Appendix G

Traffic Impact Study

Shiloh Business Park
Traffic Impact Study

Prepared for the
Town of Windsor



September 29, 2023

Final Report

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1. Introduction

This report has been prepared to present the results of the study performed by GHD, Inc., to evaluate potential transportation impacts and changes to traffic level of service (LOS) resulting from the proposed Shiloh Business Park (the "Project") in Windsor, California.

1.1 Report Overview

This report is divided into the following sections:

- **Chapter 1 Introduction** provides a description of the project and proposed site plan, including site access provisions
- **Chapter 2 Transportation Impacts** provides an assessment of potential transportation impacts resulting from the project based on California Environmental Quality Act (CEQA) impact criteria
- **Chapter 3 Proposed Project** provides an estimate of the project trip generation and vehicle classification mix
- **Chapter 4 Traffic Level of Service** provides an assessment of the effect of project-generated motor vehicle traffic on level of service (LOS) and left-turn queues at key intersections in the study area near the project site

1.2 Project Location

The project site is a previously developed 45 acre site located on the west side of US 101 south of Shiloh Road, more specifically south of Pruitt Avenue, as shown on Figure 1.1.

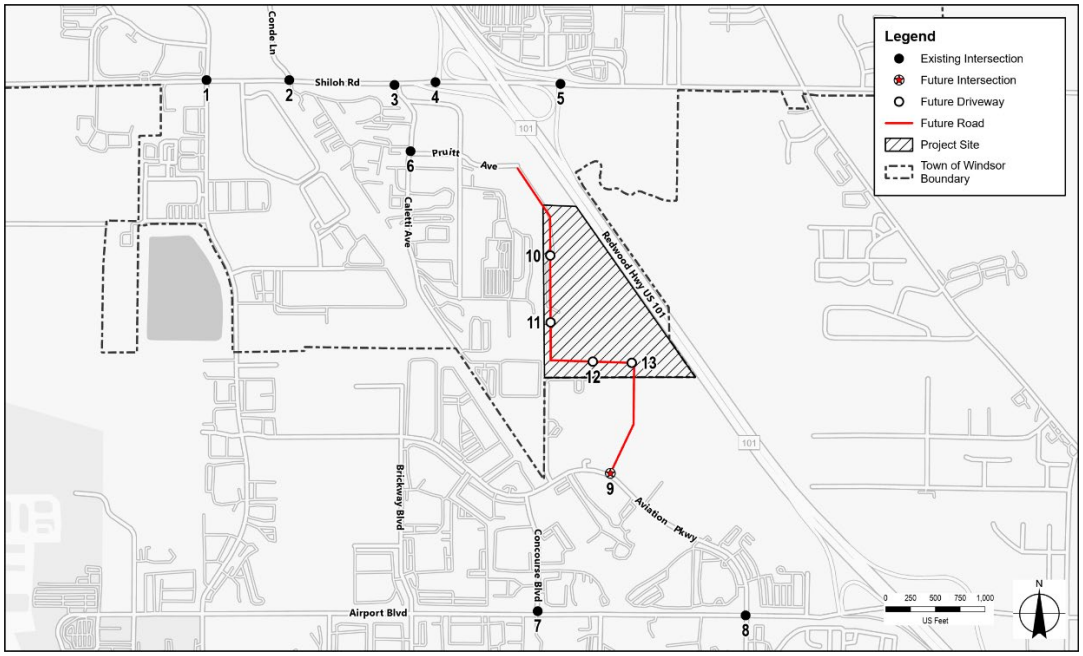


Figure 1.1 Vicinity Map

1.3 Project Description

1.3.1 Current Land Use

There is an existing 42,040 square foot building on the project site that was previously occupied. The previous tenant vacated the property, the site was closed to business operations and was not generating traffic when the traffic counts completed for this project were conducted.

1.3.2 Proposed Land Uses

The proposed project is a multi-tenant, light industrial and manufacturing business park. The project would consist of three buildings totaling 480,000 square feet. The site plan prepared by the applicant shows a total square footage of the three buildings at 452,000 square feet. The 480,000 square was used in this study at the direction of the Town to provide the applicant some flexibility in revising the site plan without impacting the results and findings of this study. The project site plan is illustrated on Figure 1.2. The project is located within the Shiloh Oaks Master Plan adopted in 2006.

1.3.3 Proposed Site Access

Proposed site access would be from an extension of Pruitt Avenue from the current cul-de-sac east of Caletti Avenue, through the site, and extended south of the site to connect to Aviation Blvd along the eastern boundary of the Sonoma Country Day School. The alignment of the Pruitt Avenue extension and the location of the four primary site driveways serving the site are shown on Figure 1.1 on the previous page.

Pruitt Avenue will consist of 44 feet of pavement within a right-of-way dedication of 74 feet. The project would provide 5-foot detached sidewalks on the east and west sides of Pruitt Avenue from the current termination point east of Caletti Avenue through the site. South of the site to Aviation Blvd, Pruitt Avenue will be constructed with 28 feet of pavement within a right-of-way dedication of 40 feet. The project would provide a 6-foot attached sidewalk along the east side of Pruitt Avenue south of the project site.

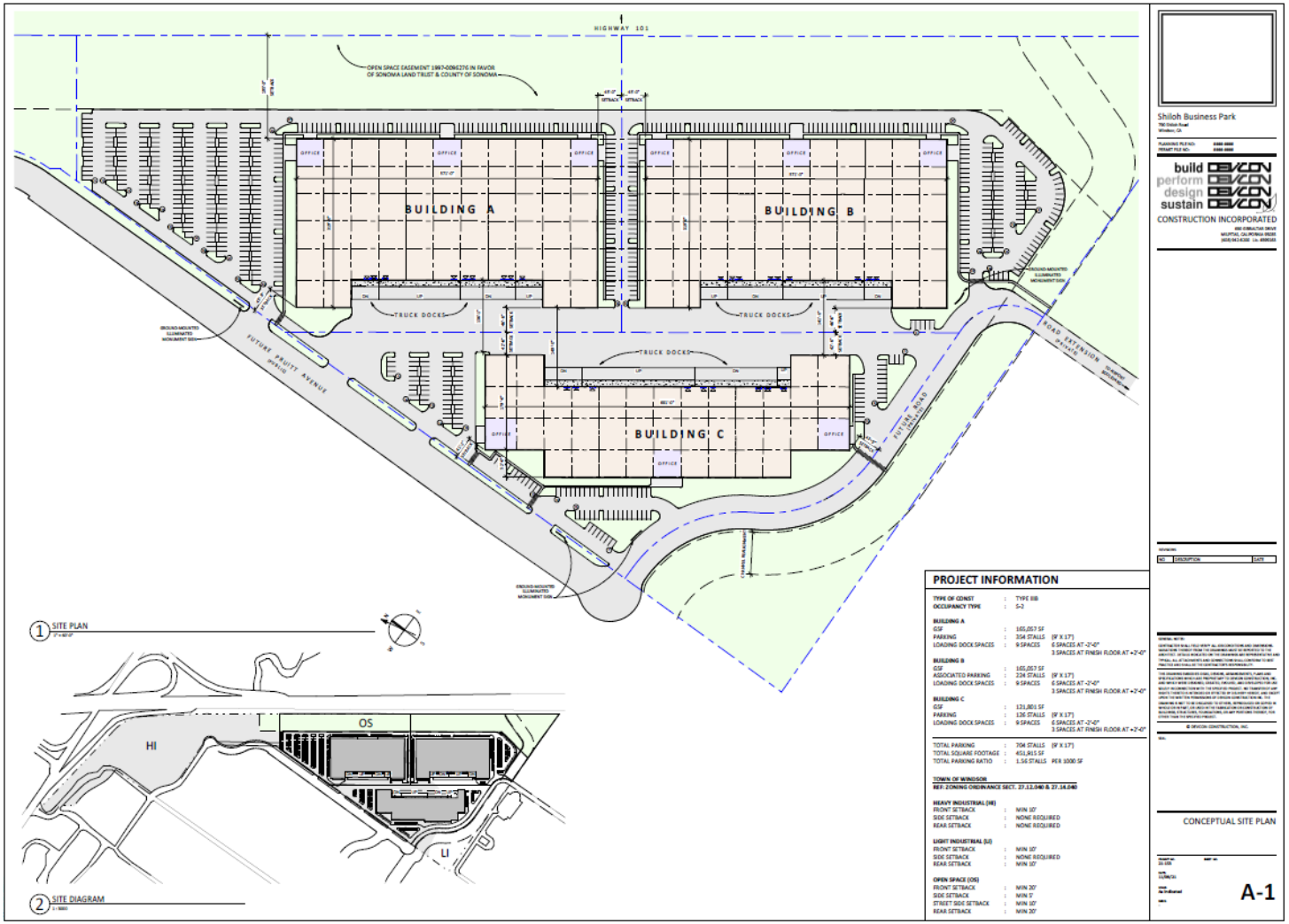
Pruitt Avenue from the current termination point through the project site would provide one travel lane in each with on-street parking. South of the project site to Aviation Blvd, Pruitt Avenue would provide one travel lane in each direction with a pavement flare at Aviation Blvd to provide separate right and left turn lanes with a minimum recommended storage distance of 100 feet.

All site driveways would provide one inbound and one outbound lane shared by right and left turn traffic exiting the site. The site plan indicates that the project would be served by nine site driveways, the project narrative mentions four site driveways. The traffic analysis for this study analyzed all site traffic using the four primary site driveways.

The project would provide 704 automobile off-street parking spaces, on-street parking would provide additional parking for the proposed development.

The project would provide 27 loading dock spaces, nine for each building. The project site plan does not identify the number of bicycle parking spaces or lockers that would be provided.

Figure 1.2 Project Site Plan



1.3.4 Proposed Pruitt Ave Extension to Aviation Blvd

The project site is located within the Shiloh Oaks Master Plan. The Shiloh Oaks Master Plan (see Section 2.2.3) established the requirement for the construction of Pruitt Avenue from the current termination east of Caletti to the project site, through the site to the southern border of the project site, and extension of Pruitt Avenue south of the project site to Aviation Blvd as shown in Figure 1.3.

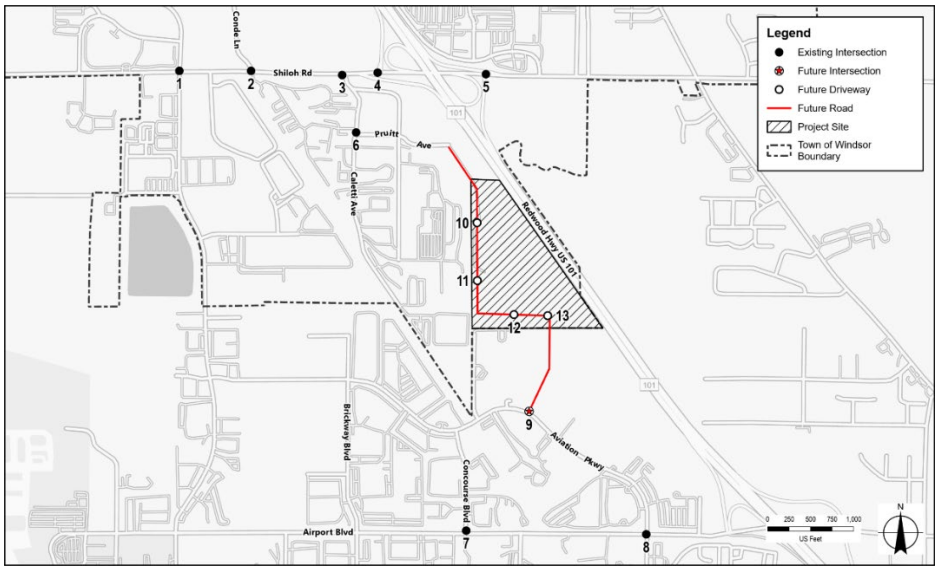


Figure 1.3 Pruitt Avenue Extension to Aviation Blvd

1.3.5 Proposed Pruitt Ave Extension to Conde Lane

The Shiloh Oaks Master Plan identified an alternative to the extension of Pruitt Avenue south of the project site to Aviation Blvd should this extension not be feasible. This alternative, identified in this traffic study as the “Conde Lane Alternative” includes the extension of Pruitt Avenue from Caletti Avenue to the west to connect to Conde Lane in lieu of extending Pruitt Avenue south of the project site to Aviation Blvd as shown in Figure 1.4.

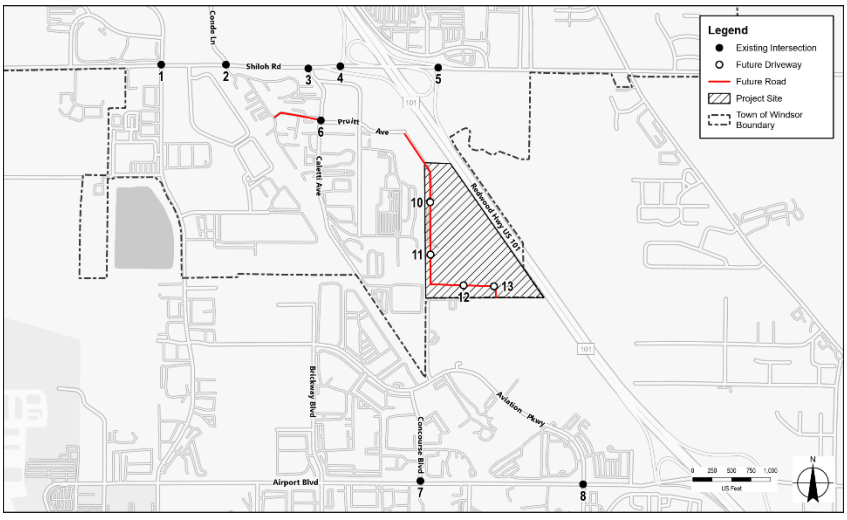


Figure 1.4 Pruitt Avenue Extension to Conde Lane

2. Transportation Impacts

This chapter describes the assessment of transportation impacts under the California Environmental Quality Act (CEQA) findings of significance and any recommended mitigations.

2.1 Setting

2.1.1 Street Network

Several key transportation facilities provide access to the study area:

U.S. 101 is the largest regional freeway in the area, providing north-south motor vehicle access throughout Sonoma County and to the adjacent counties of Marin (south) and Mendocino (north). US 101 provides two lanes per direction north of downtown Windsor, and three lanes per direction south of downtown Windsor, one of which is a high occupancy vehicle (HOV) lane. The posted speed limit is 65 miles per hour (mph), and access points in the Town of Windsor are found at Shiloh Road north of the project site and Airport Blvd south of the project site.

Shiloh Road is an east-west roadway designated as a 5-lane crosstown arterial street. Between Caletti Avenue and Conde Lane, Shiloh Road generally provides four travel lanes (two per direction), a center two-way striped left-turn lane, and bicycle lanes in both directions, with a posted speed limit of 40 miles per hour (mph). West of Conde Lane approaching Skylane Blvd, Shiloh Road drops to one travel lane in each direction. East of Caletti Avenue approaching the US 101 interchange, Shiloh Road also drops to one travel lane in each direction. The Windsor 2040 General Plan identifies Shiloh Road east of Caletti Avenue and between Conde Lane and Skylane Blvd for future expansion to five lanes (two per direction plus a center turn-lane or median).

Sidewalks are partially constructed on Shiloh Road; these improvements include:

- Highway 101 to Caletti Avenue: existing sidewalk on the north side of Shiloh Road
- Caletti Avenue to Conde Lane: existing sidewalk on the south side of Shiloh Road
- Conde Lane to Skylane Blvd: existing sidewalk on the north side of Shiloh Road, existing sidewalk on south side from Caletti Avenue through the RR crossing.

Skylane Blvd is a north-south roadway designated as a 2-lane crosstown arterial street and provides two lanes (one per direction) south of Shiloh Road with a posted speed limit of 40 mph. There are no existing bike lanes or sidewalks along Skylane Blvd south of Shiloh Road. ***Golf Course Drive*** is the extension of Skylane Blvd north of Shiloh Road. Golf Course Drive is a local street providing one travel lane in each direction, detached sidewalks on both sides of Golf Course Drive, and a posted speed limit of 25 mph.

Conde Lane is a north-south roadway. Conde Lane north of Shiloh Road is designated as a 3-lane crosstown arterial street and provides two lanes (one per direction with a landscaped median for left-turn lanes), bike lanes in both directions, and a posted speed limit of 35 mph. There is an existing sidewalk along the west side of Conde Lane. Conde Lane south of Shiloh Road is a local street with one travel lane in each direction and no sidewalks. Conde Lane south of Shiloh Road, along with Caletti Avenue, provide the two access routes into the Shiloh Oaks Master Plan Development.

Caletti Avenue is a north-south roadway. Caletti Avenue south of Shiloh Road is a local street with one travel lane in each direction with existing sidewalk along the east side of Caletti Avenue. Caletti Avenue along with Conde Lane provide the two access routes into the Shiloh Oaks Master Plan Development.

Pruitt Avenue is a local street with one travel lane in each direction with existing sidewalks along both the north and south sides of Pruitt Avenue. Pruitt Avenue extends approximately 1,110 feet east of Caletti Avenue before terminating in a cul-de-sac. Pruitt Avenue will provide access to the project site. As part of the project improvements, Pruitt Avenue will be extended from the current termination thru the project to connect to Aviation Blvd south of the project as identified in the Shiloh Oaks Master Plan.

Aviation Blvd is an east-west Sonoma County roadway with one travel lane in each direction with a striped two-way center left-turn lane, sidewalk along the north side, and a posted speed limit of 35 mph. Aviation Blvd was recently constructed and opened to traffic from Brickway Blvd to Skylane Blvd.

Concourse Blvd is a north-south Sonoma County roadway with one travel lane in each direction and sidewalk along the east side of the roadway.

Airport Blvd is an east-west Sonoma County arterial street roadway with two travel lanes in each direction with a striped two-way center left-turn lane, sidewalks along both sides, and a posted speed limit of 45 mph. West of Concourse Blvd, Airport Blvd drops to one travel lane in each direction. Airport Blvd has an interchange with Highway 101 and is a key travel roadway in this portion of Sonoma County and serves as the primary access route to the Sonoma County Airport and supporting land uses.

As noted above:

- Bicycle lanes are provided on Shiloh Road, Airport Blvd, and Conde Lane north of Shiloh Road.
- Sidewalks are provided intermittently on Shiloh Road, on both sides of Golf Course Drive, on the west side of Conde Lane north of Shiloh Road, on the east side of Caletti Avenue, on both sides of Pruitt Avenue, on the east side of Concourse Blvd, the north side of Aviation Blvd, and on the north side of Airport Blvd.
- Sidewalks will be constructed as part of the project improvements along the Pruitt Avenue extension, connecting to the existing sidewalks on Pruitt Avenue and Aviation Blvd.

The study area intersections consist of the following intersections:

Shiloh Rd and Skylane Blvd/Golf Course Dr intersection (1) is a four legged intersection controlled by a traffic signal with protected left-turn arrows for all approaches. The intersection has the following traffic lanes:

- Northbound: 1 left turn lane, 1 through lane, 1 right turn lane
- Southbound: 1 left turn lane, 1 shared through/right turn lane
- Westbound: 1 left turn lane, 1 through lane, 1 right turn lane
- Eastbound: 1 left turn lane, 1 shared through/right turn lane

Shiloh Rd and Conde Lane intersection (2) is a four legged intersection controlled by a traffic signal with protected left-turn arrows for all approaches except the southbound approach which is controlled by protected/permissive left-turn phasing with left-turn and through traffic in a shared lane. The intersection has the following traffic lanes:

- Northbound: 1 lane for all movements
- Southbound: 1 shared left turn/through lane, 1 right turn lane

- Westbound: 1 left turn lane, 1 through lane, 1 shared through/right turn lane
- Eastbound: 1 left turn lane, 1 through lane, 1 shared through/right turn lane

Shiloh Rd and Caletti Ave intersection (3) is a three legged 'T' intersection controlled by a STOP sign on the Caletti Avenue northbound approach. The intersection has the following traffic lanes:

- Northbound: 1 left turn lane, 1 right turn lane
- Westbound: 1 left turn lane, 1 shared through/right turn lane
- Eastbound: 1 shared through/right turn lane

Shiloh Rd and US 101 Southbound Ramps (4) is a three legged 'T' intersection controlled by a traffic signal under the jurisdiction of CALTRANS. No left-turn phasing is provided at this intersection. The intersection has the following traffic lanes:

- Southbound: 1 left turn lane, 1 right turn lane
- Westbound: 1 through lane, the westbound to southbound loop on-ramp to US 101 diverges from Shiloh road prior to this intersection
- Eastbound: 1 through lane, the eastbound to southbound on-ramp to US 101 diverges from Shiloh Road prior to the intersection

Shiloh Rd and US 101 Northbound Ramps (5) is a three legged 'T' intersection controlled by a traffic signal under the jurisdiction of CALTRANS. Protected left-turn phasing is provided for the northbound approach. The intersection has the following traffic lanes:

- Northbound: 1 left turn lane, 2 right turn lanes
- Westbound: 1 through lane, the westbound to northbound on-ramp to US 101 diverges from Shiloh road prior to this intersection.
- Eastbound: 2 through lanes, the eastbound to northbound loop on-ramp to US101 diverges from Shiloh Road prior to the intersection

Caletti Ave and Pruitt Ave intersection (6) is a three legged 'T' intersection controlled by a STOP sign on westbound Pruitt Avenue. The intersection has the following traffic lanes:

- Northbound: 1 shared through/right turn lane
- Southbound: 1 shared through/left turn lane
- Westbound: 1 shared left turn/right turn lane

Airport Blvd and Concourse Blvd (7) is a four legged intersection controlled by STOP Signs on the southbound approach on Concourse Blvd and the northbound approach which consists of a gated driveway into a small industrial facility. The intersection has the following traffic lanes:

- Northbound: 1 lane for all movements
- Southbound: 1 shared left turn/through lane, 1 right turn lane
- Westbound: 1 left turn lane (TWLTL), 1 through lane, 1 right turn lane
- Eastbound: 1 left turn lane, 1 shared through lane/right turn lane

Airport Blvd and Aviation Blvd (8) is a four legged intersection controlled by a traffic signal with protected left-turn arrows on Airport Blvd and protected/permissive left-turn arrows on Aviation Blvd. The intersection has the following traffic lanes:

- Northbound: 1 shared left turn/through lane, 1 right turn lane
- Southbound: 1 left turn lane, 1 shared left turn/through/right turn lane
- Westbound: 1 left turn lane, 2 through lanes, 1 right turn lane
- Eastbound: 1 left turn lane, 2 through lanes, 1 right turn lane

Aviation Blvd and Pruitt Avenue Extension (FUTURE) intersection (9) is a future three legged 'T' intersection constructed as part of the project improvements and the extension of Pruitt Avenue south of the site to connect to Aviation Blvd. A STOP sign will be installed on the southbound approach for the Pruitt Avenue extension. The intersection, when constructed, is recommended to have the following traffic lanes:

- Southbound: 1 left turn lane, 1 right turn lane
- Westbound: 1 left turn lane (TWLTL), 1 shared/right turn lane
- Eastbound: 1 left turn lane (TWLTL), 1 through lane

2.1.2 Transit Service

Transit service is provided by Sonoma County Transit, which includes the following bus routes serving the study area:

- **Route 66 Windsor Shuttle** operates on a one-way loop connecting Windsor neighborhoods and downtown Windsor including the Windsor Depot. Near the project site, Route 66 arrives via eastbound Shiloh Road and serves an eastbound bus stop on Shiloh Road several hundred feet east of Conde Lane. Buses operate between 8:00 a.m. and 6:00 p.m. Monday to Saturday, and typically arrive every 45 to 55 minutes. The Windsor Shuttle is free for all riders under Sonoma County Transit's "Fare-Free" program. The Windsor Shuttle's "Fare-Free" program is subsidized by the Town of Windsor.
- **Route 62 Santa Rosa, County Airport** operates on a two-way route from the Santa Rosa Transit Mall to the Windsor Depot on weekdays. The route runs on Airport Blvd with stops in both directions located far-side at Aviation Blvd and at Regional Parkway. The route has two additional bus stops in the study area, on Skylane Blvd south of Shiloh Road and on Shiloh Road west of Skylane Blvd. Route 62 provides intercity service that connects the study area with downtown Windsor, Sonoma County Airport, and downtown Santa Rosa to the south. In downtown Santa Rosa (Third Street Transit Mall), transfers to other Sonoma County Transit Routes, local Santa Rosa CityBus services and regional services provided by Golden Gate Transit can be made. Route 62 operates on a daily schedule between 7:00 a.m. and 9:00 p.m. with buses generally arriving every one to two hours in each direction.
- **Sonoma Marin Area Rail Transit (SMART)** operates between Larkspur and the Sonoma County Airport station located on Airport Boulevard approximately two miles southwest of the project site. Trains operate seven days a week, with roughly hourly service in both directions on weekdays between 5:00 a.m. and 10:00 p.m. Future plans to extend SMART service north to Cloverdale would include service in downtown Windsor at the Windsor Depot.

2.2 Regulatory Framework

This section summarizes the adopted regulations relevant to the analysis of transportation impacts.

2.2.1 State Regulations

Vehicle Miles Traveled and Automobile Delay

As amended in December 2018 and effective statewide beginning on July 1, 2020, CEQA Guidelines section 15064.3 (Determining the Significance of Transportation Impacts) specifies that vehicle miles traveled (VMT) is the primary metric or measure of effectiveness (MOE) for determining the significance of transportation impacts across California. Section 15064.3(a) also specifies that a project's effect on automobile delay shall not constitute

a significant environmental impact, except as provided in subdivision (b) (2) which is applicable only to roadway capacity projects. As described in Section 15064.3(a) of the amended CEQA Guidelines:

> *Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel.*

The updated CEQA guidelines specify that lead agencies have discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, and to develop thresholds of significance. Lead agencies have discretion to choose the most appropriate methodology to evaluate a project's vehicles miles traveled, including whether to express the change in absolute terms, per capita, per household or any other measure. A lead agency may use models to estimate a project's vehicle miles traveled and may revise those estimates to reflect professional judgment based on substantial evidence. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered: a lead agency may evaluate the project's vehicle miles travelled qualitatively. In December 2018, OPR circulated its most recent Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR) that provides recommendations and describes various options for assessing VMT for transportation analysis purposes. The VMT analysis options described by OPR are primarily tailored towards single-use development residential, office or retail projects. OPR recommends the following methodology and criteria for specific land uses:

- For residential projects, OPR recommends that VMT impacts be considered potentially significant if a residential project is expected to generate VMT per Capita (i.e., VMT per resident) at a rate that exceeds 85 percent of a regional average.
- For office projects, OPR recommends that VMT impacts be considered potentially significant if an office project is expected to generate VMT per Employee at a rate that exceeds 85 percent of a regional average.
- For retail projects, OPR recommends that VMT impacts be considered potentially significant if a project results in a net increase in total VMT. This approach takes into account the likelihood that retail developments may lead to increases or decreases in VMT, depending on previously existing retail travel patterns. This approach may also be used for other types of projects with customer components.
- OPR does not provide specific guidance on evaluating other land use types, except to say that other land uses could choose to use the method applicable to the land use with the most similarity to the proposed project.
- OPR also recommends exempting some project types from VMT analysis based on the likelihood that such projects will generate low rates of VMT. OPR recommends that projects generating less than 110 trips per day generally may be assumed to cause a less than significant transportation impact.

California Department of Transportation

The California Department of Transportation (Caltrans) is responsible for planning, designing, constructing, operating, and maintaining the State Highway System (SHS). Any improvements or modifications to the SHS would need to be approved by Caltrans. In May 2020, the California Department of Transportation (Caltrans) published the Vehicle Miles Traveled-Focused Transportation Impact Study Guide (TISG), which replaced its Guide for the Preparation of Traffic Impact Studies (2002). The TISG generally endorses the policies, technical

approaches, and recommendations from OPR's Technical Advisory. It also indicates that Caltrans intends to "transition away from requesting LOS or other vehicle operations analyses of land use projects", instead placing the focus on VMT and safety.

2.2.2 Regional Regulations

Plan Bay Area

Plan Bay Area 2050 is the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that describes the long-range plan for transportation improvements within the nine county Bay Area region that includes Windsor and Sonoma County.

2.2.3 Local Regulations

Windsor General Plan

The Circulation Element of the *Town of Windsor General Plan* contains a range of policies and implementation programs designed to maintain or improve transportation circulation within the Town. Figure 2.1 shows the planned street network as identified in the Circulation Element.

Shiloh Oaks Mater Plan

The project site is located within the Shiloh Oaks Master Plan. The Shiloh Oaks Master Plan was adopted by the Town Council in October 2006 and established the Planned Development District. In addition to defining the development's allowed uses, permits, requirements, phasing and implementation, and special design requirements the master plan also established the requirement for the construction of Pruitt Avenue from the current termination point east of Caletti Avenue to the project site, through the project site to the southern border of the project site, and extension south of the project site to Aviation Blvd.

The Shiloh Oaks Master Plan identified an alternative to the extension of Pruitt Avenue south of the project site to Aviation Blvd should this extension not be feasible. This alternative, identified in this traffic study as the "Conde Lane Alternative" includes the extension of Pruitt Avenue from Caletti Avenue to the west to connect to Conde Lane in lieu of extending Pruitt Avenue south of the project site to Aviation Blvd.

Figure 2.1 Windsor 2040 Circulation System Map

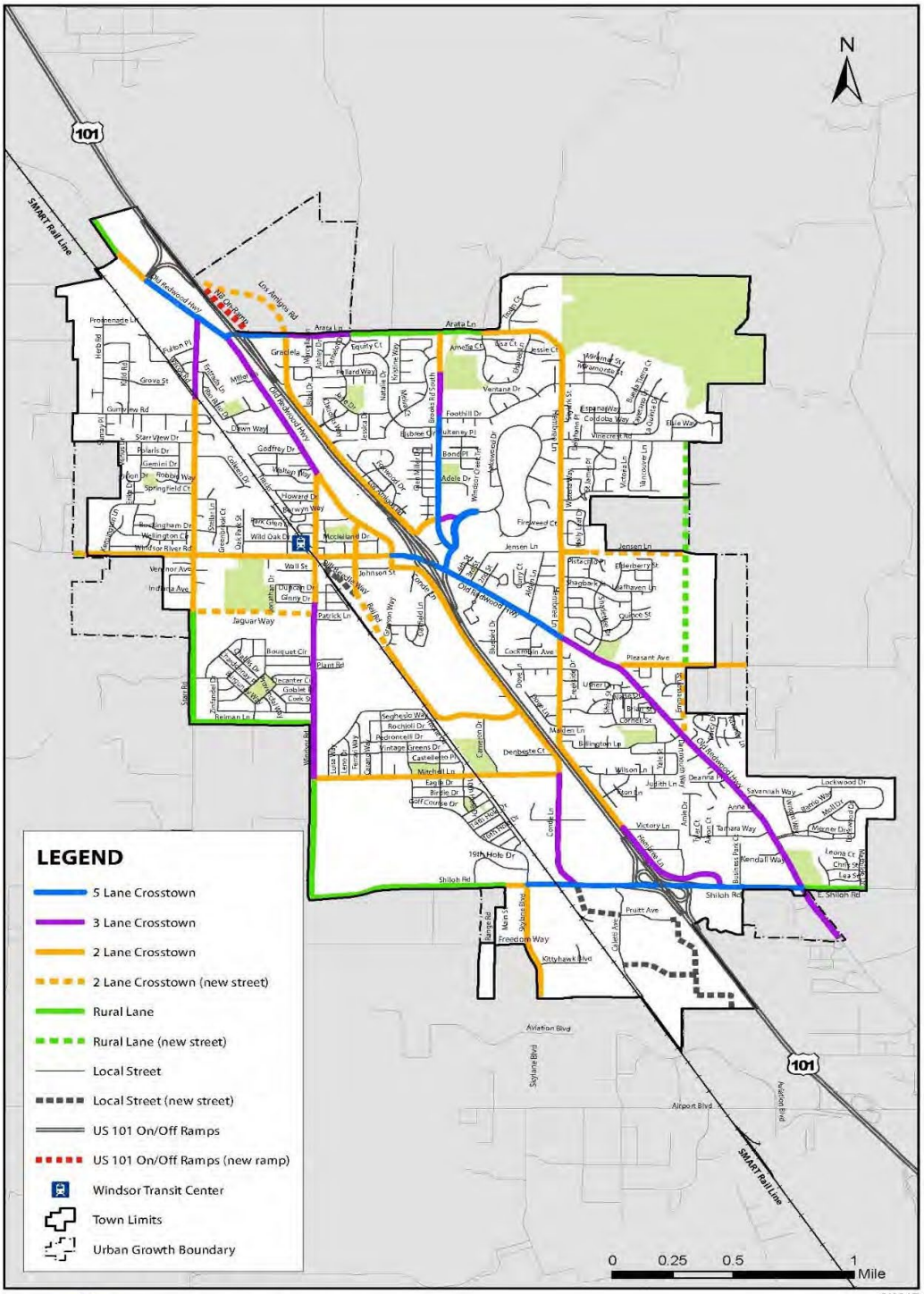


Figure M-1: Windsor 2040 General Plan Circulation System

2.3 CEQA Significance Criteria

For purposes of evaluating the significance of potential environmental impacts attributable to the project under the California Environmental Quality Act (CEQA), transportation impacts may be considered potentially significant if the proposed project were to:

a. *Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities; or*

b. *Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), which pertains to vehicle miles traveled (VMT); or*

c. *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or*

d. *Result in inadequate emergency access.*

2.4 Impact & Mitigation Findings

2.4.1 Transportation Programs, Plans, Ordinances & Policies

IMPACT T-1 Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? *Finding: this impact is less than significant and no mitigation is required.*

This section assesses whether the proposed project is consistent with applicable regional and local transportation programs, plans, ordinances and policies that were summarized in the Regulatory Framework section of this report. Conflicts with adopted level of service (LOS) standards would not be considered significant for environmental impact analysis purposes.

The project is not anticipated to conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. The project would construct the required extension of Pruitt Avenue from the current termination point east of Caletti Avenue through the site and south to connect to Aviation Blvd consistent with the Town's street network plan and Shiloh Oaks Master Plan.

The proposed project would not conflict with the Town's adopted General Plan Transportation & Mobility Element or Bicycle Master Plan. Similarly, the project would not conflict with any adopted transit plan or relevant ordinances and policies addressing circulation. This impact is less than significant.

2.4.2 Vehicle Miles Traveled (VMT)

IMPACT T-2 Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3 (b) due to VMT attributable to the Project? *Finding: this impact is less than significant and no mitigation is required.*

VMT for the project was evaluated according to the guidance provided by the Town of Windsor (Windsor Draft VMT Policy dated February 11, 2022), consistent with the Technical Advisory on Evaluating Transportation

Impacts in CEQA published by the California Governor's Office of Planning Research (OPR) in December 2018 (referred to as the "Technical Advisory"). Although the Technical Advisory provides no guidance on industrial land use types, OPR staff has acknowledged that industrial uses differ from other types of employment functions, and offered the opinion that jurisdictions looking to establish significance thresholds for industrial employment uses may benefit from reviewing the thresholds set by San Jose and other jurisdictions. The thresholds set by the City of San Jose and Sacramento County for industrial uses are equal to the regional average VMT per employee, rather than the 15% below regional average. The Town of Windsor has determined this threshold is also appropriate for their jurisdiction, as it "is consistent with achieving an overall reduction in regional VMT, as it recognizes that industrial uses, which are relatively lower total VMT generating uses, are most appropriate in areas that have a lower potential to reduce VMT because it results in more available land within areas with a high potential to achieve VMT reductions available for more dense development" (Sacramento County). Based on Windsor's VMT guidance, "the countywide average home-based VMT per employee metric available from the SCTA model, shall be applied to industrial land use projects in Windsor." The countywide average home-based VMT per employee is 12.39, as documented in the Town's VMT guidance.

CEQA allows for the use of screening thresholds or criteria to identify certain types of projects that can be expected to cause a less-than-significant impact without needing to conduct a detailed analysis (CEQA Guidelines sections 15063(c)(3)(C), 15128, and the environmental checklist included in CEQA Appendix G). Six VMT screening criteria for land use projects have been identified by the Town of Windsor, including map-based screening for low-VMT areas of employment-based VMT, which applies to industrial uses.

Figure 2.2 presents the Employment VMT Screening map and the project location. As shown, the project location is in an area where the VMT per employee is 15 percent or more below the regional average (low-VMT area). Therefore, the project is considered screened out from a VMT analysis and presumed to have a less than significant impact on VMT.

The proposed project qualifies for the employment map-based screening and is located in a low-VMT area based on the screening maps presented in the Town of Windsor's VMT Policy. Since the significance threshold for industrial uses is set equal to the countywide average of home-based VMT per employee, and the project is in an area with 15 percent or more below the countywide average VMT per employee, the proposed industrial project more than meets the screening criteria and is well under the significance threshold. GHD has also confirmed with the Town of Windsor that the screening map is the latest version, and that the project use qualifies for the employment screening map. Therefore, the project has a less than significant impact on VMT.

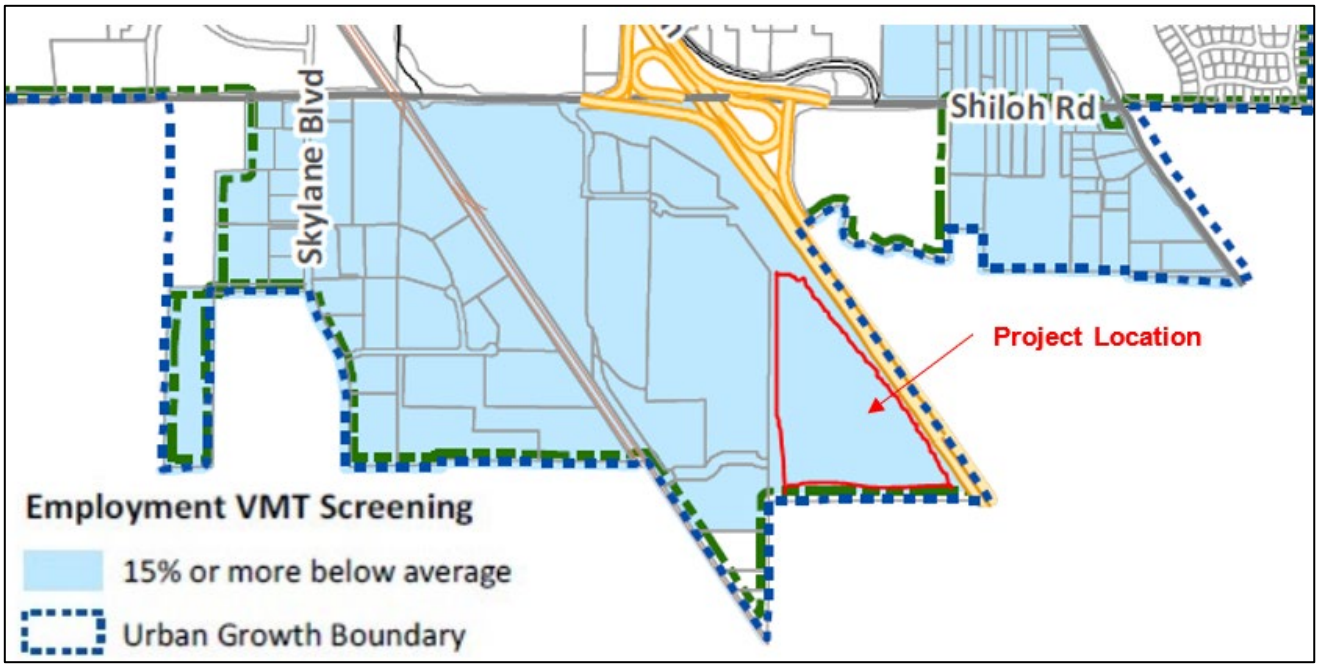


Figure 2.2 Employment VMT Screening of Project Location

2.4.3 Hazards

IMPACT T-3 Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous *intersections) or incompatible uses (e.g., farm equipment)? Finding: four of the proposed site driveways do not provide sufficient storage distance, two are located on horizontal curves, and three do not intersect with Pruitt Avenue at a right angle. This impact is less than significant with Mitigation T-3.*

This section analyzes whether the proposed project would result in increased hazards applicable to transportation.

Collision Data Review

Reported collision data for the 5-year period from January 1, 2018 to December 31, 2022 was reviewed at the following study intersections near the project site:

1. Shiloh Rd & Skylane Blvd/Golf Course Dr
2. Shiloh Rd & Conde Ln
3. Shiloh Rd & Caletti Ave
4. Shiloh Rd & US 101 Southbound Off-ramp
5. Shiloh Rd & US 101 Northbound Off-ramp
6. Caletti Ave & Pruitt Ave
7. Airport Blvd & Concourse Blvd
8. Airport Blvd & Aviation Blvd

Table 2.1 summarizes the 5-year collision data. The rate of collisions was lower than the statewide average at all study intersections. There was one reported collision involving a pedestrian and one collision involving a bicyclist over the five year period, both collisions occurred at the US 101 and Shiloh Road interchange. Based on this review of collision data: no significant safety issues are identified.

Table 2.1 Reported Collisions (2018-2022)

ID	Intersection	Total Reported Collisions (2015-2019)	Calculated Collision Rate (c/mve)	Statewide Average Collison Rate (c/mve)	Injury Collisions, Automobile with:				Property Damage Only
					Automobile	Bicycle	Pedestrian	Total	
1	Shiloh Rd & Skylane Blvd / Golf Course Dr	**0**	0.00	0.55	0	0	0	0	0
2	Shiloh Road & Conde Ln	**3**	0.09	0.55	1	0	0	1	2
3	Shiloh Road & Caletti Ave	**5**	0.15	0.22	4	0	0	4	1
4	Shiloh Road & US 101 SB Off-ramp	**6**	0.14	0.43	1	1	0	2	4
5	Shiloh Road & US 101 NB Off-ramp	**4**	0.09	0.43	0	0	1	1	3
6	Caletti Ave & Pruitt Ave	**1**	0.02	0.17	0	0	0	0	1
7	Airport Blvd & Concourse Blvd	**0**	0.00	0.22	0	0	0	0	0
8	Airport Blvd & Aviation Blvd	**4**	0.21	0.55	1	0	0	1	3
Total		**23**	--	--	7	1	1	9	14

Source: Statewide Integrated Traffic Records System (SWTTRS), January 1, 2018 to December 31, 2022

Proposed Project Improvements

The project would provide sidewalks on both sides of the Pruitt Avenue extension from Caletti Avenue through the project site, and on the east side of the Pruitt Avenue extension from the project site to Aviation Blvd. The proposed pedestrian facilities would improve pedestrian connectivity in the area by providing a pedestrian connection from Shiloh Road to Aviation Blvd and Airport Blvd that does not currently exist. The new sidewalks are not expected to result in increased hazards. Direct pedestrian and bicycle access to the site would be provided from Pruitt Avenue.

Direct motor vehicle access to the project site would be provided via Pruitt Avenue, which would be constructed with curbs in addition to the provision of sidewalks described above. The Pruitt Avenue extension would provide one travel lane in each direction from Caletti Avenue to Aviation Blvd.

Potential safety hazards due to the design of the project are limited to the following: As shown on the project site plan set, the project proposes to construct nine site driveways onto the future Pruitt Avenue extension. Specific concerns regarding the location of the site driveways are discussed in Section 3.1.4 and include:

- Driveways 1, 2, 3, and 4 meet the minimum spacing of 50 feet between driveways but may not provide a minimum storage distance of 50 feet to allow sufficient storage distance for two vehicles or one truck without impact the operation of the parking drive aisles.

- Driveways 5 and 9 are located on a horizontal curve with limited visibility for traffic exiting and entering the driveway to see conflicting traffic on Pruitt Avenue.
- Driveways 6, 7, and 8 need to be revised to intersect Pruitt Avenue at a right angle to provide better alignment for vehicles using the driveways and minimize conflicts for turning traffic.

As a result of these concerns: the Project would increase hazards due to a design feature. ***This impact is potentially significant.***

Mitigation T-3, Driveway Access on Pruitt Avenue: Revise the proposed site driveways to resolve the design concerns, including:

- **Mitigation Driveways 1, 2, 3, and 4:** Revise the design of the site driveway or parking drive aisle to provide a minimum storage distance of 50 feet.
- **Mitigation Driveway 5:** Remove this driveway. There is not sufficient spacing between this driveway and adjacent driveways to relocate this driveway away from the horizontal curve without impacting the adjacent driveways.
- **Mitigation Driveways 6, 7, and 8:** Revise driveway to intersect with Pruitt Avenue at a right angle. Consider combining driveways 7 and 8 into one driveway.
- **Mitigation Driveway 9**: Remove this driveway, or relocate the driveway a minimum of 150 feet from the horizontal curve, or prohibit left-turns and restrict the driveway to right turn in and right turn out movements.

Significance with Mitigation T-3: ***Less than significant.***

2.4.4 Emergency Access

IMPACT T-4 Would the project result in inadequate emergency access? ***Finding: this impact is less than significant and no mitigation is required.***

Emergency vehicles would have access to the project site from the north using Shiloh Road, Caletti Avenue, and Pruitt Avenue. Emergency vehicles would have access to the project site from the south using Airport Blvd, Aviation Blvd, and the proposed Pruitt Avenue extension. Direct access into the site from Pruitt Avenue for emergency vehicles is provided by five site driveways. The emergency vehicle access (EVA) lanes and fire access site plan prepared by the applicant are provided in Appendix A.

The project is not anticipated to result in inadequate emergency access. This impact is less than significant and no mitigation is required.

3. Proposed Project

This section describes the proposed project, the project trip generation, vehicle classification for site traffic, project trip distribution, project trip assignment, project driveways, and project parking.

3.1.1 Project Trip Generation

The project trip generation forecast describes the anticipated increase in motor vehicle trips that is anticipated to result from the project. This includes a forecast of daily vehicle trips, as well as vehicle trips that would be generated during the typical AM peak hour (weekdays between 7:00 a.m. and 9:00 a.m.), and typical PM peak hour (weekdays between 4:00 p.m. and 6:00 p.m.).

The volume of motor vehicle trips that would be generated by the proposed project are typically estimated based on trip generation rates and equations included in the Institute of Transportation Engineers (ITE) *Trip Generation Manual (11th Edition 2021).* During the development of this traffic impact study, the project's developer, based on their observations of similar projects that they have developed and manage, expressed concerns that the use of trip generation rates obtained from the *ITE Trip Generation Manual* overestimated the amount of traffic that would be generated by the Shiloh Business Park.

The Town and developer agreed to the preparation of a separate trip generation study to develop trip generation rates for the proposed Shiloh Business Park based on project specific trip generation rates derived from traffic counts at two similar existing business parks operated by the developer. The Shiloh Business Park Trip Generation Study is included in Appendix B.

Table 3.1 presents the trip generation rates used for the project resulting from the Trip Generation Study. Table 3.2 presents the forecasted trip generation for the project. As shown, the project is forecasted to generate 1,738 daily trips, including 115 trips during the AM peak hour and 106 trips during the PM peak hour.

Table 3.1 Vehicle Trip Generation Rates

Land Use Category	Unit [1]	Daily Trip Rate per Unit	AM Peak Hour Trip Rate per Unit			PM Peak Hour Trip Rate per Unit		
			Total	In %	Out %	Total	In %	Out %
Industrial Park	KSF	3.62	0.24	81%	19%	0.22	28%	72%

Notes:
1. KSF=1,000 square feet
2. Trip generation rates from Shiloh Business Park Trip Generation Study, GHD, June 2023

Table 3.2 Vehicle Trip Generation Forecast – Proposed Project

Use	Quantity[1]	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			Total	In	Out	Total	In	Out
Industrial Park	480 KSF	1,738	115	93	22	106	30	76

Notes:
1. KSF=1,000 square feet

3.1.2 Site Traffic Vehicle Classification

The Shiloh Business Park Trip Generation Study also included vehicle counts by classification type at the two study sites according to the vehicle classification scheme developed by the Federal Highway Administration (FHWA). This classification scheme classifies vehicles by 13 vehicle types. Based on the vehicle and truck percentages included in the Trip Generation Study, the estimated vehicle mix for the Shiloh Business Park is summarized below:

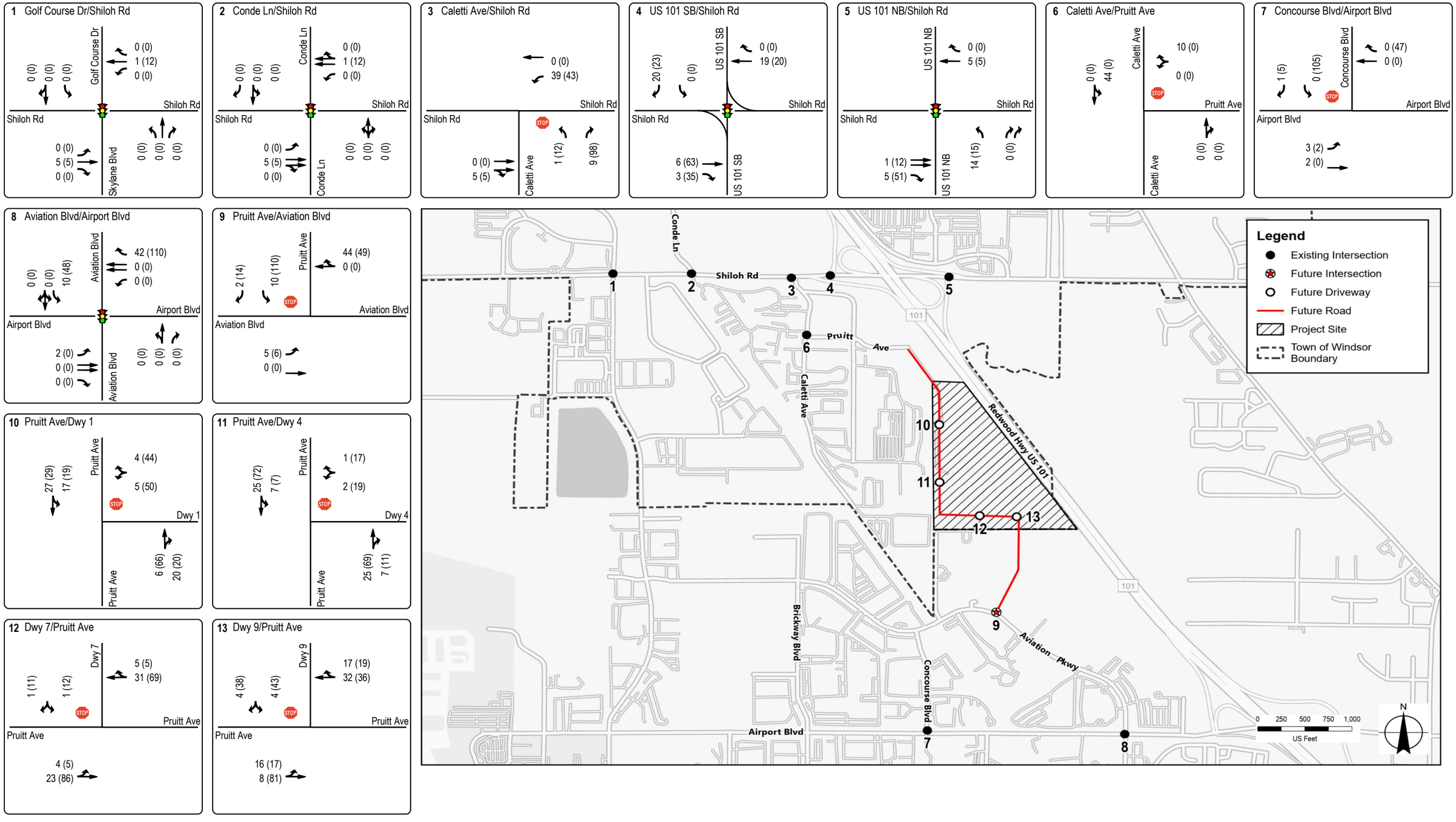
Total Site Traffic	- 1,738 vehicles per day	100%
Passenger Car and Light Trucks (FHWA 1-3)	- 1,460 vehicles per day	84%
Medium-Duty Trucks (FHWA 4-6)	- 122 trucks per day	7%
Heavy-Duty Trucks (FHWA 7-13)	- 156 trucks per day	9%

3.1.3 Project Trip Distribution & Assignment

The anticipated distribution of project trips is shown in Table 3.3, based on the anticipated origin and destination pattern derived from existing travel characteristics in the area. Based on this distribution the anticipated volume of added traffic at each study intersection is shown on Figure 3.1.

Table 3.3 Project Trip Distribution

To/From	Percent
Shiloh Road west of Skylane Blvd	5%
US 101 north of Shiloh Road	22%
US 101 south of Shiloh Road	15%
Shiloh Road east of US 101	5%
Aviation Blvd west of Concourse Blvd	2%
Airport Blvd west of Concourse Blvd	6%
Airport Blvd east of US 101	5%
US 101 south of Airport Blvd	40%
Total	**100%**



Legend

XX (YY) AM (PM) Peak Hour Volumes

Turn Lane

Traffic Signal

Stop Sign

Roundabout

GHD

Town of Windsor
Shiloh Business Park TIS

Project Only Conditions
Peak Hour Traffic Volumes,
Lane Geometries & Traffic Control

Project No. **12589312**
Report No. **001**
Date **8/29/23**

FIGURE 3.1

3.1.4 Project Driveways

The site preliminary site plan indicates nine proposed driveways to provide vehicle and truck access to the site as shown in Figure 3.2. Several of the site proposed site driveways are in conflict with Town policies as described in Zoning Ordinance Section 27.30.090 titled *Driveways and Site Access*.

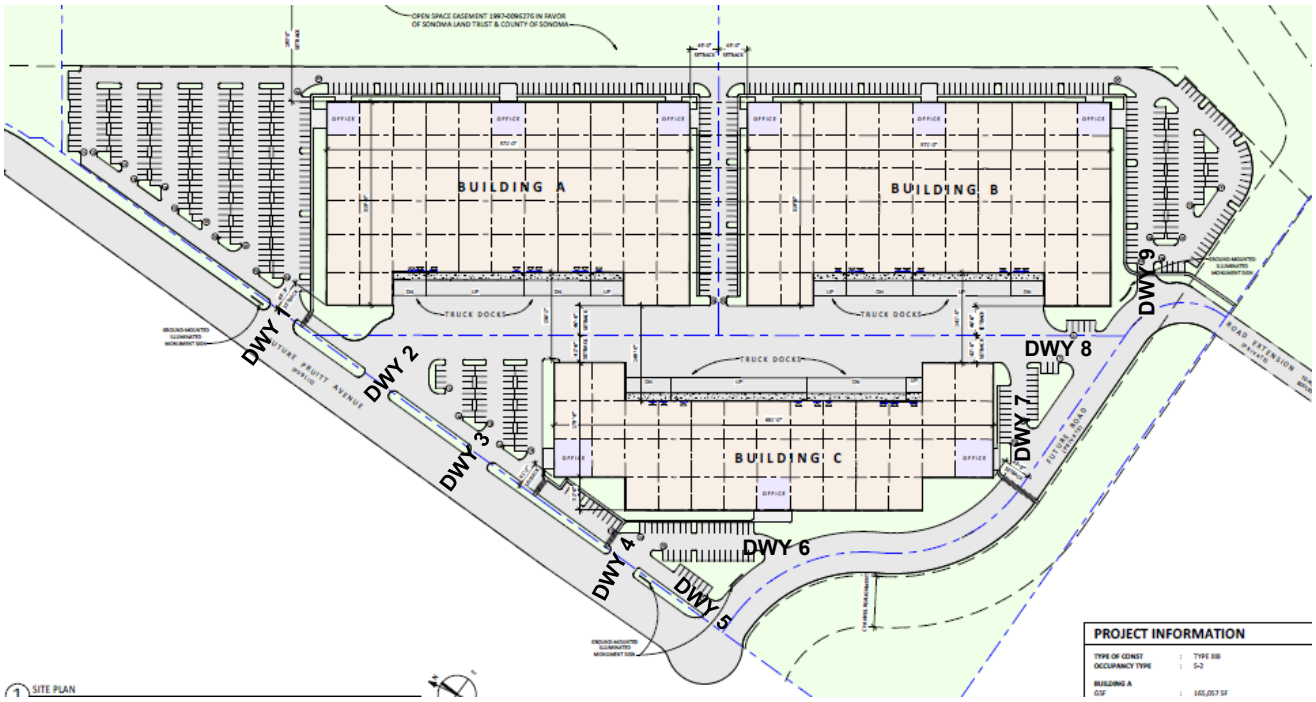


Figure 3.2 Project Driveways

Specific concerns regarding the location of the site driveways include:

- Driveways 1, 2, 3, and 4 meet the minimum spacing of 50 feet between driveways but may not provide a minimum storage distance of 50 feet to allow sufficient storage distance for two vehicles or one truck without impact the operation of the parking drive aisles.
- Driveways 5 and 9 are located on a horizontal curve with limited visibility for traffic exiting and entering the driveway to see conflicting traffic on Pruitt Avenue.
- Driveways 6, 7, and 8 need to be revised to intersect Pruitt Avenue at a right angle to provide better alignment for vehicles using the driveways and minimize conflicts for turning traffic.

It is recommended to revise the proposed site driveways to resolve the design concerns, including:

- Driveways 1, 2, 3, and 4: Revise the design of the site driveway or parking drive aisle to provide a minimum storage distance of 50 feet.
- Driveway 5: Remove this driveway. There is not sufficient spacing between this driveway and adjacent driveways to relocate this driveway away from the horizontal curve without impacting the adjacent driveways.

- Driveways 6, 7, and 8: Revise the driveways to intersect with Pruitt Avenue at a right angle. Consider combining driveways 7 and 8 into one driveway.
- Driveway 9: Remove this driveway, or relocate the driveway a minimum of 150 feet from the horizontal curve, or prohibit left-turns and restrict the driveway to right turn in and right turn out movements.

3.1.5 Project Parking

The project would provide 704 automobile off-street parking spaces. On-street parking on Pruitt Avenue would provide additional parking to serve this project and adjacent businesses.

The project would provide 27 loading dock spaces, nine for each building. The project site plan does not identify the number of bicycle parking spaces that would be provided.

The Town of Windsor Zoning Code (Table 3.7) provides the following requirements for on-site parking for general manufacturing, industrial, and processing uses similar to the uses proposed for the Shiloh Business Park:

> *One space for each 500 square feet of floor area for the first 25,000 square feet and space for each 1,000 square feet thereafter. Office space may comprise up to 20 percent of the total floor area without providing additional parking.*

The required parking for the project site is shown in Table 3.4. The project is required to provide 527 parking spaces for the 451,915 square feet of floor area shown in the site plan or 555 parking spaces for the floor area of 480,000 square feet analyzed in this traffic study. The proposed parking supply of 704 parking spaces exceeds these requirements by 177 spaces and 149 spaces, respectively. On-street parking on Pruitt Avenue would provide additional parking to serve this project.

Table 3.4 Project Parking Requirements

Building	Building Size (Site Plan)	Building Size (Traffic Study)	Parking Required Site Plan / Traffic Study	Parking Provided (Spaces)
Building A	165,057 SF	175,000 SF	190 / 200	354
Building B	165,057 SF	175,000 SF	190 / 200	224
Building C	121,801 SF	130,000 SF	147 / 155	126
Total	451,915 SF	480,000 SF	527 / 555	704

4. Traffic Level of Service

This section describes the assessment of traffic level of service (LOS) that was conducted to determine the effect of the project on automobile delay at the study intersections. In addition, this section evaluates the project's effect on left-turn queueing at each study intersection and at right-turn lanes that the project adds site traffic.

4.1 LOS Methodologies

Motor vehicle traffic operations have been quantified through the determination of "Level of Service" (LOS). LOS is a qualitative measure of traffic operating conditions, whereby a letter grade "A" through "F" is assigned to an intersection, or roadway segment, representing progressively worsening traffic conditions. LOS "A" represents free-flow operating conditions and LOS "F" represents over-capacity conditions. Levels of Service will be calculated at each study intersection using the methods documented in the Transportation Research Board Publication *Highway Capacity Manual, Sixth Edition, A Guide for Multimodal Mobility Analysis, 2016* (HCM 6).

The Synchro 10 (Trafficware) software program was used to implement the LOS methodologies. Synchro 10 considers intersection signal timing and queuing constraints when calculating delay and the corresponding LOS. For signalized or all-way stop-controlled (AWSC) intersections, the LOS determination is based on the calculated averaged delay for all approaches and movements. For two-way or side-street stop controlled (TWSC) intersections, the LOS determination is based upon the calculated average delay for all movements of the worst performing approach. The vehicular-based LOS criteria for different types of intersection controls are presented in Table 4.1.

Table 4.1 Intersection Level of Service (LOS) Criteria

LOS	Type of Flow	Delay	Maneuverability	Stopped Delay/Vehicle	
				Signalized	Un-signalized
A	Stable Flow	Very slight delay. Progression is very favorable, with most vehicles arriving during the green phase not stopping at all.	Turning movements are easily made, and nearly all drivers find freedom of operation.	≤10.0	≤10.0
B	Stable Flow	Good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.	Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles.	>10.0 and ≤20.0	>10.0 and ≤15.0
C	Stable Flow	Higher delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.	Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted	>20.0 and ≤35.0	>15.0 and ≤25.0
D	Approaching Unstable Flow	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	Maneuverability is severely limited during short periods due to temporary back-ups.	>35.0 and ≤55.0	>25.0 and ≤35.0
E	Unstable Flow	Generally considered to be the limit of acceptable delay. Indicative of poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.	There are typically long queues of vehicles waiting upstream of the intersection.	>55.0 and ≤80.0	>35.0 and ≤50.0
F	Forced Flow	Generally considered to be unacceptable to most drivers. Often occurs with over saturation. May also occur at high volume-to-capacity ratios. There are many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors.	Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions.	>80.0	>50.0

Source: *Highway Capacity Manual Sixth Edition, A Guide for Multimodal Mobility Analysis*, 2016 (HCM 6)

4.2 Windsor General Plan LOS Standard

The project effect on automobile delay, as defined by the Town's intersection level of service (LOS) standards that apply to the weekday peak travel periods, is relevant to assessing whether or not automobile traffic generated by the project would potentially conflict with the Town's adopted General Plan performance standards. The Town of Windsor's adopted LOS Standard is contained in the Town's General Plan and reads as follows:

> *The Town shall maintain level of service standards that define the minimum acceptable operating characteristics for intersections and streets. A level of service D (LOS D) is defined as the minimum acceptable level of congestion during the weekday morning peak periods for high-volume facilities such as freeways, crosstown streets and signalized or all-way stop-controlled intersections. This standard shall apply at all these locations except the following intersections, which are regional gateways to the Town's commercial and civic area, and where a Level of Service E is tolerated by the Town and considered acceptable.*

The project would result in conditions that fail to meet with the Town's General Plan LOS standard if it results in unacceptable LOS at any study intersection; or if the project adds five or more seconds of average delay to an intersection that operates at unacceptable LOS without project traffic. Therefore, for purposes of this study, the project would fail to meet the Town's LOS standard if:

- The project results in unacceptable LOS E or F at any study intersection; or
- At study intersections operating at an unacceptable LOS E or F without the project, impacts will be potentially significant if the project adds more than four seconds of average delay to the intersection.

4.3 Study Intersections

The intersection control and traffic lanes at each study intersection were discussed previously in Section 2.1.1. LOS was evaluated at the following study intersections near the project site:

1. Shiloh Rd & Skylane Blvd/Golf Course Dr
2. Shiloh Rd & Conde Ln
3. Shiloh Rd & Caletti Ave
4. Shiloh Rd & US 101 Southbound Off-ramp
5. Shiloh Rd & US 101 Northbound Off-ramp
6. Caletti Ave & Pruitt Ave
7. Airport Blvd & Concourse Blvd
8. Airport Blvd & Aviation Blvd
9. Aviation Blvd & Pruitt Ave extension (future intersection constructed by the project)

LOS was evaluated under the following scenarios, described in further detail in the following sections:

- Existing Conditions
- 2025 Opening Year No Project Conditions
- 2025 Opening Year Plus Project Conditions
- 2040 Buildout Year No Project Conditions
- 2040 Buildout Year Plus Project Conditions

4.4 2022 Existing Conditions

Existing weekday AM and PM peak hour LOS was determined based on existing traffic volumes, lane geometrics, and intersection controls. Existing intersection volumes were based on traffic counts conducted at each of the study intersections in November 2022. The traffic count summaries are included in Appendix C.

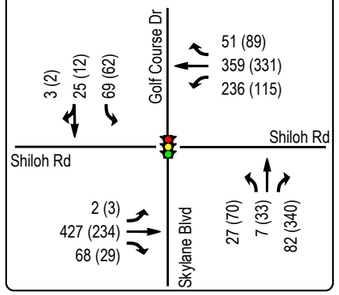
Figure 4.1 illustrates the existing motor vehicle turning movements at each study intersection for the 2022 Existing Traffic Condition. As presented in Table 4.2, all study intersections operate at an acceptable LOS D or better under 2022 Existing Conditions during both the AM and PM peak hours.

Table 4.2 2022 Existing Traffic Condition Intersection LOS

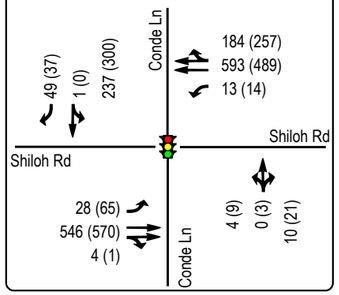
#	Intersection	Control Type[1]	Target LOS	2022 No Project	
				AM	PM
				LOS – Delay[2]	LOS – Delay[2]
1	Shiloh Rd & Skylane / Golf Course	Signal	D	B 18.7	B 19.2
2	Shiloh Rd & Conde Ln	Signal	D	B 14.9	B 18.5
3	Shiloh Road & Caletti Ave (NB)	SSSC	D	D 27.0	C 23.7
4	Shiloh Rd & US 101 SB Ramps	Signal	D	A 9.7	A 8.6
5	Shiloh Rd & US 101 NB Ramps	Signal	D	B 14.3	B 12.2
6	Caletti Ave & Pruitt Ave (WB)	SSSC	D	A 9.1	A 9.3
7	Airport Blvd & Concourse Blvd (SB)	SSSC	D	B 14.3	B 14.3
8	Aviation Blvd & Airport Blvd	Signal	D	D 36.1	C 32.2
9	Aviation Blvd & Pruitt Ave (SB)	SSSC	N/A	N/A	N/A

Notes:
1. SSSC = Side Street Stop Control
2. Average vehicle delay in seconds.

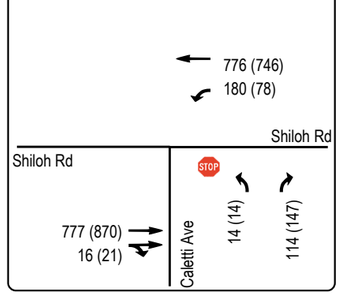
1 Golf Course Dr/Shiloh Rd



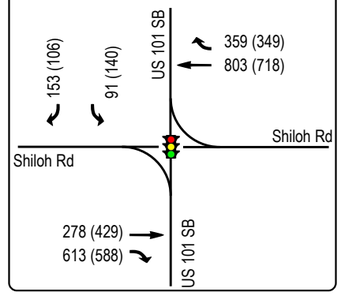
2 Conde Ln/Shiloh Rd



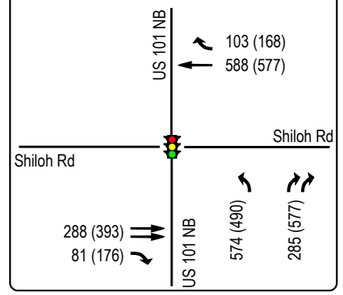
3 Caletti Ave/Shiloh Rd



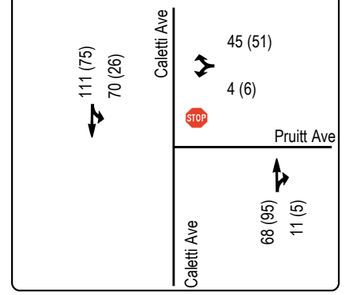
4 US 101 SB/Shiloh Rd



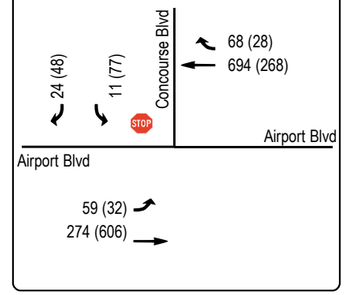
5 US 101 NB/Shiloh Rd



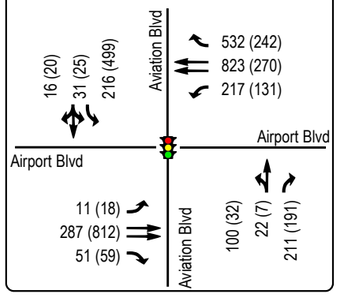
6 Caletti Ave/Pruitt Ave



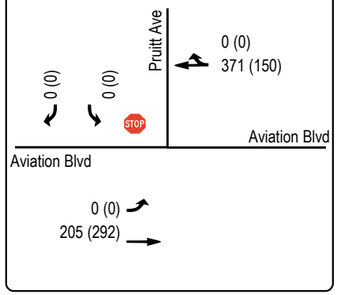
7 Concourse Blvd/Airport Blvd



8 Aviation Blvd/Airport Blvd



9 Pruitt Ave/Aviation Blvd



10 /

0 (0) 0 (0) 0 (0) | 0 (0) 0 (0) 0 (0)

Intersection does not exist in this scenario.

0 (0) 0 (0) 0 (0) | 0 (0) 0 (0) 0 (0)

11 /

0 (0) 0 (0) 0 (0) | 0 (0) 0 (0) 0 (0)

Intersection does not exist in this scenario.

0 (0) 0 (0) 0 (0) | 0 (0) 0 (0) 0 (0)

12 /

0 (0) 0 (0) 0 (0) | 0 (0) 0 (0) 0 (0)

Intersection does not exist in this scenario.

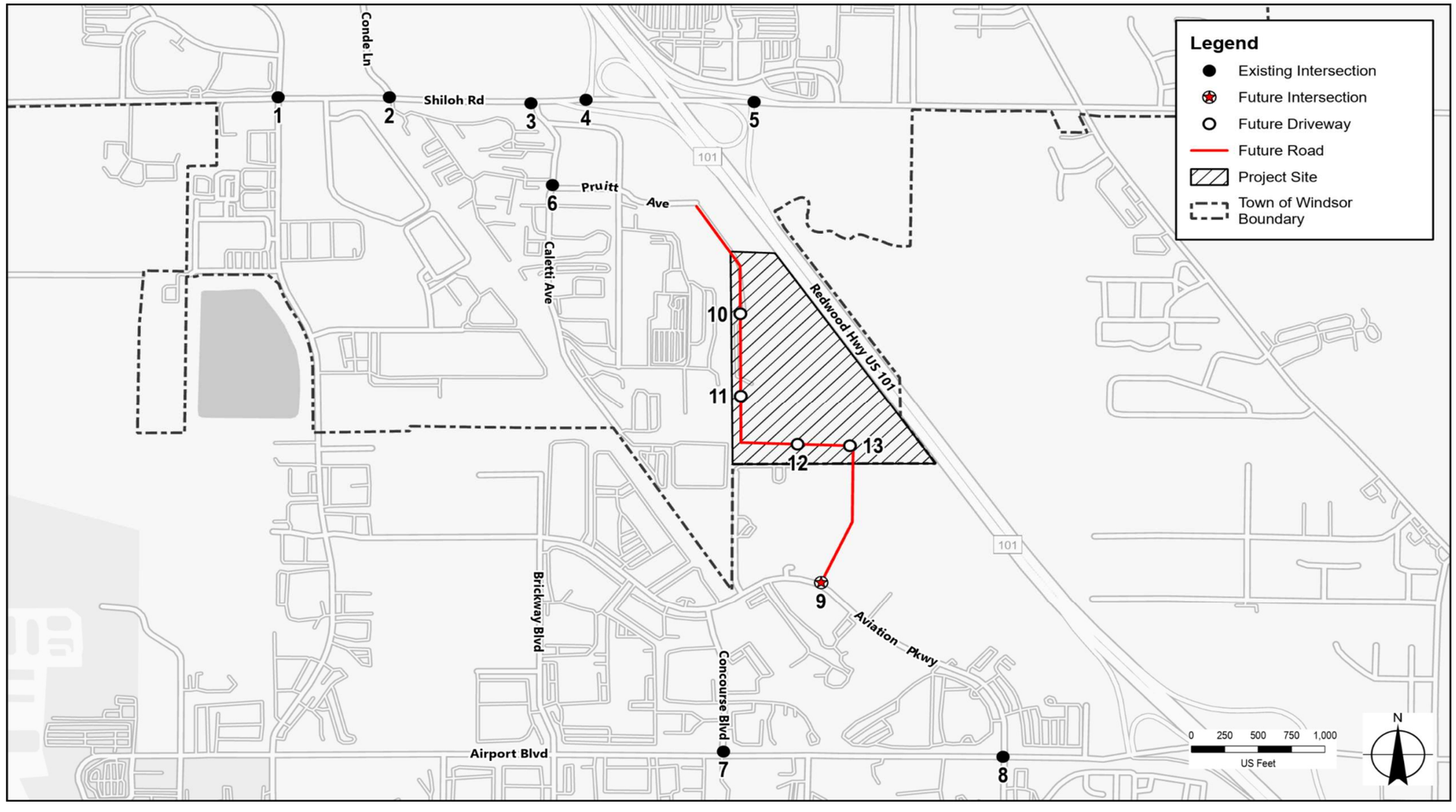
0 (0) 0 (0) 0 (0) | 0 (0) 0 (0) 0 (0)

13 /

0 (0) 0 (0) 0 (0) | 0 (0) 0 (0) 0 (0)

Intersection does not exist in this scenario.

0 (0) 0 (0) 0 (0) | 0 (0) 0 (0) 0 (0)



Legend

XX (YY) AM (PM) Peak Hour Volumes

Turn Lane | Stop Sign

Traffic Signal | Roundabout

GHD

Town of Windsor
Shiloh Business Park TIS

Existing Conditions
Peak Hour Traffic Volumes,
Lane Geometries & Traffic Control

Project No. **12589312**
Report No. **001**
Date **8/29/23**

FIGURE 4.1

4.5 No Project Traffic Conditions

Cumulative conditions refer to the analysis scenario which reflects future conditions represented by local and regional growth. This growth in traffic from existing traffic counts to future year forecasts is estimated in this study using two approaches. First, traffic forecasts were obtained from traffic reports prepared for other projects that have been approved by the Town but not yet constructed, the traffic generated by these future developments (identified as *Other Approved Projects*) was not included in the traffic counts conducted for this project. Second, general growth in traffic forecasted by the regional traffic demand model that is not attributable to one of the Other Approved Projects.

Future year traffic forecasts were developed for two future year scenarios, year 2025 which is identified as the opening year of the project and year 2040 which is identified as the buildout year.

The Sonoma County Transportation Authority maintains a traffic demand model that forecasts future year levels based on future development. Traffic forecasts were obtained from the regional model and were compared to existing traffic counts to develop growth rates at two locations, Shiloh Road west of US 101 and Airport Blvd west of US 101. These two sites revealed a 3.045 growth in traffic from 2019 to 2040, which translates to a yearly growth rate of 0.144 percent. A factor of 1.0043 was used to increase the 2022 Existing traffic counts to 2025 Opening Year No Project traffic volumes, and a factor of 1.03 was used to increase the 2022 Existing traffic counts to 2040 Buildout Year No Project traffic volumes.

4.5.1 2025 Opening Year No Project Traffic Volumes

A factor of 1.0043 was used to increase the 2022 Existing traffic counts to 2025 Opening Year No Project traffic volumes. Traffic generated by the Other Approved Projects was added to the factored 2022 Existing traffic counts, resulting in the 2025 Opening Year No Project traffic volumes shown in Figure 4.2.

Five other approved projects were identified by Town staff, including:

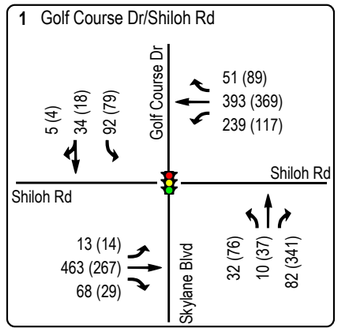
Shiloh Terrace, a proposed 134-unit affordable multi-family residential development located on the northwest corner of Shiloh Road and Old Redwood Highway. The project is expected to generate 729 vehicle trips on a typical weekday.

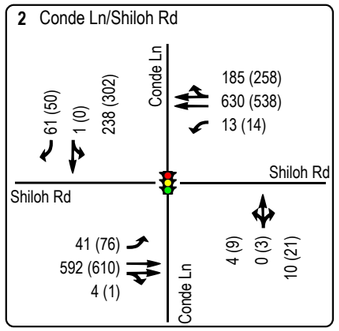
Shiloh Crossing, a proposed 173 affordable multi-family residential development with 8,000 square feet of ground floor retail located at the northeast corner of Shiloh Road and Hembree Lane. The project is expected to generate 1,025 vehicle trips on a typical weekday.

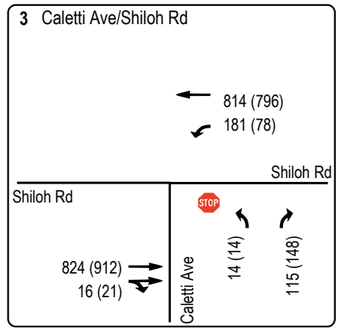
Clearwater at Windsor, a proposed senior living and care facility and commercial development on the south side of Shiloh Road just east of US 101. The project is expected to generate 2,147 vehicle trips on a typical weekday.

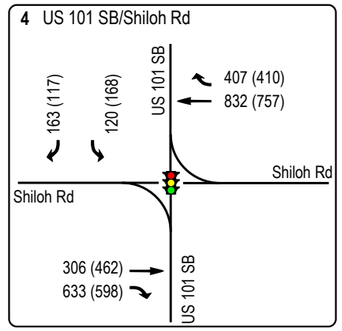
Golf Course Drive Mixed-Use, a proposed 62 unit multi-family residential development and 3,575 square foot commercial building located on the northeast corner of Shiloh Road and Skylane Blvd/Golf Course Drive. The project is expected to generate 738 trips on a typical weekday.

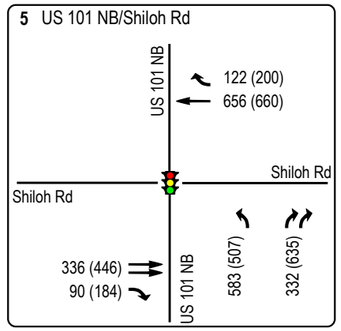
Shiloh Mixed-Use, a proposed 27 unit multi-family development with a 2,844 square foot corner market on the southwest corner of Shiloh Road and Skylane Blvd/Golf Course Drive. The project is expected to generate 1,390 trips on a typical weekday.

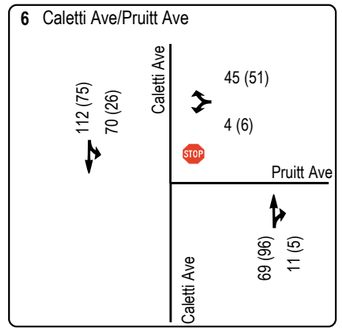


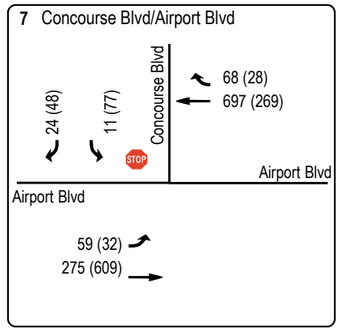


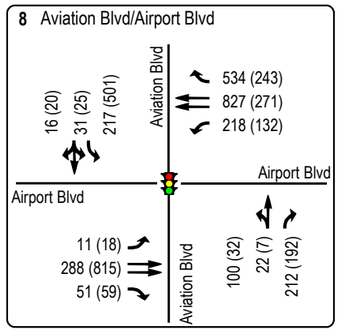


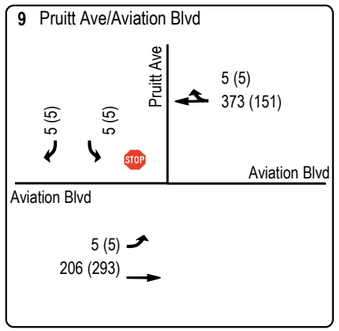


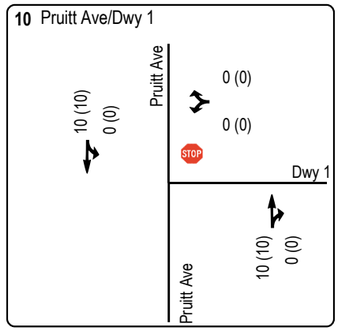


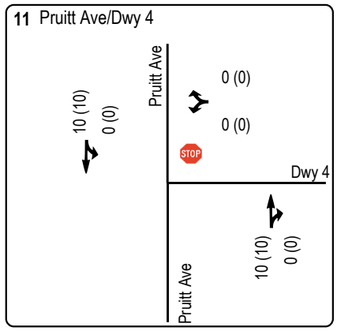


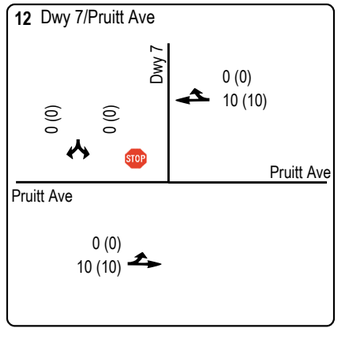


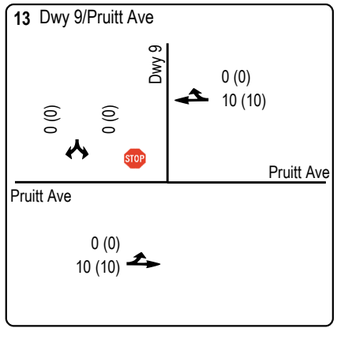


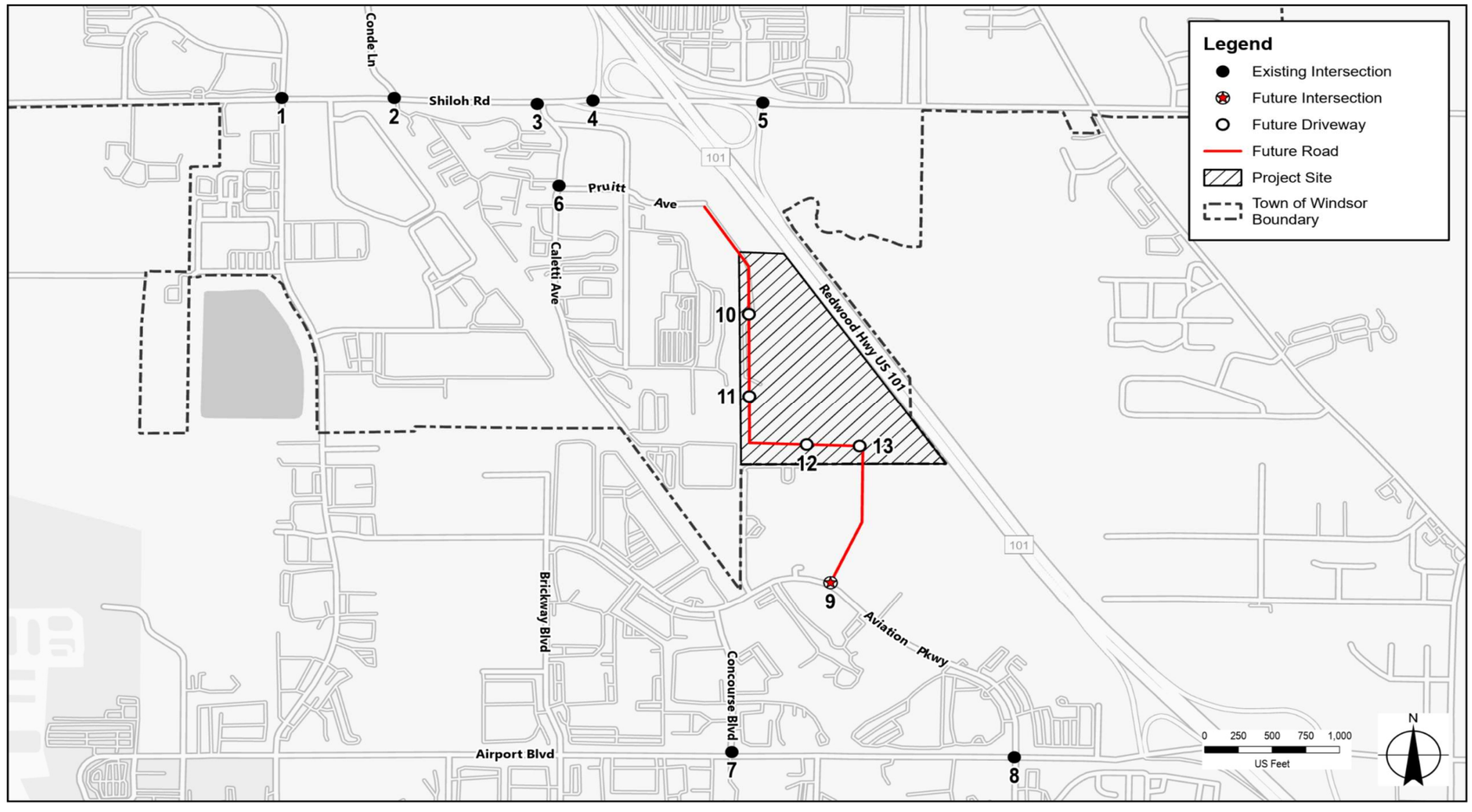












Legend

XX (YY) AM (PM) Peak Hour Volumes

Turn Lane — Stop Sign

Traffic Signal — Roundabout

GHD

Town of Windsor
Shiloh Business Park TIS

Interim No Project Conditions
Peak Hour Traffic Volumes,
Lane Geometries & Traffic Control

Project No. **12589312**
Report No. **001**
Date **8/29/23**

FIGURE 4.2

4.5.2 2040 Buildout Year No Project Traffic Volumes

A factor of 1.03 was used to increase the 2022 Existing traffic counts to 2040 Buildout Year No Project traffic volumes. Traffic generated by the Other Approved Projects was added to the factored 2022 Existing traffic counts, resulting in the 2040 Buildout Year No Project traffic volumes shown in Figure 4.3.

4.5.3 2025 Opening Year No Project LOS

Cumulative No Project volumes represent future year traffic conditions without the addition of project trips. The 2025 Opening Year No Project volumes were analyzed with the existing roadway network to determine the level of service at the study intersections. No roadway network improvements in the study area were assumed to be completed prior to 2025. The 2025 Opening Year No Project levels of service at the study intersections are shown in Table 4.3.

4.5.4 2040 Buildout Year No Project LOS

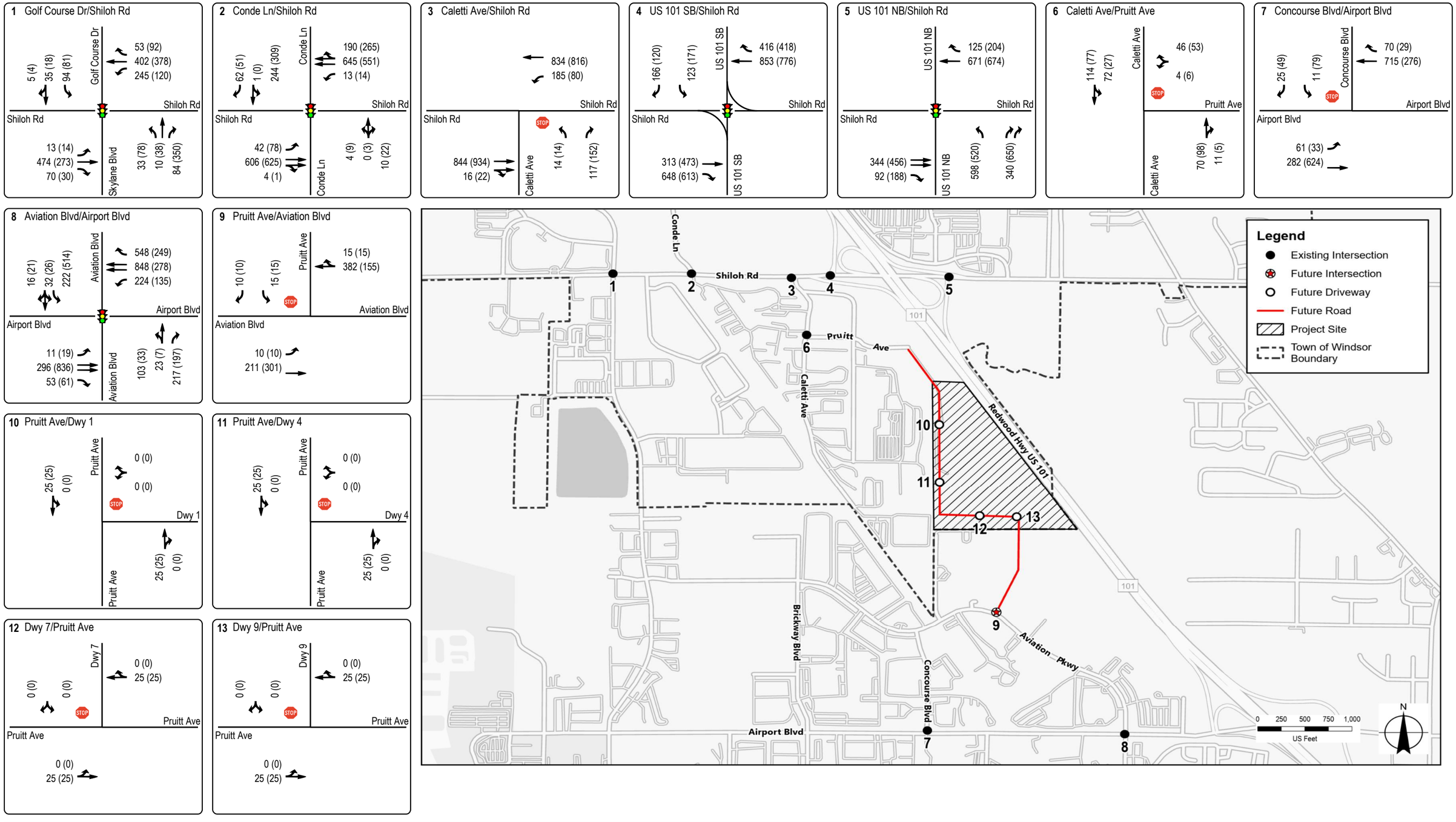
The 2040 Buildout Year No Project volumes were analyzed with the existing roadway network to determine the level of service at the study intersections. No roadway network improvements in the study area were assumed to be completed prior to 2040. The 2040 Buildout Year No Project levels of service at the study intersections are shown in Table 4.3.

Table 4.3 No Project Intersection LOS

#	Intersection	Control Type[1]	Target LOS	2022 No Project		2025 No Project		2040 No Project	
				AM	PM	AM	PM	AM	PM
				LOS – Delay[2]	LOS – Delay[2]	LOS – Delay[2]	LOS – Delay[2]	LOS – Delay[2]	LOS – Delay[2]
1	Shiloh Rd & Skylane / Golf Course	Signal	D	B 18.7	B 19.2	C 21.1	C 21.5	C 21.6	C 22.1
2	Shiloh Rd & Conde Ln	Signal	D	B 14.9	B 18.5	B 15.6	C 20.2	B 16.0	C 21.3
3	Shiloh Road & Caletti Ave (NB)	SSSC	D	D 27.0	C 23.7	D 31.1	D 26.7	D 33.7	C 28.3
4	Shiloh Rd & US 101 SB Ramps	Signal	D	A 9.7	A 8.6	B 10.6	A 9.5	B 11.2	A 9.9
5	Shiloh Rd & US 101 NB Ramps	Signal	D	B 14.3	B 12.2	B 17.6	B 15.0	B 19.2	B 15.6
6	Caletti Ave & Pruitt Ave (WB)	SSSC	D	A 9.1	A 9.3	A 9.1	A 9.3	A 9.1	A 9.3
7	Airport Blvd & Concourse Blvd (SB)	SSSC	D	B 14.3	B 14.3	B 14.4	B 14.4	B 14.7	B 14.7
8	Aviation Blvd & Airport Blvd	Signal	D	D 36.1	C 32.2	D 36.7	C 32.5	D 39.9	C 34.3
9	Aviation Blvd & Pruitt Ave (SB)	SSSC	D	N/A	N/A	B 12.0	B 10.3	B 12.4	B 10.7

Notes:
1. SSSC = Side Street Stop Control
2. Average vehicle delay in seconds

All the study intersections continue to operate at an overall intersection LOS D or better for the 2025 Opening Year and 2040 Buildout Year No Project conditions.



Legend

XX (YY) AM (PM) Peak Hour Volumes

Turn Lane — Stop Sign

Traffic Signal — Roundabout

GHD

Town of Windsor
Shiloh Business Park TIS

Cumulative No Project Conditions Peak Hour Traffic Volumes, Lane Geometries & Traffic Control

Project No. **12589312**
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Date **8/29/23**

FIGURE 4.3

4.6 Plus Project Traffic Conditions

Plus Project Traffic conditions refer to the analysis scenarios which reflect future conditions represented by the project site traffic added to the No Project traffic volumes. The Plus Project traffic conditions include the extension of Pruitt Avenue south of the project site to Aviation Blvd.

4.6.1 2025 Opening Year Plus Project Traffic Volumes

The 2025 Opening Year Plus Project traffic volumes are shown in Figure 4.4.

4.6.2 2040 Buildout Year Plus Project Traffic Volumes

The 2040 Buildout Opening Year Plus Project traffic volumes are shown in Figure 4.5.

4.6.3 2025 Opening Year Cumulative Plus Project LOS

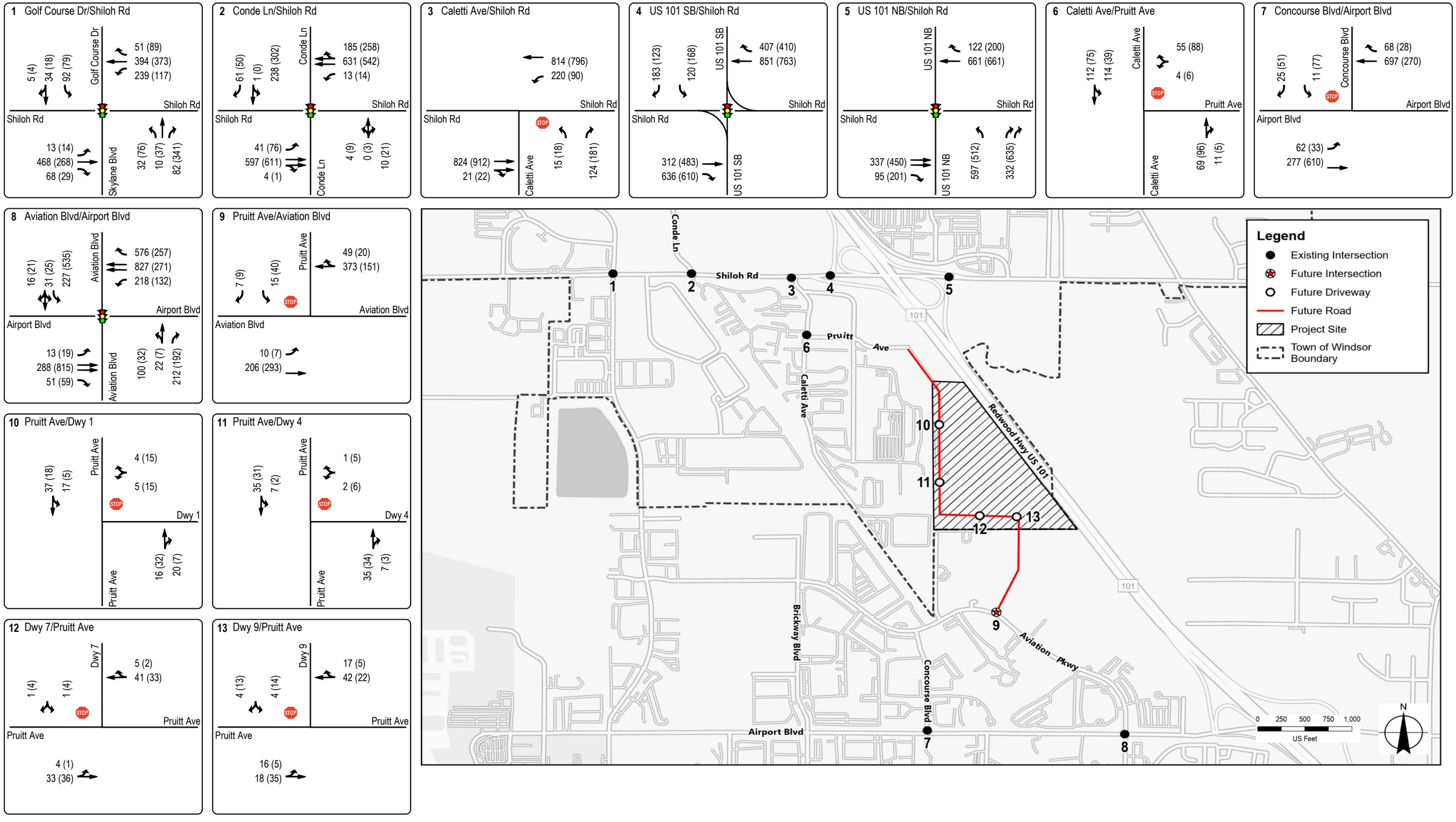
The level of service at the study intersections for the 2025 Opening Year Plus Project traffic volumes is shown in Table 4.4.

Table 4.4 2025 Opening Year Plus Project Intersection LOS

#	Intersection	Control Type[1]	Target LOS	2025 No Project		2025 Plus Project	
				AM	PM	AM	PM
				LOS – Delay[2]	LOS – Delay[2]	LOS – Delay[2]	LOS – Delay[2]
1	Shiloh Rd & Skylane / Golf Course	Signal	D	C 21.1	C 21.5	C 21.2	C 21.6
2	Shiloh Rd & Conde Ln	Signal	D	B 15.6	C 20.2	B 15.6	C 20.3
3	Shiloh Road & Caletti Ave (NB)	SSSC	D	D 31.1	D 26.7	**E 39.9**	D 31.4
4	Shiloh Rd & US 101 SB Ramps	Signal	D	B 10.6	A 9.5	B 11.2	A 9.7
5	Shiloh Rd & US 101 NB Ramps	Signal	D	B 17.6	B 15.0	B 18.4	B 15.0
6	Caletti Ave & Pruitt Ave (WB)	SSSC	D	A 9.1	A 9.3	A 9.2	A 9.4
7	Airport Blvd & Concourse Blvd (SB)	SSSC	D	B 14.4	B 14.4	B 14.4	B 14.4
8	Aviation Blvd & Airport Blvd	Signal	D	D 36.7	C 32.5	D 41.1	C 33.6
9	Aviation Blvd & Pruitt Ave (SB)	SSSC	D	B 12.0	B 10.3	B 12.5	B 11.4

Notes:
1. SSSC = Side Street Stop Control
2. Average vehicle delay in seconds.

All the study intersections will continue to operate at an overall intersection LOS D or better during the 2025 Plus Project traffic condition, with the exception of the Shiloh Road and Caletti Ave intersection which deteriorates to LOS E during the AM peak hour with the addition of site traffic to the northbound approach. This change in level of service does not meet the Town's General Plan LOS standard, a discussion on improving the intersection level of service is presented in Section 4.6.6.



Legend

XX (YY) AM (PM) Peak Hour Volumes

Turn Lane

Traffic Signal

Stop Sign

Roundabout

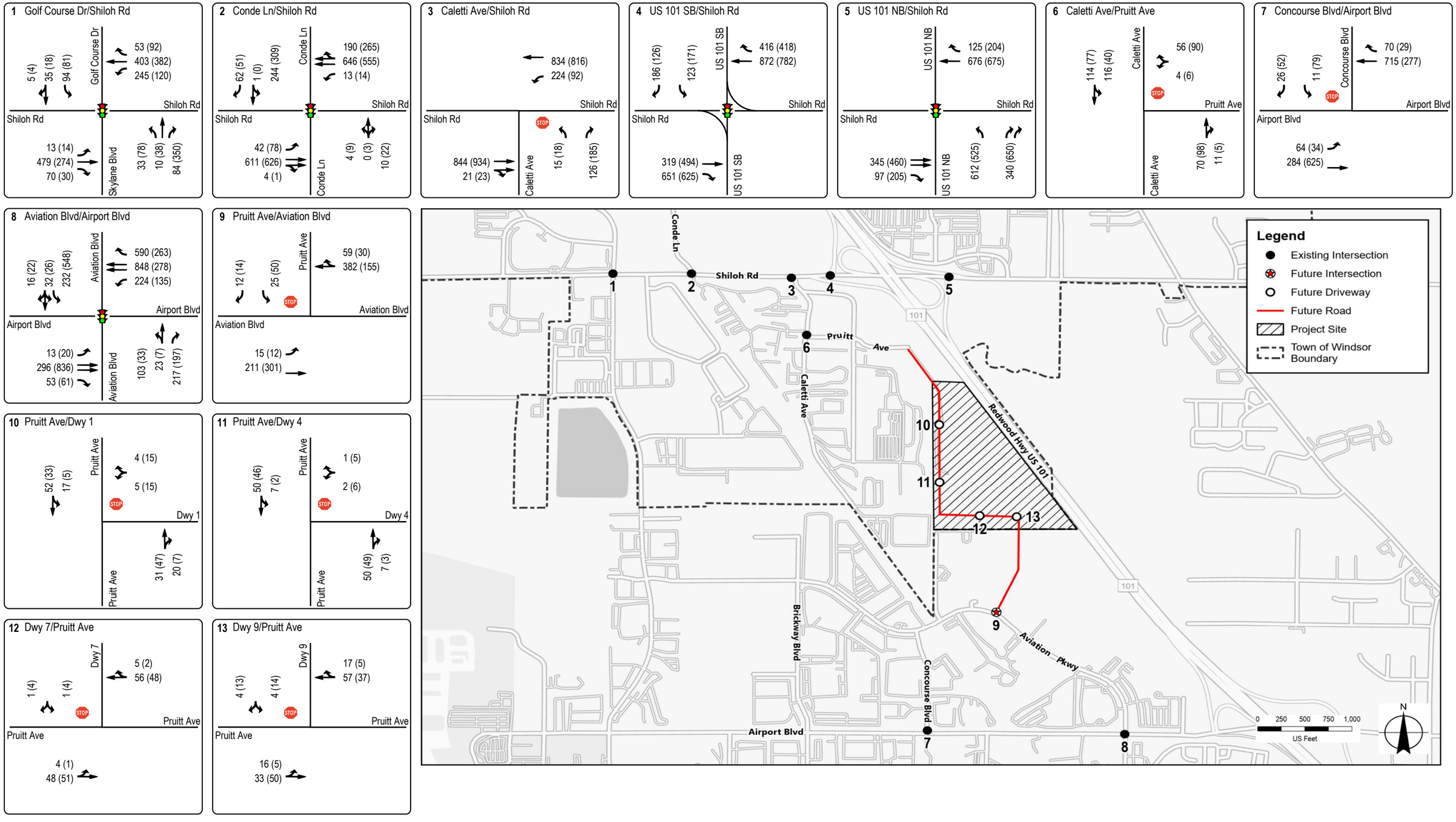
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Town of Windsor
Shiloh Business Park TIS

Interim Plus Project Conditions Peak Hour Traffic Volumes, Lane Geometries & Traffic Control

Project No. **12589312**
Report No. **001**
Date **8/29/23**

FIGURE 4.4



Legend

XX (YY) AM (PM) Peak Hour Volumes

Turn Lane — Stop Sign

Traffic Signal — Roundabout

GHD

Town of Windsor
Shiloh Business Park TIS

Cumulative Plus Project Conditions Peak Hour Traffic Volumes, Lane Geometries & Traffic Control

Project No. **12589312**
Report No. **001**
Date **8/29/23**

FIGURE 4.5

4.6.4 2040 Buildout Year Cumulative Plus Project LOS

The level of service at the study intersections for the 2040 Buildout Year Plus Project traffic volumes is shown in Table 4.5.

Table 4.5 2040 Buildout Year Plus Project Intersection LOS

#	Intersection	Control Type[1]	Target LOS	2040 No Project		2040 Plus Project	
				AM	PM	AM	PM
				LOS – Delay[2]	LOS – Delay[2]	LOS – Delay[2]	LOS – Delay[2]
1	Shiloh Rd & Skylane / Golf Course	Signal	D	C 21.6	C 22.1	C 21.8	C 22.2
2	Shiloh Rd & Conde Ln	Signal	D	B 16.0	C 21.3	B 16.0	C 21.7
3	Shiloh Road & Caletti Ave (NB)	SSSC	D	D 33.7	C 28.3	E 43.0	D 33.7
4	Shiloh Rd & US 101 SB Ramps	Signal	D	B 11.2	A 9.9	B 11.9	B 10.1
5	Shiloh Rd & US 101 NB Ramps	Signal	D	B 19.2	B 15.6	C 20.7	B 15.6
6	Caletti Ave & Pruitt Ave (WB)	SSSC	D	A 9.1	A 9.3	A 9.2	A 9.5
7	Airport Blvd & Concourse Blvd (SB)	SSSC	D	B 14.7	B 14.7	B 14.8	B 14.7
8	Aviation Blvd & Airport Blvd	Signal	D	D 39.9	C 34.3	D 44.7	D 35.6
9	Aviation Blvd & Pruitt Ave (SB)	SSSC	D	B 12.4	B 10.7	B 13.0	B 11.6

Notes:
1. SSSC = Side Street Stop Control
2. Average vehicle delay in seconds.

All the study intersections continue to operate at an overall intersection LOS D or better during the 2040 Plus Project traffic condition, with the exception of the Shiloh Road and Caletti Ave intersection which deteriorates to LOS E during the AM peak hour with the addition of site traffic to the northbound approach. This change in level of service does not meet the Town's General Plan LOS standard, a discussion on improving the intersection level of service is presented in Section 4.6.6.

4.6.5 Site Driveway LOS

Level of service was calculated at the four primary site driveways for the 2025 Opening Year and 2040 Buildout Year Plus Project conditions and are summarized in Table 4.6. All site driveways were analyzed with one entrance and one exit lane. All site driveways are expected to operate at LOS A for the AM and PM peak hours during 2025 Opening Year and 2040 Buildout Year Plus Project conditions.

Table 4.6 Site Driveway LOS

DWY	Movement	Control Type[1]	Target LOS	2025 Plus Project		2040 Plus Project	
				AM	PM	AM	PM
				LOS – Delay[2]	LOS – Delay[2]	LOS – Delay[2]	LOS – Delay[2]
1	NB Right In	Free	D	-	-	-	-
	SB Left In	Free	D	A 7.3	A 7.3	A 7.4	A 7.3
	WB Right and Left Out	SSSC	D	A 8.8	A 8.8	A 9.0	A 8.9
4	NB Right In	Free	D	-	-	-	-
	SB Left In	Free	D	A 7.3	A 7.3	A 7.3	A 7.3
	WB Right and Left Out	SSSC	D	A 8.9	A 8.8	A 9.0	A 8.9
7	WB Right In	Free	D	-	-	-	-
	EB Left In	Free	D	A 7.3	A 7.3	A 7.3	A 7.3
	SB Right and Left Out	SSSC	D	A 8.8	A 8.7	A 8.9	A 8.8
9	WB Right In	Free	D	-	-	-	-
	EB Left In	Free	D	A 7.4	A 7.3	A 7.4	A 7.3
	SB Right and Left Out	SSSC	D	A 8.9	A 8.8	A 9.0	A 8.9

All movements are forecast to operate at LOS A during the 2025 and 2040 plus project conditions.

4.6.6 Recommendations to Reduce LOS Impacts

All study intersections are expected to continue to operate at an overall intersection LOS D or better during the 2025 Opening Year and 2040 Buildout Year Plus Project traffic conditions, with the exception of the Shiloh Road and Caletti Ave intersection which deteriorates to LOS E during the AM peak hour with the addition of site traffic to the northbound approach.

Shiloh Road and Caletti Avenue

The centerline of the Caletti Avenue intersection is approximately 410 feet west of the centerline of the US 101 southbound off-ramp. The eastbound to southbound on-ramp diverges from Shiloh Road immediately east of Caletti Avenue. Existing development and the close proximity to the US 101 interchange limit recommendations to improve the operation of the Caletti Avenue and Shiloh Road intersection, eliminating options such as a roundabout or traffic signal. The northbound left at Caletti Avenue is a small volume, 15 vph during the AM peak hour and 18 vph during the PM peak hour for the 2025 Opening Year and 2040 Buildout Year Plus Project traffic conditions. It is not uncommon for side streets to experience delays when turning left onto an arterial street during peak periods. This delay is experienced by site traffic from the project and Shiloh Oaks development, it does not impact non-site traffic on Shiloh Road.

The Town could restrict the left-turn movement to minimize the potential for the increased delay to lead to an increase in vehicle crashes resulting from vehicles attempting to turn left onto Shiloh Road without an acceptable

gap in traffic. Without an optional location to make a northbound left-turn onto Shiloh Road, this restriction would unfortunately force motorists to turn right onto Shiloh Road and proceed through the US 101 traffic interchange and is not recommended.

A further review to the crash data indicted that none of the five crashes that occurred at this intersection over the five year period from January 1, 2018 to December 31, 2022 involved vehicles making a left turn from northbound Caletti Avenue onto westbound Shiloh Road. Two of the crashes involved vehicles making a westbound left turn from Shiloh Road, one involved a vehicle making a northbound right turn, one involved a vehicle making an eastbound left turn into the Valero Driveway on the north side of Shiloh Road, and one crash involved a vehicle making a southbound right turn out of the Valero Driveway.

The level of service at this intersection could be mitigated with the Conde Lane Alternative that extends Pruitt Avenue from Caletti Avenue west to Conde Lane. This connection would allow traffic to use the traffic signal at Conde Lane to turn left onto Shiloh Road, reducing site and non-site traffic using the northbound approach on Caletti Ave to Shiloh Road and eliminating this level of service impact.

4.7 Pruitt Ave Extension to Conde Ln Alternative

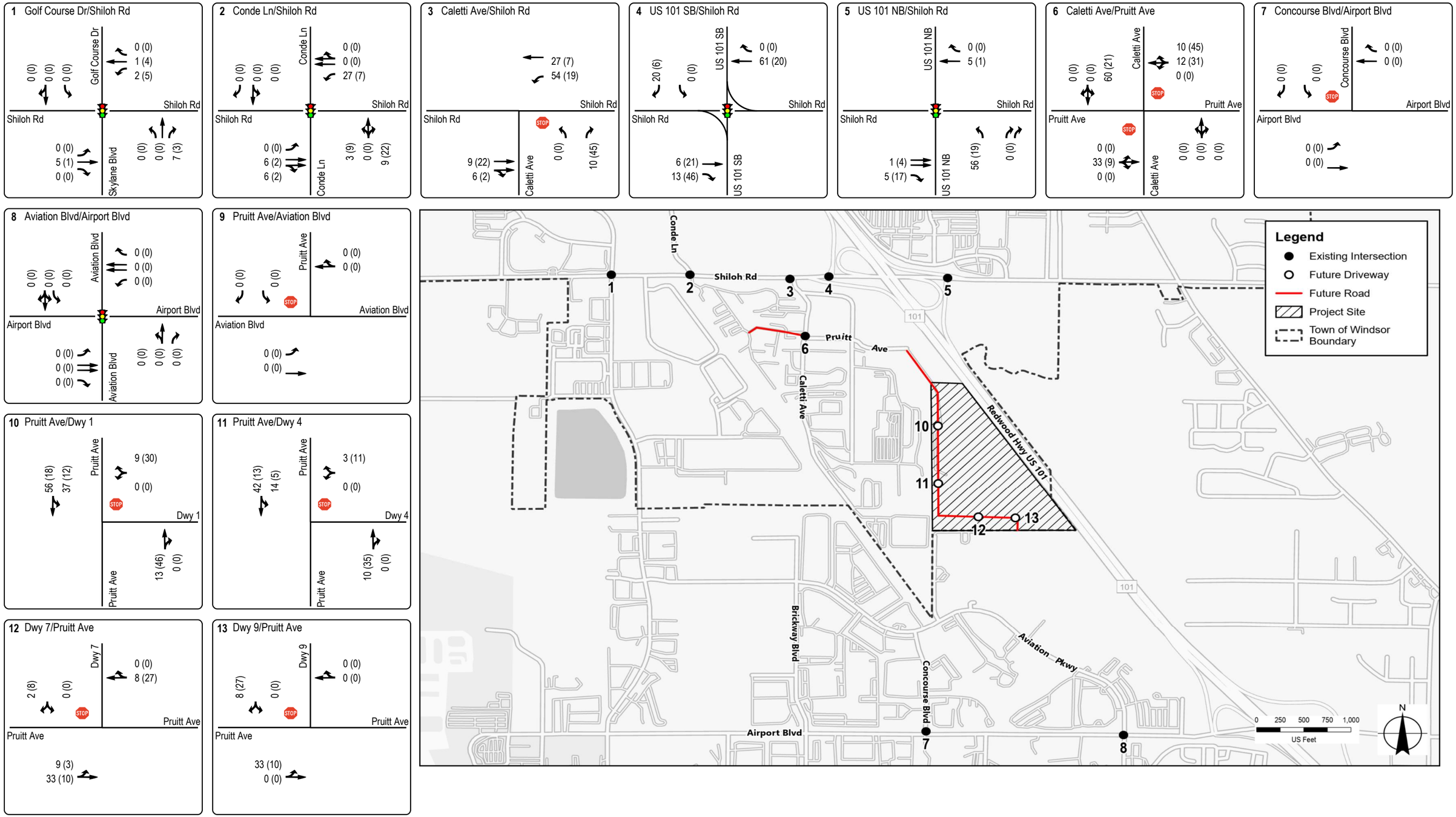
As previously discussed, the Shiloh Oaks Master plan includes an alternative extension of Pruitt Avenue to Conde Lane should the extension of Pruitt Avenue south to Aviation Blvd become unfeasible. This alternative analyzes traffic conditions with the extension of Pruitt Avenue to Conde Lane and does not include the Pruitt Avenue extension south of the project site to Aviation Blvd.

4.7.1 Project Trip Distribution & Assignment – Conde Ln Alternative

The anticipated distribution of project trips is shown on Table 4.7 for the Conde Lane Alternative. The project site traffic is shown in Figure 4.6.

Table 4.7 Project Trip Distribution – Conde Lane Alternative

To/From	Base Road Network Percent	Conde Land Alternative Percent
Shiloh Road west of Skylane Blvd	5%	5%
Skylane Blvd south of Shiloh Road	-	8%
US 101 north of Shiloh Road	22%	22%
US 101 south of Shiloh Road	15%	60%
Shiloh Road east of US 101	5%	5%
Aviation Blvd west of Concourse Blvd	2%	-
Airport Blvd west of Concourse Blvd	6%	-
Airport Blvd east of US 101	5%	-
US 101 south of Airport Blvd	40%	-
Total	**100%**	**100%**



Legend

XX (YY) AM (PM) Peak Hour Volumes

Turn Lane

Traffic Signal

Stop Sign

Roundabout

GHD

Town of Windsor
Shiloh Business Park TIS

Conde Alt Project Only Conditions
Peak Hour Traffic Volumes,
Lane Geometries & Traffic Control

Project No. **12589312**
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Date **8/29/23**

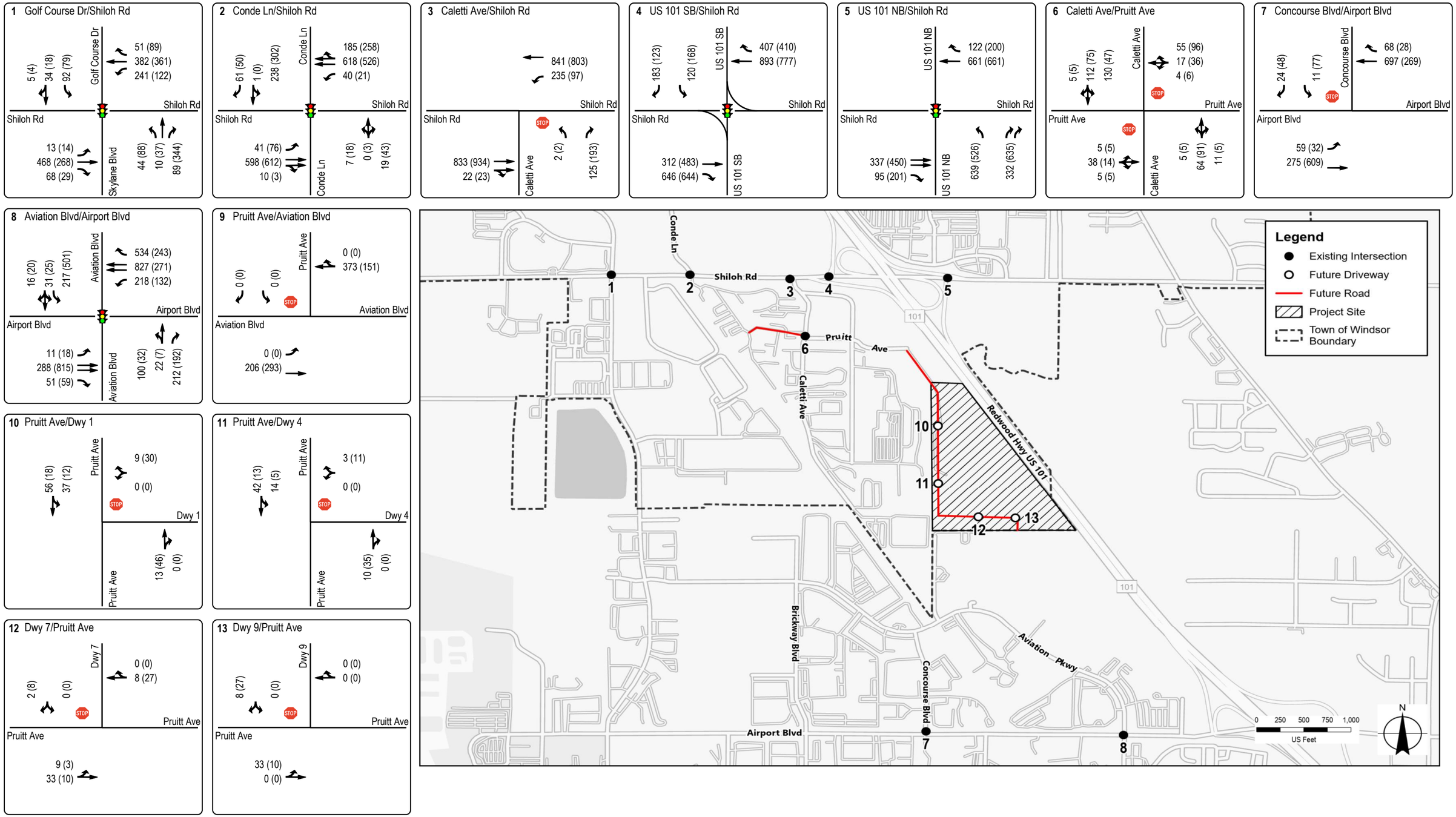
FIGURE 4.6

4.7.2 2025 Opening Year Plus Project Traffic Volumes – Conde Ln Alternative

The 2025 Opening Year Plus Project traffic volumes – Conde Lane Alternative are shown in Figure 4.7. These volumes represent the sum of the 2025 Opening Year No Project traffic volumes and the project trips based on the revised site traffic assignment for the Conde Lane alternative.

4.7.3 2040 Buildout Year Plus Project Traffic Volumes – Conde Ln Alternative

The 2040 Buildout Year Plus Project traffic volumes – Conde Lane Alternative are shown in Figure 4.8. These volumes represent the sum of the 2040 Buildout Year No Project traffic volumes and the project trips based on the revised site traffic assignment for the Conde Lane alternative.



Legend

XX (YY) AM (PM) Peak Hour Volumes

Turn Lane

Traffic Signal

Stop Sign

Roundabout

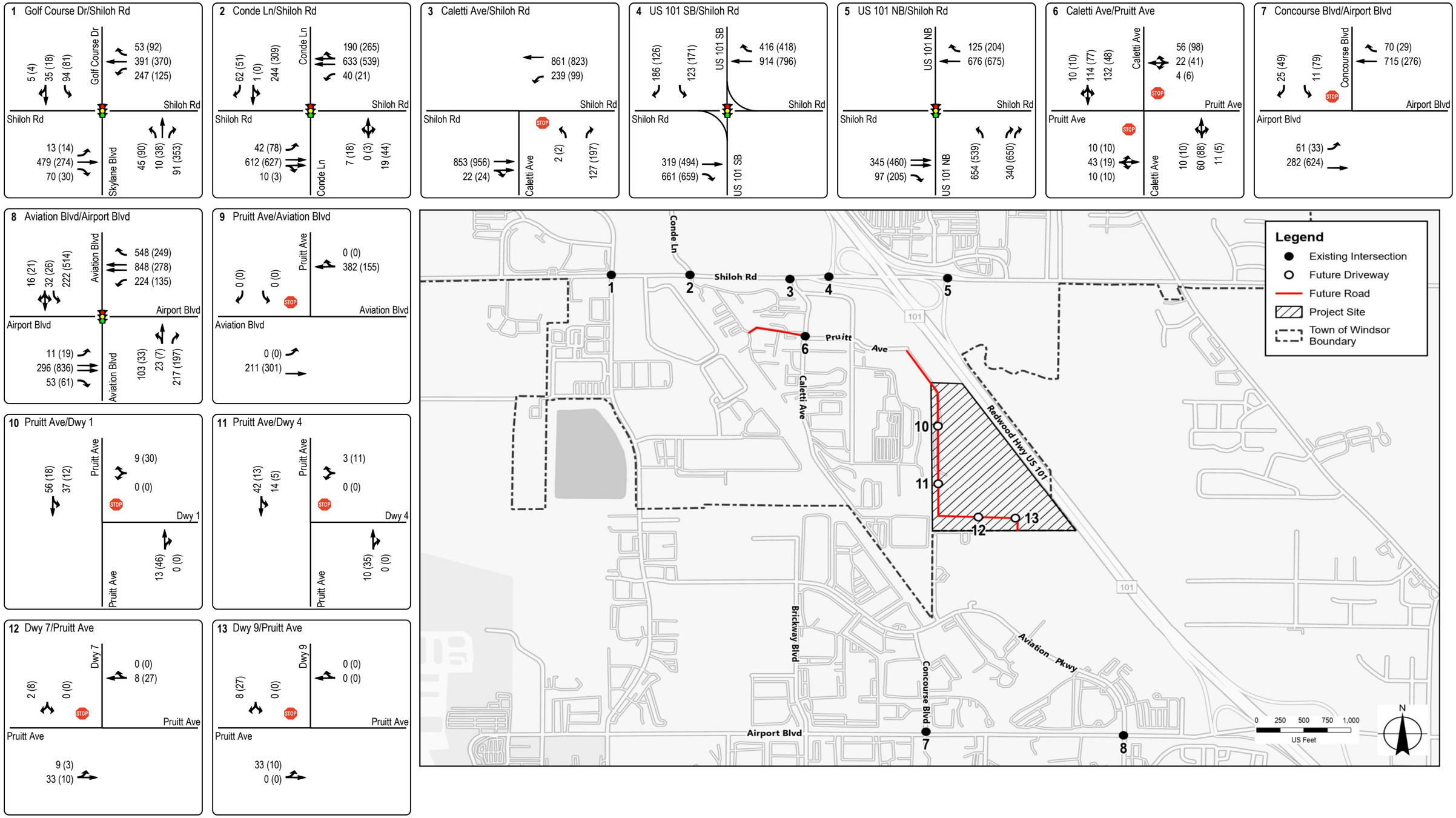
GHD

Town of Windsor
Shiloh Business Park TIS

Conde Alt Interim + P Conditions
Peak Hour Traffic Volumes,
Lane Geometries & Traffic Control

Project No. **12589312**
Report No. **001**
Date **8/29/23**

FIGURE 4.7



Legend

XX (YY) AM (PM) Peak Hour Volumes

Turn Lane

Traffic Signal

Stop Sign

Roundabout

GHD

Town of Windsor
Shiloh Business Park TIS

Conde Alt C + P Conditions
Peak Hour Traffic Volumes,
Lane Geometries & Traffic Control

Project No. **12589312**
Report No. **001**
Date **8/29/23**

FIGURE 4.8

4.7.4 2025 Opening Year Cumulative Plus Project LOS – Conde Ln Alternative

The level of service at the study intersections for the 2025 Buildout Year Plus Project traffic volumes for the Conde Lane alternative is shown in Table 4.8.

Table 4.8 2025 Opening Year Plus Project Intersection LOS – Conde Alternative

#	Intersection	Control Type[1]	Target LOS	2025 No Project		2025 Plus Project	
				AM	PM	AM	PM
				LOS – Delay[2]	LOS – Delay[2]	LOS – Delay[2]	LOS – Delay[2]
1	Shiloh Rd & Skylane / Golf Course	Signal	D	C 21.1	C 21.5	C 21.5	C 21.5
2	Shiloh Rd & Conde Ln	Signal	D	B 15.6	C 20.2	B 16.7	C 22.0
3	Shiloh Road & Caletti Ave (NB)	SSSC	D	D 31.1	D 26.7	**C 16.2**	**C 19.5**
4	Shiloh Rd & US 101 SB Ramps	Signal	D	B 10.6	A 9.5	B 12.5	A 9.9
5	Shiloh Rd & US 101 NB Ramps	Signal	D	B 17.6	B 15.0	C 21.2	B 15.1
6	Caletti Ave & Pruitt Ave (WB)	SSSC	D	A 9.1	A 9.3	B 14.1	B 11.4

Notes:
1. SSSC = Side Street Stop Control
2. Average vehicle delay in seconds.

All study intersections continue to operate at an overall intersection LOS D or better during the 2025 Plus Project traffic condition. With traffic utilizing the Pruitt Avenue extension from Caletti Avenue to Conde Lane and the redistribution of non-site and site traffic from Caletti Avenue to Conde Lane, the Shiloh Road and Caletti Avenue intersection is expected to improve from LOS D to LOS C during both the AM and PM peak hours.

4.7.5 2040 Buildout Year Cumulative Plus Project LOS – Conde Ln Alternative

The level of service at the study intersections for the 2040 Buildout Year Plus Project traffic volumes for the Conde Lane alternative is shown in Table 4.9.

Table 4.9 2040 Buildout Year Plus Project Intersection LOS – Conde Alternative

#	Intersection	Control Type[1]	Target LOS	2040 No Project		2040 Plus Project	
				AM	PM	AM	PM
				LOS – Delay[2]	LOS – Delay[2]	LOS – Delay[2]	LOS – Delay[2]
1	Shiloh Rd & Skylane / Golf Course	Signal	D	C 21.6	C 22.1	C 22.0	C 22.1
2	Shiloh Rd & Conde Ln	Signal	D	B 16.0	C 21.3	B 17.3	C 23.3
3	Shiloh Road & Caletti Ave (NB)	SSSC	D	D 33.7	C 28.3	**C 17.6**	**C 20.9**
4	Shiloh Rd & US 101 SB Ramps	Signal	D	B 11.2	A 9.9	B 13.3	A 10.4
5	Shiloh Rd & US 101 NB Ramps	Signal	D	B 19.2	B 15.6	C 24.5	B 15.7
6	Caletti Ave & Pruitt Ave (WB)	SSSC	D	A 9.1	A 9.3	B 14.5	B 11.7

Notes:
1. SSSC = Side Street Stop Control
2. Average vehicle delay in seconds.

All the study intersections continue to operate at an overall intersection LOS D or better during the 2025 Plus Project traffic condition. With traffic utilizing the Pruitt Avenue extension from Caletti Avenue to Conde Lane and the redistribution of non-site and site traffic from Caletti Avenue to Conde Lane, the Shiloh Road and Caletti Avenue intersection is expected to improve from LOS D to LOS C during both the AM and PM peak hours.

4.8 Left-Turn Queue Analysis

The project would fail to meet the Town standard concerning left-turn queues if:

a) The 95th percentile queue length can be contained within the available stacking length without the project, and the project causes the queue to exceed the stacking length; or

b) The queue length exceeds the available stacking length without the project and the project increases the 95th percentile queue by more than 10 feet, or approximately one-half a car-length.

Based on those guidelines identified in those previous studies: the project would conflict with Town standards if the project causes the 95th percentile queue to exceed the stacking length; or if the 95th percentile queue length exceeds the available stacking length without the project and the project increases the 95th percentile queue by more than 10 feet, or approximately half of a car-length.

The intersection queue reports are included in Appendix E.

4.8.1 2025 Opening Year Plus Project Queuing

Table 4.10 shows the left-turn queue analysis under 2025 Opening Year No Project and 2025 Opening Year Plus Project conditions. As shown, the 95th percentile queues exceed the available storage at two locations for the No Project and Plus Project conditions, with an increase in storage distance of one to two feet from the No Project to the Plus Project condition. This condition complies with the Town Standards.

4.8.2 2040 Buildout Year Plus Project Queuing

Table 4.11 shows the left-turn queue analysis under 2040 Buildout Year No Project and 2040 Buildout Year Plus Project conditions. As shown, the 95th percentile queues exceed the available storage at four locations for the No Project and Plus Project conditions, with an increase in storage distance of less than ten feet at three of the locations. These locations comply with the Town Standards.

Shiloh Road & US 101 Northbound Ramps, NB Left Turn - The 95% queue is expected to exceed the storage of 265, with the expected queue to increase from 251 feet in the No Project condition to 269 feet in the Plus Project condition, an increase of 18 feet during the AM peak hour. This conflicts with the Town's standards for left-turn queuing and the left-turn lane storage length would need to be increased by approximately 20 feet. To increase the storage length, widening of the off-ramp would be required.

Table 4.10 Queue Analysis (2025 Opening Year Conditions)

#	Intersection	Left-turn Pocket Approach	Available Storage (feet)	95th Percentile Left-turn Queue (feet)			
				AM Peak Hour		PM Peak Hour	
				2025	2025 plus Project	2025	2025 plus Project
1	Shiloh Rd & Skylane / Golf Course	Eastbound	250	39	39	41	41
		Westbound	180	166	167	99	110
		Northbound	110	61	61	73	95
		Southbound	60	**63**	**65**	60	60
2	Shiloh Rd & Conde Ln	Eastbound	90	57	63	79	82
		Westbound	125	34	39	65	65
		Northbound	132	39	40	47	47
		Southbound - Left / Thru	445	162	167	185	188
3	Shiloh Road & Caletti Ave	Westbound	145	96	104	57	66
		Northbound - Left	150	55	82	83	85
		Northbound - Right	150	65	69	67	70
4	Shiloh Rd & US 101 SB Ramps	Southbound - Left	270	78	87	114	123
		Southbound - Right	270	110	115	76	84
5	Shiloh Rd & US 101 NB Ramps	Northbound	265	231	242	206	214
6	Caletti Ave & Pruitt Ave	Westbound	195	49	49	48	56
7	Airport Blvd & Concourse Blvd	Eastbound	100	52	57	25	25
		Southbound - Left	42	25	25	**54**	**55**
		Southbound - Right	47	12	12	12	12
8	Aviation Blvd & Airport Blvd	Eastbound	150	34	42	69	67
		Westbound	235	197	228	151	152
		Northbound	130	111	115	59	64
		Southbound	215	79	89	179	200
9	Aviation Blvd & Pruitt Ave	Eastbound	75 proposed	14	17	10	14
		Southbound - Left	100 proposed	16	34	14	51
		Southbound - Right	100 proposed	24	27	23	26

Notes: **Bold** indicates left-turn queue exceeds storage length.

Table 4.11 Queue Analysis (2040 Buildout Year Conditions)

#	Intersection	Left-turn Pocket Approach	Available Storage (feet)	95th Percentile Left-turn Queue (feet)			
				AM Peak Hour		PM Peak Hour	
				2040	2040 plus Project	2040	2040 plus Project
1	Shiloh Rd & Skylane / Golf Course	Eastbound	250	38	63	41	42
		Westbound	180	162	162	103	113
		Northbound	110	57	59	90	96
		Southbound	60	**71**	**72**	**65**	**66**
2	Shiloh Rd & Conde Ln	Eastbound	90	60	63	91	91
		Westbound	125	58	58	65	65
		Northbound	132	33	35	52	52
		Southbound	445	161	162	188	194
3	Shiloh Road & Caletti Ave	Westbound	145	95	104	63	66
		Northbound - Left	150	62	78	90	93
		Northbound - Right	150	67	69	69	72
4	Shiloh Rd & US 101 SB Ramps	Southbound - Left	270	86	86	117	125
		Southbound - Right	270	95	104	84	86
5	Shiloh Rd & US 101 NB Ramps	Northbound	*265*	*251*	***269***	223	227
6	Caletti Ave & Pruitt Ave	Westbound	195	50	50	49	57
7	Airport Blvd & Concourse Blvd	Eastbound	100	55	60	33	33
		Southbound - Left	42	25	25	**55**	**55**
		Southbound - Right	47	13	16	25	25
8	Aviation Blvd & Airport Blvd	Eastbound	150	37	38	80	83
		Westbound	235	**272**	**274**	161	166
		Northbound	130	120	123	85	85
		Southbound	215	90	91	207	212
9	Aviation Blvd & Pruitt Ave	Eastbound	75 proposed	20	26	14	18
		Southbound - Left	100 proposed	33	40	35	54
		Southbound - Right	100 proposed	33	34	28	34

Notes: **Bold** indicates left-turn queue exceeds storage length.

4.9 Left-Turn Queue Analysis – Conde Ln Alternative

A similar queue analysis was performed for the Conde Lane alternative, which includes the extension of Pruitt Avenue from Caletti Avenue west to Conde Lane, but does not include the extension of Pruitt Avenue south of the site project site to Aviation Blvd. The intersection Queue reports are included in Appendix E.

4.9.1 2025 Opening Year Plus Project Queuing – Conde Ln Alternative

Table 4.12 shows the left-turn queue analysis under 2025 Opening Year No Project and 2025 Opening Year Plus Project Conditions. As shown, the 95th percentile queues exceed the available storage at one location for the No Project and Plus Project Conditions:

Shiloh Road & Skylane Blvd/Golf Course Dr, SB Left Turn – The left-turn queues are expected to exceed the turn lane storage, with an increase in storage distance of three feet during the AM peak hour and five feet during the PM peak hour from the No Project to the Plus Project Condition. This complies with the Town's standards for left-turn queuing and no modification of the turn lane is recommended.

Table 4.12 Queue Analysis (2025 Opening Year Conditions) – Conde Alternative

#	Intersection	Left-turn Pocket Approach	Available Storage (feet)	95th Percentile Left-turn Queue (feet)			
				AM Peak Hour		PM Peak Hour	
				2025	2025 plus Project	2025	2025 plus Project
1	Shiloh Rd & Skylane / Golf Course	Eastbound	250	39	41	41	45
		Westbound	180	166	169	99	104
		Northbound	110	61	62	73	83
		Southbound	60	**63**	**66**	**60**	**65**
2	Shiloh Rd & Conde Ln	Eastbound	90	57	72	79	80
		Westbound	125	34	77	65	65
		Northbound	132	39	41	47	62
		Southbound	445	162	168	185	216
3	Shiloh Road & Caletti Ave (NB)	Westbound	130	96	112	57	69
		Northbound - Left	150	55	105	83	103
		Northbound - Right	150	65	69	67	71
4	Shiloh Rd & US 101 SB Ramps	Southbound - Left	270	78	84	114	122
		Southbound - Right	270	110	111	76	81
5	Shiloh Rd & US 101 NB Ramps	Northbound	265	231	263	206	227
6	Caletti Ave & Pruitt Ave (WB)	Westbound	195	49	50	48	62

Notes: **Bold** indicates left-turn queue exceeds storage length.

4.9.2 2040 Buildout Year Plus Project Queuing – Conde Ln Alternative

Table 4.13 shows the left-turn queue analysis under 2040 Buildout Year No Project and 2040 Buildout Year Plus Project Conditions As shown, the 95th percentile queues exceed the available storage at one location for the No Project and Plus Project Conditions:

Shiloh Road & Skylane Blvd/Golf Course Dr, SB Left Turn – The left-turn queues are expected to exceed the turn lane storage, with an increase in storage distance of one foot during the AM peak hour and one foot during the PM peak hour from the No Project to the Plus Project Condition. This complies with the Town's standards for left-turn queuing and no modification of the turn lane is recommended.

Shiloh Road & US 101 Northbound Ramps, NB Left Turn - The 95% queue is expected to exceed the storage of 265 feet, with the expected queue to increase from 251 feet in the No Project condition to 272 feet in the Plus Project condition, an increase of 21 feet during the AM peak hour. This conflicts with the Town's standards for left-turn queuing and the left-turn lane storage length would need to be increased by approximately 25 feet. To increase the storage length, widening of the off-ramp would be required.

Table 4.13 Queue Analysis (2040 Buildout Year Conditions) – Conde Alternative

#	Intersection	Left-turn Pocket Approach	Available Storage (feet)	95th Percentile Left-turn Queue (feet)			
				AM Peak Hour		PM Peak Hour	
				2040	2040 plus Project	2040	2040 plus Project
1	Shiloh Rd & Skylane / Golf Course	Eastbound	250	38	56	41	45
		Westbound	180	162	165	103	105
		Northbound	110	57	65	90	92
		Southbound	60	**71**	**72**	**65**	**66**
2	Shiloh Rd & Conde Ln	Eastbound	90	60	65	91	92
		Westbound	125	58	86	65	65
		Northbound	132	33	44	52	69
		Southbound	445	161	177	188	218
3	Shiloh Road & Caletti Ave (NB)	Westbound	145	95	105	63	70
		Northbound - Left	150	62	56	90	117
		Northbound - Right	150	67	68	69	71
4	Shiloh Rd & US 101 SB Ramps	Southbound - Left	270	86	88	117	125
		Southbound - Right	270	95	109	84	86
5	Shiloh Rd & US 101 NB Ramps	Northbound	265	251	**272**	223	253
6	Caletti Ave & Pruitt Ave (WB)	Westbound	195	50	56	49	67

Notes: **Bold** indicates left-turn queue exceeds storage length.

4.10 BoDean Asphalt Property

The Town has received an application from the BoDean Company for planning entitlements to develop a new asphalt plant and construction materials processing facility on an existing industrial site at the southeast corner of Caletti Avenue and Pruitt Avenue. This project has not been approved by the Town and was not included in the traffic added to the study network from the *Other Approved Projects* discussed in Section 4.5.1. The asphalt plant will replace existing industrial uses currently operating at the site. The environmental review for the project is underway, a traffic impact study has not been prepared for the site, and trip generation information has not been provided by the Bodean Asphalt applicant. Some information regarding the asphalt facility provided by BoDean Asphalt early in their application process includes:

> *The asphalt plant (while at full capacity) will operate 24-hours a day, seven days per week, Approximately three employees will be on-site at the facility at any given time, and staff will rotate among the various shifts and days of operation.*
>
> *Trucks exiting the site are not anticipated to travel west on Shiloh Road unless necessary for a local delivery of asphalt or recycled base rock.*
>
> *The project application estimates approximately 48 truck deliveries per day, trucks are described as "single axle double bottom dump trucks and doble axle semi tankers and/or bottom dump trucks".*

Based on this information an estimate of the potential traffic that could be generated by the proposed BoDean Company asphalt facility is shown in Table 4.14.

Table 4.14 Vehicle Trip Generation Forecast – BoDean Asphalt Project

Use	Quantity	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			Total	In	Out	Total	In	Out
Employees	9	18	6	3	3	6	3	3
Asphalt Export	48	96	10	5	5	10	5	5
Raw Material Delivery	6	12	2	1	1	2	1	1
Total Trips		**126**	**18**	9	9	**18**	9	9

Based on the location of the BoDean Asphalt Facility on Caletti Avenue south of Shiloh Road, it is anticipated that development of that site would have similar but slightly less level of service and queue impacts than the Shiloh Business Park, including:

- Increasing left-turn traffic on Caletti Avenue at Shiloh Road which is forecast to operate at LOS E with Shiloh Business Park traffic.
- Increasing traffic on the US 101 northbound off-ramp at Shiloh Road and require additional modifications to the off-ramp to increase the left-turn storage capacity. To accommodate Shiloh Business Park traffic, the northbound left-turn lane is recommended to be lengthened by 20 feet, although this recommendation would increase to 25 feet if the Conde Lane alternative were to be implemented.

5. Summary

This section describes the primary results and recommendations presented in this traffic impact study:

Pruitt Avenue Extension

1. The project site is located within the Shiloh Oaks Master Plan. The Shiloh Oaks Master Plan established the requirement for the construction of Pruitt Avenue from the current termination point east of Caletti Avenue to the project site, through the project site to the southern border of the project site, and extension south of the project site to Aviation Blvd. The Shiloh Oaks Master Plan identified an alternative to the extension of Pruitt Avenue south of the project site to Aviation Blvd should this extension not be feasible. This alternative, identified in this traffic study as the "Conde Lane Alternative" includes the extension of Pruitt Avenue from Caletti Avenue to the west to connect to Conde Lane in lieu of extending Pruitt Avenue south of the project site to Aviation Blvd (Section 2.2.3).

CEQA Guidelines

2. The proposed project would not conflict with the Town's adopted General Plan Transportation & Mobility Element or Bicycle Master Plan. Similarly, the project would not conflict with any adopted transit plan or relevant ordinances and policies addressing circulation. This impact is less than significant (Section 2.4.1).

3. The proposed project qualifies for the employment map-based screening and is located in a low-VMT area based on the screening maps presented in the Town of Windsor's VMT Policy. Therefore, the project has a less than significant impact on VMT (Section 2.4.2).

4. Several of the site proposed site driveways are in conflict with Town policies as described in Zoning Ordinance Section 27.30.090 titled Driveways and Site Access. This impact is potentially significant. The significance with Mitigation T-3 is less than significant (Section 2.4.3 and 3.1.4). Specific concerns regarding the location of the site driveways include:

    - Driveways 1, 2, 3, and 4 meet the minimum spacing of 50 feet between driveways but may not provide a minimum storage distance of 50 feet to allow sufficient storage distance for two vehicles or one truck without impact the operation of the parking drive aisles.
    - Driveways 5 and 9 are located on a horizontal curve with limited visibility for traffic exiting and entering the driveway to see conflicting traffic on Pruitt Avenue.
    - Driveways 6, 7, and 8 need to be revised to intersect Pruitt Avenue at a right angle to provide better alignment for vehicles using the driveways and minimize conflicts for turning traffic.

5. The project is not anticipated to result in inadequate emergency access. This impact is less than significant and no mitigation is required (section 2.4.4).

Project Site Traffic

6. The project is forecasted to generate 1,738 daily trips, including 115 trips during the AM peak hour and 106 trips during the PM peak hour (section 3.1.1).

7. The estimated vehicle mix for the Shiloh Business Park site traffic is (section 3.1.2):

Total Site Traffic	- 1,738 vehicles per day	100%
Passenger Car and Light Trucks (FHWA1-3)	- 1,460 vehicles per day	84%
Medium-Duty Trucks (FHWA 4-6)	- 122 trucks per day	7%
Heavy-Duty Trucks (FHWA 7-13)	- 156 trucks per day	9%

8. The project is required to provide 527 parking spaces for the 451,915 square feet of floor area shown in the site plan or 555 parking spaces for the floor area of 480,000 square feet analyzed in this traffic study. The proposed parking supply of 704 parking spaces exceeds these requirements by 177 spaces and 149 spaces respectively (section 3.1.5).

Base Road Network – Pruitt Avenue Extension to Aviation Blvd

9. All study intersections continue to operate at an overall intersection LOS D or better for the 2022 Existing condition (Section 4.4), 2025 Opening Year No Project conditions (Section 4.5.3), and 2040 Buildout Year No Project conditions (section 4.5.4).

10. All the study intersections continue to operate at an overall intersection LOS D or better during the 2025 Opening Year (section 4.6.3) and 2040 Buildout Year (section 4.6.4) Plus Project traffic conditions, with the exception of the Shiloh Road and Caletti Ave intersection which deteriorates to LOS E during the AM peak hour with the addition of site traffic to the northbound approach. This change in level of service does not meet the Town's General Plan LOS standard, discussion on improving the intersection level of service is presented in Section 4.6.6.

11. All site driveways are expected to operate at LOS A for the AM and PM peak hours during 2025 Opening Year and 2040 Buildout Year Plus Project conditions (Section 4.6.5).

12. Shiloh Road and US 101 Northbound Ramps, NB Left Turn - The 95% queue is expected to exceed the storage of 265 feet, with the expected queue to increase from 251 feet in the 2040 Buildout Year No Project condition to 269 feet in the 2040 Buildout Year Plus Project condition, an increase of 18 feet during the AM peak hour. This conflicts with the Town's standards for left-turn queuing and the left-turn lane storage length would need to be increased by approximately 20 feet. To increase the storage length, widening of the off-ramp would be required (Section 4.8.2).

Alternative Road Network – Pruitt Avenue Extension to Conde Lane

13. All study intersections continue to operate at an overall intersection LOS D or better during the 2025 Opening Year Plus Project (Section 4.7.4) and 2040 Buildout Year Plus Project (Section 4.7.5) traffic condition. With traffic utilizing the Pruitt Avenue extension from Caletti Avenue to Conde Lane and the redistribution of non-site and site traffic from Caletti Avenue to Conde Lane, the Shiloh Road and Caletti Avenue intersection is expected to improve during both the AM and PM peak hours for the Plus Project condition.

14. Shiloh Road & US 101 Northbound Ramps, NB Left Turn - The 95% queue is expected to exceed the storage of 265 feet, with the expected queue to increase from 251 feet in the 2040 Buildout Year No Project condition to 272 feet in the 2040 Buildout Year Plus Project condition, an increase of 21 feet during the AM peak hour. This conflicts with the Town's standards for left-turn queuing and the left-turn lane storage length would need to be increased by approximately 25 feet. To increase the storage length, widening of the off-ramp would be required (Section 4.9.2).

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Appendix A Emergency Vehicle Access Plan

Appendix B Shiloh Business Park Trip Generation Study

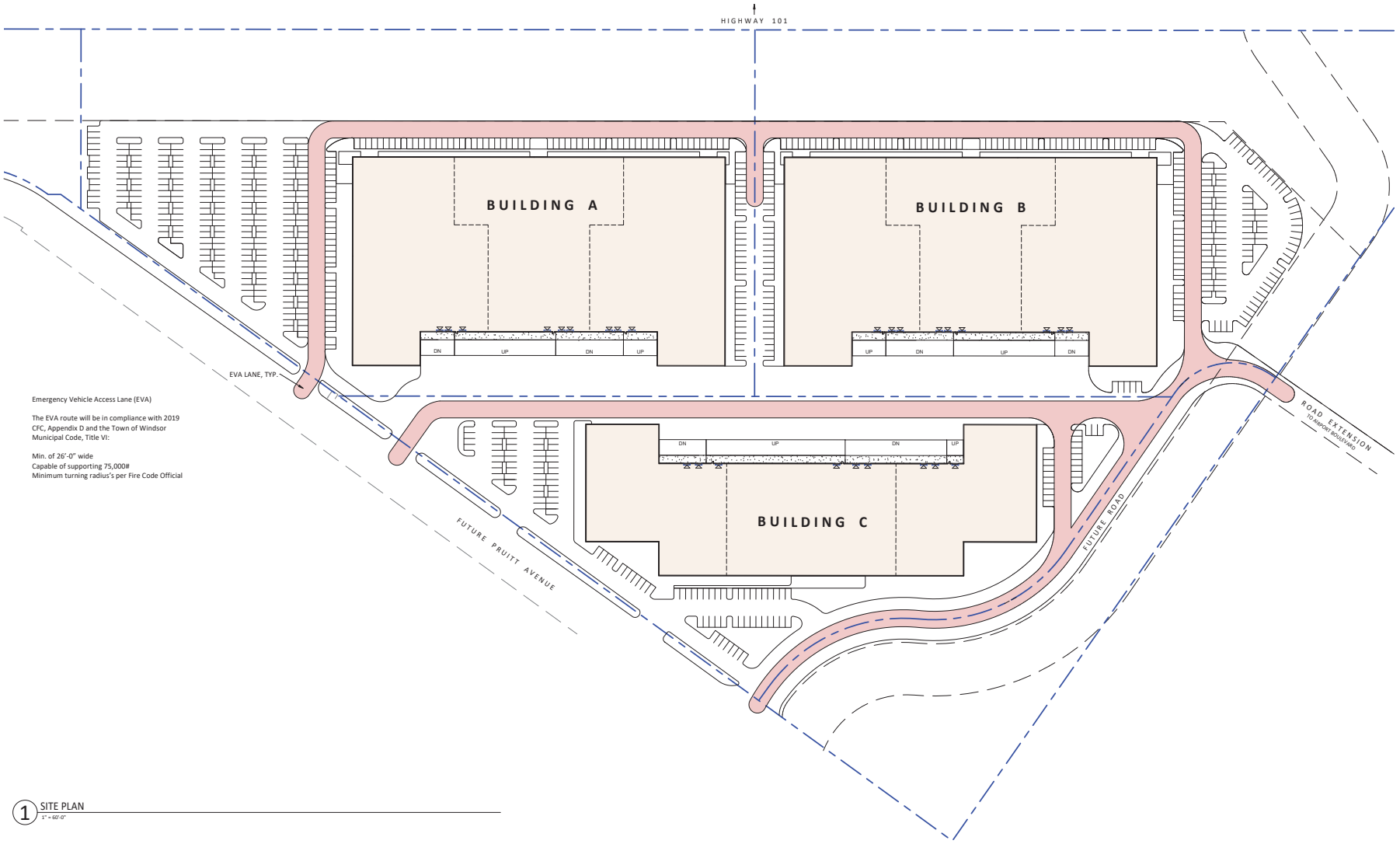
Appendix C Traffic Count Data

Appendix D Intersection Level of Service Calculations

Appendix E Intersection Queue Reports

Appendices

Appendix A
Emergency Vehicle Access Plan



Emergency Vehicle Access Lane (EVA)

The EVA route will be in compliance with 2019 CFC, Appendix D and the Town of Windsor Municipal Code, Title VI:

Min. of 26'-0" wide
Capable of supporting 75,000#
Minimum turning radius's per Fire Code Official

1 SITE PLAN
1" = 60'-0"

11/8/2021 11:41:30 AM

Shiloh Business Park
750 Shiloh Road
Windsor, CA

PLANNING FILE NO.: ####-####
PERMIT FILE NO.: ####-####

build perform design sustain DEVCON

CONSTRUCTION INCORPORATED

690 GIBRALTAR DRIVE
MILPITAS, CALIFORNIA 95035
(408) 942-8200 Lic. #399163

REVISIONS

NO	DESCRIPTION	DATE

GENERAL NOTES:

CONTRACTOR SHALL FIELD VERIFY ALL JOB CONDITIONS AND DIMENSIONS. VARIATIONS THEREOF FROM THE DRAWINGS MUST BE REPORTED TO THE ARCHITECT. DETAILS INDICATED ON THE DRAWINGS ARE REPRESENTATIVE AND TYPICAL. ALL ATTACHMENTS AND CONNECTIONS SHALL CONFORM TO BEST PRACTICE AND SHALL BE THE CONTRACTOR'S RESPONSIBILITY.

THIS DRAWING EMBODIES IDEAS, DESIGNS, ARRANGEMENTS, PLANS AND SPECIFICATIONS WHICH ARE PROPRIETARY TO DEVCON CONSTRUCTION, INC. AND WHICH WERE DESIGNED, CREATED, EVOLVED, AND DEVELOPED FOR USE SOLELY IN CONNECTION WITH THE SPECIFIED PROJECT. NO TRANSFER OF ANY RIGHTS THERETO IS INTENDED OR EFFECTED BY DELIVERY HEREOF, AND EXCEPT UPON THE WRITTEN PERMISSIONS OF DEVCON CONSTRUCTION INC. THE DRAWING IS NOT TO BE DISCLOSED TO OTHERS, REPRODUCED OR COPIED IN WHOLE OR IN PART, OR USED IN THE FABRICATION OR CONSTRUCTION OF BUILDINGS, STRUCTURES, FOUNDATIONS, OR ANY PORTIONS THEREOF, FOR OTHER THAN THE SPECIFIED PROJECT.

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SEAL

FIRE ACCESS SITE PLAN

PROJECT NO.: 21-153
SHEET NO.:
DATE: 11/09/21
SCALE: 1" = 60'-0"
ISSUE: -

A-3

Appendix B
Shiloh Business Park Trip Generation Study

Shiloh Business Park
Trip Generation Study

Prepared for the
Town of Windsor

June 23, 2023

Final Report

GHD | 2235 Mercury Way, Suite 150, Santa Rosa, CA 95407 | 11230338

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Appendix A Traffic Count Summaries

1. Introduction

This report has been prepared to present the results of the trip generation study performed by GHD, Inc., to develop trip generation rates for the proposed Shiloh Business Park based on traffic counts conducted at two existing business parks with similar tenant mixture.

1.1 Study Overview

This report is divided into the following sections:

- **Chapter 1 Introduction** provides an overview of the study and study objectives
- **Chapter 2 Traffic Count Data** provides a summary of the traffic count data
- **Chapter 3 Trip Generation Rates** provides a summary of calculations used to develop trip generation rates for the two existing developments based on the traffic count data
- **Chapter 4 Vehicle Classification** provides a summary of the vehicle classification data for each existing developments based on the traffic count data
- **Chapter 5 Shiloh Business Park** provides a summary of the traffic expected to be generated by the Shiloh Business Park using the trip generation rates developed in this study
- **Chapter 6 Recommendations** summarizes the key findings and recommendations of this study

1.2 Study Description and Objectives

Shiloh Business Park is a proposed industrial facility, a first-class multi-tenant light industrial and manufacturing business park consisting of three buildings totaling approximately 480,000 square feet of gross leasable space. The building tenants will be industrial, although the exact tenant type, or mixture of types, has not been identified. The current assumptions provided by the Town are: 75% manufacturing (360,000 square feet) and 25% warehouse (120,000 square feet). The project will be located on Pruitt Ave west of Caletti Ave in Windsor, CA.

During the development of the traffic impact study for the Shiloh Business Park, the project's Developer expressed concerns that the use of trip generation rates obtained from the Institute of Transportation Engineer's (ITE) publication titled Trip Generation, 11th Edition. This publication is the standard for the transportation engineering profession. The ITE rates and equations are based on studies that measured the trip generation characteristics for diverse types of land uses. The rates are expressed in terms of vehicular trips per unit of land use. 1,000 square feet of gross floor area will be the development unit of measurement for this project.

The Town and Developer agreed to the preparation of this trip generation study to develop trip generation rates for the proposed Shiloh Business Park based on trip generation rates developed using traffic counts of two existing business parks operated by the developer.

1.3 Study Locations

Two existing business parks managed by the developer of the proposed Shiloh Business park were selected as representative projects. These two business parks have a tenant mix similar to what the Shiloh Business Park developer expects as tenants for the Shiloh Business Park.

1.3.1 Site 1: 3300 Westwind Blvd, Santa Rosa, CA

Site 1 is a fully leased 290,000 square foot business park consisting of six buildings. The site is served by seven site driveways shown in Figure 1.1. Existing tenants include Occidental Leather, All American Containers, M A Silva USA, La Tortilla Factory, and Costeaux Baking Center.



Figure 1.1: Site 1, 3300 Westwind Blvd, Santa Rosa, CA

1.3.2 Site 2: 1470 Cader Lane, Petaluma, CA

Site 2 is a fully leased 250,000 square foot business park consisting of three buildings. The site is served by three site driveways shown in Figure 1.2. Existing tenants include Devcon Construction, Scott Laboratories, Andalou Naturals, Cowboy Creamery, and Clover.



Figure 1.2: Site 2, 1470 Cader Lane, Petaluma, CA

2. Traffic Count Data and Trip Generation

Traffic counts and vehicle classification studies were conducted at all site driveways for two existing business parks. The traffic counts were conducted over a three-day period on Tuesday May 9, Wednesday May 10, and Thursday May 11, 2023.

2.1 Average Weekday 24-Hour Counts

2.1.1 Site 1: 3300 Westwind Blvd, Santa Rosa, CA

The results of the three-day traffic counts at the seven site driveways are summarized in Table 2.1. Site 1 generates an average of 1,117 vehicles on a typical weekday. The existing development consists of 290,000 square feet of industrial use, equating to a trip generation rate of 3.85 trips per 1,000 square feet of gross leasable area.

Table 2.1 Site 1 Traffic Counts – 24-Hour

DWY	Description	In / Out	Direction	Weekday – 24 Hour Count			Average
				Tuesday May 9	Wednesday May 10	Thursday May 11	
1	SW DWY to Laughlin Rd	In	EB	14	9	8	10
		Out	WB	10	8	8	9
2	West DWY to Laughlin Rd	In	EB	157	164	156	159
		Out	WB	144	154	147	148
3	NW DWY to Laughlin Rd	In	EB	61	56	47	55
		Out	WB	67	67	67	67
4	North DWY to Copperhill PKWY	In	SB	2	4	4	3
		Out	NB	1	3	9	4
5	NE DWY to Westwind Blvd	In	WB	124	123	128	125
		Out	EB	120	121	110	117
6	East DWY to Westwind Blvd	In	WB	181	176	188	182
		Out	EB	198	188	204	197
7	SE DWY to Almar Pkwy	In	SB	13	14	9	12
		Out	NB	32	33	23	29
Site Total		**In**		552	546	540	546
		Out		572	574	568	571
		Total		1,124	1,120	1,108	**1,117**

2.1.2 Site 2: 1470 Cader Lane, Petaluma, CA

The results of the three-day traffic counts at the seven site driveways are summarized in Table 2.2. Site 2 generates an average of 836 vehicles on a typical weekday. The existing development consists of 250,000 square feet of industrial use, equating to a trip generation rate of 3.34 trips per 1,000 square feet of gross leasable area.

Table 2.2 Site 2 Traffic Counts – 24-Hour

DWY	Description	In / Out	Direction	Weekday – 24 Hour Count			Average
				Tuesday May 9	Wednesday May 10	Thursday May 11	
1	1470 Cader Lane	In	EB	150	165	156	157
		Out	WB	128	144	123	132
2	1480 Cader Lane	In	EB	19	17	12	16
		Out	WB	23	18	14	18
3	1490 Cader Lane	In	EB	258	210	273	247
		Out	WB	271	246	280	266
Site Total		**In**		427	392	441	420
		Out		422	408	417	416
		Total		849	800	858	**836**

2.2 Average Weekday AM Peak Hour Counts

2.2.1 Site 1: 3300 Westwind Blvd, Santa Rosa, CA

The results of the three-day traffic counts at the seven site driveways are summarized in Table 2.3. Based on the traffic count data, the AM peak hour was determined to occur between 6:15 AM and 7:15 AM. During the AM peak hour, Site 1 generates an average of 60 vehicles per hour on a typical weekday, with an average 46 trips entering the site and 14 trips exiting the site. The existing development consists of 290,000 square feet of industrial use, equating to a trip generation rate of 0.21 trips per 1,000 square feet of gross leasable area, with 76 percent of the traffic entering the site and 24 percent exiting the site.

Table 2.3 Site 1 Traffic Counts – AM Peak Hour

DWY	Description	In / Out	Direction	Weekday – AM Peak Hour Count			Average
				Tuesday May 9	Wednesday May 10	Thursday May 11	
1	SW DWY to Laughlin Rd	In	EB	1	2	1	1
		Out	WB	0	1	0	0
2	West DWY to Laughlin Rd	In	EB	18	18	19	18
		Out	WB	3	3	0	2
3	NW DWY to Laughlin Rd	In	EB	6	6	4	5
		Out	WB	1	0	1	1
4	North DWY to Copperhill PKWY	In	SB	0	0	0	0
		Out	NB	0	0	1	0
5	NE DWY to Westwind Blvd	In	WB	10	16	13	13
		Out	EB	1	2	0	1
6	East DWY to Westwind Blvd	In	WB	8	5	7	7
		Out	EB	8	9	7	8
7	SE DWY to Almar Pkwy	In	SB	1	0	2	1
		Out	NB	1	3	1	2
Site Total		**In**		44	47	46	**46**
		Out		14	18	10	**14**
		Total		58	65	56	**60**

2.2.2 Site 2: 1470 Cader Lane, Petaluma, CA

The results of the three-day traffic counts at the three site driveways are summarized in Table 2.4. Based on the traffic count data, the AM peak hour was determined to occur between 7:30 AM and 8:30 AM. During the AM peak hour, Site 2 generates an average of 68 vehicles per hour on a typical weekday, with an average 58 trips entering the site and 10 trips exiting the site. The existing development consists of 250,000 square feet of industrial use, equating to a trip generation rate of 0.21 trips per 1,000 square feet of gross leasable area, with 85 percent of the traffic entering the site and 15 percent exiting the site.

Table 2.4 Site 2 Traffic Counts – AM Peak Hour

DWY	Description	In / Out	Direction	Weekday – AM Peak Hour Count			Average
				Tuesday May 9	Wednesday May 10	Thursday May 11	
1	1470 Cader Lane	In	EB	22	28	17	22
		Out	WB	4	5	2	4
2	1480 Cader Lane	In	EB	5	4	3	4
		Out	WB	0	0	0	0
3	1490 Cader Lane	In	EB	32	26	37	32
		Out	WB	6	8	5	6
Site Total		**In**		59	58	57	58
		Out		10	13	7	10
		Total		69	71	64	**68**

2.3 Average Weekday PM Peak Hour Counts

2.3.1 Site 1: 3300 Westwind Blvd, Santa Rosa, CA

The results of the three-day traffic counts at the seven site driveways are summarized in Table 2.5. Based on the traffic count data, the PM peak hour was determined to occur between 3:00 PM and 4:00 PM. During the PM peak hour, Site 1 generates an average of 47 vehicles per hour on a typical weekday, with an average 19 trips entering the site and 28 trips exiting the site. The existing development consists of 290,000 square feet of industrial use, equating to a trip generation rate of 0.16 trips per 1,000 square feet of gross leasable area, with 40 percent of the traffic entering the site and 60 percent exiting the site.

Table 2.5 Site 1 Traffic Counts – PM Peak Hour

DWY	Description	In / Out	Direction	Weekday – PM Peak Hour Count			Average
				Tuesday May 9	Wednesday May 10	Thursday May 11	
1	SW DWY to Laughlin Rd	In	EB	2	1	**0**	1
		Out	WB	2	1	0	1
2	West DWY to Laughlin Rd	In	EB	2	1	**0**	1
		Out	WB	2	1	0	1
3	NW DWY to Laughlin Rd	In	EB	2	1	**0**	1
		Out	WB	2	1	0	1
4	North DWY to Copperhill PKWY	In	SB	0	0	**0**	0
		Out	NB	0	0	2	1
5	NE DWY to Westwind Blvd	In	WB	4	3	**4**	4
		Out	EB	12	12	12	12
6	East DWY to Westwind Blvd	In	WB	11	10	**13**	11
		Out	EB	11	11	13	12
7	SE DWY to Almar Pkwy	In	SB	2	0	**0**	1
		Out	NB	1	0	2	1
Site Total		**In**		23	16	17	**19**
		Out		30	26	29	**28**
		Total		53	42	46	**47**

2.3.2 Site 2: 1470 Cader Lane, Petaluma, CA

The results of the three-day traffic counts at the three site driveways are summarized in Table 2.6. Based on the traffic count data, the PM peak hour was determined to occur between 3:30 PM and 4:30 PM. During the PM peak hour, Site 2 generates an average of 73 vehicles per hour on a typical weekday, with an average 13 trips entering the site and 60 trips exiting the site. The existing development consists of 250,000 square feet of industrial use, equating to a trip generation rate of 0.21 trips per 1,000 square feet of gross leasable area, with 18 percent of the traffic entering the site and 82 percent exiting the site.

Table 2.6 Site 2 Traffic Counts – PM Peak Hour

DWY	Description	In / Out	Direction	Weekday – PM Peak Hour Count			Average
				Tuesday May 9	Wednesday May 10	Thursday May 11	
1	1470 Cader Lane	In	EB	5	4	8	6
		Out	WB	15	21	29	22
2	1480 Cader Lane	In	EB	2	0	0	1
		Out	WB	1	1	0	1
3	1490 Cader Lane	In	EB	2	7	11	7
		Out	WB	40	37	37	38
Site Total		**In**		9	11	19	13
		Out		56	59	66	60
		Total		65	70	85	**73**

3. Trip Generation Rates

3.1 ITE and Calculated Trip Generation Rates

Table 3.1 includes a summary of average trip generation rates contained in the ITE Trip Generation Manual for several industrial land uses, the calculated trip rates for Site 1 and Site 2, an average of the calculated trip generation rates for Site 1 and Site 2, and a weighted average of the calculated trip generation rates for Site 1 and Site 2. Trip generation rates are included in Table 3.1 for the following ITE land use categories:

- ITE land use category 110 – General Light Industrial
- ITE land use category 130 – Industrial Park
- ITE land use category 140 – Manufacturing
- ITE land use category 150 – Warehouse

ITE provides the following definitions for these land use types.

ITE Land Use 110, General Light Industrial: *A light industrial facility is a free-standing facility devoted to a single use. The facility has an emphasis on activities other than manufacturing and typically has minimal office space. Typical light industrial activities include printing, material testing, and assembly of data processing equipment.*

ITE Land Use 130, Industrial Park: *An industrial park contains several individual industrial or related facilities. It is characterized by a mix of manufacturing, service, and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Many industrial parks*

contain highly diversified facilities. Some parks in the database have a large number of small businesses and others have one or two dominant industries.

ITE Land Use 140, Manufacturing: *A manufacturing facility is an area where the primary activity is the conversion of raw materials or parts into finished products. Size and type of facility may vary substantially from one facility to another. In addition to the actual production of goods, manufacturing facilities generally also have office, warehouse, research, and associated functions.*

ITE Land Use 150, Warehousing: *A warehouse is primarily devoted to the storage of materials, but it may also include office and maintenance areas.*

Table 3.1 Trip Generation Rate Summary

Land Use	Weekday	Weekday – AM Peak			Weekday – PM Peak		
		Trip Rate	In %	Out %	Trip Rate	In %	Out %
ITE Land Use 110 – General Light Industrial	4.87	0.74	88	12	0.65	14	86
ITE Land Use 130 – Industrial Park	3.37	0.34	81	19	0.34	22	78
ITE Land Use 140 – Manufacturing	4.75	0.68	76	24	0.74	31	69
ITE Land Use 150 – Warehousing	1.71	0.17	77	23	0.18	28	72
Site 1, 3300 Westwind Blvd, Santa Rosa	3.85	0.21	76	24	0.16	40	60
Site 2, 1470 Cader Lane, Petaluma	3.34	0.27	85	15	0.29	18	82
Average Rate, Site 1 and Site 2	3.60	0.24	81	19	0.23	29	71
Weighted Average Rate, Site 1 and Site 2	**3.62**	**0.24**	**81**	**19**	**0.22**	**28**	**72**

3.2 Recommended Trip Generation Rates

The weighted average trip generation rates shown in Table 3.1 are recommended for use to calculate the future traffic generated by the proposed Shiloh Business Park. The weighted average rates incorporate the data from both sites while allowing a little more importance from the larger site which is closer in size to the proposed Shiloh Business Park.

3.2.1 Average Weekday Daily Trip Rate

The recommended average daily trip rate of 3.62 trips per 1,000 square feet is within the range of average trip rates for industrial sites included in the ITE Trip Generation Manual, which range from 1.71 to 4.87 trips per 1,000 square feet. The recommend average trip rate is between the average trip rate of 1.71 (150 – Warehouse) and 4.75 (140 – Manufacturing) that were previously recommended for use to estimate the future traffic generated by the proposed Shiloh Business Park.

3.2.2 Average Weekday AM Peak Hour Trip Rate

The recommended average trip rate for the Am peak hour of 0.24 trips per 1,000 square feet is within the range of average trip rates for industrial sites included in the ITE Trip Generation Manual, which range from 0.17 to 0.74 trips per 1,000 square feet. The recommend average trip rate is between the average trip rate of 0.17 (150 – Warehouse) and 0.68 (140 – Manufacturing) that were previously recommended for use to estimate the future traffic generated by the proposed Shiloh Business Park. The percentage on inbound trips (81%) and outbound trips (19%) are similar to the percentages for the ITE land uses.

3.2.3 Average Weekday PM Peak Hour Trip Rate

The recommended average trip rate for the PM peak hour of 0.22 trips per 1,000 square feet is within the range of average trip rates for industrial sites included in the ITE Trip Generation Manual, which range from 0.18 to 0.74 trips per 1,000 square feet. The recommend average trip rate is between the average trip rate of 0.18 (150 – Warehouse) and 0.74 (140 – Manufacturing) that were previously recommended for use to estimate the future traffic generated by the proposed Shiloh Business Park. The percentage on inbound trips (28%) and outbound trips (72%) are similar to the percentages for the ITE land uses.

4. Vehicle Classification Data

4.1 FHWA Vehicle Classifications

The traffic counts conducted at the two sites included a count of the vehicles by classification type according to the vehicle classification scheme developed by the Federal Highway Administration (FHWA). This classification scheme classifies vehicles by 13 types. These types are:

- Class 1 – Motorcycles
- Class 2 – Passenger Cars
- Class 3 – Two-Axle, Four-Tire, Single Unit Vehicles
- Class 4 – Buses
- Class 5 – Two-Axle, Six-Tire, Single Unit Trucks
- Class 6 – Three-Axle Single Unit Trucks
- Class 7 – Four or More Axle Single Unit Trucks
- Class 8 – Four or Less Axle Single Trailer Trucks
- Class 9 – Five-Axle Single Trailer Trucks
- Class 10 – Six or More Single Trailer Trucks
- Class 11 – Five or Less Axle Multi-Trailer Trucks
- Class 12 – Six-Axle Multi-Trailer Trucks
- Class 13 – Seven or More Axle Multi-Trailer Trucks

Class 1, 2, 3 are considered passenger vehicles and light trucks. Class 4, 5, 6 are considered medium duty trucks. Class 7, 8, 9, 10, 11, 12, and 13 are considered heavy duty trucks. FHWA offers this guidance in reporting truck classifications:

a. Truck tractor units traveling without a trailer will be considered single unit trucks.
b. A truck tractor unit pulling other such units in a “saddle mount” configuration will be considered as one single unit truck and will be defined only by axles on the pulling unit.

c. Vehicles shall be defined by the number of axles in contact with the roadway. Therefore, “floating” axles are counted only when in the down position.
d. The term “trailer” includes both semi- and full trailers.

4.2 Vehicle Classification Data

The vehicle classification data for Site 1 and Site 2 is summarized in Table 4.1. Based on the data collected, the vehicle mix generated by the two sites includes 84 percent passenger vehicles and light duty trucks, 7 percent medium duty trucks, and 9 percent heavy duty trucks.

Table 4.1 Vehicle Classification Data

FHWA Class	Description	Average Weekday		
		Site 1	Site 2	Total
1	Motorcycles	1	0	1
2	Passenger Cars	830	467	1,297
3	Two-Axle, Four-Tire, Single Unit Vehicles	196	147	342
4	Buses	0	0	0
5	Two-Axle, Six-Tire, Single Unit Trucks	41	67	108
6	Three-Axle Single Unit Trucks	7	17	23
7	Four or More Axle Single Unit Trucks	1	0	1
8	Four or Less Axle Single Trailer Trucks	16	49	66
9	Five-Axle Single Trailer Trucks	27	85	112
10	Six or More Single Trailer Trucks	0	0	0
11	Five or Less Axle Multi-Trailer Trucks	0	3	3
12	Six-Axle Multi-Trailer Trucks	0	0	0
13	Seven or More Axle Multi-Trailer Trucks	0	0	0
Passenger Car and Light Trucks (1-3)		1,026 (92%)	614 (73%)	**84%**
Medium-Duty Trucks (4-6)		47 (4%)	253 (10%)	**7%**
Light-Duty Trucks (7-13)		44 (4%)	413 (17%)	**9%**
Total		1,117	836	**100%**

5. Shiloh Business Park

5.1 Proposed Trip Generation – Recommended Trip Rates

Table 5.1 includes a summary of forecasted trip generation for the proposed Shiloh Business park based on the average trip rates shown in Table 3.1. The trip generation estimates are shown using the average trip rates contained in the ITE Trip Generation manual for several industrial land uses, the calculated trip rates for Site 1 and Site 2, trip rates using an average of the calculated trip generation rates for Site 1 and Site 2, and the recommended trip rates using a weighted average of the calculated trip generation rates for Site 1 and Site 2.

Table 5.1 Trip Generation – Shiloh Business Park

Shiloh Business Park, 480,000 Square Feet	Weekday	Weekday – AM Peak			Weekday – PM Peak		
		Trips	In	Out	Trips	In	Out
ITE Land Use 110 – General Light Industrial	2,338	355	312	43	312	44	268
ITE Land Use 130 – Industrial Park	1,618	163	132	31	163	36	127
ITE Land Use 140 – Manufacturing	2,280	326	248	78	355	110	245
ITE Land Use 150 – Warehousing	821	82	63	19	86	24	62
ITE Land Use 140 (75%) ITE Land Use 150 (25%)	1,788	267	203	64	337	103	234
Site 1, 3300 Westwind Blvd, Santa Rosa	1,848	101	77	24	77	31	46
Site 2, 1470 Cader Lane, Petaluma	1,603	130	111	19	134	24	110
Average Rate, Site 1 and Site 2	1,728	115	93	22	110	32	78
Weighted Average Rate, Site 1 and Site 2	**1,738**	**115**	**93**	**22**	**106**	**30**	**76**

Use of the recommended trip generation rates would result in a decrease in the forecasted trip generation for Shiloh Business Park of 50 vehicles on a typical weekday, 152 vehicles during the AM Peak Hour, and 231 trips during the PM peak hour from the previously recommended trip generation using a combination of ITE Land Use 140 (Manufacturing) and ITE Land Use 150 (Warehousing).

The daily trip estimates are similar for the Shiloh Business Park using the recommended trip rate developed in this study and the trip estimates using the combined ITE estimates for Land Use 140 (Manufacturing) and ITE Land Use 150 (Warehousing). The trip estimates for the AM peak hour and PM peak hour are considering less using the recommended trip rate developed in this study than the trip estimates using the combined ITE estimates for Land Use 140 (Manufacturing) and ITE Land Use 150 (Warehousing).

A review of the traffic count data indicates that the two sites generate less traffic during the AM and PM peak hours than the ITE rates would suggest, the two sites generate a significant amount of traffic during off-peak hours, including peaks during early morning hours, mid-day around noon, and late evening periods.

The recommended trip rate developed in this study estimate that 6.6 percent of the daily site traffic would occur during the AM peak hour and 6.1 percent during the PM peak hour, whereas the trip estimates using the combined ITE estimates for Land Use 140 (Manufacturing) and ITE Land Use 150 (Warehousing) estimate that 14.9 percent of the daily site traffic would occur during the AM peak hour and 18.8 percent during the PM peak hour.

5.2 Proposed Vehicle Classification

The estimated vehicle mix based on the trip generation and vehicle classification data collected for the Shiloh Business Park is summarized below:

Total Site Traffic	- 1,738 vehicles per day
Passenger Car and Light Trucks (1-3)	- 1,460 vehicles per day
Medium-Duty Trucks (4-6)	- 122 trucks per day
Heavy-Duty Trucks (7-13)	- 156 trucks per day

6. Recommendations

6.1 Trip Generation Rates

The recommended average daily trip rate is 3.62 trips per 1,000 square feet based on the traffic count data analyzed in this study.

The recommended average trip rate for the AM peak hour is 0.24 trips per 1,000 square feet, with recommended percentages of inbound trips (81%) and outbound trips (19%).

The recommended average trip rate for the PM peak hour is 0.22 trips per 1,000 square feet, with recommended percentages on inbound trips (28%) and outbound trips (72%).

6.2 Vehicle Classification

The estimated vehicle mix based on the vehicle classification data for similar business parks is summarized below:

Passenger Car and Light Trucks (1-3)	- 84 percent
Medium-Duty Trucks (4-6)	- 7 percent
Light-Duty Trucks (7-13)	- 9 percent

6.3 Shiloh Business Park Trip Generation

The estimated trip generation based on the trip generation data collected for the Shiloh Business Park is summarized below:

Total Site Traffic	- 1,738 vehicles per day
AM Peak Hour	- 115 vehicles per day, 93 vehicles in, 22 vehicles out
PM Peak Hour	- 106 vehicles per day, 30 vehicles in, 76 vehicles out

6.4 Shiloh Business Park Vehicle Classification

The estimated vehicle mix based on the trip generation and vehicle classification data collected for the Shiloh Business Park is summarized below:

Total Site Traffic	- 1,738 vehicles per day
Passenger Car and Light Trucks (1-3)	- 1,460 vehicles per day
Medium-Duty Trucks (4-6)	- 122 trucks per day
Light-Duty Trucks (7-13)	- 156 trucks per day

Traffic Counts – 2022 AM & PM Peak Hour

1. Shiloh Rd & Skylane Blvd/Golf Course Dr
2. Shiloh Rd & Conde Ln
3. Shiloh Rd & Caletti Ave
4. Shiloh Rd & US 101 Southbound Off-ramp
5. Shiloh Rd & US 101 Northbound Off-ramp
6. Caletti Ave & Pruitt Ave
7. Airport Blvd & Concourse Blvd
8. Airport Blvd & Aviation Blvd
9. Aviation Blvd & Pruitt Ave extension (future intersection constructed by the project)

Appendix C
Traffic Count Data

Prepared by National Data & Surveying Services

Skylane Blvd/Golf Course Dr & Shiloh Rd

Peak Hour Turning Movement Count

ID: 22-080353-009
City: Windsor

Day: Tuesday
Date: 11/15/2022

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	06:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	04:00 PM - 06:15 PM

SOUTHBOUND — Skylane Blvd/Golf Course Dr

AM	3	25	69	0	60	AM
NOON	0	0	0	0	0	NOON
PM	2	12	62	0	121	PM

EASTBOUND — Shiloh Rd

AM	NOON	PM	
387	0	387	⇦
0	0	0	↶ 0
2	0	3	↱ 0
425	0	231	→ 0
68	0	29	↴ 0

WESTBOUND — Shiloh Rd

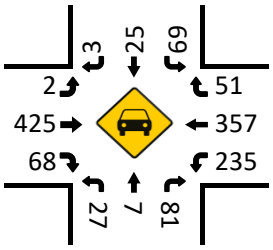
PM	NOON	AM	
85	0	51	0 ↰
315	0	357	0 ←
109	0	235	0 ↩
0	0	0	0 ↩
629	0	575	⇨

NORTHBOUND — Skylane Blvd/Golf Course Dr

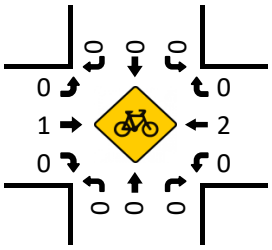
PM	150	0	70	33	336	PM
NOON	0	0	0	0	0	NOON
AM	328	0	27	7	81	AM

CONTROL			
Signalized			
TEV	1350	0	1287
	AM	NOON	PM
PHF	0.91		0.86

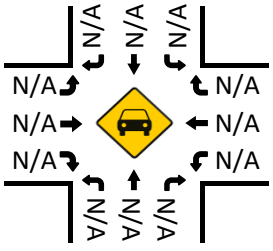
Total Vehicles (AM)



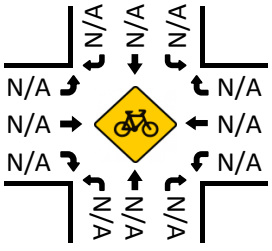
Bikes (AM)



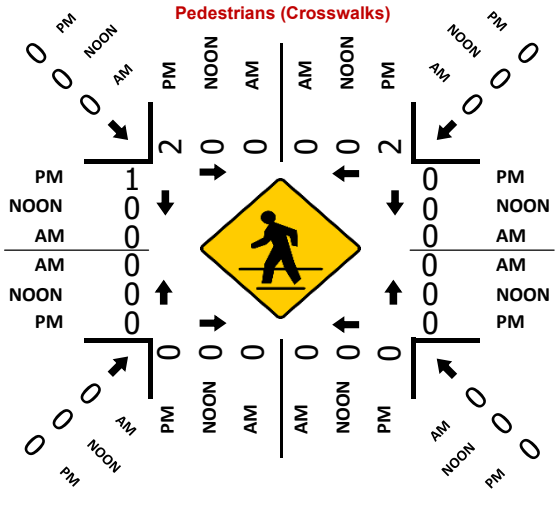
Total Vehicles (Noon)



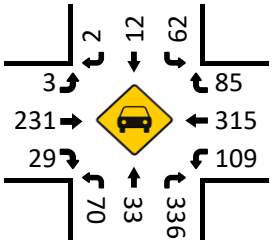
Bikes (NOON)



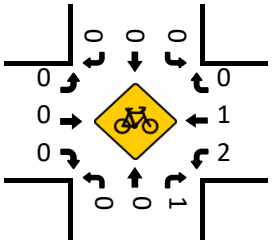
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

Conde Ln & Shiloh Rd

Peak Hour Turning Movement Count

ID: 22-080353-001
City: Windsor

Day: Tuesday
Date: 11/15/2022

PEAK HOURS

AM	07:45 AM - 08:45 AM
NOON	NONE
PM	04:00 PM - 05:00 PM

COUNT PERIODS

AM	06:00 AM - 09:15 AM
NOON	NONE
PM	04:00 PM - 06:15 PM

Conde Ln — SOUTHBOUND

AM	49	1	233	0	211	AM
NOON	0	0	0	0	0	NOON
PM	37	0	297	0	312	PM

Shiloh Rd — EASTBOUND

AM	NOON	PM	
643	0	511	⇦
0	0	0	↶ 0
28	0	65	↱ 0
538	0	565	→ 0
4	0	1	↴ 0

Shiloh Rd — WESTBOUND

PM	NOON	AM	
244	0	183	0 ↰
465	0	590	0 ←
13	0	13	0 ↩
0	0	0	0 ↲
883	0	781	⇨

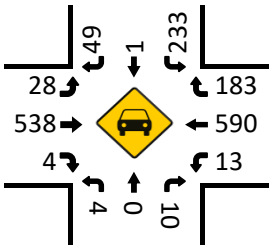
CONTROL: Signalized

TEV	1653 AM	0 NOON	1720 PM
PHF	0.90		0.91

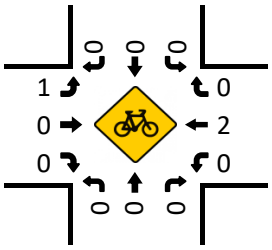
Conde Ln — NORTHBOUND

PM	14	0	9	3	21	PM
NOON	0	0	0	0	0	NOON
AM	18	0	4	0	10	AM

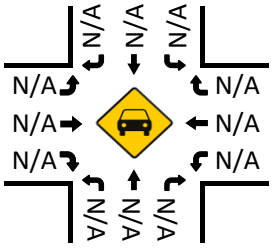
Total Vehicles (AM)



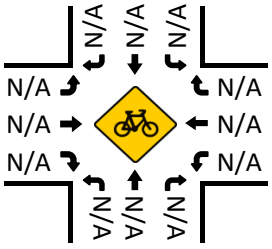
Bikes (AM)



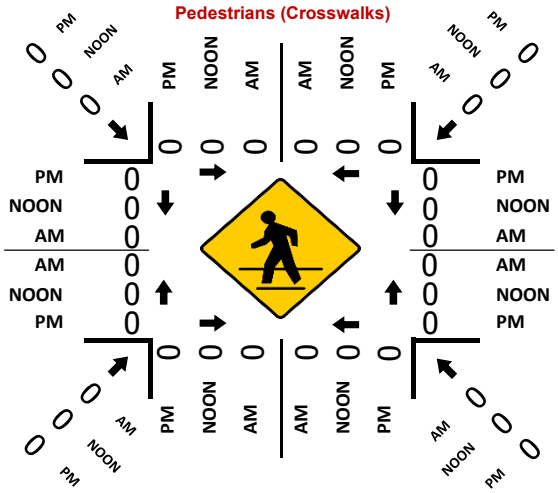
Total Vehicles (Noon)



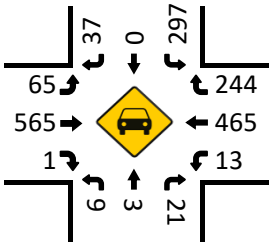
Bikes (NOON)



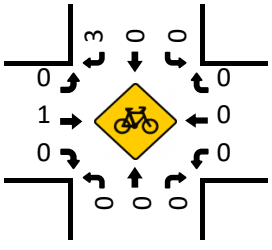
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

Caletti Ave & Shiloh Rd

Peak Hour Turning Movement Count

ID: 22-080353-002
City: Windsor

Day: Tuesday
Date: 11/15/2022

PEAK HOURS

AM: 07:45 AM - 08:45 AM
NOON: NONE
PM: 04:00 PM - 05:00 PM

COUNT PERIODS

AM: 06:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:30 PM

Caletti Ave — SOUTHBOUND

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

Shiloh Rd — EASTBOUND

AM	NOON	PM	
789	0	719	
0	0	0	0
0	0	0	0
766	0	861	0
16	0	21	0
AM	NOON	PM	

CONTROL

1-Way Stop(NB)

TEV	1864	0	1821
	AM	NOON	PM
PHF	0.93		0.88

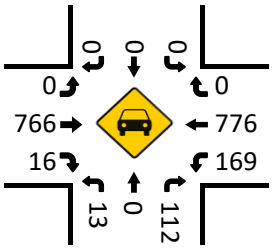
Shiloh Rd — WESTBOUND

PM	NOON	AM	
0	0	0	0
705	0	776	0
66	0	169	0
8	0	11	0
1015	0	889	
PM	NOON	AM	

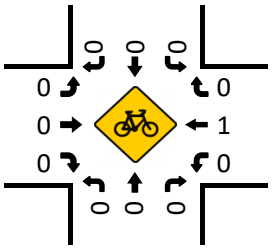
Caletti Ave — NORTHBOUND

PM	87	0	14	0	146	PM
NOON	0	0	0	0	0	NOON
AM	186	1	13	0	112	AM

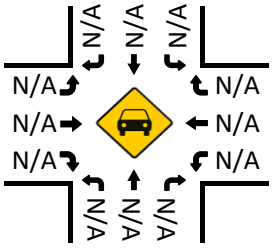
Total Vehicles (AM)



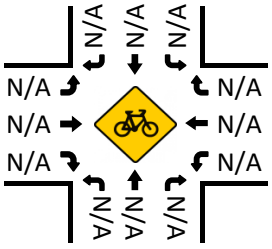
Bikes (AM)



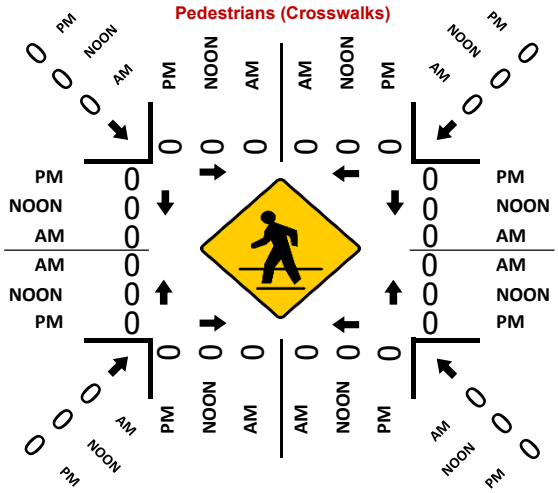
Total Vehicles (Noon)



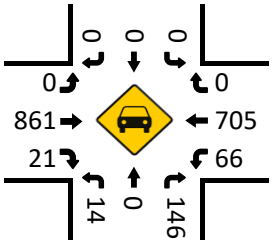
Bikes (NOON)



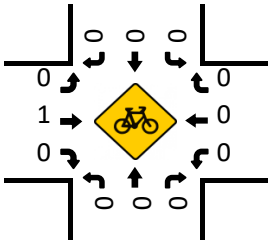
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

US 101 SB Ramps & Shiloh Rd

Peak Hour Turning Movement Count

ID: 22-080353-003
City: Windsor

Day: Tuesday
Date: 11/15/2022

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

US 101 SB Ramps — SOUTHBOUND

AM	152	0	91	0	359	AM
NOON	0	0	0	0	0	NOON
PM	106	0	140	0	326	PM

Shiloh Rd — EASTBOUND

AM	NOON	PM	
952	0	778	⇦
0	0	0	↶ 0
0	0	0	↱ 0
278	0	429	→ 0
613	0	588	↴ 0
AM	NOON	PM	

CONTROL

Signalized

TEV	2293 AM	0 NOON	2261 PM
PHF	0.93		0.89

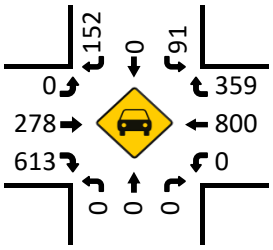
Shiloh Rd — WESTBOUND

PM	NOON	AM	
326	0	359	↰ 0
672	0	800	← 0
0	0	0	↰ 0
0	0	0	↰ 0
569	0	369	⇨
PM	NOON	AM	

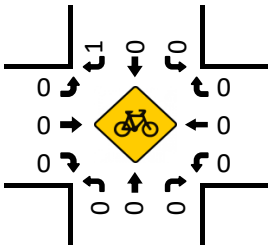
US 101 SB Ramps — NORTHBOUND

PM	588	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	613	0	0	0	0	AM

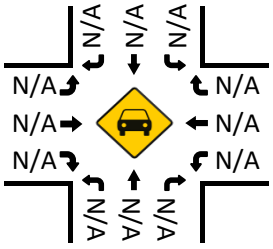
Total Vehicles (AM)



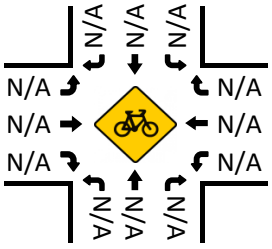
Bikes (AM)



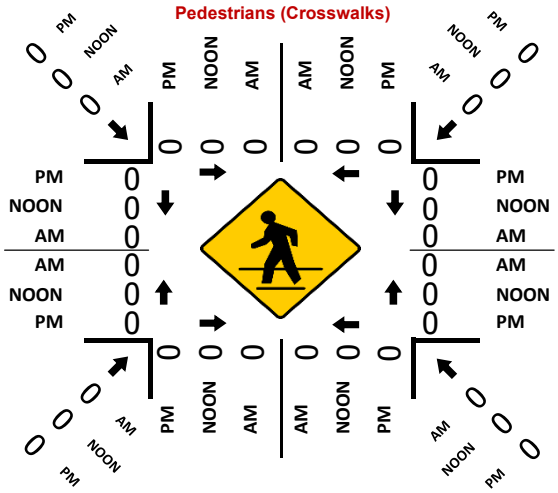
Total Vehicles (Noon)



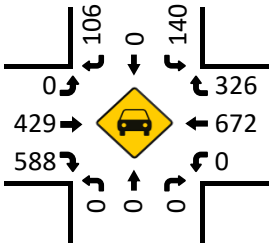
Bikes (NOON)



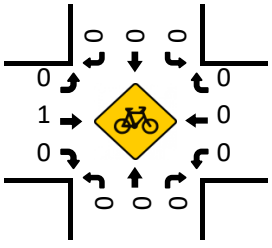
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

US 101 NB Ramps & Shiloh Rd

Peak Hour Turning Movement Count

ID: 22-080353-004
City: Windsor

Day: Tuesday
Date: 11/15/2022

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

US 101 NB Ramps — SOUTHBOUND

AM	0	0	0	0	103	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	168	PM

Shiloh Rd — EASTBOUND

AM	NOON	PM	
1157	0	1067	⇦
0	0	0	0
0	0	0	0
288	0	337	0
81	0	151	0

CONTROL

Signalized

	AM	NOON	PM
TEV	1914	0	2300
PHF	0.92		0.97

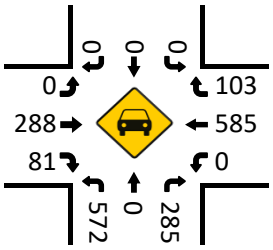
Shiloh Rd — WESTBOUND

	PM	NOON	AM
0	168	0	103
0	577	0	585
0	0	0	0
0	0	0	0
⇨	914	0	573

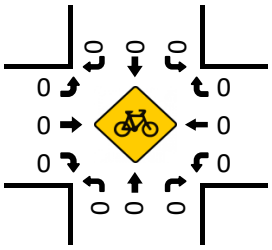
US 101 NB Ramps — NORTHBOUND

PM	151	0	490	0	577	PM
NOON	0	0	0	0	0	NOON
AM	81	0	572	0	285	AM

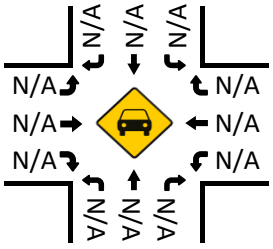
Total Vehicles (AM)



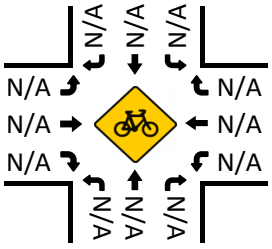
Bikes (AM)



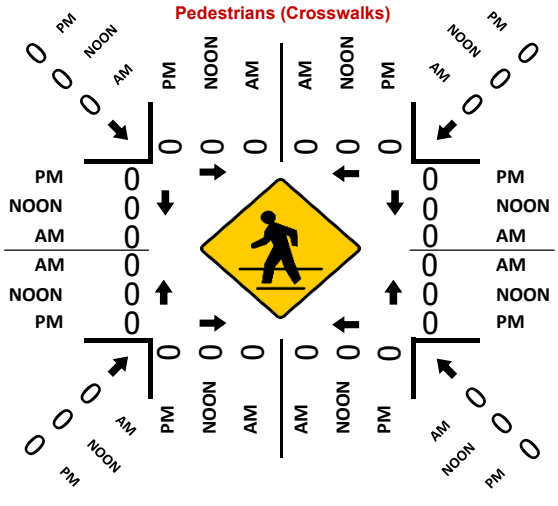
Total Vehicles (Noon)



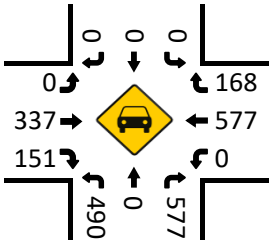
Bikes (NOON)



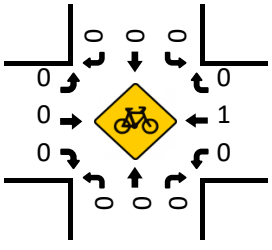
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

Caletti Ave & Pruitt Ave

Peak Hour Turning Movement Count

ID: 22-080353-005
City: Windsor

Day: Tuesday
Date: 11/29/2022

PEAK HOURS

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 03:00 PM - 04:00 PM

COUNT PERIODS

AM: 6:00 AM - 09:00 AM
NOON: NONE
PM: 3:00 PM - 06:00 PM

CONTROL: 2-Way Stop(EB/WB)

	AM	NOON	PM
TEV	299	0	299
PHF	0.93		0.87

Caletti Ave — SOUTHBOUND

	Left	Thru	Right	U-Turn	Total	
AM	4	111	70	0	99	AM
NOON	0	0	0	0	0	NOON
PM	6	75	26	0	179	PM

Pruitt Ave — EASTBOUND

	Left	Thru	Right	U-Turn	
AM	4	0	7	0	
NOON	0	0	0	0	
PM	6	0	29	0	
AM	0	0	0	0	
NOON	0	0	0	0	
PM	0	0	1	0	

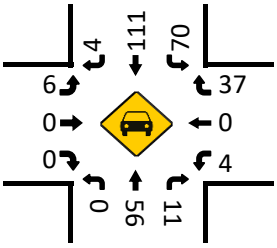
Pruitt Ave — WESTBOUND

	Left	Thru	Right	U-Turn	
PM	51	0	37	0	
NOON	0	0	0	0	
AM	6	0	4	0	
PM	0	0	0	0	
NOON	31	0	81		
AM					

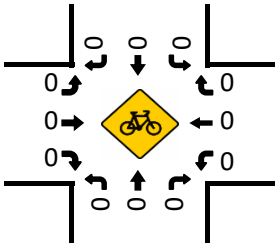
Caletti Ave — NORTHBOUND

	Left	Thru	Right	U-Turn	Total	
PM	82	0	1	99	5	PM
NOON	0	0	0	0	0	NOON
AM	115	0	0	56	11	AM

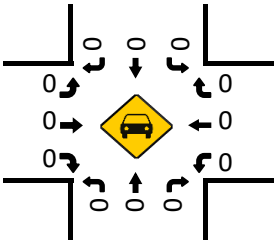
Totals (AM)



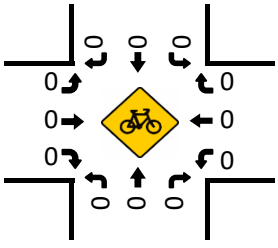
Total Bikes (AM)



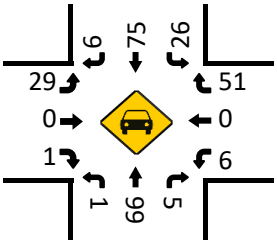
Totals (NOON)



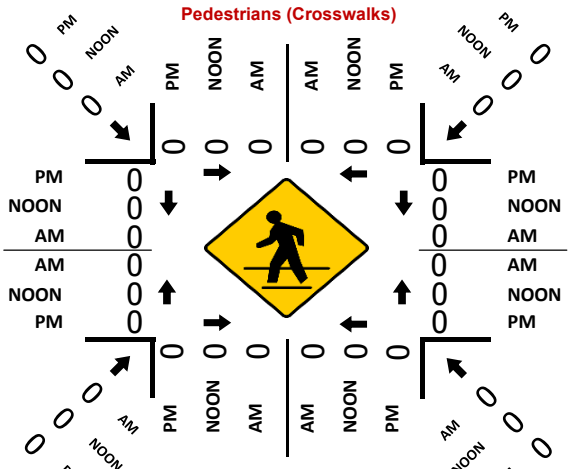
Total Bikes (NOON)



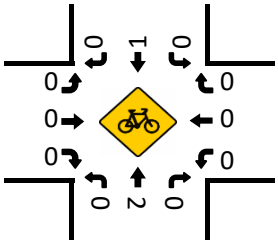
Totals (PM)



Pedestrians (Crosswalks)



Total Bikes (PM)



Prepared by National Data & Surveying Services

Concourse Blvd & Airport Blvd

Peak Hour Turning Movement Count

ID: 22-080353-008
City: Santa Rosa

Day: Tuesday
Date: 11/15/2022

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	06:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	04:00 PM - 06:00 PM

Concourse Blvd — SOUTHBOUND

AM	24	0	11	0	127	AM
NOON	0	0	0	0	0	NOON
PM	48	0	75	2	61	PM

EASTBOUND — Airport Blvd

AM	NOON	PM	
718	0	318	⇦
0	0	1	↶ 0
59	0	31	↱ 0
274	0	606	→ 0
0	0	0	↷ 0
AM	NOON	PM	

WESTBOUND — Airport Blvd

PM	NOON	AM	
28	0	68	0 ↰
268	0	694	0 ←
0	0	0	0 ↰
0	0	0	0 ↶
682	0	285	⇨
PM	NOON	AM	

CONTROL

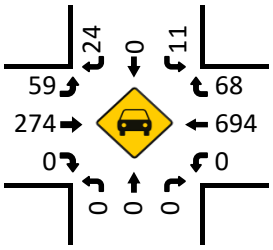
1-Way Stop(SB)

TEV	1130 AM	0 NOON	1061 PM
PHF	0.95		0.84

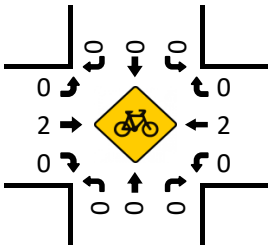
NORTHBOUND — Concourse Blvd

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

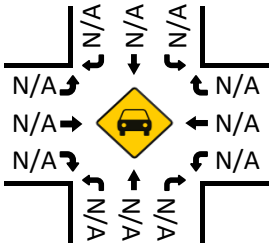
Total Vehicles (AM)



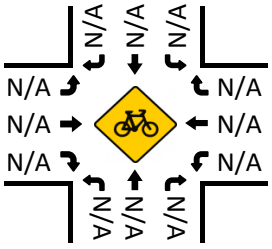
Bikes (AM)



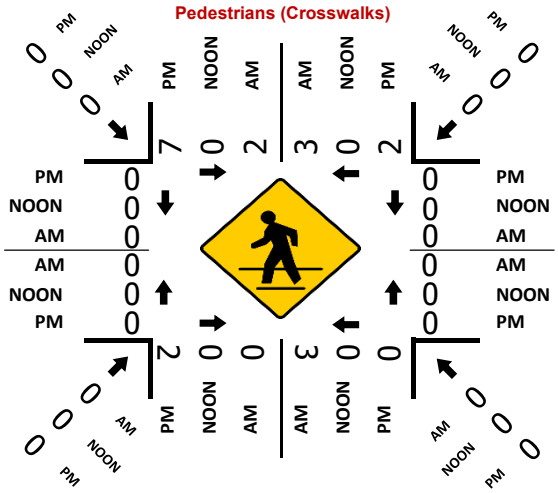
Total Vehicles (Noon)



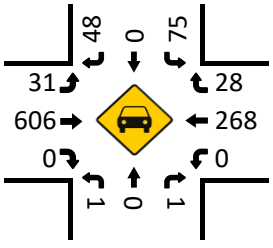
Bikes (NOON)



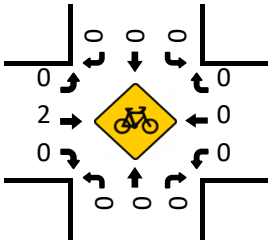
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

Aviation Blvd & Airport Blvd

Peak Hour Turning Movement Count

ID: 22-080353-006
City: Santa Rosa

Day: Tuesday
Date: 11/15/2022

PEAK HOURS		COUNT PERIODS
AM	07:45 AM - 08:45 AM	05:45 AM - 09:00 AM
NOON	NONE	NONE
PM	04:15 PM - 05:15 PM	03:45 PM - 06:00 PM

Aviation Blvd — SOUTHBOUND

	Right	Through	Left	U-Turn	Departing
AM	16	31	216	0	565
NOON	0	0	0	0	0
PM	20	25	499	0	267
(red)	0	0	0	0	

Airport Blvd — EASTBOUND

	AM	NOON	PM	(red)
Departing	939	0	322	
U-Turn	0	0	0	0
Left	11	0	18	0
Through	287	0	812	0
Right	51	0	59	0

Airport Blvd — WESTBOUND

	(red)	PM	NOON	AM
Right	0	242	0	532
Through	0	270	0	823
Left	0	131	0	217
U-Turn	0	0	0	0
Departing		1502	0	714

Aviation Blvd — NORTHBOUND

	Departing	U-Turn	Left	Through	Right
(red)		0	0	0	0
PM	215	0	32	7	191
NOON	0	0	0	0	0
AM	299	0	100	22	211

CONTROL

Signalized

	AM	NOON	PM
TEV	2517	0	2306
PHF	0.90		0.92

Total Vehicles (AM)

Approach	Movements
Southbound	16, 31, 216
Eastbound	11, 287, 51
Westbound	532, 823, 217
Northbound	100, 22, 211

Total Vehicles (Noon)

Approach	Movements
Southbound	N/A, N/A, N/A
Eastbound	N/A, N/A, N/A
Westbound	N/A, N/A, N/A
Northbound	N/A, N/A, N/A

Total Vehicles (PM)

Approach	Movements
Southbound	20, 25, 499
Eastbound	18, 812, 59
Westbound	242, 270, 131
Northbound	32, 7, 191

Bikes (AM)

Approach	Movements
Southbound	0, 0, 0
Eastbound	0, 2, 2
Westbound	0, 1, 0
Northbound	1, 0, 0

Bikes (NOON)

Approach	Movements
Southbound	N/A, N/A, N/A
Eastbound	N/A, N/A, N/A
Westbound	N/A, N/A, N/A
Northbound	N/A, N/A, N/A

Bikes (PM)

Approach	Movements
Southbound	0, 0, 0
Eastbound	0, 2, 0
Westbound	0, 0, 0
Northbound	0, 0, 0

Pedestrians (Crosswalks)

Crosswalk	AM	NOON	PM
North (west half)	0	0	1
North (east half)	2	0	3
West (north half)	0	0	1
West (south half)	0	0	0
East (north half)	1	0	3
East (south half)	1	0	4
South (west half)	0	0	0
South (east half)	0	0	1
NW corner diagonal	0	0	0
NE corner diagonal	0	0	0
SW corner diagonal	0	0	0
SE corner diagonal	0	0	0

Prepared by National Data & Surveying Services

424/428 Aviation Blvd/L3 Sonoma EO Inc Dwy & Aviation Blvd

Peak Hour Turning Movement Count

ID: 22-080353-007
City: Santa Rosa

Day: Tuesday
Date: 11/15/2022

PEAK HOURS

AM	07:45 AM - 08:45 AM
NOON	NONE
PM	04:30 PM - 05:30 PM

COUNT PERIODS

AM	05:30 AM - 09:00 AM
NOON	NONE
PM	03:30 PM - 06:00 PM

424/428 Aviation Blvd/L3 Sonoma EO Inc Dwy

SOUTHBOUND

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

EASTBOUND (Aviation Blvd)

AM	NOON	PM	
371	0	150	⇦
0	0	0	↶ 0
0	0	0	↱ 0
205	0	292	→ 0
0	0	1	↴ 0
AM	NOON	PM	

WESTBOUND (Aviation Blvd)

PM	NOON	AM	
0	0	0	0 ↰
150	0	371	0 ←
0	0	12	0 ↰
0	0	0	0 ↰
304	0	205	⇨
PM	NOON	AM	

CONTROL: No Control

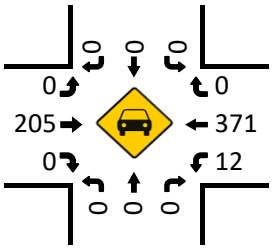
	AM	NOON	PM
TEV	588	0	455
PHF	0.70		0.72

NORTHBOUND

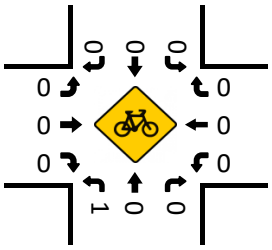
PM	1	0	0	0	12	PM
NOON	0	0	0	0	0	NOON
AM	12	0	0	0	0	AM

428 Aviation Blvd/L3 Sonoma EO Inc

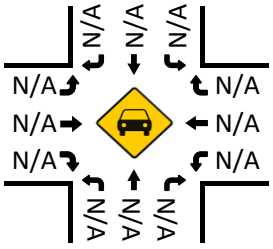
Total Vehicles (AM)



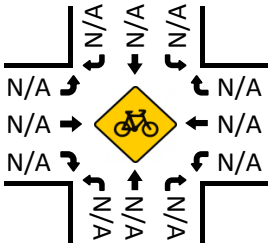
Bikes (AM)



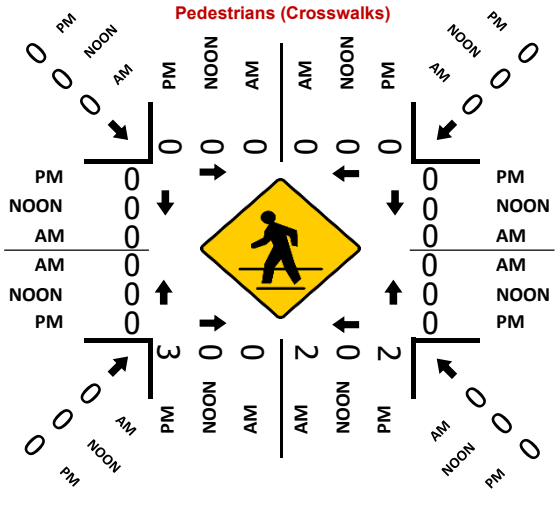
Total Vehicles (NOON)



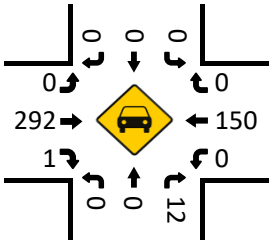
Bikes (NOON)



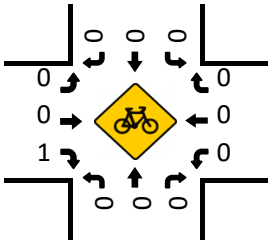
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Intersection Level of Service Reports

- Existing Conditions
- 2025 Opening Year No Project Conditions
- 2025 Opening Year Plus Project Conditions
- 2040 Buildout Year No Project Conditions
- 2040 Buildout Year Plus Project Conditions

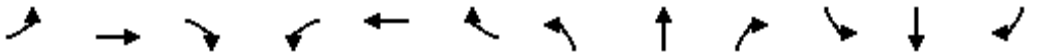
1. Shiloh Rd & Skylane Blvd/Golf Course Dr
2. Shiloh Rd & Conde Ln
3. Shiloh Rd & Caletti Ave
4. Shiloh Rd & US 101 Southbound Off-ramp
5. Shiloh Rd & US 101 Northbound Off-ramp
6. Caletti Ave & Pruitt Ave
7. Airport Blvd & Concourse Blvd
8. Airport Blvd & Aviation Blvd
9. Aviation Blvd & Pruitt Ave extension (future intersection constructed by the project)
10. Pruitt Ave & Site Dwy 1 (Plus Project Conditions Only)
11. Pruitt Ave & Site Dwy 4 (Plus Project Conditions Only)
12. Pruitt Ave & Site Dwy 7 (Plus Project Conditions Only)
13. Pruitt Ave & Site Dwy 9 (Plus Project Conditions Only)

Appendix D
Intersection Level of Service Reports

Intersection Level of Service Reports

- **Existing Conditions**
- 2025 Opening Year No Project Conditions
- 2025 Opening Year Plus Project Conditions
- 2040 Buildout Year No Project Conditions
- 2040 Buildout Year Plus Project Conditions

1. Shiloh Rd & Skylane Blvd/Golf Course Dr
2. Shiloh Rd & Conde Ln
3. Shiloh Rd & Caletti Ave
4. Shiloh Rd & US 101 Southbound Off-ramp
5. Shiloh Rd & US 101 Northbound Off-ramp
6. Caletti Ave & Pruitt Ave
7. Airport Blvd & Concourse Blvd
8. Airport Blvd & Aviation Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	427	68	236	359	51	27	7	82	69	25	3
Future Volume (veh/h)	2	427	68	236	359	51	27	7	82	69	25	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	469	75	259	395	56	30	8	90	76	27	3
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	8	546	453	315	868	720	94	209	457	174	258	29
Arrive On Green	0.00	0.29	0.29	0.18	0.46	0.46	0.05	0.11	0.11	0.10	0.16	0.16
Sat Flow, veh/h	1781	1870	1551	1781	1870	1551	1781	1870	1585	1781	1654	184
Grp Volume(v), veh/h	2	469	75	259	395	56	30	8	90	76	0	30
Grp Sat Flow(s),veh/h/ln	1781	1870	1551	1781	1870	1551	1781	1870	1585	1781	0	1837
Q Serve(g_s), s	0.1	13.7	2.1	8.1	8.3	1.2	0.9	0.2	2.5	2.3	0.0	0.8
Cycle Q Clear(g_c), s	0.1	13.7	2.1	8.1	8.3	1.2	0.9	0.2	2.5	2.3	0.0	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	8	546	453	315	868	720	94	209	457	174	0	287
V/C Ratio(X)	0.26	0.86	0.17	0.82	0.45	0.08	0.32	0.04	0.20	0.44	0.00	0.10
Avail Cap(c_a), veh/h	339	949	787	1573	868	720	494	489	695	648	0	331
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.6	19.3	15.2	22.9	10.5	8.6	26.3	22.9	15.5	24.6	0.0	20.9
Incr Delay (d2), s/veh	6.3	3.1	0.1	2.1	0.3	0.0	0.7	0.1	0.2	0.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.5	0.7	3.2	2.7	0.3	0.4	0.1	0.8	0.9	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9	22.4	15.3	25.0	10.8	8.6	27.1	22.9	15.7	25.2	0.0	21.0
LnGrp LOS	C	C	B	C	B	A	C	C	B	C	A	C
Approach Vol, veh/h		546			710			128			106	
Approach Delay, s/veh		21.5			15.8			18.8			24.0	
Approach LOS		C			B			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	22.6	7.1	13.9	4.3	32.5	9.6	11.3
Change Period (Y+Rc), s	4.0	5.7	4.0	* 4.9	4.0	* 5.7	4.0	4.9
Max Green Setting (Gmax), s	51.0	29.3	16.0	* 10	11.0	* 25	21.0	15.1
Max Q Clear Time (g_c+I1), s	10.1	15.7	2.9	2.8	2.1	10.3	4.3	4.5
Green Ext Time (p_c), s	0.3	1.2	0.0	0.0	0.0	0.9	0.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	546	4	13	593	184	4	0	10	237	1	49
Future Volume (veh/h)	28	546	4	13	593	184	4	0	10	237	1	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	607	4	14	659	204	4	0	11	263	1	54
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	102	1309	9	38	789	244	10	0	27	348	1	311
Arrive On Green	0.06	0.36	0.36	0.02	0.30	0.30	0.02	0.00	0.02	0.20	0.20	0.20
Sat Flow, veh/h	1781	3618	24	1781	2656	821	435	0	1198	1775	7	1585
Grp Volume(v), veh/h	31	298	313	14	441	422	15	0	0	264	0	54
Grp Sat Flow(s),veh/h/ln	1781	1777	1865	1781	1777	1700	1633	0	0	1782	0	1585
Q Serve(g_s), s	0.7	5.8	5.8	0.3	10.4	10.4	0.4	0.0	0.0	6.3	0.0	1.3
Cycle Q Clear(g_c), s	0.7	5.8	5.8	0.3	10.4	10.4	0.4	0.0	0.0	6.3	0.0	1.3
Prop In Lane	1.00		0.01	1.00		0.48	0.27		0.73	1.00		1.00
Lane Grp Cap(c), veh/h	102	643	675	38	528	505	37	0	0	349	0	311
V/C Ratio(X)	0.30	0.46	0.46	0.37	0.84	0.84	0.40	0.00	0.00	0.76	0.00	0.17
Avail Cap(c_a), veh/h	784	981	1030	637	1009	965	566	0	0	836	0	744
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.2	10.9	10.9	21.6	14.7	14.7	21.6	0.0	0.0	17.0	0.0	15.0
Incr Delay (d2), s/veh	0.6	0.2	0.2	2.2	1.4	1.4	2.6	0.0	0.0	1.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.7	1.8	0.1	3.4	3.2	0.2	0.0	0.0	2.3	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.9	11.1	11.1	23.8	16.1	16.1	24.1	0.0	0.0	18.2	0.0	15.1
LnGrp LOS	C	B	B	C	B	B	C	A	A	B	A	B
Approach Vol, veh/h		642			877			15			318	
Approach Delay, s/veh		11.6			16.2			24.1			17.7	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.0	21.5		12.8	7.9	18.6		5.5
Change Period (Y+Rc), s	4.0	5.3		4.0	5.3	* 5.3		4.5
Max Green Setting (Gmax), s	16.0	24.7		21.0	19.7	* 25		15.5
Max Q Clear Time (g_c+I1), s	2.3	7.8		8.3	2.7	12.4		2.4
Green Ext Time (p_c), s	0.0	0.6		0.7	0.0	0.9		0.0

Intersection Summary		
HCM 6th Ctrl Delay	14.9	
HCM 6th LOS	B	

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

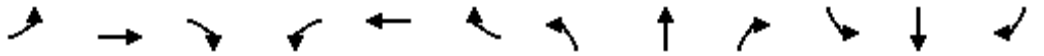
Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	777	16	180	776	14	114
Future Vol, veh/h	777	16	180	776	14	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	130	-	0	40
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	835	17	194	834	15	123

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	852	0	2066	426
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	1222	-
Critical Hdwy	-	-	4.13	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.219	-	3.519	3.319
Pot Cap-1 Maneuver	-	-	785	-	53	578
Stage 1	-	-	-	-	383	-
Stage 2	-	-	-	-	278	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	785	-	40	578
Mov Cap-2 Maneuver	-	-	-	-	40	-
Stage 1	-	-	-	-	383	-
Stage 2	-	-	-	-	209	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	27
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	40	578	-	-	785	-
HCM Lane V/C Ratio	0.376	0.212	-	-	0.247	-
HCM Control Delay (s)	141.6	12.9	-	-	11.1	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	1.3	0.8	-	-	1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	278	613	0	803	359	0	0	0	91	0	153
Future Volume (veh/h)	0	278	613	0	803	359	0	0	0	91	0	153
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1870	0	1870
Adj Flow Rate, veh/h	0	299	0	0	863	0				98	0	165
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	1004		0	1004					352	0	313
Arrive On Green	0.00	0.54	0.00	0.00	0.54	0.00				0.20	0.00	0.20
Sat Flow, veh/h	0	1870	1585	0	1870	1585				1781	0	1585
Grp Volume(v), veh/h	0	299	0	0	863	0				98	0	165
Grp Sat Flow(s),veh/h/ln	0	1870	1585	0	1870	1585				1781	0	1585
Q Serve(g_s), s	0.0	3.3	0.0	0.0	15.1	0.0				1.8	0.0	3.5
Cycle Q Clear(g_c), s	0.0	3.3	0.0	0.0	15.1	0.0				1.8	0.0	3.5
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1004		0	1004					352	0	313
V/C Ratio(X)	0.00	0.30		0.00	0.86					0.28	0.00	0.53
Avail Cap(c_a), veh/h	0	1477		0	1477					938	0	835
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	4.9	0.0	0.0	7.6	0.0				12.9	0.0	13.7
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	2.5	0.0				0.2	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.0	0.0	3.2	0.0				0.6	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	5.0	0.0	0.0	10.1	0.0				13.1	0.0	14.2
LnGrp LOS	A	A		A	B					B	A	B
Approach Vol, veh/h		299			863						263	
Approach Delay, s/veh		5.0			10.1						13.8	
Approach LOS		A			B						B	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	26.3	11.7	26.3
Change Period (Y+Rc), s	* 5.9	* 4.2	5.9
Max Green Setting (Gmax), s	* 30	* 20	30.0
Max Q Clear Time (g_c+I1), s	5.3	5.5	17.1
Green Ext Time (p_c), s	1.6	0.4	3.3

Intersection Summary	
HCM 6th Ctrl Delay	9.7
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	288	81	0	588	103	574	0	285	0	0	0
Future Volume (veh/h)	0	288	81	0	588	103	574	0	285	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	313	0	0	639	0	624	0	310			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1418		0	746		711	0	1113			
Arrive On Green	0.00	0.40	0.00	0.00	0.40	0.00	0.40	0.00	0.40			
Sat Flow, veh/h	0	3647	1585	0	1870	1585	1781	0	2790			
Grp Volume(v), veh/h	0	313	0	0	639	0	624	0	310			
Grp Sat Flow(s),veh/h/ln	0	1777	1585	0	1870	1585	1781	0	1395			
Q Serve(g_s), s	0.0	2.6	0.0	0.0	14.1	0.0	14.6	0.0	3.4			
Cycle Q Clear(g_c), s	0.0	2.6	0.0	0.0	14.1	0.0	14.6	0.0	3.4			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1418		0	746		711	0	1113			
V/C Ratio(X)	0.00	0.22		0.00	0.86		0.88	0.00	0.28			
Avail Cap(c_a), veh/h	0	1576		0	829		1975	0	3093			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	8.9	0.0	0.0	12.4	0.0	12.5	0.0	9.2			
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	7.4	0.0	1.4	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.0	0.0	5.6	0.0	4.7	0.0	0.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.0	0.0	0.0	19.8	0.0	13.9	0.0	9.2			
LnGrp LOS	A	A		A	B		B	A	A			
Approach Vol, veh/h		313			639			934				
Approach Delay, s/veh		9.0			19.8			12.4				
Approach LOS		A			B			B				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		22.9				22.9		22.2				
Change Period (Y+Rc), s		4.9				4.9		4.2				
Max Green Setting (Gmax), s		20.0				20.0		50.0				
Max Q Clear Time (g_c+I1), s		4.6				16.1		16.6				
Green Ext Time (p_c), s		0.8				0.8		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	45	68	11	70	111
Future Vol, veh/h	4	45	68	11	70	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	48	73	12	75	119

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	348	79	0	0	85	0
Stage 1	79	-	-	-	-	-
Stage 2	269	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	649	981	-	-	1512	-
Stage 1	944	-	-	-	-	-
Stage 2	776	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	615	981	-	-	1512	-
Mov Cap-2 Maneuver	615	-	-	-	-	-
Stage 1	944	-	-	-	-	-
Stage 2	735	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	2.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	936	1512	-
HCM Lane V/C Ratio	-	-	0.056	0.05	-
HCM Control Delay (s)	-	-	9.1	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

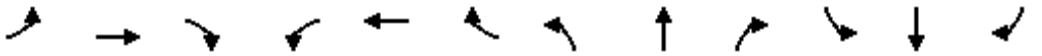
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	59	274	694	68	11	24
Future Vol, veh/h	59	274	694	68	11	24
Conflicting Peds, #/hr	1	0	0	1	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	100	-	-	90	25	0
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	288	731	72	12	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	804	0	-	0	1144	734
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	412	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	820	-	-	-	221	420
Stage 1	-	-	-	-	476	-
Stage 2	-	-	-	-	669	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	819	-	-	-	204	419
Mov Cap-2 Maneuver	-	-	-	-	384	-
Stage 1	-	-	-	-	439	-
Stage 2	-	-	-	-	668	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	14.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	819	-	-	-	384	419
HCM Lane V/C Ratio	0.076	-	-	-	0.03	0.06
HCM Control Delay (s)	9.8	-	-	-	14.7	14.1
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	287	51	217	823	532	100	22	211	216	31	16
Future Volume (veh/h)	11	287	51	217	823	532	100	22	211	216	31	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	319	57	241	914	591	111	24	234	281	0	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	21	1116	498	215	1504	657	254	55	272	381	200	0
Arrive On Green	0.01	0.31	0.31	0.12	0.42	0.42	0.17	0.17	0.17	0.11	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1552	1477	319	1585	3563	1870	0
Grp Volume(v), veh/h	12	319	57	241	914	591	135	0	234	281	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1552	1797	0	1585	1781	1870	0
Q Serve(g_s), s	0.5	5.2	1.9	9.2	15.2	27.0	5.1	0.0	10.9	5.8	0.0	0.0
Cycle Q Clear(g_c), s	0.5	5.2	1.9	9.2	15.2	27.0	5.1	0.0	10.9	5.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.82		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	21	1116	498	215	1504	657	309	0	272	381	200	0
V/C Ratio(X)	0.57	0.29	0.11	1.12	0.61	0.90	0.44	0.00	0.86	0.74	0.00	0.00
Avail Cap(c_a), veh/h	215	1596	712	215	1596	697	352	0	310	1633	857	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	37.4	19.7	18.6	33.5	17.1	20.5	28.2	0.0	30.6	33.0	0.0	0.0
Incr Delay (d2), s/veh	8.8	0.1	0.1	97.2	0.5	14.0	0.4	0.0	17.4	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.0	0.7	9.6	5.8	11.4	2.2	0.0	5.3	2.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.2	19.8	18.7	130.7	17.6	34.5	28.6	0.0	48.0	34.0	0.0	0.0
LnGrp LOS	D	B	B	F	B	C	C	A	D	C	A	A
Approach Vol, veh/h		388			1746			369			281	
Approach Delay, s/veh		20.4			38.9			40.9			34.0	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	29.7		13.2	6.7	38.0		18.2				
Change Period (Y+Rc), s	5.8	5.8		5.1	5.8	5.8		5.1				
Max Green Setting (Gmax), s	9.2	34.2		34.9	9.2	34.2		14.9				
Max Q Clear Time (g_c+I1), s	11.2	7.2		7.8	2.5	29.0		12.9				
Green Ext Time (p_c), s	0.0	1.9		0.3	0.0	3.2		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		36.1	
HCM 6th LOS		D	

Notes

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

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	205	371	0	0	0
Future Vol, veh/h	0	205	371	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	293	530	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	530	0	-	0	823	532
Stage 1	-	-	-	-	530	-
Stage 2	-	-	-	-	293	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1037	-	-	-	343	547
Stage 1	-	-	-	-	590	-
Stage 2	-	-	-	-	757	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1037	-	-	-	343	546
Mov Cap-2 Maneuver	-	-	-	-	517	-
Stage 1	-	-	-	-	590	-
Stage 2	-	-	-	-	757	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1037	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0	0
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	1022	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	1022	1084
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

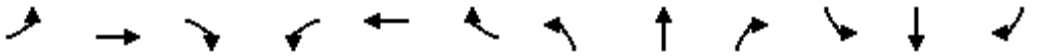
Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	1022	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	1022	1084
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	234	29	115	331	89	70	33	340	62	12	2
Future Volume (veh/h)	3	234	29	115	331	89	70	33	340	62	12	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	272	34	134	385	103	81	38	395	72	14	2
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	12	349	296	227	575	487	185	464	595	173	387	55
Arrive On Green	0.01	0.19	0.19	0.13	0.31	0.31	0.10	0.25	0.25	0.10	0.24	0.24
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	1601	229
Grp Volume(v), veh/h	3	272	34	134	385	103	81	38	395	72	0	16
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	0	1829
Q Serve(g_s), s	0.1	7.6	1.0	3.9	9.8	2.6	2.3	0.9	11.3	2.1	0.0	0.4
Cycle Q Clear(g_c), s	0.1	7.6	1.0	3.9	9.8	2.6	2.3	0.9	11.3	2.1	0.0	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	12	349	296	227	575	487	185	464	595	173	0	442
V/C Ratio(X)	0.26	0.78	0.11	0.59	0.67	0.21	0.44	0.08	0.66	0.42	0.00	0.04
Avail Cap(c_a), veh/h	359	1003	850	1663	846	717	522	517	640	685	0	442
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.0	21.1	18.5	22.5	16.5	14.0	23.0	15.8	14.2	23.2	0.0	15.8
Incr Delay (d2), s/veh	4.3	2.8	0.1	0.9	1.0	0.2	0.6	0.1	2.1	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.1	0.3	1.5	3.6	0.9	0.9	0.3	3.8	0.8	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.3	24.0	18.6	23.4	17.5	14.2	23.6	15.8	16.3	23.8	0.0	15.9
LnGrp LOS	C	C	B	C	B	B	C	B	B	C	A	B
Approach Vol, veh/h		309			622			514			88	
Approach Delay, s/veh		23.4			18.2			17.4			22.3	
Approach LOS		C			B			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	15.9	9.7	18.1	4.4	22.5	9.3	18.5
Change Period (Y+Rc), s	4.0	5.7	4.0	* 4.9	4.0	* 5.7	4.0	4.9
Max Green Setting (Gmax), s	51.0	29.3	16.0	* 10	11.0	* 25	21.0	15.1
Max Q Clear Time (g_c+I1), s	5.9	9.6	4.3	2.4	2.1	11.8	4.1	13.3
Green Ext Time (p_c), s	0.1	0.6	0.1	0.0	0.0	1.0	0.1	0.2

Intersection Summary	
HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	570	1	14	489	257	9	3	21	300	0	37
Future Volume (veh/h)	65	570	1	14	489	257	9	3	21	300	0	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	626	1	15	537	282	10	3	23	330	0	41
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	173	1373	2	40	628	329	21	6	49	403	0	358
Arrive On Green	0.10	0.38	0.38	0.02	0.28	0.28	0.05	0.05	0.05	0.23	0.00	0.23
Sat Flow, veh/h	1781	3640	6	1781	2254	1181	460	138	1059	1781	0	1585
Grp Volume(v), veh/h	71	306	321	15	423	396	36	0	0	330	0	41
Grp Sat Flow(s),veh/h/ln	1781	1777	1869	1781	1777	1658	1657	0	0	1781	0	1585
Q Serve(g_s), s	2.0	7.0	7.0	0.5	12.2	12.3	1.1	0.0	0.0	9.5	0.0	1.1
Cycle Q Clear(g_c), s	2.0	7.0	7.0	0.5	12.2	12.3	1.1	0.0	0.0	9.5	0.0	1.1
Prop In Lane	1.00		0.00	1.00		0.71	0.28		0.64	1.00		1.00
Lane Grp Cap(c), veh/h	173	670	705	40	495	462	77	0	0	403	0	358
V/C Ratio(X)	0.41	0.46	0.46	0.38	0.85	0.86	0.47	0.00	0.00	0.82	0.00	0.11
Avail Cap(c_a), veh/h	647	809	851	525	832	776	473	0	0	689	0	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.0	12.7	12.7	26.1	18.5	18.5	25.2	0.0	0.0	19.9	0.0	16.7
Incr Delay (d2), s/veh	0.6	0.2	0.2	2.2	2.0	2.2	1.6	0.0	0.0	1.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.3	2.4	0.2	4.5	4.2	0.5	0.0	0.0	3.7	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.6	12.9	12.9	28.3	20.5	20.8	26.9	0.0	0.0	21.5	0.0	16.7
LnGrp LOS	C	B	B	C	C	C	C	A	A	C	A	B
Approach Vol, veh/h		698			834			36			371	
Approach Delay, s/veh		14.0			20.8			26.9			21.0	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.2	25.8		16.3	10.6	20.4		7.0
Change Period (Y+Rc), s	4.0	5.3		4.0	5.3	* 5.3		4.5
Max Green Setting (Gmax), s	16.0	24.7		21.0	19.7	* 25		15.5
Max Q Clear Time (g_c+I1), s	2.5	9.0		11.5	4.0	14.3		3.1
Green Ext Time (p_c), s	0.0	0.6		0.8	0.0	0.8		0.0

Intersection Summary		
HCM 6th Ctrl Delay	18.5	
HCM 6th LOS	B	

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

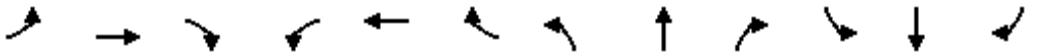
Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	870	21	78	746	14	147
Future Vol, veh/h	870	21	78	746	14	147
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	130	-	0	40
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	989	24	89	848	16	167

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1013	0	2027	507
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	1026	-
Critical Hdwy	-	-	4.13	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.219	-	3.519	3.319
Pot Cap-1 Maneuver	-	-	682	-	56	512
Stage 1	-	-	-	-	317	-
Stage 2	-	-	-	-	345	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	682	-	49	512
Mov Cap-2 Maneuver	-	-	-	-	49	-
Stage 1	-	-	-	-	317	-
Stage 2	-	-	-	-	300	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	23.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	49	512	-	-	682	-
HCM Lane V/C Ratio	0.325	0.326	-	-	0.13	-
HCM Control Delay (s)	110.4	15.4	-	-	11.1	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	1.1	1.4	-	-	0.4	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱		↑	↱				↰		↱
Traffic Volume (veh/h)	0	429	588	0	718	349	0	0	0	140	0	106
Future Volume (veh/h)	0	429	588	0	718	349	0	0	0	140	0	106
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1870	0	1870
Adj Flow Rate, veh/h	0	482	0	0	807	0				157	0	119
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	959		0	959					370	0	329
Arrive On Green	0.00	0.51	0.00	0.00	0.51	0.00				0.21	0.00	0.21
Sat Flow, veh/h	0	1870	1585	0	1870	1585				1781	0	1585
Grp Volume(v), veh/h	0	482	0	0	807	0				157	0	119
Grp Sat Flow(s),veh/h/ln	0	1870	1585	0	1870	1585				1781	0	1585
Q Serve(g_s), s	0.0	6.1	0.0	0.0	13.4	0.0				2.8	0.0	2.3
Cycle Q Clear(g_c), s	0.0	6.1	0.0	0.0	13.4	0.0				2.8	0.0	2.3
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	959		0	959					370	0	329
V/C Ratio(X)	0.00	0.50		0.00	0.84					0.42	0.00	0.36
Avail Cap(c_a), veh/h	0	1554		0	1554					987	0	878
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	5.8	0.0	0.0	7.5	0.0				12.4	0.0	12.3
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	1.1	0.0				0.3	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.1	0.0	0.0	2.5	0.0				0.9	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.2	0.0	0.0	8.7	0.0				12.7	0.0	12.5
LnGrp LOS	A	A		A	A					B	A	B
Approach Vol, veh/h		482			807						276	
Approach Delay, s/veh		6.2			8.7						12.6	
Approach LOS		A			A						B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		24.4		11.7		24.4						
Change Period (Y+Rc), s		* 5.9		* 4.2		5.9						
Max Green Setting (Gmax), s		* 30		* 20		30.0						
Max Q Clear Time (g_c+I1), s		8.1		4.8		15.4						
Green Ext Time (p_c), s		2.8		0.4		3.2						

Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	393	176	0	577	168	490	0	577	0	0	0
Future Volume (veh/h)	0	393	176	0	577	168	490	0	577	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	405	0	0	595	0	505	0	595			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1418		0	746		711	0	1113			
Arrive On Green	0.00	0.40	0.00	0.00	0.40	0.00	0.40	0.00	0.40			
Sat Flow, veh/h	0	3647	1585	0	1870	1585	1781	0	2790			
Grp Volume(v), veh/h	0	405	0	0	595	0	505	0	595			
Grp Sat Flow(s),veh/h/ln	0	1777	1585	0	1870	1585	1781	0	1395			
Q Serve(g_s), s	0.0	3.5	0.0	0.0	12.6	0.0	10.7	0.0	7.3			
Cycle Q Clear(g_c), s	0.0	3.5	0.0	0.0	12.6	0.0	10.7	0.0	7.3			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1418		0	746		711	0	1113			
V/C Ratio(X)	0.00	0.29		0.00	0.80		0.71	0.00	0.53			
Avail Cap(c_a), veh/h	0	1576		0	829		1975	0	3093			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	9.2	0.0	0.0	11.9	0.0	11.4	0.0	10.3			
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	4.3	0.0	0.5	0.0	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	1.0	0.0	0.0	4.5	0.0	3.3	0.0	1.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.2	0.0	0.0	16.3	0.0	11.9	0.0	10.5			
LnGrp LOS	A	A		A	B		B	A	B			
Approach Vol, veh/h		405			595			1100				
Approach Delay, s/veh		9.2			16.3			11.1				
Approach LOS		A			B			B				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		22.9				22.9		22.2				
Change Period (Y+Rc), s		4.9				4.9		4.2				
Max Green Setting (Gmax), s		20.0				20.0		50.0				
Max Q Clear Time (g_c+I1), s		5.5				14.6		12.7				
Green Ext Time (p_c), s		1.1				1.0		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			12.2									
HCM 6th LOS			B									

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	51	95	5	26	75
Future Vol, veh/h	6	51	95	5	26	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	59	109	6	30	86

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	258	112	0	0	115	0
Stage 1	112	-	-	-	-	-
Stage 2	146	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	731	941	-	-	1474	-
Stage 1	913	-	-	-	-	-
Stage 2	881	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	716	941	-	-	1474	-
Mov Cap-2 Maneuver	716	-	-	-	-	-
Stage 1	913	-	-	-	-	-
Stage 2	862	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	1.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	911	1474	-
HCM Lane V/C Ratio	-	-	0.072	0.02	-
HCM Control Delay (s)	-	-	9.3	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

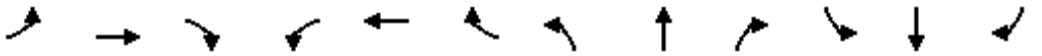
Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	32	606	268	28	77	48
Future Vol, veh/h	32	606	268	28	77	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	100	-	-	90	25	0
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	721	319	33	92	57

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	352	0	-	0	1116	319
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	797	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1207	-	-	-	230	722
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	444	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1207	-	-	-	223	722
Mov Cap-2 Maneuver	-	-	-	-	396	-
Stage 1	-	-	-	-	714	-
Stage 2	-	-	-	-	444	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	14.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1207	-	-	-	396	722
HCM Lane V/C Ratio	0.032	-	-	-	0.231	0.079
HCM Control Delay (s)	8.1	-	-	-	16.8	10.4
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	812	59	131	270	242	32	7	191	499	25	20
Future Volume (veh/h)	18	812	59	131	270	242	32	7	191	499	25	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	883	64	142	293	263	35	8	208	582	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	32	1083	483	175	1369	611	222	51	241	677	356	0
Arrive On Green	0.02	0.30	0.30	0.10	0.39	0.39	0.15	0.15	0.15	0.19	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1463	334	1585	3563	1870	0
Grp Volume(v), veh/h	20	883	64	142	293	263	43	0	208	582	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1797	0	1585	1781	1870	0
Q Serve(g_s), s	1.0	19.7	2.5	6.7	4.7	10.5	1.8	0.0	11.0	13.5	0.0	0.0
Cycle Q Clear(g_c), s	1.0	19.7	2.5	6.7	4.7	10.5	1.8	0.0	11.0	13.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.81		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	32	1083	483	175	1369	611	273	0	241	677	356	0
V/C Ratio(X)	0.63	0.82	0.13	0.81	0.21	0.43	0.16	0.00	0.86	0.86	0.00	0.00
Avail Cap(c_a), veh/h	192	1421	634	192	1421	634	313	0	276	1454	763	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.7	27.5	21.5	37.8	17.6	19.4	31.5	0.0	35.4	33.5	0.0	0.0
Incr Delay (d2), s/veh	7.6	2.6	0.1	19.1	0.1	0.4	0.1	0.0	19.5	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	8.4	0.9	3.8	1.9	3.7	0.8	0.0	5.4	5.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.3	30.1	21.6	56.9	17.7	19.7	31.6	0.0	54.9	34.8	0.0	0.0
LnGrp LOS	D	C	C	E	B	B	C	A	D	C	A	A
Approach Vol, veh/h		967			698			251			582	
Approach Delay, s/veh		29.9			26.4			50.9			34.8	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.2	31.9		21.4	7.3	38.8		18.1				
Change Period (Y+Rc), s	5.8	5.8		5.1	5.8	5.8		5.1				
Max Green Setting (Gmax), s	9.2	34.2		34.9	9.2	34.2		14.9				
Max Q Clear Time (g_c+I1), s	8.7	21.7		15.5	3.0	12.5		13.0				
Green Ext Time (p_c), s	0.0	4.4		0.7	0.0	2.2		0.1				

Intersection Summary		
HCM 6th Ctrl Delay	32.2	
HCM 6th LOS	C	

Notes
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	292	150	0	0	0
Future Vol, veh/h	0	292	150	0	0	0
Conflicting Peds, #/hr	0	0	0	0	3	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	406	208	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	208	0	-	0	617	210
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	409	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1363	-	-	-	453	830
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	671	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1363	-	-	-	453	829
Mov Cap-2 Maneuver	-	-	-	-	600	-
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	671	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1363	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0	0
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	1022	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	1022	1084
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	1022	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	1022	1084
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-

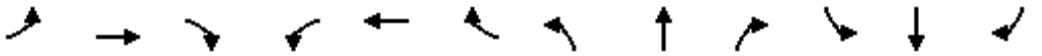
Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection Level of Service Reports

- Existing Conditions
- **2025 Opening Year No Project Conditions**
- 2025 Opening Year Plus Project Conditions
- 2040 Buildout Year No Project Conditions
- 2040 Buildout Year Plus Project Conditions

1. Shiloh Rd & Skylane Blvd/Golf Course Dr
2. Shiloh Rd & Conde Ln
3. Shiloh Rd & Caletti Ave
4. Shiloh Rd & US 101 Southbound Off-ramp
5. Shiloh Rd & US 101 Northbound Off-ramp
6. Caletti Ave & Pruitt Ave
7. Airport Blvd & Concourse Blvd
8. Airport Blvd & Aviation Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	463	68	239	393	51	32	10	82	92	34	5
Future Volume (veh/h)	13	463	68	239	393	51	32	10	82	92	34	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	509	75	263	432	56	35	11	90	101	37	5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	49	579	480	316	859	712	104	201	451	189	250	34
Arrive On Green	0.03	0.31	0.31	0.18	0.46	0.46	0.06	0.11	0.11	0.11	0.16	0.16
Sat Flow, veh/h	1781	1870	1551	1781	1870	1551	1781	1870	1585	1781	1613	218
Grp Volume(v), veh/h	14	509	75	263	432	56	35	11	90	101	0	42
Grp Sat Flow(s),veh/h/ln	1781	1870	1551	1781	1870	1551	1781	1870	1585	1781	0	1831
Q Serve(g_s), s	0.5	16.0	2.2	8.9	10.1	1.3	1.2	0.3	2.7	3.3	0.0	1.2
Cycle Q Clear(g_c), s	0.5	16.0	2.2	8.9	10.1	1.3	1.2	0.3	2.7	3.3	0.0	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	49	579	480	316	859	712	104	201	451	189	0	284
V/C Ratio(X)	0.28	0.88	0.16	0.83	0.50	0.08	0.34	0.05	0.20	0.53	0.00	0.15
Avail Cap(c_a), veh/h	315	882	732	1462	859	712	459	454	666	602	0	306
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.6	20.3	15.6	24.7	11.8	9.4	28.1	24.9	16.8	26.3	0.0	22.7
Incr Delay (d2), s/veh	1.2	5.9	0.1	2.2	0.3	0.0	0.7	0.1	0.2	0.9	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	6.9	0.7	3.5	3.4	0.4	0.5	0.1	0.9	1.4	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.8	26.2	15.7	26.9	12.2	9.5	28.8	25.0	17.0	27.2	0.0	22.9
LnGrp LOS	C	C	B	C	B	A	C	C	B	C	A	C
Approach Vol, veh/h		598			751			136			143	
Approach Delay, s/veh		25.0			17.1			20.7			25.9	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	24.9	7.6	14.5	5.7	34.2	10.6	11.6
Change Period (Y+Rc), s	4.0	5.7	4.0	* 4.9	4.0	* 5.7	4.0	4.9
Max Green Setting (Gmax), s	51.0	29.3	16.0	* 10	11.0	* 25	21.0	15.1
Max Q Clear Time (g_c+I1), s	10.9	18.0	3.2	3.2	2.5	12.1	5.3	4.7
Green Ext Time (p_c), s	0.3	1.2	0.0	0.0	0.0	1.0	0.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	21.1
HCM 6th LOS	C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	592	4	13	630	185	4	0	10	238	1	61
Future Volume (veh/h)	41	592	4	13	630	185	4	0	10	238	1	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	658	4	14	700	206	4	0	11	264	1	68
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	136	1405	9	38	822	242	10	0	27	346	1	309
Arrive On Green	0.08	0.39	0.39	0.02	0.31	0.31	0.02	0.00	0.02	0.19	0.19	0.19
Sat Flow, veh/h	1781	3621	22	1781	2691	792	435	0	1198	1775	7	1585
Grp Volume(v), veh/h	46	323	339	14	462	444	15	0	0	265	0	68
Grp Sat Flow(s),veh/h/ln	1781	1777	1866	1781	1777	1706	1633	0	0	1782	0	1585
Q Serve(g_s), s	1.2	6.5	6.5	0.4	11.6	11.6	0.4	0.0	0.0	6.7	0.0	1.7
Cycle Q Clear(g_c), s	1.2	6.5	6.5	0.4	11.6	11.6	0.4	0.0	0.0	6.7	0.0	1.7
Prop In Lane	1.00		0.01	1.00		0.46	0.27		0.73	1.00		1.00
Lane Grp Cap(c), veh/h	136	690	724	38	543	521	37	0	0	347	0	309
V/C Ratio(X)	0.34	0.47	0.47	0.37	0.85	0.85	0.41	0.00	0.00	0.76	0.00	0.22
Avail Cap(c_a), veh/h	736	920	966	597	946	909	531	0	0	784	0	698
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.9	10.9	10.9	23.0	15.5	15.5	23.0	0.0	0.0	18.2	0.0	16.2
Incr Delay (d2), s/veh	0.5	0.2	0.2	2.2	1.5	1.5	2.6	0.0	0.0	1.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.9	2.0	0.2	3.9	3.7	0.2	0.0	0.0	2.5	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.4	11.1	11.1	25.2	17.0	17.1	25.6	0.0	0.0	19.5	0.0	16.3
LnGrp LOS	C	B	B	C	B	B	C	A	A	B	A	B
Approach Vol, veh/h		708			920			15			333	
Approach Delay, s/veh		11.8			17.2			25.6			18.8	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.0	23.8		13.3	9.0	19.9		5.6
Change Period (Y+Rc), s	4.0	5.3		4.0	5.3	* 5.3		4.5
Max Green Setting (Gmax), s	16.0	24.7		21.0	19.7	* 25		15.5
Max Q Clear Time (g_c+I1), s	2.4	8.5		8.7	3.2	13.6		2.4
Green Ext Time (p_c), s	0.0	0.6		0.7	0.0	0.9		0.0

Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

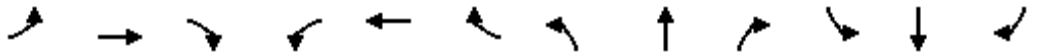
Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	824	16	181	814	14	115
Future Vol, veh/h	824	16	181	814	14	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	130	-	0	40
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	886	17	195	875	15	124

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	903	0	2160	452
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	1265	-
Critical Hdwy	-	-	4.13	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.219	-	3.519	3.319
Pot Cap-1 Maneuver	-	-	751	-	46	556
Stage 1	-	-	-	-	360	-
Stage 2	-	-	-	-	264	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	751	-	34	556
Mov Cap-2 Maneuver	-	-	-	-	34	-
Stage 1	-	-	-	-	360	-
Stage 2	-	-	-	-	195	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	31.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	34	556	-	-	751	-
HCM Lane V/C Ratio	0.443	0.222	-	-	0.259	-
HCM Control Delay (s)	177.4	13.3	-	-	11.5	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	1.5	0.8	-	-	1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	306	633	0	832	407	0	0	0	120	0	163
Future Volume (veh/h)	0	306	633	0	832	407	0	0	0	120	0	163
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1870	0	1870
Adj Flow Rate, veh/h	0	329	0	0	895	0				129	0	175
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	1027		0	1027					348	0	310
Arrive On Green	0.00	0.55	0.00	0.00	0.55	0.00				0.20	0.00	0.20
Sat Flow, veh/h	0	1870	1585	0	1870	1585				1781	0	1585
Grp Volume(v), veh/h	0	329	0	0	895	0				129	0	175
Grp Sat Flow(s),veh/h/ln	0	1870	1585	0	1870	1585				1781	0	1585
Q Serve(g_s), s	0.0	3.8	0.0	0.0	16.3	0.0				2.5	0.0	3.9
Cycle Q Clear(g_c), s	0.0	3.8	0.0	0.0	16.3	0.0				2.5	0.0	3.9
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1027		0	1027					348	0	310
V/C Ratio(X)	0.00	0.32		0.00	0.87					0.37	0.00	0.57
Avail Cap(c_a), veh/h	0	1421		0	1421					902	0	803
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	4.9	0.0	0.0	7.7	0.0				13.8	0.0	14.4
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	3.6	0.0				0.2	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.0	0.0	3.8	0.0				0.8	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	5.1	0.0	0.0	11.3	0.0				14.0	0.0	15.0
LnGrp LOS	A	A		A	B					B	A	B
Approach Vol, veh/h		329			895						304	
Approach Delay, s/veh		5.1			11.3						14.6	
Approach LOS		A			B						B	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	27.6	11.9	27.6
Change Period (Y+Rc), s	* 5.9	* 4.2	5.9
Max Green Setting (Gmax), s	* 30	* 20	30.0
Max Q Clear Time (g_c+I1), s	5.8	5.9	18.3
Green Ext Time (p_c), s	1.8	0.4	3.3

Intersection Summary	
HCM 6th Ctrl Delay	10.6
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	336	90	0	656	122	583	0	332	0	0	0
Future Volume (veh/h)	0	336	90	0	656	122	583	0	332	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	365	0	0	713	0	634	0	361			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1468		0	773		694	0	1087			
Arrive On Green	0.00	0.41	0.00	0.00	0.41	0.00	0.39	0.00	0.39			
Sat Flow, veh/h	0	3647	1585	0	1870	1585	1781	0	2790			
Grp Volume(v), veh/h	0	365	0	0	713	0	634	0	361			
Grp Sat Flow(s),veh/h/ln	0	1777	1585	0	1870	1585	1781	0	1395			
Q Serve(g_s), s	0.0	3.1	0.0	0.0	16.7	0.0	15.6	0.0	4.2			
Cycle Q Clear(g_c), s	0.0	3.1	0.0	0.0	16.7	0.0	15.6	0.0	4.2			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1468		0	773		694	0	1087			
V/C Ratio(X)	0.00	0.25		0.00	0.92		0.91	0.00	0.33			
Avail Cap(c_a), veh/h	0	1539		0	810		1929	0	3020			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	8.9	0.0	0.0	12.8	0.0	13.4	0.0	9.9			
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	15.1	0.0	2.1	0.0	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.9	0.0	0.0	8.1	0.0	5.2	0.0	1.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.9	0.0	0.0	27.9	0.0	15.4	0.0	9.9			
LnGrp LOS	A	A		A	C		B	A	A			
Approach Vol, veh/h		365			713			995				
Approach Delay, s/veh		8.9			27.9			13.4				
Approach LOS		A			C			B				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		24.0				24.0		22.2				
Change Period (Y+Rc), s		4.9				4.9		4.2				
Max Green Setting (Gmax), s		20.0				20.0		50.0				
Max Q Clear Time (g_c+I1), s		5.1				18.7		17.6				
Green Ext Time (p_c), s		1.0				0.4		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	45	69	11	70	112
Future Vol, veh/h	4	45	69	11	70	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	48	74	12	75	120

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	350	80	0	0	86	0
Stage 1	80	-	-	-	-	-
Stage 2	270	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	647	980	-	-	1510	-
Stage 1	943	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	613	980	-	-	1510	-
Mov Cap-2 Maneuver	613	-	-	-	-	-
Stage 1	943	-	-	-	-	-
Stage 2	734	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	2.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	934	1510	-
HCM Lane V/C Ratio	-	-	0.056	0.05	-
HCM Control Delay (s)	-	-	9.1	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

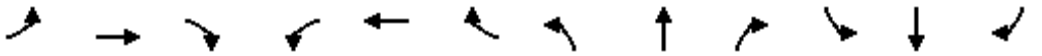
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	59	275	697	68	11	24
Future Vol, veh/h	59	275	697	68	11	24
Conflicting Peds, #/hr	1	0	0	1	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	100	-	-	90	25	0
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	289	734	72	12	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	807	0	-	0	1148	737
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	413	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	818	-	-	-	220	418
Stage 1	-	-	-	-	474	-
Stage 2	-	-	-	-	668	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	817	-	-	-	203	417
Mov Cap-2 Maneuver	-	-	-	-	383	-
Stage 1	-	-	-	-	438	-
Stage 2	-	-	-	-	667	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	817	-	-	-	383	417
HCM Lane V/C Ratio	0.076	-	-	-	0.03	0.061
HCM Control Delay (s)	9.8	-	-	-	14.7	14.2
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	288	51	218	827	534	100	22	212	217	31	16
Future Volume (veh/h)	11	288	51	218	827	534	100	22	212	217	31	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	320	57	242	919	593	111	24	236	282	0	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	21	1118	499	214	1504	657	255	55	274	382	200	0
Arrive On Green	0.01	0.31	0.31	0.12	0.42	0.42	0.17	0.17	0.17	0.11	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1552	1477	319	1585	3563	1870	0
Grp Volume(v), veh/h	12	320	57	242	919	593	135	0	236	282	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1552	1797	0	1585	1781	1870	0
Q Serve(g_s), s	0.5	5.2	2.0	9.2	15.4	27.3	5.1	0.0	11.1	5.9	0.0	0.0
Cycle Q Clear(g_c), s	0.5	5.2	2.0	9.2	15.4	27.3	5.1	0.0	11.1	5.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.82		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	21	1118	499	214	1504	657	310	0	274	382	200	0
V/C Ratio(X)	0.57	0.29	0.11	1.13	0.61	0.90	0.43	0.00	0.86	0.74	0.00	0.00
Avail Cap(c_a), veh/h	214	1589	709	214	1589	694	350	0	309	1626	854	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	37.6	19.7	18.6	33.6	17.2	20.6	28.3	0.0	30.7	33.1	0.0	0.0
Incr Delay (d2), s/veh	8.8	0.1	0.1	100.6	0.5	14.5	0.4	0.0	18.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.1	0.7	9.8	5.9	11.6	2.2	0.0	5.4	2.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.4	19.8	18.7	134.2	17.7	35.0	28.6	0.0	48.7	34.2	0.0	0.0
LnGrp LOS	D	B	B	F	B	D	C	A	D	C	A	A
Approach Vol, veh/h		389			1754			371			282	
Approach Delay, s/veh		20.5			39.6			41.4			34.2	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	29.9		13.3	6.7	38.2		18.3				
Change Period (Y+Rc), s	5.8	5.8		5.1	5.8	5.8		5.1				
Max Green Setting (Gmax), s	9.2	34.2		34.9	9.2	34.2		14.9				
Max Q Clear Time (g_c+I1), s	11.2	7.2		7.9	2.5	29.3		13.1				
Green Ext Time (p_c), s	0.0	1.9		0.3	0.0	3.1		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		36.7	
HCM 6th LOS		D	

Notes

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

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	206	373	5	5	5
Future Vol, veh/h	5	206	373	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	294	533	7	7	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	540	0	-	0	845	539
Stage 1	-	-	-	-	537	-
Stage 2	-	-	-	-	308	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1028	-	-	-	333	542
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	745	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1028	-	-	-	331	541
Mov Cap-2 Maneuver	-	-	-	-	508	-
Stage 1	-	-	-	-	582	-
Stage 2	-	-	-	-	745	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1028	-	-	-	508	541
HCM Lane V/C Ratio	0.007	-	-	-	0.014	0.013
HCM Control Delay (s)	8.5	-	-	-	12.2	11.7
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	10	0	0	10
Future Vol, veh/h	0	0	10	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	11	0	0	11

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	22	11	0	0	11	0
Stage 1	11	-	-	-	-	-
Stage 2	11	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	995	1070	-	-	1608	-
Stage 1	1012	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	995	1070	-	-	1608	-
Mov Cap-2 Maneuver	995	-	-	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	1012	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1608	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	10	0	0	10
Future Vol, veh/h	0	0	10	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	11	0	0	11

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	22	11	0	0	11	0
Stage 1	11	-	-	-	-	-
Stage 2	11	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	995	1070	-	-	1608	-
Stage 1	1012	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	995	1070	-	-	1608	-
Mov Cap-2 Maneuver	995	-	-	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	1012	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1608	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	10	0	0	0
Future Vol, veh/h	0	10	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	11	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	11	0	-	0	22	11
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	11	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1608	-	-	-	995	1070
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1012	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1608	-	-	-	995	1070
Mov Cap-2 Maneuver	-	-	-	-	995	-
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1012	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1608	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

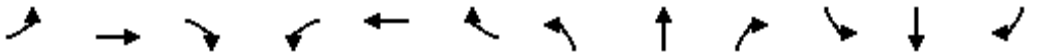
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	10	0	0	0
Future Vol, veh/h	0	10	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	11	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	11	0	-	0	22	11
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	11	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1608	-	-	-	995	1070
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1012	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1608	-	-	-	995	1070
Mov Cap-2 Maneuver	-	-	-	-	995	-
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1012	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1608	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	267	29	117	369	89	76	37	341	79	18	4
Future Volume (veh/h)	14	267	29	117	369	89	76	37	341	79	18	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	310	34	136	429	103	88	43	397	92	21	5
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	383	325	218	553	469	186	462	585	189	364	87
Arrive On Green	0.03	0.20	0.20	0.12	0.30	0.30	0.10	0.25	0.25	0.11	0.25	0.25
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	1460	348
Grp Volume(v), veh/h	16	310	34	136	429	103	88	43	397	92	0	26
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	0	1808
Q Serve(g_s), s	0.5	9.2	1.0	4.2	12.2	2.8	2.7	1.0	12.3	2.8	0.0	0.6
Cycle Q Clear(g_c), s	0.5	9.2	1.0	4.2	12.2	2.8	2.7	1.0	12.3	2.8	0.0	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	56	383	325	218	553	469	186	462	585	189	0	450
V/C Ratio(X)	0.29	0.81	0.10	0.62	0.78	0.22	0.47	0.09	0.68	0.49	0.00	0.06
Avail Cap(c_a), veh/h	337	941	798	1560	794	673	490	485	605	643	0	450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.6	22.1	18.8	24.3	18.7	15.4	24.6	16.9	15.4	24.5	0.0	16.6
Incr Delay (d2), s/veh	1.0	3.1	0.1	1.1	2.5	0.2	0.7	0.1	2.7	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.9	0.4	1.7	4.9	1.0	1.1	0.4	4.3	1.2	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.6	25.1	18.9	25.4	21.2	15.6	25.3	17.0	18.1	25.2	0.0	16.7
LnGrp LOS	C	C	B	C	C	B	C	B	B	C	A	B
Approach Vol, veh/h		360			668			528			118	
Approach Delay, s/veh		24.7			21.2			19.2			23.3	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	17.6	10.1	19.4	5.8	22.9	10.2	19.3
Change Period (Y+Rc), s	4.0	5.7	4.0	* 4.9	4.0	* 5.7	4.0	4.9
Max Green Setting (Gmax), s	51.0	29.3	16.0	* 10	11.0	* 25	21.0	15.1
Max Q Clear Time (g_c+I1), s	6.2	11.2	4.7	2.6	2.5	14.2	4.8	14.3
Green Ext Time (p_c), s	0.1	0.7	0.1	0.0	0.0	1.0	0.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	21.5
HCM 6th LOS	C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	610	1	14	538	258	9	3	21	302	0	50
Future Volume (veh/h)	76	610	1	14	538	258	9	3	21	302	0	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	670	1	15	591	284	10	3	23	332	0	55
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	184	1439	2	40	679	326	21	6	48	401	0	357
Arrive On Green	0.10	0.40	0.40	0.02	0.29	0.29	0.05	0.05	0.05	0.23	0.00	0.23
Sat Flow, veh/h	1781	3641	5	1781	2328	1118	460	138	1059	1781	0	1585
Grp Volume(v), veh/h	84	327	344	15	451	424	36	0	0	332	0	55
Grp Sat Flow(s),veh/h/ln	1781	1777	1869	1781	1777	1669	1657	0	0	1781	0	1585
Q Serve(g_s), s	2.5	7.8	7.8	0.5	13.8	13.8	1.2	0.0	0.0	10.1	0.0	1.6
Cycle Q Clear(g_c), s	2.5	7.8	7.8	0.5	13.8	13.8	1.2	0.0	0.0	10.1	0.0	1.6
Prop In Lane	1.00		0.00	1.00		0.67	0.28		0.64	1.00		1.00
Lane Grp Cap(c), veh/h	184	702	739	40	518	487	76	0	0	401	0	357
V/C Ratio(X)	0.46	0.47	0.47	0.38	0.87	0.87	0.48	0.00	0.00	0.83	0.00	0.15
Avail Cap(c_a), veh/h	614	768	808	499	790	742	449	0	0	655	0	583
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.1	12.8	12.8	27.5	19.2	19.2	26.6	0.0	0.0	21.1	0.0	17.8
Incr Delay (d2), s/veh	0.7	0.2	0.2	2.2	4.6	4.9	1.7	0.0	0.0	1.9	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.5	2.7	0.2	5.4	5.1	0.5	0.0	0.0	4.0	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.8	13.0	13.0	29.7	23.8	24.1	28.3	0.0	0.0	23.0	0.0	17.8
LnGrp LOS	C	B	B	C	C	C	C	A	A	C	A	B
Approach Vol, veh/h		755			890			36			387	
Approach Delay, s/veh		14.3			24.0			28.3			22.3	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.3	27.9		16.9	11.2	22.0		7.1
Change Period (Y+Rc), s	4.0	5.3		4.0	5.3	* 5.3		4.5
Max Green Setting (Gmax), s	16.0	24.7		21.0	19.7	* 25		15.5
Max Q Clear Time (g_c+I1), s	2.5	9.8		12.1	4.5	15.8		3.2
Green Ext Time (p_c), s	0.0	0.6		0.8	0.0	0.9		0.0

Intersection Summary		
HCM 6th Ctrl Delay	20.2	
HCM 6th LOS	C	

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

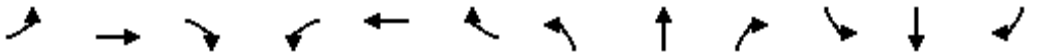
Intersection	
Int Delay, s/veh	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	912	21	78	796	14	148
Future Vol, veh/h	912	21	78	796	14	148
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	130	-	0	40
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1036	24	89	905	16	168

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1060	0	2131	530
Stage 1	-	-	-	-	1048	-
Stage 2	-	-	-	-	1083	-
Critical Hdwy	-	-	4.13	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.219	-	3.519	3.319
Pot Cap-1 Maneuver	-	-	655	-	48	494
Stage 1	-	-	-	-	300	-
Stage 2	-	-	-	-	324	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	655	-	41	494
Mov Cap-2 Maneuver	-	-	-	-	41	-
Stage 1	-	-	-	-	300	-
Stage 2	-	-	-	-	280	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	26.7
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	41	494	-	-	655	-
HCM Lane V/C Ratio	0.388	0.34	-	-	0.135	-
HCM Control Delay (s)	140.3	16	-	-	11.4	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	1.3	1.5	-	-	0.5	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱		↑	↱				↰		↱
Traffic Volume (veh/h)	0	462	598	0	757	410	0	0	0	168	0	117
Future Volume (veh/h)	0	462	598	0	757	410	0	0	0	168	0	117
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1870	0	1870
Adj Flow Rate, veh/h	0	519	0	0	851	0				189	0	131
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	992		0	992					362	0	323
Arrive On Green	0.00	0.53	0.00	0.00	0.53	0.00				0.20	0.00	0.20
Sat Flow, veh/h	0	1870	1585	0	1870	1585				1781	0	1585
Grp Volume(v), veh/h	0	519	0	0	851	0				189	0	131
Grp Sat Flow(s),veh/h/ln	0	1870	1585	0	1870	1585				1781	0	1585
Q Serve(g_s), s	0.0	6.8	0.0	0.0	14.9	0.0				3.6	0.0	2.7
Cycle Q Clear(g_c), s	0.0	6.8	0.0	0.0	14.9	0.0				3.6	0.0	2.7
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	992		0	992					362	0	323
V/C Ratio(X)	0.00	0.52		0.00	0.86					0.52	0.00	0.41
Avail Cap(c_a), veh/h	0	1478		0	1478					938	0	835
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	5.8	0.0	0.0	7.7	0.0				13.5	0.0	13.1
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	2.3	0.0				0.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.3	0.0	0.0	3.2	0.0				1.2	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.2	0.0	0.0	10.0	0.0				13.9	0.0	13.4
LnGrp LOS	A	A		A	A					B	A	B
Approach Vol, veh/h		519			851						320	
Approach Delay, s/veh		6.2			10.0						13.7	
Approach LOS		A			A						B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		26.0		11.9		26.0						
Change Period (Y+Rc), s		* 5.9		* 4.2		5.9						
Max Green Setting (Gmax), s		* 30		* 20		30.0						
Max Q Clear Time (g_c+I1), s		8.8		5.6		16.9						
Green Ext Time (p_c), s		3.1		0.4		3.3						

Intersection Summary	
HCM 6th Ctrl Delay	9.5
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	446	184	0	660	200	507	0	635	0	0	0
Future Volume (veh/h)	0	446	184	0	660	200	507	0	635	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	460	0	0	680	0	523	0	655			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1424		0	750		709	0	1110			
Arrive On Green	0.00	0.40	0.00	0.00	0.40	0.00	0.40	0.00	0.40			
Sat Flow, veh/h	0	3647	1585	0	1870	1585	1781	0	2790			
Grp Volume(v), veh/h	0	460	0	0	680	0	523	0	655			
Grp Sat Flow(s),veh/h/ln	0	1777	1585	0	1870	1585	1781	0	1395			
Q Serve(g_s), s	0.0	4.0	0.0	0.0	15.5	0.0	11.3	0.0	8.4			
Cycle Q Clear(g_c), s	0.0	4.0	0.0	0.0	15.5	0.0	11.3	0.0	8.4			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1424		0	750		709	0	1110			
V/C Ratio(X)	0.00	0.32		0.00	0.91		0.74	0.00	0.59			
Avail Cap(c_a), veh/h	0	1572		0	827		1969	0	3084			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	9.3	0.0	0.0	12.8	0.0	11.6	0.0	10.7			
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	12.2	0.0	0.6	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	1.1	0.0	0.0	7.0	0.0	3.5	0.0	2.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.4	0.0	0.0	25.0	0.0	12.2	0.0	10.9			
LnGrp LOS	A	A		A	C		B	A	B			
Approach Vol, veh/h		460			680			1178				
Approach Delay, s/veh		9.4			25.0			11.5				
Approach LOS		A			C			B				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		23.0				23.0		22.2				
Change Period (Y+Rc), s		4.9				4.9		4.2				
Max Green Setting (Gmax), s		20.0				20.0		50.0				
Max Q Clear Time (g_c+I1), s		6.0				17.5		13.3				
Green Ext Time (p_c), s		1.3				0.6		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	51	96	5	26	75
Future Vol, veh/h	6	51	96	5	26	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	59	110	6	30	86

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	259	113	0	0	116	0
Stage 1	113	-	-	-	-	-
Stage 2	146	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	730	940	-	-	1473	-
Stage 1	912	-	-	-	-	-
Stage 2	881	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	715	940	-	-	1473	-
Mov Cap-2 Maneuver	715	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	862	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	1.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	910	1473	-
HCM Lane V/C Ratio	-	-	0.072	0.02	-
HCM Control Delay (s)	-	-	9.3	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

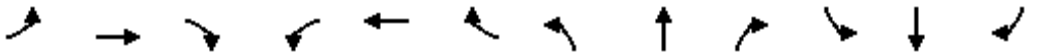
Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	32	609	269	28	77	48
Future Vol, veh/h	32	609	269	28	77	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	100	-	-	90	25	0
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	725	320	33	92	57

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	353	0	-	0	1121	320
Stage 1	-	-	-	-	320	-
Stage 2	-	-	-	-	801	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1206	-	-	-	228	721
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	442	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1206	-	-	-	221	721
Mov Cap-2 Maneuver	-	-	-	-	394	-
Stage 1	-	-	-	-	712	-
Stage 2	-	-	-	-	442	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1206	-	-	-	394	721
HCM Lane V/C Ratio	0.032	-	-	-	0.233	0.079
HCM Control Delay (s)	8.1	-	-	-	16.9	10.4
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	815	59	132	271	243	32	7	192	501	25	20
Future Volume (veh/h)	18	815	59	132	271	243	32	7	192	501	25	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	886	64	143	295	264	35	8	209	585	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	31	1084	483	176	1372	612	223	51	242	680	357	0
Arrive On Green	0.02	0.31	0.31	0.10	0.39	0.39	0.15	0.15	0.15	0.19	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1463	334	1585	3563	1870	0
Grp Volume(v), veh/h	20	886	64	143	295	264	43	0	209	585	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1797	0	1585	1781	1870	0
Q Serve(g_s), s	1.0	19.9	2.5	6.8	4.8	10.6	1.8	0.0	11.1	13.7	0.0	0.0
Cycle Q Clear(g_c), s	1.0	19.9	2.5	6.8	4.8	10.6	1.8	0.0	11.1	13.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.81		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	31	1084	483	176	1372	612	274	0	242	680	357	0
V/C Ratio(X)	0.64	0.82	0.13	0.81	0.22	0.43	0.16	0.00	0.86	0.86	0.00	0.00
Avail Cap(c_a), veh/h	190	1411	629	190	1411	629	311	0	274	1443	758	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	42.0	27.7	21.7	38.0	17.7	19.5	31.7	0.0	35.6	33.7	0.0	0.0
Incr Delay (d2), s/veh	7.6	2.7	0.1	19.7	0.1	0.4	0.1	0.0	20.1	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	8.5	0.9	3.9	1.9	3.8	0.8	0.0	5.5	5.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.7	30.4	21.8	57.7	17.8	19.8	31.8	0.0	55.8	35.0	0.0	0.0
LnGrp LOS	D	C	C	E	B	B	C	A	E	D	A	A
Approach Vol, veh/h		970			702			252			585	
Approach Delay, s/veh		30.2			26.7			51.7			35.0	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.3	32.1		21.5	7.3	39.0		18.2				
Change Period (Y+Rc), s	5.8	5.8		5.1	5.8	5.8		5.1				
Max Green Setting (Gmax), s	9.2	34.2		34.9	9.2	34.2		14.9				
Max Q Clear Time (g_c+I1), s	8.8	21.9		15.7	3.0	12.6		13.1				
Green Ext Time (p_c), s	0.0	4.4		0.7	0.0	2.2		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		32.5
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	293	151	5	5	5
Future Vol, veh/h	5	293	151	5	5	5
Conflicting Peds, #/hr	0	0	0	0	3	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	407	210	7	7	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	217	0	-	0	638	216
Stage 1	-	-	-	-	214	-
Stage 2	-	-	-	-	424	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1353	-	-	-	441	824
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	660	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1353	-	-	-	439	823
Mov Cap-2 Maneuver	-	-	-	-	589	-
Stage 1	-	-	-	-	818	-
Stage 2	-	-	-	-	660	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1353	-	-	-	589	823
HCM Lane V/C Ratio	0.005	-	-	-	0.012	0.008
HCM Control Delay (s)	7.7	-	-	-	11.2	9.4
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	10	0	0	10
Future Vol, veh/h	0	0	10	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	11	0	0	11

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	22	11	0	0	11	0
Stage 1	11	-	-	-	-	-
Stage 2	11	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	995	1070	-	-	1608	-
Stage 1	1012	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	995	1070	-	-	1608	-
Mov Cap-2 Maneuver	995	-	-	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	1012	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1608	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	10	0	0	10
Future Vol, veh/h	0	0	10	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	11	0	0	11

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	22	11	0	0	11	0
Stage 1	11	-	-	-	-	-
Stage 2	11	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	995	1070	-	-	1608	-
Stage 1	1012	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	995	1070	-	-	1608	-
Mov Cap-2 Maneuver	995	-	-	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	1012	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1608	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	10	0	0	0
Future Vol, veh/h	0	10	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	11	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	11	0	-	0	22	11
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	11	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1608	-	-	-	995	1070
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1012	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1608	-	-	-	995	1070
Mov Cap-2 Maneuver	-	-	-	-	995	-
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1012	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1608	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	10	0	0	0
Future Vol, veh/h	0	10	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	11	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	11	0	-	0	22	11
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	11	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1608	-	-	-	995	1070
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1012	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1608	-	-	-	995	1070
Mov Cap-2 Maneuver	-	-	-	-	995	-
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1012	-

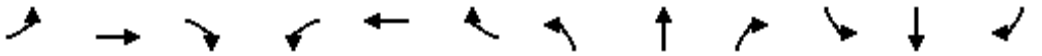
Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1608	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection Level of Service Reports

- Existing Conditions
- 2025 Opening Year No Project Conditions
- **2025 Opening Year Plus Project Conditions**
- 2040 Buildout Year No Project Conditions
- 2040 Buildout Year Plus Project Conditions

1. Shiloh Rd & Skylane Blvd/Golf Course Dr
2. Shiloh Rd & Conde Ln
3. Shiloh Rd & Caletti Ave
4. Shiloh Rd & US 101 Southbound Off-ramp
5. Shiloh Rd & US 101 Northbound Off-ramp
6. Caletti Ave & Pruitt Ave
7. Airport Blvd & Concourse Blvd
8. Airport Blvd & Aviation Blvd
9. Aviation Blvd & Pruitt Ave extension (future intersection constructed by the project)
10. Pruitt Ave & Site Dwy 1
11. Pruitt Ave & Site Dwy 4
12. Pruitt Ave & Site Dwy 7
13. Pruitt Ave & Site Dwy 9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	468	68	239	394	51	32	10	82	92	34	5
Future Volume (veh/h)	13	468	68	239	394	51	32	10	82	92	34	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	514	75	263	433	56	35	11	90	101	37	5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	49	584	484	316	864	716	104	200	451	189	249	34
Arrive On Green	0.03	0.31	0.31	0.18	0.46	0.46	0.06	0.11	0.11	0.11	0.15	0.15
Sat Flow, veh/h	1781	1870	1551	1781	1870	1551	1781	1870	1585	1781	1613	218
Grp Volume(v), veh/h	14	514	75	263	433	56	35	11	90	101	0	42
Grp Sat Flow(s),veh/h/ln	1781	1870	1551	1781	1870	1551	1781	1870	1585	1781	0	1831
Q Serve(g_s), s	0.5	16.3	2.2	8.9	10.1	1.3	1.2	0.3	2.7	3.4	0.0	1.2
Cycle Q Clear(g_c), s	0.5	16.3	2.2	8.9	10.1	1.3	1.2	0.3	2.7	3.4	0.0	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	49	584	484	316	864	716	104	200	451	189	0	283
V/C Ratio(X)	0.28	0.88	0.15	0.83	0.50	0.08	0.34	0.05	0.20	0.54	0.00	0.15
Avail Cap(c_a), veh/h	314	877	728	1455	864	716	456	452	664	599	0	305
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.8	20.4	15.5	24.8	11.8	9.4	28.2	25.0	17.0	26.5	0.0	22.8
Incr Delay (d2), s/veh	1.2	6.2	0.1	2.2	0.3	0.0	0.7	0.1	0.2	0.9	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	7.1	0.7	3.6	3.5	0.4	0.5	0.1	0.9	1.4	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	26.6	15.6	27.0	12.1	9.4	29.0	25.1	17.1	27.3	0.0	23.0
LnGrp LOS	C	C	B	C	B	A	C	C	B	C	A	C
Approach Vol, veh/h		603			752			136			143	
Approach Delay, s/veh		25.3			17.1			20.8			26.1	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	25.2	7.6	14.6	5.7	34.5	10.6	11.6
Change Period (Y+Rc), s	4.0	5.7	4.0	* 4.9	4.0	* 5.7	4.0	4.9
Max Green Setting (Gmax), s	51.0	29.3	16.0	* 10	11.0	* 25	21.0	15.1
Max Q Clear Time (g_c+I1), s	10.9	18.3	3.2	3.2	2.5	12.1	5.4	4.7
Green Ext Time (p_c), s	0.3	1.2	0.0	0.0	0.0	1.0	0.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	21.2
HCM 6th LOS	C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	597	4	13	631	185	4	0	10	238	1	61
Future Volume (veh/h)	41	597	4	13	631	185	4	0	10	238	1	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	663	4	14	701	206	4	0	11	264	1	68
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	136	1406	8	38	823	242	10	0	27	346	1	309
Arrive On Green	0.08	0.39	0.39	0.02	0.31	0.31	0.02	0.00	0.02	0.19	0.19	0.19
Sat Flow, veh/h	1781	3621	22	1781	2692	791	435	0	1198	1775	7	1585
Grp Volume(v), veh/h	46	325	342	14	463	444	15	0	0	265	0	68
Grp Sat Flow(s),veh/h/ln	1781	1777	1866	1781	1777	1707	1633	0	0	1782	0	1585
Q Serve(g_s), s	1.2	6.5	6.5	0.4	11.7	11.7	0.4	0.0	0.0	6.7	0.0	1.7
Cycle Q Clear(g_c), s	1.2	6.5	6.5	0.4	11.7	11.7	0.4	0.0	0.0	6.7	0.0	1.7
Prop In Lane	1.00		0.01	1.00		0.46	0.27		0.73	1.00		1.00
Lane Grp Cap(c), veh/h	136	690	724	38	543	522	37	0	0	347	0	309
V/C Ratio(X)	0.34	0.47	0.47	0.37	0.85	0.85	0.41	0.00	0.00	0.76	0.00	0.22
Avail Cap(c_a), veh/h	735	919	966	597	946	908	530	0	0	784	0	697
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.9	10.9	10.9	23.0	15.5	15.6	23.0	0.0	0.0	18.2	0.0	16.2
Incr Delay (d2), s/veh	0.5	0.2	0.2	2.2	1.5	1.5	2.6	0.0	0.0	1.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.9	2.0	0.2	3.9	3.7	0.2	0.0	0.0	2.5	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.4	11.1	11.1	25.2	17.0	17.1	25.6	0.0	0.0	19.5	0.0	16.3
LnGrp LOS	C	B	B	C	B	B	C	A	A	B	A	B
Approach Vol, veh/h		713			921			15			333	
Approach Delay, s/veh		11.8			17.2			25.6			18.8	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.0	23.8		13.3	9.0	19.9		5.6
Change Period (Y+Rc), s	4.0	5.3		4.0	5.3	* 5.3		4.5
Max Green Setting (Gmax), s	16.0	24.7		21.0	19.7	* 25		15.5
Max Q Clear Time (g_c+I1), s	2.4	8.5		8.7	3.2	13.7		2.4
Green Ext Time (p_c), s	0.0	0.6		0.7	0.0	0.9		0.0

Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

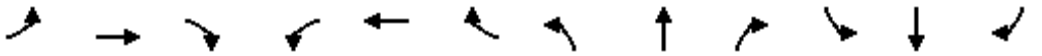
Intersection	
Int Delay, s/veh	4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	824	21	220	814	15	124
Future Vol, veh/h	824	21	220	814	15	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	130	-	0	40
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	886	23	237	875	16	133

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	909	0	2247	455
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	1349	-
Critical Hdwy	-	-	4.13	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.219	-	3.519	3.319
Pot Cap-1 Maneuver	-	-	747	-	40	553
Stage 1	-	-	-	-	359	-
Stage 2	-	-	-	-	241	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	747	-	27	553
Mov Cap-2 Maneuver	-	-	-	-	27	-
Stage 1	-	-	-	-	359	-
Stage 2	-	-	-	-	165	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	39.9
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	27	553	-	-	747	-
HCM Lane V/C Ratio	0.597	0.241	-	-	0.317	-
HCM Control Delay (s)	257.6	13.6	-	-	12	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	1.9	0.9	-	-	1.4	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱		↑	↱				↰		↱
Traffic Volume (veh/h)	0	312	636	0	851	407	0	0	0	120	0	183
Future Volume (veh/h)	0	312	636	0	851	407	0	0	0	120	0	183
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1870	0	1870
Adj Flow Rate, veh/h	0	335	0	0	915	0				129	0	197
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	1041		0	1041					344	0	306
Arrive On Green	0.00	0.56	0.00	0.00	0.56	0.00				0.19	0.00	0.19
Sat Flow, veh/h	0	1870	1585	0	1870	1585				1781	0	1585
Grp Volume(v), veh/h	0	335	0	0	915	0				129	0	197
Grp Sat Flow(s),veh/h/ln	0	1870	1585	0	1870	1585				1781	0	1585
Q Serve(g_s), s	0.0	3.9	0.0	0.0	17.1	0.0				2.5	0.0	4.6
Cycle Q Clear(g_c), s	0.0	3.9	0.0	0.0	17.1	0.0				2.5	0.0	4.6
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1041		0	1041					344	0	306
V/C Ratio(X)	0.00	0.32		0.00	0.88					0.37	0.00	0.64
Avail Cap(c_a), veh/h	0	1391		0	1391					883	0	786
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	4.8	0.0	0.0	7.8	0.0				14.2	0.0	15.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	4.3	0.0				0.3	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.0	0.0	4.1	0.0				0.9	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	5.0	0.0	0.0	12.1	0.0				14.4	0.0	15.8
LnGrp LOS	A	A		A	B					B	A	B
Approach Vol, veh/h		335			915						326	
Approach Delay, s/veh		5.0			12.1						15.3	
Approach LOS		A			B						B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		28.4		12.0		28.4						
Change Period (Y+Rc), s		* 5.9		* 4.2		5.9						
Max Green Setting (Gmax), s		* 30		* 20		30.0						
Max Q Clear Time (g_c+I1), s		5.9		6.6		19.1						
Green Ext Time (p_c), s		1.9		0.5		3.3						

Intersection Summary	
HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	337	95	0	661	122	597	0	332	0	0	0
Future Volume (veh/h)	0	337	95	0	661	122	597	0	332	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	366	0	0	718	0	649	0	361			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1469		0	773		700	0	1097			
Arrive On Green	0.00	0.41	0.00	0.00	0.41	0.00	0.39	0.00	0.39			
Sat Flow, veh/h	0	3647	1585	0	1870	1585	1781	0	2790			
Grp Volume(v), veh/h	0	366	0	0	718	0	649	0	361			
Grp Sat Flow(s),veh/h/ln	0	1777	1585	0	1870	1585	1781	0	1395			
Q Serve(g_s), s	0.0	3.2	0.0	0.0	17.2	0.0	16.4	0.0	4.2			
Cycle Q Clear(g_c), s	0.0	3.2	0.0	0.0	17.2	0.0	16.4	0.0	4.2			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1469		0	773		700	0	1097			
V/C Ratio(X)	0.00	0.25		0.00	0.93		0.93	0.00	0.33			
Avail Cap(c_a), veh/h	0	1512		0	796		1894	0	2966			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	9.0	0.0	0.0	13.1	0.0	13.6	0.0	9.9			
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	16.4	0.0	2.4	0.0	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.9	0.0	0.0	8.6	0.0	5.6	0.0	1.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.1	0.0	0.0	29.6	0.0	16.1	0.0	10.0			
LnGrp LOS	A	A		A	C		B	A	B			
Approach Vol, veh/h		366			718			1010				
Approach Delay, s/veh		9.1			29.6			13.9				
Approach LOS		A			C			B				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		24.3				24.3		22.7				
Change Period (Y+Rc), s		4.9				4.9		4.2				
Max Green Setting (Gmax), s		20.0				20.0		50.0				
Max Q Clear Time (g_c+I1), s		5.2				19.2		18.4				
Green Ext Time (p_c), s		1.0				0.3		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			18.4									
HCM 6th LOS			B									

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	3.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	55	69	11	114	112
Future Vol, veh/h	4	55	69	11	114	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	59	74	12	123	120

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	446	80	0	0	86	0
Stage 1	80	-	-	-	-	-
Stage 2	366	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	570	980	-	-	1510	-
Stage 1	943	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	520	980	-	-	1510	-
Mov Cap-2 Maneuver	520	-	-	-	-	-
Stage 1	943	-	-	-	-	-
Stage 2	641	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	3.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	925	1510	-
HCM Lane V/C Ratio	-	-	0.069	0.081	-
HCM Control Delay (s)	-	-	9.2	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.3	-

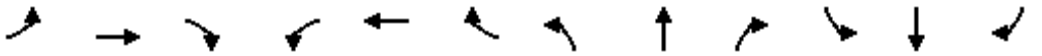
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	62	277	697	68	11	25
Future Vol, veh/h	62	277	697	68	11	25
Conflicting Peds, #/hr	1	0	0	1	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	100	-	-	90	25	0
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	65	292	734	72	12	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	807	0	-	0	1157	737
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	422	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	818	-	-	-	217	418
Stage 1	-	-	-	-	474	-
Stage 2	-	-	-	-	662	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	817	-	-	-	199	417
Mov Cap-2 Maneuver	-	-	-	-	380	-
Stage 1	-	-	-	-	436	-
Stage 2	-	-	-	-	661	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	817	-	-	-	380	417
HCM Lane V/C Ratio	0.08	-	-	-	0.03	0.063
HCM Control Delay (s)	9.8	-	-	-	14.8	14.2
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.1	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	288	51	218	827	576	100	22	212	227	31	16
Future Volume (veh/h)	13	288	51	218	827	576	100	22	212	227	31	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	320	57	242	919	640	111	24	236	293	0	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	24	1164	519	207	1529	668	254	55	272	390	205	0
Arrive On Green	0.01	0.33	0.33	0.12	0.43	0.43	0.17	0.17	0.17	0.11	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1552	1477	319	1585	3563	1870	0
Grp Volume(v), veh/h	14	320	57	242	919	640	135	0	236	293	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1552	1797	0	1585	1781	1870	0
Q Serve(g_s), s	0.6	5.3	2.0	9.2	15.7	31.7	5.3	0.0	11.5	6.3	0.0	0.0
Cycle Q Clear(g_c), s	0.6	5.3	2.0	9.2	15.7	31.7	5.3	0.0	11.5	6.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.82		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	24	1164	519	207	1529	668	308	0	272	390	205	0
V/C Ratio(X)	0.59	0.28	0.11	1.17	0.60	0.96	0.44	0.00	0.87	0.75	0.00	0.00
Avail Cap(c_a), veh/h	207	1535	685	207	1535	670	338	0	298	1570	824	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	38.8	19.7	18.6	35.0	17.3	21.9	29.4	0.0	31.9	34.2	0.0	0.0
Incr Delay (d2), s/veh	8.2	0.1	0.1	115.7	0.6	24.7	0.4	0.0	19.9	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.1	0.7	10.5	6.1	15.0	2.3	0.0	5.7	2.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.1	19.8	18.6	150.7	17.9	46.6	29.7	0.0	51.9	35.3	0.0	0.0
LnGrp LOS	D	B	B	F	B	D	C	A	D	D	A	A
Approach Vol, veh/h		391			1801			371			293	
Approach Delay, s/veh		20.6			46.0			43.8			35.3	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	31.7		13.8	6.9	39.9		18.7				
Change Period (Y+Rc), s	5.8	5.8		5.1	5.8	5.8		5.1				
Max Green Setting (Gmax), s	9.2	34.2		34.9	9.2	34.2		14.9				
Max Q Clear Time (g_c+I1), s	11.2	7.3		8.3	2.6	33.7		13.5				
Green Ext Time (p_c), s	0.0	1.9		0.4	0.0	0.4		0.1				

Intersection Summary		
HCM 6th Ctrl Delay	41.1	
HCM 6th LOS	D	

Notes

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

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	206	373	49	15	7
Future Vol, veh/h	10	206	373	49	15	7
Conflicting Peds, #/hr	0	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	294	533	70	21	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	603	0	-	0	890	570
Stage 1	-	-	-	-	568	-
Stage 2	-	-	-	-	322	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	975	-	-	-	313	521
Stage 1	-	-	-	-	567	-
Stage 2	-	-	-	-	735	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	975	-	-	-	309	520
Mov Cap-2 Maneuver	-	-	-	-	488	-
Stage 1	-	-	-	-	559	-
Stage 2	-	-	-	-	735	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	975	-	-	-	488	520
HCM Lane V/C Ratio	0.015	-	-	-	0.044	0.019
HCM Control Delay (s)	8.7	-	-	-	12.7	12.1
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	4	16	20	17	37
Future Vol, veh/h	5	4	16	20	17	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	4	17	22	18	40

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	104	28	0	0	39	0
Stage 1	28	-	-	-	-	-
Stage 2	76	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	894	1047	-	-	1571	-
Stage 1	995	-	-	-	-	-
Stage 2	947	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	883	1047	-	-	1571	-
Mov Cap-2 Maneuver	883	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	936	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	2.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	949	1571	-
HCM Lane V/C Ratio	-	-	0.01	0.012	-
HCM Control Delay (s)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	35	7	7	35
Future Vol, veh/h	2	1	35	7	7	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	38	8	8	38

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	96	42	0	0	46	0
Stage 1	42	-	-	-	-	-
Stage 2	54	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	903	1029	-	-	1562	-
Stage 1	980	-	-	-	-	-
Stage 2	969	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	898	1029	-	-	1562	-
Mov Cap-2 Maneuver	898	-	-	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	964	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	1.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	938	1562	-
HCM Lane V/C Ratio	-	-	0.003	0.005	-
HCM Control Delay (s)	-	-	8.9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	33	41	5	1	1
Future Vol, veh/h	4	33	41	5	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	36	45	5	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	50	0	-	0	92	48
Stage 1	-	-	-	-	48	-
Stage 2	-	-	-	-	44	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1557	-	-	-	908	1021
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	978	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1557	-	-	-	905	1021
Mov Cap-2 Maneuver	-	-	-	-	905	-
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	978	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1557	-	-	-	960
HCM Lane V/C Ratio	0.003	-	-	-	0.002
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

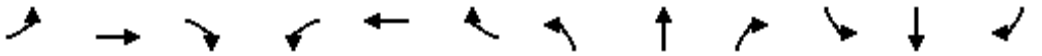
Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	18	42	17	4	4
Future Vol, veh/h	16	18	42	17	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	20	46	18	4	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	64	0	-	0	109	55
Stage 1	-	-	-	-	55	-
Stage 2	-	-	-	-	54	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1538	-	-	-	888	1012
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	969	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1538	-	-	-	878	1012
Mov Cap-2 Maneuver	-	-	-	-	878	-
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	969	-

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1538	-	-	-	940
HCM Lane V/C Ratio	0.011	-	-	-	0.009
HCM Control Delay (s)	7.4	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	268	29	117	373	89	76	37	341	79	18	4
Future Volume (veh/h)	14	268	29	117	373	89	76	37	341	79	18	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	312	34	136	434	103	88	43	397	92	21	5
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	385	326	217	555	470	186	462	585	189	364	87
Arrive On Green	0.03	0.21	0.21	0.12	0.30	0.30	0.10	0.25	0.25	0.11	0.25	0.25
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	1460	348
Grp Volume(v), veh/h	16	312	34	136	434	103	88	43	397	92	0	26
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	0	1808
Q Serve(g_s), s	0.5	9.3	1.0	4.2	12.4	2.9	2.7	1.0	12.3	2.8	0.0	0.6
Cycle Q Clear(g_c), s	0.5	9.3	1.0	4.2	12.4	2.9	2.7	1.0	12.3	2.8	0.0	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	56	385	326	217	555	470	186	462	585	189	0	450
V/C Ratio(X)	0.29	0.81	0.10	0.63	0.78	0.22	0.47	0.09	0.68	0.49	0.00	0.06
Avail Cap(c_a), veh/h	336	939	796	1557	792	671	489	484	604	641	0	450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.6	22.1	18.8	24.3	18.8	15.4	24.6	16.9	15.5	24.6	0.0	16.7
Incr Delay (d2), s/veh	1.0	3.1	0.1	1.1	2.7	0.2	0.7	0.1	2.7	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.9	0.4	1.7	5.0	1.0	1.1	0.4	4.3	1.2	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.7	25.2	18.9	25.4	21.5	15.6	25.3	17.0	18.2	25.3	0.0	16.7
LnGrp LOS	C	C	B	C	C	B	C	B	B	C	A	B
Approach Vol, veh/h		362			673			528			118	
Approach Delay, s/veh		24.7			21.4			19.3			23.4	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	17.7	10.1	19.4	5.8	23.0	10.2	19.3
Change Period (Y+Rc), s	4.0	5.7	4.0	* 4.9	4.0	* 5.7	4.0	4.9
Max Green Setting (Gmax), s	51.0	29.3	16.0	* 10	11.0	* 25	21.0	15.1
Max Q Clear Time (g_c+I1), s	6.2	11.3	4.7	2.6	2.5	14.4	4.8	14.3
Green Ext Time (p_c), s	0.1	0.7	0.1	0.0	0.0	1.0	0.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	21.6
HCM 6th LOS	C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	611	1	14	542	258	9	3	21	302	0	50
Future Volume (veh/h)	76	611	1	14	542	258	9	3	21	302	0	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	671	1	15	596	284	10	3	23	332	0	55
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	183	1442	2	40	684	326	21	6	48	401	0	357
Arrive On Green	0.10	0.40	0.40	0.02	0.29	0.29	0.05	0.05	0.05	0.23	0.00	0.23
Sat Flow, veh/h	1781	3641	5	1781	2335	1112	460	138	1059	1781	0	1585
Grp Volume(v), veh/h	84	327	345	15	453	427	36	0	0	332	0	55
Grp Sat Flow(s),veh/h/ln	1781	1777	1869	1781	1777	1670	1657	0	0	1781	0	1585
Q Serve(g_s), s	2.5	7.8	7.8	0.5	13.9	13.9	1.2	0.0	0.0	10.2	0.0	1.6
Cycle Q Clear(g_c), s	2.5	7.8	7.8	0.5	13.9	13.9	1.2	0.0	0.0	10.2	0.0	1.6
Prop In Lane	1.00		0.00	1.00		0.67	0.28		0.64	1.00		1.00
Lane Grp Cap(c), veh/h	183	704	741	40	520	489	76	0	0	401	0	357
V/C Ratio(X)	0.46	0.47	0.47	0.38	0.87	0.87	0.48	0.00	0.00	0.83	0.00	0.15
Avail Cap(c_a), veh/h	613	766	806	497	788	741	448	0	0	653	0	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.2	12.8	12.8	27.6	19.2	19.2	26.7	0.0	0.0	21.1	0.0	17.8
Incr Delay (d2), s/veh	0.7	0.2	0.2	2.2	4.8	5.1	1.7	0.0	0.0	2.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.6	2.7	0.2	5.5	5.2	0.5	0.0	0.0	4.1	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.9	13.0	13.0	29.8	24.0	24.3	28.4	0.0	0.0	23.1	0.0	17.9
LnGrp LOS	C	B	B	C	C	C	C	A	A	C	A	B
Approach Vol, veh/h		756			895			36			387	
Approach Delay, s/veh		14.3			24.2			28.4			22.4	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.3	28.0		16.9	11.2	22.1		7.1
Change Period (Y+Rc), s	4.0	5.3		4.0	5.3	* 5.3		4.5
Max Green Setting (Gmax), s	16.0	24.7		21.0	19.7	* 25		15.5
Max Q Clear Time (g_c+I1), s	2.5	9.8		12.2	4.5	15.9		3.2
Green Ext Time (p_c), s	0.0	0.6		0.8	0.0	0.9		0.0

Intersection Summary		
HCM 6th Ctrl Delay	20.3	
HCM 6th LOS	C	

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

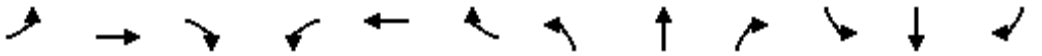
Intersection	
Int Delay, s/veh	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	912	22	90	796	18	181
Future Vol, veh/h	912	22	90	796	18	181
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	130	-	0	40
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1036	25	102	905	20	206

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1061	0	2158	531
Stage 1	-	-	-	-	1049	-
Stage 2	-	-	-	-	1109	-
Critical Hdwy	-	-	4.13	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.219	-	3.519	3.319
Pot Cap-1 Maneuver	-	-	654	-	46	494
Stage 1	-	-	-	-	299	-
Stage 2	-	-	-	-	315	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	654	-	39	494
Mov Cap-2 Maneuver	-	-	-	-	39	-
Stage 1	-	-	-	-	299	-
Stage 2	-	-	-	-	266	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	31.4
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	39	494	-	-	654	-
HCM Lane V/C Ratio	0.524	0.416	-	-	0.156	-
HCM Control Delay (s)	172.6	17.4	-	-	11.5	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	1.8	2	-	-	0.6	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	483	610	0	763	410	0	0	0	168	0	123
Future Volume (veh/h)	0	483	610	0	763	410	0	0	0	168	0	123
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1870	0	1870
Adj Flow Rate, veh/h	0	543	0	0	857	0				189	0	138
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	997		0	997					361	0	321
Arrive On Green	0.00	0.53	0.00	0.00	0.53	0.00				0.20	0.00	0.20
Sat Flow, veh/h	0	1870	1585	0	1870	1585				1781	0	1585
Grp Volume(v), veh/h	0	543	0	0	857	0				189	0	138
Grp Sat Flow(s),veh/h/ln	0	1870	1585	0	1870	1585				1781	0	1585
Q Serve(g_s), s	0.0	7.3	0.0	0.0	15.1	0.0				3.6	0.0	2.9
Cycle Q Clear(g_c), s	0.0	7.3	0.0	0.0	15.1	0.0				3.6	0.0	2.9
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	997		0	997					361	0	321
V/C Ratio(X)	0.00	0.54		0.00	0.86					0.52	0.00	0.43
Avail Cap(c_a), veh/h	0	1468		0	1468					932	0	829
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	5.9	0.0	0.0	7.7	0.0				13.6	0.0	13.3
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	2.5	0.0				0.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.4	0.0	0.0	3.2	0.0				1.2	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.3	0.0	0.0	10.2	0.0				14.0	0.0	13.6
LnGrp LOS	A	A		A	B					B	A	B
Approach Vol, veh/h		543			857						327	
Approach Delay, s/veh		6.3			10.2						13.9	
Approach LOS		A			B						B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		26.3		12.0		26.3
Change Period (Y+Rc), s		* 5.9		* 4.2		5.9
Max Green Setting (Gmax), s		* 30		* 20		30.0
Max Q Clear Time (g_c+I1), s		9.3		5.6		17.1
Green Ext Time (p_c), s		3.3		0.5		3.3

Intersection Summary		
HCM 6th Ctrl Delay		9.7
HCM 6th LOS		A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	450	201	0	661	200	512	0	635	0	0	0
Future Volume (veh/h)	0	450	201	0	661	200	512	0	635	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	464	0	0	681	0	528	0	655			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1426		0	750		708	0	1110			
Arrive On Green	0.00	0.40	0.00	0.00	0.40	0.00	0.40	0.00	0.40			
Sat Flow, veh/h	0	3647	1585	0	1870	1585	1781	0	2790			
Grp Volume(v), veh/h	0	464	0	0	681	0	528	0	655			
Grp Sat Flow(s),veh/h/ln	0	1777	1585	0	1870	1585	1781	0	1395			
Q Serve(g_s), s	0.0	4.1	0.0	0.0	15.5	0.0	11.5	0.0	8.4			
Cycle Q Clear(g_c), s	0.0	4.1	0.0	0.0	15.5	0.0	11.5	0.0	8.4			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1426		0	750		708	0	1110			
V/C Ratio(X)	0.00	0.33		0.00	0.91		0.75	0.00	0.59			
Avail Cap(c_a), veh/h	0	1571		0	827		1968	0	3082			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	9.3	0.0	0.0	12.8	0.0	11.7	0.0	10.7			
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	12.3	0.0	0.6	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	1.1	0.0	0.0	7.0	0.0	3.6	0.0	2.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.4	0.0	0.0	25.1	0.0	12.3	0.0	10.9			
LnGrp LOS	A	A		A	C		B	A	B			
Approach Vol, veh/h		464			681			1183				
Approach Delay, s/veh		9.4			25.1			11.5				
Approach LOS		A			C			B				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		23.1				23.1		22.2				
Change Period (Y+Rc), s		4.9				4.9		4.2				
Max Green Setting (Gmax), s		20.0				20.0		50.0				
Max Q Clear Time (g_c+I1), s		6.1				17.5		13.5				
Green Ext Time (p_c), s		1.3				0.6		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			15.0									
HCM 6th LOS			B									

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	3.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	88	96	5	39	75
Future Vol, veh/h	6	88	96	5	39	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	101	110	6	45	86

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	289	113	0	0	116	0
Stage 1	113	-	-	-	-	-
Stage 2	176	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	702	940	-	-	1473	-
Stage 1	912	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	680	940	-	-	1473	-
Mov Cap-2 Maneuver	680	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	828	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	2.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	918	1473	-
HCM Lane V/C Ratio	-	-	0.118	0.03	-
HCM Control Delay (s)	-	-	9.4	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

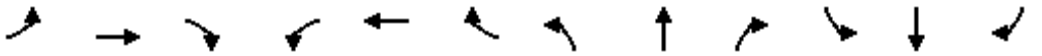
Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	33	610	270	28	77	51
Future Vol, veh/h	33	610	270	28	77	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	100	-	-	90	25	0
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	726	321	33	92	61

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	354	0	-	0	1125	321
Stage 1	-	-	-	-	321	-
Stage 2	-	-	-	-	804	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1205	-	-	-	227	720
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	440	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1205	-	-	-	220	720
Mov Cap-2 Maneuver	-	-	-	-	392	-
Stage 1	-	-	-	-	711	-
Stage 2	-	-	-	-	440	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1205	-	-	-	392	720
HCM Lane V/C Ratio	0.033	-	-	-	0.234	0.084
HCM Control Delay (s)	8.1	-	-	-	17	10.5
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	815	59	132	271	257	32	7	192	535	25	21
Future Volume (veh/h)	19	815	59	132	271	257	32	7	192	535	25	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	886	64	143	295	279	35	8	209	623	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	32	1075	480	175	1360	606	222	51	241	716	376	0
Arrive On Green	0.02	0.30	0.30	0.10	0.38	0.38	0.15	0.15	0.15	0.20	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1463	334	1585	3563	1870	0
Grp Volume(v), veh/h	21	886	64	143	295	279	43	0	209	623	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1797	0	1585	1781	1870	0
Q Serve(g_s), s	1.0	20.5	2.6	7.0	4.9	11.7	1.8	0.0	11.4	15.0	0.0	0.0
Cycle Q Clear(g_c), s	1.0	20.5	2.6	7.0	4.9	11.7	1.8	0.0	11.4	15.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.81		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	32	1075	480	175	1360	606	273	0	241	716	376	0
V/C Ratio(X)	0.65	0.82	0.13	0.82	0.22	0.46	0.16	0.00	0.87	0.87	0.00	0.00
Avail Cap(c_a), veh/h	185	1374	613	185	1374	613	303	0	267	1405	738	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.1	28.7	22.4	39.1	18.4	20.5	32.6	0.0	36.7	34.2	0.0	0.0
Incr Delay (d2), s/veh	7.7	3.1	0.1	21.1	0.1	0.4	0.1	0.0	21.7	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	8.8	1.0	4.0	2.0	4.2	0.8	0.0	5.8	6.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.9	31.7	22.5	60.2	18.4	20.9	32.7	0.0	58.4	35.6	0.0	0.0
LnGrp LOS	D	C	C	E	B	C	C	A	E	D	A	A
Approach Vol, veh/h		971			717			252			623	
Approach Delay, s/veh		31.5			27.7			54.0			35.6	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.5	32.6		22.9	7.4	39.7		18.5				
Change Period (Y+Rc), s	5.8	5.8		5.1	5.8	5.8		5.1				
Max Green Setting (Gmax), s	9.2	34.2		34.9	9.2	34.2		14.9				
Max Q Clear Time (g_c+I1), s	9.0	22.5		17.0	3.0	13.7		13.4				
Green Ext Time (p_c), s	0.0	4.3		0.8	0.0	2.2		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		33.6
HCM 6th LOS		C

Notes

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

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	293	151	20	40	9
Future Vol, veh/h	7	293	151	20	40	9
Conflicting Peds, #/hr	0	0	0	0	3	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	407	210	28	56	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	238	0	-	0	654	226
Stage 1	-	-	-	-	224	-
Stage 2	-	-	-	-	430	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1329	-	-	-	431	813
Stage 1	-	-	-	-	813	-
Stage 2	-	-	-	-	656	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1329	-	-	-	428	812
Mov Cap-2 Maneuver	-	-	-	-	583	-
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	656	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1329	-	-	-	583	812
HCM Lane V/C Ratio	0.007	-	-	-	0.095	0.015
HCM Control Delay (s)	7.7	-	-	-	11.8	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	15	32	7	5	18
Future Vol, veh/h	15	15	32	7	5	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	16	35	8	5	20

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	69	39	0	0	43	0
Stage 1	39	-	-	-	-	-
Stage 2	30	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	936	1033	-	-	1566	-
Stage 1	983	-	-	-	-	-
Stage 2	993	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	933	1033	-	-	1566	-
Mov Cap-2 Maneuver	933	-	-	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	990	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	1.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	980	1566	-
HCM Lane V/C Ratio	-	-	0.033	0.003	-
HCM Control Delay (s)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	5	34	3	2	31
Future Vol, veh/h	6	5	34	3	2	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	5	37	3	2	34

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	77	39	0	0	40	0
Stage 1	39	-	-	-	-	-
Stage 2	38	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	926	1033	-	-	1570	-
Stage 1	983	-	-	-	-	-
Stage 2	984	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	925	1033	-	-	1570	-
Mov Cap-2 Maneuver	925	-	-	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	983	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	971	1570	-
HCM Lane V/C Ratio	-	-	0.012	0.001	-
HCM Control Delay (s)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	36	33	2	4	4
Future Vol, veh/h	1	36	33	2	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	39	36	2	4	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	38	0	-	0	78	37
Stage 1	-	-	-	-	37	-
Stage 2	-	-	-	-	41	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1572	-	-	-	925	1035
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	981	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1572	-	-	-	924	1035
Mov Cap-2 Maneuver	-	-	-	-	924	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	981	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1572	-	-	-	976
HCM Lane V/C Ratio	0.001	-	-	-	0.009
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	35	22	5	14	13
Future Vol, veh/h	5	35	22	5	14	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	38	24	5	15	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	29	0	-	0	75	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	48	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1584	-	-	-	928	1048
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	974	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1584	-	-	-	925	1048
Mov Cap-2 Maneuver	-	-	-	-	925	-
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	974	-

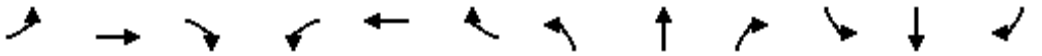
Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1584	-	-	-	980
HCM Lane V/C Ratio	0.003	-	-	-	0.03
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection Level of Service Reports

- Existing Conditions
- 2025 Opening Year No Project Conditions
- 2025 Opening Year Plus Project Conditions
- **2040 Buildout Year No Project Conditions**
- 2040 Buildout Year Plus Project Conditions

1. Shiloh Rd & Skylane Blvd/Golf Course Dr
2. Shiloh Rd & Conde Ln
3. Shiloh Rd & Caletti Ave
4. Shiloh Rd & US 101 Southbound Off-ramp
5. Shiloh Rd & US 101 Northbound Off-ramp
6. Caletti Ave & Pruitt Ave
7. Airport Blvd & Concourse Blvd
8. Airport Blvd & Aviation Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	474	70	245	402	53	33	10	84	94	35	5
Future Volume (veh/h)	13	474	70	245	402	53	33	10	84	94	35	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	521	77	269	442	58	36	11	92	103	38	5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	49	589	489	321	875	726	106	198	454	188	246	32
Arrive On Green	0.03	0.32	0.32	0.18	0.47	0.47	0.06	0.11	0.11	0.11	0.15	0.15
Sat Flow, veh/h	1781	1870	1551	1781	1870	1551	1781	1870	1585	1781	1619	213
Grp Volume(v), veh/h	14	521	77	269	442	58	36	11	92	103	0	43
Grp Sat Flow(s),veh/h/ln	1781	1870	1551	1781	1870	1551	1781	1870	1585	1781	0	1832
Q Serve(g_s), s	0.5	16.8	2.3	9.2	10.4	1.3	1.2	0.3	2.8	3.5	0.0	1.3
Cycle Q Clear(g_c), s	0.5	16.8	2.3	9.2	10.4	1.3	1.2	0.3	2.8	3.5	0.0	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	49	589	489	321	875	726	106	198	454	188	0	279
V/C Ratio(X)	0.29	0.88	0.16	0.84	0.51	0.08	0.34	0.06	0.20	0.55	0.00	0.15
Avail Cap(c_a), veh/h	309	864	717	1432	875	726	449	445	663	590	0	300
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.2	20.6	15.7	25.1	11.8	9.3	28.7	25.5	17.2	26.9	0.0	23.3
Incr Delay (d2), s/veh	1.2	6.9	0.1	2.2	0.4	0.0	0.7	0.1	0.2	0.9	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	7.4	0.8	3.7	3.6	0.4	0.5	0.1	1.0	1.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	27.5	15.8	27.3	12.1	9.4	29.4	25.6	17.3	27.9	0.0	23.5
LnGrp LOS	C	C	B	C	B	A	C	C	B	C	A	C
Approach Vol, veh/h		612			769			139			146	
Approach Delay, s/veh		26.1			17.2			21.1			26.6	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.4	25.7	7.8	14.6	5.7	35.4	10.7	11.6
Change Period (Y+Rc), s	4.0	5.7	4.0	* 4.9	4.0	* 5.7	4.0	4.9
Max Green Setting (Gmax), s	51.0	29.3	16.0	* 10	11.0	* 25	21.0	15.1
Max Q Clear Time (g_c+I1), s	11.2	18.8	3.2	3.3	2.5	12.4	5.5	4.8
Green Ext Time (p_c), s	0.3	1.2	0.0	0.0	0.0	1.0	0.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	21.6
HCM 6th LOS	C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	606	4	13	645	190	4	0	10	244	1	62
Future Volume (veh/h)	42	606	4	13	645	190	4	0	10	244	1	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	673	4	14	717	211	4	0	11	271	1	69
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	138	1424	8	38	836	246	10	0	27	352	1	314
Arrive On Green	0.08	0.39	0.39	0.02	0.31	0.31	0.02	0.00	0.02	0.20	0.20	0.20
Sat Flow, veh/h	1781	3621	22	1781	2691	792	435	0	1198	1775	7	1585
Grp Volume(v), veh/h	47	330	347	14	473	455	15	0	0	272	0	69
Grp Sat Flow(s),veh/h/ln	1781	1777	1866	1781	1777	1706	1633	0	0	1782	0	1585
Q Serve(g_s), s	1.2	6.8	6.8	0.4	12.2	12.2	0.4	0.0	0.0	7.1	0.0	1.8
Cycle Q Clear(g_c), s	1.2	6.8	6.8	0.4	12.2	12.2	0.4	0.0	0.0	7.1	0.0	1.8
Prop In Lane	1.00		0.01	1.00		0.46	0.27		0.73	1.00		1.00
Lane Grp Cap(c), veh/h	138	699	734	38	552	530	37	0	0	353	0	314
V/C Ratio(X)	0.34	0.47	0.47	0.37	0.86	0.86	0.41	0.00	0.00	0.77	0.00	0.22
Avail Cap(c_a), veh/h	719	899	944	584	925	888	519	0	0	767	0	682
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.3	11.0	11.0	23.6	15.8	15.8	23.5	0.0	0.0	18.5	0.0	16.4
Incr Delay (d2), s/veh	0.5	0.2	0.2	2.2	1.9	2.0	2.6	0.0	0.0	1.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.0	2.1	0.2	4.2	4.0	0.2	0.0	0.0	2.7	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.9	11.2	11.2	25.8	17.7	17.8	26.2	0.0	0.0	19.9	0.0	16.5
LnGrp LOS	C	B	B	C	B	B	C	A	A	B	A	B
Approach Vol, veh/h		724			942			15			341	
Approach Delay, s/veh		11.9			17.9			26.2			19.2	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.0	24.5		13.7	9.1	20.5		5.6
Change Period (Y+Rc), s	4.0	5.3		4.0	5.3	* 5.3		4.5
Max Green Setting (Gmax), s	16.0	24.7		21.0	19.7	* 25		15.5
Max Q Clear Time (g_c+I1), s	2.4	8.8		9.1	3.2	14.2		2.4
Green Ext Time (p_c), s	0.0	0.6		0.7	0.0	0.9		0.0

Intersection Summary	
HCM 6th Ctrl Delay	16.0
HCM 6th LOS	B

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

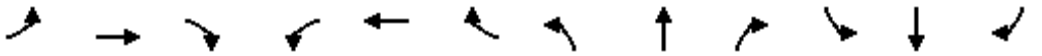
Intersection	
Int Delay, s/veh	3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	844	16	185	834	14	117
Future Vol, veh/h	844	16	185	834	14	117
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	130	-	0	40
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	908	17	199	897	15	126

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	925	0	2212	463
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	1295	-
Critical Hdwy	-	-	4.13	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.219	-	3.519	3.319
Pot Cap-1 Maneuver	-	-	737	-	43	547
Stage 1	-	-	-	-	351	-
Stage 2	-	-	-	-	256	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	737	-	31	547
Mov Cap-2 Maneuver	-	-	-	-	31	-
Stage 1	-	-	-	-	351	-
Stage 2	-	-	-	-	187	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	33.7
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	31	547	-	-	737	-
HCM Lane V/C Ratio	0.486	0.23	-	-	0.27	-
HCM Control Delay (s)	202.3	13.5	-	-	11.7	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	1.6	0.9	-	-	1.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱		↑	↱				↰		↱
Traffic Volume (veh/h)	0	313	648	0	853	416	0	0	0	123	0	166
Future Volume (veh/h)	0	313	648	0	853	416	0	0	0	123	0	166
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1870	0	1870
Adj Flow Rate, veh/h	0	337	0	0	917	0				132	0	178
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	1043		0	1043					342	0	305
Arrive On Green	0.00	0.56	0.00	0.00	0.56	0.00				0.19	0.00	0.19
Sat Flow, veh/h	0	1870	1585	0	1870	1585				1781	0	1585
Grp Volume(v), veh/h	0	337	0	0	917	0				132	0	178
Grp Sat Flow(s),veh/h/ln	0	1870	1585	0	1870	1585				1781	0	1585
Q Serve(g_s), s	0.0	3.9	0.0	0.0	17.2	0.0				2.6	0.0	4.1
Cycle Q Clear(g_c), s	0.0	3.9	0.0	0.0	17.2	0.0				2.6	0.0	4.1
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1043		0	1043					342	0	305
V/C Ratio(X)	0.00	0.32		0.00	0.88					0.39	0.00	0.58
Avail Cap(c_a), veh/h	0	1391		0	1391					883	0	786
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	4.8	0.0	0.0	7.7	0.0				14.2	0.0	14.8
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	4.4	0.0				0.3	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.0	0.0	4.2	0.0				0.9	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	5.0	0.0	0.0	12.1	0.0				14.5	0.0	15.5
LnGrp LOS	A	A		A	B					B	A	B
Approach Vol, veh/h		337			917						310	
Approach Delay, s/veh		5.0			12.1						15.1	
Approach LOS		A			B						B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		28.4		12.0		28.4						
Change Period (Y+Rc), s		* 5.9		* 4.2		5.9						
Max Green Setting (Gmax), s		* 30		* 20		30.0						
Max Q Clear Time (g_c+I1), s		5.9		6.1		19.2						
Green Ext Time (p_c), s		1.9		0.4		3.3						

Intersection Summary		
HCM 6th Ctrl Delay		11.2
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	344	92	0	671	125	598	0	340	0	0	0
Future Volume (veh/h)	0	344	92	0	671	125	598	0	340	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	374	0	0	729	0	650	0	370			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1479		0	778		700	0	1097			
Arrive On Green	0.00	0.42	0.00	0.00	0.42	0.00	0.39	0.00	0.39			
Sat Flow, veh/h	0	3647	1585	0	1870	1585	1781	0	2790			
Grp Volume(v), veh/h	0	374	0	0	729	0	650	0	370			
Grp Sat Flow(s),veh/h/ln	0	1777	1585	0	1870	1585	1781	0	1395			
Q Serve(g_s), s	0.0	3.3	0.0	0.0	17.8	0.0	16.6	0.0	4.4			
Cycle Q Clear(g_c), s	0.0	3.3	0.0	0.0	17.8	0.0	16.6	0.0	4.4			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1479		0	778		700	0	1097			
V/C Ratio(X)	0.00	0.25		0.00	0.94		0.93	0.00	0.34			
Avail Cap(c_a), veh/h	0	1489		0	784		1866	0	2922			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	9.1	0.0	0.0	13.3	0.0	13.8	0.0	10.1			
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	18.2	0.0	2.5	0.0	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.9	0.0	0.0	9.2	0.0	5.7	0.0	1.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.1	0.0	0.0	31.5	0.0	16.3	0.0	10.2			
LnGrp LOS	A	A		A	C		B	A	B			
Approach Vol, veh/h		374			729			1020				
Approach Delay, s/veh		9.1			31.5			14.1				
Approach LOS		A			C			B				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		24.8				24.8		23.0				
Change Period (Y+Rc), s		4.9				4.9		4.2				
Max Green Setting (Gmax), s		20.0				20.0		50.0				
Max Q Clear Time (g_c+I1), s		5.3				19.8		18.6				
Green Ext Time (p_c), s		1.0				0.1		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	46	70	11	72	114
Future Vol, veh/h	4	46	70	11	72	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	49	75	12	77	123

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	358	81	0	0	87	0
Stage 1	81	-	-	-	-	-
Stage 2	277	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	640	979	-	-	1509	-
Stage 1	942	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	605	979	-	-	1509	-
Mov Cap-2 Maneuver	605	-	-	-	-	-
Stage 1	942	-	-	-	-	-
Stage 2	728	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	2.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	933	1509	-
HCM Lane V/C Ratio	-	-	0.058	0.051	-
HCM Control Delay (s)	-	-	9.1	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

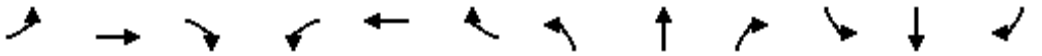
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	61	282	715	70	11	25
Future Vol, veh/h	61	282	715	70	11	25
Conflicting Peds, #/hr	1	0	0	1	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	100	-	-	90	25	0
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	297	753	74	12	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	828	0	-	0	1179	756
Stage 1	-	-	-	-	754	-
Stage 2	-	-	-	-	425	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	803	-	-	-	211	408
Stage 1	-	-	-	-	465	-
Stage 2	-	-	-	-	659	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	802	-	-	-	194	407
Mov Cap-2 Maneuver	-	-	-	-	373	-
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	658	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	802	-	-	-	373	407
HCM Lane V/C Ratio	0.08	-	-	-	0.031	0.065
HCM Control Delay (s)	9.9	-	-	-	15	14.5
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.1	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	296	53	224	848	548	103	23	217	222	32	16
Future Volume (veh/h)	11	296	53	224	848	548	103	23	217	222	32	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	329	59	249	942	609	114	26	241	290	0	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	21	1133	505	210	1510	660	256	58	278	388	204	0
Arrive On Green	0.01	0.32	0.32	0.12	0.42	0.42	0.18	0.18	0.18	0.11	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1552	1463	334	1585	3563	1870	0
Grp Volume(v), veh/h	12	329	59	249	942	609	140	0	241	290	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1552	1797	0	1585	1781	1870	0
Q Serve(g_s), s	0.5	5.4	2.1	9.2	16.2	29.0	5.4	0.0	11.5	6.2	0.0	0.0
Cycle Q Clear(g_c), s	0.5	5.4	2.1	9.2	16.2	29.0	5.4	0.0	11.5	6.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.81		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	21	1133	505	210	1510	660	315	0	278	388	204	0
V/C Ratio(X)	0.57	0.29	0.12	1.19	0.62	0.92	0.44	0.00	0.87	0.75	0.00	0.00
Avail Cap(c_a), veh/h	210	1557	695	210	1557	680	343	0	303	1593	836	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	38.4	20.0	18.8	34.4	17.6	21.2	28.8	0.0	31.3	33.7	0.0	0.0
Incr Delay (d2), s/veh	8.9	0.1	0.1	121.4	0.7	17.9	0.4	0.0	20.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.2	0.7	10.9	6.2	12.8	2.3	0.0	5.8	2.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.2	20.1	18.9	155.8	18.2	39.1	29.2	0.0	51.3	34.8	0.0	0.0
LnGrp LOS	D	C	B	F	B	D	C	A	D	C	A	A
Approach Vol, veh/h		400			1800			381			290	
Approach Delay, s/veh		20.7			44.3			43.2			34.8	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	30.7		13.6	6.7	39.0		18.8				
Change Period (Y+Rc), s	5.8	5.8		5.1	5.8	5.8		5.1				
Max Green Setting (Gmax), s	9.2	34.2		34.9	9.2	34.2		14.9				
Max Q Clear Time (g_c+I1), s	11.2	7.4		8.2	2.5	31.0		13.5				
Green Ext Time (p_c), s	0.0	1.9		0.4	0.0	2.2		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		39.9	
HCM 6th LOS		D	

Notes

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

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	211	382	15	15	10
Future Vol, veh/h	10	211	382	15	15	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	301	546	21	21	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	567	0	-	0	886	557
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	329	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1005	-	-	-	315	530
Stage 1	-	-	-	-	574	-
Stage 2	-	-	-	-	729	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1005	-	-	-	311	530
Mov Cap-2 Maneuver	-	-	-	-	492	-
Stage 1	-	-	-	-	566	-
Stage 2	-	-	-	-	729	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1005	-	-	-	492	530
HCM Lane V/C Ratio	0.014	-	-	-	0.044	0.027
HCM Control Delay (s)	8.6	-	-	-	12.7	12
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	25	0	0	25
Future Vol, veh/h	0	0	25	0	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	27	0	0	27

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	54	27	0	0	27	0
Stage 1	27	-	-	-	-	-
Stage 2	27	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	954	1048	-	-	1587	-
Stage 1	996	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	954	1048	-	-	1587	-
Mov Cap-2 Maneuver	954	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	996	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1587	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	25	0	0	25
Future Vol, veh/h	0	0	25	0	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	27	0	0	27

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	54	27	0	0	27	0
Stage 1	27	-	-	-	-	-
Stage 2	27	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	954	1048	-	-	1587	-
Stage 1	996	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	954	1048	-	-	1587	-
Mov Cap-2 Maneuver	954	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	996	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1587	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	25	25	0	0	0
Future Vol, veh/h	0	25	25	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	27	27	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	27	0	-	0	54	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	27	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1587	-	-	-	954	1048
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	996	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1587	-	-	-	954	1048
Mov Cap-2 Maneuver	-	-	-	-	954	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	996	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1587	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

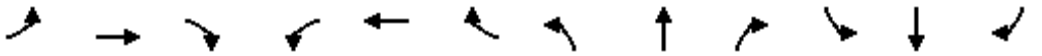
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	25	25	0	0	0
Future Vol, veh/h	0	25	25	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	27	27	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	27	0	-	0	54	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	27	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1587	-	-	-	954	1048
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	996	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1587	-	-	-	954	1048
Mov Cap-2 Maneuver	-	-	-	-	954	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	996	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1587	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	273	30	120	378	92	78	38	350	81	18	4
Future Volume (veh/h)	14	273	30	120	378	92	78	38	350	81	18	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	317	35	140	440	107	91	44	407	94	21	5
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	389	329	216	557	472	187	470	590	189	369	88
Arrive On Green	0.03	0.21	0.21	0.12	0.30	0.30	0.10	0.25	0.25	0.11	0.25	0.25
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	1460	348
Grp Volume(v), veh/h	16	317	35	140	440	107	91	44	407	94	0	26
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	0	1808
Q Serve(g_s), s	0.5	9.6	1.1	4.4	12.8	3.0	2.9	1.1	12.9	3.0	0.0	0.6
Cycle Q Clear(g_c), s	0.5	9.6	1.1	4.4	12.8	3.0	2.9	1.1	12.9	3.0	0.0	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	56	389	329	216	557	472	187	470	590	189	0	457
V/C Ratio(X)	0.29	0.82	0.11	0.65	0.79	0.23	0.49	0.09	0.69	0.50	0.00	0.06
Avail Cap(c_a), veh/h	330	924	783	1531	779	660	480	476	596	630	0	457
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.1	22.4	19.0	24.9	19.1	15.7	25.1	17.0	15.7	25.0	0.0	16.8
Incr Delay (d2), s/veh	1.0	3.2	0.1	1.2	3.2	0.2	0.7	0.1	3.1	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.0	0.4	1.8	5.2	1.0	1.2	0.4	4.6	1.2	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.1	25.6	19.1	26.1	22.3	15.9	25.8	17.1	18.8	25.8	0.0	16.9
LnGrp LOS	C	C	B	C	C	B	C	B	B	C	A	B
Approach Vol, veh/h		368			687			542			120	
Approach Delay, s/veh		25.1			22.1			19.8			23.8	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	18.0	10.2	19.9	5.9	23.4	10.3	19.8
Change Period (Y+Rc), s	4.0	5.7	4.0	* 4.9	4.0	* 5.7	4.0	4.9
Max Green Setting (Gmax), s	51.0	29.3	16.0	* 10	11.0	* 25	21.0	15.1
Max Q Clear Time (g_c+I1), s	6.4	11.6	4.9	2.6	2.5	14.8	5.0	14.9
Green Ext Time (p_c), s	0.1	0.7	0.1	0.0	0.0	1.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	625	1	14	551	265	9	3	22	309	0	51
Future Volume (veh/h)	78	625	1	14	551	265	9	3	22	309	0	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	687	1	15	605	291	10	3	24	340	0	56
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	183	1454	2	40	690	332	21	6	50	407	0	362
Arrive On Green	0.10	0.40	0.40	0.02	0.30	0.30	0.05	0.05	0.05	0.23	0.00	0.23
Sat Flow, veh/h	1781	3641	5	1781	2327	1119	447	134	1073	1781	0	1585
Grp Volume(v), veh/h	86	335	353	15	462	434	37	0	0	340	0	56
Grp Sat Flow(s),veh/h/ln	1781	1777	1869	1781	1777	1669	1655	0	0	1781	0	1585
Q Serve(g_s), s	2.7	8.2	8.2	0.5	14.5	14.5	1.3	0.0	0.0	10.7	0.0	1.7
Cycle Q Clear(g_c), s	2.7	8.2	8.2	0.5	14.5	14.5	1.3	0.0	0.0	10.7	0.0	1.7
Prop In Lane	1.00		0.00	1.00		0.67	0.27		0.65	1.00		1.00
Lane Grp Cap(c), veh/h	183	709	746	40	527	495	77	0	0	407	0	362
V/C Ratio(X)	0.47	0.47	0.47	0.38	0.88	0.88	0.48	0.00	0.00	0.83	0.00	0.15
Avail Cap(c_a), veh/h	599	749	788	486	770	723	437	0	0	638	0	568
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.8	13.0	13.0	28.3	19.6	19.6	27.3	0.0	0.0	21.6	0.0	18.1
Incr Delay (d2), s/veh	0.7	0.2	0.2	2.2	5.8	6.2	1.7	0.0	0.0	3.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.7	2.8	0.2	5.9	5.6	0.5	0.0	0.0	4.4	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.5	13.2	13.2	30.5	25.4	25.8	29.0	0.0	0.0	24.6	0.0	18.2
LnGrp LOS	C	B	B	C	C	C	C	A	A	C	A	B
Approach Vol, veh/h		774			911			37			396	
Approach Delay, s/veh		14.6			25.7			29.0			23.7	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.3	28.7		17.4	11.3	22.7		7.2
Change Period (Y+Rc), s	4.0	5.3		4.0	5.3	* 5.3		4.5
Max Green Setting (Gmax), s	16.0	24.7		21.0	19.7	* 25		15.5
Max Q Clear Time (g_c+I1), s	2.5	10.2		12.7	4.7	16.5		3.3
Green Ext Time (p_c), s	0.0	0.6		0.8	0.0	0.9		0.0

Intersection Summary	
HCM 6th Ctrl Delay	21.3
HCM 6th LOS	C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

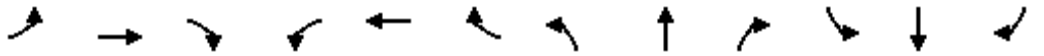
Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	934	22	80	816	14	152
Future Vol, veh/h	934	22	80	816	14	152
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	130	-	0	40
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1061	25	91	927	16	173

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1086	0	2183	543
Stage 1	-	-	-	-	1074	-
Stage 2	-	-	-	-	1109	-
Critical Hdwy	-	-	4.13	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.219	-	3.519	3.319
Pot Cap-1 Maneuver	-	-	640	-	44	485
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	315	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	640	-	38	485
Mov Cap-2 Maneuver	-	-	-	-	38	-
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	270	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	28.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	38	485	-	-	640	-
HCM Lane V/C Ratio	0.419	0.356	-	-	0.142	-
HCM Control Delay (s)	155.9	16.5	-	-	11.6	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	1.4	1.6	-	-	0.5	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	473	613	0	776	418	0	0	0	171	0	120
Future Volume (veh/h)	0	473	613	0	776	418	0	0	0	171	0	120
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1870	0	1870
Adj Flow Rate, veh/h	0	531	0	0	872	0				192	0	135
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	1008		0	1008					357	0	317
Arrive On Green	0.00	0.54	0.00	0.00	0.54	0.00				0.20	0.00	0.20
Sat Flow, veh/h	0	1870	1585	0	1870	1585				1781	0	1585
Grp Volume(v), veh/h	0	531	0	0	872	0				192	0	135
Grp Sat Flow(s),veh/h/ln	0	1870	1585	0	1870	1585				1781	0	1585
Q Serve(g_s), s	0.0	7.1	0.0	0.0	15.6	0.0				3.7	0.0	2.9
Cycle Q Clear(g_c), s	0.0	7.1	0.0	0.0	15.6	0.0				3.7	0.0	2.9
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1008		0	1008					357	0	317
V/C Ratio(X)	0.00	0.53		0.00	0.86					0.54	0.00	0.43
Avail Cap(c_a), veh/h	0	1448		0	1448					919	0	818
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	5.7	0.0	0.0	7.7	0.0				13.9	0.0	13.5
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	2.9	0.0				0.5	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.3	0.0	0.0	3.5	0.0				1.3	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.2	0.0	0.0	10.6	0.0				14.4	0.0	13.9
LnGrp LOS	A	A		A	B					B	A	B
Approach Vol, veh/h		531			872						327	
Approach Delay, s/veh		6.2			10.6						14.2	
Approach LOS		A			B						B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		26.8		12.0		26.8						
Change Period (Y+Rc), s		* 5.9		* 4.2		5.9						
Max Green Setting (Gmax), s		* 30		* 20		30.0						
Max Q Clear Time (g_c+I1), s		9.1		5.7		17.6						
Green Ext Time (p_c), s		3.2		0.4		3.3						

Intersection Summary		
HCM 6th Ctrl Delay	9.9	
HCM 6th LOS	A	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	456	188	0	674	204	520	0	650	0	0	0
Future Volume (veh/h)	0	456	188	0	674	204	520	0	650	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	470	0	0	695	0	536	0	670			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1445		0	760		702	0	1100			
Arrive On Green	0.00	0.41	0.00	0.00	0.41	0.00	0.39	0.00	0.39			
Sat Flow, veh/h	0	3647	1585	0	1870	1585	1781	0	2790			
Grp Volume(v), veh/h	0	470	0	0	695	0	536	0	670			
Grp Sat Flow(s),veh/h/ln	0	1777	1585	0	1870	1585	1781	0	1395			
Q Serve(g_s), s	0.0	4.1	0.0	0.0	16.0	0.0	11.9	0.0	8.7			
Cycle Q Clear(g_c), s	0.0	4.1	0.0	0.0	16.0	0.0	11.9	0.0	8.7			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1445		0	760		702	0	1100			
V/C Ratio(X)	0.00	0.33		0.00	0.91		0.76	0.00	0.61			
Avail Cap(c_a), veh/h	0	1556		0	819		1950	0	3055			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	9.3	0.0	0.0	12.8	0.0	12.0	0.0	11.0			
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	13.5	0.0	0.7	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	1.1	0.0	0.0	7.5	0.0	3.8	0.0	2.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.3	0.0	0.0	26.3	0.0	12.6	0.0	11.2			
LnGrp LOS	A	A		A	C		B	A	B			
Approach Vol, veh/h		470			695			1206				
Approach Delay, s/veh		9.3			26.3			11.9				
Approach LOS		A			C			B				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		23.5				23.5		22.2				
Change Period (Y+Rc), s		4.9				4.9		4.2				
Max Green Setting (Gmax), s		20.0				20.0		50.0				
Max Q Clear Time (g_c+I1), s		6.1				18.0		13.9				
Green Ext Time (p_c), s		1.3				0.5		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	53	98	5	27	77
Future Vol, veh/h	6	53	98	5	27	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	61	113	6	31	89

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	267	116	0	0	119	0
Stage 1	116	-	-	-	-	-
Stage 2	151	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	722	936	-	-	1469	-
Stage 1	909	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	706	936	-	-	1469	-
Mov Cap-2 Maneuver	706	-	-	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	858	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	1.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	906	1469	-
HCM Lane V/C Ratio	-	-	0.075	0.021	-
HCM Control Delay (s)	-	-	9.3	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

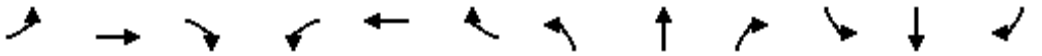
Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	33	624	276	29	79	49
Future Vol, veh/h	33	624	276	29	79	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	100	-	-	90	25	0
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	743	329	35	94	58

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	364	0	-	0	1150	329
Stage 1	-	-	-	-	329	-
Stage 2	-	-	-	-	821	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1195	-	-	-	219	712
Stage 1	-	-	-	-	729	-
Stage 2	-	-	-	-	432	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1195	-	-	-	212	712
Mov Cap-2 Maneuver	-	-	-	-	385	-
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	432	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1195	-	-	-	385	712
HCM Lane V/C Ratio	0.033	-	-	-	0.244	0.082
HCM Control Delay (s)	8.1	-	-	-	17.3	10.5
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	836	61	135	278	249	33	7	197	514	26	21
Future Volume (veh/h)	19	836	61	135	278	249	33	7	197	514	26	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	909	66	147	302	271	36	8	214	600	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	32	1092	487	179	1385	618	227	51	245	691	363	0
Arrive On Green	0.02	0.31	0.31	0.10	0.39	0.39	0.15	0.15	0.15	0.19	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1470	327	1585	3563	1870	0
Grp Volume(v), veh/h	21	909	66	147	302	271	44	0	214	600	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1797	0	1585	1781	1870	0
Q Serve(g_s), s	1.0	21.3	2.7	7.2	5.1	11.3	1.9	0.0	11.8	14.6	0.0	0.0
Cycle Q Clear(g_c), s	1.0	21.3	2.7	7.2	5.1	11.3	1.9	0.0	11.8	14.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.82		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	32	1092	487	179	1385	618	278	0	245	691	363	0
V/C Ratio(X)	0.65	0.83	0.14	0.82	0.22	0.44	0.16	0.00	0.87	0.87	0.00	0.00
Avail Cap(c_a), veh/h	183	1357	605	183	1385	618	299	0	264	1388	729	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.7	28.9	22.4	39.5	18.2	20.1	32.8	0.0	37.0	35.0	0.0	0.0
Incr Delay (d2), s/veh	7.8	3.5	0.1	22.9	0.1	0.4	0.1	0.0	23.5	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	9.3	1.0	4.2	2.0	4.1	0.8	0.0	6.1	6.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.5	32.3	22.5	62.3	18.3	20.5	32.9	0.0	60.5	36.3	0.0	0.0
LnGrp LOS	D	C	C	E	B	C	C	A	E	D	A	A
Approach Vol, veh/h		996			720			258			600	
Approach Delay, s/veh		32.1			28.1			55.8			36.3	
Approach LOS		C			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.8	33.3		22.5	7.4	40.7		18.9				
Change Period (Y+Rc), s	5.8	5.8		5.1	5.8	5.8		5.1				
Max Green Setting (Gmax), s	9.2	34.2		34.9	9.2	34.2		14.9				
Max Q Clear Time (g_c+I1), s	9.2	23.3		16.6	3.0	13.3		13.8				
Green Ext Time (p_c), s	0.0	4.2		0.8	0.0	2.3		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		34.3	
HCM 6th LOS		C	

Notes

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

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	301	155	15	15	10
Future Vol, veh/h	10	301	155	15	15	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	418	215	21	21	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	236	0	-	0	672	226
Stage 1	-	-	-	-	226	-
Stage 2	-	-	-	-	446	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1331	-	-	-	421	813
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	645	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1331	-	-	-	416	813
Mov Cap-2 Maneuver	-	-	-	-	573	-
Stage 1	-	-	-	-	803	-
Stage 2	-	-	-	-	645	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1331	-	-	-	573	813
HCM Lane V/C Ratio	0.01	-	-	-	0.036	0.017
HCM Control Delay (s)	7.7	-	-	-	11.5	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	25	0	0	25
Future Vol, veh/h	0	0	25	0	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	27	0	0	27

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	54	27	0	0	27	0
Stage 1	27	-	-	-	-	-
Stage 2	27	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	954	1048	-	-	1587	-
Stage 1	996	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	954	1048	-	-	1587	-
Mov Cap-2 Maneuver	954	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	996	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1587	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	25	0	0	25
Future Vol, veh/h	0	0	25	0	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	27	0	0	27

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	54	27	0	0	27	0
Stage 1	27	-	-	-	-	-
Stage 2	27	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	954	1048	-	-	1587	-
Stage 1	996	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	954	1048	-	-	1587	-
Mov Cap-2 Maneuver	954	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	996	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1587	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	25	25	0	0	0
Future Vol, veh/h	0	25	25	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	27	27	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	27	0	-	0	54	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	27	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1587	-	-	-	954	1048
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	996	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1587	-	-	-	954	1048
Mov Cap-2 Maneuver	-	-	-	-	954	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	996	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1587	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	25	25	0	0	0
Future Vol, veh/h	0	25	25	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	27	27	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	27	0	-	0	54	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	27	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1587	-	-	-	954	1048
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	996	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1587	-	-	-	954	1048
Mov Cap-2 Maneuver	-	-	-	-	954	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	996	-

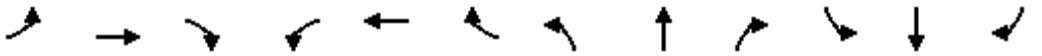
Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1587	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection Level of Service Reports

- Existing Conditions
- 2025 Opening Year No Project Conditions
- 2025 Opening Year Plus Project Conditions
- 2040 Buildout Year No Project Conditions
- **2040 Buildout Year Plus Project Conditions**

1. Shiloh Rd & Skylane Blvd/Golf Course Dr
2. Shiloh Rd & Conde Ln
3. Shiloh Rd & Caletti Ave
4. Shiloh Rd & US 101 Southbound Off-ramp
5. Shiloh Rd & US 101 Northbound Off-ramp
6. Caletti Ave & Pruitt Ave
7. Airport Blvd & Concourse Blvd
8. Airport Blvd & Aviation Blvd
9. Aviation Blvd & Pruitt Ave extension (future intersection constructed by the project)
10. Pruitt Ave & Site Dwy 1
11. Pruitt Ave & Site Dwy 4
12. Pruitt Ave & Site Dwy 7
13. Pruitt Ave & Site Dwy 9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	479	70	245	403	53	33	10	84	94	35	5
Future Volume (veh/h)	13	479	70	245	403	53	33	10	84	94	35	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	526	77	269	443	58	36	11	92	103	38	5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	49	594	492	321	879	729	105	197	453	187	245	32
Arrive On Green	0.03	0.32	0.32	0.18	0.47	0.47	0.06	0.11	0.11	0.11	0.15	0.15
Sat Flow, veh/h	1781	1870	1552	1781	1870	1551	1781	1870	1585	1781	1619	213
Grp Volume(v), veh/h	14	526	77	269	443	58	36	11	92	103	0	43
Grp Sat Flow(s),veh/h/ln	1781	1870	1552	1781	1870	1551	1781	1870	1585	1781	0	1832
Q Serve(g_s), s	0.5	17.0	2.3	9.3	10.5	1.3	1.2	0.3	2.8	3.5	0.0	1.3
Cycle Q Clear(g_c), s	0.5	17.0	2.3	9.3	10.5	1.3	1.2	0.3	2.8	3.5	0.0	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	49	594	492	321	879	729	105	197	453	187	0	278
V/C Ratio(X)	0.29	0.89	0.16	0.84	0.50	0.08	0.34	0.06	0.20	0.55	0.00	0.15
Avail Cap(c_a), veh/h	307	859	713	1425	879	729	447	443	661	587	0	299
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.4	20.7	15.6	25.2	11.7	9.3	28.8	25.7	17.3	27.1	0.0	23.5
Incr Delay (d2), s/veh	1.2	7.2	0.1	2.3	0.3	0.0	0.7	0.1	0.2	0.9	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	7.6	0.8	3.7	3.6	0.4	0.5	0.1	1.0	1.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.6	27.9	15.7	27.5	12.1	9.3	29.5	25.8	17.4	28.0	0.0	23.7
LnGrp LOS	C	C	B	C	B	A	C	C	B	C	A	C
Approach Vol, veh/h		617			770			139			146	
Approach Delay, s/veh		26.4			17.3			21.2			26.8	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.5	25.9	7.8	14.6	5.8	35.7	10.7	11.6
Change Period (Y+Rc), s	4.0	5.7	4.0	* 4.9	4.0	* 5.7	4.0	4.9
Max Green Setting (Gmax), s	51.0	29.3	16.0	* 10	11.0	* 25	21.0	15.1
Max Q Clear Time (g_c+I1), s	11.3	19.0	3.2	3.3	2.5	12.5	5.5	4.8
Green Ext Time (p_c), s	0.3	1.2	0.0	0.0	0.0	1.0	0.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	611	4	13	646	190	4	0	10	244	1	62
Future Volume (veh/h)	42	611	4	13	646	190	4	0	10	244	1	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	679	4	14	718	211	4	0	11	271	1	69
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	138	1425	8	38	837	246	10	0	27	352	1	314
Arrive On Green	0.08	0.39	0.39	0.02	0.31	0.31	0.02	0.00	0.02	0.20	0.20	0.20
Sat Flow, veh/h	1781	3621	21	1781	2692	791	435	0	1198	1775	7	1585
Grp Volume(v), veh/h	47	333	350	14	474	455	15	0	0	272	0	69
Grp Sat Flow(s),veh/h/ln	1781	1777	1866	1781	1777	1707	1633	0	0	1782	0	1585
Q Serve(g_s), s	1.2	6.8	6.8	0.4	12.2	12.2	0.4	0.0	0.0	7.1	0.0	1.8
Cycle Q Clear(g_c), s	1.2	6.8	6.8	0.4	12.2	12.2	0.4	0.0	0.0	7.1	0.0	1.8
Prop In Lane	1.00		0.01	1.00		0.46	0.27		0.73	1.00		1.00
Lane Grp Cap(c), veh/h	138	699	734	38	553	531	37	0	0	353	0	314
V/C Ratio(X)	0.34	0.48	0.48	0.37	0.86	0.86	0.41	0.00	0.00	0.77	0.00	0.22
Avail Cap(c_a), veh/h	719	899	944	584	924	888	518	0	0	766	0	682
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.4	11.1	11.1	23.6	15.8	15.8	23.5	0.0	0.0	18.5	0.0	16.4
Incr Delay (d2), s/veh	0.5	0.2	0.2	2.2	2.0	2.1	2.6	0.0	0.0	1.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.0	2.1	0.2	4.2	4.0	0.2	0.0	0.0	2.7	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.9	11.2	11.2	25.8	17.8	17.9	26.2	0.0	0.0	19.9	0.0	16.5
LnGrp LOS	C	B	B	C	B	B	C	A	A	B	A	B
Approach Vol, veh/h		730			943			15			341	
Approach Delay, s/veh		11.9			17.9			26.2			19.2	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.0	24.5		13.7	9.1	20.5		5.6
Change Period (Y+Rc), s	4.0	5.3		4.0	5.3	* 5.3		4.5
Max Green Setting (Gmax), s	16.0	24.7		21.0	19.7	* 25		15.5
Max Q Clear Time (g_c+I1), s	2.4	8.8		9.1	3.2	14.2		2.4
Green Ext Time (p_c), s	0.0	0.6		0.7	0.0	0.9		0.0

Intersection Summary	
HCM 6th Ctrl Delay	16.0
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

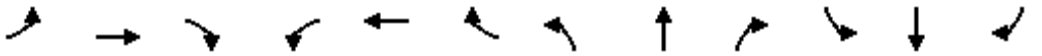
Intersection	
Int Delay, s/veh	4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	844	21	224	834	15	126
Future Vol, veh/h	844	21	224	834	15	126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	130	-	0	40
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	908	23	241	897	16	135

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	931	0	2299	466
Stage 1	-	-	-	-	920	-
Stage 2	-	-	-	-	1379	-
Critical Hdwy	-	-	4.13	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.219	-	3.519	3.319
Pot Cap-1 Maneuver	-	-	733	-	37	544
Stage 1	-	-	-	-	350	-
Stage 2	-	-	-	-	233	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	733	-	25	544
Mov Cap-2 Maneuver	-	-	-	-	25	-
Stage 1	-	-	-	-	350	-
Stage 2	-	-	-	-	156	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	43
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	25	544	-	-	733	-
HCM Lane V/C Ratio	0.645	0.249	-	-	0.329	-
HCM Control Delay (s)	288.7	13.8	-	-	12.3	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	2	1	-	-	1.4	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱		↑	↱				↰		↱
Traffic Volume (veh/h)	0	319	651	0	872	416	0	0	0	123	0	186
Future Volume (veh/h)	0	319	651	0	872	416	0	0	0	123	0	186
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1870	0	1870
Adj Flow Rate, veh/h	0	343	0	0	938	0				132	0	200
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	1057		0	1057					338	0	301
Arrive On Green	0.00	0.57	0.00	0.00	0.57	0.00				0.19	0.00	0.19
Sat Flow, veh/h	0	1870	1585	0	1870	1585				1781	0	1585
Grp Volume(v), veh/h	0	343	0	0	938	0				132	0	200
Grp Sat Flow(s),veh/h/ln	0	1870	1585	0	1870	1585				1781	0	1585
Q Serve(g_s), s	0.0	4.0	0.0	0.0	18.0	0.0				2.7	0.0	4.8
Cycle Q Clear(g_c), s	0.0	4.0	0.0	0.0	18.0	0.0				2.7	0.0	4.8
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1057		0	1057					338	0	301
V/C Ratio(X)	0.00	0.32		0.00	0.89					0.39	0.00	0.67
Avail Cap(c_a), veh/h	0	1361		0	1361					864	0	769
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	4.8	0.0	0.0	7.8	0.0				14.6	0.0	15.5
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	5.2	0.0				0.3	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.0	0.0	4.6	0.0				0.9	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	4.9	0.0	0.0	13.0	0.0				14.9	0.0	16.4
LnGrp LOS	A	A		A	B					B	A	B
Approach Vol, veh/h		343			938						332	
Approach Delay, s/veh		4.9			13.0						15.8	
Approach LOS		A			B						B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		29.2		12.0		29.2						
Change Period (Y+Rc), s		* 5.9		* 4.2		5.9						
Max Green Setting (Gmax), s		* 30		* 20		30.0						
Max Q Clear Time (g_c+I1), s		6.0		6.8		20.0						
Green Ext Time (p_c), s		1.9		0.5		3.3						

Intersection Summary		
HCM 6th Ctrl Delay	11.9	
HCM 6th LOS	B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	345	97	0	676	125	612	0	340	0	0	0
Future Volume (veh/h)	0	345	97	0	676	125	612	0	340	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	375	0	0	735	0	665	0	370			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1464		0	770		714	0	1118			
Arrive On Green	0.00	0.41	0.00	0.00	0.41	0.00	0.40	0.00	0.40			
Sat Flow, veh/h	0	3647	1585	0	1870	1585	1781	0	2790			
Grp Volume(v), veh/h	0	375	0	0	735	0	665	0	370			
Grp Sat Flow(s),veh/h/ln	0	1777	1585	0	1870	1585	1781	0	1395			
Q Serve(g_s), s	0.0	3.4	0.0	0.0	18.5	0.0	17.3	0.0	4.4			
Cycle Q Clear(g_c), s	0.0	3.4	0.0	0.0	18.5	0.0	17.3	0.0	4.4			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1464		0	770		714	0	1118			
V/C Ratio(X)	0.00	0.26		0.00	0.95		0.93	0.00	0.33			
Avail Cap(c_a), veh/h	0	1464		0	770		1834	0	2872			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	9.4	0.0	0.0	13.8	0.0	13.9	0.0	10.1			
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	21.7	0.0	2.5	0.0	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	1.0	0.0	0.0	10.2	0.0	6.0	0.0	1.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.4	0.0	0.0	35.6	0.0	16.4	0.0	10.1			
LnGrp LOS	A	A		A	D		B	A	B			
Approach Vol, veh/h		375			735			1035				
Approach Delay, s/veh		9.4			35.6			14.2				
Approach LOS		A			D			B				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		24.9				24.9		23.7				
Change Period (Y+Rc), s		4.9				4.9		4.2				
Max Green Setting (Gmax), s		20.0				20.0		50.0				
Max Q Clear Time (g_c+I1), s		5.4				20.5		19.3				
Green Ext Time (p_c), s		1.0				0.0		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	3.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	56	70	11	116	114
Future Vol, veh/h	4	56	70	11	116	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	60	75	12	125	123

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	454	81	0	0	87	0
Stage 1	81	-	-	-	-	-
Stage 2	373	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	564	979	-	-	1509	-
Stage 1	942	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	514	979	-	-	1509	-
Mov Cap-2 Maneuver	514	-	-	-	-	-
Stage 1	942	-	-	-	-	-
Stage 2	634	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	3.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	923	1509	-
HCM Lane V/C Ratio	-	-	0.07	0.083	-
HCM Control Delay (s)	-	-	9.2	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.3	-

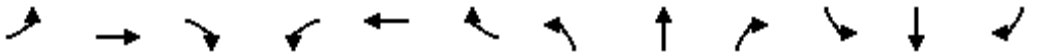
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	64	284	715	70	11	26
Future Vol, veh/h	64	284	715	70	11	26
Conflicting Peds, #/hr	1	0	0	1	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	100	-	-	90	25	0
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	67	299	753	74	12	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	828	0	-	0	1187	756
Stage 1	-	-	-	-	754	-
Stage 2	-	-	-	-	433	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	803	-	-	-	208	408
Stage 1	-	-	-	-	465	-
Stage 2	-	-	-	-	654	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	802	-	-	-	190	407
Mov Cap-2 Maneuver	-	-	-	-	371	-
Stage 1	-	-	-	-	425	-
Stage 2	-	-	-	-	653	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	14.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	802	-	-	-	371	407
HCM Lane V/C Ratio	0.084	-	-	-	0.031	0.067
HCM Control Delay (s)	9.9	-	-	-	15	14.5
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.1	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	296	53	224	848	590	103	23	217	232	32	16
Future Volume (veh/h)	13	296	53	224	848	590	103	23	217	232	32	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	329	59	249	942	656	114	26	241	301	0	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	24	1159	517	205	1521	664	255	58	276	397	208	0
Arrive On Green	0.01	0.33	0.33	0.12	0.43	0.43	0.17	0.17	0.17	0.11	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1552	1463	334	1585	3563	1870	0
Grp Volume(v), veh/h	14	329	59	249	942	656	140	0	241	301	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1552	1797	0	1585	1781	1870	0
Q Serve(g_s), s	0.6	5.5	2.1	9.2	16.5	33.5	5.6	0.0	11.8	6.6	0.0	0.0
Cycle Q Clear(g_c), s	0.6	5.5	2.1	9.2	16.5	33.5	5.6	0.0	11.8	6.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.81		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	24	1159	517	205	1521	664	313	0	276	397	208	0
V/C Ratio(X)	0.59	0.28	0.11	1.21	0.62	0.99	0.45	0.00	0.87	0.76	0.00	0.00
Avail Cap(c_a), veh/h	205	1521	678	205	1521	664	335	0	296	1556	817	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	39.2	20.0	18.8	35.4	17.8	22.6	29.5	0.0	32.1	34.5	0.0	0.0
Incr Delay (d2), s/veh	8.3	0.1	0.1	132.5	0.7	31.6	0.4	0.0	21.4	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.2	0.7	11.4	6.4	16.9	2.4	0.0	6.0	2.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.5	20.1	18.9	167.9	18.5	54.3	29.9	0.0	53.5	35.6	0.0	0.0
LnGrp LOS	D	C	B	F	B	D	C	A	D	D	A	A
Approach Vol, veh/h		402			1847			381			301	
Approach Delay, s/veh		20.9			51.3			44.9			35.6	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	31.9		14.0	6.9	40.0		19.0				
Change Period (Y+Rc), s	5.8	5.8		5.1	5.8	5.8		5.1				
Max Green Setting (Gmax), s	9.2	34.2		34.9	9.2	34.2		14.9				
Max Q Clear Time (g_c+I1), s	11.2	7.5		8.6	2.6	35.5		13.8				
Green Ext Time (p_c), s	0.0	1.9		0.4	0.0	0.0		0.1				

Intersection Summary		
HCM 6th Ctrl Delay	44.7	
HCM 6th LOS	D	

Notes

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

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	211	382	59	25	12
Future Vol, veh/h	15	211	382	59	25	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	301	546	84	36	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	630	0	-	0	931	588
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	343	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	952	-	-	-	296	509
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	719	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	952	-	-	-	289	509
Mov Cap-2 Maneuver	-	-	-	-	472	-
Stage 1	-	-	-	-	543	-
Stage 2	-	-	-	-	719	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	13
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	952	-	-	-	472	509
HCM Lane V/C Ratio	0.023	-	-	-	0.076	0.034
HCM Control Delay (s)	8.9	-	-	-	13.3	12.3
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	0.1

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	4	31	20	17	52
Future Vol, veh/h	5	4	31	20	17	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	4	34	22	18	57

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	138	45	0	0	56	0
Stage 1	45	-	-	-	-	-
Stage 2	93	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	855	1025	-	-	1549	-
Stage 1	977	-	-	-	-	-
Stage 2	931	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	845	1025	-	-	1549	-
Mov Cap-2 Maneuver	845	-	-	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	920	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	1.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	917	1549	-
HCM Lane V/C Ratio	-	-	0.011	0.012	-
HCM Control Delay (s)	-	-	9	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	50	7	7	50
Future Vol, veh/h	2	1	50	7	7	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	54	8	8	54

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	128	58	0	0	62	0
Stage 1	58	-	-	-	-	-
Stage 2	70	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	866	1008	-	-	1541	-
Stage 1	965	-	-	-	-	-
Stage 2	953	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	862	1008	-	-	1541	-
Mov Cap-2 Maneuver	862	-	-	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	948	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	906	1541	-
HCM Lane V/C Ratio	-	-	0.004	0.005	-
HCM Control Delay (s)	-	-	9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	48	56	5	1	1
Future Vol, veh/h	4	48	56	5	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	52	61	5	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	66	0	-	0	124	64
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	60	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1536	-	-	-	871	1000
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1536	-	-	-	868	1000
Mov Cap-2 Maneuver	-	-	-	-	868	-
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	963	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1536	-	-	-	929
HCM Lane V/C Ratio	0.003	-	-	-	0.002
HCM Control Delay (s)	7.3	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

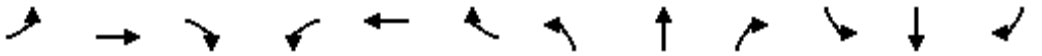
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	33	57	17	4	4
Future Vol, veh/h	16	33	57	17	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	36	62	18	4	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	80	0	-	0	141	71
Stage 1	-	-	-	-	71	-
Stage 2	-	-	-	-	70	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1518	-	-	-	852	991
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	953	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1518	-	-	-	843	991
Mov Cap-2 Maneuver	-	-	-	-	843	-
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	953	-

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1518	-	-	-	911
HCM Lane V/C Ratio	0.011	-	-	-	0.01
HCM Control Delay (s)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	274	30	120	382	92	78	38	350	81	18	4
Future Volume (veh/h)	14	274	30	120	382	92	78	38	350	81	18	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	319	35	140	444	107	91	44	407	94	21	5
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	391	324	216	559	463	186	470	590	189	369	88
Arrive On Green	0.03	0.21	0.21	0.12	0.30	0.30	0.10	0.25	0.25	0.11	0.25	0.25
Sat Flow, veh/h	1781	1870	1551	1781	1870	1549	1781	1870	1585	1781	1460	348
Grp Volume(v), veh/h	16	319	35	140	444	107	91	44	407	94	0	26
Grp Sat Flow(s),veh/h/ln	1781	1870	1551	1781	1870	1549	1781	1870	1585	1781	0	1808
Q Serve(g_s), s	0.5	9.7	1.1	4.5	13.0	3.1	2.9	1.1	12.9	3.0	0.0	0.6
Cycle Q Clear(g_c), s	0.5	9.7	1.1	4.5	13.0	3.1	2.9	1.1	12.9	3.0	0.0	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	56	391	324	216	559	463	186	470	590	189	0	456
V/C Ratio(X)	0.29	0.82	0.11	0.65	0.79	0.23	0.49	0.09	0.69	0.50	0.00	0.06
Avail Cap(c_a), veh/h	330	922	764	1528	777	644	479	475	595	629	0	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.2	22.4	19.0	24.9	19.2	15.7	25.1	17.1	15.8	25.1	0.0	16.9
Incr Delay (d2), s/veh	1.0	3.2	0.1	1.2	3.4	0.2	0.7	0.1	3.1	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.1	0.4	1.8	5.3	1.0	1.2	0.4	4.6	1.2	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.2	25.6	19.1	26.1	22.5	15.9	25.9	17.1	18.9	25.8	0.0	16.9
LnGrp LOS	C	C	B	C	C	B	C	B	B	C	A	B
Approach Vol, veh/h		370			691			542			120	
Approach Delay, s/veh		25.1			22.2			19.9			23.9	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	18.1	10.2	19.9	5.9	23.5	10.3	19.8
Change Period (Y+Rc), s	4.0	5.7	4.0	* 4.9	4.0	* 5.7	4.0	4.9
Max Green Setting (Gmax), s	51.0	29.3	16.0	* 10	11.0	* 25	21.0	15.1
Max Q Clear Time (g_c+I1), s	6.5	11.7	4.9	2.6	2.5	15.0	5.0	14.9
Green Ext Time (p_c), s	0.1	0.7	0.1	0.0	0.0	1.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	22.2
HCM 6th LOS	C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	626	1	14	555	265	9	3	22	309	0	51
Future Volume (veh/h)	78	626	1	14	555	265	9	3	22	309	0	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	688	1	15	610	291	10	3	24	340	0	56
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	1463	2	39	694	331	21	6	50	407	0	362
Arrive On Green	0.10	0.40	0.40	0.02	0.30	0.30	0.05	0.05	0.05	0.23	0.00	0.23
Sat Flow, veh/h	1781	3641	5	1781	2315	1104	447	134	1073	1781	0	1585
Grp Volume(v), veh/h	86	336	353	15	468	433	37	0	0	340	0	56
Grp Sat Flow(s),veh/h/ln	1781	1777	1869	1781	1777	1642	1655	0	0	1781	0	1585
Q Serve(g_s), s	2.7	8.2	8.2	0.5	14.8	14.8	1.3	0.0	0.0	10.8	0.0	1.7
Cycle Q Clear(g_c), s	2.7	8.2	8.2	0.5	14.8	14.8	1.3	0.0	0.0	10.8	0.0	1.7
Prop In Lane	1.00		0.00	1.00		0.67	0.27		0.65	1.00		1.00
Lane Grp Cap(c), veh/h	182	714	751	39	532	492	76	0	0	407	0	362
V/C Ratio(X)	0.47	0.47	0.47	0.38	0.88	0.88	0.48	0.00	0.00	0.84	0.00	0.15
Avail Cap(c_a), veh/h	594	743	782	483	764	706	434	0	0	633	0	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.0	13.0	13.0	28.5	19.7	19.7	27.5	0.0	0.0	21.7	0.0	18.2
Incr Delay (d2), s/veh	0.7	0.2	0.2	2.2	6.3	6.9	1.8	0.0	0.0	3.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.7	2.9	0.2	6.1	5.7	0.5	0.0	0.0	4.4	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.7	13.2	13.2	30.7	26.0	26.5	29.2	0.0	0.0	24.9	0.0	18.3
LnGrp LOS	C	B	B	C	C	C	C	A	A	C	A	B
Approach Vol, veh/h		775			916			37			396	
Approach Delay, s/veh		14.6			26.3			29.2			24.0	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.3	29.0		17.5	11.3	23.0		7.2
Change Period (Y+Rc), s	4.0	5.3		4.0	5.3	* 5.3		4.5
Max Green Setting (Gmax), s	16.0	24.7		21.0	19.7	* 25		15.5
Max Q Clear Time (g_c+I1), s	2.5	10.2		12.8	4.7	16.8		3.3
Green Ext Time (p_c), s	0.0	0.6		0.8	0.0	0.9		0.0

Intersection Summary	
HCM 6th Ctrl Delay	21.7
HCM 6th LOS	C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

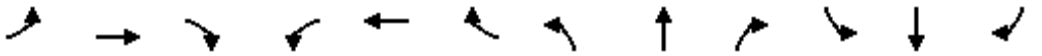
Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	934	23	92	816	18	185
Future Vol, veh/h	934	23	92	816	18	185
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	130	-	0	40
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1061	26	105	927	20	210

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1087	0	2211	544
Stage 1	-	-	-	-	1074	-
Stage 2	-	-	-	-	1137	-
Critical Hdwy	-	-	4.13	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.219	-	3.519	3.319
Pot Cap-1 Maneuver	-	-	640	-	43	484
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	305	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	640	-	36	484
Mov Cap-2 Maneuver	-	-	-	-	36	-
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	255	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	33.7
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	36	484	-	-	640	-
HCM Lane V/C Ratio	0.568	0.434	-	-	0.163	-
HCM Control Delay (s)	194.9	18	-	-	11.7	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	2	2.2	-	-	0.6	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱		↑	↱				↰		↱
Traffic Volume (veh/h)	0	494	625	0	782	418	0	0	0	171	0	126
Future Volume (veh/h)	0	494	625	0	782	418	0	0	0	171	0	126
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1870	0	1870
Adj Flow Rate, veh/h	0	555	0	0	879	0				192	0	142
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	1014		0	1014					355	0	316
Arrive On Green	0.00	0.54	0.00	0.00	0.54	0.00				0.20	0.00	0.20
Sat Flow, veh/h	0	1870	1585	0	1870	1585				1781	0	1585
Grp Volume(v), veh/h	0	555	0	0	879	0				192	0	142
Grp Sat Flow(s),veh/h/ln	0	1870	1585	0	1870	1585				1781	0	1585
Q Serve(g_s), s	0.0	7.5	0.0	0.0	15.9	0.0				3.8	0.0	3.1
Cycle Q Clear(g_c), s	0.0	7.5	0.0	0.0	15.9	0.0				3.8	0.0	3.1
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1014		0	1014					355	0	316
V/C Ratio(X)	0.00	0.55		0.00	0.87					0.54	0.00	0.45
Avail Cap(c_a), veh/h	0	1437		0	1437					912	0	812
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	5.8	0.0	0.0	7.7	0.0				14.0	0.0	13.7
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	3.1	0.0				0.5	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.4	0.0	0.0	3.6	0.0				1.3	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.3	0.0	0.0	10.9	0.0				14.5	0.0	14.1
LnGrp LOS	A	A		A	B					B	A	B
Approach Vol, veh/h		555			879						334	
Approach Delay, s/veh		6.3			10.9						14.3	
Approach LOS		A			B						B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		27.1		12.0		27.1						
Change Period (Y+Rc), s		* 5.9		* 4.2		5.9						
Max Green Setting (Gmax), s		* 30		* 20		30.0						
Max Q Clear Time (g_c+I1), s		9.5		5.8		17.9						
Green Ext Time (p_c), s		3.3		0.5		3.3						

Intersection Summary		
HCM 6th Ctrl Delay	10.1	
HCM 6th LOS	B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	460	205	0	675	204	525	0	650	0	0	0
Future Volume (veh/h)	0	460	205	0	675	204	525	0	650	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	474	0	0	696	0	541	0	670			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1446		0	761		702	0	1099			
Arrive On Green	0.00	0.41	0.00	0.00	0.41	0.00	0.39	0.00	0.39			
Sat Flow, veh/h	0	3647	1585	0	1870	1585	1781	0	2790			
Grp Volume(v), veh/h	0	474	0	0	696	0	541	0	670			
Grp Sat Flow(s),veh/h/ln	0	1777	1585	0	1870	1585	1781	0	1395			
Q Serve(g_s), s	0.0	4.2	0.0	0.0	16.1	0.0	12.1	0.0	8.8			
Cycle Q Clear(g_c), s	0.0	4.2	0.0	0.0	16.1	0.0	12.1	0.0	8.8			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1446		0	761		702	0	1099			
V/C Ratio(X)	0.00	0.33		0.00	0.91		0.77	0.00	0.61			
Avail Cap(c_a), veh/h	0	1555		0	819		1949	0	3053			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	9.3	0.0	0.0	12.8	0.0	12.1	0.0	11.0			
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	13.5	0.0	0.7	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	1.2	0.0	0.0	7.5	0.0	3.8	0.0	2.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.3	0.0	0.0	26.3	0.0	12.7	0.0	11.2			
LnGrp LOS	A	A		A	C		B	A	B			
Approach Vol, veh/h		474			696			1211				
Approach Delay, s/veh		9.3			26.3			11.9				
Approach LOS		A			C			B				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		23.5				23.5		22.2				
Change Period (Y+Rc), s		4.9				4.9		4.2				
Max Green Setting (Gmax), s		20.0				20.0		50.0				
Max Q Clear Time (g_c+I1), s		6.2				18.1		14.1				
Green Ext Time (p_c), s		1.3				0.5		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	3.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	90	98	5	40	77
Future Vol, veh/h	6	90	98	5	40	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	103	113	6	46	89

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	297	116	0	0	119	0
Stage 1	116	-	-	-	-	-
Stage 2	181	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	694	936	-	-	1469	-
Stage 1	909	-	-	-	-	-
Stage 2	850	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	671	936	-	-	1469	-
Mov Cap-2 Maneuver	671	-	-	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	822	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	2.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	913	1469	-
HCM Lane V/C Ratio	-	-	0.121	0.031	-
HCM Control Delay (s)	-	-	9.5	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

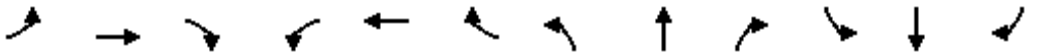
Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	625	277	29	79	52
Future Vol, veh/h	34	625	277	29	79	52
Conflicting Peds, #/hr	1	0	0	1	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	100	-	-	90	25	0
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	744	330	35	94	62

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	366	0	-	0	1155	333
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	824	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1193	-	-	-	218	709
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	431	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1192	-	-	-	210	707
Mov Cap-2 Maneuver	-	-	-	-	384	-
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	431	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1192	-	-	-	384	707
HCM Lane V/C Ratio	0.034	-	-	-	0.245	0.088
HCM Control Delay (s)	8.1	-	-	-	17.4	10.6
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	836	61	135	278	263	33	7	197	548	26	22
Future Volume (veh/h)	20	836	61	135	278	263	33	7	197	548	26	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	909	66	147	302	286	36	8	214	638	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	33	1083	483	178	1372	599	226	50	244	727	382	0
Arrive On Green	0.02	0.30	0.30	0.10	0.39	0.39	0.15	0.15	0.15	0.20	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1552	1470	327	1585	3563	1870	0
Grp Volume(v), veh/h	22	909	66	147	302	286	44	0	214	638	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1552	1797	0	1585	1781	1870	0
Q Serve(g_s), s	1.1	22.0	2.8	7.4	5.2	12.8	2.0	0.0	12.1	16.0	0.0	0.0
Cycle Q Clear(g_c), s	1.1	22.0	2.8	7.4	5.2	12.8	2.0	0.0	12.1	16.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.82		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	33	1083	483	178	1372	599	277	0	244	727	382	0
V/C Ratio(X)	0.66	0.84	0.14	0.82	0.22	0.48	0.16	0.00	0.88	0.88	0.00	0.00
Avail Cap(c_a), veh/h	178	1322	589	178	1372	599	291	0	257	1352	710	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.8	29.9	23.2	40.6	18.9	21.2	33.7	0.0	38.1	35.5	0.0	0.0
Incr Delay (d2), s/veh	8.0	3.9	0.1	24.6	0.1	0.4	0.1	0.0	25.1	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	9.6	1.0	4.4	2.1	4.5	0.8	0.0	6.3	6.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.8	33.8	23.3	65.2	19.0	21.7	33.8	0.0	63.1	36.9	0.0	0.0
LnGrp LOS	D	C	C	E	B	C	C	A	E	D	A	A
Approach Vol, veh/h		997			735			258			638	
Approach Delay, s/veh		33.5			29.3			58.1			36.9	
Approach LOS		C			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	33.8		23.9	7.5	41.3		19.3				
Change Period (Y+Rc), s	5.8	5.8		5.1	5.8	5.8		5.1				
Max Green Setting (Gmax), s	9.2	34.2		34.9	9.2	34.2		14.9				
Max Q Clear Time (g_c+I1), s	9.4	24.0		18.0	3.1	14.8		14.1				
Green Ext Time (p_c), s	0.0	4.1		0.8	0.0	2.3		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	35.6	
HCM 6th LOS	D	

Notes

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

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	301	155	30	50	14
Future Vol, veh/h	12	301	155	30	50	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	418	215	42	69	19

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	257	0	-	0	688	236
Stage 1	-	-	-	-	236	-
Stage 2	-	-	-	-	452	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1308	-	-	-	412	803
Stage 1	-	-	-	-	803	-
Stage 2	-	-	-	-	641	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1308	-	-	-	407	803
Mov Cap-2 Maneuver	-	-	-	-	567	-
Stage 1	-	-	-	-	793	-
Stage 2	-	-	-	-	641	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	11.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1308	-	-	-	567	803
HCM Lane V/C Ratio	0.013	-	-	-	0.122	0.024
HCM Control Delay (s)	7.8	-	-	-	12.2	9.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0.1

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	15	47	7	5	33
Future Vol, veh/h	15	15	47	7	5	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	16	51	8	5	36

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	101	55	0	0	59	0
Stage 1	55	-	-	-	-	-
Stage 2	46	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	898	1012	-	-	1545	-
Stage 1	968	-	-	-	-	-
Stage 2	976	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	895	1012	-	-	1545	-
Mov Cap-2 Maneuver	895	-	-	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	973	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	950	1545	-
HCM Lane V/C Ratio	-	-	0.034	0.004	-
HCM Control Delay (s)	-	-	8.9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	5	49	3	2	46
Future Vol, veh/h	6	5	49	3	2	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	5	53	3	2	50

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	109	55	0	0	56	0
Stage 1	55	-	-	-	-	-
Stage 2	54	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	888	1012	-	-	1549	-
Stage 1	968	-	-	-	-	-
Stage 2	969	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	887	1012	-	-	1549	-
Mov Cap-2 Maneuver	887	-	-	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	968	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	940	1549	-
HCM Lane V/C Ratio	-	-	0.013	0.001	-
HCM Control Delay (s)	-	-	8.9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	51	48	2	4	4
Future Vol, veh/h	1	51	48	2	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	55	52	2	4	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	54	0	-	0	110	53
Stage 1	-	-	-	-	53	-
Stage 2	-	-	-	-	57	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1551	-	-	-	887	1014
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	966	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1551	-	-	-	886	1014
Mov Cap-2 Maneuver	-	-	-	-	886	-
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	966	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1551	-	-	-	946
HCM Lane V/C Ratio	0.001	-	-	-	0.009
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	50	37	5	14	13
Future Vol, veh/h	5	50	37	5	14	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	54	40	5	15	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	45	0	-	0	107	43
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	64	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1563	-	-	-	891	1027
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	959	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1563	-	-	-	888	1027
Mov Cap-2 Maneuver	-	-	-	-	888	-
Stage 1	-	-	-	-	976	-
Stage 2	-	-	-	-	959	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1563	-	-	-	950
HCM Lane V/C Ratio	0.003	-	-	-	0.031
HCM Control Delay (s)	7.3	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection Queue Reports

- Existing Conditions
- 2025 Opening Year No Project Conditions
- 2025 Opening Year Plus Project Conditions
- 2040 Buildout Year No Project Conditions
- 2040 Buildout Year Plus Project Conditions

1. Shiloh Rd & Skylane Blvd/Golf Course Dr
2. Shiloh Rd & Conde Ln
3. Shiloh Rd & Caletti Ave
4. Shiloh Rd & US 101 Southbound Off-ramp
5. Shiloh Rd & US 101 Northbound Off-ramp
6. Caletti Ave & Pruitt Ave
7. Airport Blvd & Concourse Blvd
8. Airport Blvd & Aviation Blvd
9. Aviation Blvd & Pruitt Ave extension (future intersection constructed by the project)
10. Pruitt Ave & Site Dwy 1 (Plus Project Conditions Only)
11. Pruitt Ave & Site Dwy 4 (Plus Project Conditions Only)
12. Pruitt Ave & Site Dwy 7 (Plus Project Conditions Only)
13. Pruitt Ave & Site Dwy 9 (Plus Project Conditions Only)

Appendix E
Intersection Queue Reports

Intersection Queue Reports

- **Existing Conditions**
- 2025 Opening Year No Project Conditions
- 2025 Opening Year Plus Project Conditions
- 2040 Buildout Year No Project Conditions
- 2040 Buildout Year Plus Project Conditions

1. Shiloh Rd & Skylane Blvd/Golf Course Dr
2. Shiloh Rd & Conde Ln
3. Shiloh Rd & Caletti Ave
4. Shiloh Rd & US 101 Southbound Off-ramp
5. Shiloh Rd & US 101 Northbound Off-ramp
6. Caletti Ave & Pruitt Ave
7. Airport Blvd & Concourse Blvd
8. Airport Blvd & Aviation Blvd

1: Skylane Blvd./Golf Course Dr. & Shiloh Rd. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicles Entered	1	436	63	218	344	53	25	7	85	62	21	3
Vehicles Exited	1	437	63	219	344	53	25	7	85	63	21	3
Hourly Exit Rate	1	437	63	219	344	53	25	7	85	63	21	3
Input Volume	2	427	68	236	361	51	27	7	82	69	25	3
% of Volume	50	102	92	93	95	104	93	97	104	91	85	100

1: Skylane Blvd./Golf Course Dr. & Shiloh Rd. Performance by movement

Movement	All
Vehicles Entered	1318
Vehicles Exited	1321
Hourly Exit Rate	1321
Input Volume	1358
% of Volume	97

2: Conde Ln & Shiloh Rd. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Vehicles Entered	27	556	4	12	575	178	3	12	239	1	43	1650
Vehicles Exited	27	559	4	12	575	178	3	12	237	1	43	1651
Hourly Exit Rate	27	559	4	12	575	178	3	12	237	1	43	1651
Input Volume	28	548	4	13	600	184	4	10	237	1	49	1679
% of Volume	96	102	100	91	96	97	75	117	100	100	88	98

3: Caletti Ave & Shiloh Rd. Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Vehicles Entered	798	16	173	748	12	110	1857
Vehicles Exited	799	16	173	749	12	110	1859
Hourly Exit Rate	799	16	173	749	12	110	1859
Input Volume	785	16	180	776	14	114	1886
% of Volume	102	98	96	96	84	96	99

4: US 101 SB & Shiloh Rd. Performance by movement

Movement	EBT	EBR	WBT	WBR	SBL	SBR	All
Vehicles Entered	289	611	763	354	89	158	2264
Vehicles Exited	289	611	766	356	90	159	2271
Hourly Exit Rate	289	611	766	356	90	159	2271
Input Volume	278	613	806	359	91	153	2301
% of Volume	104	100	95	99	99	104	99

5: US 101 NB & Shiloh Rd. Performance by movement

Movement	EBT	EBR	WBT	WBR	NBL	NBR	All
Vehicles Entered	297	84	574	99	541	283	1878
Vehicles Exited	295	85	572	99	541	284	1876
Hourly Exit Rate	295	85	572	99	541	284	1876
Input Volume	290	81	588	103	574	285	1921
% of Volume	102	105	97	96	94	100	98

6: Caletti Ave & Pruitt Ave. Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Vehicles Entered	4	48	61	11	64	124	312
Vehicles Exited	4	48	61	11	65	125	314
Hourly Exit Rate	4	48	61	11	65	125	314
Input Volume	4	45	68	11	70	126	324
% of Volume	100	107	90	98	93	99	97

7: Airport Blvd. & Concourse Blvd. Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Vehicles Entered	56	278	853	61	10	21	1279
Vehicles Exited	57	280	851	61	10	21	1280
Hourly Exit Rate	57	280	851	61	10	21	1280
Input Volume	59	274	870	68	11	24	1307
% of Volume	97	102	98	89	89	87	98

8: Aviation Blvd. & Airport Blvd. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicles Entered	11	285	52	224	798	532	103	21	219	209	34	15
Vehicles Exited	11	284	53	228	797	532	104	21	218	209	34	15
Hourly Exit Rate	11	284	53	228	797	532	104	21	218	209	34	15
Input Volume	11	287	51	217	823	532	100	22	211	216	31	16
% of Volume	98	99	104	105	97	100	104	97	103	97	109	95

8: Aviation Blvd. & Airport Blvd. Performance by movement

Movement	All
Vehicles Entered	2503
Vehicles Exited	2506
Hourly Exit Rate	2506
Input Volume	2516
% of Volume	100

9: Aviation Blvd. & Pruitt Ave. Performance by movement

Movement	EBT	WBT	All
Vehicles Entered	208	565	773
Vehicles Exited	209	565	774
Hourly Exit Rate	209	565	774
Input Volume	205	565	770
% of Volume	102	100	101

10: Pruitt Ave. & Dwy 1 Performance by movement

Movement	SBT	All
Vehicles Entered	77	77
Vehicles Exited	76	76
Hourly Exit Rate	76	76
Input Volume	81	81
% of Volume	94	94

Total Network Performance

Vehicles Entered	5481
Vehicles Exited	5507
Hourly Exit Rate	5507
Input Volume	21461
% of Volume	26

Intersection: 1: Skylane Blvd./Golf Course Dr. & Shiloh Rd.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	TR
Maximum Queue (ft)	18	230	56	156	126	32	74	45	72	63	78
Average Queue (ft)	1	125	34	82	40	6	22	7	32	32	16
95th Queue (ft)	12	209	62	138	96	20	55	29	62	56	51
Link Distance (ft)		898			771	771	374				436
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	250		25	180				60	60	45	
Storage Blk Time (%)		37	5	0	0		1	0	1	7	1
Queuing Penalty (veh)		26	20	0	0		1	0	0	2	1

Intersection: 2: Conde Ln & Shiloh Rd.

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LT	R
Maximum Queue (ft)	54	106	138	88	204	148	29	194	64
Average Queue (ft)	19	39	59	12	94	55	10	90	30
95th Queue (ft)	45	84	112	47	163	107	32	155	69
Link Distance (ft)		771	771		980	980	716	1068	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	85			125					35
Storage Blk Time (%)		1		0	2			40	3
Queuing Penalty (veh)		0		0	0			19	8

Intersection: 3: Caletti Ave & Shiloh Rd.

Movement	EB	WB	NB	NB
Directions Served	TR	L	L	R
Maximum Queue (ft)	22	118	96	68
Average Queue (ft)	1	49	17	42
95th Queue (ft)	10	92	61	66
Link Distance (ft)	980		688	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		130		40
Storage Blk Time (%)		0	3	8
Queuing Penalty (veh)		2	3	1

Intersection: 4: US 101 SB & Shiloh Rd.

Movement	EB	WB	WB	SB	SB
Directions Served	T	T	R	L	R
Maximum Queue (ft)	103	418	125	93	108
Average Queue (ft)	40	182	62	38	50
95th Queue (ft)	82	347	163	77	87
Link Distance (ft)	350	1160		652	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100		270
Storage Blk Time (%)		13	0		
Queuing Penalty (veh)		48	2		

Intersection: 5: US 101 NB & Shiloh Rd.

Movement	EB	EB	WB	NB	NB	NB
Directions Served	T	T	T	L	R	R
Maximum Queue (ft)	94	116	352	236	165	38
Average Queue (ft)	17	58	159	142	52	8
95th Queue (ft)	59	91	287	219	105	30
Link Distance (ft)		1160	1606	785		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	75				190	190
Storage Blk Time (%)	0	3		2		
Queuing Penalty (veh)	0	6		5		

Intersection: 6: Caletti Ave & Pruitt Ave.

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	52	31
Average Queue (ft)	26	4
95th Queue (ft)	46	21
Link Distance (ft)		688
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Airport Blvd. & Concourse Blvd.

Movement	EB	WB	WB	B20	SB	SB
Directions Served	L	T	R	T	L	R
Maximum Queue (ft)	58	21	23	4	33	19
Average Queue (ft)	23	1	1	0	6	1
95th Queue (ft)	51	12	12	3	23	10
Link Distance (ft)		889		1027		656
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		90		25	
Storage Blk Time (%)		0			3	0
Queuing Penalty (veh)		0			1	0

Intersection: 8: Aviation Blvd. & Airport Blvd.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	LT	R	L	LTR
Maximum Queue (ft)	38	115	111	65	282	314	246	168	166	141	114	139
Average Queue (ft)	10	60	55	25	150	172	103	80	63	47	43	70
95th Queue (ft)	32	103	99	54	262	280	215	137	123	98	88	118
Link Distance (ft)		1027	1027			1070	1070		554			831
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150			120	235			300		100	145	
Storage Blk Time (%)		0	0		5	1			3	0	0	0
Queuing Penalty (veh)		0	0		20	1			6	1	0	0

Intersection: 9: Aviation Blvd. & Pruitt Ave.

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 10: Pruitt Ave. & Dwy 1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 11: Pruitt Ave. & Dwy 4

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 12: Pruitt Ave. & Dwy 7

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 13: Pruitt Ave. & Dwy 9

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 174

1: Skylane Blvd./Golf Course Dr. & Shiloh Rd. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicles Entered	2	236	30	110	334	88	74	34	338	65	9	2
Vehicles Exited	2	236	30	112	337	89	74	34	339	65	9	2
Hourly Exit Rate	2	236	30	112	337	89	74	34	339	65	9	2
Input Volume	3	234	29	115	340	89	70	33	340	62	12	2
% of Volume	67	101	104	97	99	100	106	104	100	104	77	100

1: Skylane Blvd./Golf Course Dr. & Shiloh Rd. Performance by movement

Movement	All
Vehicles Entered	1322
Vehicles Exited	1329
Hourly Exit Rate	1329
Input Volume	1328
% of Volume	100

2: Conde Ln & Shiloh Rd. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Vehicles Entered	70	575	1	13	487	255	8	2	19	302	37	1769
Vehicles Exited	71	576	1	13	486	254	8	3	19	305	38	1774
Hourly Exit Rate	71	576	1	13	486	254	8	3	19	305	38	1774
Input Volume	65	580	1	14	496	257	9	3	21	300	37	1784
% of Volume	109	99	100	91	98	99	86	100	92	102	102	99

3: Caletti Ave & Shiloh Rd. Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Vehicles Entered	876	22	71	735	13	142	1859
Vehicles Exited	881	22	70	737	13	143	1866
Hourly Exit Rate	881	22	70	737	13	143	1866
Input Volume	878	21	78	749	14	147	1886
% of Volume	100	105	90	98	95	97	99

4: US 101 SB & Shiloh Rd. Performance by movement

Movement	EBT	EBR	WBT	WBR	SBL	SBR	All
Vehicles Entered	431	587	723	350	137	106	2334
Vehicles Exited	431	587	724	350	138	107	2337
Hourly Exit Rate	431	587	724	350	138	107	2337
Input Volume	433	588	742	349	140	106	2359
% of Volume	100	100	98	100	99	101	99

5: US 101 NB & Shiloh Rd. Performance by movement

Movement	EBT	EBR	WBT	WBR	NBL	NBR	All
Vehicles Entered	409	167	568	169	477	570	2360
Vehicles Exited	409	168	571	169	478	570	2365
Hourly Exit Rate	409	168	571	169	478	570	2365
Input Volume	406	176	577	168	490	577	2394
% of Volume	101	96	99	101	98	99	99

6: Caletti Ave & Pruitt Ave. Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Vehicles Entered	5	48	92	4	24	71	244
Vehicles Exited	5	48	93	4	24	71	245
Hourly Exit Rate	5	48	93	4	24	71	245
Input Volume	6	51	95	5	26	75	258
% of Volume	80	95	98	76	91	95	95

7: Airport Blvd. & Concourse Blvd. Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Vehicles Entered	27	603	284	31	82	49	1076
Vehicles Exited	27	607	285	31	82	49	1081
Hourly Exit Rate	27	607	285	31	82	49	1081
Input Volume	32	606	294	28	77	48	1085
% of Volume	84	100	97	112	106	102	100

8: Aviation Blvd. & Airport Blvd. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicles Entered	19	814	63	126	267	243	26	8	184	505	26	21
Vehicles Exited	19	811	62	127	268	243	26	8	185	507	26	21
Hourly Exit Rate	19	811	62	127	268	243	26	8	185	507	26	21
Input Volume	18	812	59	131	270	242	32	7	191	499	25	20
% of Volume	107	100	106	97	99	100	81	110	97	102	105	106

8: Aviation Blvd. & Airport Blvd. Performance by movement

Movement	All
Vehicles Entered	2302
Vehicles Exited	2303
Hourly Exit Rate	2303
Input Volume	2304
% of Volume	100

9: Aviation Blvd. & Pruitt Ave. Performance by movement

Movement	EBT	WBT	All
Vehicles Entered	294	270	564
Vehicles Exited	294	270	564
Hourly Exit Rate	294	270	564
Input Volume	292	267	559
% of Volume	101	101	101

10: Pruitt Ave. & Dwy 1 Performance by movement

Movement	SBT	All
Vehicles Entered	29	29
Vehicles Exited	29	29
Hourly Exit Rate	29	29
Input Volume	32	32
% of Volume	92	92

Total Network Performance

Vehicles Entered	5791
Vehicles Exited	5834
Hourly Exit Rate	5834
Input Volume	21245
% of Volume	27

Intersection: 1: Skylane Blvd./Golf Course Dr. & Shiloh Rd.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	TR
Maximum Queue (ft)	30	179	54	103	154	46	106	101	113	64	65
Average Queue (ft)	2	76	24	45	56	12	44	28	65	30	11
95th Queue (ft)	15	143	55	85	122	34	81	67	102	57	41
Link Distance (ft)		898			771	771	374				436
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	250		25	180				60	60	45	
Storage Blk Time (%)		29	2		0		3	1	7	6	0
Queuing Penalty (veh)		9	6		0		10	1	5	1	0

Intersection: 2: Conde Ln & Shiloh Rd.

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LT	R
Maximum Queue (ft)	86	120	118	85	195	168	59	225	61
Average Queue (ft)	37	53	58	13	102	82	20	115	29
95th Queue (ft)	68	100	103	50	173	141	46	191	72
Link Distance (ft)		771	771		980	980	716	1068	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	85			125					35
Storage Blk Time (%)	0	1			4			46	3
Queuing Penalty (veh)	1	1			1			17	9

Intersection: 3: Caletti Ave & Shiloh Rd.

Movement	EB	EB	WB	NB	NB
Directions Served	T	TR	L	L	R
Maximum Queue (ft)	11	32	69	93	68
Average Queue (ft)	0	1	28	18	47
95th Queue (ft)	8	14	60	60	69
Link Distance (ft)	980	980		688	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			130		40
Storage Blk Time (%)				1	12
Queuing Penalty (veh)				1	2

Intersection: 4: US 101 SB & Shiloh Rd.

Movement	EB	EB	WB	WB	SB	SB
Directions Served	T	R	T	R	L	R
Maximum Queue (ft)	127	9	351	125	106	106
Average Queue (ft)	61	0	147	44	53	39
95th Queue (ft)	108	6	285	141	89	74
Link Distance (ft)	350	350	1160		652	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				100		270
Storage Blk Time (%)			10	0		
Queuing Penalty (veh)			36	2		

Intersection: 5: US 101 NB & Shiloh Rd.

Movement	EB	EB	WB	NB	NB	NB
Directions Served	T	T	T	L	R	R
Maximum Queue (ft)	100	200	443	243	192	82
Average Queue (ft)	43	87	196	125	87	27
95th Queue (ft)	106	155	357	204	150	62
Link Distance (ft)		1160	1606	785		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	75				190	190
Storage Blk Time (%)	0	10		1	0	
Queuing Penalty (veh)	1	37		5	0	

Intersection: 6: Caletti Ave & Pruitt Ave.

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	57	31
Average Queue (ft)	25	1
95th Queue (ft)	48	11
Link Distance (ft)		688
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Airport Blvd. & Concourse Blvd.

Movement	EB	WB	SB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	31	4	51	48
Average Queue (ft)	4	0	25	5
95th Queue (ft)	22	5	46	25
Link Distance (ft)				656
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	90	25	
Storage Blk Time (%)			14	0
Queuing Penalty (veh)			7	0

Intersection: 8: Aviation Blvd. & Airport Blvd.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	LT	R	L	LTR
Maximum Queue (ft)	159	263	276	165	167	150	122	90	108	137	219	294
Average Queue (ft)	24	160	163	36	82	70	22	40	24	58	113	150
95th Queue (ft)	92	232	246	111	144	126	67	69	68	110	192	238
Link Distance (ft)		1027	1027			1070	1070		554			831
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150			120	235			300		100	145	
Storage Blk Time (%)		10	18						0	2	2	9
Queuing Penalty (veh)		2	10						0	1	5	22

Intersection: 9: Aviation Blvd. & Pruitt Ave.

Movement	EB	WB
Directions Served	T	TR
Maximum Queue (ft)	6	12
Average Queue (ft)	0	0
95th Queue (ft)	4	6
Link Distance (ft)	413	1034
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Pruitt Ave. & Dwy 1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 11: Pruitt Ave. & Dwy 4

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 12: Pruitt Ave. & Dwy 7

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 13: Pruitt Ave. & Dwy 9

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 191

Intersection Queue Reports

- Existing Conditions
- **2025 Opening Year No Project Conditions**
- 2025 Opening Year Plus Project Conditions
- 2040 Buildout Year No Project Conditions
- 2040 Buildout Year Plus Project Conditions

1. Shiloh Rd & Skylane Blvd/Golf Course Dr
2. Shiloh Rd & Conde Ln
3. Shiloh Rd & Caletti Ave
4. Shiloh Rd & US 101 Southbound Off-ramp
5. Shiloh Rd & US 101 Northbound Off-ramp
6. Caletti Ave & Pruitt Ave
7. Airport Blvd & Concourse Blvd
8. Airport Blvd & Aviation Blvd

1: Skylane Blvd./Golf Course Dr. & Shiloh Rd. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicles Entered	12	459	74	248	389	51	31	11	92	84	37	6
Vehicles Exited	11	460	75	249	391	51	32	11	92	84	38	6
Hourly Exit Rate	11	460	75	249	391	51	32	11	92	84	38	6
Input Volume	13	463	68	239	406	51	32	10	82	92	34	5
% of Volume	83	99	110	104	96	100	100	107	113	91	112	120

1: Skylane Blvd./Golf Course Dr. & Shiloh Rd. Performance by movement

Movement	All
Vehicles Entered	1494
Vehicles Exited	1500
Hourly Exit Rate	1500
Input Volume	1496
% of Volume	100

2: Conde Ln & Shiloh Rd. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Vehicles Entered	41	592	5	11	639	188	4	12	233	1	55	1781
Vehicles Exited	42	593	5	12	638	189	4	12	233	0	55	1783
Hourly Exit Rate	42	593	5	12	638	189	4	12	233	0	55	1783
Input Volume	41	594	4	13	638	185	4	10	238	1	61	1789
% of Volume	103	100	125	91	100	102	100	117	98	0	90	100

3: Caletti Ave & Shiloh Rd. Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Vehicles Entered	828	19	177	818	17	110	1969
Vehicles Exited	827	19	178	817	17	110	1968
Hourly Exit Rate	827	19	178	817	17	110	1968
Input Volume	831	16	181	815	14	115	1972
% of Volume	99	117	98	100	119	96	100

4: US 101 SB & Shiloh Rd. Performance by movement

Movement	EBT	EBR	WBT	WBR	SBL	SBR	All
Vehicles Entered	310	618	827	408	107	168	2438
Vehicles Exited	308	618	828	409	107	169	2439
Hourly Exit Rate	308	618	828	409	107	169	2439
Input Volume	306	633	836	407	120	163	2465
% of Volume	101	98	99	100	89	104	99

5: US 101 NB & Shiloh Rd. Performance by movement

Movement	EBT	EBR	WBT	WBR	NBL	NBR	All
Vehicles Entered	325	91	650	119	575	332	2092
Vehicles Exited	324	91	654	120	577	332	2098
Hourly Exit Rate	324	91	654	120	577	332	2098
Input Volume	338	90	656	122	583	332	2120
% of Volume	96	101	100	99	99	100	99

6: Caletti Ave & Pruitt Ave. Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Vehicles Entered	5	41	70	9	70	126	321
Vehicles Exited	5	42	70	9	71	126	323
Hourly Exit Rate	5	42	70	9	71	126	323
Input Volume	4	45	69	11	70	127	326
% of Volume	125	93	102	80	102	99	99

7: Airport Blvd. & Concourse Blvd. Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Vehicles Entered	51	274	850	73	11	27	1286
Vehicles Exited	53	275	849	72	11	26	1286
Hourly Exit Rate	53	275	849	72	11	26	1286
Input Volume	59	275	874	68	11	24	1312
% of Volume	90	100	97	105	98	107	98

8: Aviation Blvd. & Airport Blvd. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicles Entered	11	281	57	210	809	522	90	22	215	215	29	17
Vehicles Exited	11	281	57	210	812	523	91	22	214	215	29	17
Hourly Exit Rate	11	281	57	210	812	523	91	22	214	215	29	17
Input Volume	11	288	51	218	827	534	100	22	212	217	33	16
% of Volume	98	98	112	96	98	98	91	101	101	99	88	108

8: Aviation Blvd. & Airport Blvd. Performance by movement

Movement	All
Vehicles Entered	2478
Vehicles Exited	2482
Hourly Exit Rate	2482
Input Volume	2528
% of Volume	98

9: Aviation Blvd. & Pruitt Ave. Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Vehicles Entered	5	206	551	5	3	1	5	776
Vehicles Exited	5	206	550	5	3	1	5	775
Hourly Exit Rate	5	206	550	5	3	1	5	775
Input Volume	5	206	562	5	5	2	5	789
% of Volume	105	100	98	105	63	67	105	98

10: Pruitt Ave. & Dwy 1 Performance by movement

Movement	NBT	SBT	All
Vehicles Entered	12	80	92
Vehicles Exited	12	80	92
Hourly Exit Rate	12	80	92
Input Volume	10	81	91
% of Volume	117	99	101

11: Pruitt Ave. & Dwy 4 Performance by movement

Movement	NBT	SBT	All
Vehicles Entered	12	9	21
Vehicles Exited	12	9	21
Hourly Exit Rate	12	9	21
Input Volume	10	10	20
% of Volume	117	88	102

12: Pruitt Ave. & Dwy 7 Performance by movement

Movement	EBT	WBT	All
Vehicles Entered	9	12	21
Vehicles Exited	9	12	21
Hourly Exit Rate	9	12	21
Input Volume	10	10	20
% of Volume	88	117	102

13: Pruitt Ave. & Dwy 9 Performance by movement

Movement	EBT	WBT	All
Vehicles Entered	9	12	21
Vehicles Exited	9	12	21
Hourly Exit Rate	9	12	21
Input Volume	10	11	21
% of Volume	88	109	99

Total Network Performance

Vehicles Entered	5774
Vehicles Exited	5798
Hourly Exit Rate	5798
Input Volume	22679
% of Volume	26

Intersection: 1: Skylane Blvd./Golf Course Dr. & Shiloh Rd.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	TR
Maximum Queue (ft)	48	302	55	188	225	24	75	48	76	68	124
Average Queue (ft)	12	158	36	100	68	8	25	12	34	37	33
95th Queue (ft)	39	265	61	166	157	23	61	37	66	63	85
Link Distance (ft)		898			771	771	374				436
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	250		25	180				60	60	45	
Storage Blk Time (%)		44	4	1	0		1	0	1	12	5
Queuing Penalty (veh)		36	21	3	0		1	0	0	5	5

Intersection: 2: Conde Ln & Shiloh Rd.

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LT	R
Maximum Queue (ft)	85	131	156	34	236	170	50	187	60
Average Queue (ft)	26	51	61	11	121	64	13	95	37
95th Queue (ft)	57	107	117	34	204	133	39	162	74
Link Distance (ft)		771	771		980	980	716	1068	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	85			125					35
Storage Blk Time (%)	0	1			6			43	4
Queuing Penalty (veh)	0	1			1			26	11

Intersection: 3: Caletti Ave & Shiloh Rd.

Movement	EB	WB	NB	NB
Directions Served	TR	L	L	R
Maximum Queue (ft)	17	112	72	65
Average Queue (ft)	1	55	18	44
95th Queue (ft)	8	96	55	65
Link Distance (ft)	980		688	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		130		40
Storage Blk Time (%)		0	3	8
Queuing Penalty (veh)		1	3	1

Intersection: 4: US 101 SB & Shiloh Rd.

Movement	EB	WB	WB	SB	SB
Directions Served	T	T	R	L	R
Maximum Queue (ft)	102	820	125	101	132
Average Queue (ft)	46	399	106	43	61
95th Queue (ft)	87	845	176	78	110
Link Distance (ft)	350	1160		652	
Upstream Blk Time (%)		0			
Queuing Penalty (veh)		0			
Storage Bay Dist (ft)			100		270
Storage Blk Time (%)		23	1		
Queuing Penalty (veh)		94	7		

Intersection: 5: US 101 NB & Shiloh Rd.

Movement	EB	EB	WB	WB	NB	NB	NB
Directions Served	T	T	T	R	L	R	R
Maximum Queue (ft)	98	126	668	187	272	203	42
Average Queue (ft)	23	60	329	6	151	63	15
95th Queue (ft)	71	104	628	97	231	130	40
Link Distance (ft)		1160	1606	1606	785		
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	75					190	190
Storage Blk Time (%)	0	5			2		
Queuing Penalty (veh)	0	12			8		

Intersection: 6: Caletti Ave & Pruitt Ave.

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	60	44
Average Queue (ft)	25	6
95th Queue (ft)	49	29
Link Distance (ft)	548	688
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Airport Blvd. & Concourse Blvd.

Movement	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	R	L	R
Maximum Queue (ft)	58	6	22	13	35	29
Average Queue (ft)	23	0	1	1	7	2
95th Queue (ft)	52	4	10	6	25	12
Link Distance (ft)		5548	889			656
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100			90	25	
Storage Blk Time (%)					3	0
Queuing Penalty (veh)					1	0

Intersection: 8: Aviation Blvd. & Airport Blvd.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	LT	R	L	LTR
Maximum Queue (ft)	45	117	108	63	244	270	218	156	128	119	91	116
Average Queue (ft)	10	61	51	25	121	155	101	75	57	46	40	66
95th Queue (ft)	34	101	95	58	197	233	197	126	111	87	79	106
Link Distance (ft)		1027	1027			1070	1070		554			831
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150			120	235			300		100	145	
Storage Blk Time (%)		0	0		0	1			2	0		
Queuing Penalty (veh)		0	0		1	2			5	0		

Intersection: 9: Aviation Blvd. & Pruitt Ave.

Movement	EB	EB	SB	SB
Directions Served	L	T	L	R
Maximum Queue (ft)	25	22	28	30
Average Queue (ft)	2	1	3	6
95th Queue (ft)	14	12	16	24
Link Distance (ft)		413	370	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	65		100	
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Intersection: 10: Pruitt Ave. & Dwy 1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 11: Pruitt Ave. & Dwy 4

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 12: Pruitt Ave. & Dwy 7

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 13: Pruitt Ave. & Dwy 9

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 244

1: Skylane Blvd./Golf Course Dr. & Shiloh Rd. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicles Entered	15	264	31	112	390	88	74	37	350	74	17	2
Vehicles Exited	15	263	30	112	389	87	75	37	351	74	17	2
Hourly Exit Rate	15	263	30	112	389	87	75	37	351	74	17	2
Input Volume	14	267	29	117	394	89	76	37	341	79	18	4
% of Volume	109	98	104	96	99	98	99	100	103	93	94	47

1: Skylane Blvd./Golf Course Dr. & Shiloh Rd. Performance by movement

Movement	All
Vehicles Entered	1454
Vehicles Exited	1452
Hourly Exit Rate	1452
Input Volume	1465
% of Volume	99

2: Conde Ln & Shiloh Rd. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Vehicles Entered	79	616	1	15	536	253	9	3	19	286	52	1869
Vehicles Exited	80	618	1	14	535	253	9	3	19	287	52	1871
Hourly Exit Rate	80	618	1	14	535	253	9	3	19	287	52	1871
Input Volume	76	621	1	14	546	258	9	3	21	302	50	1900
% of Volume	106	100	100	98	98	98	97	100	92	95	105	98

3: Caletti Ave & Shiloh Rd. Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Vehicles Entered	900	20	76	786	13	139	1934
Vehicles Exited	901	20	76	789	13	140	1939
Hourly Exit Rate	901	20	76	789	13	140	1939
Input Volume	920	21	78	799	14	148	1980
% of Volume	98	95	98	99	95	95	98

4: US 101 SB & Shiloh Rd. Performance by movement

Movement	EBT	EBR	WBT	WBR	SBL	SBR	All
Vehicles Entered	451	585	775	400	179	117	2507
Vehicles Exited	452	585	776	399	178	117	2507
Hourly Exit Rate	452	585	776	399	178	117	2507
Input Volume	465	598	784	410	168	117	2542
% of Volume	97	98	99	97	106	100	99

5: US 101 NB & Shiloh Rd. Performance by movement

Movement	EBT	EBR	WBT	WBR	NBL	NBR	All
Vehicles Entered	466	177	657	199	499	639	2637
Vehicles Exited	464	178	647	200	500	643	2632
Hourly Exit Rate	464	178	647	200	500	643	2632
Input Volume	460	184	660	200	507	635	2646
% of Volume	101	97	98	100	99	101	99

6: Caletti Ave & Pruitt Ave. Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Vehicles Entered	6	48	92	4	24	74	248
Vehicles Exited	6	48	92	4	24	74	248
Hourly Exit Rate	6	48	92	4	24	74	248
Input Volume	6	51	96	5	26	75	259
% of Volume	96	95	96	76	91	99	96

7: Airport Blvd. & Concourse Blvd. Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Vehicles Entered	28	618	288	25	77	51	1087
Vehicles Exited	29	619	286	26	78	51	1089
Hourly Exit Rate	29	619	286	26	78	51	1089
Input Volume	32	609	295	28	77	48	1089
% of Volume	91	102	97	94	101	106	100

8: Aviation Blvd. & Airport Blvd. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicles Entered	19	827	63	142	263	234	33	8	190	488	26	19
Vehicles Exited	19	831	63	139	260	234	33	8	190	488	25	19
Hourly Exit Rate	19	831	63	139	260	234	33	8	190	488	25	19
Input Volume	18	815	59	132	271	243	32	7	192	501	25	20
% of Volume	107	102	107	106	96	96	103	110	99	97	101	96

8: Aviation Blvd. & Airport Blvd. Performance by movement

Movement	All
Vehicles Entered	2312
Vehicles Exited	2309
Hourly Exit Rate	2309
Input Volume	2313
% of Volume	100

9: Aviation Blvd. & Pruitt Ave. Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Vehicles Entered	4	291	256	4	2	2	5	564
Vehicles Exited	4	290	255	4	2	2	5	562
Hourly Exit Rate	4	290	255	4	2	2	5	562
Input Volume	5	293	263	5	5	2	5	577
% of Volume	84	99	97	84	42	133	105	97

10: Pruitt Ave. & Dwy 1 Performance by movement

Movement	NBT	SBT	All
Vehicles Entered	9	28	37
Vehicles Exited	9	28	37
Hourly Exit Rate	9	28	37
Input Volume	10	32	42
% of Volume	88	89	89

11: Pruitt Ave. & Dwy 4 Performance by movement

Movement	NBT	SBT	All
Vehicles Entered	9	9	18
Vehicles Exited	9	9	18
Hourly Exit Rate	9	9	18
Input Volume	10	10	20
% of Volume	88	88	88

12: Pruitt Ave. & Dwy 7 Performance by movement

Movement	EBT	WBT	All
Vehicles Entered	9	9	18
Vehicles Exited	9	9	18
Hourly Exit Rate	9	9	18
Input Volume	10	10	20
% of Volume	88	88	88

13: Pruitt Ave. & Dwy 9 Performance by movement

Movement	EBT	WBT	All
Vehicles Entered	9	9	18
Vehicles Exited	9	9	18
Hourly Exit Rate	9	9	18
Input Volume	10	11	21
% of Volume	88	82	85

Total Network Performance

Vehicles Entered	6146
Vehicles Exited	6145
Hourly Exit Rate	6145
Input Volume	22567
% of Volume	27

Intersection: 1: Skylane Blvd./Golf Course Dr. & Shiloh Rd.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	TR
Maximum Queue (ft)	52	211	57	124	170	50	86	127	123	68	72
Average Queue (ft)	14	83	21	51	73	15	43	30	68	36	16
95th Queue (ft)	41	156	56	99	144	36	73	78	107	60	49
Link Distance (ft)		898			771	771	374				436
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	250		25	180				60	60	45	
Storage Blk Time (%)		34	2		0		2	1	9	9	1
Queuing Penalty (veh)		15	6		0		9	1	7	2	0

Intersection: 2: Conde Ln & Shiloh Rd.

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LT	R
Maximum Queue (ft)	98	142	129	89	219	173	50	207	64
Average Queue (ft)	41	59	62	17	111	88	22	115	30
95th Queue (ft)	79	112	113	65	182	150	47	185	71
Link Distance (ft)		771	771		980	980	716	1068	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	85			125					35
Storage Blk Time (%)	1	1			5			46	4
Queuing Penalty (veh)	2	1			1			23	13

Intersection: 3: Caletti Ave & Shiloh Rd.

Movement	EB	WB	NB	NB
Directions Served	TR	L	L	R
Maximum Queue (ft)	21	66	129	68
Average Queue (ft)	1	30	23	46
95th Queue (ft)	10	57	83	67
Link Distance (ft)	980		688	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		130		40
Storage Blk Time (%)			1	13
Queuing Penalty (veh)			1	2

Intersection: 4: US 101 SB & Shiloh Rd.

Movement	EB	WB	WB	SB	SB
Directions Served	T	T	R	L	R
Maximum Queue (ft)	140	461	125	134	94
Average Queue (ft)	62	202	74	64	44
95th Queue (ft)	111	404	174	114	76
Link Distance (ft)	350	1160		652	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100		270
Storage Blk Time (%)		15	0		
Queuing Penalty (veh)		64	3		

Intersection: 5: US 101 NB & Shiloh Rd.

Movement	EB	EB	EB	WB	WB	NB	NB	NB
Directions Served	T	T	R	T	R	L	R	R
Maximum Queue (ft)	100	218	45	865	216	242	222	189
Average Queue (ft)	55	98	2	468	22	129	107	47
95th Queue (ft)	122	175	32	930	189	206	169	124
Link Distance (ft)		1160		1606	1606	785		
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	75		200				190	190
Storage Blk Time (%)	0	13	0			1	0	0
Queuing Penalty (veh)	2	53	0			6	1	0

Intersection: 6: Caletti Ave & Pruitt Ave.

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	55	29
Average Queue (ft)	25	2
95th Queue (ft)	48	17
Link Distance (ft)	548	688
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Airport Blvd. & Concourse Blvd.

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	25	70	56
Average Queue (ft)	6	27	5
95th Queue (ft)	25	54	37
Link Distance (ft)			656
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100	25	
Storage Blk Time (%)		13	0
Queuing Penalty (veh)		6	0

Intersection: 8: Aviation Blvd. & Airport Blvd.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	LT	R	L	LTR
Maximum Queue (ft)	120	323	318	195	180	145	106	94	75	139	200	255
Average Queue (ft)	20	167	172	43	88	70	25	40	25	62	110	141
95th Queue (ft)	69	260	267	133	151	128	75	71	59	117	179	218
Link Distance (ft)		1027	1027			1070	1070		554			831
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150			120	235			300		100	145	
Storage Blk Time (%)		10	20		0				0	3	1	7
Queuing Penalty (veh)		2	12		0				0	1	4	18

Intersection: 9: Aviation Blvd. & Pruitt Ave.

Movement	EB	EB	SB	SB
Directions Served	L	T	L	R
Maximum Queue (ft)	19	12	22	30
Average Queue (ft)	1	0	2	5
95th Queue (ft)	10	6	14	23
Link Distance (ft)		413	370	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	65			100
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: Pruitt Ave. & Dwy 1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 11: Pruitt Ave. & Dwy 4

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 12: Pruitt Ave. & Dwy 7

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 13: Pruitt Ave. & Dwy 9

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 255

Intersection Queue Reports

- Existing Conditions
- 2025 Opening Year No Project Conditions
- **2025 Opening Year Plus Project Conditions**
- 2040 Buildout Year No Project Conditions
- 2040 Buildout Year Plus Project Conditions

1. Shiloh Rd & Skylane Blvd/Golf Course Dr
2. Shiloh Rd & Conde Ln
3. Shiloh Rd & Caletti Ave
4. Shiloh Rd & US 101 Southbound Off-ramp
5. Shiloh Rd & US 101 Northbound Off-ramp
6. Caletti Ave & Pruitt Ave
7. Airport Blvd & Concourse Blvd
8. Airport Blvd & Aviation Blvd
9. Aviation Blvd & Pruitt Ave extension (future intersection constructed by the project)
10. Pruitt Ave & Site Dwy 1
11. Pruitt Ave & Site Dwy 4
12. Pruitt Ave & Site Dwy 7
13. Pruitt Ave & Site Dwy 9

1: Skylane Blvd./Golf Course Dr. & Shiloh Rd. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicles Entered	13	459	68	241	381	56	32	8	85	92	36	5
Vehicles Exited	14	461	68	243	381	56	32	8	85	92	36	5
Hourly Exit Rate	14	461	68	243	381	56	32	8	85	92	36	5
Input Volume	13	468	68	239	408	51	32	10	82	92	34	5
% of Volume	106	98	100	102	93	110	100	78	104	100	106	100

1: Skylane Blvd./Golf Course Dr. & Shiloh Rd. Performance by movement

Movement	All
Vehicles Entered	1476
Vehicles Exited	1481
Hourly Exit Rate	1481
Input Volume	1502
% of Volume	99

2: Conde Ln & Shiloh Rd. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Vehicles Entered	46	589	4	14	618	190	5	12	231	0	62	1771
Vehicles Exited	46	591	4	14	616	191	5	12	231	0	62	1772
Hourly Exit Rate	46	591	4	14	616	191	5	12	231	0	62	1772
Input Volume	41	599	4	13	639	185	4	10	238	1	61	1795
% of Volume	113	99	100	106	96	103	125	117	97	0	101	99

3: Caletti Ave & Shiloh Rd. Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Vehicles Entered	813	26	226	799	15	124	2003
Vehicles Exited	815	26	226	800	15	124	2006
Hourly Exit Rate	815	26	226	800	15	124	2006
Input Volume	832	21	220	815	15	124	2027
% of Volume	98	125	103	98	98	100	99

4: US 101 SB & Shiloh Rd. Performance by movement

Movement	EBT	EBR	WBT	WBR	SBL	SBR	All
Vehicles Entered	302	630	848	401	119	177	2477
Vehicles Exited	302	630	850	399	120	177	2478
Hourly Exit Rate	302	630	850	399	120	177	2478
Input Volume	312	636	855	407	120	183	2512
% of Volume	97	99	99	98	100	97	99

5: US 101 NB & Shiloh Rd. Performance by movement

Movement	EBT	EBR	WBT	WBR	NBL	NBR	All
Vehicles Entered	329	95	663	123	583	340	2133
Vehicles Exited	331	94	663	124	583	339	2134
Hourly Exit Rate	331	94	663	124	583	339	2134
Input Volume	339	95	661	122	597	332	2146
% of Volume	98	99	100	102	98	102	99

6: Caletti Ave & Pruitt Ave. Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Vehicles Entered	3	50	71	11	120	132	387
Vehicles Exited	3	50	71	11	120	132	387
Hourly Exit Rate	3	50	71	11	120	132	387
Input Volume	4	55	69	11	114	126	380
% of Volume	75	90	103	98	105	104	102

7: Airport Blvd. & Concourse Blvd. Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Vehicles Entered	61	272	871	74	10	25	1313
Vehicles Exited	61	271	873	74	10	25	1314
Hourly Exit Rate	61	271	873	74	10	25	1314
Input Volume	62	277	874	68	11	25	1318
% of Volume	98	98	100	108	89	99	100

8: Aviation Blvd. & Airport Blvd. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicles Entered	15	279	54	211	826	586	100	21	220	223	35	15
Vehicles Exited	15	278	54	215	830	587	100	21	219	222	35	15
Hourly Exit Rate	15	278	54	215	830	587	100	21	219	222	35	15
Input Volume	13	288	51	218	827	576	100	22	212	227	34	16
% of Volume	113	97	106	99	100	102	100	97	103	98	104	95

8: Aviation Blvd. & Airport Blvd. Performance by movement

Movement	All
Vehicles Entered	2585
Vehicles Exited	2591
Hourly Exit Rate	2591
Input Volume	2583
% of Volume	100

9: Aviation Blvd. & Pruitt Ave. Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Vehicles Entered	7	200	570	52	15	2	7	853
Vehicles Exited	7	200	571	52	15	2	7	854
Hourly Exit Rate	7	200	571	52	15	2	7	854
Input Volume	10	206	562	49	15	2	7	851
% of Volume	68	97	102	106	100	133	100	100

10: Pruitt Ave. & Dwy 1 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Vehicles Entered	4	4	14	23	15	116	176
Vehicles Exited	5	4	14	23	15	115	176
Hourly Exit Rate	5	4	14	23	15	115	176
Input Volume	5	4	17	20	17	108	171
% of Volume	100	100	81	116	87	106	103

11: Pruitt Ave. & Dwy 4 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Vehicles Entered	1	1	34	8	7	36	87
Vehicles Exited	1	1	34	8	7	36	87
Hourly Exit Rate	1	1	34	8	7	36	87
Input Volume	2	1	35	7	7	35	88
% of Volume	50	100	97	110	97	103	99

12: Pruitt Ave. & Dwy 7 Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Vehicles Entered	6	31	41	4	1	1	84
Vehicles Exited	6	31	41	4	1	1	84
Hourly Exit Rate	6	31	41	4	1	1	84
Input Volume	4	33	41	5	1	1	85
% of Volume	150	94	99	80	100	100	99

13: Pruitt Ave. & Dwy 9 Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Vehicles Entered	14	18	47	17	3	4	103
Vehicles Exited	15	18	47	17	3	4	104
Hourly Exit Rate	15	18	47	17	3	4	104
Input Volume	16	19	47	17	4	4	108
% of Volume	92	96	99	99	75	100	97

Total Network Performance

Vehicles Entered	5966
Vehicles Exited	5982
Hourly Exit Rate	5982
Input Volume	23874
% of Volume	25

Intersection: 1: Skylane Blvd./Golf Course Dr. & Shiloh Rd.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	TR
Maximum Queue (ft)	48	295	56	196	188	48	73	39	80	69	114
Average Queue (ft)	12	154	36	99	63	10	25	8	33	40	32
95th Queue (ft)	38	265	62	165	132	32	60	31	65	65	78
Link Distance (ft)		898			771	771	374				436
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	250		25	180				60	60	45	
Storage Blk Time (%)		43	4	1	0		1	0	1	11	4
Queuing Penalty (veh)		35	19	2	1		1	0	0	4	4

Intersection: 2: Conde Ln & Shiloh Rd.

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LT	R
Maximum Queue (ft)	84	128	135	79	189	146	34	178	60
Average Queue (ft)	29	48	58	11	111	61	13	88	37
95th Queue (ft)	63	102	112	39	172	116	36	147	73
Link Distance (ft)		771	771		980	980	716	1068	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	85			125					35
Storage Blk Time (%)	0	1			4			39	5
Queuing Penalty (veh)	0	0			1			24	11

Intersection: 3: Caletti Ave & Shiloh Rd.

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	TR	L	T	L	R
Maximum Queue (ft)	4	29	130	44	120	66
Average Queue (ft)	0	2	59	2	24	45
95th Queue (ft)	0	13	104	32	82	69
Link Distance (ft)	980	980		350	688	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			130			40
Storage Blk Time (%)			0		7	9
Queuing Penalty (veh)			2		9	1

Intersection: 4: US 101 SB & Shiloh Rd.

Movement	EB	WB	WB	SB	SB
Directions Served	T	T	R	L	R
Maximum Queue (ft)	112	968	125	111	129
Average Queue (ft)	48	419	109	46	59
95th Queue (ft)	94	852	175	87	104
Link Distance (ft)	350	1160		652	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100		270
Storage Blk Time (%)		25	1		
Queuing Penalty (veh)		101	7		

Intersection: 5: US 101 NB & Shiloh Rd.

Movement	EB	EB	EB	WB	WB	NB	NB	NB
Directions Served	T	T	R	T	R	L	R	R
Maximum Queue (ft)	99	155	43	893	478	273	228	48
Average Queue (ft)	24	63	1	412	30	155	62	15
95th Queue (ft)	71	107	31	938	280	242	127	42
Link Distance (ft)		1160		1606	1606	785		
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	75		200				190	190
Storage Blk Time (%)	0	4	0			2		
Queuing Penalty (veh)	0	11	0			8		

Intersection: 6: Caletti Ave & Pruitt Ave.

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	51	4	54
Average Queue (ft)	25	0	10
95th Queue (ft)	48	3	35
Link Distance (ft)	548	582	688
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Airport Blvd. & Concourse Blvd.

Movement	EB	EB	WB	WB	B20	SB	SB
Directions Served	L	T	T	R	T	L	R
Maximum Queue (ft)	63	6	12	18	9	30	21
Average Queue (ft)	26	0	0	1	0	6	1
95th Queue (ft)	57	4	6	9	7	23	11
Link Distance (ft)		5548	889		1027		656
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100			90		25	
Storage Blk Time (%)						3	0
Queuing Penalty (veh)						1	0

Intersection: 8: Aviation Blvd. & Airport Blvd.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	LT	R	L	LTR
Maximum Queue (ft)	55	118	131	66	269	313	244	191	128	120	100	141
Average Queue (ft)	15	62	56	25	135	164	113	93	62	47	46	72
95th Queue (ft)	42	104	104	56	228	254	214	162	109	91	89	117
Link Distance (ft)		1027	1027			1070	1070		554			831
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150			120	235			300		100	145	
Storage Blk Time (%)			0		1	1	0		2	1		0
Queuing Penalty (veh)			0		4	2	0		3	1		0

Intersection: 9: Aviation Blvd. & Pruitt Ave.

Movement	EB	EB	WB	SB	SB
Directions Served	L	T	TR	L	R
Maximum Queue (ft)	35	6	6	36	38
Average Queue (ft)	3	0	0	11	6
95th Queue (ft)	17	4	4	34	27
Link Distance (ft)		413	1034	370	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	65				100
Storage Blk Time (%)	0				
Queuing Penalty (veh)	0				

Intersection: 10: Pruitt Ave. & Dwy 1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	25
Average Queue (ft)	8	1
95th Queue (ft)	29	10
Link Distance (ft)	213	268
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Pruitt Ave. & Dwy 4

Movement	WB
Directions Served	LR
Maximum Queue (ft)	24
Average Queue (ft)	2
95th Queue (ft)	16
Link Distance (ft)	201
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 12: Pruitt Ave. & Dwy 7

Movement	SB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	1
95th Queue (ft)	12
Link Distance (ft)	176
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Pruitt Ave. & Dwy 9

Movement	SB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	6
95th Queue (ft)	26
Link Distance (ft)	187
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 254

1: Skylane Blvd./Golf Course Dr. & Shiloh Rd. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicles Entered	16	274	27	124	406	96	80	39	344	78	18	4
Vehicles Exited	15	274	27	124	406	96	80	39	345	78	18	4
Hourly Exit Rate	15	274	27	124	406	96	80	39	345	78	18	4
Input Volume	14	268	29	117	398	89	76	37	341	79	18	4
% of Volume	109	102	94	106	102	108	105	105	101	98	100	94

1: Skylane Blvd./Golf Course Dr. & Shiloh Rd. Performance by movement

Movement	All
Vehicles Entered	1506
Vehicles Exited	1506
Hourly Exit Rate	1506
Input Volume	1470
% of Volume	102

2: Conde Ln & Shiloh Rd. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Vehicles Entered	78	633	1	13	573	260	9	3	20	299	49	1938
Vehicles Exited	78	636	1	13	573	259	9	3	20	298	49	1939
Hourly Exit Rate	78	636	1	13	573	259	9	3	20	298	49	1939
Input Volume	76	622	1	14	550	258	9	3	21	302	50	1905
% of Volume	103	102	100	91	104	100	97	100	96	99	98	102

3: Caletti Ave & Shiloh Rd. Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Vehicles Entered	935	17	88	825	17	2	176	2060
Vehicles Exited	936	17	88	825	17	2	175	2060
Hourly Exit Rate	936	17	88	825	17	2	175	2060
Input Volume	920	22	90	799	18	1	181	2032
% of Volume	102	77	98	103	96	267	97	101

4: US 101 SB & Shiloh Rd. Performance by movement

Movement	EBT	EBR	WBT	WBR	SBL	SBR	All
Vehicles Entered	483	622	801	415	165	134	2620
Vehicles Exited	483	623	800	416	164	134	2620
Hourly Exit Rate	483	623	800	416	164	134	2620
Input Volume	486	610	790	410	168	123	2588
% of Volume	99	102	101	101	98	109	101

5: US 101 NB & Shiloh Rd. Performance by movement

Movement	EBT	EBR	WBT	WBR	NBL	NBR	All
Vehicles Entered	458	200	675	189	516	641	2679
Vehicles Exited	458	200	670	189	517	642	2676
Hourly Exit Rate	458	200	670	189	517	642	2676
Input Volume	465	201	661	200	512	635	2674
% of Volume	98	100	101	94	101	101	100

6: Caletti Ave & Pruitt Ave. Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Vehicles Entered	4	92	86	4	39	67	292
Vehicles Exited	4	93	85	4	39	68	293
Hourly Exit Rate	4	93	85	4	39	68	293
Input Volume	6	88	96	5	39	75	309
% of Volume	64	105	89	76	100	91	95

7: Airport Blvd. & Concourse Blvd. Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Vehicles Entered	25	613	292	32	76	50	1088
Vehicles Exited	26	615	290	31	75	50	1087
Hourly Exit Rate	26	615	290	31	75	50	1087
Input Volume	33	610	296	28	77	51	1095
% of Volume	79	101	98	112	97	98	99

8: Aviation Blvd. & Airport Blvd. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicles Entered	19	826	64	136	274	247	31	6	193	550	25	21
Vehicles Exited	17	829	64	135	271	247	31	6	191	546	25	21
Hourly Exit Rate	17	829	64	135	271	247	31	6	191	546	25	21
Input Volume	19	815	59	132	271	257	32	7	192	535	25	21
% of Volume	91	102	109	102	100	96	97	83	100	102	101	101

8: Aviation Blvd. & Airport Blvd. Performance by movement

Movement	All
Vehicles Entered	2392
Vehicles Exited	2383
Hourly Exit Rate	2383
Input Volume	2364
% of Volume	101

9: Aviation Blvd. & Pruitt Ave. Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Vehicles Entered	7	300	250	19	44	5	7	632
Vehicles Exited	7	301	249	20	44	5	7	633
Hourly Exit Rate	7	301	249	20	44	5	7	633
Input Volume	7	293	264	20	40	4	9	636
% of Volume	100	103	94	101	109	133	76	99

10: Pruitt Ave. & Dwy 1 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Vehicles Entered	17	14	31	10	5	37	114
Vehicles Exited	16	14	31	10	5	37	113
Hourly Exit Rate	16	14	31	10	5	37	113
Input Volume	15	15	32	7	5	39	114
% of Volume	105	92	97	138	100	94	99

11: Pruitt Ave. & Dwy 4 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Vehicles Entered	6	7	33	4	1	33	84
Vehicles Exited	6	7	33	4	1	33	84
Hourly Exit Rate	6	7	33	4	1	33	84
Input Volume	6	5	34	3	2	32	82
% of Volume	96	140	97	133	50	103	102

12: Pruitt Ave. & Dwy 7 Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Vehicles Entered	1	37	37	2	4	2	83
Vehicles Exited	1	37	37	2	4	2	83
Hourly Exit Rate	1	37	37	2	4	2	83
Input Volume	1	36	34	2	4	4	81
% of Volume	100	102	109	100	100	50	102

13: Pruitt Ave. & Dwy 9 Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Vehicles Entered	5	36	24	4	16	16	101
Vehicles Exited	5	36	24	4	16	16	101
Hourly Exit Rate	5	36	24	4	16	16	101
Input Volume	5	35	24	5	14	13	96
% of Volume	100	103	100	80	112	121	105

Total Network Performance

Vehicles Entered	6341
Vehicles Exited	6330
Hourly Exit Rate	6330
Input Volume	23672
% of Volume	27

Intersection: 1: Skylane Blvd./Golf Course Dr. & Shiloh Rd.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	TR
Maximum Queue (ft)	51	175	52	142	204	54	128	159	116	66	85
Average Queue (ft)	14	87	22	54	83	16	50	35	70	36	19
95th Queue (ft)	41	151	54	110	168	41	95	93	111	60	57
Link Distance (ft)		898			771	771	374				436
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	250		25	180				60	60	45	
Storage Blk Time (%)		36	2	0	0		4	1	9	9	1
Queuing Penalty (veh)		16	5	0	1		16	1	7	2	1

Intersection: 2: Conde Ln & Shiloh Rd.

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LT	R
Maximum Queue (ft)	106	132	140	81	224	184	54	212	62
Average Queue (ft)	43	57	61	13	119	98	21	119	32
95th Queue (ft)	82	109	113	50	190	164	47	188	72
Link Distance (ft)		771	771		980	980	716	1068	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	85			125					35
Storage Blk Time (%)	1	1			6			50	4
Queuing Penalty (veh)	2	1			1			25	12

Intersection: 3: Caletti Ave & Shiloh Rd.

Movement	EB	EB	WB	NB	NB
Directions Served	T	TR	L	L	R
Maximum Queue (ft)	4	25	80	164	65
Average Queue (ft)	0	1	35	29	51
95th Queue (ft)	3	8	66	95	70
Link Distance (ft)	980	980		688	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			130		40
Storage Blk Time (%)			0	3	21
Queuing Penalty (veh)			0	6	4

Intersection: 4: US 101 SB & Shiloh Rd.

Movement	EB	WB	WB	SB	SB
Directions Served	T	T	R	L	R
Maximum Queue (ft)	130	568	125	131	102
Average Queue (ft)	66	234	79	59	48
95th Queue (ft)	114	523	176	103	84
Link Distance (ft)	350	1160		652	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100		270
Storage Blk Time (%)		15	0		
Queuing Penalty (veh)		63	4		

Intersection: 5: US 101 NB & Shiloh Rd.

Movement	EB	EB	EB	WB	WB	NB	NB	NB
Directions Served	T	T	R	T	R	L	R	R
Maximum Queue (ft)	100	217	45	1118	693	266	213	165
Average Queue (ft)	53	97	3	648	82	134	113	43
95th Queue (ft)	119	173	46	1251	533	214	185	108
Link Distance (ft)		1160		1606	1606	785		
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	75		200				190	190
Storage Blk Time (%)	0	14				1	0	0
Queuing Penalty (veh)	2	58				8	0	0

Intersection: 6: Caletti Ave & Pruitt Ave.

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	66	35
Average Queue (ft)	34	4
95th Queue (ft)	56	22
Link Distance (ft)	548	688
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Airport Blvd. & Concourse Blvd.

Movement	EB	WB	SB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	36	4	78	43
Average Queue (ft)	5	0	26	4
95th Queue (ft)	24	3	53	22
Link Distance (ft)				656
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	90	25	
Storage Blk Time (%)			13	0
Queuing Penalty (veh)			7	0

Intersection: 8: Aviation Blvd. & Airport Blvd.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	LT	R	L	LTR
Maximum Queue (ft)	127	294	307	195	170	152	99	89	101	144	218	338
Average Queue (ft)	18	175	180	58	92	76	23	44	25	63	124	161
95th Queue (ft)	67	267	278	167	152	128	65	75	64	119	200	248
Link Distance (ft)		1027	1027			1070	1070		554			831
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150			120	235			300		100	145	
Storage Blk Time (%)		14	22						0	3	3	11
Queuing Penalty (veh)		3	13						0	1	8	30

Intersection: 9: Aviation Blvd. & Pruitt Ave.

Movement	EB	WB	SB	SB
Directions Served	L	TR	L	R
Maximum Queue (ft)	6	19	67	30
Average Queue (ft)	0	1	25	6
95th Queue (ft)	4	9	51	26
Link Distance (ft)		1034	370	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	65			100
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: Pruitt Ave. & Dwy 1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	32	6
Average Queue (ft)	20	0
95th Queue (ft)	44	4
Link Distance (ft)	213	268
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Pruitt Ave. & Dwy 4

Movement	WB
Directions Served	LR
Maximum Queue (ft)	40
Average Queue (ft)	11
95th Queue (ft)	36
Link Distance (ft)	201
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 12: Pruitt Ave. & Dwy 7

Movement	SB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	5
95th Queue (ft)	24
Link Distance (ft)	176
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Pruitt Ave. & Dwy 9

Movement	SB
Directions Served	LR
Maximum Queue (ft)	35
Average Queue (ft)	20
95th Queue (ft)	43
Link Distance (ft)	187
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 294

Intersection Queue Reports

- Existing Conditions
- 2025 Opening Year No Project Conditions
- 2025 Opening Year Plus Project Conditions
- **2040 Buildout Year No Project Conditions**
- 2040 Buildout Year Plus Project Conditions

1. Shiloh Rd & Skylane Blvd/Golf Course Dr
2. Shiloh Rd & Conde Ln
3. Shiloh Rd & Caletti Ave
4. Shiloh Rd & US 101 Southbound Off-ramp
5. Shiloh Rd & US 101 Northbound Off-ramp
6. Caletti Ave & Pruitt Ave
7. Airport Blvd & Concourse Blvd
8. Airport Blvd & Aviation Blvd

1: Skylane Blvd./Golf Course Dr. & Shiloh Rd. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicles Entered	12	472	71	238	413	53	34	10	87	95	35	6
Vehicles Exited	12	471	72	238	415	53	33	10	87	96	36	6
Hourly Exit Rate	12	471	72	238	415	53	33	10	87	96	36	6
Input Volume	13	474	70	245	414	53	33	10	84	94	35	5
% of Volume	91	99	102	97	100	100	100	98	104	102	103	120

1: Skylane Blvd./Golf Course Dr. & Shiloh Rd. Performance by movement

Movement	All
Vehicles Entered	1526
Vehicles Exited	1529
Hourly Exit Rate	1529
Input Volume	1530
% of Volume	100

2: Conde Ln & Shiloh Rd. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Vehicles Entered	39	612	4	12	646	186	4	10	243	1	59	1816
Vehicles Exited	39	610	4	12	647	186	4	10	244	1	60	1817
Hourly Exit Rate	39	610	4	12	647	186	4	10	244	1	60	1817
Input Volume	42	608	4	13	652	190	4	10	244	1	62	1831
% of Volume	93	100	100	91	99	98	100	98	100	100	96	99

3: Caletti Ave & Shiloh Rd. Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Vehicles Entered	852	17	184	826	13	120	2012
Vehicles Exited	853	17	184	826	13	121	2014
Hourly Exit Rate	853	17	184	826	13	121	2014
Input Volume	852	16	185	835	14	117	2020
% of Volume	100	105	100	99	91	103	100

4: US 101 SB & Shiloh Rd. Performance by movement

Movement	EBT	EBR	WBT	WBR	SBL	SBR	All
Vehicles Entered	319	646	850	413	124	169	2521
Vehicles Exited	319	646	847	411	124	169	2516
Hourly Exit Rate	319	646	847	411	124	169	2516
Input Volume	314	648	857	416	123	166	2524
% of Volume	102	100	99	99	101	102	100

5: US 101 NB & Shiloh Rd. Performance by movement

Movement	EBT	EBR	WBT	WBR	NBL	NBR	All
Vehicles Entered	349	95	676	124	594	346	2184
Vehicles Exited	348	96	664	123	596	347	2174
Hourly Exit Rate	348	96	664	123	596	347	2174
Input Volume	346	92	671	125	598	340	2172
% of Volume	100	105	99	99	100	102	100

6: Caletti Ave & Pruitt Ave. Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Vehicles Entered	4	47	71	12	70	130	334
Vehicles Exited	4	47	71	12	71	130	335
Hourly Exit Rate	4	47	71	12	71	130	335
Input Volume	4	46	70	11	72	129	332
% of Volume	100	102	102	107	99	101	101

7: Airport Blvd. & Concourse Blvd. Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Vehicles Entered	55	283	900	74	12	24	1348
Vehicles Exited	54	284	903	74	12	24	1351
Hourly Exit Rate	54	284	903	74	12	24	1351
Input Volume	61	282	896	70	11	25	1346
% of Volume	89	101	101	105	107	95	100

8: Aviation Blvd. & Airport Blvd. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicles Entered	12	291	56	214	851	554	106	22	217	210	36	17
Vehicles Exited	12	292	56	218	854	554	106	23	216	210	36	17
Hourly Exit Rate	12	292	56	218	854	554	106	23	216	210	36	17
Input Volume	11	296	53	224	848	548	103	23	217	222	38	16
% of Volume	107	99	106	97	101	101	103	100	100	94	96	108

8: Aviation Blvd. & Airport Blvd. Performance by movement

Movement	All
Vehicles Entered	2586
Vehicles Exited	2594
Hourly Exit Rate	2594
Input Volume	2599
% of Volume	100

9: Aviation Blvd. & Pruitt Ave. Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Vehicles Entered	10	202	573	16	14	2	11	828
Vehicles Exited	10	202	573	16	14	2	11	828
Hourly Exit Rate	10	202	573	16	14	2	11	828
Input Volume	10	211	568	15	15	2	10	831
% of Volume	98	96	101	107	93	114	107	100

10: Pruitt Ave. & Dwy 1 Performance by movement

Movement	NBT	SBT	All
Vehicles Entered	26	83	109
Vehicles Exited	26	83	109
Hourly Exit Rate	26	83	109
Input Volume	25	83	108
% of Volume	105	100	101

11: Pruitt Ave. & Dwy 4 Performance by movement

Movement	NBT	SBT	All
Vehicles Entered	26	25	51
Vehicles Exited	26	26	52
Hourly Exit Rate	26	26	52
Input Volume	25	25	50
% of Volume	105	105	105

12: Pruitt Ave. & Dwy 7 Performance by movement

Movement	EBT	WBT	All
Vehicles Entered	25	26	51
Vehicles Exited	25	26	51
Hourly Exit Rate	25	26	51
Input Volume	25	25	50
% of Volume	101	105	103

13: Pruitt Ave. & Dwy 9 Performance by movement

Movement	EBT	WBT	All
Vehicles Entered	25	29	54
Vehicles Exited	25	29	54
Hourly Exit Rate	25	29	54
Input Volume	25	27	52
% of Volume	101	107	104

Total Network Performance

Vehicles Entered	5981
Vehicles Exited	5979
Hourly Exit Rate	5979
Input Volume	23542
% of Volume	25

Intersection: 1: Skylane Blvd./Golf Course Dr. & Shiloh Rd.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	TR
Maximum Queue (ft)	46	364	54	189	200	36	76	43	72	70	132
Average Queue (ft)	12	159	35	96	71	9	26	10	32	42	35
95th Queue (ft)	38	294	60	162	151	26	57	34	61	71	92
Link Distance (ft)		898			771	771	374				436
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	250		25	180				60	60	45	
Storage Blk Time (%)		44	4	0	0		1	0	1	14	4
Queuing Penalty (veh)		37	21	2	0		1	0	0	6	3

Intersection: 2: Conde Ln & Shiloh Rd.

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LT	R
Maximum Queue (ft)	84	146	156	106	236	170	35	198	62
Average Queue (ft)	26	50	66	14	116	62	11	96	37
95th Queue (ft)	60	108	125	58	199	125	33	161	75
Link Distance (ft)		771	771		980	980	716	1068	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	85			125					35
Storage Blk Time (%)	0	1			5			42	5
Queuing Penalty (veh)	0	0			1			26	13

Intersection: 3: Caletti Ave & Shiloh Rd.

Movement	EB	EB	WB	NB	NB
Directions Served	T	TR	L	L	R
Maximum Queue (ft)	2	27	115	86	66
Average Queue (ft)	0	1	55	18	44
95th Queue (ft)	0	11	95	62	67
Link Distance (ft)	980	980		688	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			130		40
Storage Blk Time (%)			0	2	11
Queuing Penalty (veh)			1	3	2

Intersection: 4: US 101 SB & Shiloh Rd.

Movement	EB	WB	WB	SB	SB
Directions Served	T	T	R	L	R
Maximum Queue (ft)	100	963	125	106	115
Average Queue (ft)	48	501	108	48	55
95th Queue (ft)	87	1004	176	86	95
Link Distance (ft)	350	1160		652	
Upstream Blk Time (%)		0			
Queuing Penalty (veh)		0			
Storage Bay Dist (ft)			100		270
Storage Blk Time (%)		25	1		
Queuing Penalty (veh)		102	7		

Intersection: 5: US 101 NB & Shiloh Rd.

Movement	EB	EB	EB	WB	WB	NB	NB	NB
Directions Served	T	T	R	T	R	L	R	R
Maximum Queue (ft)	97	152	22	1057	546	301	224	65
Average Queue (ft)	30	68	1	581	106	156	64	14
95th Queue (ft)	84	115	22	1263	715	251	136	46
Link Distance (ft)		1160		1606	1606	785		
Upstream Blk Time (%)				4	2			
Queuing Penalty (veh)				0	0			
Storage Bay Dist (ft)	75		200				190	190
Storage Blk Time (%)	0	6				2		
Queuing Penalty (veh)	0	16				8		

Intersection: 6: Caletti Ave & Pruitt Ave.

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	60	53
Average Queue (ft)	25	6
95th Queue (ft)	50	31
Link Distance (ft)	548	688
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Airport Blvd. & Concourse Blvd.

Movement	EB	EB	WB	WB	B20	B20	SB	SB
Directions Served	L	T	T	R	T		L	R
Maximum Queue (ft)	70	21	6	19	10	4	28	23
Average Queue (ft)	23	1	0	1	0	0	8	1
95th Queue (ft)	55	13	5	10	7	5	25	13
Link Distance (ft)		5548	889		1027	1027		656
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100			90			25	
Storage Blk Time (%)	0	0					3	0
Queuing Penalty (veh)	0	0					1	0

Intersection: 8: Aviation Blvd. & Airport Blvd.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	LT	R	L	LTR
Maximum Queue (ft)	52	127	124	82	277	431	391	188	145	128	114	144
Average Queue (ft)	11	63	57	25	148	185	123	82	65	47	43	73
95th Queue (ft)	37	105	105	61	272	336	275	145	120	92	90	120
Link Distance (ft)		1027	1027			1070	1070		554			831
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150			120	235			300		100	145	
Storage Blk Time (%)		0	0		9	1	0		2	0	0	0
Queuing Penalty (veh)		0	0		39	2	0		4	1	0	0

Intersection: 9: Aviation Blvd. & Pruitt Ave.

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	31	35	37
Average Queue (ft)	4	10	9
95th Queue (ft)	20	33	33
Link Distance (ft)		370	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	65		100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Pruitt Ave. & Dwy 1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 11: Pruitt Ave. & Dwy 4

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 12: Pruitt Ave. & Dwy 7

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 13: Pruitt Ave. & Dwy 9

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 298

1: Skylane Blvd./Golf Course Dr. & Shiloh Rd. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicles Entered	14	273	24	120	399	89	73	42	358	83	18	4
Vehicles Exited	14	273	24	121	399	90	73	42	358	82	18	4
Hourly Exit Rate	14	273	24	121	399	90	73	42	358	82	18	4
Input Volume	14	273	30	120	403	92	78	38	350	81	18	4
% of Volume	102	100	81	101	99	98	93	111	102	101	100	94

1: Skylane Blvd./Golf Course Dr. & Shiloh Rd. Performance by movement

Movement	All
Vehicles Entered	1497
Vehicles Exited	1498
Hourly Exit Rate	1498
Input Volume	1501
% of Volume	100

2: Conde Ln & Shiloh Rd. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Vehicles Entered	80	642	2	10	547	269	9	3	26	296	55	1939
Vehicles Exited	80	641	2	11	549	269	9	3	25	296	55	1940
Hourly Exit Rate	80	641	2	11	549	269	9	3	25	296	55	1940
Input Volume	78	636	1	14	559	265	9	3	22	309	51	1946
% of Volume	103	101	200	77	98	102	97	100	115	96	108	100

3: Caletti Ave & Shiloh Rd. Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Vehicles Entered	934	23	81	808	15	154	2015
Vehicles Exited	936	23	81	808	15	153	2016
Hourly Exit Rate	936	23	81	808	15	153	2016
Input Volume	942	22	80	820	14	152	2030
% of Volume	99	105	102	99	109	101	99

4: US 101 SB & Shiloh Rd. Performance by movement

Movement	EBT	EBR	WBT	WBR	SBL	SBR	All
Vehicles Entered	467	620	796	412	167	118	2580
Vehicles Exited	466	620	796	411	168	119	2580
Hourly Exit Rate	466	620	796	411	168	119	2580
Input Volume	477	613	804	418	171	120	2603
% of Volume	98	101	99	98	98	99	99

5: US 101 NB & Shiloh Rd. Performance by movement

Movement	EBT	EBR	WBT	WBR	NBL	NBR	All
Vehicles Entered	462	182	649	193	529	654	2669
Vehicles Exited	461	182	650	194	531	654	2672
Hourly Exit Rate	461	182	650	194	531	654	2672
Input Volume	470	188	674	204	520	650	2706
% of Volume	98	97	96	95	102	101	99

6: Caletti Ave & Pruitt Ave. Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Vehicles Entered	6	56	99	7	23	82	273
Vehicles Exited	6	56	99	7	23	82	273
Hourly Exit Rate	6	56	99	7	23	82	273
Input Volume	6	53	98	5	27	77	266
% of Volume	96	106	101	133	84	106	102

7: Airport Blvd. & Concourse Blvd. Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Vehicles Entered	31	629	309	29	80	56	1134
Vehicles Exited	31	631	309	29	80	56	1136
Hourly Exit Rate	31	631	309	29	80	56	1136
Input Volume	33	624	304	29	79	49	1117
% of Volume	94	101	102	100	101	114	102

8: Aviation Blvd. & Airport Blvd. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicles Entered	18	825	68	140	291	244	29	6	195	514	27	19
Vehicles Exited	18	825	68	139	290	245	29	6	196	513	26	19
Hourly Exit Rate	18	825	68	139	290	245	29	6	196	513	26	19
Input Volume	19	836	61	135	278	249	33	7	197	514	26	21
% of Volume	96	99	112	103	104	98	88	83	100	100	101	92

8: Aviation Blvd. & Airport Blvd. Performance by movement

Movement	All
Vehicles Entered	2376
Vehicles Exited	2374
Hourly Exit Rate	2374
Input Volume	2376
% of Volume	100

9: Aviation Blvd. & Pruitt Ave. Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Vehicles Entered	9	290	252	17	14	3	9	594
Vehicles Exited	9	290	253	17	14	3	9	595
Hourly Exit Rate	9	290	253	17	14	3	9	595
Input Volume	10	301	260	15	15	2	10	614
% of Volume	88	96	97	113	93	171	88	97

10: Pruitt Ave. & Dwy 1 Performance by movement

Movement	NBT	SBT	All
Vehicles Entered	25	30	55
Vehicles Exited	25	30	55
Hourly Exit Rate	25	30	55
Input Volume	25	32	57
% of Volume	101	92	96

11: Pruitt Ave. & Dwy 4 Performance by movement

Movement	NBT	SBT	All
Vehicles Entered	25	24	49
Vehicles Exited	25	24	49
Hourly Exit Rate	25	24	49
Input Volume	25	25	50
% of Volume	101	97	99

12: Pruitt Ave. & Dwy 7 Performance by movement

Movement	EBT	WBT	All
Vehicles Entered	24	25	49
Vehicles Exited	24	25	49
Hourly Exit Rate	24	25	49
Input Volume	25	25	50
% of Volume	97	101	99

13: Pruitt Ave. & Dwy 9 Performance by movement

Movement	EBT	WBT	All
Vehicles Entered	24	28	52
Vehicles Exited	24	28	52
Hourly Exit Rate	24	28	52
Input Volume	25	27	52
% of Volume	97	104	100

Total Network Performance

Vehicles Entered	6278
Vehicles Exited	6290
Hourly Exit Rate	6290
Input Volume	23429
% of Volume	27

Intersection: 1: Skylane Blvd./Golf Course Dr. & Shiloh Rd.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	TR
Maximum Queue (ft)	43	233	50	131	204	55	120	154	121	69	105
Average Queue (ft)	13	91	22	53	67	14	45	38	72	38	22
95th Queue (ft)	38	177	55	103	156	39	90	100	115	65	71
Link Distance (ft)		898			771	771	374				436
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	250		25	180				60	60	45	
Storage Blk Time (%)		36	2	0	0		3	1	10	11	1
Queuing Penalty (veh)		16	5	0	0		13	1	8	3	1

Intersection: 2: Conde Ln & Shiloh Rd.

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LT	R
Maximum Queue (ft)	104	148	158	105	211	197	52	219	61
Average Queue (ft)	44	58	62	13	116	95	24	115	34
95th Queue (ft)	91	118	122	53	188	165	52	188	74
Link Distance (ft)		771	771		980	980	716	1068	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	85			125					35
Storage Blk Time (%)	1	2		0	5			48	4
Queuing Penalty (veh)	4	1		0	1			25	12

Intersection: 3: Caletti Ave & Shiloh Rd.

Movement	EB	WB	NB	NB
Directions Served	TR	L	L	R
Maximum Queue (ft)	13	80	126	67
Average Queue (ft)	0	33	27	48
95th Queue (ft)	5	63	90	69
Link Distance (ft)	980		688	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		130		40
Storage Blk Time (%)			3	15
Queuing Penalty (veh)			5	2

Intersection: 4: US 101 SB & Shiloh Rd.

Movement	EB	WB	WB	SB	SB
Directions Served	T	T	R	L	R
Maximum Queue (ft)	136	553	125	121	91
Average Queue (ft)	64	220	79	60	43
95th Queue (ft)	113	438	177	97	74
Link Distance (ft)	350	1160		652	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100		270
Storage Blk Time (%)		17	0		
Queuing Penalty (veh)		70	4		

Intersection: 5: US 101 NB & Shiloh Rd.

Movement	EB	EB	EB	WB	WB	NB	NB	NB
Directions Served	T	T	R	T	R	L	R	R
Maximum Queue (ft)	100	225	90	835	141	271	245	165
Average Queue (ft)	57	98	3	517	12	139	108	42
95th Queue (ft)	122	171	46	1001	146	223	187	108
Link Distance (ft)		1160		1606	1606	785		
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	75		200				190	190
Storage Blk Time (%)	0	15				1	0	0
Queuing Penalty (veh)	2	62				8	1	0

Intersection: 6: Caletti Ave & Pruitt Ave.

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	52	33
Average Queue (ft)	26	2
95th Queue (ft)	46	17
Link Distance (ft)	548	688
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Airport Blvd. & Concourse Blvd.

Movement	EB	WB	SB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	39	9	72	47
Average Queue (ft)	9	0	28	5
95th Queue (ft)	33	4	55	25
Link Distance (ft)				656
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	90	25	
Storage Blk Time (%)			16	0
Queuing Penalty (veh)			8	0

Intersection: 8: Aviation Blvd. & Airport Blvd.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	LT	R	L	LTR
Maximum Queue (ft)	132	280	279	195	187	166	142	74	140	145	215	307
Average Queue (ft)	23	162	168	48	93	77	26	41	28	59	119	155
95th Queue (ft)	80	247	258	150	161	139	83	68	85	113	207	250
Link Distance (ft)		1027	1027			1070	1070		554			831
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150			120	235			300		100	145	
Storage Blk Time (%)		10	19		0				0	2	2	10
Queuing Penalty (veh)		2	11		0				0	1	6	26

Intersection: 9: Aviation Blvd. & Pruitt Ave.

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	25	51	30
Average Queue (ft)	2	10	7
95th Queue (ft)	14	35	28
Link Distance (ft)		370	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	65		100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Pruitt Ave. & Dwy 1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 11: Pruitt Ave. & Dwy 4

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 12: Pruitt Ave. & Dwy 7

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 13: Pruitt Ave. & Dwy 9

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 299

Intersection Queue Reports

- Existing Conditions
- 2025 Opening Year No Project Conditions
- 2025 Opening Year Plus Project Conditions
- 2040 Buildout Year No Project Conditions
- **2040 Buildout Year Plus Project Conditions**

1. Shiloh Rd & Skylane Blvd/Golf Course Dr
2. Shiloh Rd & Conde Ln
3. Shiloh Rd & Caletti Ave
4. Shiloh Rd & US 101 Southbound Off-ramp
5. Shiloh Rd & US 101 Northbound Off-ramp
6. Caletti Ave & Pruitt Ave
7. Airport Blvd & Concourse Blvd
8. Airport Blvd & Aviation Blvd
9. Aviation Blvd & Pruitt Ave extension (future intersection constructed by the project)
10. Pruitt Ave & Site Dwy 1
11. Pruitt Ave & Site Dwy 4
12. Pruitt Ave & Site Dwy 7
13. Pruitt Ave & Site Dwy 9

1: Skylane Blvd./Golf Course Dr. & Shiloh Rd. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicles Entered	12	483	77	242	415	51	31	10	84	90	34	5
Vehicles Exited	12	481	76	243	412	51	31	10	84	90	34	5
Hourly Exit Rate	12	481	76	243	412	51	31	10	84	90	34	5
Input Volume	13	479	70	245	415	53	33	10	84	94	35	5
% of Volume	91	100	108	99	99	97	94	98	100	96	97	100

1: Skylane Blvd./Golf Course Dr. & Shiloh Rd. Performance by movement

Movement	All
Vehicles Entered	1534
Vehicles Exited	1529
Hourly Exit Rate	1529
Input Volume	1536
% of Volume	100

2: Conde Ln & Shiloh Rd. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Vehicles Entered	38	616	4	12	645	195	3	12	242	1	63	1831
Vehicles Exited	38	617	4	12	648	194	3	12	242	1	63	1834
Hourly Exit Rate	38	617	4	12	648	194	3	12	242	1	63	1834
Input Volume	42	613	4	13	654	190	4	10	244	1	62	1837
% of Volume	91	101	100	91	99	102	75	117	99	100	101	100

3: Caletti Ave & Shiloh Rd. Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Vehicles Entered	857	22	219	830	16	123	2067
Vehicles Exited	856	22	219	830	16	124	2067
Hourly Exit Rate	856	22	219	830	16	124	2067
Input Volume	852	21	224	835	15	126	2073
% of Volume	100	106	98	99	105	98	100

4: US 101 SB & Shiloh Rd. Performance by movement

Movement	EBT	EBR	WBT	WBR	SBL	SBR	All
Vehicles Entered	320	653	865	412	122	190	2562
Vehicles Exited	320	654	861	409	122	191	2557
Hourly Exit Rate	320	654	861	409	122	191	2557
Input Volume	320	651	876	416	123	186	2572
% of Volume	100	100	98	98	99	103	99

5: US 101 NB & Shiloh Rd. Performance by movement

Movement	EBT	EBR	WBT	WBR	NBL	NBR	All
Vehicles Entered	345	98	667	128	614	338	2190
Vehicles Exited	346	99	658	128	616	338	2185
Hourly Exit Rate	346	99	658	128	616	338	2185
Input Volume	347	97	676	125	612	340	2196
% of Volume	100	102	97	103	101	99	99

6: Caletti Ave & Pruitt Ave. Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Vehicles Entered	3	58	67	13	116	125	382
Vehicles Exited	3	58	67	13	115	125	381
Hourly Exit Rate	3	58	67	13	115	125	381
Input Volume	4	56	70	11	116	128	386
% of Volume	75	103	96	116	99	97	99

7: Airport Blvd. & Concourse Blvd. Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Vehicles Entered	68	294	883	69	13	28	1355
Vehicles Exited	67	293	884	69	13	28	1354
Hourly Exit Rate	67	293	884	69	13	28	1354
Input Volume	64	284	896	70	11	26	1352
% of Volume	105	103	99	98	116	107	100

8: Aviation Blvd. & Airport Blvd. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicles Entered	14	304	58	219	832	585	103	24	215	226	37	17
Vehicles Exited	13	304	58	220	831	585	103	24	216	227	37	17
Hourly Exit Rate	13	304	58	220	831	585	103	24	216	227	37	17
Input Volume	13	296	53	224	848	590	103	23	217	232	38	16
% of Volume	98	103	109	98	98	99	100	104	100	98	96	108

8: Aviation Blvd. & Airport Blvd. Performance by movement

Movement	All
Vehicles Entered	2634
Vehicles Exited	2635
Hourly Exit Rate	2635
Input Volume	2654
% of Volume	99

9: Aviation Blvd. & Pruitt Ave. Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Vehicles Entered	16	208	563	59	23	5	14	888
Vehicles Exited	16	208	564	59	23	5	14	889
Hourly Exit Rate	16	208	564	59	23	5	14	889
Input Volume	15	211	567	59	25	4	12	892
% of Volume	107	99	99	100	93	133	119	100

10: Pruitt Ave. & Dwy 1 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Vehicles Entered	5	5	31	19	17	111	188
Vehicles Exited	5	5	31	19	17	111	188
Hourly Exit Rate	5	5	31	19	17	111	188
Input Volume	5	4	32	20	17	110	188
% of Volume	100	125	98	96	99	101	100

11: Pruitt Ave. & Dwy 4 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Vehicles Entered	2	2	48	8	6	50	116
Vehicles Exited	2	2	48	8	6	50	116
Hourly Exit Rate	2	2	48	8	6	50	116
Input Volume	2	1	50	7	7	50	118
% of Volume	100	200	96	110	83	100	98

12: Pruitt Ave. & Dwy 7 Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Vehicles Entered	4	48	54	6	0	2	114
Vehicles Exited	4	48	54	6	0	2	114
Hourly Exit Rate	4	48	54	6	0	2	114
Input Volume	4	48	56	5	1	1	115
% of Volume	100	99	97	120	0	200	99

13: Pruitt Ave. & Dwy 9 Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Vehicles Entered	14	34	62	18	3	4	135
Vehicles Exited	14	34	63	18	3	4	136
Hourly Exit Rate	14	34	63	18	3	4	136
Input Volume	16	33	63	17	4	4	138
% of Volume	86	103	100	104	75	100	99

Total Network Performance

Vehicles Entered	6105
Vehicles Exited	6096
Hourly Exit Rate	6096
Input Volume	24734
% of Volume	25

Intersection: 1: Skylane Blvd./Golf Course Dr. & Shiloh Rd.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	TR
Maximum Queue (ft)	99	338	52	176	153	36	64	48	75	69	123
Average Queue (ft)	14	167	36	98	62	7	24	10	33	41	34
95th Queue (ft)	63	281	62	161	129	23	55	35	60	68	89
Link Distance (ft)		898			771	771	374				436
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	250		25	180				60	60	45	
Storage Blk Time (%)		44	5	0	0		0	0	1	14	4
Queuing Penalty (veh)		37	23	2	0		0	0	0	6	4

Intersection: 2: Conde Ln & Shiloh Rd.

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LT	R
Maximum Queue (ft)	83	131	151	50	227	170	36	196	60
Average Queue (ft)	26	50	64	11	119	66	11	95	37
95th Queue (ft)	63	102	118	37	199	132	35	162	73
Link Distance (ft)		771	771		980	980	716	1068	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	85			125					35
Storage Blk Time (%)	0	1			5			40	5
Queuing Penalty (veh)	1	0			1			25	14

Intersection: 3: Caletti Ave & Shiloh Rd.

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	TR	L	T	L	R
Maximum Queue (ft)	2	26	122	18	112	66
Average Queue (ft)	0	2	61	1	25	46
95th Queue (ft)	2	14	104	18	78	69
Link Distance (ft)	980	980		350	688	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			130			40
Storage Blk Time (%)			0		5	10
Queuing Penalty (veh)			3		6	2

Intersection: 4: US 101 SB & Shiloh Rd.

Movement	EB	WB	WB	SB	SB
Directions Served	T	T	R	L	R
Maximum Queue (ft)	117	1089	125	106	126
Average Queue (ft)	49	622	113	48	62
95th Queue (ft)	93	1114	169	86	104
Link Distance (ft)	350	1160		652	
Upstream Blk Time (%)		0			
Queuing Penalty (veh)		1			
Storage Bay Dist (ft)			100		270
Storage Blk Time (%)		26	1		
Queuing Penalty (veh)		110	8		

Intersection: 5: US 101 NB & Shiloh Rd.

Movement	EB	EB	WB	WB	NB	NB	NB
Directions Served	T	T	T	R	L	R	R
Maximum Queue (ft)	100	167	1039	573	313	248	50
Average Queue (ft)	32	71	563	69	170	70	13
95th Queue (ft)	89	127	1152	498	269	160	40
Link Distance (ft)		1160	1606	1606	785		
Upstream Blk Time (%)			0				
Queuing Penalty (veh)			0				
Storage Bay Dist (ft)	75					190	190
Storage Blk Time (%)	0	6			4		
Queuing Penalty (veh)	0	17			13		

Intersection: 6: Caletti Ave & Pruitt Ave.

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	57	57
Average Queue (ft)	28	10
95th Queue (ft)	50	38
Link Distance (ft)	548	688
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Airport Blvd. & Concourse Blvd.

Movement	EB	WB	WB	B20	SB	SB
Directions Served	L	T	R	T	L	R
Maximum Queue (ft)	72	18	19	4	26	32
Average Queue (ft)	27	1	1	0	8	2
95th Queue (ft)	60	9	10	4	25	16
Link Distance (ft)		889		1027		656
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		90		25	
Storage Blk Time (%)	0				4	0
Queuing Penalty (veh)	0				1	0

Intersection: 8: Aviation Blvd. & Airport Blvd.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	LT	R	L	LTR
Maximum Queue (ft)	42	126	120	64	275	366	292	189	151	127	110	133
Average Queue (ft)	13	64	57	24	150	181	118	92	61	47	47	73
95th Queue (ft)	38	107	103	54	264	310	248	155	117	90	91	117
Link Distance (ft)		1027	1027			1070	1070		554			831
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150			120	235			300		100	145	
Storage Blk Time (%)		0	0		6	1	0		2	0	0	0
Queuing Penalty (veh)		0	0		28	2	0		4	0	0	0

Intersection: 9: Aviation Blvd. & Pruitt Ave.

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	34	41	35
Average Queue (ft)	6	16	10
95th Queue (ft)	26	40	34
Link Distance (ft)		370	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	65		100
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 10: Pruitt Ave. & Dwy 1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	35	19
Average Queue (ft)	9	1
95th Queue (ft)	31	8
Link Distance (ft)	213	268
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Pruitt Ave. & Dwy 4

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	33	9
Average Queue (ft)	4	0
95th Queue (ft)	20	6
Link Distance (ft)	201	144
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: Pruitt Ave. & Dwy 7

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	12	27
Average Queue (ft)	1	2
95th Queue (ft)	7	14
Link Distance (ft)	32	176
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: Pruitt Ave. & Dwy 9

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	15	3	33
Average Queue (ft)	1	0	6
95th Queue (ft)	7	3	26
Link Distance (ft)	112	46	187
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 308

1: Skylane Blvd./Golf Course Dr. & Shiloh Rd. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicles Entered	15	264	32	122	403	84	72	36	367	71	16	5
Vehicles Exited	15	264	31	123	401	84	72	37	369	72	16	5
Hourly Exit Rate	15	264	31	123	401	84	72	37	369	72	16	5
Input Volume	14	274	30	120	407	92	78	38	350	81	18	4
% of Volume	109	96	104	103	98	91	92	97	105	89	89	118

1: Skylane Blvd./Golf Course Dr. & Shiloh Rd. Performance by movement

Movement	All
Vehicles Entered	1487
Vehicles Exited	1489
Hourly Exit Rate	1489
Input Volume	1506
% of Volume	99

2: Conde Ln & Shiloh Rd. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Vehicles Entered	75	639	1	13	550	267	8	3	25	317	52	1950
Vehicles Exited	76	642	1	13	551	266	7	3	25	315	53	1952
Hourly Exit Rate	76	642	1	13	551	266	7	3	25	315	53	1952
Input Volume	78	637	1	14	563	265	9	3	22	309	51	1952
% of Volume	98	101	100	91	98	100	76	100	115	102	104	100

3: Caletti Ave & Shiloh Rd. Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Vehicles Entered	953	25	93	811	17	176	2075
Vehicles Exited	955	25	93	812	16	176	2077
Hourly Exit Rate	955	25	93	812	16	176	2077
Input Volume	942	23	92	820	18	185	2080
% of Volume	101	109	101	99	90	95	100

4: US 101 SB & Shiloh Rd. Performance by movement

Movement	EBT	EBR	WBT	WBR	SBL	SBR	All
Vehicles Entered	505	624	804	410	170	123	2636
Vehicles Exited	503	623	803	409	171	123	2632
Hourly Exit Rate	503	623	803	409	171	123	2632
Input Volume	498	625	810	418	171	126	2649
% of Volume	101	100	99	98	100	97	99

5: US 101 NB & Shiloh Rd. Performance by movement

Movement	EBT	EBR	WBT	WBR	NBL	NBR	All
Vehicles Entered	473	211	666	198	525	643	2716
Vehicles Exited	476	211	663	199	522	641	2712
Hourly Exit Rate	476	211	663	199	522	641	2712
Input Volume	475	205	675	204	525	650	2734
% of Volume	100	103	98	98	99	99	99

6: Caletti Ave & Pruitt Ave. Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Vehicles Entered	5	86	90	3	36	83	303
Vehicles Exited	5	87	91	4	36	83	306
Hourly Exit Rate	5	87	91	4	36	83	306
Input Volume	6	90	98	5	40	77	317
% of Volume	80	96	93	76	90	108	97

7: Airport Blvd. & Concourse Blvd. Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Vehicles Entered	35	629	298	32	84	55	1133
Vehicles Exited	36	631	296	32	84	56	1135
Hourly Exit Rate	36	631	296	32	84	56	1135
Input Volume	34	625	304	29	79	52	1124
% of Volume	106	101	97	110	106	107	101

8: Aviation Blvd. & Airport Blvd. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicles Entered	16	852	63	137	275	264	28	7	192	556	29	25
Vehicles Exited	16	847	63	135	276	263	28	7	192	552	29	25
Hourly Exit Rate	16	847	63	135	276	263	28	7	192	552	29	25
Input Volume	20	836	61	135	278	263	33	7	197	548	26	22
% of Volume	81	101	104	100	99	100	85	97	98	101	113	115

8: Aviation Blvd. & Airport Blvd. Performance by movement

Movement	All
Vehicles Entered	2444
Vehicles Exited	2433
Hourly Exit Rate	2433
Input Volume	2425
% of Volume	100

9: Aviation Blvd. & Pruitt Ave. Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Vehicles Entered	11	305	261	26	49	4	12	668
Vehicles Exited	11	305	262	26	49	4	12	669
Hourly Exit Rate	11	305	262	26	49	4	12	669
Input Volume	12	301	260	30	50	5	14	672
% of Volume	94	101	101	87	98	76	87	100

10: Pruitt Ave. & Dwy 1 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Vehicles Entered	17	16	43	8	6	35	125
Vehicles Exited	17	16	43	8	6	35	125
Hourly Exit Rate	17	16	43	8	6	35	125
Input Volume	15	15	47	7	5	40	130
% of Volume	111	105	91	110	120	87	96

11: Pruitt Ave. & Dwy 4 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Vehicles Entered	4	5	46	2	1	44	102
Vehicles Exited	4	5	46	2	1	44	102
Hourly Exit Rate	4	5	46	2	1	44	102
Input Volume	6	5	49	3	2	46	112
% of Volume	64	100	93	67	50	95	91

12: Pruitt Ave. & Dwy 7 Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Vehicles Entered	1	47	44	2	3	4	101
Vehicles Exited	1	48	44	2	3	4	102
Hourly Exit Rate	1	48	44	2	3	4	102
Input Volume	1	52	48	2	4	4	111
% of Volume	100	93	91	100	75	100	92

13: Pruitt Ave. & Dwy 9 Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Vehicles Entered	5	46	37	4	15	12	119
Vehicles Exited	5	46	37	4	15	12	119
Hourly Exit Rate	5	46	37	4	15	12	119
Input Volume	5	50	40	5	14	13	128
% of Volume	100	92	91	80	105	91	93

Total Network Performance

Vehicles Entered	6409
Vehicles Exited	6410
Hourly Exit Rate	6410
Input Volume	24537
% of Volume	26

Intersection: 1: Skylane Blvd./Golf Course Dr. & Shiloh Rd.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	TR
Maximum Queue (ft)	47	158	50	148	209	51	136	136	123	62	77
Average Queue (ft)	13	81	23	52	78	16	45	30	71	33	15
95th Queue (ft)	40	138	57	103	162	41	91	77	114	60	49
Link Distance (ft)		898			771	771	374				436
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	250		25	180				60	60	45	
Storage Blk Time (%)		35	2		0		3	1	10	9	1
Queuing Penalty (veh)		15	7		1		12	1	8	2	1

Intersection: 2: Conde Ln & Shiloh Rd.

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LT	R
Maximum Queue (ft)	108	162	155	86	239	178	59	241	67
Average Queue (ft)	43	63	66	14	121	91	23	125	33
95th Queue (ft)	88	120	119	54	204	158	51	204	74
Link Distance (ft)		771	771		980	980	716	1068	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	85			125					35
Storage Blk Time (%)	1	2			6			50	4
Queuing Penalty (veh)	4	2			1			25	14

Intersection: 3: Caletti Ave & Shiloh Rd.

Movement	EB	WB	NB	NB
Directions Served	TR	L	L	R
Maximum Queue (ft)	17	86	140	72
Average Queue (ft)	1	36	29	51
95th Queue (ft)	10	66	93	72
Link Distance (ft)	980		688	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		130		40
Storage Blk Time (%)			2	19
Queuing Penalty (veh)			4	3

Intersection: 4: US 101 SB & Shiloh Rd.

Movement	EB	WB	WB	SB	SB
Directions Served	T	T	R	L	R
Maximum Queue (ft)	158	646	125	129	96
Average Queue (ft)	65	253	82	61	42
95th Queue (ft)	118	550	178	105	76
Link Distance (ft)	350	1160		652	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100		270
Storage Blk Time (%)		16	1		
Queuing Penalty (veh)		70	4		

Intersection: 5: US 101 NB & Shiloh Rd.

Movement	EB	EB	EB	WB	WB	NB	NB	NB
Directions Served	T	T	R	T	R	L	R	R
Maximum Queue (ft)	100	192	44	1037	718	264	241	170
Average Queue (ft)	55	96	2	593	72	135	106	45
95th Queue (ft)	119	164	31	1158	466	214	189	112
Link Distance (ft)		1160		1606	1606	785		
Upstream Blk Time (%)				0				
Queuing Penalty (veh)				0				
Storage Bay Dist (ft)	75		200				190	190
Storage Blk Time (%)	0	14	0			2	0	0
Queuing Penalty (veh)	2	62	0			10	1	0

Intersection: 6: Caletti Ave & Pruitt Ave.

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	66	29
Average Queue (ft)	33	3
95th Queue (ft)	57	19
Link Distance (ft)	548	688
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Airport Blvd. & Concourse Blvd.

Movement	EB	EB	WB	SB	SB
Directions Served	L	T	R	L	R
Maximum Queue (ft)	36	22	8	70	45
Average Queue (ft)	9	1	0	28	4
95th Queue (ft)	32	12	4	51	24
Link Distance (ft)		5548			656
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100		90	25	
Storage Blk Time (%)				15	0
Queuing Penalty (veh)				8	0

Intersection: 8: Aviation Blvd. & Airport Blvd.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	LT	R	L	LTR
Maximum Queue (ft)	124	336	353	195	195	160	136	104	114	154	220	328
Average Queue (ft)	16	185	192	52	93	75	26	45	25	64	129	167
95th Queue (ft)	65	290	306	160	166	138	81	78	75	124	212	266
Link Distance (ft)		1027	1027			1070	1070		554			831
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150			120	235			300		100	145	
Storage Blk Time (%)		15	24		0				0	3	3	13
Queuing Penalty (veh)		3	15		0				0	1	9	35

Intersection: 9: Aviation Blvd. & Pruitt Ave.

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	19	59	35
Average Queue (ft)	1	25	10
95th Queue (ft)	11	48	34
Link Distance (ft)		370	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	65		100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Pruitt Ave. & Dwy 1

Movement	WB
Directions Served	LR
Maximum Queue (ft)	40
Average Queue (ft)	20
95th Queue (ft)	45
Link Distance (ft)	213
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 11: Pruitt Ave. & Dwy 4

Movement	WB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	7
95th Queue (ft)	29
Link Distance (ft)	201
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 12: Pruitt Ave. & Dwy 7

Movement	SB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	7
95th Queue (ft)	27
Link Distance (ft)	176
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Pruitt Ave. & Dwy 9

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	6	44
Average Queue (ft)	0	20
95th Queue (ft)	4	44
Link Distance (ft)	112	187
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 320



about GHD

GHD is one of the world's leading professional services companies operating in the global markets of water, energy and resources, environment, property and buildings, and transportation. We provide engineering, environmental, and construction services to private and public sector clients.

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