	0	134	21	152	386	0	187	744	0
Turn Type	Split			Split		Perm	Prot			Prot		
Protected Phases	2	2		6	6		3	8		7	4	
Permitted Phases						6						
Actuated Green, G (s)	6.8	6.8			9.7	9.7	5.3	14.3		8.1	17.1	
Effective Green, g (s)	6.8	6.8			9.7	9.7	5.3	14.3		8.1	17.1	
Actuated g/C Ratio	0.12	0.12			0.18	0.18	0.10	0.26		0.15	0.31	
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	208	205			317	280	331	1277		507	1565	
v/s Ratio Prot	c0.02	0.01			c0.07		0.04	0.08		c0.05	c0.15	
v/s Ratio Perm						0.01						
v/c Ratio	0.15	0.12			0.42	0.08	0.46	0.30		0.37	0.48	
Uniform Delay, d1	21.5	21.4			20.1	18.9	23.4	16.3		21.1	15.3	
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.3			0.9	0.1	1.0	0.1		0.5	0.2	
Delay (s)	21.8	21.6			21.0	19.0	24.5	16.4		21.6	15.5	
Level of Service	C	C			C	B	C	B		C	B	
Approach Delay (s)		21.7			20.1			18.4			16.7	
Approach LOS		C			C			B			B	

Intersection Summary				
HCM Average Control Delay	17.9	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.41			
Actuated Cycle Length (s)	54.9	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	40.5%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

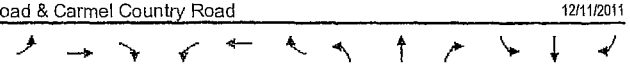


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	168	83	113	45	189	149	111	437	7	100	455	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.93		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1739		1770	3531		1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1739		1770	3531		1770	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	187	92	126	50	210	166	123	486	8	111	506	186
RTOR Reduction (vph)	0	0	77	0	36	0	0	2	0	0	0	144
Lane Group Flow (vph)	187	92	49	50	340	0	123	492	0	111	506	42
Turn Type	Prot		Prot	Prot			Prot			Prot		Prot
Protected Phases	7	4	4	3	8		5	2		1	6	6
Permitted Phases												
Actuated Green, G (s)	12.1	26.4	26.4	3.5	17.8		7.1	16.3		6.1	15.3	15.3
Effective Green, g (s)	12.1	26.4	26.4	3.5	17.8		7.1	16.3		6.1	15.3	15.3
Actuated g/C Ratio	0.18	0.39	0.39	0.05	0.26		0.10	0.24		0.09	0.22	0.22
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	314	720	612	91	453		184	843		158	793	355
v/s Ratio Prot	c0.11	0.05	0.03	0.03	c0.20		c0.07	0.14		0.06	c0.14	0.03
v/s Ratio Perm												
v/c Ratio	0.60	0.13	0.08	0.55	0.75		0.67	0.58		0.70	0.64	0.12
Uniform Delay, d1	25.8	13.5	13.3	31.6	23.2		29.5	23.0		30.2	24.0	21.1
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.0	0.1	0.1	6.6	6.9		8.9	1.0		13.2	1.7	0.1
Delay (s)	28.9	13.6	13.3	38.3	30.1		38.3	24.0		43.4	25.7	21.3
Level of Service	C	B	B	D	C		D	C		D	C	C
Approach Delay (s)		20.6			31.0			26.9			27.1	
Approach LOS		C			C			C			C	

Intersection Summary				
HCM Average Control Delay	26.6	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.67			
Actuated Cycle Length (s)	68.3	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	60.4%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	38	67	6	226	45	140	14	323	52	151	471	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.91		1.00	0.91	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.98		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1839		1770	1863	1583	1770	4979		1770	4992	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1839		1770	1863	1583	1770	4979		1770	4992	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	42	74	7	251	50	156	16	359	58	168	523	73
RTOR Reduction (vph)	0	5	0	0	0	113	0	31	0	0	22	0
Lane Group Flow (vph)	42	76	0	251	50	43	16	386	0	168	574	0
Turn Type	Prot			Prot		Prot	Prot			Prot		
Protected Phases	1	6		5	2	2	7	4		3	8	
Permitted Phases												
Actuated Green, G (s)	2.0	5.4		11.6	15.0	15.0	0.7	13.2		8.3	20.8	
Effective Green, g (s)	2.0	5.4		11.6	15.0	15.0	0.7	13.2		8.3	20.8	
Actuated g/C Ratio	0.04	0.10		0.21	0.28	0.28	0.01	0.24		0.15	0.38	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	65	182		377	513	436	23	1206		270	1905	
v/s Ratio Prot	0.02	c0.04		c0.14	0.03	0.03	0.01	0.08		c0.09	c0.11	
v/s Ratio Perm												
v/c Ratio	0.65	0.42		0.67	0.10	0.10	0.70	0.32		0.62	0.30	
Uniform Delay, d1	25.9	23.1		19.7	14.7	14.7	26.8	17.0		21.6	11.8	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	20.0	1.5		4.4	0.1	0.1	63.9	0.2		4.4	0.1	
Delay (s)	45.9	24.6		24.1	14.8	14.8	90.7	17.1		26.0	11.9	
Level of Service	D	C		C	B	B	F	B		C	B	
Approach Delay (s)		31.9			19.5			19.8			15.0	
Approach LOS		C			B			B			B	

Intersection Summary				
HCM Average Control Delay	18.6	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.47			
Actuated Cycle Length (s)	54.5	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	45.0%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	306	118	123	60	291	29	269	418	28	66	406	390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85		0.99		1.00	0.99		1.00	0.93	
Flt Protected	0.95	1.00	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583		1829		1770	3506		1770	3279	
Flt Permitted	0.95	1.00	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1863	1583		1829		1770	3506		1770	3279	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	322	124	129	63	306	31	283	440	29	69	427	411
RTOR Reduction (vph)	0	0	103	0	4	0	0	6	0	0	216	0
Lane Group Flow (vph)	322	124	26	0	396	0	283	463	0	69	622	0
Turn Type	Split		Perm	Split			Prot			Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)	16.1	16.1	16.1		17.4		13.2	24.2		6.6	17.6	
Effective Green, g (s)	16.1	16.1	16.1		17.4		13.2	24.2		6.6	17.6	
Actuated g/C Ratio	0.20	0.20	0.20		0.22		0.16	0.30		0.08	0.22	
Clearance Time (s)	4.0	4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	355	374	317		396		291	1057		145	719	
v/s Ratio Prot	c0.18	0.07			c0.22		c0.16	0.13		0.04	c0.19	
v/s Ratio Perm			0.02									
v/c Ratio	0.91	0.33	0.08		1.00		0.97	0.44		0.48	0.87	
Uniform Delay, d1	31.4	27.5	26.1		31.4		33.4	22.6		35.2	30.2	
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	25.7	0.5	0.1		45.3		45.0	0.3		2.5	10.7	
Delay (s)	57.1	28.0	26.2		76.7		78.3	22.9		37.7	40.9	
Level of Service	E	C	C		E		E	C		D	D	
Approach Delay (s)		43.9			76.7			43.7			40.6	
Approach LOS		D			E			D			D	

Intersection Summary				
HCM Average Control Delay	47.7	HCM Level of Service	D	
HCM Volume to Capacity ratio	0.93			
Actuated Cycle Length (s)	80.3	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	89.3%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	30	110	245	94	221	99	212	324	29	79	884	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95		0.97	0.91		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	0.95		1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	3375		3433	5023		1770	5003	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1863	1583	1770	3375		3433	5023		1770	5003	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	33	122	272	104	246	110	236	360	32	88	982	119
RTOR Reduction (vph)	0	0	199	0	86	0	0	17	0	0	25	0
Lane Group Flow (vph)	33	122	73	104	270	0	236	375	0	88	1076	0
Turn Type	Prot		custom	Split			Prot			Prot		
Protected Phases	2			6	6		3	8		7	4	
Permitted Phases		2	2									
Actuated Green, G (s)	16.1	16.1	16.1	5.8	5.8		5.0	16.4		5.7	17.1	
Effective Green, g (s)	16.1	16.1	16.1	5.8	5.8		5.0	16.4		5.7	17.1	
Actuated g/C Ratio	0.27	0.27	0.27	0.10	0.10		0.08	0.27		0.10	0.29	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	475	500	425	171	326		286	1373		168	1426	
v/s Ratio Prot	0.02			0.06	c0.08		c0.07	0.07		0.05	c0.22	
v/s Ratio Perm		c0.07	0.05									
v/c Ratio	0.07	0.24	0.17	0.61	0.83		0.83	0.27		0.52	0.75	
Uniform Delay, d1	16.4	17.2	16.8	26.0	26.6		27.1	17.1		25.9	19.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	1.2	0.9	6.0	15.8		17.3	0.1		2.9	2.3	
Delay (s)	16.6	18.3	17.7	32.0	42.4		44.4	17.2		28.8	21.9	
Level of Service	B	B	B	C	D		D	B		C	C	
Approach Delay (s)		17.8			40.1			27.4			22.4	
Approach LOS		B			D			C			C	

Intersection Summary				
HCM Average Control Delay	25.8	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.54			
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	51.5%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	49	6	70	13	26	14	123	30	2	3	16	193
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
Hourly flow rate (vph)	54	7	78	14	29	16	137	33	2	3	18	214

Direction, Lane #	SE 1	SE 2	NW 1	NE 1	SW 1
Volume Total (vph)	61	78	59	172	236
Volume Left (vph)	54	0	14	137	3
Volume Right (vph)	0	78	16	2	214
Hadj (s)	0.48	-0.67	-0.08	0.18	-0.51
Departure Headway (s)	6.0	4.8	5.1	4.9	4.1
Degree Utilization, x	0.10	0.10	0.08	0.23	0.27
Capacity (veh/h)	559	687	641	705	826
Control Delay (s)	8.5	7.2	8.5	9.3	8.6
Approach Delay (s)	7.8		8.5	9.3	8.6
Approach LOS	A		A	A	A

Intersection Summary				
Delay	8.6			
HCM Level of Service	A			
Intersection Capacity Utilization	41.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	52	89	116	199	61	24	30	291	81	15	764	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.99		1.00	0.97		1.00	0.98	
Flt Protected		0.98	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1829	1583		1779		1770	3424		1770	3457	
Flt Permitted		0.98	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1829	1583		1779		1770	3424		1770	3457	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	58	99	129	221	68	27	33	323	90	17	849	156
RTOR Reduction (vph)	0	0	108	0	4	0	0	29	0	0	17	0
Lane Group Flow (vph)	0	157	21	0	312	0	33	384	0	17	988	0
Turn Type	Split		Prot	Split			Prot			Prot		
Protected Phases	4	4	4	8	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)		11.5	11.5		15.5		1.6	25.4		0.8	24.6	
Effective Green, g (s)		11.5	11.5		15.5		1.6	25.4		0.8	24.6	
Actuated g/C Ratio		0.17	0.17		0.22		0.02	0.37		0.01	0.36	
Clearance Time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		304	263		398		41	1257		20	1229	
v/s Ratio Prot		c0.09	0.01		c0.18		c0.02	0.11		0.01	c0.29	
v/s Ratio Perm												
v/c Ratio		0.52	0.08		0.78		0.80	0.31		0.85	0.80	
Uniform Delay, d1		26.3	24.4		25.3		33.6	15.6		34.1	20.1	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.5	0.1		9.7		69.0	0.1		131.5	3.9	
Delay (s)		27.8	24.5		35.0		102.6	15.8		165.6	24.0	
Level of Service		C	C		D		F	B		F	C	
Approach Delay (s)		26.3			35.0			22.2			26.4	
Approach LOS		C			D			C			C	

Intersection Summary				
HCM Average Control Delay	26.8	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.74			
Actuated Cycle Length (s)	69.2	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	58.5%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	304	176	382	620	0	0	0	0	997	3	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0					4.0	4.0	4.0
Lane Util. Factor		0.95		0.97	0.95					0.95	0.91	0.95
Frt		0.94		1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00					0.95	0.95	1.00
Satd. Flow (prot)		3344		3433	3539					1681	1610	1504
Flt Permitted		1.00		0.95	1.00					0.95	0.95	1.00
Satd. Flow (perm)		3344		3433	3539					1681	1610	1504
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	338	196	424	689	0	0	0	0	1108	3	160
RTOR Reduction (vph)	0	135	0	0	0	0	0	0	0	0	2	84
Lane Group Flow (vph)	0	399	0	424	689	0	0	0	0	565	560	60
Turn Type				Prot						Split		Prot
Protected Phases		4		3	8					6	6	6
Permitted Phases												
Actuated Green, G (s)		12.3		9.9	26.2					24.7	24.7	24.7
Effective Green, g (s)		12.3		9.9	26.2					24.7	24.7	24.7
Actuated g/C Ratio		0.21		0.17	0.44					0.42	0.42	0.42
Clearance Time (s)		4.0		4.0	4.0					4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Lane Grp Cap (vph)		698		577	1574					705	675	631
v/s Ratio Prot		c0.12		c0.12	0.19					0.34	c0.35	0.04
v/s Ratio Perm												
v/c Ratio		0.57		0.73	0.44					0.80	0.83	0.10
Uniform Delay, d1		20.9		23.3	11.3					15.0	15.2	10.3
Progression Factor		1.00		1.00	1.00					1.00	1.00	1.00
Incremental Delay, d2		1.1		4.8	0.2					6.5	8.5	0.1
Delay (s)		22.1		28.1	11.5					21.5	23.8	10.4
Level of Service		C		C	B					C	C	B
Approach Delay (s)		22.1		17.8				0.0			21.2	
Approach LOS		C		B				A			C	

Intersection Summary				
HCM Average Control Delay	20.1	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.74			
Actuated Cycle Length (s)	58.9	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	73.6%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	61	1185	0	0	930	834	106	2	547	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lane Util. Factor	0.97	0.95			0.95	1.00	0.95	0.91	0.95			
Frt	1.00	1.00			1.00	0.85	1.00	0.86	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (prot)	3433	3539			3539	1583	1681	1449	1504			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (perm)	3433	3539			3539	1583	1681	1449	1504			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	68	1317	0	0	1033	927	118	2	608	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	494	0	37	37	0	0	0
Lane Group Flow (vph)	68	1317	0	0	1033	433	106	275	273	0	0	0
Turn Type	Prot					Prot	Split		Prot			
Protected Phases	7	4			8	8	2	2	2			
Permitted Phases												
Actuated Green, G (s)	2.4	31.6			25.2	25.2	14.4	14.4	14.4			
Effective Green, g (s)	2.4	31.6			25.2	25.2	14.4	14.4	14.4			
Actuated g/C Ratio	0.04	0.59			0.47	0.47	0.27	0.27	0.27			
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	153	2071			1652	739	448	386	401			
v/s Ratio Prot	0.02	c0.37			0.29	0.27	0.06	c0.19	0.18			
v/s Ratio Perm												
v/c Ratio	0.44	0.64			0.63	0.59	0.24	0.71	0.68			
Uniform Delay, d1	25.2	7.4			10.8	10.6	15.5	17.9	17.7			
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	2.1	0.6			0.7	1.2	0.3	6.1	4.5			
Delay (s)	27.2	8.0			11.6	11.8	15.8	24.0	22.3			
Level of Service	C	A			B	B	B	C	C			
Approach Delay (s)		9.0			11.7			22.1			0.0	
Approach LOS		A			B			C			A	

Intersection Summary				
HCM Average Control Delay	12.6	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.66			
Actuated Cycle Length (s)	54.0	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	73.6%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	6	16	704	14	160	69	912	145	119	1057	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.91	0.95	0.95	0.91	0.95	1.00	0.91		1.00	0.91	
Frt	1.00	0.97	0.85	1.00	0.99	0.85	1.00	0.98		1.00	1.00	
Flt Protected	0.95	0.98	1.00	0.95	0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1617	1504	1681	1610	1504	1770	4981		1770	5073	
Flt Permitted	0.95	0.98	1.00	0.95	0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1617	1504	1681	1610	1504	1770	4981		1770	5073	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	22	7	18	782	16	178	77	1013	161	132	1174	19
RTOR Reduction (vph)	0	3	14	0	2	107	0	21	0	0	1	0
Lane Group Flow (vph)	16	13	1	407	407	53	77	1153	0	132	1192	0
Turn Type	Split		Prot	Split		Prot	Prot			Prot		
Protected Phases	4	4	4	8	8	8	5	2		6		
Permitted Phases											6	
Actuated Green, G (s)	3.6	3.6	3.6	23.8	23.8	23.8	4.4	32.1		23.7	23.7	
Effective Green, g (s)	3.6	3.6	3.6	23.8	23.8	23.8	4.4	32.1		23.7	23.7	
Actuated g/C Ratio	0.05	0.05	0.05	0.33	0.33	0.33	0.06	0.45		0.33	0.33	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	85	81	76	560	536	501	109	2236		587	1682	
v/s Ratio Prot	c0.01	0.01	0.00	0.24	c0.25	0.04	c0.04	0.23		0.07		
v/s Ratio Perm											c0.23	
v/c Ratio	0.19	0.16	0.01	0.73	0.76	0.11	0.71	0.52		0.22	0.71	
Uniform Delay, d1	32.5	32.5	32.3	21.0	21.3	16.5	32.9	14.1		17.3	20.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.1	0.9	0.1	4.7	6.1	0.1	18.8	0.2		0.2	1.4	
Delay (s)	33.6	33.5	32.3	25.7	27.4	16.6	51.7	14.3		17.5	22.3	
Level of Service	C	C	C	C	C	B	D	B		B	C	
Approach Delay (s)		33.1			24.9			16.6			21.8	
Approach LOS		C			C			B			C	

Intersection Summary				
HCM Average Control Delay	21.0	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.70			
Actuated Cycle Length (s)	71.5	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	65.6%	ICU Level of Service	C	
Analysis Period (min)	15			

! Phase conflict between lane groups.
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	308	1008	200	147	824	0	0	555	634
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.97	0.91	1.00	0.97	0.95			0.86	0.86
Frpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.93	0.80
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt				1.00	1.00	0.85	1.00	1.00			0.95	0.85
Flt Protected				0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				3433	5085	1583	3433	3539			4210	1086
Flt Permitted				0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)				3433	5085	1583	3433	3539			4210	1086
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	342	1120	222	163	916	0	0	617	704
RTOR Reduction (vph)	0	0	0	0	0	84	0	0	0	0	14	14
Lane Group Flow (vph)	0	0	0	342	1120	138	163	916	0	0	955	338
Confl. Peds. (#/hr)												200
Turn Type				Prot		Perm	Prot					Perm
Protected Phases				3	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)				16.1	16.1	16.1	3.4	27.7			20.3	20.3
Effective Green, g (s)				16.1	16.1	16.1	3.4	27.7			20.3	20.3
Actuated g/C Ratio				0.31	0.31	0.31	0.07	0.53			0.39	0.39
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)				1067	1580	492	225	1892			1650	426
v/s Ratio Prot				0.10	c0.22		c0.05	0.26			0.23	
v/s Ratio Perm						0.09						c0.31
v/c Ratio				0.32	0.71	0.28	0.72	0.48			0.58	0.79
Uniform Delay, d1				13.7	15.8	13.5	23.7	7.6			12.4	13.9
Progression Factor				1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2				0.2	1.5	0.3	11.0	0.2			0.5	9.8
Delay (s)				13.8	17.3	13.8	34.7	7.8			12.9	23.7
Level of Service				B	B	B	C	A			B	C
Approach Delay (s)		0.0			16.1			11.8			15.8	
Approach LOS		A			B			B			B	

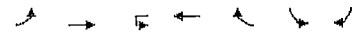
Intersection Summary				
HCM Average Control Delay	14.9	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.75			
Actuated Cycle Length (s)	51.8	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	95.9%	ICU Level of Service	F	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	589	896	265	0	0	0	0	364	192	116	681	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor	0.91	0.86	0.91					0.86		1.00	0.91	
Frt	1.00	1.00	0.85					0.95		1.00	1.00	
Flt Protected	0.95	1.00	1.00					1.00		0.95	1.00	
Satd. Flow (prot)	1610	3176	1441					6076		1770	5085	
Flt Permitted	0.95	1.00	1.00					1.00		0.95	1.00	
Satd. Flow (perm)	1610	3176	1441					6076		1770	5085	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	654	996	294	0	0	0	0	404	213	129	757	0
RTOR Reduction (vph)	0	3	70	0	0	0	0	55	0	0	0	0
Lane Group Flow (vph)	543	1133	195	0	0	0	0	562	0	129	757	0
Turn Type	Split		Prot							Prot		
Protected Phases	4	4	4					2		1	6	
Permitted Phases												
Actuated Green, G (s)	23.7	23.7	23.7					11.8		4.5	20.3	
Effective Green, g (s)	23.7	23.7	23.7					11.8		4.5	20.3	
Actuated g/C Ratio	0.46	0.46	0.46					0.23		0.09	0.39	
Clearance Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	734	1448	657					1379		153	1985	
v/s Ratio Prot	0.34	c0.36	0.14					0.09		c0.07	c0.15	
v/s Ratio Perm												
v/c Ratio	0.74	0.78	0.30					0.41		0.84	0.38	
Uniform Delay, d1	11.6	12.0	8.9					17.1		23.4	11.4	
Progression Factor	1.00	1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2	3.9	2.8	0.3					0.2		32.3	0.1	
Delay (s)	15.5	14.8	9.2					17.3		55.7	11.5	
Level of Service	B	B	A					B		E	B	
Approach Delay (s)		14.2			0.0			17.3			17.9	
Approach LOS		B			A			B			B	

Intersection Summary				
HCM Average Control Delay	15.7	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.63			
Actuated Cycle Length (s)	52.0	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	95.9%	ICU Level of Service	F	
Analysis Period (min)	15			

c Critical Lane Group



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	16	210	0	427	24	94	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0		4.0	4.0
Lane Util. Factor	1.00	0.95		0.95		1.00	1.00
Frt	1.00	1.00		0.99		1.00	0.85
Flt Protected	0.95	1.00		1.00		0.95	1.00
Satd. Flow (prot)	1770	3539		3511		1770	1583
Flt Permitted	0.95	1.00		1.00		0.95	1.00
Satd. Flow (perm)	1770	3539		3511		1770	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	18	233	0	474	27	104	124
RTOR Reduction (vph)	0	0	0	8	0	0	105
Lane Group Flow (vph)	18	233	0	493	0	104	19
Turn Type	Prot		Prot				Prot
Protected Phases	7	4	3	8		6	6
Permitted Phases							
Actuated Green, G (s)	0.5	12.7		8.2		3.8	3.8
Effective Green, g (s)	0.5	12.7		8.2		3.8	3.8
Actuated g/C Ratio	0.02	0.52		0.33		0.16	0.16
Clearance Time (s)	4.0	4.0		4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)	36	1835		1175		275	246
v/s Ratio Prot	0.01	c0.07		c0.14		c0.06	0.01
v/s Ratio Perm							
v/c Ratio	0.50	0.13		0.42		0.38	0.08
Uniform Delay, d1	11.9	3.0		6.3		9.3	8.9
Progression Factor	1.00	1.00		1.00		1.00	1.00
Incremental Delay, d2	10.5	0.0		0.2		0.9	0.1
Delay (s)	22.4	3.1		6.6		10.2	9.0
Level of Service	C	A		A		B	A
Approach Delay (s)		4.5		6.6		9.5	
Approach LOS		A		A		A	

Intersection Summary				
HCM Average Control Delay	6.7	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.41			
Actuated Cycle Length (s)	24.5	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	26.2%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	74	214	142	157	362	97	316	327	209	1070	188	201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.88	1.00	1.00	1.00		1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.85	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	2787	1583	1770	1804		1770	3539	1583	3433	3539	1583
Flt Permitted	0.31	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	577	2787	1583	1770	1804		1770	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	82	238	158	174	402	108	351	363	232	1189	209	223
RTOR Reduction (vph)	0	0	130	0	11	0	0	0	193	0	0	162
Lane Group Flow (vph)	82	238	28	174	499	0	351	363	39	1189	209	61
Turn Type	custom	custom	custom	Prot			Prot		Prot	Prot		Prot
Protected Phases				3	8		5	2	2	1	6	6
Permitted Phases	4	4	4									
Actuated Green, G (s)	15.3	15.3	15.3	9.4	28.7		21.9	14.4	14.4	31.1	23.6	23.6
Effective Green, g (s)	15.3	15.3	15.3	9.4	28.7		21.9	14.4	14.4	31.1	23.6	23.6
Actuated g/C Ratio	0.18	0.18	0.18	0.11	0.33		0.25	0.17	0.17	0.36	0.27	0.27
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	102	495	281	193	601		450	591	264	1239	969	433
v/s Ratio Prot				0.10	c0.28		0.20	c0.10	0.02	c0.35	0.06	0.04
v/s Ratio Perm	0.14	0.09	0.02									
v/c Ratio	0.80	0.48	0.10	0.90	0.83		0.78	0.61	0.15	0.96	0.22	0.14
Uniform Delay, d1	34.0	31.9	29.7	37.9	26.5		29.9	33.3	30.7	26.9	24.2	23.6
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	35.2	0.7	0.2	38.4	9.5		8.5	1.9	0.3	16.6	0.1	0.2
Delay (s)	69.2	32.6	29.8	76.4	36.0		38.4	35.2	30.9	43.5	24.3	23.8
Level of Service	E	C	C	E	D		D	D	C	D	C	C
Approach Delay (s)					46.3			35.4			38.3	
Approach LOS					D			D			D	

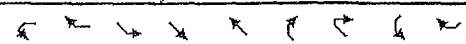
Intersection Summary				
HCM Average Control Delay	39.0	HCM Level of Service	D	
HCM Volume to Capacity ratio	0.84			
Actuated Cycle Length (s)	86.2	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	81.9%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	437	0	180	0	0	0	0	412	74	183	274	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00					0.95		0.97	0.95	
Frt	1.00	1.00	0.85					0.98		1.00	1.00	
Flt Protected	0.95	0.95	1.00					1.00		0.95	1.00	
Satd. Flow (prot)	1681	1681	1583					3459		3433	3539	
Flt Permitted	0.95	0.95	1.00					1.00		0.95	1.00	
Satd. Flow (perm)	1681	1681	1583					3459		3433	3539	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	486	0	200	0	0	0	0	458	82	203	304	0
RTOR Reduction (vph)	0	0	139	0	0	0	0	31	0	0	0	0
Lane Group Flow (vph)	243	243	61	0	0	0	0	509	0	203	304	0
Turn Type	Split		Prot							Prot		
Protected Phases	4	4	4					2		1	6	
Permitted Phases												
Actuated Green, G (s)	12.2	12.2	12.2					12.0		3.6	19.6	
Effective Green, g (s)	12.2	12.2	12.2					12.0		3.6	19.6	
Actuated g/C Ratio	0.31	0.31	0.31					0.30		0.09	0.49	
Clearance Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	515	515	485					1043		311	1743	
v/s Ratio Prot	c0.14	0.14	0.04					c0.15		c0.06	0.09	
v/s Ratio Perm												
v/c Ratio	0.47	0.47	0.13					0.49		0.65	0.17	
Uniform Delay, d1	11.2	11.2	10.0					11.4		17.5	5.6	
Progression Factor	1.00	1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2	0.7	0.7	0.1					0.4		4.9	0.0	
Delay (s)	11.9	11.9	10.1					11.7		22.3	5.7	
Level of Service	B	B	B					B		C	A	
Approach Delay (s)		11.3			0.0			11.7			12.3	
Approach LOS		B			A			B			B	

Intersection Summary				
HCM Average Control Delay	11.8	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.50			
Actuated Cycle Length (s)	39.8	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	41.1%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

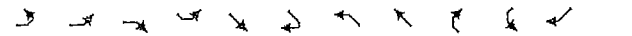
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	86	497	36	141	458	335	57	64	236	623	139	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		0.97	1.00	
Frt	1.00	0.99		1.00	0.94		1.00	0.88		1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3503		1770	3315		1770	1643		3433	1706	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3503		1770	3315		1770	1643		3433	1706	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	96	552	40	157	509	372	63	71	262	692	154	198
RTOR Reduction (vph)	0	6	0	0	137	0	0	150	0	0	48	0
Lane Group Flow (vph)	96	586	0	157	744	0	63	183	0	692	304	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												
Actuated Green, G (s)	8.1	19.8		12.1	23.8		6.7	13.6		18.8	25.7	
Effective Green, g (s)	8.1	19.8		12.1	23.8		6.7	13.6		18.8	25.7	
Actuated g/C Ratio	0.10	0.25		0.15	0.30		0.08	0.17		0.23	0.32	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	179	864		267	983		148	278		804	546	
v/s Ratio Prot	0.05	0.17		c0.09	c0.22		0.04	0.11		c0.20	c0.18	
v/s Ratio Perm												
v/c Ratio	0.54	0.68		0.59	0.76		0.43	0.66		0.86	0.56	
Uniform Delay, d1	34.3	27.4		31.8	25.6		35.0	31.2		29.5	22.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.1	2.1		3.3	3.4		2.0	5.5		9.3	1.2	
Delay (s)	37.4	29.5		35.1	29.0		36.9	36.7		38.8	23.8	
Level of Service	D	C		D	C		D	D		D	C	
Approach Delay (s)		30.6			29.9			36.7			33.8	
Approach LOS		C			C			D			C	

Intersection Summary				
HCM Average Control Delay	32.2	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.71			
Actuated Cycle Length (s)	80.3	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	77.2%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	WBL	WBR	SEL	SET	NWL	NWR	NWR2	SWL	SWR
Lane Configurations									
Volume (vph)	0	0	754	580	742	0	306	133	227
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor			0.97	0.95	0.95		1.00	0.97	1.00
Frt			1.00	1.00	1.00		0.85	1.00	0.85
Flt Protected			0.95	1.00	1.00		1.00	0.95	1.00
Satd. Flow (prot)			3433	3539	3539		1583	3433	1583
Flt Permitted			0.95	1.00	1.00		1.00	0.95	1.00
Satd. Flow (perm)			3433	3539	3539		1583	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	838	644	824	0	340	148	252
RTOR Reduction (vph)	0	0	0	0	0	0	230	0	215
Lane Group Flow (vph)	0	0	838	644	824	0	110	148	37
Turn Type			Prot				Perm		Perm
Protected Phases			5	2	6			4	
Permitted Phases							6		4
Actuated Green, G (s)			17.2	39.0	17.8		17.8	8.1	8.1
Effective Green, g (s)			17.2	39.0	17.8		17.8	8.1	8.1
Actuated g/C Ratio			0.31	0.71	0.32		0.32	0.15	0.15
Clearance Time (s)			4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)			3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)			1072	2505	1143		511	505	233
v/s Ratio Prot			c0.24	0.18	c0.23			c0.04	
v/s Ratio Perm							0.07		0.02
v/c Ratio			0.78	0.26	0.72		0.21	0.29	0.16
Uniform Delay, d1			17.2	2.9	16.5		13.6	20.9	20.5
Progression Factor			1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2			3.8	0.1	2.3		0.2	0.3	0.3
Delay (s)			21.0	2.9	18.7		13.8	21.3	20.8
Level of Service			C	A	B		B	C	C
Approach Delay (s)	0.0			13.2	17.3			21.0	
Approach LOS	A			B	B			C	

Intersection Summary				
HCM Average Control Delay	15.8	HCM Level of Service		B
HCM Volume to Capacity ratio	0.66			
Actuated Cycle Length (s)	55.1	Sum of lost time (s)		12.0
Intersection Capacity Utilization	55.8%	ICU Level of Service		B
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL2	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR
Lane Configurations											
Volume (vph)	300	0	161	342	370	0	0	723	214	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		
Lane Util. Factor	0.95	0.95	1.00	0.97	0.95			0.95	1.00		
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		
Flt Protected	0.95	0.95	1.00	0.95	1.00			1.00	1.00		
Satd. Flow (prot)	1681	1681	1583	3433	3539			3539	1583		
Flt Permitted	0.95	0.95	1.00	0.95	1.00			1.00	1.00		
Satd. Flow (perm)	1681	1681	1583	3433	3539			3539	1583		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	333	0	179	380	411	0	0	803	238	0	0
RTOR Reduction (vph)	0	0	141	0	0	0	0	0	156	0	0
Lane Group Flow (vph)	166	167	38	380	411	0	0	803	82	0	0
Turn Type	Split		Prot	Prot					Prot		
Protected Phases	4	4	4	1	6			2	2		
Permitted Phases											
Actuated Green, G (s)	10.1	10.1	10.1	8.9	29.3			16.4	16.4		
Effective Green, g (s)	10.1	10.1	10.1	8.9	29.3			16.4	16.4		
Actuated g/C Ratio	0.21	0.21	0.21	0.19	0.62			0.35	0.35		
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0		
Lane Grp Cap (vph)	358	358	337	645	2188			1224	548		
v/s Ratio Prot	0.10	c0.10	0.02	c0.11	0.12			c0.23	0.05		
v/s Ratio Perm											
v/c Ratio	0.46	0.47	0.11	0.59	0.19			0.66	0.15		
Uniform Delay, d1	16.3	16.3	15.0	17.6	3.9			13.1	10.7		
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		
Incremental Delay, d2	1.0	1.0	0.1	1.4	0.0			1.3	0.1		
Delay (s)	17.2	17.3	15.2	19.0	4.0			14.4	10.8		
Level of Service	B	B	B	B	A			B	B		
Approach Delay (s)		16.5			11.2			13.6		0.0	
Approach LOS		B			B			B		A	

Intersection Summary				
HCM Average Control Delay	13.4	HCM Level of Service		B
HCM Volume to Capacity ratio	0.59			
Actuated Cycle Length (s)	47.4	Sum of lost time (s)		12.0
Intersection Capacity Utilization	48.1%	ICU Level of Service		A
Analysis Period (min)	15			
c Critical Lane Group				

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	Jacob Swim	Intersection	Carmel Creek Rd./Del Mar Trail
Agency/Co.	USAI	Jurisdiction	City of San Diego
Date Performed	3/4/2011	Analysis Year	2011
Analysis Time Period	36 Existing + Project (1&2) AM		

Project ID 002407 - San Diego Corporate Center Lots

East/West Street: Del Mar Trail North/South Street: Carmel Creek Road

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	10	10	10	200	2	25
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	3	264	100	15	932	3
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LT	TR	LT	TR
PHF	0.90		0.90		0.90	0.90	0.90	0.90
Flow Rate (veh/h)	33		251		149	257	533	520
% Heavy Vehicles	2		2		2	2	2	2
No. Lanes	1		1		2		2	
Geometry Group	2		2		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
Prop. Left-Turns	0.3		0.9		0.0	0.0	0.0	0.0
Prop. Right-Turns	0.3		0.1		0.0	0.4	0.0	0.0
Prop. Heavy Vehicle	0.0		0.0		0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.1		0.0	-0.3	0.0	0.0

Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
hd, initial value (s)	3.20		3.20		3.20	3.20	3.20	3.20
x, initial	0.03		0.22		0.13	0.23	0.47	0.46
hd, final value (s)	7.42		6.80		7.08	6.76	6.28	6.26
x, final value	0.07		0.47		0.29	0.48	0.93	0.90
Move-up time, m (s)	2.0		2.0		2.3		2.3	
Service Time, t_s (s)	5.4		4.8		4.8	4.5	4.0	4.0

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	283		501		399	507	573	575
Delay (s/veh)	10.96		15.77		12.69	15.60	46.73	42.23
LOS	B		C		B	C	E	E
Approach: Delay (s/veh)	10.96		15.77		14.53		44.51	
LOS	B		C		B		E	
Intersection Delay (s/veh)	32.75							
Intersection LOS	D							

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	397	500	169	363	3	537	2	405	1	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.99	
Satd. Flow (prot)	1770	1863	1583	1770	1861			1774	1583		1778	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.99	
Satd. Flow (perm)	1770	1863	1583	1770	1861			1774	1583		1778	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	7	441	556	188	403	3	597	2	450	1	2	1
RTOR Reduction (vph)	0	0	262	0	0	0	0	0	276	0	1	0
Lane Group Flow (vph)	7	441	294	188	406	0	0	599	174	0	3	0
Turn Type	Prot		Prot	Prot			Split		Prot	Split		
Protected Phases	7	4	4	3	8		2	2	2	6	6	
Permitted Phases												
Actuated Green, G (s)	0.8	29.4	29.4	12.2	40.8			37.1	37.1		1.1	
Effective Green, g (s)	0.8	29.4	29.4	12.2	40.8			37.1	37.1		1.1	
Actuated g/C Ratio	0.01	0.31	0.31	0.13	0.43			0.39	0.39		0.01	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	15	572	486	225	793			687	613		20	
v/s Ratio Prot	0.00	c0.24	0.19	c0.11	0.22			c0.34	0.11		c0.00	
v/s Ratio Perm												
v/c Ratio	0.47	0.77	0.60	0.84	0.51			0.87	0.28		0.15	
Uniform Delay, d1	47.3	30.1	28.3	40.8	20.2			27.2	20.2		46.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	21.2	6.4	2.1	22.7	0.6			11.7	0.3		3.5	
Delay (s)	68.5	36.5	30.4	63.5	20.8			38.9	20.5		50.4	
Level of Service	E	D	C	E	C			D	C		D	
Approach Delay (s)		33.3			34.3			31.0			50.4	
Approach LOS		C			C			C			D	

Intersection Summary				
HCM Average Control Delay	32.6	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.82			
Actuated Cycle Length (s)	95.8	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	76.8%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Volume (vph)	208	256	0	559	367	332	294
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00		1.00	1.00	1.00	0.95
Frt	1.00	0.85		1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00		1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	1583		1863	1583	1770	3539
Flt Permitted	0.95	1.00		1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	1583		1863	1583	1770	3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	231	284	0	621	408	369	327
RTOR Reduction (vph)	0	235	0	0	245	0	0
Lane Group Flow (vph)	231	49	0	621	163	369	327
Turn Type		Perm	Prot		Perm	Prot	
Protected Phases	1		3	8		7	
Permitted Phases		1			8		6
Actuated Green, G (s)	12.1	12.1		28.2	28.2	18.3	12.1
Effective Green, g (s)	12.1	12.1		28.2	28.2	18.3	12.1
Actuated g/C Ratio	0.17	0.17		0.40	0.40	0.26	0.17
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	588	271		744	632	459	607
v/s Ratio Prot	0.07			c0.33		c0.21	
v/s Ratio Perm		0.03			0.10		c0.09
v/c Ratio	0.39	0.18		0.83	0.26	0.80	0.54
Uniform Delay, d1	26.0	25.0		19.1	14.2	24.5	26.7
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.3		8.0	0.2	9.8	0.9
Delay (s)	26.4	25.3		27.1	14.4	34.3	27.6
Level of Service	C	C		C	B	C	C
Approach Delay (s)	25.8			22.1			31.2
Approach LOS	C			C			C

Intersection Summary			
HCM Average Control Delay	25.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	70.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Volume (vph)	63	6	0	887	108	8	500
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0		4.0	4.0
Lane Util. Factor	0.97			0.95		1.00	0.95
Frt	0.99			0.98		1.00	1.00
Flt Protected	0.96			1.00		0.95	1.00
Satd. Flow (prot)	3409			3482		1770	3539
Flt Permitted	0.96			1.00		0.95	1.00
Satd. Flow (perm)	3409			3482		1770	3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	70	7	0	986	120	9	556
RTOR Reduction (vph)	7	0	0	12	0	0	0
Lane Group Flow (vph)	70	0	0	1094	0	9	556
Turn Type			Prot			Prot	
Protected Phases	8		5	2		1	6
Permitted Phases							
Actuated Green, G (s)	1.9			18.3		0.5	22.8
Effective Green, g (s)	1.9			18.3		0.5	22.8
Actuated g/C Ratio	0.06			0.56		0.02	0.70
Clearance Time (s)	4.0			4.0		4.0	4.0
Vehicle Extension (s)	3.0			3.0		3.0	3.0
Lane Grp Cap (vph)	198			1949		27	2468
v/s Ratio Prot	c0.02			c0.31		0.01	c0.16
v/s Ratio Perm							
v/c Ratio	0.36			0.56		0.33	0.23
Uniform Delay, d1	14.8			4.6		15.9	1.8
Progression Factor	1.00			1.00		1.00	1.00
Incremental Delay, d2	1.1			0.4		7.2	0.0
Delay (s)	15.9			5.0		23.1	1.8
Level of Service	B			A		C	A
Approach Delay (s)	15.9			5.0			2.2
Approach LOS	B			A			A

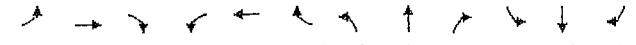
Intersection Summary			
HCM Average Control Delay	4.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	32.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	38.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	21	14	21	20	150	25	805	61	86	446	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.94		1.00	0.87		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1748		1770	1616		1770	3502		1770	3509	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1748		1770	1616		1770	3502		1770	3509	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	24	23	16	23	22	167	28	894	68	96	496	30
RTOR Reduction (vph)	0	14	0	0	148	0	0	7	0	0	5	0
Lane Group Flow (vph)	24	25	0	23	41	0	28	955	0	96	521	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	0.8	5.2		0.8	5.2		0.6	20.2		3.6	23.2	
Effective Green, g (s)	0.8	5.2		0.8	5.2		0.6	20.2		3.6	23.2	
Actuated g/C Ratio	0.02	0.11		0.02	0.11		0.01	0.44		0.08	0.51	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	31	198		31	183		23	1545		139	1777	
v/s Ratio Prot	c0.01	0.01		0.01	c0.03		0.02	c0.27		c0.05	c0.15	
v/s Ratio Perm												
v/c Ratio	0.77	0.13		0.74	0.22		1.22	0.62		0.69	0.29	
Uniform Delay, d1	22.4	18.3		22.4	18.5		22.6	9.8		20.6	6.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	73.6	0.3		64.1	0.6		261.7	0.7		13.8	0.1	
Delay (s)	96.1	18.5		86.5	19.1		284.3	10.6		34.3	6.6	
Level of Service	F	B		F	B		F	B		C	A	
Approach Delay (s)		48.1			26.4			18.3			10.9	
Approach LOS		D			C			B			B	

Intersection Summary				
HCM Average Control Delay	17.8	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.61			
Actuated Cycle Length (s)	45.8	Sum of lost time (s)	20.0	
Intersection Capacity Utilization	55.9%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	41	32	47	29	19	47	950	127	22	474	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.94		1.00	0.98		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1752		1770	3477		1770	3528	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1863	1583	1770	1752		1770	3477		1770	3528	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	8	46	36	52	32	21	52	1056	141	24	527	11
RTOR Reduction (vph)	0	0	33	0	19	0	0	12	0	0	2	0
Lane Group Flow (vph)	8	46	3	52	34	0	52	1185	0	24	536	0
Turn Type	Prot		Prot	Prot			Prot			Prot		
Protected Phases	7	4	4	3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	0.8	4.3	4.3	1.7	5.2		1.8	24.1		0.6	22.9	
Effective Green, g (s)	0.8	4.3	4.3	1.7	5.2		1.8	24.1		0.6	22.9	
Actuated g/C Ratio	0.02	0.09	0.09	0.04	0.11		0.04	0.52		0.01	0.49	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	30	172	146	64	195		68	1794		23	1730	
v/s Ratio Prot	0.00	c0.02	0.00	c0.03	0.02		c0.03	c0.34		0.01	0.15	
v/s Ratio Perm												
v/c Ratio	0.27	0.27	0.02	0.81	0.18		0.76	0.66		1.04	0.31	
Uniform Delay, d1	22.7	19.7	19.3	22.3	18.8		22.2	8.3		23.0	7.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.7	0.8	0.1	52.3	0.4		39.2	0.9		201.7	0.1	
Delay (s)	27.4	20.6	19.4	74.7	19.2		61.4	9.2		224.8	7.3	
Level of Service	C	C	B	E	B		E	A		F	A	
Approach Delay (s)		20.7			46.7			11.4			16.5	
Approach LOS		C			D			B			B	

Intersection Summary				
HCM Average Control Delay	15.1	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.57			
Actuated Cycle Length (s)	46.7	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	52.9%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	124	834	16	139	903	207	40	31	57	389	35	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.95			1.00	1.00	0.95	0.95	
Frt	1.00	1.00		1.00	0.97			1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00	0.95	0.98	
Satd. Flow (prot)	1770	5071		1770	3440			1812	1583	1681	1611	
Flt Permitted	0.95	1.00		0.95	1.00			0.97	1.00	0.95	0.98	
Satd. Flow (perm)	1770	5071		1770	3440			1812	1583	1681	1611	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	138	927	18	154	1003	230	44	34	63	432	39	144
RTOR Reduction (vph)	0	2	0	0	20	0	0	0	57	0	36	0
Lane Group Flow (vph)	138	943	0	154	1213	0	0	78	6	315	264	0
Turn Type	Prot			Prot			Split		Perm	Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases									2			
Actuated Green, G (s)	8.1	27.5		11.8	31.2			7.4	7.4	17.5	17.5	
Effective Green, g (s)	8.1	27.5		11.8	31.2			7.4	7.4	17.5	17.5	
Actuated g/C Ratio	0.10	0.34		0.15	0.39			0.09	0.09	0.22	0.22	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	179	1739		260	1338			167	146	367	352	
v/s Ratio Prot	c0.08	0.19		0.09	c0.35			c0.04		c0.19	0.16	
v/s Ratio Perm									0.00			
v/c Ratio	0.77	0.54		0.59	0.91			0.47	0.04	0.86	0.75	
Uniform Delay, d1	35.1	21.3		32.0	23.1			34.5	33.2	30.2	29.3	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	18.3	0.3		3.6	9.0			2.1	0.1	17.7	8.7	
Delay (s)	53.5	21.6		35.5	32.1			36.6	33.3	47.8	38.0	
Level of Service	D	C		D	C			D	C	D	D	
Approach Delay (s)		25.7			32.5			35.1			43.0	
Approach LOS		C			C			D			D	

Intersection Summary				
HCM Average Control Delay	32.3	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.83			
Actuated Cycle Length (s)	80.2	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	71.3%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1250	62	0	1556	0	98
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1389	69	0	1729	0	109
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	575			607		
pX, platoon unblocked			0.87		0.78	0.87
vC, conflicting volume			1458		2288	497
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1009		1109	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	88
cM capacity (veh/h)			595		160	945

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1
Volume Total	556	556	347	864	864	109
Volume Left	0	0	0	0	0	0
Volume Right	0	0	69	0	0	109
cSH	1700	1700	1700	1700	1700	945
Volume to Capacity	0.33	0.33	0.20	0.51	0.51	0.12
Queue Length 95th (ft)	0	0	0	0	0	10
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	9.3
Lane LOS						A
Approach Delay (s)	0.0			0.0		9.3
Approach LOS						A

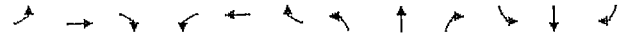
Intersection Summary				
Average Delay	0.3			
Intersection Capacity Utilization	46.3%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰↰↱	↱
Volume (vph)	0	965	1286	0	916	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3	6.3		5.6	5.6
Lane Util. Factor		0.95	0.95		0.97	0.91
Frt		1.00	1.00		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		3539	3539		3431	1441
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		3539	3539		3431	1441
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1072	1429	0	1018	322
RTOR Reduction (vph)	0	0	0	0	3	20
Lane Group Flow (vph)	0	1072	1429	0	1047	270
Turn Type						Perm
Protected Phases		2 6	6 2		4	
Permitted Phases						4
Actuated Green, G (s)		42.7	42.7		25.4	25.4
Effective Green, g (s)		42.7	42.7		25.4	25.4
Actuated g/C Ratio		0.53	0.53		0.32	0.32
Clearance Time (s)					5.6	5.6
Vehicle Extension (s)					3.0	3.0
Lane Grp Cap (vph)		1889	1889		1089	458
v/s Ratio Prot		0.30	c0.40		c0.31	
v/s Ratio Perm						0.19
v/c Ratio		0.57	0.76		0.96	0.59
Uniform Delay, d1		12.5	14.6		26.8	22.9
Progression Factor		1.00	1.00		1.00	1.00
Incremental Delay, d2		0.4	1.8		18.7	1.9
Delay (s)		12.9	16.4		45.5	24.9
Level of Service		B	B		D	C
Approach Delay (s)		12.9	16.4		41.0	
Approach LOS		B	B		D	

Intersection Summary			
HCM Average Control Delay	24.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	11.9
Intersection Capacity Utilization	72.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↰	↑↑			↑↑↑	↱	↰	⇑	↱			
Volume (vph)	235	1620	0	0	1284	911	615	10	884	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lane Util. Factor	0.97	0.95			0.91	1.00	0.95	0.91	0.95			
Frt	1.00	1.00			1.00	0.85	1.00	0.88	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.99	1.00			
Satd. Flow (prot)	3433	3539			5085	1583	1681	1479	1504			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.99	1.00			
Satd. Flow (perm)	3433	3539			5085	1583	1681	1479	1504			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	261	1800	0	0	1427	1012	683	11	982	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	508	0	7	7	0	0	0
Lane Group Flow (vph)	261	1800	0	0	1427	504	581	548	533	0	0	0
Turn Type	Prot					Prot	Split		Prot			
Protected Phases	5	2			6	6	8	8	8			
Permitted Phases												
Actuated Green, G (s)	10.5	64.5			50.0	50.0	47.5	47.5	47.5			
Effective Green, g (s)	10.5	64.5			50.0	50.0	47.5	47.5	47.5			
Actuated g/C Ratio	0.09	0.54			0.42	0.42	0.40	0.40	0.40			
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	300	1902			2119	660	665	585	595			
v/s Ratio Prot	0.08	c0.51			0.28	0.32	0.35	c0.37	0.35			
v/s Ratio Perm												
v/c Ratio	0.87	0.95			0.67	0.76	0.87	0.94	0.90			
Uniform Delay, d1	54.1	26.1			28.4	29.9	33.5	34.8	33.9			
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	22.9	11.4			1.7	8.2	12.2	22.7	16.0			
Delay (s)	76.9	37.5			30.1	38.1	45.7	57.5	50.0			
Level of Service	E	D			C	D	D	E	D			
Approach Delay (s)		42.5			33.4			51.0			0.0	
Approach LOS		D			C			D			A	

Intersection Summary			
HCM Average Control Delay	41.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	99.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	242	2276	251	53	1637	66	618	65	156	49	29	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		0.97	0.95		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.89		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5056		3433	3164		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	5085	1583	1770	5056		3433	3164		1770	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	269	2529	279	59	1819	73	687	72	173	54	32	89
RTOR Reduction (vph)	0	0	77	0	3	0	0	98	0	0	0	83
Lane Group Flow (vph)	269	2529	202	59	1889	0	687	147	0	54	32	6
Turn Type	Prot		Prot	Prot			Prot			Prot		Prot
Protected Phases	7	4	4	3	8		5	2		1	6	6
Permitted Phases												
Actuated Green, G (s)	20.7	65.0	65.0	5.1	49.4		26.0	27.4		7.1	8.5	8.5
Effective Green, g (s)	20.7	65.0	65.0	5.1	49.4		26.0	27.4		7.1	8.5	8.5
Actuated g/C Ratio	0.17	0.54	0.54	0.04	0.41		0.22	0.23		0.06	0.07	0.07
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	304	2741	853	75	2071		740	719		104	131	112
v/s Ratio Prot	c0.15	c0.50	0.13	0.03	0.37		c0.20	c0.05		0.03	0.02	0.00
v/s Ratio Perm												
v/c Ratio	0.88	0.92	0.24	0.79	0.91		0.93	0.20		0.52	0.24	0.06
Uniform Delay, d1	48.8	25.5	14.7	57.2	33.6		46.4	37.8		55.1	53.0	52.3
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	24.9	5.8	0.1	40.6	6.6		17.7	0.1		4.3	1.0	0.2
Delay (s)	73.6	31.3	14.8	97.8	40.2		64.1	37.9		59.4	54.0	52.5
Level of Service	E	C	B	F	D		E	D		E	D	D
Approach Delay (s)		33.5			41.9			57.2			54.9	
Approach LOS		C			D			E			D	

Intersection Summary				
HCM Average Control Delay	40.4	HCM Level of Service	D	
HCM Volume to Capacity ratio	0.82			
Actuated Cycle Length (s)	120.6	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	81.6%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	2490	137	107	1614	231	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	1.00	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	1770	5085	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2767	152	119	1793	257	200
RTOR Reduction (vph)	0	55	0	0	0	110
Lane Group Flow (vph)	2767	97	119	1793	257	90
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Actuated Green, G (s)	45.1	45.1	6.0	55.1	11.2	11.2
Effective Green, g (s)	45.1	45.1	6.0	55.1	11.2	11.2
Actuated g/C Ratio	0.61	0.61	0.08	0.74	0.15	0.15
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	3087	961	143	3771	517	239
v/s Ratio Prot	c0.54		c0.07	0.35	c0.07	
v/s Ratio Perm		0.06				0.06
v/c Ratio	0.90	0.10	0.83	0.48	0.50	0.38
Uniform Delay, d1	12.6	6.1	33.7	3.8	29.0	28.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.8	0.0	31.9	0.1	0.8	1.0
Delay (s)	16.4	6.2	65.6	3.9	29.7	29.4
Level of Service	B	A	E	A	C	C
Approach Delay (s)	15.9			7.8	29.6	
Approach LOS	B			A	C	

Intersection Summary				
HCM Average Control Delay	14.1	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.82			
Actuated Cycle Length (s)	74.3	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	70.6%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	2556	114	114	1527	193	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	1770	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2840	127	127	1697	214	214
RTOR Reduction (vph)	0	50	0	0	0	77
Lane Group Flow (vph)	2840	77	127	1697	214	137
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Actuated Green, G (s)	43.1	43.1	4.0	51.1	13.1	13.1
Effective Green, g (s)	43.1	43.1	4.0	51.1	13.1	13.1
Actuated g/C Ratio	0.60	0.60	0.06	0.71	0.18	0.18
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	3036	945	190	3599	321	287
v/s Ratio Prot	c0.56		c0.04	0.33	c0.12	
v/s Ratio Perm		0.05				0.09
v/c Ratio	0.94	0.08	0.67	0.47	0.67	0.48
Uniform Delay, d1	13.3	6.2	33.4	4.6	27.5	26.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.3	0.0	8.6	0.1	5.2	1.3
Delay (s)	19.6	6.2	42.0	4.7	32.7	27.7
Level of Service	B	A	D	A	C	C
Approach Delay (s)	19.0			7.3	30.2	
Approach LOS	B			A	C	

Intersection Summary			
HCM Average Control Delay	15.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	72.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	68.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	490	1672	435	147	916	176	426	419	289	147	161	221
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.91	1.00	0.97	0.91	
Frt	1.00	0.97		1.00	0.98		1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	4928		3433	4962		3433	5085	1583	3433	4644	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	4928		3433	4962		3433	5085	1583	3433	4644	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	544	1858	483	163	1018	196	473	466	321	163	179	246
RTOR Reduction (vph)	0	44	0	0	27	0	0	0	100	0	214	0
Lane Group Flow (vph)	544	2297	0	163	1187	0	473	466	221	163	211	0
Turn Type	Prot			Prot			Prot		Prot	Prot		
Protected Phases	7	4		3	8		5	2	2	1	6	
Permitted Phases												
Actuated Green, G (s)	18.2	45.2		5.8	32.8		14.6	19.8	19.8	7.2	12.4	
Effective Green, g (s)	18.2	45.2		5.8	32.8		14.6	19.8	19.8	7.2	12.4	
Actuated g/C Ratio	0.19	0.48		0.06	0.35		0.16	0.21	0.21	0.08	0.13	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	665	2370		212	1731		533	1071	333	263	613	
v/s Ratio Prot	c0.16	c0.47		0.05	0.24		c0.14	0.09	c0.14	0.05	0.05	
v/s Ratio Perm												
v/c Ratio	0.82	0.97		0.77	0.69		0.89	0.44	0.66	0.62	0.34	
Uniform Delay, d1	36.3	23.7		43.4	26.2		38.9	32.2	34.0	42.1	37.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	7.7	12.0		15.4	1.1		16.3	0.3	4.9	4.3	0.3	
Delay (s)	44.1	35.7		58.8	27.3		55.2	32.5	38.9	46.4	37.4	
Level of Service	D	D		E	C		E	C	D	D	D	
Approach Delay (s)		37.3			31.1			42.7			39.9	
Approach LOS		D			C			D			D	

Intersection Summary			
HCM Average Control Delay	37.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	94.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	134	1235	572	80	626	72	389	167	145	78	124	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.91		1.00	0.95	
Frt	1.00	0.95		1.00	0.98		1.00	0.93		1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	4844		3433	5007		3433	4731		1770	3270	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	4844		3433	5007		3433	4731		1770	3270	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	149	1372	636	89	696	80	432	186	161	87	138	142
RTOR Reduction (vph)	0	96	0	0	16	0	0	131	0	0	123	0
Lane Group Flow (vph)	149	1912	0	89	760	0	432	216	0	87	157	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	5.4	28.9		5.3	28.8		10.5	13.1		6.8	9.4	
Effective Green, g (s)	5.4	28.9		5.3	28.8		10.5	13.1		6.8	9.4	
Actuated g/C Ratio	0.08	0.41		0.08	0.41		0.15	0.19		0.10	0.13	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	264	1997		260	2057		514	884		172	438	
v/s Ratio Prot	c0.04	c0.39		0.03	0.15		c0.13	c0.05		0.05	c0.05	
v/s Ratio Perm												
v/c Ratio	0.56	0.96		0.34	0.37		0.84	0.24		0.51	0.36	
Uniform Delay, d1	31.2	20.0		30.7	14.3		29.0	24.3		30.1	27.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.8	11.6		0.8	0.1		11.8	0.1		2.3	0.5	
Delay (s)	34.0	31.6		31.5	14.5		40.8	24.4		32.4	28.1	
Level of Service	C	C		C	B		D	C		C	C	
Approach Delay (s)		31.8			16.2			33.5			29.1	
Approach LOS		C			B			C			C	

Intersection Summary				
HCM Average Control Delay	28.6	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.76			
Actuated Cycle Length (s)	70.1	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	72.0%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	48	1261	156	8	668	22	66	14	31	27	8	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00		1.00	0.90		1.00	0.88	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5001		1770	5061		1770	1673		1770	1643	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5001		1770	5061		1770	1673		1770	1643	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	53	1401	173	9	742	24	73	16	34	30	9	33
RTOR Reduction (vph)	0	16	0	0	3	0	0	31	0	0	31	0
Lane Group Flow (vph)	53	1558	0	9	763	0	73	19	0	30	11	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	1.3	23.2		0.6	22.5		1.6	3.3		1.0	2.7	
Effective Green, g (s)	1.3	23.2		0.6	22.5		1.6	3.3		1.0	2.7	
Actuated g/C Ratio	0.03	0.53		0.01	0.51		0.04	0.07		0.02	0.06	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	52	2631		24	2582		64	125		40	101	
v/s Ratio Prot	c0.03	c0.31		0.01	0.15		c0.04	c0.01		0.02	0.01	
v/s Ratio Perm												
v/c Ratio	1.02	0.59		0.38	0.30		1.14	0.15		0.75	0.11	
Uniform Delay, d1	21.4	7.2		21.6	6.2		21.2	19.1		21.4	19.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	130.4	0.4		9.6	0.1		155.9	0.6		55.2	0.5	
Delay (s)	151.8	7.6		31.1	6.3		177.1	19.6		76.7	20.0	
Level of Service	F	A		C	A		F	B		E	C	
Approach Delay (s)		12.3			6.6			113.1			43.6	
Approach LOS		B			A			F			D	

Intersection Summary				
HCM Average Control Delay	16.2	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.48			
Actuated Cycle Length (s)	44.1	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	51.5%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	288	965	63	21	476	24	39	45	34	23	32	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.94		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5039		1770	5048		1770	1742		1770	1624	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5039		1770	5048		1770	1742		1770	1624	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	320	1072	70	23	529	27	43	50	38	26	36	210
RTOR Reduction (vph)	0	8	0	0	8	0	0	32	0	0	177	0
Lane Group Flow (vph)	320	1134	0	23	548	0	43	56	0	26	69	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	8.6	23.8		0.9	16.1		1.8	8.0		1.8	8.0	
Effective Green, g (s)	8.6	23.8		0.9	16.1		1.8	8.0		1.8	8.0	
Actuated g/C Ratio	0.17	0.47		0.02	0.32		0.04	0.16		0.04	0.16	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	301	2375		32	1609		63	276		63	257	
v/s Ratio Prot	c0.18	c0.22		0.01	0.11		c0.02	0.03		0.01	c0.04	
v/s Ratio Perm												
v/c Ratio	1.06	0.48		0.72	0.34		0.68	0.20		0.41	0.27	
Uniform Delay, d1	21.0	9.1		24.7	13.1		24.1	18.5		23.8	18.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	69.5	0.2		55.4	0.1		26.3	0.4		4.3	0.6	
Delay (s)	90.5	9.3		80.1	13.3		50.4	18.8		28.2	19.2	
Level of Service	F	A		F	B		D	B		C	B	
Approach Delay (s)		27.0			15.9			29.2			20.1	
Approach LOS		C			B			C			C	

Intersection Summary				
HCM Average Control Delay	23.8	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.56			
Actuated Cycle Length (s)	50.5	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	55.7%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	825	180	89	421	116	248
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		1.00	0.91	0.97	1.00
Frt	0.97		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	4949		1770	5085	3433	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	4949		1770	5085	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	917	200	99	468	129	276
RTOR Reduction (vph)	57	0	0	0	0	230
Lane Group Flow (vph)	1060	0	99	468	129	46
Turn Type			Prot			Prot
Protected Phases	4		3	8	2	2
Permitted Phases						
Actuated Green, G (s)	16.4		2.4	22.8	5.7	5.7
Effective Green, g (s)	16.4		2.4	22.8	5.7	5.7
Actuated g/C Ratio	0.45		0.07	0.62	0.16	0.16
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2224		116	3176	536	247
v/s Ratio Prot	c0.21		c0.06	0.09	c0.04	0.03
v/s Ratio Perm						
v/c Ratio	0.48		0.85	0.15	0.24	0.18
Uniform Delay, d1	7.0		16.9	2.8	13.5	13.4
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2		42.0	0.0	0.2	0.4
Delay (s)	7.2		58.8	2.9	13.7	13.7
Level of Service	A		E	A	B	B
Approach Delay (s)	7.2			12.6	13.7	
Approach LOS	A			B	B	

Intersection Summary				
HCM Average Control Delay	9.9	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.46			
Actuated Cycle Length (s)	36.5	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	42.0%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	193	38	38	188	22	248	114	634	163	324	373	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95			1.00	1.00	0.97	0.91		0.97	0.91	
Frt	1.00	0.96			1.00	0.85	1.00	0.97		1.00	0.98	
Flt Protected	0.95	0.98			0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1658			1783	1583	3433	4929		3433	5003	
Flt Permitted	0.95	0.98			0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1658			1783	1583	3433	4929		3433	5003	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	214	42	42	209	24	276	127	704	181	360	414	50
RTOR Reduction (vph)	0	18	0	0	0	218	0	50	0	0	16	0
Lane Group Flow (vph)	150	130	0	0	233	58	127	835	0	360	448	0
Turn Type	Split			Split		Perm	Prot			Prot		
Protected Phases	2	2		6	6		3	8		7	4	
Permitted Phases						6						
Actuated Green, G (s)	11.6	11.6			15.1	15.1	4.6	18.0		11.3	24.7	
Effective Green, g (s)	11.6	11.6			15.1	15.1	4.6	18.0		11.3	24.7	
Actuated g/C Ratio	0.16	0.16			0.21	0.21	0.06	0.25		0.16	0.34	
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	271	267			374	332	219	1232		539	1716	
v/s Ratio Prot	c0.09	0.08			c0.13		0.04	c0.17		c0.10	0.09	
v/s Ratio Perm						0.04						
v/c Ratio	0.55	0.49			0.62	0.17	0.58	0.68		0.67	0.26	
Uniform Delay, d1	27.8	27.5			25.9	23.3	32.8	24.4		28.6	17.1	
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.4	1.4			3.2	0.3	3.7	1.5		3.1	0.1	
Delay (s)	30.3	28.9			29.1	23.6	36.5	25.9		31.7	17.1	
Level of Service	C	C			C	C	D	C		C	B	
Approach Delay (s)		29.6			26.1			27.2			23.5	
Approach LOS		C			C			C			C	

Intersection Summary				
HCM Average Control Delay	26.1	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.64			
Actuated Cycle Length (s)	72.0	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	53.4%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	125	105	173	14	54	115	113	512	10	182	595	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.90		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1673		1770	3529		1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1673		1770	3529		1770	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	139	117	192	16	60	128	126	569	11	202	661	103
RTOR Reduction (vph)	0	0	133	0	105	0	0	2	0	0	0	73
Lane Group Flow (vph)	139	117	59	16	83	0	126	578	0	202	661	30
Turn Type	Prot		Prot	Prot			Prot			Prot		Prot
Protected Phases	7	4	4	3	8		5	2		1	6	6
Permitted Phases												
Actuated Green, G (s)	8.1	18.1	18.1	0.7	10.7		6.6	14.3		9.6	17.3	17.3
Effective Green, g (s)	8.1	18.1	18.1	0.7	10.7		6.6	14.3		9.6	17.3	17.3
Actuated g/C Ratio	0.14	0.31	0.31	0.01	0.18		0.11	0.24		0.16	0.29	0.29
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	244	574	488	21	305		199	860		289	1043	467
v/s Ratio Prot	c0.08	0.06	0.04	0.01	c0.05		0.07	0.16		c0.11	c0.19	0.02
v/s Ratio Perm												
v/c Ratio	0.57	0.20	0.12	0.76	0.27		0.63	0.67		0.70	0.63	0.07
Uniform Delay, d1	23.7	15.0	14.6	28.9	20.7		24.9	20.1		23.2	18.0	14.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.0	0.2	0.1	92.1	0.5		6.4	2.1		7.2	1.3	0.1
Delay (s)	26.7	15.2	14.7	121.0	21.1		31.3	22.2		30.4	19.2	14.9
Level of Service	C	B	B	F	C		C	C		C	B	B
Approach Delay (s)		18.5			29.0			23.8			21.1	
Approach LOS		B			C			C			C	

Intersection Summary				
HCM Average Control Delay	22.1	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.57			
Actuated Cycle Length (s)	58.7	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	54.7%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	11	6	10	140	0	108	7	766	200	145	535	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0		4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00		1.00	1.00	0.91		1.00	0.91	
Frt	1.00	0.91		1.00		0.85	1.00	0.97		1.00	1.00	
Flt Protected	0.95	1.00		0.95		1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1692		1770		1583	1770	4927		1770	5083	
Flt Permitted	0.95	1.00		0.95		1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1692		1770		1583	1770	4927		1770	5083	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	12	7	11	156	0	120	8	851	222	161	594	2
RTOR Reduction (vph)	0	11	0	0	0	102	0	60	0	0	0	0
Lane Group Flow (vph)	12	7	0	156	0	18	8	1013	0	161	596	0
Turn Type	Prot			Prot		Prot	Prot			Prot		
Protected Phases	1	6		5	2	2	7	4		3	8	
Permitted Phases												
Actuated Green, G (s)	0.7	1.1		7.1		7.5	0.7	19.0		7.9	26.2	
Effective Green, g (s)	0.7	1.1		7.1		7.5	0.7	19.0		7.9	26.2	
Actuated g/C Ratio	0.01	0.02		0.14		0.15	0.01	0.37		0.15	0.51	
Clearance Time (s)	4.0	4.0		4.0		4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	24	36		246		232	24	1832		274	2606	
v/s Ratio Prot	0.01	0.00		c0.09		c0.01	0.00	c0.21		c0.09	0.12	
v/s Ratio Perm												
v/c Ratio	0.50	0.20		0.63		0.08	0.33	0.55		0.59	0.23	
Uniform Delay, d1	25.0	24.6		20.8		18.8	25.0	12.7		20.1	6.9	
Progression Factor	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	15.4	2.7		5.3		0.1	8.0	0.4		3.2	0.0	
Delay (s)	40.5	27.3		26.0		19.0	33.0	13.1		23.3	6.9	
Level of Service	D	C		C		B	C	B		C	A	
Approach Delay (s)		32.6			23.0			13.2			10.4	
Approach LOS		C			C			B			B	

Intersection Summary				
HCM Average Control Delay	13.7	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.51			
Actuated Cycle Length (s)	51.1	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	51.7%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	306	237	123	32	99	17	94	381	39	25	445	259
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85		0.98		1.00	0.99		1.00	0.94	
Flt Protected	0.95	1.00	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583		1814		1770	3490		1770	3344	
Flt Permitted	0.95	1.00	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1863	1583		1814		1770	3490		1770	3344	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	340	263	137	36	110	19	104	423	43	28	494	288
RTOR Reduction (vph)	0	0	102	0	7	0	0	9	0	0	106	0
Lane Group Flow (vph)	340	263	35	0	158	0	104	457	0	28	676	0
Turn Type	Split		Prot	Split			Prot			Prot		
Protected Phases	4	4	4	8	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	16.6	16.6	16.6		8.8		4.3	22.2		1.8	19.7	
Effective Green, g (s)	16.6	16.6	16.6		8.8		4.3	22.2		1.8	19.7	
Actuated g/C Ratio	0.25	0.25	0.25		0.13		0.07	0.34		0.03	0.30	
Clearance Time (s)	4.0	4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	449	473	402		244		116	1185		49	1007	
v/s Ratio Prot	c0.19	0.14	0.02		c0.09		c0.06	0.13		0.02	c0.20	
v/s Ratio Perm												
v/c Ratio	0.76	0.56	0.09		0.65		0.90	0.39		0.57	0.67	
Uniform Delay, d1	22.5	21.2	18.6		26.8		30.3	16.4		31.4	20.0	
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	7.2	1.4	0.1		5.8		52.2	0.2		15.1	1.8	
Delay (s)	29.7	22.6	18.7		32.6		82.6	16.6		46.5	21.8	
Level of Service	C	C	B		C		F	B		D	C	
Approach Delay (s)		25.1			32.6			28.7			22.7	
Approach LOS		C			C			C			C	

Intersection Summary				
HCM Average Control Delay	25.7	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.70			
Actuated Cycle Length (s)	65.4	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	64.1%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBR	EBR2	NWL2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	72	271	315	96	168	122	258	1012	92	164	579	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97		0.97	0.91		1.00	0.91	
Frt	1.00	0.85	0.85	1.00	0.94		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1583	1583	1770	3290		3433	5022		1770	5032	
Flt Permitted	0.95	1.00	1.00	0.95	0.97		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1583	1583	1770	3290		3433	5022		1770	5032	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	80	301	350	107	187	136	287	1124	102	182	643	48
RTOR Reduction (vph)	0	0	250	0	123	0	0	16	0	0	13	0
Lane Group Flow (vph)	80	301	100	107	200	0	287	1210	0	182	678	0
Turn Type		Perm	Perm	Split			Prot			Prot		
Protected Phases	2			6	6		3	8		7	4	
Permitted Phases		2	2									
Actuated Green, G (s)	18.0	18.0	18.0	6.0	6.0		7.8	17.0		8.0	17.2	
Effective Green, g (s)	18.0	18.0	18.0	6.0	6.0		7.8	17.0		8.0	17.2	
Actuated g/C Ratio	0.28	0.28	0.28	0.09	0.09		0.12	0.26		0.12	0.26	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	490	438	438	163	304		412	1313		218	1332	
v/s Ratio Prot	0.05			0.06	c0.06		0.08	c0.24		c0.10	0.13	
v/s Ratio Perm		c0.19	0.06									
v/c Ratio	0.16	0.69	0.23	0.66	0.66		0.70	0.92		0.83	0.51	
Uniform Delay, d1	17.8	21.0	18.1	28.5	28.5		27.5	23.3		27.9	20.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	8.5	1.2	9.2	5.0		5.1	10.7		23.2	0.3	
Delay (s)	18.5	29.5	19.3	37.7	33.5		32.5	34.1		51.0	20.6	
Level of Service	B	C	B	D	C		C	C		D	C	
Approach Delay (s)	23.4				34.6			33.8			27.0	
Approach LOS	C				C			C			C	

Intersection Summary				
HCM Average Control Delay	30.1	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.79			
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	57.5%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	203	25	150	4	11	4	105	24	8	2	7	101
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
Hourly flow rate (vph)	226	28	167	4	12	4	117	27	9	2	8	112

Direction, Lane #	SE 1	SE 2	NW 1	NE 1	SW 1
Volume Total (vph)	253	167	21	152	122
Volume Left (vph)	226	0	4	117	2
Volume Right (vph)	0	167	4	9	112
Hadj (s)	0.46	-0.67	-0.05	0.15	-0.51
Departure Headway (s)	5.7	4.6	5.2	5.3	4.7
Degree Utilization, x	0.40	0.21	0.03	0.22	0.16
Capacity (veh/h)	606	757	634	645	712
Control Delay (s)	11.3	7.6	8.4	9.8	8.5
Approach Delay (s)	9.8		8.4	9.8	8.5
Approach LOS	A		A	A	A

Intersection Summary				
Delay	9.5			
HCM Level of Service	A			
Intersection Capacity Utilization	40.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	116	50	70	55	26	9	108	742	134	6	359	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.99		1.00	0.98		1.00	0.97	
Flt Protected		0.97	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1800	1583		1783		1770	3458		1770	3441	
Flt Permitted		0.97	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1800	1583		1783		1770	3458		1770	3441	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	129	56	78	61	29	10	120	824	149	7	399	91
RTOR Reduction (vph)	0	0	66	0	6	0	0	16	0	0	22	0
Lane Group Flow (vph)	0	185	12	0	94	0	120	957	0	7	468	0
Turn Type	Split		Prot	Split			Prot			Prot		
Protected Phases	4	4	4	8	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)		8.7	8.7		6.5		5.7	25.7		0.7	20.7	
Effective Green, g (s)		8.7	8.7		6.5		5.7	25.7		0.7	20.7	
Actuated g/C Ratio		0.15	0.15		0.11		0.10	0.45		0.01	0.36	
Clearance Time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		272	239		201		175	1543		22	1237	
v/s Ratio Prot		c0.10	0.01		c0.05		c0.07	c0.28		0.00	0.14	
v/s Ratio Perm												
v/c Ratio		0.68	0.05		0.47		0.69	0.62		0.32	0.38	
Uniform Delay, d1		23.1	20.9		23.9		25.1	12.2		28.2	13.7	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		6.8	0.1		1.7		10.6	0.8		8.2	0.2	
Delay (s)		30.0	21.0		25.6		35.7	13.0		36.4	13.9	
Level of Service		C	C		C		D	B		D	B	
Approach Delay (s)		27.3			25.6			15.5			14.2	
Approach LOS		C			C			B			B	

Intersection Summary				
HCM Average Control Delay	17.3	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.60			
Actuated Cycle Length (s)	57.6	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	49.7%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

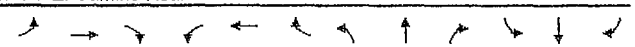
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	626	137	604	876	0	0	0	0	835	1	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0					4.0	4.0	4.0
Lane Util. Factor		0.95		0.97	0.95					0.95	0.91	0.95
Frt		0.97		1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00					0.95	0.95	1.00
Satd. Flow (prot)		3444		3433	3539					1681	1612	1504
Flt Permitted		1.00		0.95	1.00					0.95	0.95	1.00
Satd. Flow (perm)		3444		3433	3539					1681	1612	1504
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	696	152	671	973	0	0	0	0	928	1	81
RTOR Reduction (vph)	0	31	0	0	0	0	0	0	0	0	1	50
Lane Group Flow (vph)	0	817	0	671	973	0	0	0	0	473	463	23
Turn Type				Prot						Split		Prot
Protected Phases		4		3	8					6	6	6
Permitted Phases												
Actuated Green, G (s)		16.3		12.8	33.1					18.6	18.6	18.6
Effective Green, g (s)		16.3		12.8	33.1					18.6	18.6	18.6
Actuated g/C Ratio		0.27		0.21	0.55					0.31	0.31	0.31
Clearance Time (s)		4.0		4.0	4.0					4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Lane Grp Cap (vph)		940		736	1962					524	502	469
v/s Ratio Prot		c0.24		c0.20	0.27					0.28	c0.29	0.02
v/s Ratio Perm												
v/c Ratio		0.87		0.91	0.50					0.90	0.92	0.05
Uniform Delay, d1		20.7		22.9	8.2					19.7	19.8	14.4
Progression Factor		1.00		1.00	1.00					1.00	1.00	1.00
Incremental Delay, d2		8.6		15.5	0.2					18.7	22.5	0.0
Delay (s)		29.3		38.4	8.4					38.4	42.3	14.4
Level of Service		C		D	A					D	D	B
Approach Delay (s)		29.3			20.6			0.0			38.5	
Approach LOS		C			C			A			D	

Intersection Summary				
HCM Average Control Delay	27.9	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.90			
Actuated Cycle Length (s)	59.7	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	80.9%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	123	1370	0	0	992	780	439	7	667	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lane Util. Factor	0.97	0.95			0.95	1.00	0.95	0.91	0.95			
Frt	1.00	1.00			1.00	0.85	1.00	0.87	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.99	1.00			
Satd. Flow (prot)	3433	3539			3539	1583	1681	1472	1504			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.99	1.00			
Satd. Flow (perm)	3433	3539			3539	1583	1681	1472	1504			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	137	1522	0	0	1102	867	488	8	741	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	524	0	13	13	0	0	0
Lane Group Flow (vph)	137	1522	0	0	1102	343	488	395	387	0	0	0
Turn Type	Prot					Prot	Split		Prot			
Protected Phases	7	4			8	8	2	2	2			
Permitted Phases												
Actuated Green, G (s)	3.4	30.2			22.8	22.8	19.5	19.5	19.5			
Effective Green, g (s)	3.4	30.2			22.8	22.8	19.5	19.5	19.5			
Actuated g/C Ratio	0.06	0.52			0.40	0.40	0.34	0.34	0.34			
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	202	1852			1398	626	568	497	508			
v/s Ratio Prot	0.04	c0.43			0.31	0.22	0.26	c0.27	0.26			
v/s Ratio Perm												
v/c Ratio	0.68	0.82			0.79	0.55	0.86	0.80	0.76			
Uniform Delay, d1	26.6	11.5			15.3	13.5	17.0	17.3	17.0			
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	8.7	3.1			3.0	1.0	5.7	8.6	6.7			
Delay (s)	35.3	14.6			18.4	14.4	22.7	25.9	23.7			
Level of Service	D	B			B	B	C	C	C			
Approach Delay (s)		16.3			16.6			24.1			0.0	
Approach LOS		B			B			C			A	

Intersection Summary			
HCM Average Control Delay	18.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	57.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	80.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	38	30	28	476	22	114	75	919	214	191	1377	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.91	0.95	0.95	0.91	0.95	1.00	0.91		1.00	0.91	
Frt	1.00	0.99	0.85	1.00	0.99	0.85	1.00	0.97		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1668	1504	1681	1613	1504	1770	4941		1770	5072	
Flt Permitted	0.95	1.00	1.00	0.95	0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1668	1504	1681	1613	1504	1770	4941		1770	5072	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	42	33	31	529	24	127	83	1021	238	212	1530	28
RTOR Reduction (vph)	0	3	26	0	2	87	0	38	0	0	2	0
Lane Group Flow (vph)	38	37	2	286	278	27	83	1221	0	212	1556	0
Turn Type	Split		Prot	Split		Prot	Prot			Prot		
Protected Phases	4	4	4	8	8	8	5	21		61		
Permitted Phases											6	
Actuated Green, G (s)	5.7	5.7	5.7	17.4	17.4	17.4	4.3	39.7		31.4	31.4	
Effective Green, g (s)	5.7	5.7	5.7	17.4	17.4	17.4	4.3	39.7		31.4	31.4	
Actuated g/C Ratio	0.08	0.08	0.08	0.23	0.23	0.23	0.06	0.53		0.42	0.42	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	128	127	115	391	375	350	102	2622		743	2129	
v/s Ratio Prot	c0.02	0.02	0.00	0.17	c0.17	0.02	c0.05	0.25		0.12		
v/s Ratio Perm											c0.31	
v/c Ratio	0.30	0.29	0.02	0.73	0.74	0.08	0.81	0.47		0.29	0.73	
Uniform Delay, d1	32.7	32.6	32.0	26.5	26.6	22.4	34.9	10.9		14.3	18.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.3	1.3	0.1	6.9	7.7	0.1	37.2	0.1		0.2	1.3	
Delay (s)	34.0	33.9	32.0	33.4	34.4	22.5	72.0	11.1		14.5	19.5	
Level of Service	C	C	C	C	C	C	E	B		B	B	
Approach Delay (s)		33.4			32.0			14.8			18.9	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	20.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	74.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	64.7%	ICU Level of Service	C
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	166	807	170	341	994	0	0	642	769
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.97	0.91	1.00	0.97	0.95			0.86	0.86
Frpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.90	0.73
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt				1.00	1.00	0.85	1.00	1.00			0.94	0.85
Flt Protected				0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				3433	5085	1583	3433	3539			4085	1001
Flt Permitted				0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)				3433	5085	1583	3433	3539			4085	1001
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	184	897	189	379	1104	0	0	713	854
RTOR Reduction (vph)	0	0	0	0	0	88	0	0	0	0	6	6
Lane Group Flow (vph)	0	0	0	184	897	101	379	1104	0	0	1134	421
Confl. Peds. (#/hr)												200
Turn Type				Prot		Perm	Prot					Perm
Protected Phases				3	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)				16.2	16.2	16.2	9.0	44.7			31.7	31.7
Effective Green, g (s)				16.2	16.2	16.2	9.0	44.7			31.7	31.7
Actuated g/C Ratio				0.24	0.24	0.24	0.13	0.65			0.46	0.46
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)				807	1196	372	448	2296			1879	461
v/s Ratio Prot				0.05	c0.18		c0.11	0.31			0.28	
v/s Ratio Perm						0.06						c0.42
v/c Ratio				0.23	0.75	0.27	0.85	0.48			0.60	0.91
Uniform Delay, d1				21.3	24.5	21.5	29.3	6.2			13.9	17.3
Progression Factor				1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2				0.1	2.7	0.4	13.7	0.2			0.6	22.4
Delay (s)				21.4	27.2	21.9	43.0	6.3			14.5	39.7
Level of Service				C	C	C	D	A			B	D
Approach Delay (s)		0.0			25.6			15.7			21.3	
Approach LOS		A			C			B			C	

Intersection Summary				
HCM Average Control Delay	20.6	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.86			
Actuated Cycle Length (s)	68.9	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	105.8%	ICU Level of Service	G	
Analysis Period (min)	15			

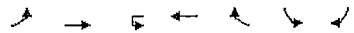
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	492	989	92	0	0	0	0	807	385	218	575	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor	0.91	0.86	0.91					0.86		1.00	0.91	
Frt	1.00	1.00	0.85					0.95		1.00	1.00	
Flt Protected	0.95	1.00	1.00					1.00		0.95	1.00	
Satd. Flow (prot)	1610	3192	1441					6097		1770	5085	
Flt Permitted	0.95	1.00	1.00					1.00		0.95	1.00	
Satd. Flow (perm)	1610	3192	1441					6097		1770	5085	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	547	1099	102	0	0	0	0	897	428	242	639	0
RTOR Reduction (vph)	0	1	55	0	0	0	0	52	0	0	0	0
Lane Group Flow (vph)	492	1163	37	0	0	0	0	1273	0	242	639	0
Turn Type	Split		Prot							Prot		
Protected Phases	4	4	4					2		1	6	
Permitted Phases												
Actuated Green, G (s)	30.0	30.0	30.0					20.0		12.5	36.5	
Effective Green, g (s)	30.0	30.0	30.0					20.0		12.5	36.5	
Actuated g/C Ratio	0.40	0.40	0.40					0.27		0.17	0.49	
Clearance Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	648	1285	580					1637		297	2491	
v/s Ratio Prot	0.31	c0.36	0.03					c0.21		c0.14	0.13	
v/s Ratio Perm												
v/c Ratio	0.76	0.91	0.06					0.88dr		0.81	0.26	
Uniform Delay, d1	19.1	20.9	13.6					25.2		29.9	11.1	
Progression Factor	1.00	1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2	5.1	9.2	0.0					2.4		15.6	0.1	
Delay (s)	24.2	30.2	13.7					27.6		45.5	11.1	
Level of Service	C	C	B					C		D	B	
Approach Delay (s)		27.6			0.0			27.6			20.6	
Approach LOS		C			A			C			C	

Intersection Summary				
HCM Average Control Delay	26.0	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.85			
Actuated Cycle Length (s)	74.5	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	105.8%	ICU Level of Service	G	
Analysis Period (min)	15			

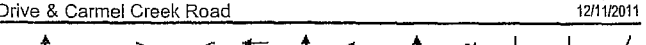
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group



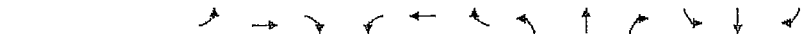
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	66	386	0	360	94	30	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0		4.0	4.0
Lane Util. Factor	1.00	0.95		0.95		1.00	1.00
Frt	1.00	1.00		0.97		1.00	0.85
Flt Protected	0.95	1.00		1.00		0.95	1.00
Satd. Flow (prot)	1770	3539		3430		1770	1583
Flt Permitted	0.95	1.00		1.00		0.95	1.00
Satd. Flow (perm)	1770	3539		3430		1770	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	73	429	0	400	104	33	51
RTOR Reduction (vph)	0	0	0	43	0	0	47
Lane Group Flow (vph)	73	429	0	461	0	33	4
Turn Type	Prot		Prot				Prot
Protected Phases	7	4	3	8		6	6
Permitted Phases							
Actuated Green, G (s)	1.2	14.0		8.8		1.7	1.7
Effective Green, g (s)	1.2	14.0		8.8		1.7	1.7
Actuated g/C Ratio	0.05	0.59		0.37		0.07	0.07
Clearance Time (s)	4.0	4.0		4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)	90	2091		1274		127	114
v/s Ratio Prot	c0.04	0.12		c0.13		c0.02	0.00
v/s Ratio Perm							
v/c Ratio	0.81	0.21		0.36		0.26	0.03
Uniform Delay, d1	11.1	2.3		5.4		10.4	10.2
Progression Factor	1.00	1.00		1.00		1.00	1.00
Incremental Delay, d2	40.5	0.0		0.2		1.1	0.1
Delay (s)	51.6	2.3		5.6		11.5	10.3
Level of Service	D	A		A		B	B
Approach Delay (s)		9.5		5.6		10.8	
Approach LOS		A		A		B	

Intersection Summary				
HCM Average Control Delay	7.8	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.39			
Actuated Cycle Length (s)	23.7	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	29.9%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				



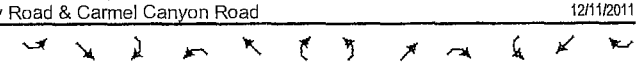
Movement	EBL	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	114	284	290	31	157	96	312	811	111	264	130	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.88	1.00	1.00	1.00		1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.85	0.85	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	2787	1583	1770	1756		1770	3539	1583	3433	3539	1583
Flt Permitted	0.59	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1094	2787	1583	1770	1756		1770	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	127	316	322	34	174	107	347	901	123	293	144	156
RTOR Reduction (vph)	0	0	254	0	34	0	0	0	80	0	0	118
Lane Group Flow (vph)	127	316	68	34	247	0	347	901	43	293	144	38
Turn Type	custom	custom	custom	Prot			Prot		Prot	Prot		Prot
Protected Phases				3	8		5	2	2	1	6	6
Permitted Phases	4	4	4									
Actuated Green, G (s)	12.6	12.6	12.6	1.5	18.1		15.1	21.0	21.0	8.5	14.4	14.4
Effective Green, g (s)	12.6	12.6	12.6	1.5	18.1		15.1	21.0	21.0	8.5	14.4	14.4
Actuated g/C Ratio	0.21	0.21	0.21	0.03	0.30		0.25	0.35	0.35	0.14	0.24	0.24
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	231	589	335	45	533		448	1247	558	490	855	382
v/s Ratio Prot				0.02	c0.14		c0.20	c0.25	0.03	0.09	0.04	0.02
v/s Ratio Perm	0.12	0.11	0.04									
v/c Ratio	0.55	0.54	0.20	0.76	0.46		0.77	0.72	0.08	0.60	0.17	0.10
Uniform Delay, d1	21.0	20.9	19.4	28.9	16.8		20.7	16.8	12.9	23.9	17.9	17.6
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.7	0.9	0.3	51.4	0.6		8.2	2.1	0.1	2.0	0.1	0.1
Delay (s)	23.6	21.8	19.7	80.3	17.5		28.8	18.9	12.9	25.9	18.0	17.7
Level of Service	C	C	B	F	B		C	B	B	C	B	B
Approach Delay (s)					24.2			20.9			21.8	
Approach LOS					C			C			C	

Intersection Summary				
HCM Average Control Delay	21.5	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.63			
Actuated Cycle Length (s)	59.6	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	63.7%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	908	0	92	0	0	0	0	332	43	348	98	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00					0.95		0.97	0.95	
Frt	1.00	1.00	0.85					0.98		1.00	1.00	
Flt Protected	0.95	0.95	1.00					1.00		0.95	1.00	
Satd. Flow (prot)	1681	1681	1583					3478		3433	3539	
Flt Permitted	0.95	0.95	1.00					1.00		0.95	1.00	
Satd. Flow (perm)	1681	1681	1583					3478		3433	3539	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1009	0	102	0	0	0	0	369	48	387	109	0
RTOR Reduction (vph)	0	0	64	0	0	0	0	23	0	0	0	0
Lane Group Flow (vph)	504	505	38	0	0	0	0	394	0	387	109	0
Turn Type	Split		Perm							Prot		
Protected Phases	4	4						2		1	6	
Permitted Phases			4									
Actuated Green, G (s)	16.2	16.2	16.2					10.6		5.0	19.6	
Effective Green, g (s)	16.2	16.2	16.2					10.6		5.0	19.6	
Actuated g/C Ratio	0.37	0.37	0.37					0.24		0.11	0.45	
Clearance Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	622	622	585					842		392	1584	
v/s Ratio Prot	0.30	c0.30						c0.11		c0.11	0.03	
v/s Ratio Perm			0.02									
v/c Ratio	0.81	0.81	0.06					0.47		0.99	0.07	
Uniform Delay, d1	12.4	12.4	8.9					14.2		19.4	6.9	
Progression Factor	1.00	1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2	7.9	7.9	0.0					0.4		41.7	0.0	
Delay (s)	20.3	20.4	9.0					14.6		61.0	6.9	
Level of Service	C	C	A					B		E	A	
Approach Delay (s)		19.3			0.0			14.6			49.1	
Approach LOS		B			A			B			D	

Intersection Summary				
HCM Average Control Delay	25.6	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.73			
Actuated Cycle Length (s)	43.8	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	55.6%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

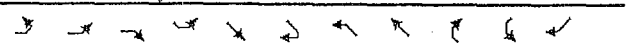


Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	127	458	43	91	406	400	51	128	104	230	52	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		0.97	1.00	
Frt	1.00	0.99		1.00	0.93		1.00	0.93		1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3493		1770	3276		1770	1737		3433	1708	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3493		1770	3276		1770	1737		3433	1708	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	141	509	48	101	451	444	57	142	116	256	58	72
RTOR Reduction (vph)	0	8	0	0	213	0	0	37	0	0	50	0
Lane Group Flow (vph)	141	549	0	101	682	0	57	221	0	256	80	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												
Actuated Green, G (s)	8.8	20.1		7.6	18.9		4.8	15.5		8.7	19.4	
Effective Green, g (s)	8.8	20.1		7.6	18.9		4.8	15.5		8.7	19.4	
Actuated g/C Ratio	0.13	0.30		0.11	0.28		0.07	0.23		0.13	0.29	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	229	1034		198	912		125	397		440	488	
v/s Ratio Prot	c0.08	0.16		0.06	c0.21		0.03	c0.13		c0.07	c0.05	
v/s Ratio Perm												
v/c Ratio	0.62	0.53		0.51	0.75		0.46	0.56		0.58	0.16	
Uniform Delay, d1	28.0	20.0		28.4	22.3		30.3	23.2		27.9	18.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.9	0.5		2.2	3.4		2.6	1.7		2.0	0.2	
Delay (s)	32.8	20.5		30.6	25.7		32.9	24.9		29.8	18.3	
Level of Service	C	C		C	C		C	C		C	B	
Approach Delay (s)		23.0			26.2			26.3			26.0	
Approach LOS		C			C			C			C	

Intersection Summary				
HCM Average Control Delay	25.2	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.67			
Actuated Cycle Length (s)	67.9	Sum of lost time (s)	20.0	
Intersection Capacity Utilization	64.1%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	WBL	WBR	SEL	SET	NWT	NWR	NWR2	SWL	SWR
Lane Configurations									
Volume (vph)	0	0	269	494	621	0	190	147	256
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor			0.97	0.95	0.95		1.00	0.97	1.00
Frt			1.00	1.00	1.00		0.85	1.00	0.85
Flt Protected			0.95	1.00	1.00		1.00	0.95	1.00
Satd. Flow (prot)			3433	3539	3539		1583	3433	1583
Flt Permitted			0.95	1.00	1.00		1.00	0.95	1.00
Satd. Flow (perm)			3433	3539	3539		1583	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	299	549	690	0	211	163	284
RTOR Reduction (vph)	0	0	0	0	0	0	136	0	233
Lane Group Flow (vph)	0	0	299	549	690	0	75	163	51
Turn Type			Prot				Perm		Perm
Protected Phases			5	2	6			4	
Permitted Phases							6		4
Actuated Green, G (s)			9.5	29.8	16.3		16.3	8.3	8.3
Effective Green, g (s)			9.5	29.8	16.3		16.3	8.3	8.3
Actuated g/C Ratio			0.21	0.65	0.35		0.35	0.18	0.18
Clearance Time (s)			4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)			3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)			707	2288	1251		560	618	285
v/s Ratio Prot			c0.09	0.16	c0.19			c0.05	
v/s Ratio Perm							0.05		0.03
v/c Ratio			0.42	0.24	0.55		0.13	0.26	0.18
Uniform Delay, d1			15.9	3.4	12.0		10.1	16.3	16.0
Progression Factor			1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2			0.4	0.1	0.5		0.1	0.2	0.3
Delay (s)			16.3	3.5	12.5		10.2	16.5	16.3
Level of Service			B	A	B		B	B	B
Approach Delay (s)	0.0			8.0	12.0			16.4	
Approach LOS	A			A	B			B	

Intersection Summary				
HCM Average Control Delay	11.3	HCM Level of Service		B
HCM Volume to Capacity ratio	0.45			
Actuated Cycle Length (s)	46.1	Sum of lost time (s)		12.0
Intersection Capacity Utilization	39.7%	ICU Level of Service		A
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL2	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR
Lane Configurations											
Volume (vph)	399	0	241	275	375	0	0	401	255	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		
Lane Util. Factor	0.95	0.95	1.00	0.97	0.95			0.95	1.00		
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		
Flt Protected	0.95	0.95	1.00	0.95	1.00			1.00	1.00		
Satd. Flow (prot)	1681	1681	1583	3433	3539			3539	1583		
Flt Permitted	0.95	0.95	1.00	0.95	1.00			1.00	1.00		
Satd. Flow (perm)	1681	1681	1583	3433	3539			3539	1583		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	443	0	268	306	417	0	0	446	283	0	0
RTOR Reduction (vph)	0	0	192	0	0	0	0	0	200	0	0
Lane Group Flow (vph)	221	222	76	306	417	0	0	446	83	0	0
Turn Type	Split		Perm	Prot					Perm		
Protected Phases	4	4		1	6			2			
Permitted Phases			4						2		
Actuated Green, G (s)	11.4	11.4	11.4	5.2	21.0			11.8	11.8		
Effective Green, g (s)	11.4	11.4	11.4	5.2	21.0			11.8	11.8		
Actuated g/C Ratio	0.28	0.28	0.28	0.13	0.52			0.29	0.29		
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0		
Lane Grp Cap (vph)	474	474	447	442	1840			1034	462		
v/s Ratio Prot	0.13	c0.13		c0.09	0.12			c0.13			
v/s Ratio Perm			0.05						0.05		
v/c Ratio	0.47	0.47	0.17	0.69	0.23			0.43	0.18		
Uniform Delay, d1	12.0	12.0	10.9	16.8	5.3			11.6	10.7		
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		
Incremental Delay, d2	0.7	0.7	0.2	4.6	0.1			0.3	0.2		
Delay (s)	12.7	12.7	11.1	21.5	5.3			11.9	10.9		
Level of Service	B	B	B	C	A			B	B		
Approach Delay (s)		12.1			12.2			11.5		0.0	
Approach LOS		B			B			B		A	

Intersection Summary				
HCM Average Control Delay	11.9	HCM Level of Service		B
HCM Volume to Capacity ratio	0.49			
Actuated Cycle Length (s)	40.4	Sum of lost time (s)		12.0
Intersection Capacity Utilization	40.0%	ICU Level of Service		A
Analysis Period (min)	15			
c Critical Lane Group				

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Jacob Swim
Agency/Co.	USAI
Date Performed	3/4/2011
Analysis Time Period	36 Existing + Project(1&2) PM

Site Information

Intersection	Carmel Creek Rd./Del Mar Trail
Jurisdiction	City of San Diego
Analysis Year	2011

Project ID 002407 - San Diego Corporate Center Lots

East/West Street: Del Mar Trail | North/South Street: Carmel Creek Road

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	5	5	4	55	12	10
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	12	755	100	15	427	10
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LT	TR	LT	TR
PHF	0.90		0.90		0.90	0.90	0.90	0.90
Flow Rate (veh/h)	14		85		431	531	252	248
% Heavy Vehicles	2		2		2	2	2	2
No. Lanes	1		1		2		2	
Geometry Group	2		2		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Prop. Left-Turns	0.4		0.7		0.0	0.0	0.1	0.0
Prop. Right-Turns	0.3		0.1		0.0	0.2	0.0	0.0
Prop. Heavy Vehicle	0.0		0.0		0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.1		0.0	-0.1	0.1	0.0

Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
hd, initial value (s)	3.20		3.20		3.20	3.20	3.20	3.20
x, initial	0.01		0.08		0.38	0.47	0.22	0.22
hd, final value (s)	6.70		6.60		5.50	5.34	6.04	5.97
x, final value	0.03		0.16		0.66	0.79	0.42	0.41
Move-up time, m (s)	2.0		2.0		2.3		2.3	
Service Time, t_s (s)	4.7		4.6		3.2	3.0	3.7	3.7

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	264		335		649	671	502	498
Delay (s/veh)	9.88		10.81		18.16	24.85	13.09	12.79
LOS	A		B		C	C	B	B
Approach: Delay (s/veh)	9.88		10.81		21.86		12.94	
LOS	A		B		C		B	
Intersection Delay (s/veh)	18.29							
Intersection LOS	C							

 HCS+™ Version 5.21 Generated: 12/11/2011 13:50

EXISTING + PROJECT

Build-out

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	352	375	293	448	8	375	5	155	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	
Satd. Flow (prot)	1770	1863	1583	1770	1858			1775	1583		1750	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	
Satd. Flow (perm)	1770	1863	1583	1770	1858			1775	1583		1750	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2	391	417	326	498	9	417	6	172	1	1	1
RTOR Reduction (vph)	0	0	271	0	1	0	0	0	124	0	1	0
Lane Group Flow (vph)	2	391	146	326	506	0	0	423	48	0	2	0
Turn Type	Prot		Prot	Prot			Split		Prot	Split		
Protected Phases	7	4	4	3	8		2	2	2	6	6	
Permitted Phases												
Actuated Green, G (s)	0.8	22.3	22.3	16.8	38.3			21.9	21.9		1.1	
Effective Green, g (s)	0.8	22.3	22.3	16.8	38.3			21.9	21.9		1.1	
Actuated g/C Ratio	0.01	0.29	0.29	0.22	0.49			0.28	0.28		0.01	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	18	532	452	381	911			498	444		25	
v/s Ratio Prot	0.00	c0.21	0.09	c0.18	0.27			c0.24	0.03		c0.00	
v/s Ratio Perm												
v/c Ratio	0.11	0.73	0.32	0.86	0.56			0.85	0.11		0.08	
Uniform Delay, d1	38.3	25.2	22.0	29.5	13.9			26.5	20.9		38.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	2.7	5.2	0.4	16.9	0.7			12.8	0.1		1.4	
Delay (s)	41.0	30.5	22.4	46.4	14.7			39.3	21.0		39.4	
Level of Service	D	C	C	D	B			D	C		D	
Approach Delay (s)		26.3			27.1			34.0			39.4	
Approach LOS		C			C			C			D	

Intersection Summary				
HCM Average Control Delay	28.7	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.80			
Actuated Cycle Length (s)	78.1	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	72.5%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Volume (vph)	397	299	0	203	287	281	436
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00		1.00	1.00	1.00	0.95
Frt	1.00	0.85		1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00		1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	1583		1863	1583	1770	3539
Flt Permitted	0.95	1.00		1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	1583		1863	1583	1770	3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	441	332	0	226	319	312	484
RTOR Reduction (vph)	0	248	0	0	243	0	0
Lane Group Flow (vph)	441	84	0	226	76	312	484
Turn Type		Perm	Prot		Perm	Prot	
Protected Phases	1		3	8		7	
Permitted Phases		1			8		6
Actuated Green, G (s)	12.9	12.9		12.1	12.1	14.0	12.9
Effective Green, g (s)	12.9	12.9		12.1	12.1	14.0	12.9
Actuated g/C Ratio	0.25	0.25		0.24	0.24	0.27	0.25
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	868	400		442	376	486	895
v/s Ratio Prot	0.13			c0.12		c0.18	
v/s Ratio Perm		0.05			0.05		c0.14
v/c Ratio	0.51	0.21		0.51	0.20	0.64	0.54
Uniform Delay, d1	16.3	15.0		16.9	15.6	16.3	16.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	0.3		1.0	0.3	2.9	0.7
Delay (s)	16.8	15.3		17.9	15.8	19.2	17.2
Level of Service	B	B		B	B	B	B
Approach Delay (s)	16.2			16.7			18.0
Approach LOS	B			B			B

Intersection Summary			
HCM Average Control Delay	17.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	51.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	47.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Volume (vph)	84	7	0	462	50	3	841
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0		4.0	4.0
Lane Util. Factor	0.97			0.95		1.00	0.95
Frt	0.99			0.99		1.00	1.00
Flt Protected	0.96			1.00		0.95	1.00
Satd. Flow (prot)	3414			3487		1770	3539
Flt Permitted	0.96			1.00		0.95	1.00
Satd. Flow (perm)	3414			3487		1770	3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	93	8	0	513	56	3	934
RTOR Reduction (vph)	7	0	0	13	0	0	0
Lane Group Flow (vph)	94	0	0	556	0	3	934
Turn Type			Prot			Prot	
Protected Phases	8		5	2		1	6
Permitted Phases							
Actuated Green, G (s)	3.1			14.9		0.6	19.5
Effective Green, g (s)	3.1			14.9		0.6	19.5
Actuated g/C Ratio	0.10			0.49		0.02	0.64
Clearance Time (s)	4.0			4.0		4.0	4.0
Vehicle Extension (s)	3.0			3.0		3.0	3.0
Lane Grp Cap (vph)	346			1698		35	2255
v/s Ratio Prot	c0.03			0.16		0.00	c0.26
v/s Ratio Perm							
v/c Ratio	0.27			0.33		0.09	0.41
Uniform Delay, d1	12.7			4.8		14.7	2.7
Progression Factor	1.00			1.00		1.00	1.00
Incremental Delay, d2	0.4			0.1		1.1	0.1
Delay (s)	13.1			4.9		15.8	2.9
Level of Service	B			A		B	A
Approach Delay (s)	13.1			4.9			2.9
Approach LOS	B			A			A

Intersection Summary			
HCM Average Control Delay	4.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	30.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	33.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	111	19	65	82	149	6	319	18	160	691	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	0.90		1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1822		1770	1682		1770	3511		1770	3470	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1822		1770	1682		1770	3511		1770	3470	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	26	123	21	72	91	166	7	354	20	178	768	116
RTOR Reduction (vph)	0	11	0	0	114	0	0	6	0	0	17	0
Lane Group Flow (vph)	26	133	0	72	143	0	7	368	0	178	867	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	0.7	10.6		2.3	12.2		0.7	14.0		6.8	20.1	
Effective Green, g (s)	0.7	10.6		2.3	12.2		0.7	14.0		6.8	20.1	
Actuated g/C Ratio	0.01	0.21		0.05	0.25		0.01	0.28		0.14	0.40	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	25	389		82	413		25	989		242	1403	
v/s Ratio Prot	0.01	0.07		c0.04	c0.09		0.00	0.10		c0.10	c0.25	
v/s Ratio Perm												
v/c Ratio	1.04	0.34		0.88	0.35		0.28	0.37		0.74	0.62	
Uniform Delay, d1	24.5	16.6		23.6	15.5		24.3	14.3		20.6	11.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	192.8	0.5		59.9	0.5		6.0	0.2		11.0	0.8	
Delay (s)	217.3	17.1		83.4	16.0		30.3	14.6		31.6	12.6	
Level of Service	F	B		F	B		C	B		C	B	
Approach Delay (s)		47.7			30.7			14.8			15.8	
Approach LOS		D			C			B			B	

Intersection Summary				
HCM Average Control Delay	20.9	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.51			
Actuated Cycle Length (s)	49.7	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	55.9%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	83	70	95	137	36	40	341	57	41	781	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.98		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1805		1770	3464		1770	3534	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1863	1583	1770	1805		1770	3464		1770	3534	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	6	92	78	106	152	40	44	379	63	46	868	8
RTOR Reduction (vph)	0	0	64	0	17	0	0	20	0	0	1	0
Lane Group Flow (vph)	6	92	14	106	175	0	44	422	0	46	875	0
Turn Type	Prot		Prot	Prot			Prot			Prot		
Protected Phases	7	4	4	3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	0.6	8.4	8.4	3.5	11.3		1.3	17.6		1.3	17.6	
Effective Green, g (s)	0.6	8.4	8.4	3.5	11.3		1.3	17.6		1.3	17.6	
Actuated g/C Ratio	0.01	0.18	0.18	0.07	0.24		0.03	0.38		0.03	0.38	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	23	334	284	132	436		49	1303		49	1329	
v/s Ratio Prot	0.00	0.05	0.01	c0.06	c0.10		0.02	0.12		c0.03	c0.25	
v/s Ratio Perm												
v/c Ratio	0.26	0.28	0.05	0.80	0.40		0.90	0.32		0.94	0.66	
Uniform Delay, d1	22.9	16.6	15.9	21.3	14.9		22.7	10.4		22.7	12.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	6.0	0.5	0.1	28.6	0.6		90.0	0.1		104.4	1.2	
Delay (s)	28.8	17.0	16.0	49.9	15.5		112.7	10.5		127.1	13.3	
Level of Service	C	B	B	D	B		F	B		F	B	
Approach Delay (s)		17.0			27.7			19.8			19.0	
Approach LOS		B			C			B			B	

Intersection Summary				
HCM Average Control Delay	20.4	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.62			
Actuated Cycle Length (s)	46.8	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	47.1%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

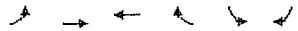
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	93	854	23	93	861	202	68	56	82	440	22	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.95			1.00	1.00	0.95	0.95	
Frt	1.00	1.00		1.00	0.97			1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00	0.95	0.97	
Satd. Flow (prot)	1770	5065		1770	3439			1813	1583	1681	1638	
Flt Permitted	0.95	1.00		0.95	1.00			0.97	1.00	0.95	0.97	
Satd. Flow (perm)	1770	5065		1770	3439			1813	1583	1681	1638	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	103	949	26	103	957	224	76	62	91	489	24	91
RTOR Reduction (vph)	0	3	0	0	21	0	0	0	78	0	17	0
Lane Group Flow (vph)	103	972	0	103	1160	0	0	138	13	308	279	0
Turn Type	Prot			Prot			Split		Perm	Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases									2			
Actuated Green, G (s)	6.4	30.1		8.3	32.0			11.6	11.6	17.7	17.7	
Effective Green, g (s)	6.4	30.1		8.3	32.0			11.6	11.6	17.7	17.7	
Actuated g/C Ratio	0.08	0.36		0.10	0.38			0.14	0.14	0.21	0.21	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	135	1821		176	1315			251	219	355	346	
v/s Ratio Prot	c0.06	0.19		0.06	c0.34			c0.08		c0.18	0.17	
v/s Ratio Perm									0.01			
v/c Ratio	0.76	0.53		0.59	0.88			0.55	0.06	0.87	0.81	
Uniform Delay, d1	37.9	21.2		36.1	24.1			33.6	31.3	31.9	31.4	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	22.2	0.3		4.9	7.3			2.5	0.1	19.4	12.8	
Delay (s)	60.1	21.5		40.9	31.4			36.1	31.4	51.3	44.1	
Level of Service	E	C		D	C			D	C	D	D	
Approach Delay (s)		25.2			32.1			34.2			47.8	
Approach LOS		C			C			C			D	

Intersection Summary				
HCM Average Control Delay	32.9	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.76			
Actuated Cycle Length (s)	83.7	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	67.3%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1416	53	0	1384	0	139
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1573	59	0	1538	0	154
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	575			607		
pX, platoon unblocked			0.87		0.90	0.87
vC, conflicting volume			1632		2372	554
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1199		1422	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	84
cM capacity (veh/h)			502		114	942

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1
Volume Total	629	629	374	769	769	154
Volume Left	0	0	0	0	0	0
Volume Right	0	0	59	0	0	154
cSH	1700	1700	1700	1700	1700	942
Volume to Capacity	0.37	0.37	0.22	0.45	0.45	0.16
Queue Length 95th (ft)	0	0	0	0	0	15
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	9.6
Lane LOS						A
Approach Delay (s)	0.0			0.0		9.6
Approach LOS						A

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	43.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰↰	↱
Volume (vph)	0	786	1049	0	944	326
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3	6.3		5.6	5.6
Lane Util. Factor		0.95	0.95		0.97	0.91
Frt		1.00	1.00		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		3539	3539		3430	1441
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		3539	3539		3430	1441
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	873	1166	0	1049	362
RTOR Reduction (vph)	0	0	0	0	3	39
Lane Group Flow (vph)	0	873	1166	0	1082	287
Turn Type						Perm
Protected Phases		2 6	6 2		4	
Permitted Phases						4
Actuated Green, G (s)		42.2	42.2		25.9	25.9
Effective Green, g (s)		42.2	42.2		25.9	25.9
Actuated g/C Ratio		0.53	0.53		0.32	0.32
Clearance Time (s)					5.6	5.6
Vehicle Extension (s)					3.0	3.0
Lane Grp Cap (vph)		1867	1867		1110	467
v/s Ratio Prot		0.25	c0.33		c0.32	
v/s Ratio Perm						0.20
v/c Ratio		0.47	0.62		0.97	0.62
Uniform Delay, d1		11.9	13.3		26.7	22.8
Progression Factor		1.00	1.00		1.00	1.00
Incremental Delay, d2		0.2	0.7		20.9	2.4
Delay (s)		12.0	14.0		47.6	25.3
Level of Service		B	B		D	C
Approach Delay (s)		12.0	14.0		42.5	
Approach LOS		B	B		D	

Intersection Summary			
HCM Average Control Delay	25.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	11.9
Intersection Capacity Utilization	68.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↰	↑↑			↑↑↑	↱	↰	↑	↱			
Volume (vph)	224	1486	0	0	1512	929	373	0	953	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lane Util. Factor	0.97	0.95			0.91	1.00	0.95	0.91	0.95			
Frt	1.00	1.00			1.00	0.85	1.00	0.86	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (prot)	3433	3539			5085	1583	1681	1454	1504			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (perm)	3433	3539			5085	1583	1681	1454	1504			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	249	1651	0	0	1680	1032	414	0	1059	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	447	0	9	9	0	0	0
Lane Group Flow (vph)	249	1651	0	0	1680	585	373	540	542	0	0	0
Turn Type	Prot					Prot	Split		Prot			
Protected Phases	5	2			6	6	8	8	8			
Permitted Phases												
Actuated Green, G (s)	10.2	64.1			49.9	49.9	47.9	47.9	47.9			
Effective Green, g (s)	10.2	64.1			49.9	49.9	47.9	47.9	47.9			
Actuated g/C Ratio	0.08	0.53			0.42	0.42	0.40	0.40	0.40			
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	292	1890			2115	658	671	580	600			
v/s Ratio Prot	0.07	c0.47			0.33	0.37	0.22	c0.37	0.36			
v/s Ratio Perm												
v/c Ratio	0.85	0.87			0.79	0.89	0.56	0.93	0.90			
Uniform Delay, d1	54.2	24.4			30.6	32.5	27.8	34.5	33.9			
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	20.7	6.0			3.2	16.4	1.0	21.8	16.9			
Delay (s)	74.8	30.4			33.8	48.9	28.8	56.3	50.8			
Level of Service	E	C			C	D	C	E	D			
Approach Delay (s)		36.2			39.5			47.3			0.0	
Approach LOS		D			D			D			A	

Intersection Summary			
HCM Average Control Delay	40.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	94.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	108	1591	674	106	1977	73	195	10	45	111	57	303
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		0.97	0.95		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.88		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5058		3433	3104		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	5085	1583	1770	5058		3433	3104		1770	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	120	1768	749	118	2197	81	217	11	50	123	63	337
RTOR Reduction (vph)	0	0	377	0	4	0	0	43	0	0	0	130
Lane Group Flow (vph)	120	1768	372	118	2274	0	217	18	0	123	63	207
Turn Type	Prot		Prot	Prot			Prot			Prot		Prot
Protected Phases	7	4	4	3	8		5	2		1	6	6
Permitted Phases												
Actuated Green, G (s)	7.6	40.0	40.0	8.8	41.2		6.8	12.5		9.8	15.5	15.5
Effective Green, g (s)	7.6	40.0	40.0	8.8	41.2		6.8	12.5		9.8	15.5	15.5
Actuated g/C Ratio	0.09	0.46	0.46	0.10	0.47		0.08	0.14		0.11	0.18	0.18
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	154	2335	727	179	2393		268	445		199	332	282
v/s Ratio Prot	c0.07	0.35	0.24	0.07	c0.45		c0.06	0.01		0.07	0.03	c0.13
v/s Ratio Perm												
v/c Ratio	0.78	0.76	0.51	0.66	0.95		0.81	0.04		0.62	0.19	0.73
Uniform Delay, d1	38.9	19.5	16.6	37.7	22.0		39.5	32.1		36.9	30.5	33.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	21.6	1.4	0.6	8.5	9.3		16.3	0.0		5.6	0.3	9.5
Delay (s)	60.5	21.0	17.3	46.2	31.3		55.8	32.2		42.5	30.7	43.4
Level of Service	E	C	B	D	C		E	C		D	C	D
Approach Delay (s)		21.7			32.0			50.6			41.6	
Approach LOS		C			C			D			D	

Intersection Summary				
HCM Average Control Delay	29.1	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.83			
Actuated Cycle Length (s)	87.1	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	74.1%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1902	190	147	2273	86	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	1.00	0.91	0.97	1.00
Frt	1.00	0.86	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	1770	5085	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2113	211	163	2526	96	74
RTOR Reduction (vph)	0	102	0	0	0	66
Lane Group Flow (vph)	2113	109	163	2526	96	8
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Actuated Green, G (s)	25.3	25.3	6.1	35.4	5.4	5.4
Effective Green, g (s)	25.3	25.3	6.1	35.4	5.4	5.4
Actuated g/C Ratio	0.52	0.52	0.12	0.73	0.11	0.11
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2636	821	221	3689	380	175
v/s Ratio Prot	c0.42		0.09	c0.50	c0.03	
v/s Ratio Perm		0.07				0.01
v/c Ratio	0.80	0.13	0.74	0.68	0.25	0.05
Uniform Delay, d1	9.7	6.1	20.6	3.7	19.9	19.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.8	0.1	12.1	0.5	0.4	0.1
Delay (s)	11.5	6.2	32.7	4.2	20.2	19.5
Level of Service	B	A	C	A	C	B
Approach Delay (s)	11.0			5.9	19.9	
Approach LOS	B			A	B	

Intersection Summary				
HCM Average Control Delay	8.7	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.73			
Actuated Cycle Length (s)	48.8	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	58.2%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1811	158	158	2348	72	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	1770	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2012	176	176	2609	80	80
RTOR Reduction (vph)	0	75	0	0	0	70
Lane Group Flow (vph)	2012	101	176	2609	80	10
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Actuated Green, G (s)	29.6	29.6	3.8	37.4	6.3	6.3
Effective Green, g (s)	29.6	29.6	3.8	37.4	6.3	6.3
Actuated g/C Ratio	0.57	0.57	0.07	0.72	0.12	0.12
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2911	906	252	3679	216	193
v/s Ratio Prot	0.40		0.05	c0.51	c0.05	
v/s Ratio Perm		0.06				0.01
v/c Ratio	0.69	0.11	0.70	0.71	0.37	0.05
Uniform Delay, d1	7.8	5.0	23.4	4.1	20.9	20.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7	0.1	8.2	0.6	1.1	0.1
Delay (s)	8.5	5.1	31.6	4.7	22.0	20.2
Level of Service	A	A	C	A	C	C
Approach Delay (s)	8.3			6.4	21.1	
Approach LOS	A			A	C	

Intersection Summary				
HCM Average Control Delay	7.7	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.66			
Actuated Cycle Length (s)	51.7	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	56.0%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	233	987	321	251	1583	92	285	108	95	159	308	447
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.91	1.00	0.97	0.91	
Frt	1.00	0.96		1.00	0.99		1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	4898		3433	5043		3433	5085	1583	3433	4633	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	4898		3433	5043		3433	5085	1583	3433	4633	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	259	1097	357	279	1759	102	317	120	106	177	342	497
RTOR Reduction (vph)	0	72	0	0	8	0	0	0	81	0	149	0
Lane Group Flow (vph)	259	1382	0	279	1853	0	317	120	25	177	690	0
Turn Type	Prot			Prot			Prot		Prot	Prot		
Protected Phases	7	4		3	8		5	2	2	1	6	
Permitted Phases												
Actuated Green, G (s)	7.2	28.2		9.0	30.0		8.7	18.2	18.2	7.2	16.7	
Effective Green, g (s)	7.2	28.2		9.0	30.0		8.7	18.2	18.2	7.2	16.7	
Actuated g/C Ratio	0.09	0.36		0.11	0.38		0.11	0.23	0.23	0.09	0.21	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	314	1757		393	1925		380	1177	367	314	984	
v/s Ratio Prot	0.08	0.28		c0.08	c0.37		c0.09	0.02	0.02	0.05	c0.15	
v/s Ratio Perm												
v/c Ratio	0.82	0.79		0.71	0.96		0.83	0.10	0.07	0.56	1.03dr	
Uniform Delay, d1	35.1	22.5		33.5	23.8		34.2	23.8	23.6	34.2	28.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	16.0	2.4		5.8	12.8		14.5	0.0	0.1	2.3	2.3	
Delay (s)	51.1	24.9		39.3	36.5		48.8	23.8	23.6	36.5	30.9	
Level of Service	D	C		D	D		D	C	C	D	C	
Approach Delay (s)		28.9			36.9			38.3			31.9	
Approach LOS		C			D			D			C	

Intersection Summary				
HCM Average Control Delay	33.6	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.81			
Actuated Cycle Length (s)	78.6	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	76.8%	ICU Level of Service	D	
Analysis Period (min)	15			

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	157	654	315	272	1245	169	442	183	108	142	180	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.91		1.00	0.95	
Frt	1.00	0.95		1.00	0.98		1.00	0.94		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	4837		3433	4994		3433	4802		1770	3293	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	4837		3433	4994		3433	4802		1770	3293	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	174	727	350	302	1383	188	491	203	120	158	200	173
RTOR Reduction (vph)	0	102	0	0	20	0	0	98	0	0	149	0
Lane Group Flow (vph)	174	975	0	302	1551	0	491	225	0	158	224	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	6.0	22.6		9.5	26.1		12.8	12.8		10.0	10.0	
Effective Green, g (s)	6.0	22.6		9.5	26.1		12.8	12.8		10.0	10.0	
Actuated g/C Ratio	0.08	0.32		0.13	0.37		0.18	0.18		0.14	0.14	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	291	1542		460	1838		620	867		250	464	
v/s Ratio Prot	0.05	0.20		c0.09	c0.31		c0.14	c0.05		0.09	c0.07	
v/s Ratio Perm												
v/c Ratio	0.60	0.63		0.66	0.84		0.79	0.26		0.63	0.48	
Uniform Delay, d1	31.3	20.6		29.2	20.5		27.8	25.0		28.7	28.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.3	0.9		3.4	3.7		6.9	0.2		5.1	0.8	
Delay (s)	34.6	21.5		32.5	24.3		34.6	25.1		33.8	28.9	
Level of Service	C	C		C	C		C	C		C	C	
Approach Delay (s)		23.3			25.6			30.9			30.3	
Approach LOS		C			C			C			C	

Intersection Summary				
HCM Average Control Delay	26.5	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.80			
Actuated Cycle Length (s)	70.9	Sum of lost time (s)	20.0	
Intersection Capacity Utilization	68.2%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	206	662	131	79	1088	210	119	151	11	54	60	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.98		1.00	0.99		1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	4959		1770	4962		1770	1844		1770	1674	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	4959		1770	4962		1770	1844		1770	1674	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	229	736	146	88	1209	233	132	168	12	60	67	139
RTOR Reduction (vph)	0	33	0	0	34	0	0	3	0	0	102	0
Lane Group Flow (vph)	229	849	0	88	1408	0	132	177	0	60	104	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	12.3	30.5		6.9	25.1		7.9	15.9		4.0	12.0	
Effective Green, g (s)	12.3	30.5		6.9	25.1		7.9	15.9		4.0	12.0	
Actuated g/C Ratio	0.17	0.42		0.09	0.34		0.11	0.22		0.05	0.16	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	297	2063		167	1699		191	400		97	274	
v/s Ratio Prot	c0.13	0.17		0.05	c0.28		c0.07	c0.10		0.03	0.06	
v/s Ratio Perm												
v/c Ratio	0.77	0.41		0.53	0.83		0.69	0.44		0.62	0.38	
Uniform Delay, d1	29.2	15.1		31.6	22.1		31.5	24.9		33.9	27.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	11.7	0.1		3.0	3.5		10.3	0.8		11.2	0.9	
Delay (s)	40.8	15.2		34.6	25.6		41.8	25.6		45.1	28.2	
Level of Service	D	B		C	C		D	C		D	C	
Approach Delay (s)		20.5			26.1			32.5			32.0	
Approach LOS		C			C			C			C	

Intersection Summary				
HCM Average Control Delay	25.3	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.72			
Actuated Cycle Length (s)	73.3	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	67.9%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	164	570	34	65	1121	35	43	25	53	48	58	358
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00		1.00	0.90		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5042		1770	5062		1770	1673		1770	1622	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5042		1770	5062		1770	1673		1770	1622	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	182	633	38	72	1246	39	48	28	59	53	64	398
RTOR Reduction (vph)	0	9	0	0	5	0	0	47	0	0	236	0
Lane Group Flow (vph)	182	662	0	72	1280	0	48	40	0	53	226	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	6.2	22.4		2.7	18.9		1.7	11.1		2.4	11.8	
Effective Green, g (s)	6.2	22.4		2.7	18.9		1.7	11.1		2.4	11.8	
Actuated g/C Ratio	0.11	0.41		0.05	0.35		0.03	0.20		0.04	0.22	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	201	2069		88	1752		55	340		78	351	
v/s Ratio Prot	c0.10	c0.13		0.04	c0.25		0.03	0.02		c0.03	c0.14	
v/s Ratio Perm												
v/c Ratio	0.91	0.32		0.82	0.73		0.87	0.12		0.68	0.64	
Uniform Delay, d1	23.9	10.9		25.7	15.6		26.3	17.8		25.7	19.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	38.0	0.1		42.2	1.6		76.2	0.2		21.0	4.0	
Delay (s)	61.9	11.0		68.0	17.2		102.6	17.9		46.7	23.5	
Level of Service	E	B		E	B		F	B		D	C	
Approach Delay (s)		21.9			19.9			48.0			25.9	
Approach LOS		C			B			D			C	

Intersection Summary				
HCM Average Control Delay	22.9	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.70			
Actuated Cycle Length (s)	54.6	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	73.3%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	557	129	385	999	270	332
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		1.00	0.91	0.97	1.00
Frt	0.97		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	4942		1770	5085	3433	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	4942		1770	5085	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	619	143	428	1110	300	369
RTOR Reduction (vph)	64	0	0	0	0	294
Lane Group Flow (vph)	698	0	428	1110	300	75
Turn Type			Prot			Prot
Protected Phases	4		3	8	2	2
Permitted Phases						
Actuated Green, G (s)	13.7		15.2	32.9	10.4	10.4
Effective Green, g (s)	13.7		15.2	32.9	10.4	10.4
Actuated g/C Ratio	0.27		0.30	0.64	0.20	0.20
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1320		524	3261	696	321
v/s Ratio Prot	c0.14		c0.24	0.22	c0.09	0.05
v/s Ratio Perm						
v/c Ratio	0.53		0.82	0.34	0.43	0.23
Uniform Delay, d1	16.0		16.8	4.2	17.9	17.1
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4		9.6	0.1	0.4	0.4
Delay (s)	16.4		26.3	4.3	18.3	17.5
Level of Service	B		C	A	B	B
Approach Delay (s)	16.4			10.4	17.8	
Approach LOS	B			B	B	

Intersection Summary				
HCM Average Control Delay	13.6	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.61			
Actuated Cycle Length (s)	51.3	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	52.7%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	72	14	14	94	31	107	158	313	98	174	634	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95			1.00	1.00	0.97	0.91		0.97	0.91	
Frt	1.00	0.96			1.00	0.85	1.00	0.96		1.00	0.99	
Flt Protected	0.95	0.98			0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1658			1795	1583	3433	4903		3433	5016	
Flt Permitted	0.95	0.98			0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1658			1795	1583	3433	4903		3433	5016	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	80	16	16	104	34	119	176	348	109	193	704	70
RTOR Reduction (vph)	0	14	0	0	0	98	0	65	0	0	14	0
Lane Group Flow (vph)	57	41	0	0	138	21	176	392	0	193	760	0
Turn Type	Split			Split		Perm	Prot			Prot		
Protected Phases	2	2		6	6		3	8		7	4	
Permitted Phases						6						
Actuated Green, G (s)	7.6	7.6			10.0	10.0	7.0	14.8		8.4	16.2	
Effective Green, g (s)	7.6	7.6			10.0	10.0	7.0	14.8		8.4	16.2	
Actuated g/C Ratio	0.13	0.13			0.18	0.18	0.12	0.26		0.15	0.29	
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	225	222			316	279	423	1278		508	1431	
v/s Ratio Prot	c0.03	0.02			c0.08		0.05	0.08		c0.06	c0.15	
v/s Ratio Perm						0.01						
v/c Ratio	0.25	0.19			0.44	0.08	0.42	0.31		0.38	0.53	
Uniform Delay, d1	22.1	21.9			20.9	19.5	23.0	16.9		21.8	17.1	
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	0.4			1.0	0.1	0.7	0.1		0.5	0.4	
Delay (s)	22.7	22.3			21.9	19.7	23.7	17.0		22.3	17.5	
Level of Service	C	C			C	B	C	B		C	B	
Approach Delay (s)		22.5			20.8			18.9			18.5	
Approach LOS		C			C			B			B	

Intersection Summary				
HCM Average Control Delay	19.1	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.40			
Actuated Cycle Length (s)	56.8	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	41.7%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	171	83	113	45	189	149	111	449	7	100	472	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.93		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1739		1770	3531		1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1739		1770	3531		1770	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	190	92	126	50	210	166	123	499	8	111	524	191
RTOR Reduction (vph)	0	0	77	0	36	0	0	2	0	0	0	148
Lane Group Flow (vph)	190	92	49	50	340	0	123	505	0	111	524	43
Turn Type	Prot		Prot	Prot			Prot			Prot		Prot
Protected Phases	7	4	4	3	8		5	2		1	6	6
Permitted Phases												
Actuated Green, G (s)	12.2	26.5	26.5	3.5	17.8		7.1	16.5		6.1	15.5	15.5
Effective Green, g (s)	12.2	26.5	26.5	3.5	17.8		7.1	16.5		6.1	15.5	15.5
Actuated g/C Ratio	0.18	0.39	0.39	0.05	0.26		0.10	0.24		0.09	0.23	0.23
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	315	720	612	90	451		183	849		157	800	358
v/s Ratio Prot	c0.11	0.05	0.03	0.03	c0.20		c0.07	0.14		0.06	c0.15	0.03
v/s Ratio Perm												
v/c Ratio	0.60	0.13	0.08	0.56	0.75		0.67	0.60		0.71	0.66	0.12
Uniform Delay, d1	26.0	13.6	13.3	31.8	23.4		29.6	23.1		30.4	24.1	21.1
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.2	0.1	0.1	7.2	7.0		9.3	1.1		13.5	1.9	0.2
Delay (s)	29.2	13.7	13.4	39.0	30.4		39.0	24.2		43.9	26.1	21.3
Level of Service	C	B	B	D	C		D	C		D	C	C
Approach Delay (s)		20.8			31.4			27.1			27.4	
Approach LOS		C			C			C			C	

Intersection Summary				
HCM Average Control Delay	26.9	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.68			
Actuated Cycle Length (s)	68.6	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	61.1%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	38	67	6	226	45	146	14	342	52	159	499	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.91		1.00	0.91	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.98		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1839		1770	1863	1583	1770	4984		1770	4996	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1839		1770	1863	1583	1770	4984		1770	4996	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	42	74	7	251	50	162	16	380	58	177	554	73
RTOR Reduction (vph)	0	5	0	0	0	118	0	29	0	0	20	0
Lane Group Flow (vph)	42	76	0	251	50	44	16	409	0	177	607	0
Turn Type	Prot			Prot		Prot	Prot			Prot		
Protected Phases	1	6		5	2	2	7	4		5	8	
Permitted Phases												
Actuated Green, G (s)	2.0	5.4		11.6	15.0	15.0	0.7	13.6		8.3	21.2	
Effective Green, g (s)	2.0	5.4		11.6	15.0	15.0	0.7	13.6		8.3	21.2	
Actuated g/C Ratio	0.04	0.10		0.21	0.27	0.27	0.01	0.25		0.15	0.39	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	64	181		374	509	433	23	1235		268	1929	
v/s Ratio Prot	0.02	c0.04		c0.14	0.03	0.03	0.01	0.08		c0.10	c0.12	
v/s Ratio Perm												
v/c Ratio	0.66	0.42		0.67	0.10	0.10	0.70	0.33		0.66	0.31	
Uniform Delay, d1	26.1	23.3		19.9	14.9	14.9	27.0	16.9		22.0	11.8	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	21.7	1.6		4.7	0.1	0.1	63.9	0.2		6.0	0.1	
Delay (s)	47.8	24.8		24.6	15.0	15.0	90.9	17.1		28.0	11.9	
Level of Service	D	C		C	B	B	F	B		C	B	
Approach Delay (s)		32.7			20.2			19.7			15.4	
Approach LOS		C			C			B			B	

Intersection Summary				
HCM Average Control Delay	18.8	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.48			
Actuated Cycle Length (s)	54.9	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	45.8%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	311	118	123	60	291	29	269	425	28	66	416	396
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85		0.99		1.00	0.99		1.00	0.93	
Flt Protected	0.95	1.00	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583		1829		1770	3507		1770	3280	
Flt Permitted	0.95	1.00	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1863	1583		1829		1770	3507		1770	3280	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	327	124	129	63	306	31	283	447	29	69	438	417
RTOR Reduction (vph)	0	0	104	0	3	0	0	5	0	0	191	0
Lane Group Flow (vph)	327	124	25	0	397	0	283	471	0	69	664	0
Turn Type	Split		Perm	Split			Prot			Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)	17.8	17.8	17.8		20.2		15.6	29.5		6.9	20.8	
Effective Green, g (s)	17.8	17.8	17.8		20.2		15.6	29.5		6.9	20.8	
Actuated g/C Ratio	0.20	0.20	0.20		0.22		0.17	0.33		0.08	0.23	
Clearance Time (s)	4.0	4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	349	367	312		409		305	1144		135	755	
v/s Ratio Prot	c0.18	0.07			c0.22		c0.16	0.13		0.04	c0.20	
v/s Ratio Perm			0.02									
v/c Ratio	0.94	0.34	0.08		0.97		0.93	0.41		0.51	0.88	
Uniform Delay, d1	35.7	31.2	29.6		34.8		36.8	23.7		40.1	33.6	
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	32.0	0.5	0.1		36.6		32.9	0.2		3.2	11.4	
Delay (s)	67.7	31.8	29.7		71.4		69.7	23.9		43.4	45.0	
Level of Service	E	C	C		E		E	C		D	D	
Approach Delay (s)		51.6			71.4			41.0			44.9	
Approach LOS		D			E			D			D	

Intersection Summary				
HCM Average Control Delay	49.2	HCM Level of Service	D	
HCM Volume to Capacity ratio	0.93			
Actuated Cycle Length (s)	90.4	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	90.1%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	30	110	245	94	221	105	212	337	29	87	903	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95		0.97	0.91		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	0.95		1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	3368		3433	5025		1770	5004	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1863	1583	1770	3368		3433	5025		1770	5004	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	33	122	272	104	246	117	236	374	32	97	1003	119
RTOR Reduction (vph)	0	0	200	0	95	0	0	16	0	0	24	0
Lane Group Flow (vph)	33	122	72	104	268	0	236	390	0	97	1098	0
Turn Type	Prot		custom	Split			Prot			Prot		
Protected Phases	2			6	6		3	8		7	4	
Permitted Phases		2	2									
Actuated Green, G (s)	15.9	15.9	15.9	5.8	5.8		5.0	15.6		6.7	17.3	
Effective Green, g (s)	15.9	15.9	15.9	5.8	5.8		5.0	15.6		6.7	17.3	
Actuated g/C Ratio	0.26	0.26	0.26	0.10	0.10		0.08	0.26		0.11	0.29	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	469	494	419	171	326		286	1307		198	1443	
v/s Ratio Prot	0.02			0.06	c0.08		c0.07	0.08		0.05	c0.22	
v/s Ratio Perm		c0.07	0.05									
v/c Ratio	0.07	0.25	0.17	0.61	0.82		0.83	0.30		0.49	0.76	
Uniform Delay, d1	16.5	17.3	17.0	26.0	26.6		27.1	17.8		25.0	19.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	1.2	0.9	6.0	15.3		17.3	0.1		1.9	2.4	
Delay (s)	16.8	18.5	17.9	32.0	41.9		44.4	17.9		26.9	21.9	
Level of Service	B	B	B	C	D		D	B		C	C	
Approach Delay (s)		18.0			39.7			27.7			22.3	
Approach LOS		B			D			C			C	

Intersection Summary				
HCM Average Control Delay	25.8	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.54			
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	52.0%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	54	6	75	13	26	14	126	30	2	3	16	196
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
Hourly flow rate (vph)	60	7	83	14	29	16	140	33	2	3	18	218

Direction, Lane #	SE 1	SE 2	NW 1	NE 1	SW 1
Volume Total (vph)	67	83	59	176	239
Volume Left (vph)	60	0	14	140	3
Volume Right (vph)	0	83	16	2	218
Hadj (s)	0.48	0.67	-0.08	0.19	-0.51
Departure Headway (s)	6.0	4.9	5.1	4.9	4.2
Degree Utilization, x	0.11	0.11	0.08	0.24	0.28
Capacity (veh/h)	556	684	635	699	817
Control Delay (s)	8.6	7.3	8.6	9.4	8.7
Approach Delay (s)	7.8		8.6	9.4	8.7
Approach LOS	A		A	A	A

Intersection Summary			
Delay	8.7		
HCM Level of Service	A		
Intersection Capacity Utilization	41.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	52	89	116	199	61	24	30	296	81	15	770	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.99		1.00	0.97		1.00	0.98	
Flt Protected		0.98	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1829	1583		1779		1770	3425		1770	3457	
Flt Permitted		0.98	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1829	1583		1779		1770	3425		1770	3457	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	58	99	129	221	68	27	33	329	90	17	856	156
RTOR Reduction (vph)	0	0	108	0	4	0	0	28	0	0	17	0
Lane Group Flow (vph)	0	157	21	0	312	0	33	391	0	17	995	0
Turn Type	Split		Prot	Split			Prot			Prot		
Protected Phases	4	4	4	8	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)		11.5	11.5		15.5		1.6	25.6		0.8	24.8	
Effective Green, g (s)		11.5	11.5		15.5		1.6	25.6		0.8	24.8	
Actuated g/C Ratio		0.17	0.17		0.22		0.02	0.37		0.01	0.36	
Clearance Time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		303	262		397		41	1263		20	1235	
v/s Ratio Prot		c0.09	0.01		c0.18		c0.02	0.11		0.01	c0.29	
v/s Ratio Perm												
v/c Ratio		0.52	0.08		0.79		0.80	0.31		0.85	0.81	
Uniform Delay, d1		26.4	24.5		25.4		33.7	15.6		34.2	20.1	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.5	0.1		9.9		69.0	0.1		131.5	3.9	
Delay (s)		27.9	24.6		35.2		102.7	15.7		165.7	24.0	
Level of Service		C	C		D		F	B		F	C	
Approach Delay (s)		26.4			35.2			22.1			26.4	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM Average Control Delay	26.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	69.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	58.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	307	176	382	625	0	0	0	0	997	3	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0					4.0	4.0	4.0
Lane Util. Factor		0.95		0.97	0.95					0.95	0.91	0.95
Frt		0.95		1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00					0.95	0.95	1.00
Satd. Flow (prot)		3345		3433	3539					1681	1610	1504
Flt Permitted		1.00		0.95	1.00					0.95	0.95	1.00
Satd. Flow (perm)		3345		3433	3539					1681	1610	1504
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	341	196	424	694	0	0	0	0	1108	3	160
RTOR Reduction (vph)	0	132	0	0	0	0	0	0	0	0	2	84
Lane Group Flow (vph)	0	405	0	424	694	0	0	0	0	565	560	60
Turn Type				Prot						Split		Prot
Protected Phases		4		3	8					6	6	6
Permitted Phases												
Actuated Green, G (s)		12.4		9.9	26.3					24.8	24.8	24.8
Effective Green, g (s)		12.4		9.9	26.3					24.8	24.8	24.8
Actuated g/C Ratio		0.21		0.17	0.45					0.42	0.42	0.42
Clearance Time (s)		4.0		4.0	4.0					4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Lane Grp Cap (vph)		702		575	1575					705	676	631
v/s Ratio Prot		c0.12		c0.12	0.20					0.34	c0.35	0.04
v/s Ratio Perm												
v/c Ratio		0.58		0.74	0.44					0.80	0.83	0.10
Uniform Delay, d1		21.0		23.4	11.3					15.0	15.3	10.4
Progression Factor		1.00		1.00	1.00					1.00	1.00	1.00
Incremental Delay, d2		1.2		4.9	0.2					6.5	8.3	0.1
Delay (s)		22.1		28.3	11.5					21.5	23.5	10.4
Level of Service		C		C	B					C	C	B
Approach Delay (s)		22.1			17.9			0.0			21.2	
Approach LOS		C			B			A			C	

Intersection Summary			
HCM Average Control Delay	20.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	59.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	73.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	61	1188	0	0	935	834	106	2	547	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lane Util. Factor	0.97	0.95			0.95	1.00	0.95	0.91	0.95			
Frt	1.00	1.00			1.00	0.85	1.00	0.86	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (prot)	3433	3539			3539	1583	1681	1449	1504			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (perm)	3433	3539			3539	1583	1681	1449	1504			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	68	1320	0	0	1039	927	118	2	608	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	494	0	37	37	0	0	0
Lane Group Flow (vph)	68	1320	0	0	1039	433	106	275	273	0	0	0
Turn Type	Prot					Prot	Split		Prot			
Protected Phases	7	4			8	8	2	2	2			
Permitted Phases												
Actuated Green, G (s)	2.4	31.6			25.2	25.2	14.4	14.4	14.4			
Effective Green, g (s)	2.4	31.6			25.2	25.2	14.4	14.4	14.4			
Actuated g/C Ratio	0.04	0.59			0.47	0.47	0.27	0.27	0.27			
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	153	2071			1652	739	448	386	401			
v/s Ratio Prot	0.02	c0.37			0.29	0.27	0.06	c0.19	0.18			
v/s Ratio Perm												
v/c Ratio	0.44	0.64			0.63	0.59	0.24	0.71	0.68			
Uniform Delay, d1	25.2	7.4			10.9	10.6	15.5	17.9	17.7			
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	2.1	0.7			0.8	1.2	0.3	6.1	4.7			
Delay (s)	27.2	8.1			11.6	11.8	15.8	24.1	22.5			
Level of Service	C	A			B	B	B	C	C			
Approach Delay (s)		9.0			11.7			22.2			0.0	
Approach LOS		A			B			C			A	

Intersection Summary				
HCM Average Control Delay	12.6	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.66			
Actuated Cycle Length (s)	54.0	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	73.6%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	6	16	704	14	165	69	920	145	125	1070	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.91	0.95	0.95	0.91	0.95	1.00	0.91		1.00	0.91	
Frt	1.00	0.97	0.85	1.00	0.99	0.85	1.00	0.98		1.00	1.00	
Flt Protected	0.95	0.98	1.00	0.95	0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1617	1504	1681	1610	1504	1770	4981		1770	5073	
Flt Permitted	0.95	0.98	1.00	0.95	0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1617	1504	1681	1610	1504	1770	4981		1770	5073	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	22	7	18	782	16	183	77	1022	161	139	1189	19
RTOR Reduction (vph)	0	3	14	0	2	110	0	21	0	0	1	0
Lane Group Flow (vph)	16	13	1	407	407	55	77	1162	0	139	1207	0
Turn Type	Split		Prot	Split		Prot	Prot			Prot		
Protected Phases	4	4	4	8	8	8	5	2		6		
Permitted Phases											6	
Actuated Green, G (s)	3.6	3.6	3.6	23.8	23.8	23.8	4.4	32.2		23.8	23.8	
Effective Green, g (s)	3.6	3.6	3.6	23.8	23.8	23.8	4.4	32.2		23.8	23.8	
Actuated g/C Ratio	0.05	0.05	0.05	0.33	0.33	0.33	0.06	0.45		0.33	0.33	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	85	81	76	559	535	500	109	2240		588	1686	
v/s Ratio Prot	c0.01	0.01	0.00	0.24	c0.25	0.04	c0.04	0.23		0.08		
v/s Ratio Perm											c0.24	
v/c Ratio	0.19	0.16	0.01	0.73	0.76	0.11	0.71	0.52		0.24	0.72	
Uniform Delay, d1	32.6	32.6	32.3	21.1	21.4	16.6	33.0	14.1		17.3	20.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.1	0.9	0.1	4.7	6.3	0.1	18.8	0.2		0.2	1.5	
Delay (s)	33.7	33.5	32.4	25.8	27.7	16.7	51.8	14.3		17.5	22.4	
Level of Service	C	C	C	C	C	B	D	B		B	C	
Approach Delay (s)		33.2			25.0			16.6			21.9	
Approach LOS		C			C			B			C	

Intersection Summary				
HCM Average Control Delay	21.1	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.70			
Actuated Cycle Length (s)	71.6	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	66.1%	ICU Level of Service	C	
Analysis Period (min)	15			
! Phase conflict between lane groups.				
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	306	1008	200	147	830	0	0	563	639
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.97	0.91	1.00	0.97	0.95			0.86	0.86
Frpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.93	0.80
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt				1.00	1.00	0.85	1.00	1.00			0.95	0.85
Flt Protected				0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				3433	5085	1583	3433	3539			4212	1086
Flt Permitted				0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)				3433	5085	1583	3433	3539			4212	1086
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	342	1120	222	163	922	0	0	626	710
RTOR Reduction (vph)	0	0	0	0	0	83	0	0	0	0	14	14
Lane Group Flow (vph)	0	0	0	342	1120	139	163	922	0	0	967	341
Confl. Peds. (#/hr)												200
Turn Type				Prot		Perm	Prot					Perm
Protected Phases				3	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)				16.1	16.1	16.1	3.4	27.8			20.4	20.4
Effective Green, g (s)				16.1	16.1	16.1	3.4	27.8			20.4	20.4
Actuated g/C Ratio				0.31	0.31	0.31	0.07	0.54			0.39	0.39
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)				1065	1577	491	225	1896			1656	427
v/s Ratio Prot				0.10	c0.22		c0.05	0.26			0.23	
v/s Ratio Perm						0.09						c0.31
v/c Ratio				0.32	0.71	0.28	0.72	0.49			0.58	0.80
Uniform Delay, d1				13.7	15.8	13.5	23.8	7.6			12.4	13.9
Progression Factor				1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2				0.2	1.5	0.3	11.0	0.2			0.5	10.0
Delay (s)				13.9	17.4	13.9	34.8	7.8			12.9	24.0
Level of Service				B	B	B	C	A			B	C
Approach Delay (s)		0.0			16.2			11.8			15.9	
Approach LOS		A			B			B			B	

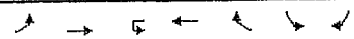
Intersection Summary				
HCM Average Control Delay	14.9	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.76			
Actuated Cycle Length (s)	51.9	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	96.1%	ICU Level of Service	F	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	589	896	265	0	0	0	0	367	192	121	686	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor	0.91	0.86	0.91					0.86		1.00	0.91	
Frt	1.00	1.00	0.85					0.95		1.00	1.00	
Flt Protected	0.95	1.00	1.00					1.00		0.95	1.00	
Satd. Flow (prot)	1610	3176	1441					6078		1770	5085	
Flt Permitted	0.95	1.00	1.00					1.00		0.95	1.00	
Satd. Flow (perm)	1610	3176	1441					6078		1770	5085	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	654	996	294	0	0	0	0	408	213	134	762	0
RTOR Reduction (vph)	0	3	68	0	0	0	0	53	0	0	0	0
Lane Group Flow (vph)	543	1133	197	0	0	0	0	568	0	134	762	0
Turn Type	Split		Prot							Prot		
Protected Phases	4	4	4					2		1	6	
Permitted Phases												
Actuated Green, G (s)	24.2	24.2	24.2					11.9		4.6	20.5	
Effective Green, g (s)	24.2	24.2	24.2					11.9		4.6	20.5	
Actuated g/C Ratio	0.46	0.46	0.46					0.23		0.09	0.39	
Clearance Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	739	1458	662					1372		154	1978	
v/s Ratio Prot	0.34	c0.36	0.14					0.09		c0.08	c0.15	
v/s Ratio Perm												
v/c Ratio	0.73	0.78	0.30					0.41		0.87	0.39	
Uniform Delay, d1	11.6	12.0	8.9					17.4		23.8	11.6	
Progression Factor	1.00	1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2	3.8	2.7	0.3					0.2		37.7	0.1	
Delay (s)	15.4	14.7	9.2					17.6		61.5	11.7	
Level of Service	B	B	A					B		E	B	
Approach Delay (s)		14.1			0.0			17.6			19.1	
Approach LOS		B			A			B			B	

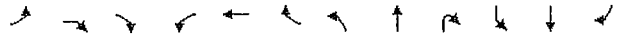
Intersection Summary				
HCM Average Control Delay	16.1	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.63			
Actuated Cycle Length (s)	52.7	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	96.1%	ICU Level of Service	F	
Analysis Period (min)	15			

c Critical Lane Group



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	16	212	0	429	24	94	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0		4.0	4.0
Lane Util. Factor	1.00	0.95		0.95		1.00	1.00
Frt	1.00	1.00		0.99		1.00	0.85
Flt Protected	0.95	1.00		1.00		0.95	1.00
Satd. Flow (prot)	1770	3539		3511		1770	1583
Flt Permitted	0.95	1.00		1.00		0.95	1.00
Satd. Flow (perm)	1770	3539		3511		1770	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	18	236	0	477	27	104	124
RTOR Reduction (vph)	0	0	0	8	0	0	105
Lane Group Flow (vph)	18	236	0	496	0	104	19
Turn Type	Prot		Prot				Prot
Protected Phases	7	4	3	8		6	6
Permitted Phases							
Actuated Green, G (s)	0.5	12.7		8.2		3.8	3.8
Effective Green, g (s)	0.5	12.7		8.2		3.8	3.8
Actuated g/C Ratio	0.02	0.52		0.33		0.16	0.16
Clearance Time (s)	4.0	4.0		4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)	36	1835		1175		275	246
v/s Ratio Prot	0.01	c0.07		c0.14		c0.06	0.01
v/s Ratio Perm							
v/c Ratio	0.50	0.13		0.42		0.38	0.08
Uniform Delay, d1	11.9	3.0		6.3		9.3	8.9
Progression Factor	1.00	1.00		1.00		1.00	1.00
Incremental Delay, d2	10.5	0.0		0.2		0.9	0.1
Delay (s)	22.4	3.1		6.6		10.2	9.0
Level of Service	C	A		A		B	A
Approach Delay (s)		4.4		6.6		9.5	
Approach LOS		A		A		A	

Intersection Summary				
HCM Average Control Delay	6.7	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.41			
Actuated Cycle Length (s)	24.5	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	26.2%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	76	214	142	157	362	97	316	330	209	1070	193	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.88	1.00	1.00	1.00		1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.85	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	2787	1583	1770	1804		1770	3539	1583	3433	3539	1583
Flt Permitted	0.31	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	579	2787	1583	1770	1804		1770	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	84	238	158	174	402	108	351	367	232	1189	214	226
RTOR Reduction (vph)	0	0	130	0	11	0	0	0	193	0	0	164
Lane Group Flow (vph)	84	238	28	174	499	0	351	367	39	1189	214	62
Turn Type	custom	custom	custom	Prot			Prot		Prot	Prot		Prot
Protected Phases				3	8		5	2	2	1	6	6
Permitted Phases	4	4	4									
Actuated Green, G (s)	15.5	15.5	15.5	9.4	28.9		21.9	14.5	14.5	31.1	23.7	23.7
Effective Green, g (s)	15.5	15.5	15.5	9.4	28.9		21.9	14.5	14.5	31.1	23.7	23.7
Actuated g/C Ratio	0.18	0.18	0.18	0.11	0.33		0.25	0.17	0.17	0.36	0.27	0.27
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	104	499	284	192	603		448	593	265	1234	970	434
v/s Ratio Prot				0.10	c0.28		0.20	c0.10	0.02	c0.35	0.06	0.04
v/s Ratio Perm	0.15	0.09	0.02									
v/c Ratio	0.81	0.48	0.10	0.91	0.83		0.78	0.62	0.15	0.96	0.22	0.14
Uniform Delay, d1	34.1	31.9	29.7	38.1	26.5		30.1	33.4	30.7	27.1	24.3	23.7
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	35.2	0.7	0.2	39.4	9.2		8.7	1.9	0.3	17.5	0.1	0.2
Delay (s)	69.2	32.6	29.8	77.5	35.7		38.8	35.4	31.0	44.6	24.4	23.9
Level of Service	E	C	C	E	D		D	D	C	D	C	C
Approach Delay (s)					46.3			35.6			39.1	
Approach LOS					D			D			D	

Intersection Summary				
HCM Average Control Delay	39.4	HCM Level of Service	D	
HCM Volume to Capacity ratio	0.84			
Actuated Cycle Length (s)	86.5	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	82.1%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	437	0	180	0	0	0	0	415	74	183	279	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00					0.95		0.97	0.95	
Frt	1.00	1.00	0.85					0.98		1.00	1.00	
Flt Protected	0.95	0.95	1.00					1.00		0.95	1.00	
Satd. Flow (prot)	1681	1681	1583					3459		3433	3539	
Flt Permitted	0.95	0.95	1.00					1.00		0.95	1.00	
Satd. Flow (perm)	1681	1681	1583					3459		3433	3539	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	486	0	200	0	0	0	0	461	82	203	310	0
RTOR Reduction (vph)	0	0	139	0	0	0	0	30	0	0	0	0
Lane Group Flow (vph)	243	243	61	0	0	0	0	513	0	203	310	0
Turn Type	Split		Prot							Prot		
Protected Phases	4	4	4					2		1	6	
Permitted Phases												
Actuated Green, G (s)	12.2	12.2	12.2					12.0		3.6	19.6	
Effective Green, g (s)	12.2	12.2	12.2					12.0		3.6	19.6	
Actuated g/C Ratio	0.31	0.31	0.31					0.30		0.09	0.49	
Clearance Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	515	515	485					1043		311	1743	
v/s Ratio Prot	c0.14	0.14	0.04					c0.15		c0.06	0.09	
v/s Ratio Perm												
v/c Ratio	0.47	0.47	0.13					0.49		0.65	0.18	
Uniform Delay, d1	11.2	11.2	10.0					11.4		17.5	5.6	
Progression Factor	1.00	1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2	0.7	0.7	0.1					0.4		4.9	0.0	
Delay (s)	11.9	11.9	10.1					11.8		22.3	5.7	
Level of Service	B	B	B					B		C	A	
Approach Delay (s)		11.3			0.0			11.8			12.3	
Approach LOS		B			A			B			B	

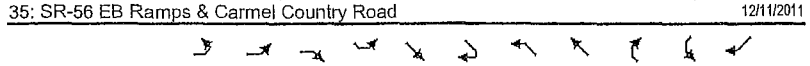
Intersection Summary				
HCM Average Control Delay	11.7	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.50			
Actuated Cycle Length (s)	39.8	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	41.2%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	86	505	38	141	464	335	59	64	236	623	139	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		0.97	1.00	
Frt	1.00	0.99		1.00	0.94		1.00	0.88		1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3502		1770	3317		1770	1643		3433	1706	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3502		1770	3317		1770	1643		3433	1706	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	96	561	42	157	516	372	66	71	262	692	154	198
RTOR Reduction (vph)	0	6	0	0	134	0	0	151	0	0	48	0
Lane Group Flow (vph)	96	597	0	157	754	0	66	182	0	692	304	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												
Actuated Green, G (s)	8.1	19.9		12.1	23.9		6.8	13.5		18.9	25.6	
Effective Green, g (s)	8.1	19.9		12.1	23.9		6.8	13.5		18.9	25.6	
Actuated g/C Ratio	0.10	0.25		0.15	0.30		0.08	0.17		0.24	0.32	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	178	867		266	986		150	276		807	543	
v/s Ratio Prot	0.05	0.17		c0.09	c0.23		0.04	0.11		c0.20	c0.18	
v/s Ratio Perm												
v/c Ratio	0.54	0.69		0.59	0.77		0.44	0.66		0.86	0.56	
Uniform Delay, d1	34.4	27.4		31.8	25.7		35.0	31.3		29.5	22.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.1	2.3		3.5	3.6		2.1	5.8		9.0	1.3	
Delay (s)	37.5	29.7		35.3	29.3		37.0	37.1		38.4	24.0	
Level of Service	D	C		D	C		D	D		D	C	
Approach Delay (s)		30.8			30.2			37.1			33.5	
Approach LOS		C			C			D			C	

Intersection Summary				
HCM Average Control Delay	32.3	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.72			
Actuated Cycle Length (s)	80.4	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	77.3%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	WBL	WBR	SEL	SET	NWT	NWR	NWR2	SWL	SWR
Lane Configurations									
Volume (vph)	0	0	754	580	742	0	306	133	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor			0.97	0.95	0.95		1.00	0.97	1.00
Frt			1.00	1.00	1.00		0.85	1.00	0.85
Flt Protected			0.95	1.00	1.00		1.00	0.95	1.00
Satd. Flow (prot)			3433	3539	3539		1583	3433	1583
Flt Permitted			0.95	1.00	1.00		1.00	0.95	1.00
Satd. Flow (perm)			3433	3539	3539		1583	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	838	644	824	0	340	148	256
RTOR Reduction (vph)	0	0	0	0	0	0	230	0	218
Lane Group Flow (vph)	0	0	838	644	824	0	110	148	38
Turn Type			Prot				Perm		Perm
Protected Phases			5	2	6			4	
Permitted Phases							6		4
Actuated Green, G (s)			17.2	39.0	17.8		17.8	8.2	8.2
Effective Green, g (s)			17.2	39.0	17.8		17.8	8.2	8.2
Actuated g/C Ratio			0.31	0.71	0.32		0.32	0.15	0.15
Clearance Time (s)			4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)			3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)			1070	2500	1141		510	510	235
v/s Ratio Prot			c0.24	0.18	c0.23			c0.04	
v/s Ratio Perm							0.07		0.02
v/c Ratio			0.78	0.26	0.72		0.21	0.29	0.16
Uniform Delay, d1			17.3	2.9	16.5		13.6	20.9	20.5
Progression Factor			1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2			3.8	0.1	2.3		0.2	0.3	0.3
Delay (s)			21.1	3.0	18.8		13.8	21.2	20.8
Level of Service			C	A	B		B	C	C
Approach Delay (s)	0.0			13.2	17.3			21.0	
Approach LOS	A			B	B			C	

Intersection Summary				
HCM Average Control Delay	15.8	HCM Level of Service		B
HCM Volume to Capacity ratio	0.66			
Actuated Cycle Length (s)	55.2	Sum of lost time (s)		12.0
Intersection Capacity Utilization	55.8%	ICU Level of Service		B
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL2	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR
Lane Configurations											
Volume (vph)	300	0	161	347	370	0	0	723	214	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		
Lane Util. Factor	0.95	0.95	1.00	0.97	0.95			0.95	1.00		
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		
Flt Protected	0.95	0.95	1.00	0.95	1.00			1.00	1.00		
Satd. Flow (prot)	1681	1681	1583	3433	3539			3539	1583		
Flt Permitted	0.95	0.95	1.00	0.95	1.00			1.00	1.00		
Satd. Flow (perm)	1681	1681	1583	3433	3539			3539	1583		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	333	0	179	386	411	0	0	803	238	0	0
RTOR Reduction (vph)	0	0	141	0	0	0	0	0	156	0	0
Lane Group Flow (vph)	166	167	38	386	411	0	0	803	82	0	0
Turn Type	Split		Prot	Prot					Prot		
Protected Phases	4	4	4	1	6			2	2		
Permitted Phases											
Actuated Green, G (s)	10.1	10.1	10.1	8.9	29.3			16.4	16.4		
Effective Green, g (s)	10.1	10.1	10.1	8.9	29.3			16.4	16.4		
Actuated g/C Ratio	0.21	0.21	0.21	0.19	0.62			0.35	0.35		
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0		
Lane Grp Cap (vph)	358	358	337	645	2188			1224	548		
v/s Ratio Prot	0.10	c0.10	0.02	c0.11	0.12			c0.23	0.05		
v/s Ratio Perm											
v/c Ratio	0.46	0.47	0.11	0.60	0.19			0.66	0.15		
Uniform Delay, d1	16.3	16.3	15.0	17.6	3.9			13.1	10.7		
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		
Incremental Delay, d2	1.0	1.0	0.1	1.5	0.0			1.3	0.1		
Delay (s)	17.2	17.3	15.2	19.1	4.0			14.4	10.8		
Level of Service	B	B	B	B	A			B	B		
Approach Delay (s)		16.5			11.3			13.6		0.0	
Approach LOS		B			B			B		A	

Intersection Summary				
HCM Average Control Delay	13.4	HCM Level of Service		B
HCM Volume to Capacity ratio	0.59			
Actuated Cycle Length (s)	47.4	Sum of lost time (s)		12.0
Intersection Capacity Utilization	48.2%	ICU Level of Service		A
Analysis Period (min)	15			
c Critical Lane Group				

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	Jacob Swim	Intersection	Carmel Creek Rd./Del Mar Trail
Agency/Co.	USAI	Jurisdiction	City of San Diego
Date Performed	3/4/2011	Analysis Year	2011
Analysis Time Period	36 Existing + Project (BO) AM		

Project ID 002407 - San Diego Corporate Center Lots

East/West Street: Del Mar Trail | North/South Street: Carmel Creek Road

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	10	10	10	200	2	25
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	3	269	100	15	938	3
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LT	TR	LT	TR
PHF	0.90		0.90		0.90	0.90	0.90	0.90
Flow Rate (veh/h)	33		251		151	261	537	524
% Heavy Vehicles	2		2		2	2	2	2
No. Lanes	1		1		2		2	
Geometry Group	2		2		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.3		0.9		0.0	0.0	0.0	0.0
Prop. Right-Turns	0.3		0.1		0.0	0.4	0.0	0.0
Prop. Heavy Vehicle	0.0		0.0		0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.1		0.0	-0.3	0.0	0.0

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20	3.20	3.20	3.20
x, initial	0.03		0.22		0.13	0.23	0.48	0.47
hd, final value (s)	7.44		6.81		7.09	6.78	6.29	6.27
x, final value	0.07		0.47		0.30	0.49	0.94	0.91
Move-up time, m (s)	2.0		2.0		2.3		2.3	
Service Time, t_s (s)	5.4		4.8		4.8	4.5	4.0	4.0

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	283		501		401	511	572	574
Delay (s/veh)	10.98		15.82		12.77	15.86	48.51	43.79
LOS	B		C		B	C	E	E
Approach: Delay (s/veh)	10.98		15.82		14.73		46.18	
LOS	B		C		B		E	
Intersection Delay (s/veh)	33.80							
Intersection LOS	D							

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	397	510	174	363	3	546	2	409	1	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.99	
Satd. Flow (prot)	1770	1863	1583	1770	1861			1774	1583		1778	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.99	
Satd. Flow (perm)	1770	1863	1583	1770	1861			1774	1583		1778	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	7	441	567	193	403	3	607	2	454	1	2	1
RTOR Reduction (vph)	0	0	269	0	0	0	0	0	277	0	1	0
Lane Group Flow (vph)	7	441	298	193	406	0	0	609	177	0	3	0
Turn Type	Prot		Prot	Prot			Split		Prot	Split		
Protected Phases	7	4	4	3	8		2	2	2	6	6	
Permitted Phases												
Actuated Green, G (s)	0.8	29.4	29.4	12.4	41.0			37.7	37.7		1.2	
Effective Green, g (s)	0.8	29.4	29.4	12.4	41.0			37.7	37.7		1.2	
Actuated g/C Ratio	0.01	0.30	0.30	0.13	0.42			0.39	0.39		0.01	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	15	566	481	227	789			692	617		22	
v/s Ratio Prot	0.00	c0.24	0.19	c0.11	0.22			c0.34	0.11		c0.00	
v/s Ratio Perm												
v/c Ratio	0.47	0.78	0.62	0.85	0.51			0.88	0.29		0.14	
Uniform Delay, d1	47.7	30.7	28.9	41.2	20.5			27.4	20.3		47.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	21.2	6.7	2.5	25.0	0.6			12.5	0.3		2.8	
Delay (s)	69.0	37.4	31.3	66.2	21.1			39.9	20.5		50.1	
Level of Service	E	D	C	E	C			D	C		D	
Approach Delay (s)		34.2			35.6			31.6			50.1	
Approach LOS		C			D			C			D	

Intersection Summary			
HCM Average Control Delay	33.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	96.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	77.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Volume (vph)	213	256	0	572	371	332	309
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00		1.00	1.00	1.00	0.95
Frt	1.00	0.85		1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00		1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	1583		1863	1583	1770	3539
Flt Permitted	0.95	1.00		1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	1583		1863	1583	1770	3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	237	284	0	636	412	369	343
RTOR Reduction (vph)	0	235	0	0	246	0	0
Lane Group Flow (vph)	237	49	0	636	166	369	343
Turn Type		Perm	Prot		Perm	Prot	
Protected Phases	1		3	8		7	6
Permitted Phases		1			8		
Actuated Green, G (s)	12.4	12.4		28.8	28.8	18.3	12.4
Effective Green, g (s)	12.4	12.4		28.8	28.8	18.3	12.4
Actuated g/C Ratio	0.17	0.17		0.40	0.40	0.26	0.17
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	595	275		750	638	453	614
v/s Ratio Prot	0.07			c0.34		c0.21	
v/s Ratio Perm		0.03			0.10		c0.10
v/c Ratio	0.40	0.18		0.85	0.26	0.81	0.56
Uniform Delay, d1	26.2	25.2		19.4	14.2	25.0	27.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.3		8.8	0.2	10.8	1.1
Delay (s)	26.7	25.5		28.2	14.5	35.8	28.2
Level of Service	C	C		C	B	D	C
Approach Delay (s)	26.0			22.8			32.1
Approach LOS	C			C			C

Intersection Summary				
HCM Average Control Delay	26.4	HCM Level of Service		C
HCM Volume to Capacity ratio	0.78			
Actuated Cycle Length (s)	71.5	Sum of lost time (s)		12.0
Intersection Capacity Utilization	64.6%	ICU Level of Service		C
Analysis Period (min)	15			
c Critical Lane Group				

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Volume (vph)	63	6	0	904	108	8	519
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0		4.0	4.0
Lane Util. Factor	0.97			0.95		1.00	0.95
Frt	0.99			0.98		1.00	1.00
Flt Protected	0.96			1.00		0.95	1.00
Satd. Flow (prot)	3409			3483		1770	3539
Flt Permitted	0.96			1.00		0.95	1.00
Satd. Flow (perm)	3409			3483		1770	3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	70	7	0	1004	120	9	577
RTOR Reduction (vph)	6	0	0	12	0	0	0
Lane Group Flow (vph)	71	0	0	1112	0	9	577
Turn Type			Prot			Prot	
Protected Phases	8		5	2		1	6
Permitted Phases							
Actuated Green, G (s)	3.1			19.6		0.6	24.2
Effective Green, g (s)	3.1			19.6		0.6	24.2
Actuated g/C Ratio	0.09			0.56		0.02	0.69
Clearance Time (s)	4.0			4.0		4.0	4.0
Vehicle Extension (s)	3.0			3.0		3.0	3.0
Lane Grp Cap (vph)	299			1934		30	2426
v/s Ratio Prot	c0.02			c0.32		0.01	c0.16
v/s Ratio Perm							
v/c Ratio	0.24			0.57		0.30	0.24
Uniform Delay, d1	15.0			5.1		17.1	2.1
Progression Factor	1.00			1.00		1.00	1.00
Incremental Delay, d2	0.4			0.4		5.6	0.1
Delay (s)	15.4			5.5		22.7	2.1
Level of Service	B			A		C	A
Approach Delay (s)	15.4			5.5			2.5
Approach LOS	B			A			A

Intersection Summary				
HCM Average Control Delay	5.0	HCM Level of Service		A
HCM Volume to Capacity ratio	0.54			
Actuated Cycle Length (s)	35.3	Sum of lost time (s)		12.0
Intersection Capacity Utilization	38.4%	ICU Level of Service		A
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	21	14	26	20	150	25	822	65	86	465	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.94		1.00	0.87		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1748		1770	1616		1770	3500		1770	3510	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1748		1770	1616		1770	3500		1770	3510	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	24	23	16	29	22	167	28	913	72	96	517	30
RTOR Reduction (vph)	0	14	0	0	148	0	0	8	0	0	5	0
Lane Group Flow (vph)	24	25	0	29	41	0	28	977	0	96	542	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	0.8	5.2		0.8	5.2		0.6	20.6		3.6	23.6	
Effective Green, g (s)	0.8	5.2		0.8	5.2		0.6	20.6		3.6	23.6	
Actuated g/C Ratio	0.02	0.11		0.02	0.11		0.01	0.45		0.08	0.51	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	31	197		31	182		23	1561		138	1793	
v/s Ratio Prot	0.01	0.01		c0.02	c0.03		0.02	c0.28		c0.05	c0.15	
v/s Ratio Perm												
v/c Ratio	0.77	0.13		0.94	0.22		1.22	0.63		0.70	0.30	
Uniform Delay, d1	22.6	18.5		22.7	18.7		22.8	9.8		20.8	6.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	73.6	0.3		133.5	0.6		261.7	0.8		14.2	0.1	
Delay (s)	96.3	18.7		156.2	19.3		284.5	10.6		34.9	6.6	
Level of Service	F	B		F	B		F	B		C	A	
Approach Delay (s)		48.3			37.5			18.2			10.9	
Approach LOS		D			D			B			B	

Intersection Summary				
HCM Average Control Delay	18.9	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.63			
Actuated Cycle Length (s)	46.2	Sum of lost time (s)	20.0	
Intersection Capacity Utilization	56.5%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	41	32	52	29	19	47	971	131	22	499	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.94		1.00	0.98		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1752		1770	3476		1770	3529	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1863	1583	1770	1752		1770	3476		1770	3529	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	8	46	36	58	32	21	52	1079	146	24	554	11
RTOR Reduction (vph)	0	0	32	0	18	0	0	12	0	0	2	0
Lane Group Flow (vph)	8	46	4	58	35	0	52	1213	0	24	563	0
Turn Type	Prot		Prot	Prot			Prot			Prot		
Protected Phases	7	4	4	3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	0.8	5.0	5.0	2.8	7.0		1.9	25.3		0.7	24.1	
Effective Green, g (s)	0.8	5.0	5.0	2.8	7.0		1.9	25.3		0.7	24.1	
Actuated g/C Ratio	0.02	0.10	0.10	0.06	0.14		0.04	0.51		0.01	0.48	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	28	187	159	100	246		68	1766		25	1708	
v/s Ratio Prot	0.00	c0.02	0.00	c0.03	0.02		c0.03	c0.35		0.01	0.16	
v/s Ratio Perm												
v/c Ratio	0.29	0.25	0.02	0.58	0.14		0.76	0.69		0.96	0.33	
Uniform Delay, d1	24.2	20.7	20.2	22.9	18.8		23.7	9.3		24.5	7.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.6	0.7	0.1	7.9	0.3		39.2	1.1		161.9	0.1	
Delay (s)	29.8	21.4	20.3	30.8	19.0		62.9	10.4		186.4	8.0	
Level of Service	C	C	C	C	B		E	B		F	A	
Approach Delay (s)		21.7			25.2			12.5			15.3	
Approach LOS		C			C			B			B	

Intersection Summary				
HCM Average Control Delay	14.4	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.57			
Actuated Cycle Length (s)	49.8	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	53.9%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

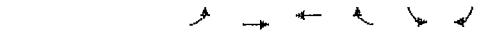
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	124	845	16	149	913	217	40	31	68	400	35	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.95			1.00	1.00	0.95	0.95	
Frt	1.00	1.00		1.00	0.97			1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00	0.95	0.98	
Satd. Flow (prot)	1770	5071		1770	3437			1812	1583	1681	1613	
Flt Permitted	0.95	1.00		0.95	1.00			0.97	1.00	0.95	0.98	
Satd. Flow (perm)	1770	5071		1770	3437			1812	1583	1681	1613	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	138	939	18	166	1014	241	44	34	76	444	39	144
RTOR Reduction (vph)	0	2	0	0	21	0	0	0	69	0	34	0
Lane Group Flow (vph)	138	955	0	166	1234	0	0	78	7	320	273	0
Turn Type	Prot			Prot			Split		Perm	Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases									2			
Actuated Green, G (s)	7.9	28.2		11.3	31.6			7.5	7.5	17.8	17.8	
Effective Green, g (s)	7.9	28.2		11.3	31.6			7.5	7.5	17.8	17.8	
Actuated g/C Ratio	0.10	0.35		0.14	0.39			0.09	0.09	0.22	0.22	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	173	1770		248	1344			168	147	370	355	
v/s Ratio Prot	0.08	0.19		c0.09	c0.36			c0.04		c0.19	0.17	
v/s Ratio Perm									0.00			
v/c Ratio	0.80	0.54		0.67	0.92			0.46	0.05	0.86	0.77	
Uniform Delay, d1	35.7	21.1		33.0	23.4			34.7	33.4	30.3	29.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	22.0	0.3		6.7	10.1			2.0	0.1	18.5	9.6	
Delay (s)	57.7	21.4		39.7	33.4			36.8	33.5	48.9	39.2	
Level of Service	E	C		D	C			D	C	D	D	
Approach Delay (s)		26.0			34.2			35.2			44.1	
Approach LOS		C			C			D			D	

Intersection Summary				
HCM Average Control Delay	33.4	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.84			
Actuated Cycle Length (s)	80.8	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	72.2%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1294	62	0	1605	0	113
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1438	69	0	1783	0	126
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	575			607		
pX, platoon unblocked			0.87		0.75	0.87
vC, conflicting volume			1507		2364	514
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1059		1122	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	87
cM capacity (veh/h)			568		151	943

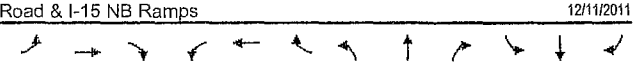
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1
Volume Total	575	575	356	892	892	126
Volume Left	0	0	0	0	0	0
Volume Right	0	0	69	0	0	126
cSH	1700	1700	1700	1700	1700	943
Volume to Capacity	0.34	0.34	0.21	0.52	0.52	0.13
Queue Length 95th (ft)	0	0	0	0	0	11
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	9.4
Lane LOS						A
Approach Delay (s)	0.0			0.0		9.4
Approach LOS						A

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	47.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰↰↱	↱
Volume (vph)	0	1023	1337	0	960	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3	6.3		5.6	5.6
Lane Util. Factor		0.95	0.95		0.97	0.91
Frt		1.00	1.00		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		3539	3539		3431	1441
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		3539	3539		3431	1441
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1137	1486	0	1067	322
RTOR Reduction (vph)	0	0	0	0	3	16
Lane Group Flow (vph)	0	1137	1486	0	1096	274
Turn Type						Perm
Protected Phases		2 6	6 2		4	
Permitted Phases						4
Actuated Green, G (s)		42.1	42.1		26.0	26.0
Effective Green, g (s)		42.1	42.1		26.0	26.0
Actuated g/C Ratio		0.53	0.53		0.32	0.32
Clearance Time (s)					5.6	5.6
Vehicle Extension (s)					3.0	3.0
Lane Grp Cap (vph)		1862	1862		1115	468
v/s Ratio Prot		0.32	c0.42		c0.32	
v/s Ratio Perm						0.19
v/c Ratio		0.61	0.80		0.98	0.59
Uniform Delay, d1		13.2	15.5		26.8	22.5
Progression Factor		1.00	1.00		1.00	1.00
Incremental Delay, d2		0.6	2.5		22.8	1.9
Delay (s)		13.8	18.0		49.6	24.4
Level of Service		B	B		D	C
Approach Delay (s)		13.8	18.0		44.3	
Approach LOS		B	B		D	

Intersection Summary			
HCM Average Control Delay	25.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	11.9
Intersection Capacity Utilization	75.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↰	↑↑			↑↑↑	↱	↰	↔	↱			
Volume (vph)	235	1721	0	0	1374	949	615	10	971	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lane Util. Factor	0.97	0.95			0.91	1.00	0.95	0.91	0.95			
Frt	1.00	1.00			1.00	0.85	1.00	0.87	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.99	1.00			
Satd. Flow (prot)	3433	3539			5085	1583	1681	1467	1504			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.99	1.00			
Satd. Flow (perm)	3433	3539			5085	1583	1681	1467	1504			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	261	1912	0	0	1527	1054	683	11	1079	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	509	0	4	4	0	0	0
Lane Group Flow (vph)	261	1912	0	0	1527	545	615	582	568	0	0	0
Turn Type	Prot					Prot	Split		Prot			
Protected Phases	5	2			6	6	8	8	8			
Permitted Phases												
Actuated Green, G (s)	11.0	62.0			47.0	47.0	50.0	50.0	50.0			
Effective Green, g (s)	11.0	62.0			47.0	47.0	50.0	50.0	50.0			
Actuated g/C Ratio	0.09	0.52			0.39	0.39	0.42	0.42	0.42			
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	315	1828			1992	620	700	611	627			
v/s Ratio Prot	0.08	c0.54			0.30	0.34	0.37	c0.40	0.38			
v/s Ratio Perm												
v/c Ratio	0.83	1.05			0.77	0.88	0.88	0.95	0.91			
Uniform Delay, d1	53.6	29.0			31.7	33.9	32.2	33.8	32.8			
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	16.2	34.2			2.9	16.2	12.1	25.0	16.6			
Delay (s)	69.8	63.2			34.6	50.1	44.3	58.9	49.4			
Level of Service	E	E			C	D	D	E	D			
Approach Delay (s)		64.0			40.9			50.8			0.0	
Approach LOS		E			D			D			A	

Intersection Summary			
HCM Average Control Delay	51.3	HCM Level of Service	D
HCM Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	102.7%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	242	2464	251	66	1803	79	618	65	171	64	29	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		0.97	0.95		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.89		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5053		3433	3154		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	5085	1583	1770	5053		3433	3154		1770	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	269	2738	279	73	2003	88	687	72	190	71	32	89
RTOR Reduction (vph)	0	0	62	0	3	0	0	102	0	0	0	83
Lane Group Flow (vph)	269	2738	217	73	2088	0	687	160	0	71	32	6
Turn Type	Prot		Prot	Prot			Prot			Prot		Prot
Protected Phases	7	4	4	3	8		5	2		1	6	6
Permitted Phases												
Actuated Green, G (s)	23.4	79.0	79.0	7.0	62.6		30.0	29.8		9.0	8.8	8.8
Effective Green, g (s)	23.4	79.0	79.0	7.0	62.6		30.0	29.8		9.0	8.8	8.8
Actuated g/C Ratio	0.17	0.56	0.56	0.05	0.44		0.21	0.21		0.06	0.06	0.06
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	294	2853	888	88	2247		731	668		113	116	99
v/s Ratio Prot	c0.15	c0.54	0.14	0.04	0.41		c0.20	c0.05		0.04	0.02	0.00
v/s Ratio Perm												
v/c Ratio	0.91	0.96	0.24	0.83	0.93		0.94	0.24		0.63	0.28	0.06
Uniform Delay, d1	57.7	29.4	15.7	66.3	37.0		54.5	46.1		64.3	63.0	62.1
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	31.1	9.2	0.1	44.8	7.4		19.7	0.2		10.4	1.3	0.2
Delay (s)	88.8	38.6	15.9	111.1	44.5		74.3	46.3		74.7	64.3	62.3
Level of Service	F	D	B	F	D		E	D		E	E	E
Approach Delay (s)		40.8			46.7			66.5			67.2	
Approach LOS		D			D			E			E	

Intersection Summary				
HCM Average Control Delay	47.2	HCM Level of Service	D	
HCM Volume to Capacity ratio	0.86			
Actuated Cycle Length (s)	140.8	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	85.6%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	2617	221	172	1726	306	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	1.00	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	1770	5085	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2908	246	191	1918	340	264
RTOR Reduction (vph)	0	80	0	0	0	150
Lane Group Flow (vph)	2908	166	191	1918	340	114
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Actuated Green, G (s)	52.0	52.0	10.0	66.0	13.5	13.5
Effective Green, g (s)	52.0	52.0	10.0	66.0	13.5	13.5
Actuated g/C Ratio	0.59	0.59	0.11	0.75	0.15	0.15
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	3022	941	202	3836	530	244
v/s Ratio Prot	c0.57		c0.11	0.38	c0.10	
v/s Ratio Perm		0.10				0.07
v/c Ratio	0.96	0.18	0.95	0.50	0.64	0.47
Uniform Delay, d1	16.8	8.0	38.5	4.2	34.7	33.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.2	0.1	47.6	0.1	2.7	1.4
Delay (s)	26.0	8.1	86.0	4.3	37.4	35.2
Level of Service	C	A	F	A	D	D
Approach Delay (s)	24.6			11.7	36.4	
Approach LOS	C			B	D	

Intersection Summary				
HCM Average Control Delay	21.2	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.90			
Actuated Cycle Length (s)	87.5	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	78.8%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰↰	↑↑↑	↰	↱
Volume (vph)	2671	184	184	1643	255	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	1770	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2968	204	204	1826	283	283
RTOR Reduction (vph)	0	66	0	0	0	89
Lane Group Flow (vph)	2968	138	204	1826	283	194
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Actuated Green, G (s)	54.0	54.0	6.0	64.0	16.9	16.9
Effective Green, g (s)	54.0	54.0	6.0	64.0	16.9	16.9
Actuated g/C Ratio	0.61	0.61	0.07	0.72	0.19	0.19
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	3089	962	232	3661	336	301
v/s Ratio Prot	c0.58		c0.06	0.36	c0.16	
v/s Ratio Perm		0.09				0.12
v/c Ratio	0.96	0.14	0.88	0.50	0.84	0.64
Uniform Delay, d1	16.5	7.5	41.1	5.4	34.7	33.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	8.9	0.1	29.1	0.1	17.1	4.7
Delay (s)	25.3	7.6	70.2	5.5	51.9	37.9
Level of Service	C	A	E	A	D	D
Approach Delay (s)	24.2			12.0	44.9	
Approach LOS	C			B	D	

Intersection Summary				
HCM Average Control Delay	22.0	HCM Level of Service		C
HCM Volume to Capacity ratio	0.93			
Actuated Cycle Length (s)	88.9	Sum of lost time (s)		12.0
Intersection Capacity Utilization	81.0%	ICU Level of Service		D
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↰	↑↑↑↱		↰↰	↑↑↑↱		↰↰	↑↑↑	↱	↰↰	↑↑↑↱	
Volume (vph)	507	1776	491	176	1024	176	485	428	306	147	170	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.91	1.00	0.97	0.91	
Frt	1.00	0.97		1.00	0.98		1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	4920		3433	4973		3433	5085	1583	3433	4641	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	4920		3433	4973		3433	5085	1583	3433	4641	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	563	1973	546	196	1138	196	539	476	340	163	189	264
RTOR Reduction (vph)	0	39	0	0	19	0	0	0	102	0	224	0
Lane Group Flow (vph)	563	2480	0	196	1315	0	539	476	238	163	229	0
Turn Type	Prot			Prot			Prot		Prot	Prot		
Protected Phases	7	4		3	8		5	2	2	1	6	
Permitted Phases												
Actuated Green, G (s)	22.0	58.1		7.8	43.9		19.6	24.4	24.4	8.1	12.9	
Effective Green, g (s)	22.0	58.1		7.8	43.9		19.6	24.4	24.4	8.1	12.9	
Actuated g/C Ratio	0.19	0.51		0.07	0.38		0.17	0.21	0.21	0.07	0.11	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	660	2499		234	1908		588	1085	338	243	523	
v/s Ratio Prot	c0.16	c0.50		0.06	0.26		c0.16	0.09	c0.15	0.05	0.05	
v/s Ratio Perm												
v/c Ratio	0.85	0.99		0.84	0.69		0.92	0.44	0.70	0.67	0.44	
Uniform Delay, d1	44.6	27.9		52.7	29.5		46.6	39.1	41.7	51.8	47.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	10.4	16.1		22.2	1.1		19.1	0.3	6.5	7.1	0.6	
Delay (s)	55.0	44.1		74.8	30.6		65.7	39.3	48.2	58.9	47.9	
Level of Service	E	D		E	C		E	D	D	E	D	
Approach Delay (s)		46.1			36.3			52.0			50.9	
Approach LOS		D			D			D			D	

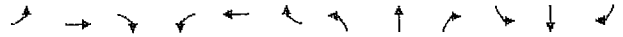
Intersection Summary				
HCM Average Control Delay	45.5	HCM Level of Service		D
HCM Volume to Capacity ratio	0.92			
Actuated Cycle Length (s)	114.4	Sum of lost time (s)		12.0
Intersection Capacity Utilization	86.1%	ICU Level of Service		E
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	151	1290	615	80	689	72	437	167	145	78	124	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.91		1.00	0.95	
Frt	1.00	0.95		1.00	0.99		1.00	0.93		1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	4839		3433	5013		3433	4731		1770	3252	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	4839		3433	5013		3433	4731		1770	3252	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	168	1433	683	89	766	80	486	186	161	87	138	163
RTOR Reduction (vph)	0	98	0	0	15	0	0	131	0	0	141	0
Lane Group Flow (vph)	168	2018	0	89	831	0	486	216	0	87	160	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	6.9	28.9		5.3	27.3		10.5	13.2		6.8	9.5	
Effective Green, g (s)	6.9	28.9		5.3	27.3		10.5	13.2		6.8	9.5	
Actuated g/C Ratio	0.10	0.41		0.08	0.39		0.15	0.19		0.10	0.14	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	337	1992		259	1950		513	890		171	440	
v/s Ratio Prot	c0.05	c0.42		0.03	0.17		c0.14	c0.05		0.05	c0.05	
v/s Ratio Perm												
v/c Ratio	0.50	1.01		0.34	0.43		0.95	0.24		0.51	0.36	
Uniform Delay, d1	30.0	20.6		30.8	15.7		29.6	24.2		30.1	27.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.2	23.4		0.8	0.2		26.8	0.1		2.4	0.5	
Delay (s)	31.2	44.1		31.6	15.9		56.4	24.4		32.5	28.1	
Level of Service	C	D		C	B		E	C		C	C	
Approach Delay (s)		43.1			17.4			43.0			29.1	
Approach LOS		D			B			D			C	

Intersection Summary				
HCM Average Control Delay	36.5	HCM Level of Service	D	
HCM Volume to Capacity ratio	0.82			
Actuated Cycle Length (s)	70.2	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	76.0%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	48	1299	173	8	712	22	85	14	31	27	8	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00		1.00	0.90		1.00	0.88	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	4996		1770	5063		1770	1673		1770	1643	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	4996		1770	5063		1770	1673		1770	1643	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	53	1443	192	9	791	24	94	16	34	30	9	33
RTOR Reduction (vph)	0	18	0	0	4	0	0	30	0	0	31	0
Lane Group Flow (vph)	53	1617	0	9	811	0	94	20	0	30	11	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	1.4	23.0		0.7	22.3		3.0	4.8		1.1	2.9	
Effective Green, g (s)	1.4	23.0		0.7	22.3		3.0	4.8		1.1	2.9	
Actuated g/C Ratio	0.03	0.50		0.02	0.49		0.07	0.11		0.02	0.06	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	54	2520		27	2476		116	176		43	104	
v/s Ratio Prot	c0.03	c0.32		0.01	0.16		c0.05	c0.01		0.02	0.01	
v/s Ratio Perm												
v/c Ratio	0.98	0.64		0.33	0.33		0.81	0.11		0.70	0.11	
Uniform Delay, d1	22.1	8.3		22.2	7.1		21.0	18.5		22.1	20.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	115.3	0.6		7.2	0.1		33.2	0.3		39.3	0.5	
Delay (s)	137.4	8.8		29.4	7.2		54.2	18.8		61.4	20.6	
Level of Service	F	A		C	A		D	B		E	C	
Approach Delay (s)		12.9			7.4			41.9			37.6	
Approach LOS		B			A			D			D	

Intersection Summary				
HCM Average Control Delay	13.4	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.50			
Actuated Cycle Length (s)	45.6	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	53.7%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	305	986	63	21	501	24	39	45	34	23	32	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.94		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5040		1770	5050		1770	1742		1770	1621	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5040		1770	5050		1770	1742		1770	1621	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	339	1096	70	23	557	27	43	50	38	26	36	231
RTOR Reduction (vph)	0	8	0	0	7	0	0	32	0	0	194	0
Lane Group Flow (vph)	339	1158	0	23	577	0	43	56	0	26	73	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	8.6	24.2		0.9	16.5		1.8	8.2		1.8	8.2	
Effective Green, g (s)	8.6	24.2		0.9	16.5		1.8	8.2		1.8	8.2	
Actuated g/C Ratio	0.17	0.47		0.02	0.32		0.04	0.16		0.04	0.16	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	298	2387		31	1631		62	280		62	260	
v/s Ratio Prot	c0.19	c0.23		0.01	0.11		c0.02	0.03		0.01	c0.05	
v/s Ratio Perm												
v/c Ratio	1.14	0.48		0.74	0.35		0.69	0.20		0.42	0.28	
Uniform Delay, d1	21.2	9.2		25.0	13.2		24.4	18.6		24.1	18.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	94.6	0.2		64.1	0.1		28.5	0.4		4.5	0.6	
Delay (s)	115.8	9.3		89.1	13.4		52.9	19.0		28.7	19.5	
Level of Service	F	A		F	B		D	B		C	B	
Approach Delay (s)		33.3			16.2			30.1			20.3	
Approach LOS		C			B			C			C	

Intersection Summary			
HCM Average Control Delay	27.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	51.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	839	189	89	436	126	248
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		1.00	0.91	0.97	1.00
Frt	0.97		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	4945		1770	5085	3433	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	4945		1770	5085	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	932	210	99	484	140	276
RTOR Reduction (vph)	59	0	0	0	0	229
Lane Group Flow (vph)	1083	0	99	484	140	47
Turn Type			Prot			Prot
Protected Phases	4		3	8	2	2
Permitted Phases						
Actuated Green, G (s)	16.6		2.4	23.0	5.8	5.8
Effective Green, g (s)	16.6		2.4	23.0	5.8	5.8
Actuated g/C Ratio	0.45		0.07	0.62	0.16	0.16
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2231		115	3178	541	249
v/s Ratio Prot	c0.22		c0.06	0.10	c0.04	0.03
v/s Ratio Perm						
v/c Ratio	0.49		0.86	0.15	0.26	0.19
Uniform Delay, d1	7.1		17.0	2.9	13.6	13.5
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2		44.1	0.0	0.3	0.4
Delay (s)	7.3		61.1	2.9	13.9	13.8
Level of Service	A		E	A	B	B
Approach Delay (s)	7.3			12.8	13.8	
Approach LOS	A			B	B	

Intersection Summary			
HCM Average Control Delay	10.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	36.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	42.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	255	51	51	188	37	248	184	644	163	337	401	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95			1.00	1.00	0.97	0.91		0.97	0.91	
Frt	1.00	0.96			1.00	0.85	1.00	0.97		1.00	0.98	
Flt Protected	0.95	0.98			0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1658			1788	1583	3433	4931		3433	4967	
Flt Permitted	0.95	0.98			0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1658			1788	1583	3433	4931		3433	4967	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	283	57	57	209	41	276	204	716	181	374	446	82
RTOR Reduction (vph)	0	17	0	0	0	213	0	51	0	0	30	0
Lane Group Flow (vph)	201	179	0	0	250	63	204	846	0	374	498	0
Turn Type	Split			Split		Perm	Prot			Prot		
Protected Phases	2	2		6	6		3	8		7	4	
Permitted Phases						6						
Actuated Green, G (s)	13.1	13.1			16.2	16.2	7.1	17.3		11.6	21.8	
Effective Green, g (s)	13.1	13.1			16.2	16.2	7.1	17.3		11.6	21.8	
Actuated g/C Ratio	0.18	0.18			0.22	0.22	0.10	0.23		0.16	0.29	
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	297	293			390	346	328	1150		537	1459	
v/s Ratio Prot	c0.12	0.11			c0.14		0.06	c0.17		c0.11	0.10	
v/s Ratio Perm						0.04						
v/c Ratio	0.68	0.61			0.64	0.18	0.62	0.74		0.70	0.34	
Uniform Delay, d1	28.6	28.2			26.4	23.6	32.3	26.3		29.5	20.6	
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	6.0	3.6			3.6	0.3	3.6	2.5		3.9	0.1	
Delay (s)	34.6	31.8			29.9	23.9	35.9	28.8		33.6	20.7	
Level of Service	C	C			C	C	D	C		C	C	
Approach Delay (s)		33.2			26.8			30.1			26.0	
Approach LOS		C			C			C			C	

Intersection Summary				
HCM Average Control Delay	28.7	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.69			
Actuated Cycle Length (s)	74.2	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	54.7%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	135	105	173	14	54	115	113	550	10	182	629	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.90		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1673		1770	3530		1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1673		1770	3530		1770	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	150	117	192	16	60	128	126	611	11	202	699	113
RTOR Reduction (vph)	0	0	133	0	105	0	0	2	0	0	0	79
Lane Group Flow (vph)	150	117	59	16	83	0	126	620	0	202	699	34
Turn Type	Prot		Prot	Prot			Prot			Prot		Prot
Protected Phases	7	4	4	3	8		5	2		1	6	6
Permitted Phases												
Actuated Green, G (s)	8.4	18.5	18.5	0.7	10.8		6.6	14.9		9.6	17.9	17.9
Effective Green, g (s)	8.4	18.5	18.5	0.7	10.8		6.6	14.9		9.6	17.9	17.9
Actuated g/C Ratio	0.14	0.31	0.31	0.01	0.18		0.11	0.25		0.16	0.30	0.30
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	249	577	491	21	303		196	881		285	1061	475
v/s Ratio Prot	c0.08	0.06	0.04	0.01	c0.05		0.07	0.18		c0.11	c0.20	0.02
v/s Ratio Perm												
v/c Ratio	0.60	0.20	0.12	0.76	0.27		0.64	0.70		0.71	0.66	0.07
Uniform Delay, d1	24.1	15.2	14.8	29.4	21.1		25.4	20.4		23.7	18.2	15.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.1	0.2	0.1	92.1	0.5		7.0	2.6		7.8	1.5	0.1
Delay (s)	28.2	15.3	14.9	121.5	21.6		32.5	23.0		31.6	19.7	15.0
Level of Service	C	B	B	F	C		C	C		C	B	B
Approach Delay (s)		19.3			29.4			24.6			21.6	
Approach LOS		B			C			C			C	

Intersection Summary				
HCM Average Control Delay	22.7	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.59			
Actuated Cycle Length (s)	59.7	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	56.3%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	11	6	10	140	0	127	7	829	200	162	590	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0		4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00		1.00	1.00	0.91		1.00	0.91	
Frt	1.00	0.91		1.00		0.85	1.00	0.97		1.00	1.00	
Flt Protected	0.95	1.00		0.95		1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1692		1770		1583	1770	4937		1770	5083	
Flt Permitted	0.95	1.00		0.95		1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1692		1770		1583	1770	4937		1770	5083	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	12	7	11	156	0	141	8	921	222	180	656	2
RTOR Reduction (vph)	0	11	0	0	0	121	0	52	0	0	0	0
Lane Group Flow (vph)	12	7	0	156	0	20	8	1091	0	180	658	0
Turn Type	Prot			Prot		Prot	Prot			Prot		
Protected Phases	1	6		5	2	2	7	4		3	8	
Permitted Phases												
Actuated Green, G (s)	0.7	1.1		7.1		7.5	0.7	19.5		8.1	26.9	
Effective Green, g (s)	0.7	1.1		7.1		7.5	0.7	19.5		8.1	26.9	
Actuated g/C Ratio	0.01	0.02		0.14		0.14	0.01	0.38		0.16	0.52	
Clearance Time (s)	4.0	4.0		4.0		4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	24	36		243		229	24	1859		277	2640	
v/s Ratio Prot	0.01	0.00		c0.09		c0.01	0.00	c0.22		c0.10	0.13	
v/s Ratio Perm												
v/c Ratio	0.50	0.20		0.64		0.09	0.33	0.59		0.65	0.25	
Uniform Delay, d1	25.4	24.9		21.1		19.2	25.3	12.9		20.5	6.9	
Progression Factor	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	15.4	2.7		5.7		0.2	8.0	0.5		5.2	0.0	
Delay (s)	40.8	27.7		26.8		19.4	33.4	13.4		25.7	6.9	
Level of Service	D	C		C		B	C	B		C	A	
Approach Delay (s)		32.9			23.3			13.5			11.0	
Approach LOS		C			C			B			B	

Intersection Summary				
HCM Average Control Delay	14.1	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.54			
Actuated Cycle Length (s)	51.8	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	53.9%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	321	237	123	32	99	17	94	406	39	25	466	272
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85		0.98		1.00	0.99		1.00	0.94	
Flt Protected	0.95	1.00	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583		1814		1770	3493		1770	3344	
Flt Permitted	0.95	1.00	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1863	1583		1814		1770	3493		1770	3344	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	357	263	137	36	110	19	104	451	43	28	518	302
RTOR Reduction (vph)	0	0	103	0	6	0	0	9	0	0	101	0
Lane Group Flow (vph)	357	263	34	0	159	0	104	485	0	28	719	0
Turn Type	Split		Prot	Split			Prot			Prot		
Protected Phases	4	4	4	8	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	17.7	17.7	17.7		11.6		5.1	24.2		1.9	21.0	
Effective Green, g (s)	17.7	17.7	17.7		11.6		5.1	24.2		1.9	21.0	
Actuated g/C Ratio	0.25	0.25	0.25		0.16		0.07	0.34		0.03	0.29	
Clearance Time (s)	4.0	4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	439	462	392		295		126	1184		47	984	
v/s Ratio Prot	c0.20	0.14	0.02		c0.09		c0.06	c0.14		0.02	c0.22	
v/s Ratio Perm												
v/c Ratio	0.81	0.57	0.09		0.54		0.83	0.41		0.60	0.73	
Uniform Delay, d1	25.3	23.5	20.6		27.4		32.7	18.1		34.4	22.7	
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	11.0	1.6	0.1		1.9		33.7	0.2		18.6	2.8	
Delay (s)	36.3	25.1	20.7		29.3		66.4	18.4		53.0	25.5	
Level of Service	D	C	C		C		E	B		D	C	
Approach Delay (s)		29.6			29.3			26.7			26.4	
Approach LOS		C			C			C			C	

Intersection Summary				
HCM Average Control Delay	27.7	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.76			
Actuated Cycle Length (s)	71.4	Sum of lost time (s)	20.0	
Intersection Capacity Utilization	65.9%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBR	EBR2	NWL2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	72	271	315	96	168	141	258	1056	92	181	617	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97		0.97	0.91		1.00	0.91	
Frt	1.00	0.85	0.85	1.00	0.93		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1583	1583	1770	3277		3433	5024		1770	5035	
Flt Permitted	0.95	1.00	1.00	0.95	0.97		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1583	1583	1770	3277		3433	5024		1770	5035	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	80	301	350	107	187	157	287	1173	102	201	686	48
RTOR Reduction (vph)	0	0	248	0	143	0	0	15	0	0	12	0
Lane Group Flow (vph)	80	301	102	107	201	0	287	1260	0	201	722	0
Turn Type		Perm	Perm	Split			Prot			Prot		
Protected Phases	2			6	6		3	8		7	4	
Permitted Phases		2	2									
Actuated Green, G (s)	17.5	17.5	17.5	5.7	5.7		7.8	17.2		8.6	18.0	
Effective Green, g (s)	17.5	17.5	17.5	5.7	5.7		7.8	17.2		8.6	18.0	
Actuated g/C Ratio	0.27	0.27	0.27	0.09	0.09		0.12	0.26		0.13	0.28	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	477	426	426	155	287		412	1329		234	1394	
v/s Ratio Prot	0.05			0.06	c0.06		0.08	c0.25		c0.11	0.14	
v/s Ratio Perm		c0.19	0.06									
v/c Ratio	0.17	0.71	0.24	0.69	0.70		0.70	0.95		0.86	0.52	
Uniform Delay, d1	18.2	21.4	18.5	28.8	28.8		27.5	23.5		27.6	19.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.8	9.5	1.3	12.5	7.3		5.1	13.9		25.4	0.3	
Delay (s)	18.9	30.9	19.9	41.2	36.1		32.5	37.4		53.0	20.2	
Level of Service	B	C	B	D	D		C	D		D	C	
Approach Delay (s)	24.3				37.3			36.5			27.2	
Approach LOS	C				D			D			C	

Intersection Summary				
HCM Average Control Delay	31.8	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.82			
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	59.3%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	212	25	159	4	11	4	115	24	8	2	7	111
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
Hourly flow rate (vph)	236	28	177	4	12	4	128	27	9	2	8	123

Direction, Lane #	SE 1	SE 2	NW 1	NE 1	SW 1
Volume Total (vph)	263	177	21	163	133
Volume Left (vph)	236	0	4	128	2
Volume Right (vph)	0	177	4	9	123
Hadj (s)	0.48	-0.67	-0.05	0.16	-0.52
Departure Headway (s)	5.8	4.6	5.3	5.3	4.7
Degree Utilization, x	0.42	0.23	0.03	0.24	0.17
Capacity (veh/h)	599	746	618	635	702
Control Delay (s)	11.8	7.8	8.5	10.0	8.7
Approach Delay (s)	10.2		8.5	10.0	8.7
Approach LOS	B		A	B	A

Intersection Summary			
Delay	9.8		
HCM Level of Service	A		
Intersection Capacity Utilization	41.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	116	50	70	55	26	9	108	757	134	6	372	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.99		1.00	0.98		1.00	0.97	
Flt Protected		0.97	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1800	1583		1783		1770	3459		1770	3448	
Flt Permitted		0.97	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1800	1583		1783		1770	3459		1770	3443	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	129	56	78	61	29	10	120	841	149	7	413	91
RTOR Reduction (vph)	0	0	66	0	6	0	0	15	0	0	21	0
Lane Group Flow (vph)	0	185	12	0	94	0	120	975	0	7	483	0
Turn Type	Split		Prot	Split			Prot			Prot		
Protected Phases	4	4	4	8	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)		8.7	8.7		6.6		5.7	26.2		0.7	21.2	
Effective Green, g (s)		8.7	8.7		6.6		5.7	26.2		0.7	21.2	
Actuated g/C Ratio		0.15	0.15		0.11		0.10	0.45		0.01	0.36	
Clearance Time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		269	237		202		173	1557		21	1254	
v/s Ratio Prot		c0.10	0.01		c0.05		c0.07	c0.28		0.00	0.14	
v/s Ratio Perm												
v/c Ratio		0.69	0.05		0.46		0.69	0.63		0.33	0.39	
Uniform Delay, d1		23.5	21.2		24.1		25.4	12.3		28.5	13.7	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		7.1	0.1		1.7		11.4	0.8		9.1	0.2	
Delay (s)		30.6	21.3		25.8		36.8	13.0		37.7	13.9	
Level of Service		C	C		C		D	B		D	B	
Approach Delay (s)		27.8			25.8			15.6			14.2	
Approach LOS		C			C			B			B	

Intersection Summary				
HCM Average Control Delay	17.4	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.60			
Actuated Cycle Length (s)	58.2	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	50.2%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	636	137	604	885	0	0	0	0	835	1	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0					4.0	4.0	4.0
Lane Util. Factor		0.95		0.97	0.95					0.95	0.91	0.95
Frt		0.97		1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00					0.95	0.95	1.00
Satd. Flow (prot)		3445		3433	3539					1681	1612	1504
Flt Permitted		1.00		0.95	1.00					0.95	0.95	1.00
Satd. Flow (perm)		3445		3433	3539					1681	1612	1504
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	707	152	671	983	0	0	0	0	928	1	81
RTOR Reduction (vph)	0	28	0	0	0	0	0	0	0	0	1	49
Lane Group Flow (vph)	0	831	0	671	983	0	0	0	0	473	463	24
Turn Type				Prot						Split		Prot
Protected Phases		4		3	8					6	6	6
Permitted Phases												
Actuated Green, G (s)		17.0		14.0	35.0					21.0	21.0	21.0
Effective Green, g (s)		17.0		14.0	35.0					21.0	21.0	21.0
Actuated g/C Ratio		0.27		0.22	0.55					0.33	0.33	0.33
Clearance Time (s)		4.0		4.0	4.0					4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Lane Grp Cap (vph)		915		751	1935					552	529	494
v/s Ratio Prot		c0.24		c0.20	0.28					0.28	c0.29	0.02
v/s Ratio Perm												
v/c Ratio		0.91		0.89	0.51					0.86	0.88	0.05
Uniform Delay, d1		22.7		24.3	9.1					20.1	20.3	14.7
Progression Factor		1.00		1.00	1.00					1.00	1.00	1.00
Incremental Delay, d2		12.6		13.0	0.2					12.4	15.0	0.0
Delay (s)		35.3		37.3	9.3					32.5	35.3	14.7
Level of Service		D		D	A					C	D	B
Approach Delay (s)		35.3			20.7			0.0			32.5	
Approach LOS		D			C			A			C	

Intersection Summary				
HCM Average Control Delay	27.6	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.89			
Actuated Cycle Length (s)	64.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	80.9%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	123	1380	0	0	1001	780	439	7	667	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lane Util. Factor	0.97	0.95			0.95	1.00	0.95	0.91	0.95			
Frt	1.00	1.00			1.00	0.85	1.00	0.87	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.99	1.00			
Satd. Flow (prot)	3433	3539			3539	1583	1681	1472	1504			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.99	1.00			
Satd. Flow (perm)	3433	3539			3539	1583	1681	1472	1504			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	137	1533	0	0	1112	867	488	8	741	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	530	0	13	13	0	0	0
Lane Group Flow (vph)	137	1533	0	0	1112	337	429	395	387	0	0	0
Turn Type	Prot					Prot	Split		Prot			
Protected Phases	7	4			8	8	2	2	2			
Permitted Phases												
Actuated Green, G (s)	3.5	28.4			20.9	20.9	17.3	17.3	17.3			
Effective Green, g (s)	3.5	28.4			20.9	20.9	17.3	17.3	17.3			
Actuated g/C Ratio	0.07	0.53			0.39	0.39	0.32	0.32	0.32			
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	224	1872			1377	616	542	474	485			
v/s Ratio Prot	0.04	c0.43			0.31	0.21	0.26	c0.27	0.26			
v/s Ratio Perm												
v/c Ratio	0.61	0.82			0.81	0.55	0.79	0.83	0.80			
Uniform Delay, d1	24.4	10.5			14.6	12.7	16.6	16.9	16.6			
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	4.9	2.9			3.6	1.0	7.8	11.9	8.9			
Delay (s)	29.3	13.4			18.2	13.7	24.3	28.8	25.5			
Level of Service	C	B			B	B	C	C	C			
Approach Delay (s)		14.7			16.2			26.2			0.0	
Approach LOS		B			B			C			A	

Intersection Summary				
HCM Average Control Delay	18.2	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.82			
Actuated Cycle Length (s)	53.7	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	80.9%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	38	30	28	476	22	129	75	948	214	204	1403	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.91	0.95	0.95	0.91	0.95	1.00	0.91		1.00	0.91	
Frt	1.00	0.99	0.85	1.00	0.99	0.85	1.00	0.97		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1668	1504	1681	1613	1504	1770	4945		1770	5072	
Flt Permitted	0.95	1.00	1.00	0.95	0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1668	1504	1681	1613	1504	1770	4945		1770	5072	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	42	33	31	529	24	143	83	1053	238	227	1559	28
RTOR Reduction (vph)	0	3	26	0	2	99	0	36	0	0	2	0
Lane Group Flow (vph)	38	37	2	286	279	30	83	1255	0	227	1585	0
Turn Type	Split		Prot	Split		Prot	Prot			Prot		
Protected Phases	4	4	4	8	8	8	5	2		6		
Permitted Phases												
Actuated Green, G (s)	5.7	5.7	5.7	17.4	17.4	17.4	4.4	40.2		31.8	31.8	
Effective Green, g (s)	5.7	5.7	5.7	17.4	17.4	17.4	4.4	40.2		31.8	31.8	
Actuated g/C Ratio	0.08	0.08	0.08	0.23	0.23	0.23	0.06	0.53		0.42	0.42	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	127	126	114	388	373	348	103	2640		747	2142	
v/s Ratio Prot	c0.02	0.02	0.00	0.17	c0.17	0.02	c0.05	0.25		0.13		
v/s Ratio Perm											c0.31	
v/c Ratio	0.30	0.30	0.02	0.74	0.75	0.09	0.81	0.48		0.30	0.74	
Uniform Delay, d1	32.9	32.9	32.2	26.8	26.9	22.7	35.0	11.0		14.4	18.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.3	1.3	0.1	7.1	7.9	0.1	35.2	0.1		0.2	1.4	
Delay (s)	34.2	34.2	32.3	34.0	34.9	22.8	70.2	11.1		14.6	19.7	
Level of Service	C	C	C	C	C	C	E	B		B	B	
Approach Delay (s)		33.7			32.3			14.7			19.1	
Approach LOS		C			C			B			B	

Intersection Summary				
HCM Average Control Delay	20.2	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.70			
Actuated Cycle Length (s)	75.3	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	66.1%	ICU Level of Service	C	
Analysis Period (min)	15			
l Phase conflict between lane groups.				
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	166	807	170	341	1013	0	0	659	778
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.97	0.91	1.00	0.97	0.95			0.86	0.86
Frpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.90	0.73
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt				1.00	1.00	0.85	1.00	1.00			0.94	0.85
Flt Protected				0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				3433	5085	1583	3433	3539			4089	998
Flt Permitted				0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)				3433	5085	1583	3433	3539			4089	998
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	184	897	189	379	1126	0	0	732	864
RTOR Reduction (vph)	0	0	0	0	0	84	0	0	0	0	6	6
Lane Group Flow (vph)	0	0	0	184	897	105	379	1126	0	0	1158	426
Confl. Peds. (#/hr)												200
Turn Type				Prot		Perm	Prot					Perm
Protected Phases				3	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)				16.3	16.3	16.3	9.0	45.1			32.1	32.1
Effective Green, g (s)				16.3	16.3	16.3	9.0	45.1			32.1	32.1
Actuated g/C Ratio				0.23	0.23	0.23	0.13	0.65			0.46	0.46
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)				806	1194	372	445	2300			1891	462
v/s Ratio Prot				0.05	c0.18		c0.11	0.32			0.28	
v/s Ratio Perm						0.07						c0.43
v/c Ratio				0.23	0.75	0.28	0.85	0.49			0.61	0.92
Uniform Delay, d1				21.5	24.7	21.8	29.5	6.2			14.0	17.5
Progression Factor				1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2				0.1	2.7	0.4	14.5	0.2			0.6	23.9
Delay (s)				21.6	27.4	22.2	44.0	6.4			14.6	41.4
Level of Service				C	C	C	D	A			B	D
Approach Delay (s)		0.0			25.8			15.9			21.8	
Approach LOS		A			C			B			C	

Intersection Summary				
HCM Average Control Delay	20.9	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.86			
Actuated Cycle Length (s)	69.4	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	106.3%	ICU Level of Service	G	
Analysis Period (min)	15			

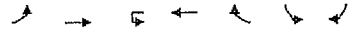
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	492	989	92	0	0	0	0	817	385	227	584	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor	0.91	0.86	0.91					0.86		1.00	0.91	
Frt	1.00	1.00	0.85					0.95		1.00	1.00	
Flt Protected	0.95	1.00	1.00					1.00		0.95	1.00	
Satd. Flow (prot)	1610	3192	1441					6100		1770	5085	
Flt Permitted	0.95	1.00	1.00					1.00		0.95	1.00	
Satd. Flow (perm)	1610	3192	1441					6100		1770	5085	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	547	1099	102	0	0	0	0	908	428	252	649	0
RTOR Reduction (vph)	0	1	55	0	0	0	0	49	0	0	0	0
Lane Group Flow (vph)	492	1163	37	0	0	0	0	1287	0	252	649	0
Turn Type	Split		Prot							Prot		
Protected Phases	4	4	4					2		1	6	
Permitted Phases												
Actuated Green, G (s)	30.0	30.0	30.0					20.0		12.6	36.6	
Effective Green, g (s)	30.0	30.0	30.0					20.0		12.6	36.6	
Actuated g/C Ratio	0.40	0.40	0.40					0.27		0.17	0.49	
Clearance Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	647	1284	579					1635		299	2495	
v/s Ratio Prot	0.31	c0.36	0.03					c0.21		c0.14	0.13	
v/s Ratio Perm												
v/c Ratio	0.76	0.91	0.06					0.89dr		0.84	0.26	
Uniform Delay, d1	19.2	21.0	13.7					25.3		30.0	11.1	
Progression Factor	1.00	1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2	5.3	9.3	0.0					2.6		18.9	0.1	
Delay (s)	24.5	30.3	13.7					27.9		49.0	11.1	
Level of Service	C	C	B					C		D	B	
Approach Delay (s)		27.8			0.0			27.9			21.7	
Approach LOS		C			A			C			C	

Intersection Summary				
HCM Average Control Delay	26.5	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.86			
Actuated Cycle Length (s)	74.6	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	106.3%	ICU Level of Service	G	
Analysis Period (min)	15			

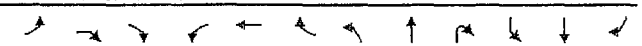
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	66	391	0	364	94	30	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0		4.0	4.0
Lane Util. Factor	1.00	0.95		0.95		1.00	1.00
Frt	1.00	1.00		0.97		1.00	0.85
Flt Protected	0.95	1.00		1.00		0.95	1.00
Satd. Flow (prot)	1770	3539		3431		1770	1583
Flt Permitted	0.95	1.00		1.00		0.95	1.00
Satd. Flow (perm)	1770	3539		3431		1770	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	73	434	0	404	104	33	51
RTOR Reduction (vph)	0	0	0	43	0	0	47
Lane Group Flow (vph)	73	434	0	465	0	33	4
Turn Type	Prot		Prot				Prot
Protected Phases	7	4	3	8		6	6
Permitted Phases							
Actuated Green, G (s)	1.2	14.0		8.8		1.7	1.7
Effective Green, g (s)	1.2	14.0		8.8		1.7	1.7
Actuated g/C Ratio	0.05	0.59		0.37		0.07	0.07
Clearance Time (s)	4.0	4.0		4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)	90	2091		1274		127	114
v/s Ratio Prot	c0.04	0.12		c0.14		c0.02	0.00
v/s Ratio Perm							
v/c Ratio	0.81	0.21		0.36		0.26	0.03
Uniform Delay, d1	11.1	2.3		5.4		10.4	10.2
Progression Factor	1.00	1.00		1.00		1.00	1.00
Incremental Delay, d2	40.5	0.0		0.2		1.1	0.1
Delay (s)	51.6	2.3		5.6		11.5	10.3
Level of Service	D	A		A		B	B
Approach Delay (s)		9.4		5.6		10.8	
Approach LOS		A		A		B	

Intersection Summary				
HCM Average Control Delay	7.8	HCM Level of Service		A
HCM Volume to Capacity ratio	0.40			
Actuated Cycle Length (s)	23.7	Sum of lost time (s)		12.0
Intersection Capacity Utilization	30.1%	ICU Level of Service		A
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	119	284	290	31	157	96	312	821	111	264	139	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.88	1.00	1.00	1.00		1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.85	0.85	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	2787	1583	1770	1756		1770	3539	1583	3433	3539	1583
Flt Permitted	0.59	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1094	2787	1583	1770	1756		1770	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	132	316	322	34	174	107	347	912	123	293	154	160
RTOR Reduction (vph)	0	0	254	0	34	0	0	0	80	0	0	121
Lane Group Flow (vph)	132	316	68	34	247	0	347	912	43	293	154	39
Turn Type	custom	custom	custom	Prot			Prot		Prot	Prot		Prot
Protected Phases				3	8		5	2	2	1	6	6
Permitted Phases	4	4	4									
Actuated Green, G (s)	12.6	12.6	12.6	1.5	18.1		15.1	21.1	21.1	8.5	14.5	14.5
Effective Green, g (s)	12.6	12.6	12.6	1.5	18.1		15.1	21.1	21.1	8.5	14.5	14.5
Actuated g/C Ratio	0.21	0.21	0.21	0.03	0.30		0.25	0.35	0.35	0.14	0.24	0.24
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	231	588	334	44	532		448	1251	559	489	860	384
v/s Ratio Prot				0.02	c0.14		c0.20	c0.26	0.03	0.09	0.04	0.02
v/s Ratio Perm	c0.12	0.11	0.04									
v/c Ratio	0.57	0.54	0.20	0.77	0.46		0.77	0.73	0.08	0.60	0.18	0.10
Uniform Delay, d1	21.1	21.0	19.4	28.9	16.9		20.7	16.8	12.8	24.0	17.9	17.5
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.4	0.9	0.3	57.0	0.6		8.2	2.2	0.1	2.0	0.1	0.1
Delay (s)	24.5	21.9	19.7	85.9	17.5		28.9	19.0	12.9	26.0	18.0	17.7
Level of Service	C	C	B	F	B		C	B	B	C	B	B
Approach Delay (s)					24.9			20.9			21.8	
Approach LOS					C			C			C	

Intersection Summary				
HCM Average Control Delay	21.6	HCM Level of Service		C
HCM Volume to Capacity ratio	0.69			
Actuated Cycle Length (s)	59.7	Sum of lost time (s)		12.0
Intersection Capacity Utilization	64.3%	ICU Level of Service		C
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	908	0	92	0	0	0	0	342	43	348	107	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00					0.95		0.97	0.95	
Frt	1.00	1.00	0.85					0.98		1.00	1.00	
Flt Protected	0.95	0.95	1.00					1.00		0.95	1.00	
Satd. Flow (prot)	1681	1681	1583					3480		3433	3539	
Flt Permitted	0.95	0.95	1.00					1.00		0.95	1.00	
Satd. Flow (perm)	1681	1681	1583					3480		3433	3539	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1009	0	102	0	0	0	0	380	48	387	119	0
RTOR Reduction (vph)	0	0	64	0	0	0	0	22	0	0	0	0
Lane Group Flow (vph)	504	505	38	0	0	0	0	406	0	387	119	0
Turn Type	Split		Perm							Prot		
Protected Phases	4	4						2		1	6	
Permitted Phases			4									
Actuated Green, G (s)	16.2	16.2	16.2					10.8		5.0	19.8	
Effective Green, g (s)	16.2	16.2	16.2					10.8		5.0	19.8	
Actuated g/C Ratio	0.37	0.37	0.37					0.25		0.11	0.45	
Clearance Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	619	619	583					854		390	1593	
v/s Ratio Prot	0.30	c0.30						c0.12		c0.11	0.03	
v/s Ratio Perm			0.02									
v/c Ratio	0.81	0.82	0.06					0.48		0.99	0.07	
Uniform Delay, d1	12.5	12.6	9.0					14.2		19.5	6.9	
Progression Factor	1.00	1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2	8.1	8.2	0.0					0.4		43.3	0.0	
Delay (s)	20.6	20.7	9.0					14.6		62.8	6.9	
Level of Service	C	C	A					B		E	A	
Approach Delay (s)		19.6			0.0			14.6			49.7	
Approach LOS		B			A			B			D	

Intersection Summary				
HCM Average Control Delay	26.0	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.73			
Actuated Cycle Length (s)	44.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	55.9%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	127	475	47	91	425	400	56	128	104	230	52	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		0.97	1.00	
Frt	1.00	0.99		1.00	0.93		1.00	0.93		1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3492		1770	3282		1770	1737		3433	1708	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3492		1770	3282		1770	1737		3433	1708	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	141	528	52	101	472	444	62	142	116	256	58	72
RTOR Reduction (vph)	0	8	0	0	203	0	0	37	0	0	50	0
Lane Group Flow (vph)	141	572	0	101	713	0	62	221	0	256	80	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												
Actuated Green, G (s)	8.8	20.6		7.6	19.4		4.9	15.4		8.7	19.2	
Effective Green, g (s)	8.8	20.6		7.6	19.4		4.9	15.4		8.7	19.2	
Actuated g/C Ratio	0.13	0.30		0.11	0.28		0.07	0.23		0.13	0.28	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	228	1053		197	932		127	392		437	480	
v/s Ratio Prot	c0.08	0.16		0.06	c0.22		0.04	c0.13		c0.07	c0.05	
v/s Ratio Perm												
v/c Ratio	0.62	0.54		0.51	0.77		0.49	0.56		0.59	0.17	
Uniform Delay, d1	28.2	19.9		28.6	22.4		30.5	23.5		28.1	18.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.9	0.6		2.2	3.8		2.9	1.9		2.0	0.2	
Delay (s)	33.1	20.5		30.9	26.2		33.4	25.3		30.1	18.7	
Level of Service	C	C		C	C		C	C		C	B	
Approach Delay (s)		23.0			26.6			26.9			26.3	
Approach LOS		C			C			C			C	

Intersection Summary				
HCM Average Control Delay	25.5	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.68			
Actuated Cycle Length (s)	68.3	Sum of lost time (s)	20.0	
Intersection Capacity Utilization	64.6%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	WBL	WBR	SEL	SET	NWT	NWR	NWR2	SWL	SWR
Lane Configurations									
Volume (vph)	0	0	269	494	621	0	190	147	266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor			0.97	0.95	0.95		1.00	0.97	1.00
Frt			1.00	1.00	1.00		0.85	1.00	0.85
Flt Protected			0.95	1.00	1.00		1.00	0.95	1.00
Satd. Flow (prot)			3433	3539	3539		1583	3433	1583
Flt Permitted			0.95	1.00	1.00		1.00	0.95	1.00
Satd. Flow (perm)			3433	3539	3539		1583	3433	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	299	549	690	0	211	163	296
RTOR Reduction (vph)	0	0	0	0	0	0	136	0	243
Lane Group Flow (vph)	0	0	299	549	690	0	75	163	53
Turn Type			Prot				Perm		Perm
Protected Phases			5	2	6			4	
Permitted Phases							6		4
Actuated Green, G (s)			9.5	29.8	16.3		16.3	8.3	8.3
Effective Green, g (s)			9.5	29.8	16.3		16.3	8.3	8.3
Actuated g/C Ratio			0.21	0.65	0.35		0.35	0.18	0.18
Clearance Time (s)			4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)			3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)			707	2288	1251		560	618	285
v/s Ratio Prot			c0.09	0.16	c0.19			c0.05	
v/s Ratio Perm							0.05		0.03
v/c Ratio			0.42	0.24	0.55		0.13	0.26	0.19
Uniform Delay, d1			15.9	3.4	12.0		10.1	16.3	16.0
Progression Factor			1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2			0.4	0.1	0.5		0.1	0.2	0.3
Delay (s)			16.3	3.5	12.5		10.2	16.5	16.4
Level of Service			B	A	B		B	B	B
Approach Delay (s)	0.0			8.0	12.0			16.4	
Approach LOS	A			A	B			B	

Intersection Summary				
HCM Average Control Delay	11.4	HCM Level of Service		B
HCM Volume to Capacity ratio	0.45			
Actuated Cycle Length (s)	46.1	Sum of lost time (s)		12.0
Intersection Capacity Utilization	40.3%	ICU Level of Service		A
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL2	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR
Lane Configurations											
Volume (vph)	399	0	241	285	375	0	0	401	255	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		
Lane Util. Factor	0.95	0.95	1.00	0.97	0.95			0.95	1.00		
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		
Flt Protected	0.95	0.95	1.00	0.95	1.00			1.00	1.00		
Satd. Flow (prot)	1681	1681	1583	3433	3539			3539	1583		
Flt Permitted	0.95	0.95	1.00	0.95	1.00			1.00	1.00		
Satd. Flow (perm)	1681	1681	1583	3433	3539			3539	1583		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	443	0	268	317	417	0	0	446	283	0	0
RTOR Reduction (vph)	0	0	192	0	0	0	0	0	200	0	0
Lane Group Flow (vph)	221	222	76	317	417	0	0	446	83	0	0
Turn Type	Split		Perm	Prot					Perm		
Protected Phases	4	4		1	6			2			
Permitted Phases			4						2		
Actuated Green, G (s)	11.4	11.4	11.4	5.2	21.0			11.8	11.8		
Effective Green, g (s)	11.4	11.4	11.4	5.2	21.0			11.8	11.8		
Actuated g/C Ratio	0.28	0.28	0.28	0.13	0.52			0.29	0.29		
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0		
Lane Grp Cap (vph)	474	474	447	442	1840			1034	462		
v/s Ratio Prot	0.13	c0.13		c0.09	0.12			c0.13			
v/s Ratio Perm			0.05						0.05		
v/c Ratio	0.47	0.47	0.17	0.72	0.23			0.43	0.18		
Uniform Delay, d1	12.0	12.0	10.9	16.9	5.3			11.6	10.7		
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		
Incremental Delay, d2	0.7	0.7	0.2	5.5	0.1			0.3	0.2		
Delay (s)	12.7	12.7	11.1	22.4	5.3			11.9	10.9		
Level of Service	B	B	B	C	A			B	B		
Approach Delay (s)		12.1			12.7			11.5		0.0	
Approach LOS		B			B			B		A	

Intersection Summary				
HCM Average Control Delay	12.1	HCM Level of Service		B
HCM Volume to Capacity ratio	0.50			
Actuated Cycle Length (s)	40.4	Sum of lost time (s)		12.0
Intersection Capacity Utilization	40.3%	ICU Level of Service		A
Analysis Period (min)	15			
c Critical Lane Group				

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Jacob Swim
Agency/Co.	USAI
Date Performed	3/4/2011
Analysis Time Period	36 Existing + Project(BO) PM

Site Information

Intersection	Carmel Creek Rd./Del Mar Trail
Jurisdiction	City of San Diego
Analysis Year	2011

Project ID 002407 - San Diego Corporate Center Lots

East/West Street: Del Mar Trail

North/South Street: Carmel Creek Road

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	5	5	4	55	12	10
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	12	770	100	15	440	10
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LT	TR	LT	TR
PHF	0.90		0.90		0.90	0.90	0.90	0.90
Flow Rate (veh/h)	14		85		440	538	260	255
% Heavy Vehicles	2		2		2	2	2	2
No. Lanes	1		1		2		2	
Geometry Group	2		2		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Prop. Left-Turns	0.4		0.7		0.0	0.0	0.1	0.0
Prop. Right-Turns	0.3		0.1		0.0	0.2	0.0	0.0
Prop. Heavy Vehicle	0.0		0.0		0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.1		0.0	-0.1	0.1	0.0

Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
hd, initial value (s)	3.20		3.20		3.20	3.20	3.20	3.20
x, initial	0.01		0.08		0.39	0.48	0.23	0.23
hd, final value (s)	6.74		6.63		5.53	5.37	6.07	6.01
x, final value	0.03		0.16		0.68	0.80	0.44	0.43
Move-up time, m (s)	2.0		2.0		2.3		2.3	
Service Time, t_s (s)	4.7		4.6		3.2	3.1	3.8	3.7

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	264		335		647	668	510	505
Delay (s/veh)	9.92		10.86		18.94	26.13	13.42	13.08
LOS	A		B		C	D	B	B
Approach: Delay (s/veh)	9.92		10.86		22.89		13.25	
LOS	A		B		C		B	
Intersection Delay (s/veh)	19.02							
Intersection LOS	C							

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