To access the Agenda and Backup Materials electronically, go to the City of Grand Junction Website. To participate or watch the meeting virtually register for the GoToWebinar.



CITY COUNCIL AGENDA THURSDAY, MAY 29, 2025 CITY HALL AUDITORIUM 250 NORTH 5<sup>TH</sup> STREET 5:30 PM – SPECIAL MEETING

- 1. Call to Order, Pledge of Allegiance, Moment of Silence
- 2. Council Discussion and Direction
  - a. 4th and 5th Streets\*
- 3. Adjournment

<sup>\*</sup>Council will provide the public with the opportunity to make comments after their discussion.



#### **Grand Junction City Council**

#### **Regular Session**

Item #2.a.

Meeting Date: May 29, 2025

**<u>Presented By:</u>** Mike Bennett, City Manager

**Department:** City Manager's Office

**Submitted By:** Mike Bennett and John Shaver

#### Information

#### **SUBJECT:**

4th and 5th Streets

#### **RECOMMENDATION:**

Staff recommends City Council discussion and direction to the City Manager by motion approved by a majority of the City Council regarding the configuration and implementation of changes to 4th and 5th Streets.

#### **EXECUTIVE SUMMARY:**

At the May 5th City Council work session the City staff presented proposed changes for possible near term implementation to the configuration of 4th and 5th Streets. Those changes, which are intended to address certain perceptions about the current configurations this spring, include 1) reviewing and further refinement of sight distances at various intersections and 2) relocating the bike lane to be adjacent to the throughlane (buffered from angled parking where possible). Collectively, the proposed changes were referred to as Version 2.0.

City Council discussed Version 2.0 during the workshop and directed the Staff to bring Version 2.0 to the May 7, 2025, regular City Council meeting. At that meeting, Council voted 4-3 to against Version 2.0 and instead to revert the corridors to pre-pilot, 2-lane, one-way configurations.

After the May 7, 2025 meeting the Council received significant feedback in the form of emails, telephone calls/voice mail messages and over 40 public comments were offered at the May 21, 2025 Council Meeting. That feedback principally supported/asked the Council to reconsider the reversion and instead adopt and implement Version 2.0.

Because expectations and directions regarding next steps are unclear, the City

Manager proposed that the Council convene a Special Meeting on May 29th to discuss and conclusively decide the question. The meeting will provide an opportunity for the Council to revisit project background, including the findings and recommendations of the initial study, the implementation to date, and provide conclusive direction regarding whether to implement the reversion to pre-pilot configuration; or adopt and implement Version 2.0 and conduct public outreach and engagement regarding the same; or provide direction to more fully implement the findings of the original study which included two-lane configurations to address reduced speeds.

#### **BACKGROUND OR DETAILED INFORMATION:**

**Background** – The 1984 Downtown Development Authority (DDA) Plan of Development discussed safety concerns with the contemporary configuration of 4th & 5th Streets (then three-lane, one-way couplets) and contemplated possible changes to address high speeds. The 2019 DDA Vibrant Together plan reemphasized the need to transform the 4th and 5th Street corridors away from their unintended use as high-speed arterials through the heart of the downtown core, to better align with their "Collector" classification in the 2018 Circulation Plan.

The Greater Downtown Plan, completed in 2013, included a goal to maintain and enhance the Downtown District's economic, cultural, and social vitality. And proposed Policy 1g, to Study alternatives for 4th and 5th Streets including returning these streets to the two-way grid system between Ute Avenue and North Avenue.

The 2020 One Grand Junction Comprehensive Plan had several goals intended to enhance bicycle and pedestrian connections and infrastructure to and throughout Downtown, the Colorado River Corridor, and the University District and provide transportation options, including strategy 4.1, to "continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes."

**Recent History** – In 2021-2022, the DDA and City hired consulting firm Bohannon Huston to study two-way plus bike lanes and one-way, two-lane plus bike lanes. The project's goals, as outlined in the study, were to create a safer, more pedestrian/bicycle-friendly environment while maintaining circulation and providing economic growth opportunities. City Council adopted the study on May 4, 2022.

Implementation was proposed for Spring 2023; however, business owners were concerned about the design's impact on parking (reduction) and mature trees (removal), and requested staff consider a one-way, one-lane plus bike lane configuration. The engineering consulting firm Olsson completed a traffic capacity analysis for the one-lane/one-way configuration on September 10, 2023. The analysis concluded that all streets/intersections would operate at the level of service "D" or better in 2045 with the one-lane configuration on 4th and 5th Streets, as approved by CDOT.

The one-lane configuration was adopted by DDA board on November 2, 2023, and City discussed the project with City Council at the October 28, 2023 workshop with direction

to include it in the 2024 budget.

Pilot implementation was part of a \$1.2 million project funded in the Sales Tax Capital Improvement Fund. \$1.0 million was invested in planned chipseal and minor street reconstructions/asphalt maintenance, while \$200,000 was for paint, delineators and street widening on 5th Street between Belford and North Ave. This work was partially reimbursed by \$150,000 CDOT Revitalizing Main Streets grant.

**Pilot Implementation** – City traffic crews started August 5, 2024, on 4th Street at Belford Ave with the original 11-foot-wide lane layout. Below is the chronology of the rest of the project.

- Week of August 12, 2024 adjustment to a 14-foot-wide lane on 4th Street from Grand to Ute.
- Week of August 19, 2024 adjustment to an 18-foot-wide lane on 4th Street from Grand to Ute.
- Week of September 9, 2024 initial implementation of 18-foot-wide lanes on 5th Streets from Ute to Grand and a 14-foot-wide lane from Grand to Hill.
- Week of September 16, 2024 initial implementation of a 14-foot-wide lane on 5th Street between Hill to North and conversion of Belford between 4th and 5th Streets from one-way to two-way.
- October 2024 Initial post-pilot speed data were collected on 4th, 5th, and 7th Streets after minor pilot iterations were complete.

**Modifications since initial implementation** – By the time City traffic crews began striping the 5th Street corridor on September 9, the original design had been modified to reflect design changes on 4th Street.

- Travel lanes are 18 feet between Ute Ave and Grand Ave and 14 feet between Grand Ave and North Ave, addressing the Grand Junction Fire Department's concerns and drivers' nervousness about parallel parking directly adjacent to traffic.
- Turning radius at various corners is softened by relocating delineators.
- Sight distances are verified.
- Additional diagonal parking is provided along the west side of 5th Street south of Grand Ave.
- To accommodate the wider travel lane, the pre-pilot "no parking" condition is restored on the east side of 5th Street, north of Grand Ave, creating width for a broader cycle lane buffer.
- In January 2024, over 90 delineators were removed from the corridors. 4th Street between North Ave and Grand was widened to 14 feet.

**Concerns/perceptions** – The City's EngageGJ.org has had over 800 posts. Many additional concerns, as well as support, have been shared via direct communication with the City Council and/or staff or through Letters to the Editor, You-Said-Its, and social media feeds. Most concerns can be categorized into the following issues:

- o Congestion/slower speeds,
- o Perception of an increase in crashes or risk thereof,
- o Tight radius/difficult turns,

- o Unsightly aesthetics or distracting street elements (appears under construction due to delineators),
- o Sight distance concerns at 5th and White / 4th and Colorado / 5th and Colorado,
- o Difficulty parking or accessing the Colorado Ave parking lot,
- o Parking buffered bike lane with parking prevents bikes and moving cars from seeing each other,
- o A perception that nobody uses the cycle facilities, and/or
- o Some business owners have stated it seems there are fewer people downtown, partially based on the Rockslide Parking lot not being as full as prior to the project's implementation.

**Analysis** – Staff have conducted additional speed and volume analysis and have reviewed traffic crash data. Speed and volume data are provided in Attachment A.

- **Speeding** The project has been successful in reducing observed speeds. On both 4th and 5th Streets, 85th percentile speeds through the residential area between North Ave and Grand Ave have decreased by approximately 4-5 MPH to settle within 3-4 MPH of the posted 30 MPH speed limit. Observed speeds in the business district near Rood Ave, have decreased by over 5 MPH to within 10 percent of the posted 25 MPH speed limit. At the gateway to downtown, at Colorado Ave, speeds have decreased by 3-4 MPH but still exceed the posted 25 MPH speed limit by more than 10 percent on 5th Street.
- Volumes Some community members and business owners are concerned that vehicular volume/driver demand may have been limited by the pilot implementation on both corridors. Since many trips along 4th and 5th Streets previously were through trips and not destined for downtown, this could be true while also not impacting downtown visits. Steady-state results suggest up to a 22% reduction in vehicles entering downtown via 4th Street (at Rood Ave) and no change in vehicles entering downtown via 5th Street (at Colorado Ave). Data on Average Daily Traffic (ADT) collected to date is provided below:
- 1. Gunnison Ave 4th St 2105: ADT pre-pilot / 2225 steady-state (+120) 5th: 3861 ADT pre-pilot / 3779 steady-state (-82)
- 2. Rood Ave 4th St 2737: ADT pre-pilot / 2141 steady-state (-596)

5th: 5115 ADT pre-pilot / 5261 steady-state (+146)

3. Colorado 4th St 2031: ADT pre-pilot / 2149 steady-state (+118)

5th: 4983 ADT pre-pilot / 5045 steady-state (+62)

Vehicular volumes have increased on 7th Street north of Gunnison Ave, from 9774 to 10,917 (+1143 vehicles per day) and at Rood Ave, from 6824 to 9686 (+2872 vehicles per day). South of Colorado Ave, vehicular volumes have decreased from 5263 to 4869 (-394). South of Grand Ave, where 7th Street has a 2/3-lane cross-section, speeds are at or near the posted speed limit of 25 mph. At Gunnison Ave, where 7th Street has a 4-lane cross-section, speeds remain at 6 mph or 20% over the posted 30 mph speed limit.

Some of the increase on 7th Street could be due to the construction impacts of I-70B (Ute Ave). CDOT has temporarily narrowed westbound traffic on I-70B from three lanes to one lane, causing frequent back-ups through the 5th and Ute intersection. Therefore, northbound US-50 traffic that may have planned to use 1st Street/I-70B may instead divert east to 7th Street to continue northbound. This phase of I-70B will be completed later this year. Phase 7 from 4th Street to 7th Street is proposed next year.

• Crashes – Since the pilot implementation, GJPD has responded to 15 traffic incidents. Attachment B provides more detail and analysis. Of the 15 crashes, staff believe only two could be directly attributed to the project changes: one associated with the lane drop at 5th and Colorado and a cyclist (scooter) not being seen at 4th and Rood by a right-turning driver. Two additional incidents could potentially be attributed to project changes with the lane change violation at 5th and Ute and failure to yield at 4th and Colorado.

While four crashes involved cyclists, only one is attributable to the project. All four resulted in injury. While there does appear to be an increase in bike crashes on these corridors, it is important to note that only 5th Street between Grand and Belford—about ¼ of the project extent had a cycle facility (striped lane) before. Qualitative observation suggests that more cyclists are riding on 4th and 5th Streets now, although pedestrian/bike counts are not scheduled until early May 2025 as a part of the annual Urban Trails Committee Active Traffic Counts. The relevant location is 5th and Belford (near Copeka Coffee). After that date, there will be more conclusive evidence of whether normalized bicycle-involved crashes have changed.

In 2024, there were 12 crashes before the project installation, which resulted in four injuries. Additionally, at least five "Turned from the wrong lane/position" crashes occurred before the project installation—there have been zero since.

- **Partner Feedback** Downtown Development Authority Executive Director Brandon Stam provided the following prior to the January 13 Council Workshop:
- o Downtown housing is creating more residential density which heightens the need to slow speeds. This change is already in motion with the opening of The Junction earlier this year with over 256 units coming online.
- o Removal of bollards, move towards a more permanent feel.
- o Sightlines Perhaps parking spaces need to be removed to improve sightlines, realizing it's a balance. More sight distance, faster speeds.
- o DDA believes the cycle track works fine; however, perhaps moving to a more conventional lane, like on 7th, would reduce community stress.
- o Timing of lights Many share that the lights should be set to the speed limit, especially on 4th Street. City Staff have confirmed the lights are set to the speed limit and each cycle consistently provides for 15-18 cars at 23-25mph.
- o CDOT's I-70B Phase 7 will continue the reconstruction of I-70B through 6th Street. As part of that improvement, 5th Street will convert the left, northbound lane to a left turn/thru movement. This will encourage traffic to travel through the business loop and

alleviate the merging traffic at Colorado.

#### **Next Steps**

As discussed at January 13, 2025 and May 5, 2025 workshops, staff recommends reconfiguring to a Pilot v2.0 configuration between Ute Ave and Grand Ave, which maintains the success of reduced speeds while addressing the challenges with the current layout, by moving the bike lane adjacent to the vehicular travel lane and restoring most pre-pilot parking configurations. This would be more like what is found on nearby streets, such as 7th Street between Ute Ave and Grand Ave.

Already completed – Pilot v1.2 – Q1 2025 – Maintain existing geometry, with minor alterations as needed to respond to demonstrated issues. Minimize the use of vertical delineators ("plastic bollards") in favor of parking chalks and roll-over elements. Over 90 delineators were removed in January and lower roll over elements were added at 4th and Gunnison as a sample. Sight distance concerns were made with adjustments to parking spaces immediately upstream of some intersections. Additional data was collected as well as public input.

**Proposed Pilot v2.0 – Q2 2025** – Restripe both corridors to create the bike lane adjacent to the vehicle travel lane like what is found on existing Grand Junction streets such as 7th Street. Most of the pre-pilot parking configurations will also be restored. Both the Grand Junction Fire and Police Departments are in support of this change as it addresses narrow lane width concerns, while still maintaining one lane of traffic, and simplifies the design compared to the previous Pilot v1.0 configuration. This does result in a less protected bicycle configuration, with increased conflict areas anywhere where drivers entering or exiting parking spaces will be crossing the cycle lane. It also allows more width for drivers to pull out of the way of emergency vehicles with sirens running.

#### **Assessment & Permanent Version**

A public engagement and outreach plan will be developed to evaluate the implementation of 4<sup>th</sup>-5<sup>th</sup> Pilot 2.0, present long-term solutions, and gather feedback from the community and businesses stakeholders. This outreach and engagement would include review of comprehensive data and public input to weigh outcomes against pilot objectives and neighborhood values. Regular updates would be provided during this timeframe leading to a permanent configuration to be recommended.

- o Outcome 1 "Back to the Drawing Board": Safety and convenience outcomes are not meeting pilot objectives and neighborhood values –develop a more acceptable geometry, possibly including one-lane, two-way configurations, as originally envisioned in the 1980s; two-lane one-way plus bike lane configurations (with significant parking impact), as proposed in 2022; or other options (including reversion and relocation of bicycle facilities to parallel corridors).
- o Outcome 2 "Pilot success": Convenience trade-offs are worthwhile for Safety benefit Budget and plan for the reconstruction of both 4th and 5th Street corridors from Ute to North corridors into a one-lane plus bike-lane configuration.

Funding for either of the Permanent Version options has not been identified, but the project should compete for grant dollars to supplement City/DDA investment.

If Council is inclined to move forward in this manner, staff will begin communicating next steps and estimated timelines widely with the community. This would include and acknowledge that the aesthetics of dozens of white delineators detract from the downtown experience for many residents. Some even went so far as to say the project "ruined downtown." Borrowing the concept from many communities researching the effectiveness of protected intersections or cycle facility concepts nationally, staff implemented plastic delineators generously to reinforce the scale of the geometry change visually. Now that the pilot has settled into steady-state geometry, staff are preparing to minimize the use of vertical reflective elements.

Staff will modify the pilot project by transitioning many of the delineators to lower vertical elements, such as curb stops and rollover humps, to define bulb-outs. This will address some of the community concerns about the distracting or "construction" look of the delineators. Some of the delineators will need to remain in accordance with federal/state regulations to delineate key features of the design. This will help determine which elements are kept and which are designed out. Staff is committed to continuing to modify and revise based on feedback received. The EngageGJ.org project site will remain open.

#### **FISCAL IMPACT:**

Implementation of 4th-5th Pilot Version 2.0 is estimated at \$40,000 while reversion to pre-pilot configuration is estimated at \$70,000. The project is included in the 2025 capital improvement budget.

#### **SUGGESTED MOTION:**

For City Council discussion and direction.

#### Attachments

- 1. Attach A Speed and Volume Summary rev
- 2. Attach B Crash Summary Project Inception to Date 250501
- 3. 4th-5th 2.0 exhibit
- 4. 4th & 5th Feasibility Study March 2022
- 5. GJ 4th 5th Feasibility Council Resolution 36-22 20220504
- 6. RES-4th and 5th 20250506 JPSTCP

Attachment A
Speed and Volume Summary

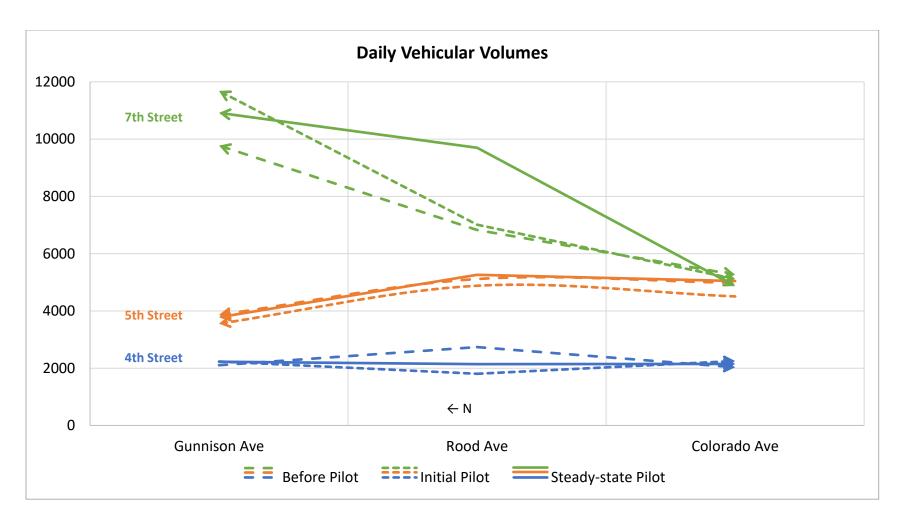
Cross-street	Posted Speed Limit	4th Street – Observed Speeds (MPH)	% away from speed limit	5 <sup>th</sup> Street – Observed Speeds (MPH)	% away from speed limit	7 <sup>th</sup> Street – Observed speeds (MPH)	% away from speed limit
Gunnison Avenue before Pilot		37.6	25%	37.2	24%	36.3	21%
Initial Pilot	30	31.7	6%	32.1	7%	34.8	16%
Steady-state Pilot		33.3	11%	32.3	8%	35.9	20%
Rood Avenue before Pilot		28.4	14%	31.6	26%	26.1	4%
Initial Pilot	25	23.3	7%	26.4	6%	31.6	26%
Steady-state Pilot		22.6	9.6%	28.0	12%	25.7	3%
Colorado Avenue before Pilot		28	12%	31.8	27%	25.4	2%
Initial Pilot	25	24.1	4%	28.7	15%	25	0%
Steady-state Pilot	6 th	24.6	2%	28.7	15%	25	0%

The table summarizes observations of  $85^{\text{th}}$ -percentile driver speeds before Pilot implementation, initially after Pilot implementation, and under steady-state conditions (~6 months after Pilot implementation). Speeds which differ from the posted speed limit by  $\geq 10\%$  are highlighted orange.

On 4<sup>th</sup> Street, 85<sup>th</sup>-percentile driver speeds at the top of the corridor settled approximately 1.5MPH higher than initial observations to exceed the posted speed limit by over 3MPH, while driver speeds stayed below posted speed limits along the rest of the corridor.

On 5<sup>th</sup> Street, 85<sup>th</sup>-percentile driver speeds downtown settled approximately 1.5MPH higher than initial observations to exceed the posted speed limit by 3MPH, while driver did not change dramatically between initial pilot deployment and steady-state conditions, exceeding the speed limit by approximately 3MPH. Driver speeds have remained just above posted speed limits along the rest of the corridor, particularly entering downtown.

On 7<sup>th</sup> Street, 85<sup>th</sup>-percentile driver speeds increased dramatically during the initial Pilot implementation, especially near Rood Avenue, but settled back to pre-Pilot ranges along most of the corridor.



On 4<sup>th</sup> Street, volumes have remained on-par with pre-Pilot and initial Pilot implementation along the whole corridor. Overall, drivers' route preference for southbound travel is primarily unchanged by the Pilot.

On 5<sup>th</sup> Street, volumes have remained on-par with pre-Pilot and initial Pilot implementation along the whole corridor. Overall drivers' route preference for northbound travel is primarily unchanged by the Pilot.

On 7<sup>th</sup> Street, volumes have remained on-par with pre-Pilot and initial Pilot implementation on the north and south ends of the corridor. The increased demand observed in the middle portion of 7<sup>th</sup> Street may be partially attributable to construction disruptions on I-70B influencing drivers away from using 1<sup>st</sup> Street between Ute Avenue and Grand Avenue.

# Attachment B Crash Summary

Summary of Crashes since August 24 on 4th Street and September 13 on 5th Street

- 8/24 4<sup>th</sup> and Grand
  - the two drivers were entering the flashing intersection simultaneously (one on yellow, one on red)
  - Failure to yield hit and Run
  - Would not attribute this to the changes from the project.
- 8/26 4<sup>th</sup> and Chipeta
  - Bicycle was traveling northbound in bike lane (counterflow)
  - Motorist did see the bike and accidentally applied the gas instead of brake when turning onto 4<sup>th</sup> from eastbound Chipeta
  - Would appear to be more of a mistake on the motorists part than attributed to the project
- 11/19 4<sup>th</sup> and Rood
  - Driver did not see bicycle in bike lane when turning right from 4<sup>th</sup> to Rood
  - Could be attributed to project
- 9/13 5<sup>th</sup> and Colorado
  - Driver failed to make the left turn at Colorado at the lane drop and sideswiped the other vehicle
  - This could be attributed to the project if unfamiliar with the changes. Occurred the day after the change was made.
- 10/21 5<sup>th</sup> and Rood
  - GVT bus struck a vehicle parked in a marked parking spot on the east side of the roadway
  - Difficult to attribute to the project as in this section where the car was parked are 18 foot wide lanes but the report claims this is "due to the narrow nature of the roadway"
- 11/18 5<sup>th</sup> and Gunnison
  - Bicycle was traveling southbound in the bike lane (counterflow)
  - Bike claims a vehicle was westbound on Gunnison struck him on the side and knocked him to the ground and then did not stop
  - Would not directly attribute this to the project the bike lane existed prior to the project and the bike was traveling the wrong way down a one-way corridor
- 12/31/24 4<sup>th</sup> and Colorado
  - Vehicle traveling EB failed to yield to SB vehicle on 4<sup>th</sup>
  - Could possibly attribute to project and/or existing conditions regarding sight distance complexities
- 12/31/24 5<sup>th</sup> and Chipeta
  - o EB Vehicle disregarded stop sign, did not fully stop, and resulted in injury
  - Would not attribute to the project
- 1/8/25 4<sup>th</sup> and White
  - WB rear-end at light due to brakes failing
  - Would not attribute to the project 1/10/25 4<sup>th</sup> and White
  - o Driver was parked in stall on White Ave. north of the Post Office
  - The driver "attempted to back out into White Ave. but accidentally kept foot on accelerator pedal". This caused the driver to continue in a backwards/U-turn motion and ultimately collided with a parking sign and the wall of the Post Office.

- Would not attribute to project not in project boundaries
- 1/24/25 5<sup>th</sup> and Grand
  - EB driver was talking to someone in the vehicle and looked up to see they were driving through a red light - then struck a NB vehicle driving through the intersection with a green light.
  - Would not attribute to the project
- 1/25/25 5<sup>th</sup> and Main
  - NB rear-end at traffic signal
  - Driver stated his dog jumped on the floorboard on the driver's side and he didn't want to step on the dog
  - Would not attribute to the project.
- 2/27/25 4<sup>th</sup> and Grand
  - o SB vehicle turning right on 4th struck an EB tricycle in crosswalk
  - Resulted in an apparent minor injury to cyclist
  - Driver saw the hand flashing crosswalk signal, but did not see cyclist
  - Would not attribute to the project
- 3/6/25 5<sup>th</sup> and Ute
  - Semi heading N on 5<sup>th</sup> changed lanes because they did not see the vehicle beside them
  - o Could potentially be attributed to the project as the driver could have been anticipating the lane change one block ahead. However, it would appear to be more of an error on the driver's part by not looking prior to changing lanes.
- 3/9/25 4<sup>th</sup> and Grand
  - o SB vehicle ran a red light and struck WB vehicle
  - Would not attribute to the project

## Key takeaways regarding crashes through 11/18/2024 were previously reported to City Council December 20,2024 memo and are as follows:

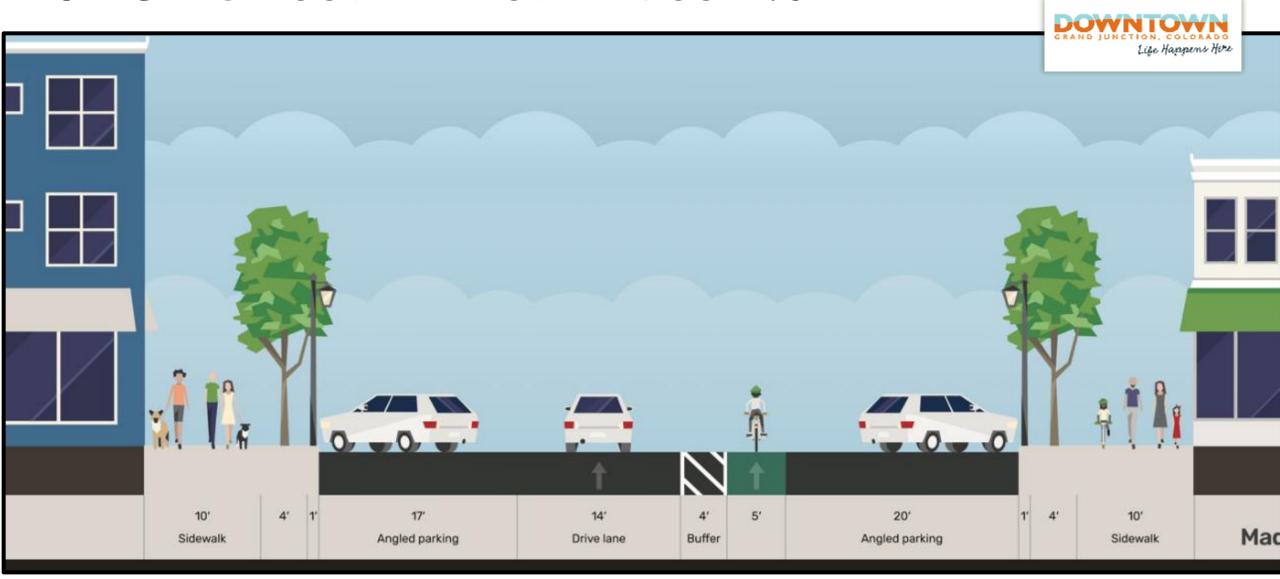
- Of the 6 crashes only two could be directly attributed to the project changes. (Highlighted in light blue) (lane drop at Colorado and bike not being seen at 4<sup>th</sup> and Rood)
- Three of the crashes involve bikes only one could be attributed to the project (bike not being seen at 4<sup>th</sup> and Rood)
  - All three bike crashes did result in injury.
- While this does appear to be an increase in bike crashes on these corridors there were not bike facilities on the majority prior to this project. Anecdotally, there are more bike riders on these corridors now. However, bike counts are not currently scheduled to be completed until this spring that can confirm this. These will be completed as part of the annual bike counts. The relevant location is 5<sup>th</sup> and Belford (near Copeka Coffee). This location was counted last year before the project installation as well.
- The 12 crashes that happened prior to the project installation resulted in a total of four injuries. The six crashes that happened after the project installation resulted in three injuries.
  - o The three injuries since the project installation all involved bicycles.
- There were at least five "Turned from the wrong lane/position" crashes prior to the project installation in 2024 there have been zero since installation.

# Since November 19, 2024, 9 crashes have occurred on or near the 4<sup>th</sup>-5<sup>th</sup> St. Corridors. Of these crashes, key takeaways are as follows:

- Only one crash involved a bike and was not attributed to the project.
  - o A tricycle crossing 4<sup>th</sup> Street eastbound at Grand Ave
- Only 2 of these crashes could *potentially* be attributed to the project.
  - o These are highlighted in yellow above
    - 12/31/24 4<sup>th</sup> and Colorado failure to yield
    - 3/6/25 5<sup>th</sup> and Ute lane change violation
- Two crashes involved an injury, but neither was attributed to the project.
  - o A tricycle crossing 4th Avenue at Grand
  - Failure to stop at stop sign 5<sup>th</sup> and Chipeta
- One crash occurred from a parking space on White Ave outside the project boundaries and was not attributed to the project.

# 4<sup>th</sup>-5<sup>th</sup> Street – Pilot Phase 2.0

















GRAND JUNCTION

# TH 5 TH ST

FEASIBILITY STUDY













**March 2022** 

#### **ACKNOWLEDGEMENTS**

The following individuals and organizations contributed to the development of the *Grand Junction 4th & 5th St Feasibility Study*: Thank you to all for your continued input and support.

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#### City of Grand Junction City Council

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#### **TABLE OF CONTENTS**

Acknowledgements	i
Chapter 1 – Setting the Stage	1
Overview	2
Previous Planning Efforts	6
Public & Stakeholder Involvement	8
Vision & Goals	14
Existing Conditions	17
Chapter 2 – Feasibility	24
Priorities & Preferences	25
Proposed Alternatives	31
Chapter 3 – Looking to the Future	46
Recommendations	47
Appendix 1 – Maps & Outreach	1
Study Maps	2
Outreach Materials	11
Alternatives Evaluation Matrix	22
Appendix 2 – Traffic Memo	23





Packet Page 18













GRAND JUNCTION

# TH 5 TH ST

FEASIBILITY STUDY













**Chapter 1 – Setting the Stage** 

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- 66

#### **OVERVIEW**

#### **Purpose**

The 4th and 5th Street Feasibility Study is being led by the Grand Junction Downtown Development Authority (DDA), in conjunction with the City of Grand Junction (City). The purpose of the feasibility study is to evaluate potential improvements along both corridors with the primary task being to evaluate whether to maintain the one-way traffic operations or transition to two-way travel along the parallel corridors.

#### **Study Area**

The study area (Figure 1) includes both 4<sup>th</sup> Street and 5<sup>th</sup> Street from North Avenue (US Hwy 6) to the north and Pitkin Avenue (I-70B Eastbound) to the south. The 4<sup>th</sup> Street corridor is a one-way roadway that travels south, and 5<sup>th</sup> Street is a one-way roadway that travels north. The northern portion of the study area has a residential character, while the southern portion includes the downtown core that supports both local businesses and city and community services such as the library and chamber of commerce. There are also two parks within the area – Hawthorne Park located between Hill Avenue and Gunnison

Ensuring a comprehensive look at any proposed modifications, the following key elements were considered for any and all alternatives:

- Safety
- Traffic Circulation
- Walkability
- Bicycle Facilities
- Parking
- Transit
- Land Use
- Economic Development

Avenue, and Whitman Park located between the one-way couplet I-70B business loop corridors (Westbound - Ute Avenue and Eastbound - Pitkin Avenue).

Although 4<sup>th</sup> and 5<sup>th</sup> Streets are owned and maintained by the City of Grand Junction, the northern and southern termini of the study area, North Avenue (US Hwy 6) and the Ute Avenue and Pitkin Avenue one-way couplet, are Colorado Department of Transportation (CDOT)-owned roadways.

Currently, there are limited transit facilities and bicycle facilities within the study area. The only bike lane is along 5th Street between Ouray Avenue and Belford Avenue.











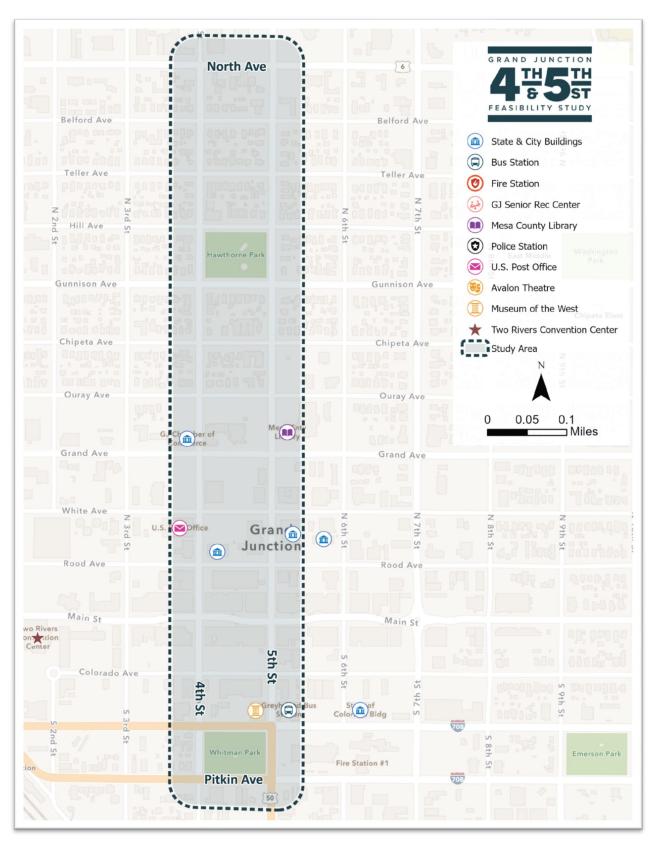


Figure 1: Study Area Map



Figure 2: 4th St and Rood Ave - Looking North

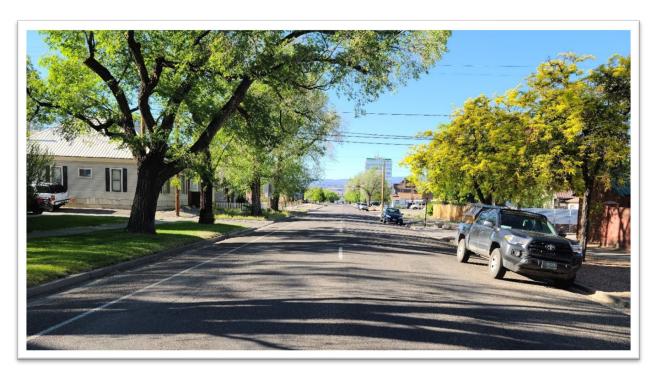


Figure 3: 5th St Between North Ave and Belford Ave

Early in the planning process, the study team leveraged best practice expertise to articulate a **Summary of Benefits** for both one-way and two-way roadway configurations. This summary (Figure 4) was utilized as a way of framing the conversation around the feasibility and tolerance for specific tradeoffs for each potential operational configuration of 4<sup>th</sup> Street and 5<sup>th</sup> Street.











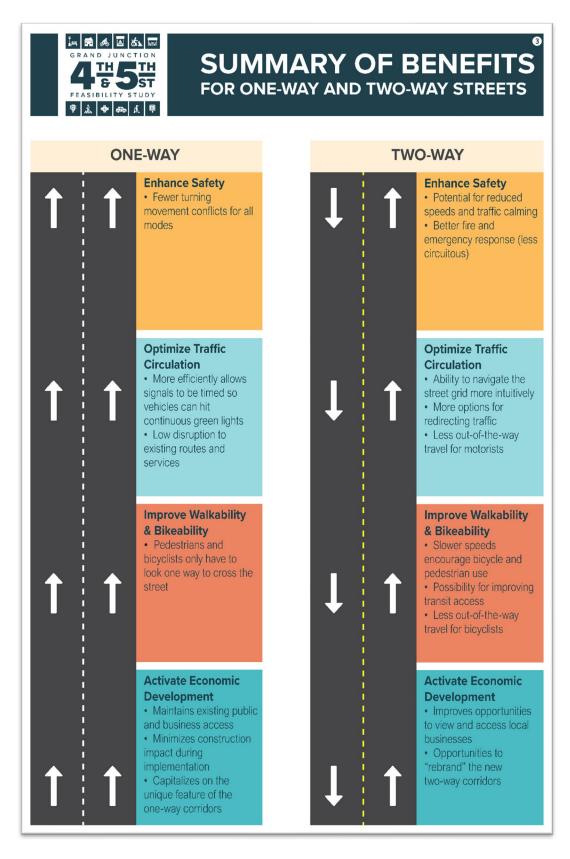


Figure 4: One-Way and Two-Way Benefits Summary

### #











#### PREVIOUS PLANNING EFFORTS

This study builds upon multiple previous planning efforts. In 1981, the Downtown Development Authority (DDA) identified the conversion of 4th and 5th Street from one-way to two-way as a goal in its original Plan of Development. In 2013, the City of Grand Junction's Greater Downtown Plan also called for looking at the configuration of 4th and 5th Street. This was again confirmed as a focus area in the 2019 DDA Plan of Development, and the City's updated Comprehensive Plan due to continued concerns around safety issues related to this corridor. Two of the plans with the most influence on this study are further highlighted below.



"Convert 4th and 5th to two-way Streets" is listed as a priority strategy for connectivity.



The conversion of 4th and 5th Street from one-way to two-way was confirmed as a focus area due to continued concerns around safety issues.



The City's municipal code includes a policy within the Downtown District goals and policies to "Study alternatives for 4th and 5th Streets including returning these streets to the two-way grid system between Ute Avenue and North Avenue."



The City's Complete Streets Policy and the 2018 Circulation Plan provide additional guidance that will inform this study.

#### **Vibrant Together – A Downtown Initiative (2019)**

This Plan provides a unified vision for downtown, identifies projects to advance that vision, and brings local leaders together in pursuit of the vision. Goals outlined in the Plan focus on downtown development, connectivity, safety and comfort, and vibrancy. Specific to 4<sup>th</sup> Street and 5<sup>th</sup> Street, it identifies a wide variety of opportunities and challenges for the study area as a whole and the individual corridors respectively.

The following were recommended for the **study area** as a whole:

- Recommended bump outs at Colorado Ave, Main St, Rood Ave, White Ave, and Grand Ave.
  - Proposes a neighborhood bikeway on Ouray Ave, crossing through the two corridors
  - o Proposes improved bike intersections along at Grand Ave, Ute Ave, and Pitkin Ave

#### Recommendations for 4th Street include:

- Identifies that a crosswalk is needed at Grand Ave
- Proposes a bike lane

Recommendations for 5<sup>th</sup> Street include:

Identifies Pitkin Ave as a dangerous intersection

Proposes a future event space at Colorado Ave

Identifies a new bump out at Grand Ave

#### **One Grand Junction Comprehensive Plan (2020)**

The One Grand Junction Comprehensive Plan envisions an efficient and connected transportation system that enhances mobility for all modes. Several opportunities outlined to achieve this include narrowing travel lanes as much as possible; **encouraging the use of transit, biking, walking; and implementing complete streets approaches.** 

The recommendation to work with CDOT to ensure the I-70B business loop, an important roadway that provides access to downtown, is a multi-modal facility and provides for comfortable connectivity was identified as a high priority in the near-term.



Figure 5: 4th St and Ouray Ave - Looking South











### #

#### PUBLIC & STAKEHOLDER INVOLVEMENT

#### **Engaging the Public**

Public involvement was an essential component of this feasibility study. Given the pandemic conditions during the entire timeframe of this study process, a combination of both in-person and online virtual engagement methods were used to provide ample opportunities for the public to share their input throughout the full duration of the study.

Key methods of communication included a public meeting, project website, project email, online surveys, online interactive map, social media posts, and more.

Cumulatively, there were almost 500 public comments collected as a result of these engagement activities. A matrix of the comments is provided in the Appendix, while the contents of the comments were used to develop the overall recommendations.



Below is a summary of how the team engaged with the public throughout the study:

- Public Open House was held in-person on May 4, 2021 at the Avalon Theatre in downtown Grand Junction.
- Project Website was developed and maintained throughout the study providing updates and input opportunities (<a href="https://project.bhinc.com/4th5thStudy">https://project.bhinc.com/4th5thStudy</a>).
- **Project email** was created allowing for ongoing input (4th5thStudy@bhinc.com).
- Online Survey was made available to the public following the open house in May of 2021 to
  collect feedback from those who may have been unable to attend or who may have felt more
  comfortable sharing their feedback through other means.
- **Interactive Map** was developed for the study area and made available on the project website inviting comments from the public and key stakeholders.



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♠ № Liked by gi\_creates and 259 others downtowngj Check out these early concepts for the 4th and 5th Street Corridor! 🚔 🖁 ... more

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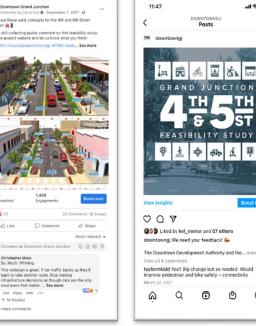


Figure 6: Social Media Posts

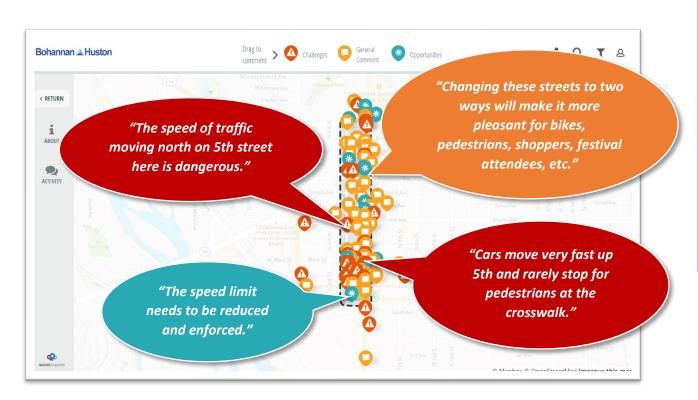


Figure 7: Online Interactive Map Screenshot and Example Comments from Users

- Online Outreach Effort was conducted through the month of September 2021, which
  included posting and distribution of resources such as the vision and goals, alternatives
  illustrated, a traffic analysis summary, and an additional online survey collecting more input.
- **Social Media** posts were ongoing throughout the study process encouraging engagement through the website, email, meeting attendance, and the online activities.



Figure 8 Public Involvement Flyer

#### **How Stakeholders Participated**

The study team also held meetings with various stakeholder groups since the onset of the planning process to identify the vision and goals and overall preferences and priorities for the study area. These entities were also asked to help inform design elements for the proposed alternatives for 4<sup>th</sup> Street and 5<sup>th</sup> Street. There were three major stakeholder groups that supported this effort: Technical Team (TT), Project Advisory Committee (PAC), and Colorado Department of Transportation (CDOT). Key members are noted and appreciated on the acknowledgement page.

- The Technical Team (TT) met approximately five times throughout the duration of the study to help collect and review data, review alternatives, provide feedback based on technical expertise, and support recommendations from the study team. This team was comprised of City and County Staff representatives, intergovernmental partners from CDOT, and subject matter experts in the fields of traffic, transportation, mobility, and engineering.
- The Project Advisory Committee (PAC) attended three workshops during the study and were integral to supporting the development of vision and goals, providing input throughout the planning process, sharing resources, informing the alternatives and associated pros and cons for each, and disseminating important study information. This committee was comprised of local business owners and residents, community leaders, Downtown Development Authority Board and Planning Commission Members, and a representative from CDOT.
- Several additional meetings were held with CDOT representatives to address concerns along the northern and southern portions of the study area and to meaningfully incorporate CDOT improvements within the study area that are planned for the near future. Coordination with CDOT was ongoing and CDOT staff were members of the TT and PAC, as well.

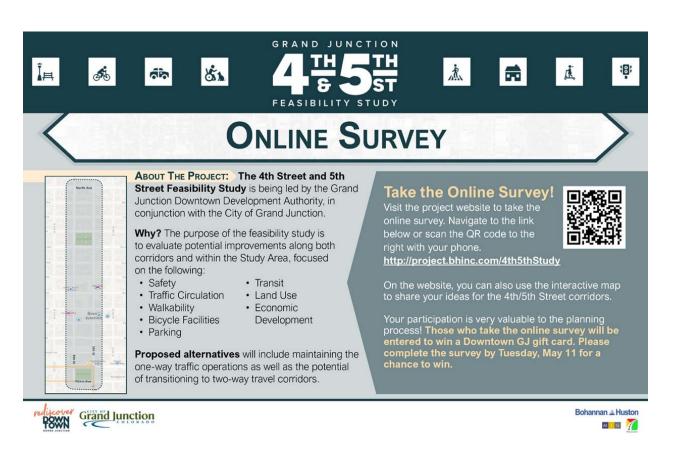


Figure 9: Public Flyer for Online Survey

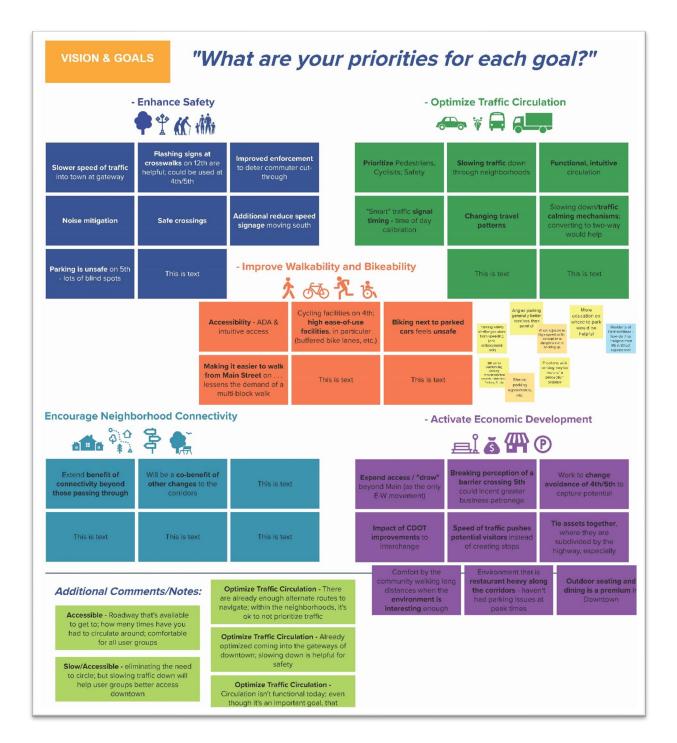


Figure 10: PAC Meeting Vision and Goals Workshop, March 3, 2021

# 







#### **DDA Board and City Council**

Throughout the study process, the team provided updates and received direction from the DDA Board and the City Council. With seven presentations total throughout 2021, there was complete transparency as alternatives were developed and recommendations were finalized. This ongoing support from the DDA Board and City Council was very helpful and appreciated, and these leadership presentations provided additional opportunities for the public to learn and ask questions about the study.

Members of the study team presented at the following meetings:

- City Council: June 28 and Nov 15, 2021
- DDA Board: March 25, May 13, Sept 23, and Nov 11, 2021
- DDA Board and City Council: August 12, 2021



Figure 11: Project Website Welcome Page



Figure 12: Public Meeting, May 4, 2021

#### **VISION & GOALS**

The Vision & Goals for the study were developed through partnership with the PAC and based on a wealth of public engagement and input from previous planning efforts. A proposed set of Vision & Goals were then reinforced by input received from the public at the public open house.

All of the input on Vision and Goals was ultimately finalized to include four Vision Elements with a pair of Goals for each. The Goals established and shared below were then used to develop and evaluate all proposed alternatives throughout the remainder of the feasibility study process. They were readily available for the public and stakeholders to refer to when evaluating options and providing input, ensuring that the decisions made throughout the study aligned with the overall vision and overall goals for the study area.



Figure 13: PAC members on Vision and Goals



Figure 15: Vision and Goals Activity – Public Meeting May 2021



Figure 14: Final Vision and Goals Established for the Feasibility Study

# 1









#### **Study Area Priorities**

Study Area Priorities were also developed with the community to directly align with the Vision Elements. Working in tandem with the Vision and Goals, the Study Area Priorities were used throughout the process to evaluate the various design alternatives being tested for their feasibility. The Study Area Priorities, in particular, were based on feedback received during the Public Open House in May of 2021 and through an associated online survey.



- Needs More and Safer Pedestrian Crossings
- Issues with Noncontinuous Bike Lane on 5th St
- More Bike Lanes are Desired
- Improve Access to Parks

#### ACTIVATE ECONOMIC DEVELOPMENT

- Improve Access to Businesses
- Expand Sidewalk for Seating Areas
- Draw More People into the Area
- Create Pedestrian-Friendly Places
- Incorporate Art and Landscaping into the Corridor
- Signage During Construction

#### OPTIMIZE TRAFFIC CIRCULATION

- Reduce Driver Confusion
- Increase the Amount of Signage
- Reduce Traffic Congestion
- Opportunities Exist to Re-Route Through Traffic



Over 300 total comments were collected using a combination of an interactive map, project e-mail, public open house, and an online survey.





"Enhance Safety" and "Improve Walkability and Bikeability" were the highest-ranked Vision Elements



Corridor users typically drive or walk when utilizing 4th and 5th Street



What are the top three elements that would make 4th & 5th Street more enjoyable?

- 1. SLOWER SPEEDS
- 2. IMPROVED CROSSINGS
- 3. MORE CROSSING LOCATIONS

Enhance Safety and Improve Walkability and Bikeability were the two most prioritized Vision Elements by the community. The top three recommended strategies that would make 4<sup>th</sup> Street and 5<sup>th</sup> Street more enjoyable included slower speeds, improved crossings, and more crossing locations.

Examples of major themes that emerged within each of the Study Area Priorities included speeding, improved access to parks, a desire for more bike lanes, expansion of the sidewalk for seating areas, and reduced driver confusion. A more detailed list of these themes is presented to the far left.

#### **Opportunities and Challenges**

The study team, along with the PAC and TT, also brainstormed and shared ideas on opportunities and challenges for the two corridors. This information helped highlight traffic, land use, economic development, and safety considerations for this study. Results are summarized below and shared in Figure X.

The following was mentioned:

- Consider signal at 3<sup>rd</sup> Street for safe bicycle crossing
- Connect to existing bike routes
- Consider existing transit routes and connections
- Anticipate transit needs of future growth
- Respect the residential character on north end
- Improve safety at the alleyways
- Explore signage, striping, and signal modifications
- Improve connections to I-70B
- Enhance/Establish a gateway al to downtown along I-70B





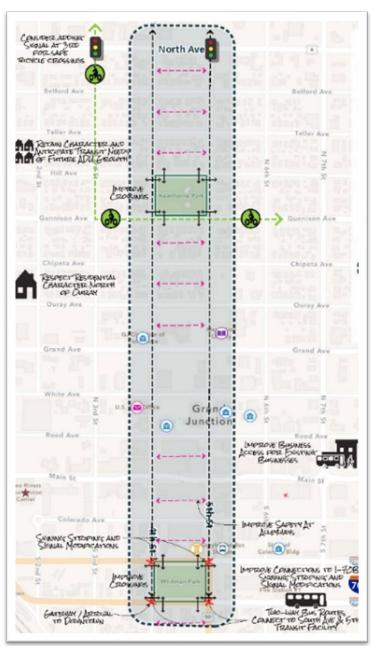


Figure 16: A Map of Opportunities/Challenges

#### **EXISTING CONDITIONS**

The 4th Street and 5th Street corridors are one-way couplets located in downtown Grand Junction. Existing roadway cross-sections are presented following the narrative existing conditions assessment for each individual corridor below. Today, the environment on the 4th Street corridor is more pedestrian-friendly compared to 5<sup>th</sup> Street, where the design and overall landscape lends itself more to prioritizing vehicles over pedestrian comfort. In addition to the existing cross-sections, narrative and existing conditions photos, the Appendix of this study contains a set of existing conditions reference maps including detailed data on existing and future Land Use, existing and proposed bike facilities, existing transit, and parking within the Study Area – that were used as a basis for developing the concept alternatives in the feasibility analysis component of this project.

The following maps are available in the Appendix of this document:

- Project Area Overview
- Current Land Use
- Future Land Use
- Downtown District
- Historic Assets
- Parking Facilities
- Pedestrian and Bicycle Facilities
- Transit Facilities



Figure 17: 5th St and Hill Ave - Looking North

#### 4th Street Corridor

Between Ute Avenue and Colorado Avenue along 4<sup>th</sup> Street, there are two travel lanes that vary in width, parallel and angled parking on each side, and generous sidewalks (ranging from approximately 11-15'). The section between Colorado Avenue and Rood Avenue includes two travel lanes that also vary in width with parallel parking located immediately adjacent to the travel lanes, and 10-foot sidewalks. The travel lanes in this area vary based on the parking angle. The inconsistent lane widths create a less predictable environment for users while the consistently generous sidewalk supports walkability.

Between Rood Avenue and White Avenue, the corridor has consistent travel lane widths, parking that varies in width (8.5-17.5'), and sidewalks that vary in width (6-15'). From Grand Avenue to Belford Avenue, there are two travel lanes, sidewalks with large buffers/tree lawns (14.5'), and no delineated parking. In these sections of 4<sup>th</sup> Street, the travel lanes are wider than necessary, and there are missed opportunities for bike accommodations and additional parking capacity.



Figure 18: 4th St and Belford Ave – Looking South

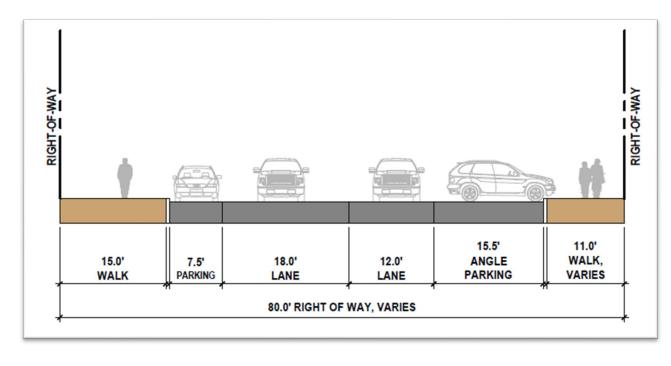


Figure 19: 4th St - Existing Cross-Sections Between Ute Ave & Colorado Ave

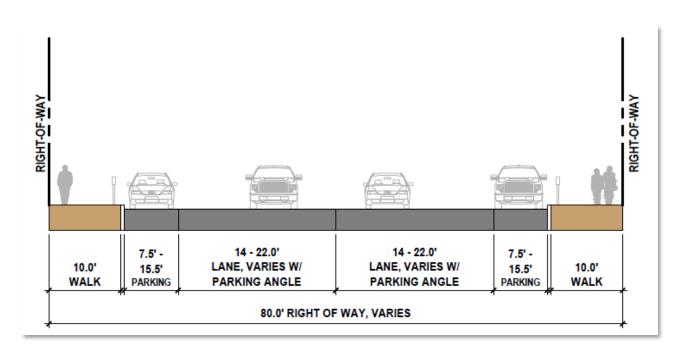


Figure 20: 4th St - Existing Cross-Sections Between Colorado Ave & Rood Ave

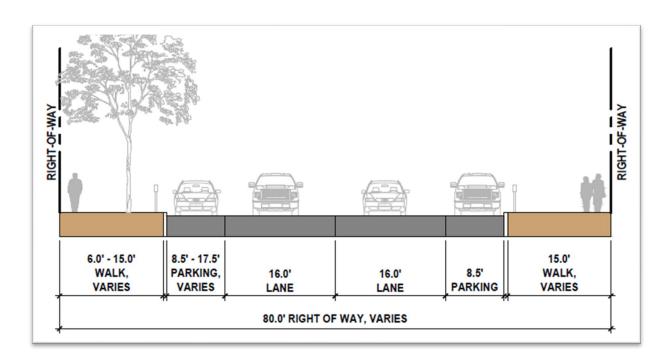


Figure 21: 4th St - Existing Cross-Sections Between Rood Ave & White Ave

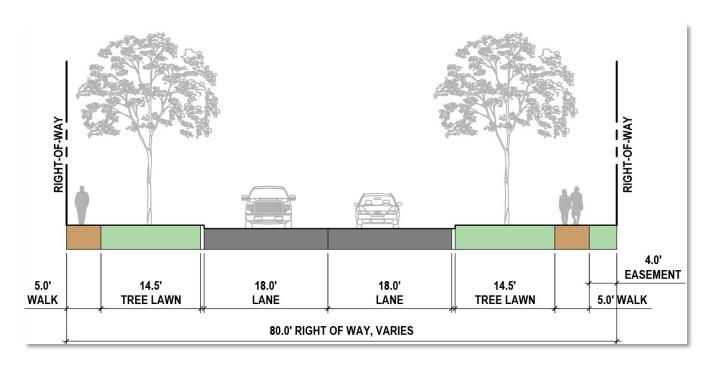


Figure 22: 4th St - Existing Cross-Sections Between Grand Ave & Belford Ave

#### 5<sup>th</sup> Street Corridor

Between Ute Avenue and Colorado Avenue along 5<sup>th</sup> Street, there are two wide travel lanes, a combination of parallel and angled parking, and sidewalks. The sections between Colorado Avenue and Main Street and Main Street to Rood Avenue include two travel lanes, angled parking, and sidewalks. The sidewalk varies throughout this area. The wider lanes in this area create an environment that is more conducive to speeding. The inconsistency in the right-of-way allocation leads to a less predictable environment. Overall, the design throughout this area communicates a diminished priority for pedestrians, which creates a challenge for activating the sidewalk area. This challenge of activation inhibits the economic development potential of the downtown environment.

Between Rood Avenue and Grand Avenue, the corridor has two travel lanes, angled parking, and sidewalks that vary in width. The section from Grand Avenue to Belford Avenue includes two travel lanes, a bike lane (5.5') on the east side, parallel parking on the west side, and sidewalks with large buffers/tree lawns (14.5'). Similar to the southern end of the corridor, the northern end has the same right-of-way allocation inconsistency issues. The transition to the 'neighborhood' section north of Grand Avenue signals a shift of prioritization to other modes and users such as bicyclists. However, because this bike lane is not present throughout the entirety of the corridor, it creates connectivity issues for those traveling by bike.



Figure 23: 5th St and Grand Ave - Looking North

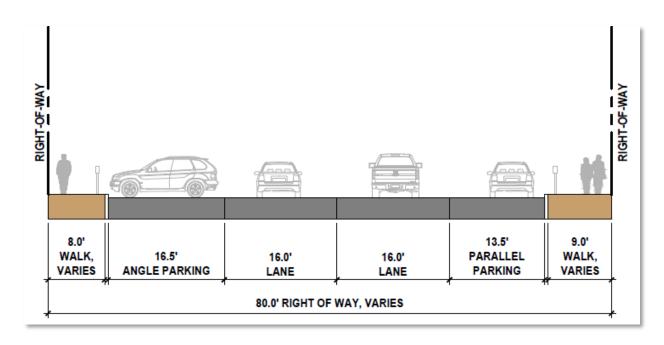


Figure 24: 5th St - Existing Cross-Sections Between Ute Ave & Colorado Ave

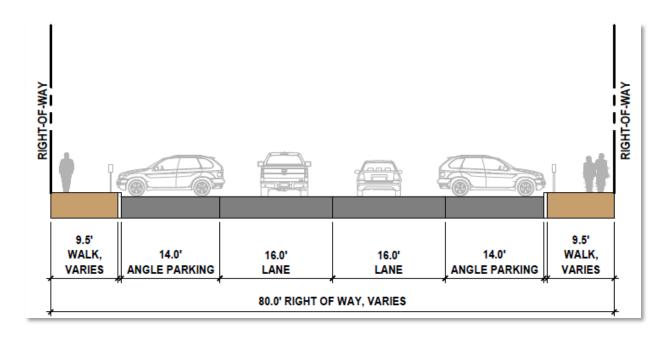


Figure 25: 5th St - Existing Cross-Sections Between Colorado Ave & Main St & Main St to Rood Ave

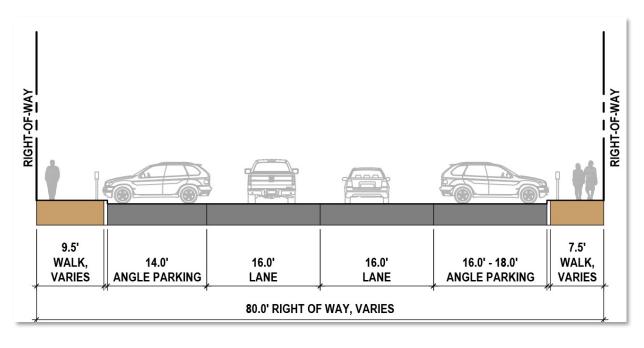


Figure 26: 5th St - Existing Cross-Sections Between Rood Ave & Grand Ave

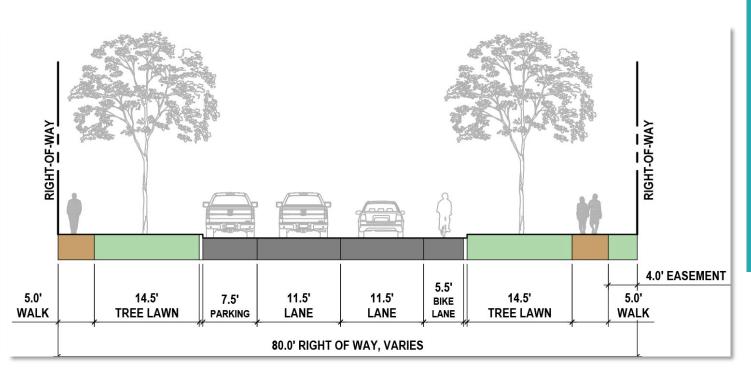


Figure 27: 5th St - Existing Cross-Sections Between Grand Ave & Belford Ave













GRAND JUNCTION

# TH 5 TH ST

FEASIBILITY STUDY













Chapter 2 – Feasibility









#### **PRIORITIES & PREFERENCES**

In addition to the broader reach of public engagement that is outlined in Chapter 1 of this document, this study leveraged the expertise of its Technical Team (TT) and Project Advisory Committee (PAC) in developing the nuances of concept design alternatives in the Feasibility Assessment phase of the project.

As a foundation for developing concept alternatives, the TT and PAC were asked to rank various design elements based on whether they felt those elements achieved the study area priorities. These key stakeholders and subject matter experts had the opportunity to respond to questions using interactive polling activities about bicycle facility types and treatments, parking treatments, pedestrian realm treatments, and pedestrian amenities. A snapshot of these interactive activities are presented below, and while not used as absolute directives, they were used as key inputs to assessing the feasibility and tradeoffs associated with each of the proposed concept alternatives.



Figure 28: 5th St and Gunnison Ave - Looking North



Figure 29: 5th St and Main - Looking Northeast

#### **Bicycle Facilities**



Figure 30: Polling results - PAC meeting on June 16, 2021

For bicycling, stakeholders reported protected bike lanes, parking protected bike lanes, and separated bike lanes as facilities that would achieve the study area priorities. A variety of parking facilities were then studied, with the proposed alternatives recommending parking protected bike lanes on both 4<sup>th</sup> Street and 5<sup>th</sup> Street.

#### **Parking Treatments**



Figure 31: Polling results - PAC meeting on June 16, 2021

For parking treatments, stakeholders reported parallel parking as the preferred parking design that would achieve the study area priorities. While the existing conditions along 4<sup>th</sup> Street and 5<sup>th</sup> Street contain a variety of parallel and angled parking treatments, based upon the results of this study – including the input from the public and key stakeholders, the proposed alternatives recommend a consistent approach to parallel parking along both corridors.









#### **Pedestrian Realm/Public Space Treatments**

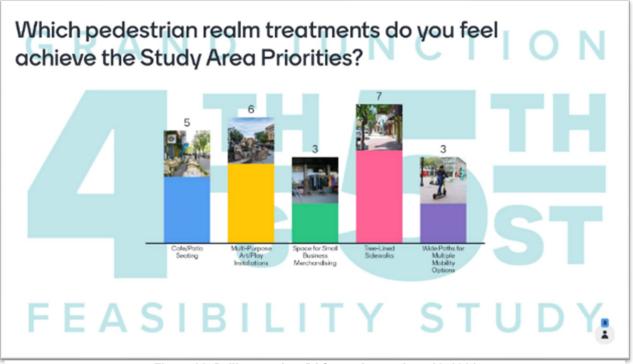


Figure 32: Polling results - PAC meeting on June 16, 2021

For pedestrian realm treatments, stakeholders reported tree-lined sidewalks, café/patio seating, and multi-purpose art/play installations as elements that would achieve the study area priorities. A variety of configurations were explored for pedestrian realm and public space treatments along both corridors, with the proposed alternatives recommending a continuous 8' amenity zone (in addition to a 9-foot sidewalk) along the downtown portions of 4<sup>th</sup> Street and 5<sup>th</sup> Street within the study area, which can be flexibly programmed with any of the priority treatments identified through this process.

#### **Pedestrian Amenities**

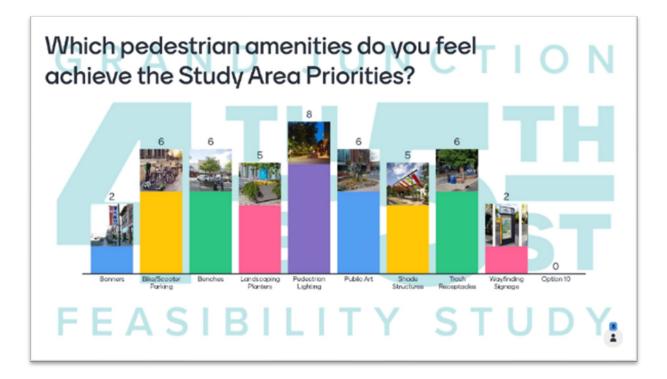


Figure 33: Polling results - PAC meeting on June 16, 2021

For pedestrian amenities, stakeholders reported pedestrian lighting, trash receptacles, benches, landscaping planters, and public art as elements that would achieve the study area priorities. Similar to the approach for public realm treatments, within the proposed alternatives, many of these elements can be located within the flexible 8' amenity zone and/or can be included as a component of features such as bulb-outs.





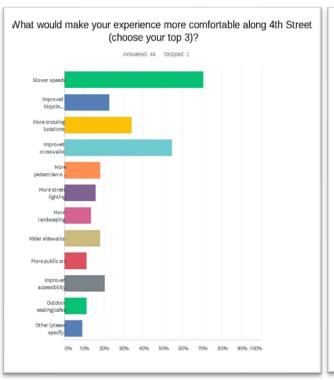




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#### What is most important?

Reiterating what we heard from the public via the project website, polling results are shared below. Corridor users reported walking or driving as the most common use when traveling along the corridor and also indicated that slower speeds and improved crosswalks were most important along both 4<sup>th</sup> and 5<sup>th</sup> Street. These inputs were strongly considered when creating the proposed alternatives to ensure that both existing and future needs are being met.



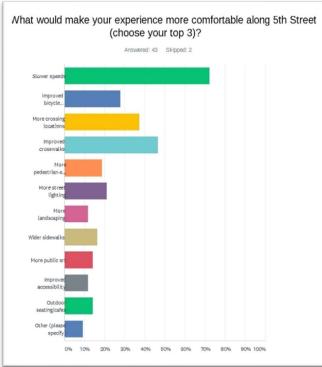


Figure 34: Polling Results via the Project Website

#### PROPOSED ALTERNATIVES

#### **Development of Proposed Alternatives**

Based on the collection of input received from the City Council, DDA Board, PAC, TT, and the public a set of proposed alternatives were created for 4<sup>th</sup> Street and 5<sup>th</sup> Street. The proposed alternatives seek to achieve both the vision and the goals set forth for this study - *enhance safety, improve walkability and bikeability*, *activate economic development, and optimize traffic circulation*.

Proposed alternatives for both 4<sup>th</sup> and 5<sup>th</sup> Street include the **Enhanced One-Way Alternative** and **Enhanced Two-Way Alternative**, with descriptions and associated visuals shown on the following pages. Details on existing conditions, for comparison purposes, are in Chapter 1.

The **Enhanced One-Way Alternative** represents the proposed future concept for 4<sup>th</sup> & 5<sup>th</sup> Street remaining as a one-way configuration with additional enhancements, including two travel lanes, consistent parallel parking, a parking-protected bike lane on one side of the street, and expanded sidewalks and amenity zones on both sides of the street.

Key Takeaways for Enhanced One-Way Alternative on 4th and 5th Street				
One-Way Vehicle Travel	Parallel Parking	Expanded Sidewalks	Bulbouts at Corners and Alleys	
Narrowed Travel Lanes	Separated Bike Lanes	Amenity Zone (Landscaping, Art, Outdoor Searing, Other Amenities)		

The **Enhanced Two-Way Alternative** represents the proposed future concept for 4<sup>th</sup> & 5<sup>th</sup> Street converted to a two-way configuration with additional enhancements, including two travel lanes, consistent parallel parking, a parking-protected bike lane on one side of the street, and expanded sidewalks and amenity zones on both sides of the street.

Key Takeaways for Enhanced Two-Way Alternative on 4th and 5th Street				
Two-Way Vehicle Travel	Parallel Parking	Expanded Sidewalks	Bulbouts at Corners and Alleys	
Narrowed Travel Lanes	Separated Bike Lanes	Amenity Zone (Landscaping, Art, Outdoor Searing, Other Amenities)		











While the portion of 4<sup>th</sup> Street and 5<sup>th</sup> Street south of Grand has a downtown character, the portion north of Grand Ave serves a more residential user base, and therefore a separate, yet congruous, alternative was developed for the northern portion of the corridors. Accordingly, each alternative is separated into two sections, presented north to south: North to Grand and Grand to Ute.

#### **Proposed Alternative: North to Grand (Residential)**

Given the similar conditions for 4<sup>th</sup> and 5<sup>th</sup> Street between North and Grand, the following visuals represent the proposed alternatives for both corridors. During design there will be refinements to adequately address any unique features along each corridor.



Figure 35: 4th Street at Belford - Looking South

#### 4th and 5th Street – Enhanced One-Way and Two-Way Alternatives

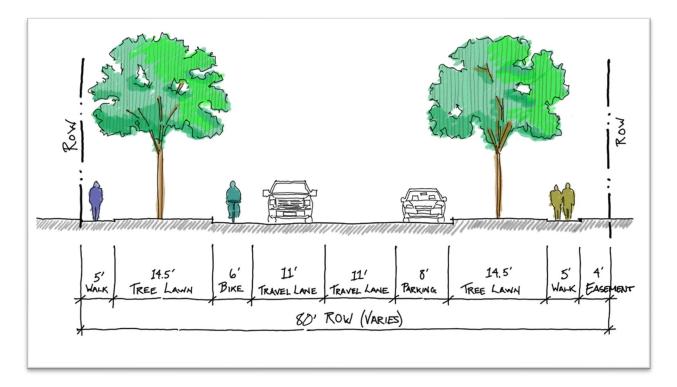


Figure 36: Enhanced One-Way/Two-Way Alternative - 4th St - North of Grand

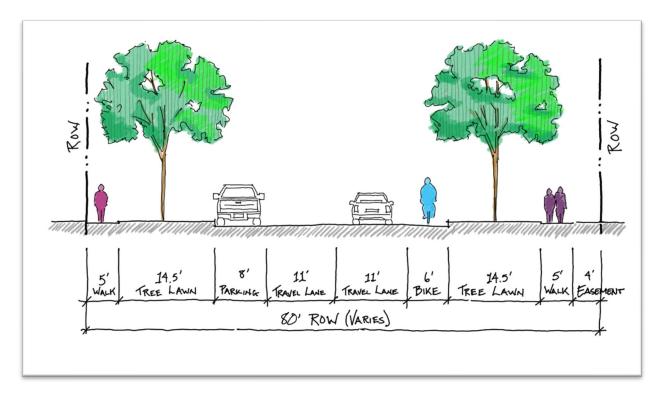


Figure 37: Enhanced One-Way/Two-Way Alternative - 5th St - North of Grand















Figure 38: One-Way Residential Section - North of Grand Ave

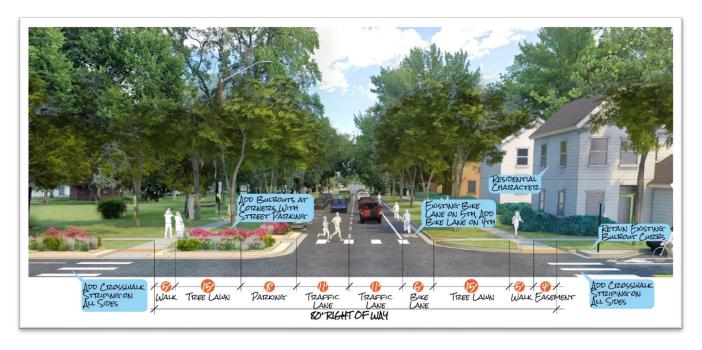


Figure 39: Two-Way Residential Section - North of Grand Ave

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#### **Proposed Alternatives: Grand to Ute (Commercial)**

The following graphics represent the proposed alternatives for the southern portion of both corridors from Grand to Ute. Since the directional traffic is the primary delineator, visually they look very similar, providing many of the same enhancements. At this time, they are conceptual and will be further refined during the design phase.

#### 4th Street

Along 4<sup>th</sup> Street, both the Enhanced One-Way and the Enhanced Two-Way Alternative provide two travel lanes, parallel parking on both sides where space permits, a southbound directional bike lane, and additional space for pedestrian activities and public placemaking. The bike lane is painted entirely green in the following visuals but would potentially only be painted green at the conflict points with implementation.

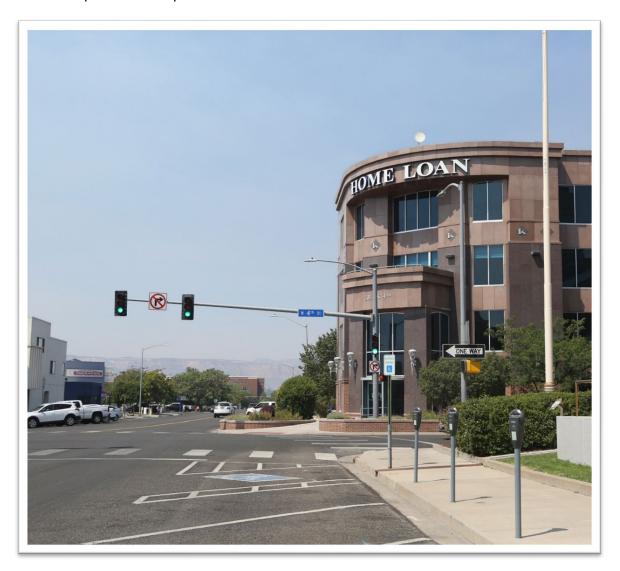


Figure 40: 4th St and Rood Ave - Looking West

#### 4th Street - Enhanced One-Way Alternative

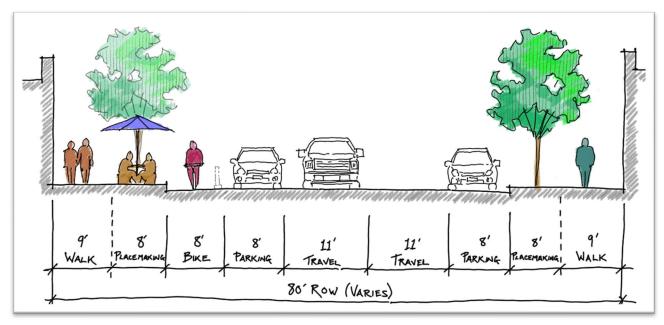


Figure 41: Enhanced One-Way Alternative - 4th St - Grand to Ute

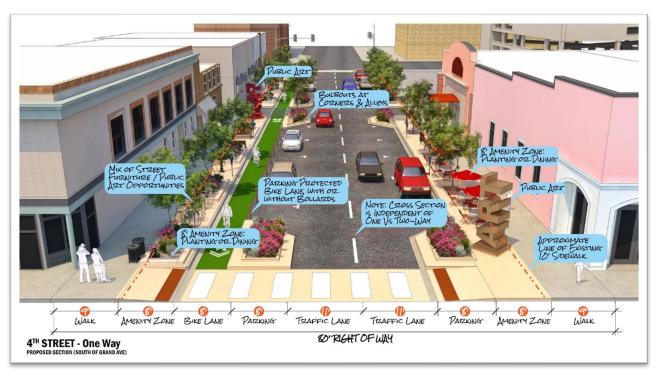


Figure 42: Proposed Section - One-Way - 4th St South of Grand Ave

#### 4<sup>th</sup> Street – Enhanced Two-Way Alternative

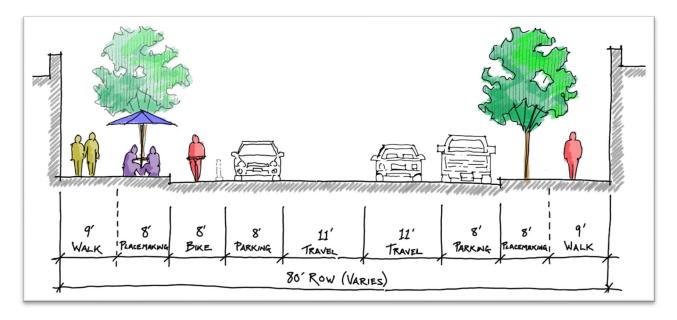


Figure 43: Enhanced Two-Way Alternative - 4th St - Grand to Ute

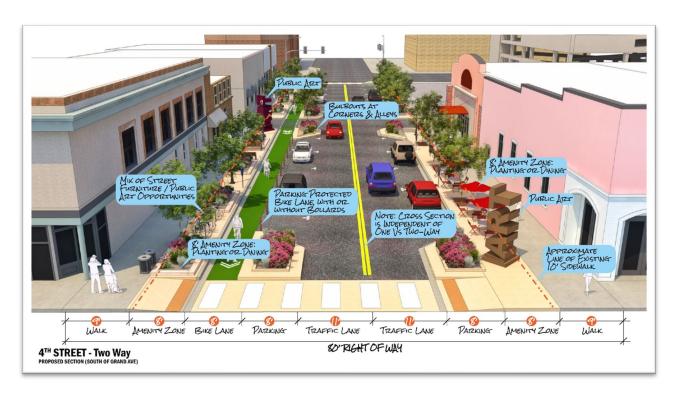


Figure 44: Proposed Section - Two-Way - 4th St - South of Grand Ave

#### 4











#### 5th Street

Along 5<sup>th</sup> Street, both the Enhanced One-Way and the Enhanced Two-Way Alternative provide two travel lanes, parallel parking on both sides where space permits, a northbound directional bike lane, and additional space for pedestrian activities and public placemaking. The bike lane is painted entirely green in the following visuals but would potentially only be painted green at the conflict points with implementation.



Figure 45: 5th Street and Main St - Looking Northwest

### 1

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#### 5<sup>th</sup> Street – Enhanced One-Way Alternative

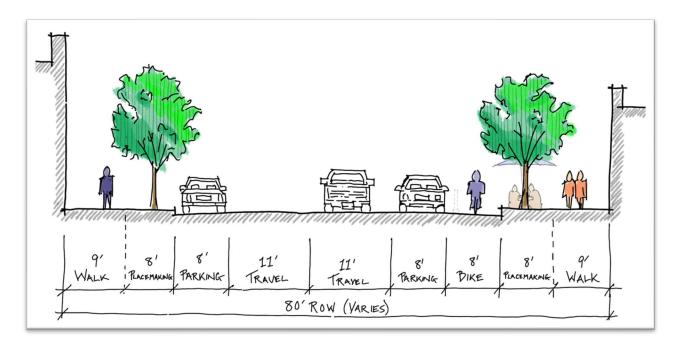


Figure 46: Enhanced One-Way Alternative - 5th St - Ute to Grand

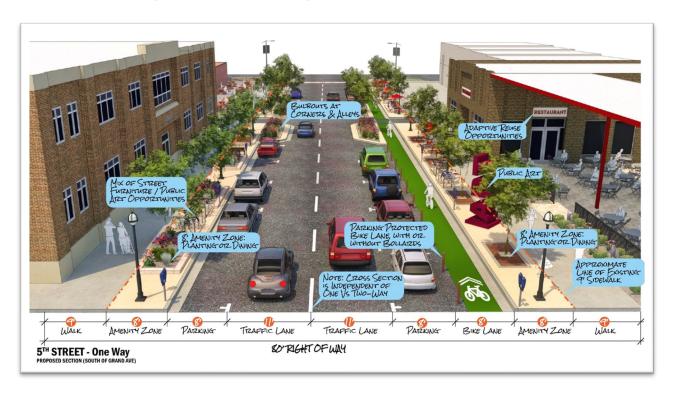


Figure 47: Enhanced One-Way Alternative - 5th St - Ute to Grand

#### 5<sup>th</sup> Street – Enhanced Two-Way Alternative

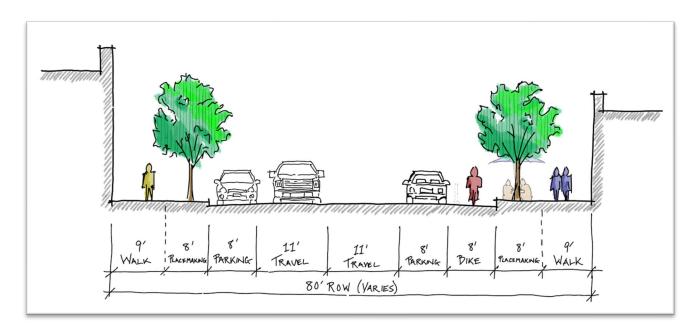


Figure 48: Enhanced Two-Way Alternative - 5th St - Ute to Grand

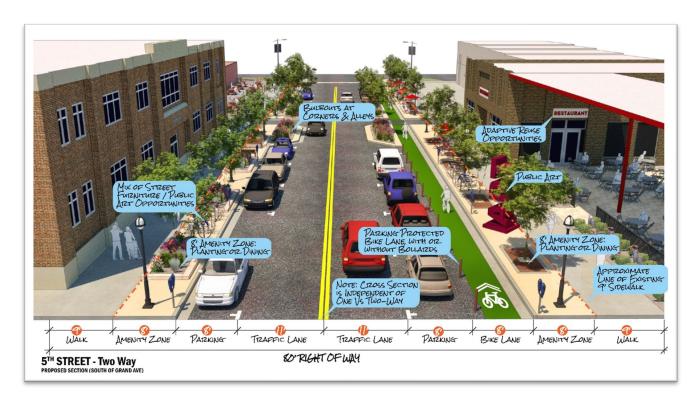


Figure 49: Enhanced Two-Way Alternative - 5th St - Ute to Grand

#### **Feedback on Proposed Alternatives**

As part of the online outreach component of the project during the month of September in 2021, an online survey was made available to the public and key stakeholders. The survey asked about preferences for the alternatives and provided an opportunity to gather additional feedback. There were a total of 164 respondents and an overwhelming majority of participants reported being a corridor user or visitor. Most importantly, more than half of respondents reported that they agreed or strongly agreed that the Enhanced One-Way Alternative aligns with the Vision Elements and preferred this option over the Enhanced Two-Way Alternative. The input received is summarized below and helped to inform the overall recommendations for this study.

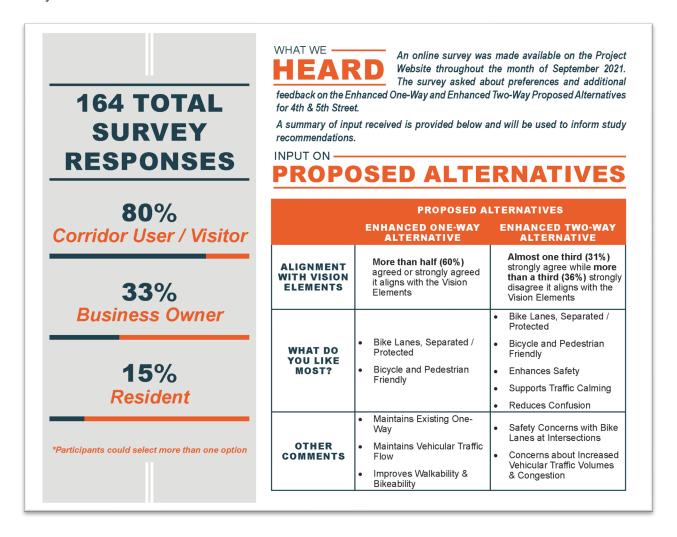


Figure 50: Online Survey Summary Shared with City Council and DDA Board











#### #











#### **Analysis of Proposed Alternatives**

Following the public input on the proposed alternatives, members of the TT and PAC, as well as City staff and the consultant team, completed their own individual analysis of the Enhanced One-Way Alternative and Enhanced Two-Way Alternative, as compared to the Existing One-Way condition. Largely qualitative in nature yet based on both best practice design and expertise within the team, the analysis focused on a set of Vision-based Criteria (using the Vision Elements and Goals) and includes an evaluation score with associated notes for each. Average scores and combined evaluation notes are presented in the matrix below, with a full-sized view available in the Appendix.



Figure 51: Alternatives Evaluation Matrix

Overall, the Enhanced One-Way Alternative and Enhanced Two-Way Alternative were determined to result in greater benefits than the Existing One-Way Pair, indicating that either would be better than the current conditions roadways. When comparing the level of benefits for the Enhanced One-Way Alternative to the Enhanced Two-Way Alternative, they generally level out.

The notable differences between the two directional scenarios are the improved opportunities for loading/unloading with the Enhanced One-Way Alternative and the greater level of opportunity for traffic calming with the Enhanced Two-Way Alternative.

Therefore, based upon community and stakeholder feedback, a set of concept design alternatives that achieved Vision Elements and Goals that were community driven, and a corresponding analysis of the proposed alternatives through the criteria of the same Vision and Goals, the study team can confirm the feasibility of either proposed alternative, with both achieving a comparable level of adherence to the community's stated vision.

#### **Traffic Analysis for Proposed Alternatives**

In addition to the analysis performed against the Vision-based Criteria, several traffic analyses were completed throughout the study to determine how motor vehicle traffic might be affected by future growth while either maintaining the existing one-way configuration or making changes to the roadway configuration allowing for two-way travel along both 4<sup>th</sup> and 5<sup>th</sup> Street. This analysis also reveals potential impacts to motor vehicle travel for nearby and adjacent roadways. A summary of results is provided below, while the full traffic memo can be found in the Appendix.



Figure 52: 4th St and North Ave

#### With support from the Mesa County Regional Transportation Planning Office, both

the one-way and two-way scenarios were evaluated using the 2045 Regional Travel Demand Model. Through this analysis, it was determined that both 4<sup>th</sup> and 5<sup>th</sup> Streets would operate at acceptable levels under either condition, resulting in a general level of delay on both streets with the reduction in travel lanes and addition of other bicyle and pedetrian elements. Although still acceptable in this urban setting, the Enhanced Two-Way Alternative has the potential to cause a greater delay at the intersections due to the increase in vehicular conflicts.

As a regional model, the results were also used to consider the potential impacts on nearby corridors. The proposed improvements would encourage some travelers to move to 1<sup>st</sup> and 7<sup>th</sup> Streets; however, the impact would be minimal and both 1<sup>st</sup> and 7<sup>th</sup> Streets have been shown to have the capacity to handle the slight increase in traffic.

























Figure 53: Traffic Analysis Summary Shared on Project Website

As the alternatives were refined and the proposed Enhanced One-Way and Enhanced Two-Way Alternatives were developed, a more **detailed traffic analysis** was conducted on 4<sup>th</sup> and 5<sup>th</sup> Streets and the associated intersections. Results indicate acceptable Levels of Service under both scenarios, with both 2021 and 2045 traffic volumes.

Under the **Enhanced One-Way Alternative** similar operations are maintained, traffic speeds are reduced. Under the **Enhanced Two-Way Alternative** travel is transitioned to two-way on both streets, traffic speeds are reduced, no additional left-turn lanes are expected, and one additional signal may be needed at 4<sup>th</sup> Street / North Avenue. Under both alternatives, due to speed reduction, there is potential for signal removal at the following locations:

- 4<sup>th</sup> Street / White Avenue
- 4th and 5th Street / Rood Avenue
- 4<sup>th</sup> and 5<sup>th</sup> Street / Main Street

The overall traffic analysis results indicate that the addition of the corridor enhancements under either the one-way or two-way scenario, would ultimately slow down speeds, allow for bicycle facilities, and improve the crossing distance along both corridors. The preliminary results will be further considered by City traffic engineers as design and implementation move forward.

#### **Cost Considerations**

Cost considerations for the proposed alternatives are dependent upon many things: materials, temporary or permanent infrastructure, reconstruction or overlay, signal modifications, landscaping, and more. Under the feasibility study, a range of preliminary cost estimates were developed allowing for a more phased implementation of improvements, as funds become available. All costs here were developed in 2021 and would need to be escalated for inflation at the time of implementation.

Cost estimates associated with the full build-out of the Enhanced One-Way and the Enhanced Two-Way Alternatives include complete roadway reconstruction, improved public spaces, and landscaping for the entire corridor. The primary cost increase for the Enhanced Two-Way Alternative is the expense associated with modifying appropriate traffic signals, signage and striping, and median islands totaling approximately \$1 Million.

- Full-Build Out and Roadway Reconstruction of Enhanced One-Way Alternative
   \$16 Million
- Full Build Out and Roadway Reconstruction of Enhanced Two-Way Alternative
   \$17 Million

Given this high price tag, a secondary cost estimate for the Enhanced One-Way Alternative, allowing for a phased implementation of the proposed improvements, was created. The initial phase includes fewer overall improvements such as only chip seal and patching, striping instead of curb relocation, and implementation of temporary pedestrian and public space elements.

- Phased Implementation of Enhanced One-Way Alternative
   \$2.2 Million
- The phased implementation cost estimate allows for options based on the available funds. The City can choose to make changes by the block or apply striping along the full corridor. The application of temporary infrastructure at the intersections provides opportunities to test out modifications and examine travel patterns before investing more funds in permanent features. Expensive elements like pavers and landscaping can also be added over time. Costs would need to be refined prior to design and construction but the preliminary costs established as part of the feasibility study provide guidelines for budgeting and decision-making for the proposed future improvements.























GRAND JUNCTION

# TH 5 TH ST

FEASIBILITY STUDY













**Chapter 3 – Looking to the Future** 

#### RECOMMENDATIONS

This Study asserts the feasibility of both proposed configurations and acknowledges that either the Enhanced One-Way or the Enhanced Two-Way Alternative can successfully achieve the Vision, Goals and Study Area Priorities established at the outset of this project.

That said, and considering budgetary constraints, the lower cost **Enhanced One-Way Alternative is recommended**, at least as a "Phase 1". Being confident and candid, the one-way scenario may serve the City of Grand Junction and its residents well for many years and not necessitate the evolution to a "Phase 2," two-way configuration, but our alternative development process allows for that very transition should it be desired in the future. Proceeding with the one-way transition and integration of enhanced improvements at the initial phase allows for the downtown to benefit from a lower cost implementation in the short-term –demonstrating tangible progress toward several years of engagement by the community through other Plans – and sets the city up to evaluate the effects of these improvements and assess the need for others at a future date.

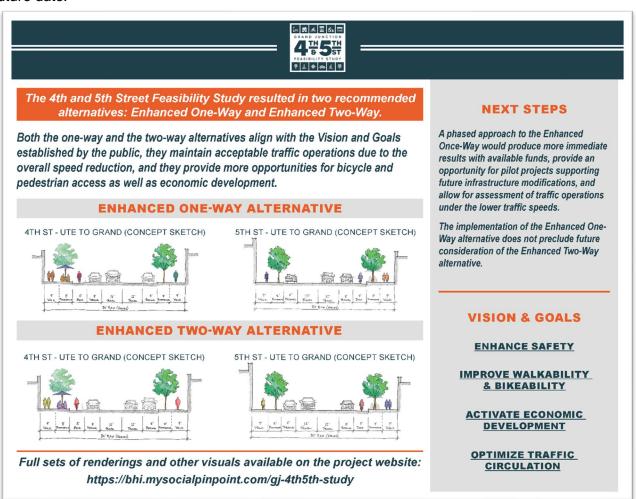


Figure 54: Summary of Recommendations

As the City of Grand Junction moves into the next steps of implementing changes to the 4<sup>th</sup> and 5<sup>th</sup> Street corridors, one of the distinctive benefits of the recommended design alternative for the one-way scenario is that the right-of-way allocation and roadway geometry has been designed in a manner that allows for implementation of the vision, while not precluding an evolution to the two-way scenario without significant investment. Importantly, all of the design alternatives considered how lower cost, short-term investment could be improved upon, rather than proving to ultimately be a redundant expense. Specifically, a transition from the one-way configuration to the two-way configuration could be achieved without replacement of curb and gutter infrastructure, and rather would be an investment in restriping, additional signage and potentially signalization.

#### **Implementation**

Expounding on the recommendation to move forward the Enhanced One-Way Alternative for design and construction, refinements to the typical section were completed. The following layout figures provide a more detailed visual plan for the future of both corridors. You will note the elements previously shared in the proposed alternatives of Chapter 2, including wider sidewalks, directional bike lanes on each roadway, enhanced crosswalks including bulb-outs to improve pedestrian comfort, and parallel parking. However, in the layout figures, it becomes more tangible as tweaks are made to fit within right-of-way, access, and natural elements. All the while ensuring alignment with the goals established by the community – safety, walkability and bikeability, economic development, traffic operations – is maintained.

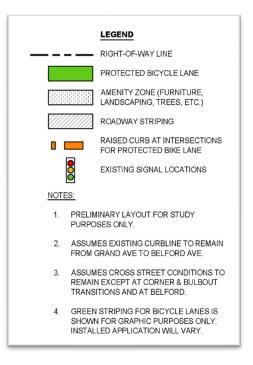
As refinements to the conceptual Enhanced One-Way Alternative were being considered, it was determined that the existing two-way travel would remain at the north end of both 4<sup>th</sup> and 5<sup>th</sup> Streets. This decision allowed a safer transition with North Avenue under the current operational conditions. Connectivity of the bicycle facilities were considered within the study area and to the north. Improved signage for the various travel modes will be integrated as part of the design, including green paint for conflict areas with bicycles and enhanced crosswalk elements where appropriate.

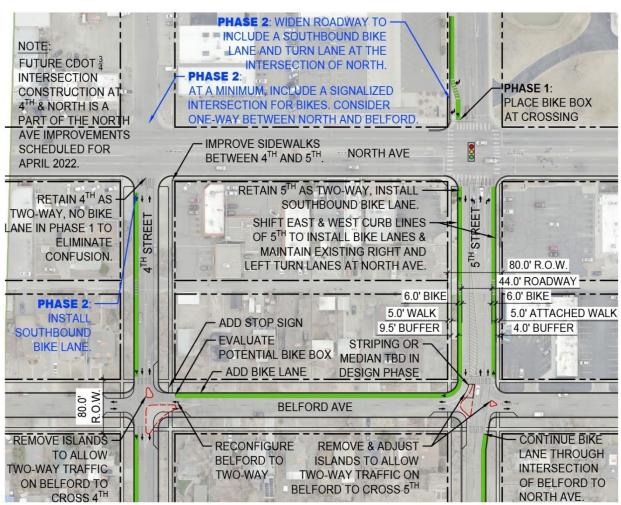
The preliminary traffic analysis suggested that some of the signalized intersections could be transitioned to stop control intersections. Instead of making this modification immediately, the City intends to analyze this recommendation and potentially do a pilot project to evaluate how well traffic flows under the various options.

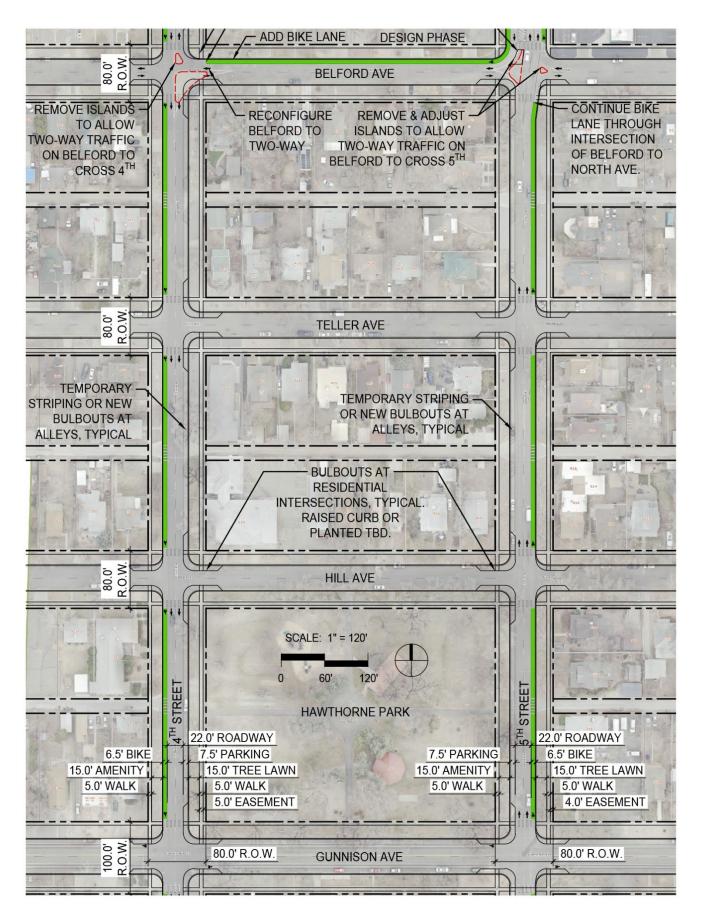
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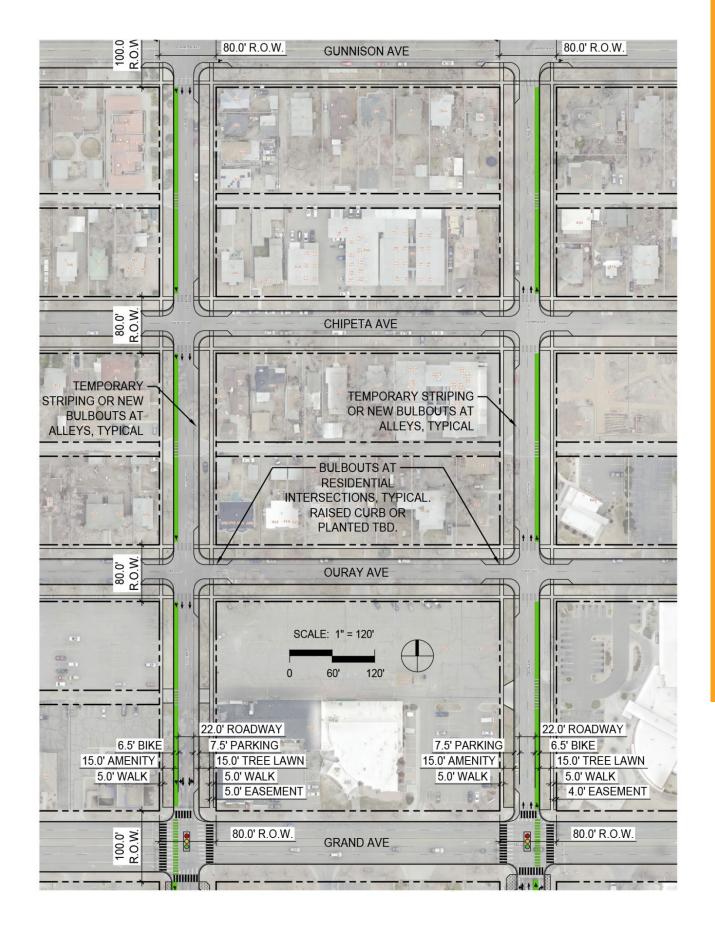
## **Layout of Enhanced One-Way Alternative**

The layout figures below are just the beginning of an exciting step forward for the City of Grand Junction and the Downtown Development Authority. The implementation of the Enhanced One-Way Alternative creates a myriad of opportunities to change the experience for all users along 4<sup>th</sup> and 5<sup>th</sup> Street and truly activate economic development for years to come.











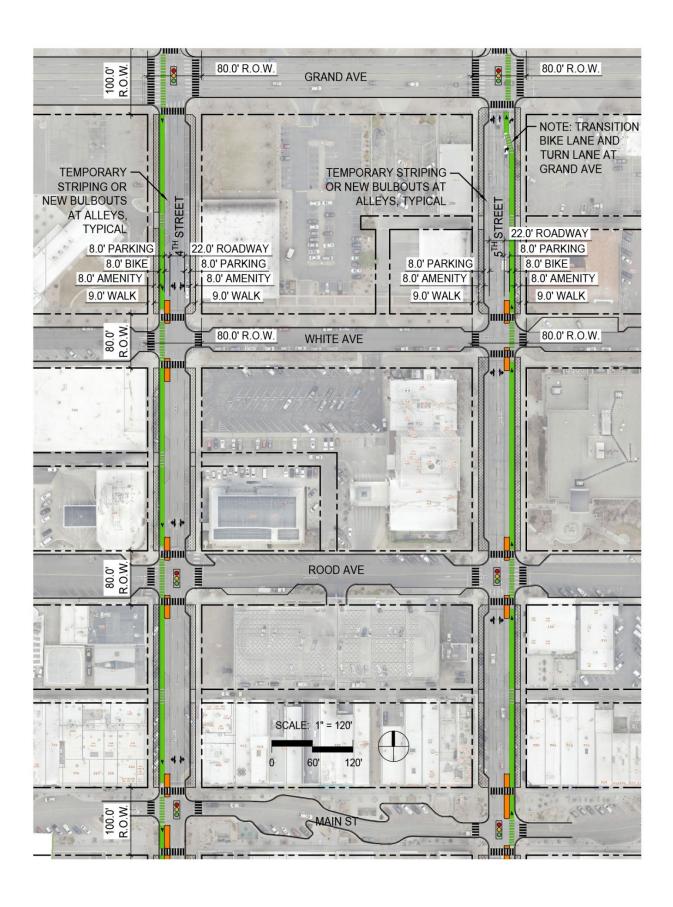


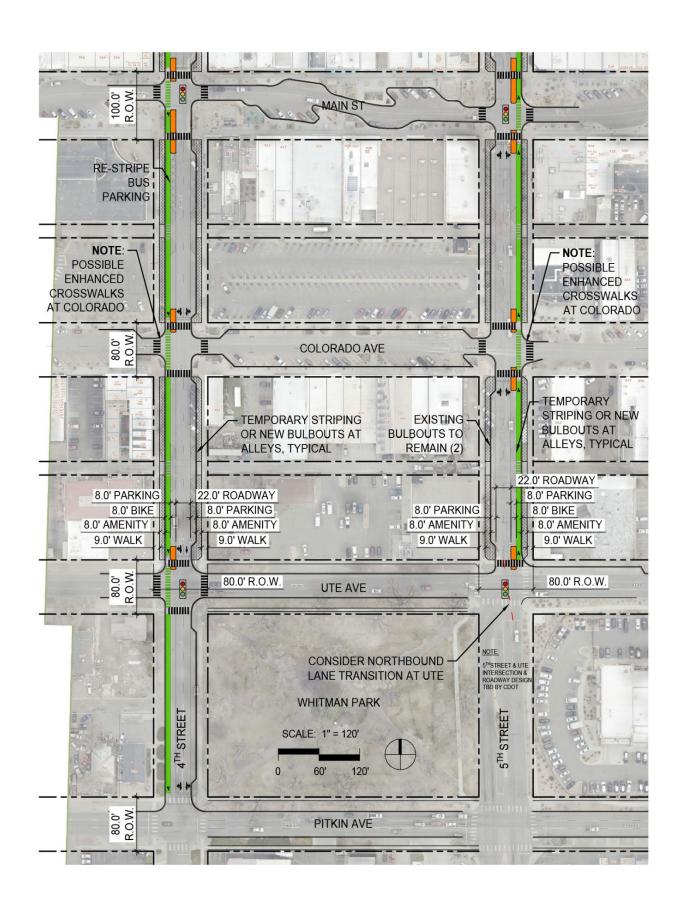


























GRAND JUNCTION









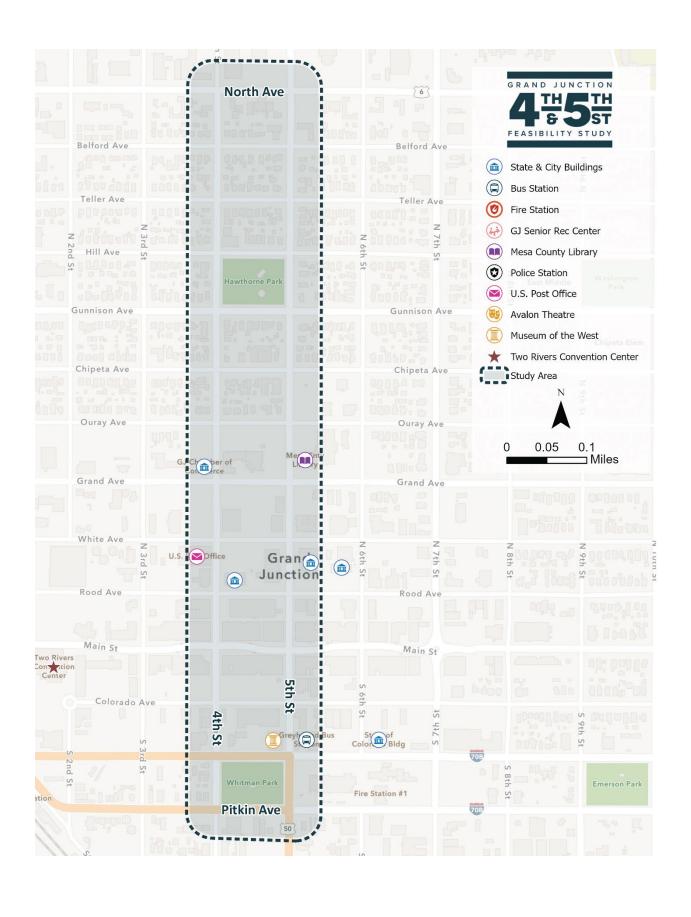


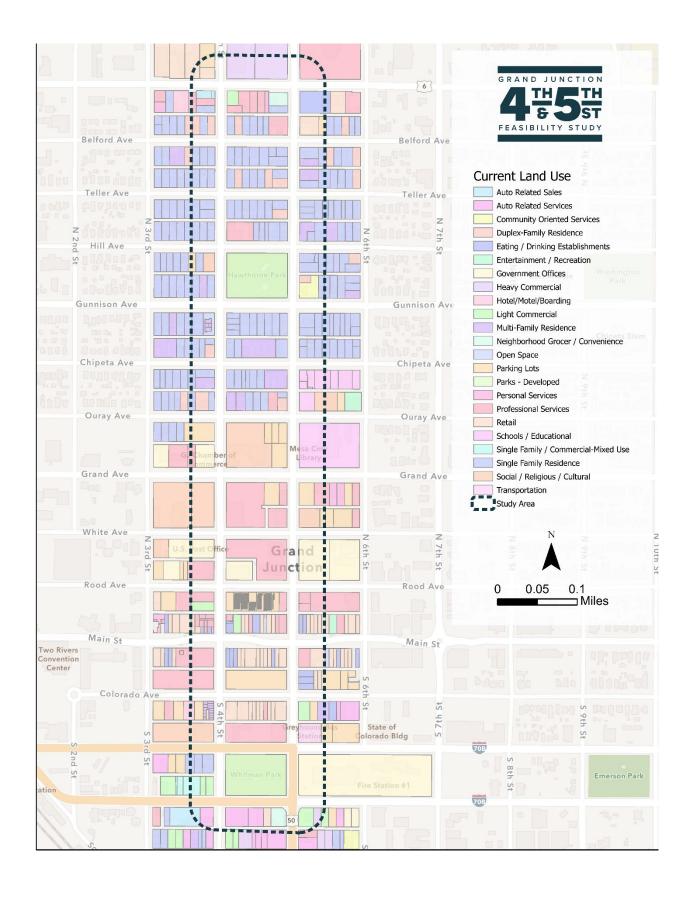


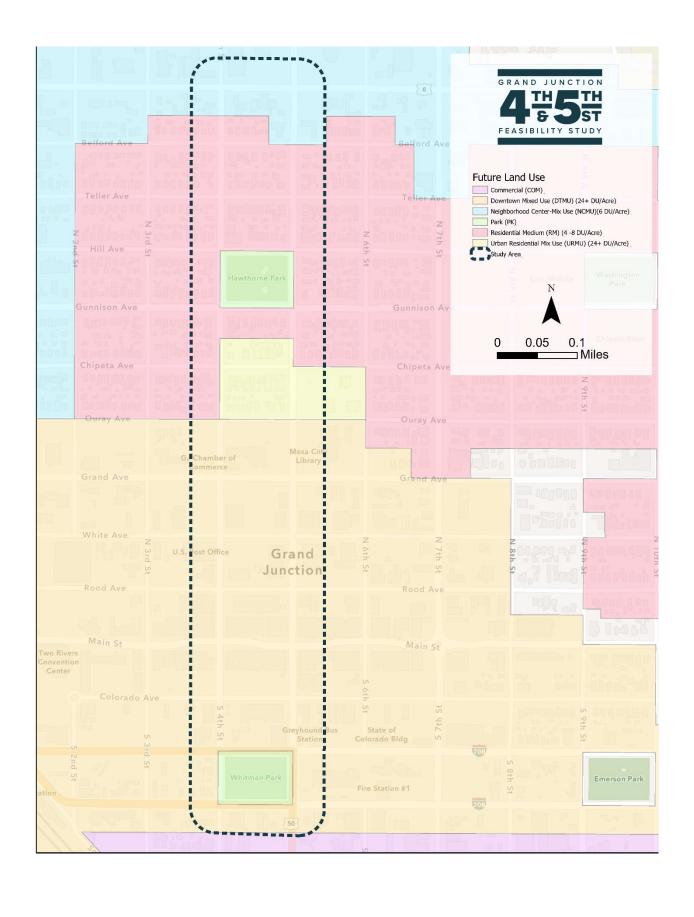
Appendix 1 – Maps & Outreach

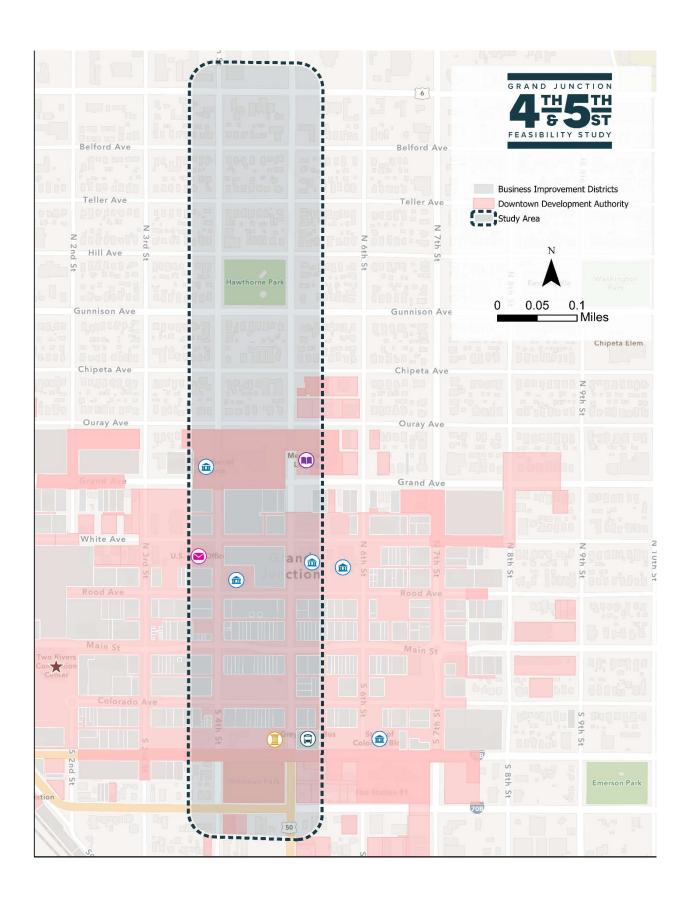
### **STUDY MAPS**

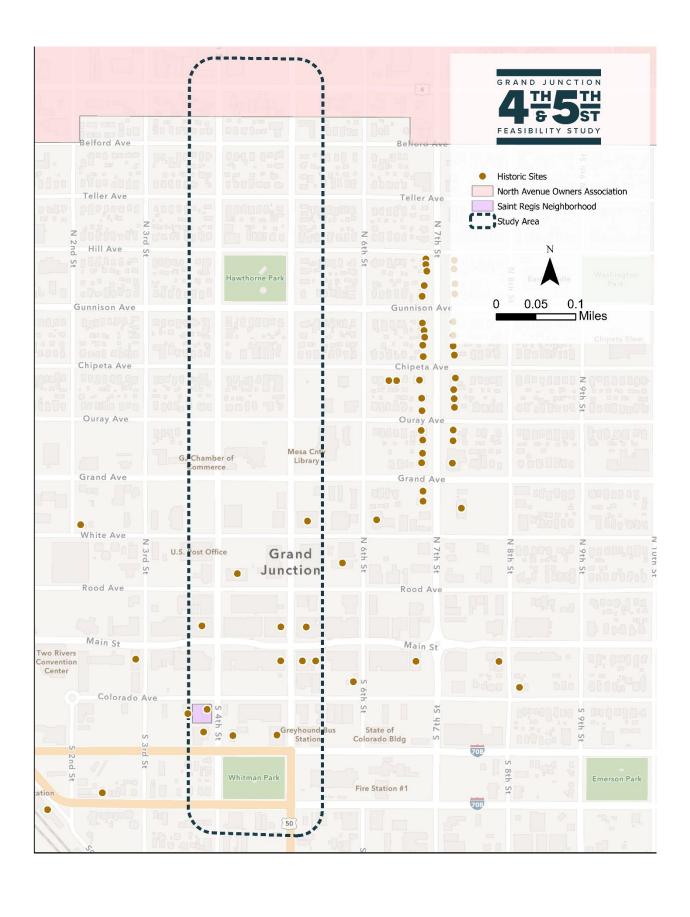
- Project Area Overview
- Current Land Use
- Future Land Use
- Downtown District
- Historic Assets
- Parking Facilities
- Pedestrian and Bicycle Facilities
- Transit Facilities













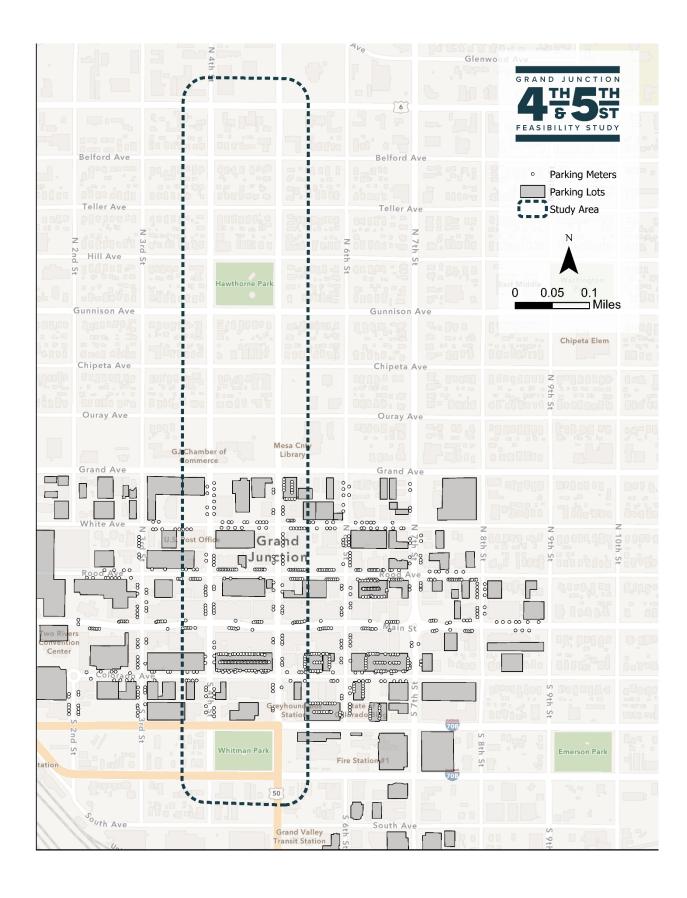




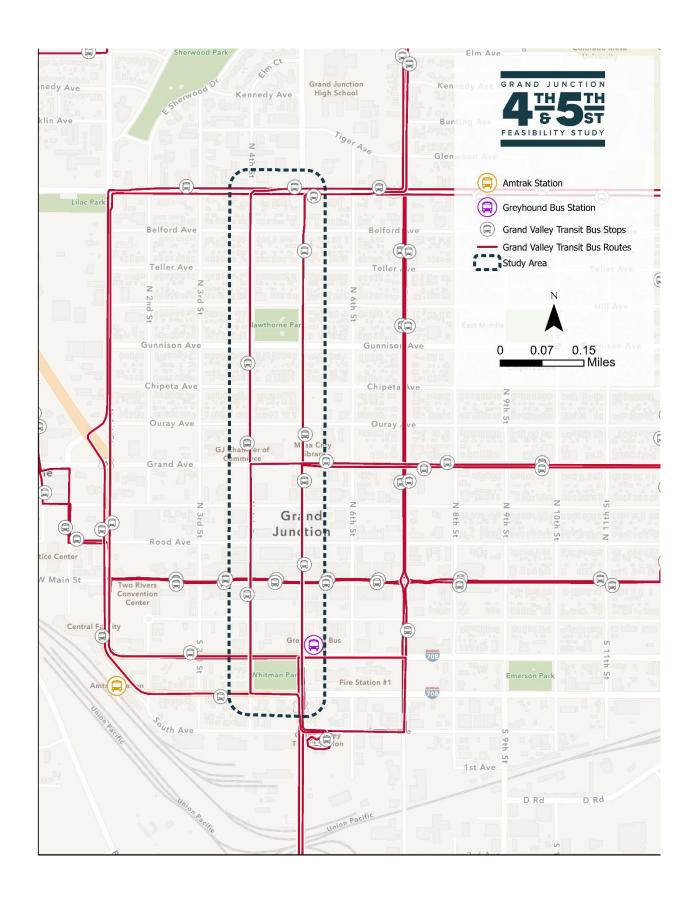












### **OUTREACH MATERIALS**

- Public Open House Materials
- Visuals from the Project Website

























### Welcome!

### Public Open House for 4th and 5th Street Feasibility study

Tuesday May 4, 2021 | 4:00 - 6:00pm

Welcome! Thank you for joining us at the Public Open House for the 4th and 5th Street Feasibility Study. We appreciate your input and will use the information you share to help inform study recommendations.

### We want to hear from you!

While you are here, please visit the five stations to learn more about the study and participate in a variety of interactive activities:

- Station 1. Study Overview & Study Area
- Station 2. Vision & Goals
- Station 3. Summary of Benefits for One-Way and Two-Way Streets
- Station 4. Study Area Interaction & Priorities
- Station 5. Mapping Activity

### **Enter to Win!**

When you're done at today's open house, you can enter to win a gift card to Downtown GJ!

### Don'T FORGET TO CHECK OUT THE COMMENT SHEET ON THE BACK!













Bohannan A Huston





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### **COMMENT SHEET**

Please share any other comments below for the 4th and 5th Street Feasibility Study.

_

Please submit your comment sheet using one of the following options:



Take a moment to complete it now and drop it into the comment box on your way out



Email a scanned copy or a photo to: 4th5thStudy@bhinc.com

For more information about the study and to stay up to date on engagement activities, please visit the project website: https://project.bhinc.com/4th5thStudy or scan the QR code to the right with your phone.

You may also email any comments or questions to: 4th5thStudy@bhinc.com

Thanks for coming!















### **STUDY OVERVIEW**

ABOUT THE STUDY: The 4th Street and 5th Street Feasibility Study is being led by the Grand Junction Downtown Development Authority, in conjunction with the City of Grand Junction.

**Why?** The purpose of the feasibility study is to evaluate potential improvements along both corridors and within the Study Area, focused on the following:

- Safety
- · Traffic Circulation
- Walkability
- · Bicycle Facilities
- Parking
- Transit
- · Land Use
- · Economic Development

**Proposed alternatives** will include maintaining the one-way traffic operations as well as the potential of transitioning to two-way travel corridors.

### WAYS TO PARTICIPATE:

### **Project Website:**

http://project.bhinc.com/4th5thStudy

Use the interactive map on the project website to share your ideas for the 4th/5th Street corridors. Check out the website for information about upcoming community engagement opportunities.

### **Questions and Comments:**

Share questions or comments at any time by emailing 4th5thStudy@bhinc.com or calling (720) 587-2653.



### TIMELINE:



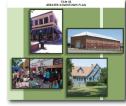
**PREVIOUS PLANNING WORK:** This study builds upon multiple previous planning efforts. In 1981, the Downtown Development Authority identified the conversion of 4th and 5th Street from one-way to two-way as a goal in its original Plan of Development. In 2013, the City of Grand Junction's Greater Downtown Plan also called for looking at the configuration of 4th and 5th Street. This was again confirmed as a focus area in the 2019 DDA Plan of Development, and the City's updated Comprehensive Plan due to continued concerns around safety issues related to this corridor.



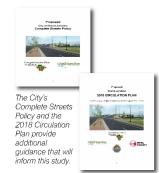
"Convert 4th and 5th to Two-way Streets" is listed as a priority strategy for connectivity.



The conversion of 4th and 5th Street from one-way to two-way was confirmed as a focus area due to continued concerns around safety issues related to this corridor.



The City's municipal code includes a policy within the Downtown District goals and policies to "Study alternatives for 4th and 5th Streets including returning these streets to the two-way grid system between Ute Avenue and North Avenue."





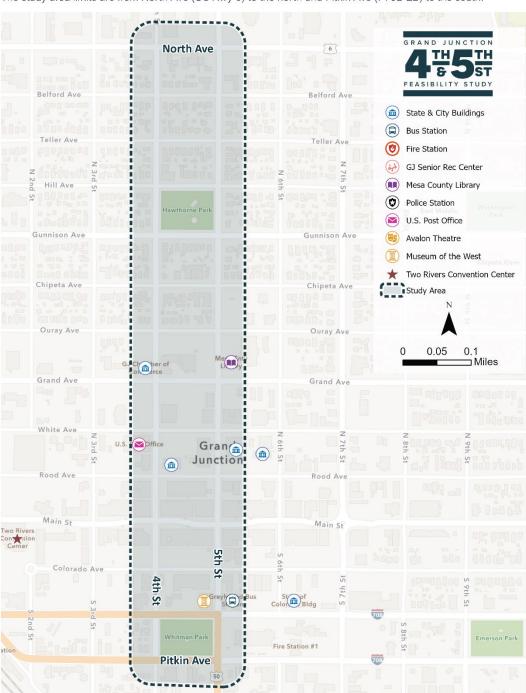


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### STUDY AREA MAP

The study area limits are from North Ave (US Hwy 6) to the north and Pitkin Ave (I-70B EB) to the south.















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### PRIORITIZATION ACTIVITY **VISION & GOALS**

inform the study and conceptual statements and goals will help Committee (PAC). All of these vision by the project team with the help of staff and the Project Advisory goals. These have been developed design moving forward. box to the right has two associated Each vision element in a colored

### ACTIVITY INSTRUCTIONS:

Place dot here

Place dot here

priority to you by placing each of these vision elements is the highest Please help us understand which of to the right. your two dot stickers in a white box

Did we miss anything? Place a sticky note below with any other vision elements or goals you'd like

to see included.



- Support traffic
- calming
- Enhance crossings



environment downtown Enhance access to Create an inviting

Place dot here

Activate Activate Development

and intuitive circulation Provide functional Circulation Traffic

Optimize

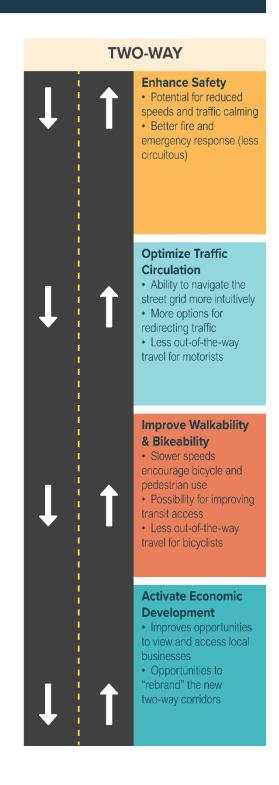
Manage travel Place dot here

A-16 | March 2022 | 4th & 5th Street Feasibility Study



### **SUMMARY OF BENEFITS** FOR ONE-WAY AND TWO-WAY STREETS

### **ONE-WAY Enhance Safety** Fewer turning movement conflicts for all modes **Optimize Traffic** Circulation More efficiently allows signals to be timed so vehicles can hit continuous green lights Low disruption to existing routes and services **Improve Walkability** & Bikeability Pedestrians and bicyclists only have to look one way to cross the street **Activate Economic** Development Maintains existing public and business access Minimizes construction impact during implementation Capitalizes on the unique feature of the one-way corridors













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### **STUDY AREA** INTERACTION

### How do you interact with 4th Street and 5th Street?

**ACTIVITY INSTRUCTIONS:** Place a dot or dots in the correct box below.



Resident in/near the Study Area

**Business Owner** in/near the Study Area

**Transit Rider** in/near the Study Area

**Bicyclist** in/near the Study Area



**Driver** in/near the Study Area

**Pedestrian** in/near the Study Area



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# ONLINE SURVEY

conjunction with the City of Grand Junction. Street Feasibility Study is being led by the Grand Junction Downtown Development Authority, in ABOUT THE PROJECT: The 4th Street and 5th

on the following: corridors and within the Study Area, focused to evaluate potential improvements along both Why? The purpose of the feasibility study is Safety Traffic Circulation Transit

- Land Use
- Economic

(B)

Parking

 Bicycle Facilities Walkability

Development

one-way traffic operations as well as the potential of transitioning to two-way travel corridors Proposed alternatives will include maintaining the

Grand Junction

## Take the Online Survey

right with your phone. below or scan the QR code to the online survey. Navigate to the link Visit the project website to take the



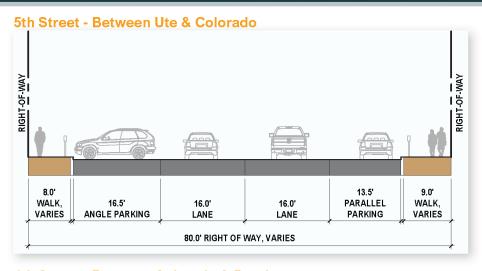
<u>http://project.bhinc.com/4th5thStudy</u>

chance to win. complete the survey by Tuesday, May 11 for a process! Those who take the online survey will be entered to win a Downtown GJ gift card. Please Your participation is very valuable to the planning On the website, you can also use the interactive map to share your ideas for the 4th/5th Street corridors.

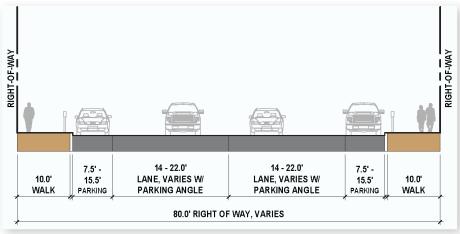




### **EXISTING ONE-WAY PAIR** (LOOKING NORTH)



### 4th Street - Between Colorado & Rood



### KEY ELEMENTS FOR 4TH & 5TH

- One-Way Vehicle Travel
- Wide Travel Lanes

- Sidewalks with Landscaping
- Parallel & Diagonal Parking
- No Bike Facilities











### **ALTERNATIVES EVALUATION MATRIX**

Proposed Alternatives Analysis Matrix Used to Evaluate the Two Directional Scenarios











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# PROPOSED ALTERNATIVES ANALYSIS MATRIX

Rohannan A Huston						
	Higher cost due to modification to signals and signage	(S)		(\$)		
	Consistent, parallel parking with lower speeds will enhance parking and reduce quantity of spots (even more with left-turns)	* * *	Consistent, parallel parking with lower speeds will enhance parking and reduce quantity of spots	*****	*	Enhance Parking
	Widened sidewalks allow for placemaking/landscaping opportunities	3. 0 ± 0 ± 0 ± 0	Widened sidewalks allow for placemaking/landscaping opportunities	***************************************	* *	Provide Opportunities For Amenities
	Slower speeds and more direct connections improve business access	6 6 6	Slower speeds improves business access	중 중 중	**	Improve Business Access
					2	Activate Economic Development
	Widens and enhances sidewalk area	***	Widens and enhances sidewalk area	<b>6</b> 446.8	*	Improve Sidewalks
	Provides consistent bicycle facilities	** **	Provides consistent bicycle facilities	****	*	Provide/Improve Bicycle Facilities
	Shorter crossing distances plus bulbouts, except at left-turn locations (2-3 intersections)	* * * * * * * * * * * * * * * * * * *	Shorter crossing distances plus bulbouts Need to consider double threat from two one-way vehicles	* * * * *	*	Improve Crossings
					· S	🦰 Improve Walkability & Bikeability
	Opportunity for improved bus stops	** *** *** *** *** *** *** *** *** ***	Opportunity for improved bus stops	****	茶辛茶	Support Transit
benefit.	May need designated loading zone and encourage use of alleys May impact directional travel	*	May need designated loading zone and encourage use of alleys	* *	***	Support Corridor Truck Deliveries
with *indicating little to no benefit and *****	Provides more direct local connections Decrease in through traffic	**	Requires some out of direction travel for local connections, although minimal Decrease in through traffic	#	#	Promote Direct Local Connections
existing one-way pair, responds to the	Slower speeds, roadway design, and more potential conflicts encourage traffic calming	<b>登</b> 等 等	Slower speeds and roadway design encourage traffic calming	* *	*	Encourage Traffic Calming
the alternatives, as compared to the	Less long-term confusion for all travelers	* 6 8 8	Maintains current travel patterns for locals	* * *	*	Reduce Driver Confusion
It is a relational score representing						Optimize Traffic Circulation
Lowest Highest	Lower speeds reduce crashes  Increase in potential conflicts could result in more crashes	9 1 9	Lower speeds reduce crashes	****	*	Reduce Crashes
	Infrastructure modifications reduce speeds Increase in potential conflicts could further reduce speeds	찬 참 참 **	Infrastructure modifications reduce speeds	** **	*	Reduce Speeds
of August 12, 2021.						Enhance Safety
inputs by the Project Advisory Committee and Technical Team as						VISION-BASED CRITERIA
Score" represents a combined scoring from	EVALUATION NOTES	EVALUATION SCORE	EVALUATION NOTES	EVALUATION SCORE	EVALUATION SCORE	
NOTE: "Evaluation	ENHANCED TWO-WAY ALTERNATIVE		ENHANCED ONE-WAY ALTERNATIVE		Existing One-Way Pair	

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## TH 5 TH ST

FEASIBILITY STUDY













**Appendix 2 – Traffic Memo** 



### **MEMORANDUM**

DATE: October 20, 2021

TO: Denise Aten, Consultant Project Manager, BHI

FROM: Karen Aspelin, PE, PTOE

SUBJECT: Grand Junction 4<sup>th</sup> and 5<sup>th</sup> Street Conversion Study Traffic Analysis

The Grand Junction Downtown Development Authority is considering modifications to 4<sup>th</sup> Street and 5<sup>th</sup> Street between Pitkin Avenue and North Avenue that would make both streets two-way streets rather than the current one-way pair. This memo documents the existing traffic conditions and summarizes an analysis of how the proposed modifications would be expected to affect traffic now and in the future.

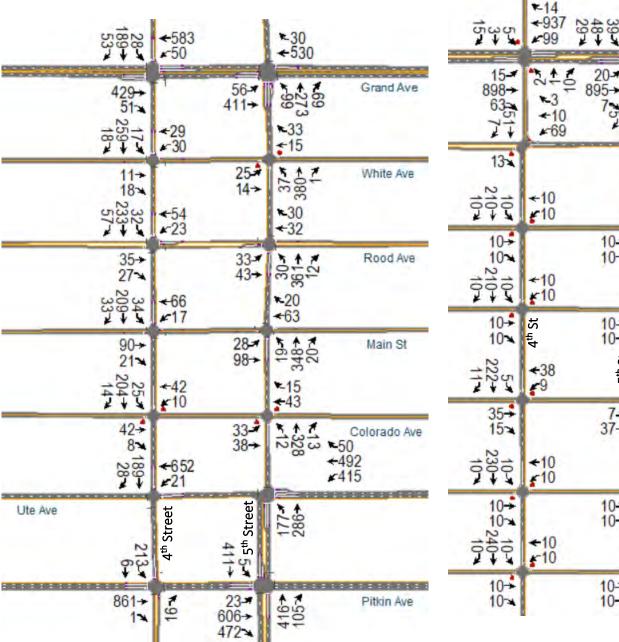
### Existing Traffic Conditions (One-Way Operations on 4th and 5th)

Traffic volumes were counted in the study area, which is shown in Figure 1, in February of 2021. It should be noted that turning movements were not counted at the minor intersections north of Grand Avenue, and for these a turning movement volume of 10 vehicles per hour (vph) per movement was assumed. The raw data are included as Appendix A and the PM peak hour turning movements, used for this analysis, are summarized in Figure 2.



Figure 1 – Study Area

Figure 2 –
Existing PM
Peak Hour
Turning
Movement
Counts
(February
2021)



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110

Fourth and 5<sup>th</sup> streets currently operate as a one-way pair, with only northbound travel on 5<sup>th</sup> Street and only southbound travel on 4<sup>th</sup> Street between Ute Avenue and Belford Avenue. South of Ute Avenue 5<sup>th</sup> Street is two-way but 4<sup>th</sup> Street is one-way only southbound. North of Belford Avenue both streets are two-way. The existing traffic control is summarized here:

Control	4 <sup>th</sup> Street Intersection	5 <sup>th</sup> Street Intersection
Signalized	Pitkin, Ute, Main, Rood, White, Grand	Pitkin, Ute, Main, Rood, Grand, North
Stop on East-West Street Only	Colorado, Ouray, Chipeta, Gunnison, Hill, Teller, Belford	Colorado, White, Ouray, Chipeta, Gunnison, Hill, Teller, Belford
Stop on North-South Street Only	North	(none)

Existing traffic signal timing plans for the study intersections were provided by the City. An existing level of service analysis for the PM peak was performed for the study area intersections. The analysis used the *Highway Capacity Manual* module of the Synchro 10 software for level of service analysis. The results are summarized in Table 1, and all analysis worksheets are in Appendix B.

Table 1. Existing PM Peak Hour Levels of Service<sup>1</sup> at the Study Intersections

		4 <sup>th</sup> Street		5 <sup>th</sup> Street
Cross Street	Overall LOS	Worst Approach LOS	Overall LOS	Worst Approach LOS
North Ave	(unsignalized)	E (SB approach)	В	C (NB and SB approaches)
Belford Ave	(unsignalized)	В	(unsignalized)	А
Teller Ave	(unsignalized)	В	(unsignalized)	В
Hill Ave	(unsignalized)	В	(unsignalized)	В
Gunnison Ave	(unsignalized)	В	(unsignalized)	В
Chipeta Ave	(unsignalized)	В	B (unsignalized)	
Ouray Ave	(unsignalized)	B (unsignal		В
Grand Ave	В	C (EB and SB approaches)	С	C (WB and NB approaches)
White Ave	В	C (EB and WB approaches)	(unsignalized)	В
Rood Ave	С	C (EB and WB approaches)	С	C (EB and WB approaches)
Main St	В	C (SB approach)	В	C (WB approach)
Colorado Ave	(unsignalized)	В	(unsignalized)	В
Ute Ave	С	C (WB and SB approach)	В	C (WB approach)
Pitkin Ave	А	А	С	D (EB approach)

<sup>&</sup>lt;sup>1</sup>Level of service shown for signalized intersection is overall level of service and worst approach level of service. Level of service shown for two-way stop control intersection is worst approach level of service (approach identified where LOS is C or worse).

The analysis showed that all movements in the PM peak hour are currently operating at acceptable levels of service (considered in this memo as a LOS D or better), with the exception of the southbound approach of the 4<sup>th</sup> Street/North Avenue intersection, which is unsignalized and operates at a LOS E.

A queueing analysis was done by using the SimTraffic 10 software to perform ten simulations of the peak hour. The queueing worksheets are included in Appendix C. The analysis looked for the following potential queueing issues:

- Queues extending back into the upstream intersection
- Queues spilling out of a turn lane and blocking the adjacent through lane
- Queues in a through lane blocking access to the adjacent turn lane in more than 10% of cycles
- Cycle failure when a waiting queue is not completely dispersed during the cycle and continues to build over the peak period

These queueing issues were observed in the existing condition simulations:

- At 5th Street/Ute Avenue, the outside through lane westbound blocked entry to the westbound right-turn lane 8 of 36 cycles in the peak hour.
- At 5<sup>th</sup> Street/Pitkin Avenue, the inside through lane southbound blocked entry to the southbound left-turn lane 6 of 36 cycles in the peak hour.

### Existing Year Traffic Conditions with Two-Way Operations on 4<sup>th</sup> and 5th

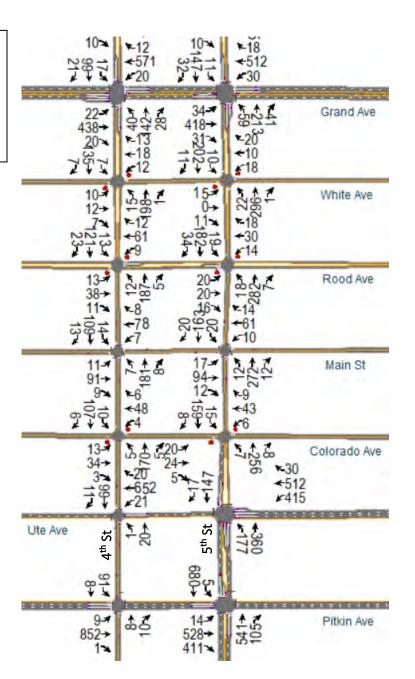
The regional model output provided by the Grand Valley Metropolitan Planning Organization/Mesa County Regional Transportation Planning Office (MPO) shows that when 4th Street and 5th Street are both open to two-way traffic that of the total traffic volume those two streets carry, in general 4th Street carries about 40% of it, and 5th Street carries about 60% of it.

The regional model output also shows that when 4th Street and 5th Street are both open to two-way traffic, that some traffic from other streets (including 1st Street and 7th Street) gets diverted to them. Total traffic volumes on 4th Street and 5th Street grows by about 30% in the model when those streets were both made two-way.

Using this information, the total existing traffic counts on 4th Street and 5th Street were added up and then distributed: 40% to the intersections on 4th Street and 60% to the intersections on 5th Street. To account for the added traffic drawn from other streets in the PM peak, a factor of 1.3 was applied to the north-south through volumes on 4th Street and 5th Street. Figure 3 shows the estimated turning movement volumes for the study intersections for the two-way operations scenario in the current year.

A level of service analysis was again run for today's PM peak under two-way conditions. The same cycle length that is used now, 100 seconds, was assumed to be used. The results are summarized in Table 2, and all analysis worksheets are in Appendix B.

Figure 3 – Estimated Existing PM Peak Hour Volumes (Two-Way Conditions)



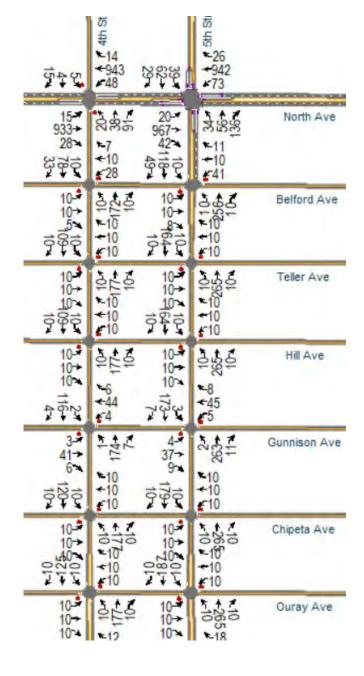


Table 2. PM Peak Hour Levels of Service<sup>1</sup> at the Study Intersections – Existing Year, Two-Way Operations

		4 <sup>th</sup> Street		5 <sup>th</sup> Street
Cross Street	Overall LOS	Worst Approach LOS	Overall LOS	Worst Approach LOS
North Ave	(unsignalized)	F (NB and SB approaches)	В	D (NB approach)
Belford Ave	(unsignalized)	В	(unsignalized)	В
Teller Ave	(unsignalized)	В	(unsignalized)	В
Hill Ave	(unsignalized)	В	(unsignalized)	В
Gunnison	(unsignalized)	В	(unsignalized)	В
Ave				
Chipeta Ave	(unsignalized)	В	(unsignalized)	В
Ouray Ave	(unsignalized)	В	(unsignalized)	В
Grand Ave	В	C (NB and SB approaches)	В	C (NB and SB approaches)
White Ave <sup>2</sup>	(unsignalized)	В	(unsignalized)	В
Rood Ave <sup>2</sup>	(unsignalized)	В	(unsignalized)	В
Main St	С	D (EB and WB	В	D (EB and WB
		approaches)		approaches)
Colorado Ave	(unsignalized)	В	(unsignalized)	В
Ute Ave	D	D (WB approach)	С	D (WB approach)
Pitkin Ave	С	D (EB approach)	С	D (EB approach)

<sup>1</sup>Level of service shown for signalized intersection is overall level of service and worst approach level of service. Level of service shown for two-way stop control intersection is worst approach level of service (approach identified where LOS is C or worse).

<sup>2</sup>The 4<sup>th</sup> Street/White Avenue and 4<sup>th</sup> Street/Rood Avenue intersections were assumed to be stop-controlled in the two-way scenario.

The analysis showed that all movements in the PM peak hour would be expected to operate at acceptable levels of service in the existing year under the two-way conditions with the exception of the northbound and southbound approaches of the 4<sup>th</sup> Street/North Avenue intersection, which is unsignalized and has side street movements operating at a LOS F.

The northern two blocks of the study area warrant further consideration if 4<sup>th</sup> and 5<sup>th</sup> streets are made two-way. Discussions with CDOT have revealed that they do not want to signalize the 4<sup>th</sup> Street/North Avenue intersection because of its proximity to the existing signal at 5<sup>th</sup> Street/North Avenue (North Avenue is US Highway 6). However, the travel demand model loads 4<sup>th</sup> Street and the unsignalized 4<sup>th</sup> Street/North Avenue intersection without regard to its type of control and shows, as was mentioned before, about 40% of the traffic in the 4<sup>th</sup> Street-5<sup>th</sup> Street corridor being carried by 4<sup>th</sup> Street. As demonstrated above, this volume would cause the side street movements of the 4<sup>th</sup> Street/North Avenue intersection to fail if it is not signalized. What would be more likely to happen is that northbound 4<sup>th</sup> Street traffic would find its way to the 5<sup>th</sup> Street/North Avenue intersection to use the signal there. This pattern could be encouraged by having northbound drivers on 4<sup>th</sup> Street take a right onto eastbound Belford Avenue, and then take a left onto northbound 5<sup>th</sup> Street to reach the signal. The configuration and traffic control at the 5<sup>th</sup> Street/Belford Avenue intersection would need to be modified to accommodate this new pattern.

These queueing issues were observed in the simulations of the existing year scenario with two-way operations:

- At 5th Street/Grand Avenue, the northbound through lane blocked entry to the northbound right-turn lane 9 of 36 cycles in the peak hour.
- At 5th Street/Ute Avenue, the outside through lane westbound blocked entry to the westbound right-turn lane 10 of 36 cycles in the peak hour.

• At 5<sup>th</sup> Street/Pitkin Avenue, the inside through lane southbound blocked entry to the southbound left-turn lane 6 of 36 cycles in the peak hour.

### Year 2045 Traffic Conditions with One-Way Operations on 4th and 5th

This study used a simplified method of determining the overall growth factor expected between the year 2021 and the forecast year 2045. Traffic model projections were provided by the MPO. A screenline was placed just south of Rood Avenue, and the daily traffic volumes on  $1^{st}$ ,  $4^{th}$ ,  $5^{th}$ , and  $7^{th}$  streets were summed at that location for the existing year and year 2045 scenario with the existing one-way pair and existing speed limits.

		Year 2045 One-Way Pair,
	Base Year ADTs	Existing Speed Limits ADTs
1 <sup>st</sup> Street	18,629	28,083
4 <sup>th</sup> Street	3,508	5,140
5 <sup>th</sup> Street	7,002	8,544
7 <sup>th</sup> Street	8,556	13,496
Totals	37,695	55,263

The growth observed between these two screenline ADTs is approximately 1.5. This factor was applied to all of the existing year 2021 turning movement counts to estimate future year conditions, which are shown in Figure 4.

A level of service analysis was again run for the projected year 2045 PM peak under the current one-way conditions. The same cycle length that is used now, 100 seconds, was assumed to be used. The results are summarized in Table 3, and all analysis worksheets are in Appendix B.

Table 3. Forecast Year 2045 PM Peak Hour Levels of Service<sup>1</sup> with One-Way Operations

	4 <sup>th</sup> Street 5 <sup>th</sup> Street		5 <sup>th</sup> Street	
Cross Street	Overall LOS	Worst Approach LOS	Overall LOS	Worst Approach LOS
North Ave	(unsignalized)	F (NB and SB approaches)	С	D (NB approach)
Belford Ave	(unsignalized)	В	(unsignalized)	В
Teller Ave	(unsignalized)	В	(unsignalized)	В
Hill Ave	(unsignalized)	B (unsignalized)		В
Gunnison	(unsignalized)	В	(unsignalized)	В
Ave				
Chipeta Ave	(unsignalized)	В	(unsignalized)	В
Ouray Ave	(unsignalized)	В	(unsignalized)	В
Grand Ave	В	C (EB and SB approaches) C		C (WB and NB
				approaches)
White Ave	В	C (EB and WB	C (EB and WB (unsignalized)	
		approaches)		
Rood Ave	С	C (all approaches)	ches) C C (all approac	
Main St	С	C (SB approach)	С	C (WB and NB
		, , , , ,		approaches)
Colorado Ave	(unsignalized)	B (unsignalized)		В
Ute Ave	С	C (WB and SB	В	В
		approaches)		
Pitkin Ave	А	А	C D (EB approach)	

<sup>&</sup>lt;sup>1</sup>Level of service shown for signalized intersection is overall level of service and worst approach level of service. Level of service shown for two-way stop control intersection is worst approach level of service (approach identified where LOS is C or worse).

Figure 4 –	2844- 80-	<b>←</b> 875 <b>←</b> 75	<b>★</b> 45 <b>★</b> 795	21 +1406 4775 -149 4775	∯ 1239 1490 1433
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	Ute Ave 15 th 350	15 #5 8-7 617+	286-4 429-4 7-46-29-4	15- 15- 15- 15- 15- 15- 15- 15-	Chipeta Ave
	1292→ 2	35- 909- 708-	Pitkin Ave	15-15-15-15-	Ouray Ave

The analysis showed that all movements in the forecast year 2045 PM peak hour, with the one-way pair, are expected to operate at acceptable levels of service with the exception of the northbound and southbound approaches of the 4<sup>th</sup> Street/North Avenue intersection, which is unsignalized and operates at a LOS F.

These queueing issues were observed in the simulations of the forecast year 2045 with the one-way pair:

- At 5th Street/North Avenue, the eastbound through lane blocked entry to the eastbound left-turn lane 5 of 36 cycles in the peak hour and the westbound through lane blocked entry to the westbound left-turn lane 7 of 36 cycles in the peak hour.
- At 5th Street/Grand Avenue, the northbound through lane blocked entry to the northbound right-turn lane 4 of 36 cycles in the peak hour.
- At 5th Street/Ute Avenue, the outside through lane westbound blocked entry to the westbound right-turn lane 7 of 36 cycles in the peak hour.
- At 5<sup>th</sup> Street/Pitkin Avenue, the inside through lane southbound blocked entry to the southbound left-turn lane 12 of 36 cycles in the peak hour.

### Year 2045 Traffic Conditions with Two-Way Operations on 4th and 5th

To estimate year 2045 traffic conditions under a scenario with two-way operations on 4<sup>th</sup> and 5<sup>th</sup> streets, the turning movements shown in Figure 3 were escalated by the future year growth factor of 1.5. These volumes are shown in Figure 5.

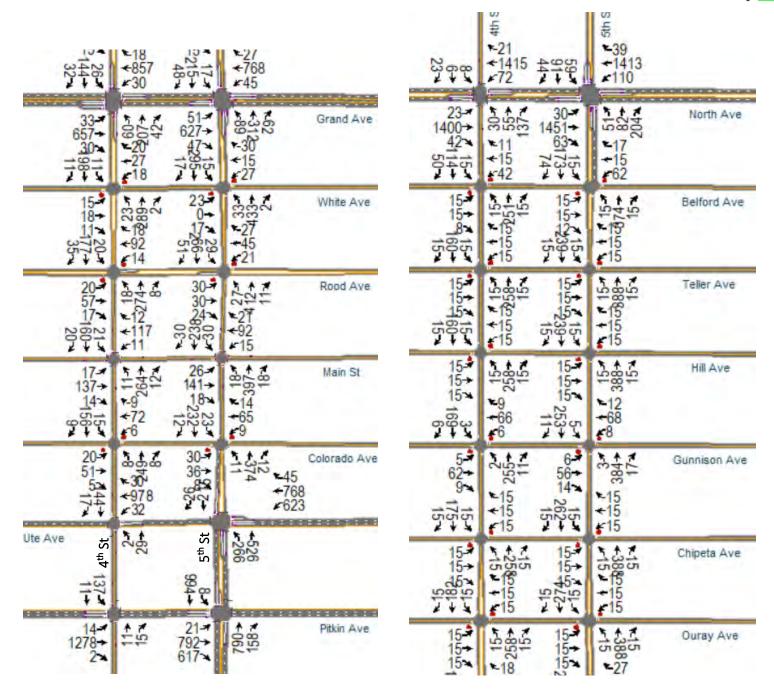
A level of service analysis was again run for the projected year 2045 PM peak under the proposed two-way conditions. The same cycle length that is used now, 100 seconds, was assumed to be used. The results are summarized in Table 4, and all analysis worksheets are in Appendix B.

Table 4. Forecast Year 2045 PM Peak Hour Levels of Service<sup>1</sup> with Two-Way Operations

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	4 <sup>th</sup> Street		5 <sup>th</sup> Street			
Cross Street	Overall LOS	Worst Approach LOS	Overall LOS	Worst Approach LOS		
North Ave	(unsignalized)	F (NB and SB approaches)	С	D (NB approach)		
Belford Ave	(unsignalized)	В	(unsignalized)	С		
Teller Ave	(unsignalized)	В	(unsignalized)	С		
Hill Ave	(unsignalized)	B (unsignalized)		С		
Gunnison	(unsignalized)	В	(unsignalized)	С		
Ave						
Chipeta Ave	(unsignalized)	В	(unsignalized)	С		
Ouray Ave	(unsignalized)	В	(unsignalized)	С		
Grand Ave	В	D (NB approach) B		С		
White Ave <sup>2</sup>	(unsignalized)	B (unsignalized)		С		
Rood Ave <sup>2</sup>	(unsignalized)	С	(unsignalized)	С		
Main St	С	D (EB and WB	В	D (EB and WB		
		approaches)		approaches)		
Colorado Ave	(unsignalized)	В	(unsignalized)	С		
Ute Ave	С	D (WB approach)	С	С		
Pitkin Ave	С	С	С	D (EB approach)		

<sup>&</sup>lt;sup>1</sup>Level of service shown for signalized intersection is overall level of service and worst approach level of service. Level of service shown for two-way stop control intersection is worst approach level of service (approach identified where LOS is D or worse). <sup>2</sup>The 4<sup>th</sup> Street/White Avenue and 4<sup>th</sup> Street/Rood Avenue intersections were assumed to be stop-controlled in the two-way scenario.

Figure 5 – Estimated Year 2045 PM Peak Hour Volumes (Two-Way)



The analysis showed that all movements in the forecast year 2045 PM peak hour, in the two-way scenario, are expected to operate at acceptable levels of service with the exception of the northbound and southbound approaches of the 4<sup>th</sup> Street/North Avenue intersection, which is unsignalized and operates at a LOS F. As discussed earlier, the northern blocks of the study area would need to be examined more closely if the streets are both made two-way without signalizing the intersection of 4<sup>th</sup> Street/North Avenue.

For the queueing analysis, the 2045 two-way scenario was simulated to show northbound 4<sup>th</sup> Street traffic that would have turned left or gone straight through at North Avenue diverting to 5<sup>th</sup> Street at Belford, to use the traffic signal at 5<sup>th</sup> Street/North Avenue. These queueing issues were observed in the simulations of the forecast year 2045 with two-way operations:

- At 5th Street/North Avenue, the eastbound through lane blocked entry to the eastbound left-turn lane 8 of 36 cycles in the peak hour and the westbound through lane blocked entry to the westbound left-turn lane 5 of 36 cycles in the peak hour.
- At 5th Street/Grand Avenue, the northbound through lane blocked entry to the northbound right-turn lane 11 of 36 cycles, and the southbound through/right turn lane blocked entry to the southbound left-turn lane in 4 of 36 cycles in the peak hour.
- At 4th Street/Grand Avenue, the northbound through lane blocked entry to the northbound right-turn lane 4 of 36 cycles in the peak hour.
- At 5th Street/Ute Avenue, the outside through lane westbound blocked entry to the westbound right-turn lane 14 of 36 cycles in the peak hour and the right-side northbound left turn lane blocked entrance into the left-side northbound left turn lane 8 of 36 cycles.
- At 5<sup>th</sup> Street/Pitkin Avenue, the inside through lane southbound blocked entry to the southbound left-turn lane 11 of 36 cycles in the peak hour.

### CDOT Facilities and Coordination

Several of the streets in the study area are CDOT facilities: North Avenue (US 6), and the segments of 5th Street (US 50), Ute Avenue (I-70B), and Pitkin Avenue (I-70B) around Whitman Park. Accordingly, coordination meetings were held to keep CDOT traffic engineering staff apprised of the study.

Meetings were held on February 8, 2021, and June 14, 2021. The purpose of the February meeting was to find out what CDOT's concerns would be regarding making any changes to the lane configurations on 4<sup>th</sup> Street and 5<sup>th</sup> Street. The June meeting was to discuss the output of the travel demand forecast models with staff from the MPO.

CDOT's concern was that the two-way alternative would significantly increase the delay and queueing at the signalized intersections. The existing one-way scenario allows the traffic signals to be coordinated to provide good progression on both 4<sup>th</sup> Street and 5<sup>th</sup> Street (i.e., a platoon of one-way traffic can arrive at the traffic signals as they turn green and not have to make many stops). The two-way scenario would not be able to provide the same progression and would increase the number of stops. City of Grand Junction staff voiced the same concern that two-way traffic would defeat the effort of traffic progression.

### Need for Left-turn Lanes

No changes in lane configuration were assumed with the one-way pair scenarios.

In the two-way scenario, the northbound approach geometry at 5<sup>th</sup> Street/Ute Avenue was assumed to be two left-turn lanes and a single through lane.

In the two-way scenario, the maximum left-turn volumes off of 4<sup>th</sup> or 5<sup>th</sup> Street at any of the unsignalized intersections is estimated to be 33 vph (northbound left from 5<sup>th</sup> Street onto White Avenue in the year 2045), or approximately one vehicle turning left every two minutes. This magnitude of left-turn volumes does not cause delay or queueing issues at the unsignalized intersections. Therefore, no left-turn lanes are recommended to be added to allow acceptable traffic operations.

# Signalization Changes

In the two-way scenarios, the signals were assumed to be removed at the 4th Street/White Avenue, 4th Street/Rood Avenue, and 5th Street/Rood Avenue intersections. This is because signal modifications (additional poles, mastarms, and heads) would be required to make these intersections work for two-way traffic operations, it is unlikely that these intersections meet any signal warrants, and the intersections operate acceptably without a signal.

Other intersections that may not warrant the signals they have now are 4th Street/Main Street and 5th Street/Main Street, regardless of whether the one-way or two-way scenario is in place.

CDOT has stated that they do not want to signalize the 4<sup>th</sup> Street/North Avenue intersection because of its proximity to the existing signal at 5<sup>th</sup> Street/North Avenue. However, if travel demand under the two-way scenario does put 40% of the 4<sup>th</sup> Street-5<sup>th</sup> Street corridor traffic on 4<sup>th</sup> Street, there will be a greater desire to travel through the 4<sup>th</sup> Street/North Avenue intersection. Rather than signalizing the 4<sup>th</sup> Street/North Avenue intersection, modifications should be considered to the configuration of the 4<sup>th</sup> Street – Belford Avenue – 5<sup>th</sup> Street path to allow 4<sup>th</sup> Street users to access the signal at 5<sup>th</sup> Street/North Avenue.

# Summary

- A traffic analysis was performed for four scenarios: 2021/One-Way, 2021/Two-Way, 2045/One-Way, 2045/Two-Way. The purpose of the traffic analysis was to estimate vehicle levels of service and queueing.
- The PM peak turning movement counts were developed by these methodologies:
  - o 2021/One-Way existing turning movement counts collected in February 2021
  - o 2021/Two-Way existing turning movement counts in the corridor were distributed 40% to 4<sup>th</sup> Street and 60% to 5<sup>th</sup> Street. A factor of 1.3 was then applied to account for traffic expected to divert from other streets (1<sup>st</sup> and 7<sup>th</sup> streets) due to the change in configuration.
  - o 2045/One-Way a growth factor of 1.5 was applied to the 2021/One-Way counts. This was based on a comparison of ADTs between the model output ("Year 2045 One-Way Pair, Existing Speed Limits") and Base Year ADTs provided by Mesa County MPO.
  - o 2045/Two-Way a growth factor of 1.5 was applied to the 2021/Two-Way Volumes
- Levels of service were acceptable for all movements under all of the above scenarios with the exception of the unsignalized side street movements at 4<sup>th</sup> Street/North Avenue, which operate at LOS E or F due to lack of gaps.
- There were only minor queueing issues observed in some locations there is blockage of the turn lanes by the adjacent through lane for a handful of cycles in the peak. No queue backup into the upstream intersection was ever observed.
- Turn lanes
  - o No changes in lane configuration were assumed with the one-way pair scenarios.
  - o In the two-way scenario, the northbound approach geometry at 5<sup>th</sup> Street/Ute Avenue was assumed to be two left-turn lanes and a single through lane.

o In the two-way scenario left-turn volumes off the north-south streets are low and they do not cause delay or queueing issues, so no additional left-turn lanes are recommended from a traffic operations standpoint.

### Signalization changes

- o In the two-way scenarios, the signals were assumed to be removed at the 4<sup>th</sup> Street/White Avenue, 4<sup>th</sup> Street/Rood Avenue, and 5<sup>th</sup> Street/Rood Avenue intersections. This is because signal modifications (additional poles, mastarms, and heads) would be required to make these intersections two-way, it is unlikely that these intersections meet any signal warrants, and the intersections operate acceptably without a signal.
- Other intersections that may not warrant the signals they have now are 4<sup>th</sup> Street/Main Street and 5<sup>th</sup> Street/Main Street.
- o If 4<sup>th</sup> Street and 5<sup>th</sup> Street are converted to two-way facilities, modifications should be made in the north part of the study area to allow northbound 4<sup>th</sup> Street drivers to better access the traffic signal at 5<sup>th</sup> Street/North Avenue, because CDOT does not plan to signalize the 4<sup>th</sup> Street/North Avenue intersection.

## • CDOT and City concerns

o Both CDOT and City traffic signal staff have voiced concern that a conversion from oneway to two-way operations on 4<sup>th</sup> Street and 5<sup>th</sup> Street would defeat traffic progression on both streets.



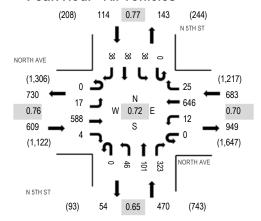


Location: 1 N 5TH ST & NORTH AVE AM

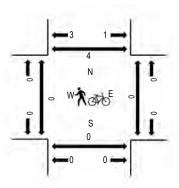
Date: Tuesday, February 16, 2021 Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

### Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Interval		NORT Eastb	H AVE ound			NORTH Westb				N 5TH Northb				N 5TI South				Rolling	Ped	estriar	n Crossin	ıgs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	North
7:00 AM	0	3	78	1	0	4	79	10	0	2	11	38	0	17	2	12	257	1,765	0	0	0	0
7:15 AM	0	6	121	0	0	3	132	5	0	7	23	52	0	8	6	8	371	1,876	0	0	0	3
7:30 AM	0	5	150	0	0	2	161	5	0	12	32	89	0	11	8	13	488	1,836	0	0	0	1
7:45 AM	0	3	195	3	0	3	235	5	0	15	27	140	0	2	16	5	649	1,727	0	0	0	0
8:00 AM	0	3	122	1	0	4	118	10	0	12	19	42	0	17	8	12	368	1,525	0	0	0	0
8:15 AM	0	6	114	0	0	2	116	5	0	13	16	37	0	8	6	8	331		7	0	1	0
8:30 AM	0	5	130	0	0	2	136	5	0	14	15	43	0	11	5	13	379		2	0	0	2
8:45 AM	0	3	170	3	0	9	161	5	0	17	17	50	0	2	5	5	447		1	0	0	3
Count Total	0	34	1,080	8	0	29	1,138	50	0	92	160	491	0	76	56	76	3,290		10	0	1	9
Peak Hour	0	17	588	4	0	12	646	25	0	46	101	323	0	38	38	38	3 1,876	ò	0	0	0	4

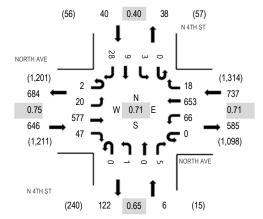


Location: 2 N 4TH ST & NORTH AVE AM

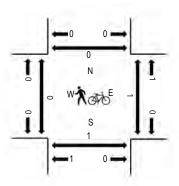
Date: Tuesday, February 16, 2021 Peak Hour: 07:15 AM - 08:15 AM

**Peak 15-Minutes:** 07:45 AM - 08:00 AM

### Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

			NORT	H AVE		1	NORTH	I AVE			N 4TH	ST			N 4T	H ST							
	Interval		Eastb	ound			Westb	ound			Northb	ound			South	bound			Rolling	Ped	estriar	Crossin	ıgs
	Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	North
	7:00 AM	0	3	75	7	0	11	81	2	0	0	0	1	0	1	1	0	182	1,334	0	0	0	0
	7:15 AM	1	7	119	7	0	16	136	3	0	0	0	1	0	2	2	0	294	1,429	0	0	1	0
	7:30 AM	0	7	150	14	0	13	162	6	0	0	0	0	0	0	0	5	357	1,420	0	0	0	0
	7:45 AM	1	5	193	17	0	17	236	7	0	0	0	0	0	1	6	18	501	1,379	0	0	0	0
	8:00 AM	0	1	115	9	0	20	119	2	0	1	0	4	0	0	1	5	277	1,262	0	0	0	0
	8:15 AM	0	0	119	18	0	14	124	3	0	2	1	1	0	0	0	3	285		0	2	0	0
	8:30 AM	0	1	134	14	0	17	139	2	0	1	0	2	0	1	3	2	316		0	2	0	1
	8:45 AM	0	5	178	11	0	22	160	2	0	0	0	1	0	0	0	5	384		0	0	0	0
_	Count Total	2	29	1,083	97	0	130	1,157	27	0	4	1	10	0	5	13	38	2,596		0	4	1	1
	Peak Hour	2	20	577	47	0	66	653	18	0	1	C	) 5	0	3	3 9	9 28	3 1,429	)	0	0	1	0

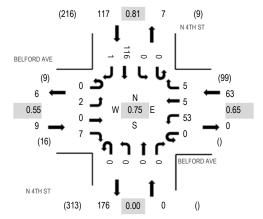


Location: 3 N 4TH ST & BELFORD AVE AM

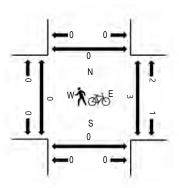
Date: Tuesday, February 16, 2021 Peak Hour: 07:30 AM - 08:30 AM

**Peak 15-Minutes:** 07:45 AM - 08:00 AM

### Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

	Interval	В	ELFOF Eastb		Ξ	BI	ELFOR Westb				N 4TH Northb				N 4TI South				Rolling	Ped	estriar	Crossin	ıgs
	Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru R	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South 1	Vorth
-	7:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	19	0	22	160	0	0	0	0
	7:15 AM	0	0	0	2	0	5	2	1	0	0	0	0	0	0	23	0	33	185	0	0	0	0
	7:30 AM	0	0	0	1	0	13	1	0	0	0	0	0	0	0	27	0	42	189	0	0	0	0
	7:45 AM	0	0	0	2	0	22	1	2	0	0	0	0	0	0	36	0	63	185	0	1	0	0
	8:00 AM	0	2	0	3	0	12	3	3	0	0	0	0	0	0	24	0	47	171	0	0	0	0
	8:15 AM	0	0	0	1	0	6	0	0	0	0	0	0	0	0	29	1	37		0	2	0	0
	8:30 AM	0	0	0	2	0	8	1	0	0	0	0	0	0	0	27	0	38		0	2	0	0
	8:45 AM	0	0	0	3	0	15	0	1	0	0	0	0	0	0	30	0	49		0	0	0	0
	Count Total	0	2	0	14	0	84	8	7	0	0	0	0	0	0	215	1	331		0	5	0	0
	Peak Hour	0	2	0	7	0	53	5	5	0	0	C	0	0	(	116	;	1 189	9	0	3	0	0

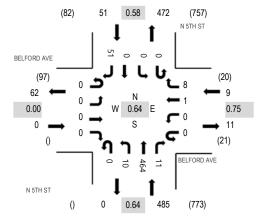


Location: 4 N 5TH ST & BELFORD AVE AM

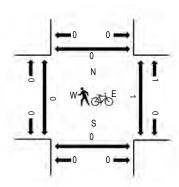
Date: Tuesday, February 16, 2021 Peak Hour: 07:15 AM - 08:15 AM

**Peak 15-Minutes:** 07:45 AM - 08:00 AM

### Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Interval	В	ELFOF Eastb		Ξ	BI	ELFOR Westb				N 5TH Northbo				N 5Th Southb				Rolling	Ped	estriar	Crossin	ıgs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru R	ight	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South 1	North
7:00 AM	0	0	0	0	0	0	0	0	0	1	51	2	0	0	0	2	56	508	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	2	0	1	78	2	0	0	0	7	90	545	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	1	132	3	0	0	0	12	149	533	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	2	0	4	181	4	0	0	0	22	213	465	0	1	0	0
8:00 AM	0	0	0	0	0	0	1	3	0	4	73	2	0	0	0	10	93	367	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	5	0	0	65	3	0	0	0	5	78		0	0	0	0
8:30 AM	0	0	0	0	0	0	0	2	0	2	69	0	0	0	0	8	81		0	0	0	0
8:45 AM	0	0	0	0	0	0	0	4	0	1	89	5	0	0	0	16	115		0	0	0	0
Count Total	0	0	0	0	0	0	1	19	0	14	738	21	0	0	0	82	875		0	1	0	0
Peak Hour	0	0	0	0	0	0	1	8	0	10	464	11	0	C	) (	) 5	1 545		0	1	0	0

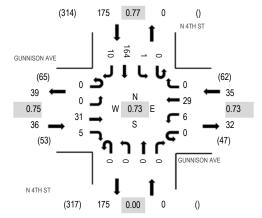


Location: 5 N 4TH ST & GUNNISON AVE AM

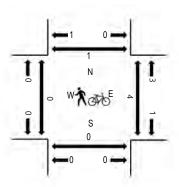
Date: Tuesday, February 16, 2021 Peak Hour: 07:45 AM - 08:45 AM

**Peak 15-Minutes:** 07:45 AM - 08:00 AM

### Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Interval	GUNNISON AVE Eastbound					INNIS( Westb	ON AVE	Ξ		N 4TH Northb				N 4TI South				Rolling	Ped	estriar	n Crossin	ıgs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	Vorth
7:00 AM	0	0	1	0	0	1	2	0	0	0	0	0	0	0	22	0	26	202	0	2	1	0
7:15 AM	0	0	1	0	0	1	6	0	0	0	0	0	0	0	28	0	36	236	0	0	0	0
7:30 AM	0	0	4	1	0	1	8	0	0	0	0	0	0	1	41	0	56	244	0	0	0	0
7:45 AM	0	0	11	1	0	1	12	0	0	0	0	0	0	1	55	3	84	246	0	1	0	0
8:00 AM	0	0	5	2	0	2	7	0	0	0	0	0	0	0	43	1	60	227	0	0	0	0
8:15 AM	0	0	5	0	0	1	2	0	0	0	0	0	0	0	32	4	44		0	0	0	1
8:30 AM	0	0	10	2	0	2	8	0	0	0	0	0	0	0	34	2	58		0	1	0	0
8:45 AM	0	0	8	2	0	0	8	0	0	0	0	0	0	0	45	2	65		0	2	0	1
Count Total	0	0	45	8	0	9	53	3 0	0	0	0	0	0	2	300	12	429		0	6	1	2
Peak Hour	0	0	31	5	0	6	29	0	0	0	0	0	0	1	164	1 10	246	6	0	2	0	1

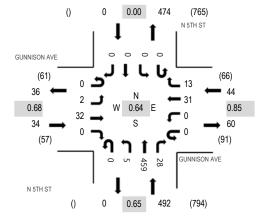


Location: 6 N 5TH ST & GUNNISON AVE AM

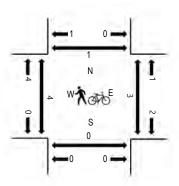
Date: Tuesday, February 16, 2021 Peak Hour: 07:30 AM - 08:30 AM

**Peak 15-Minutes:** 07:45 AM - 08:00 AM

### Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Interval	Gl	JNNIS Eastb	ON AV	Έ		INNISO Westb	ON AVE			N 5TH Northb				N 5T South				Rolling	Ped	lestriar	n Crossir	าตร
Start Time	U-Turn	Left		Right	U-Turn			Right	U-Turn			Right	U-Turn	Left	Thru	Right	Total	Hour	West		South I	0
7:00 AM	0	0	1	0	0	0	2	1	0	1	54	0	0	0	0	0	59	536	1	0	0	0
7:15 AM	0	1	0	0	0	0	2	0	0	3	78	5	0	0	0	0	89	569	0	0	0	0
7:30 AM	0	0	4	0	0	0	11	2	0	1	135	14	0	0	0	0	167	570	3	2	0	1
7:45 AM	0	1	14	0	0	0	8	5	0	4	182	7	0	0	0	0	221	492	1	0	0	0
8:00 AM	0	0	6	0	0	0	9	4	0	0	72	1	0	0	0	0	92	381	0	1	0	0
8:15 AM	0	1	8	0	0	0	3	2	0	0	70	6	0	0	0	0	90		0	0	0	0
8:30 AM	0	2	9	0	0	0	8	3	0	1	64	2	0	0	0	0	89		1	0	0	0
8:45 AM	0	1	9	0	0	0	6	0	0	2	87	5	0	0	0	0	110		0	0	0	1
Count Total	0	6	51	0	0	0	49	17	0	12	742	40	0	0	0	C	917	•	6	3	0	2
Peak Hour	0	2	32	0	0	0	31	13	0	5	459	28	0	(	) (	)	0 570	)	4	3	0	1

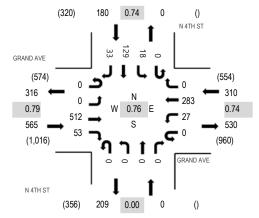


Location: 7 N 4TH ST & GRAND AVE AM

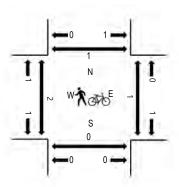
Date: Tuesday, February 16, 2021 Peak Hour: 07:30 AM - 08:30 AM

**Peak 15-Minutes:** 07:45 AM - 08:00 AM

### Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

	Interval		GRANI Eastb			(	GRAND Westb				N 4TH Northb				N 4Th Southb				Rolling	Ped	estriar	n Crossir	ıgs
	Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru Ri	ght	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	North
_	7:00 AM	0	0	98	1	0	4	40	0	0	0	0	0	0	0	12	15	170	962	0	0	0	1
	7:15 AM	0	0	98	6	0	5	48	0	0	0	0	0	0	0	20	7	184	1,015	0	0	0	1
	7:30 AM	0	0	146	11	0	2	60	0	0	0	0	0	0	6	26	9	260	1,055	0	0	0	0
	7:45 AM	0	0	162	17	0	12	96	0	0	0	0	0	0	3	46	12	348	1,010	2	1	0	0
	8:00 AM	0	0	94	12	0	7	64	0	0	0	0	0	0	5	33	8	223	928	0	0	0	0
	8:15 AM	0	0	110	13	0	6	63	0	0	0	0	0	0	4	24	4	224		0	0	0	1
	8:30 AM	0	0	97	6	0	6	66	0	0	0	0	0	0	5	27	8	215		0	0	0	0
	8:45 AM	0	0	129	16	0	9	66	0	0	0	0	0	0	3	35	8	266		1	2	1	0
	Count Total	0	0	934	82	0	51	503	0	0	0	0	0	0	26	223	71	1,890		3	3	1	3
	Peak Hour	0	0	512	53	0	27	283	0	0	0	C	) (	0	18	129	33	3 1,055	;	2	1	0	1

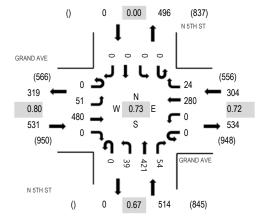


Location: 8 N 5TH ST & GRAND AVE AM

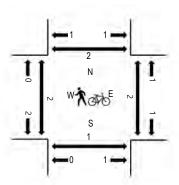
Date: Tuesday, February 16, 2021 Peak Hour: 07:30 AM - 08:30 AM

**Peak 15-Minutes:** 07:45 AM - 08:00 AM

### Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

	Interval		GRANI Eastb	O AVE ound			RAND Westb	–			N 5TH Northb				N 5TI South				Rolling	Ped	estrian	n Crossin	ıgs
	Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	North
-	7:00 AM	0	30	66	0	0	0	45	2	0	0	47	11	0	0	0	0	201	1,265	0	0	0	1
	7:15 AM	0	10	89	0	0	0	49	3	0	4	70	10	0	0	0	0	235	1,318	1	0	0	0
	7:30 AM	0	18	134	0	0	0	59	5	0	7	129	12	0	0	0	0	364	1,349	0	1	0	1
	7:45 AM	0	21	144	0	0	0	96	11	0	14	161	18	0	0	0	0	465	1,234	1	1	0	0
	8:00 AM	0	5	96	0	0	0	62	4	0	9	69	9	0	0	0	0	254	1,086	0	0	1	0
	8:15 AM	0	7	106	0	0	0	63	4	0	9	62	15	0	0	0	0	266		0	0	0	1
	8:30 AM	0	6	91	0	0	0	65	5	0	8	61	13	0	0	0	0	249		0	0	0	0
	8:45 AM	0	9	118	0	0	0	70	13	0	6	85	16	0	0	0	0	317		0	1	0	0
	Count Total	0	106	844	0	0	0	509	47	0	57	684	104	0	0	0	0	2,351		2	3	1	3
	Peak Hour	0	51	480	0	0	0	280	24	0	39	421	54	0	(	) (	) (	0 1.349	)	1	2	. 1	2

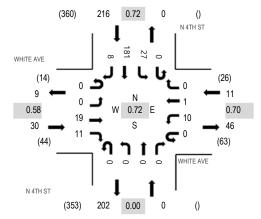


Location: 9 N 4TH ST & WHITE AVE AM

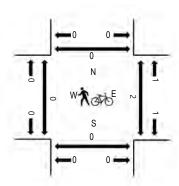
Date: Tuesday, February 16, 2021 Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

### Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Interval		WHITE Eastb				WHITE Westb				N 4TH Northb				N 4Th Southb				Rolling	Ped	lestriar	n Crossin	ıgs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	North
7:00 AM	0	0	2	2	0	3	1	0	0	0	0	0	0	1	16	1	26	194	0	1	0	0
7:15 AM	0	0	0	1	0	5	0	0	0	0	0	0	0	3	26	0	35	237	0	1	1	0
7:30 AM	0	0	1	1	0	1	1	0	0	0	0	0	0	3	36	1	44	256	0	0	1	0
7:45 AM	0	0	8	5	0	1	0	0	0	0	0	0	0	11	63	1	89	257	0	1	0	0
8:00 AM	0	0	7	3	0	2	1	0	0	0	0	0	0	10	43	3	69	236	0	0	0	0
8:15 AM	0	0	2	2	0	5	0	0	0	0	0	0	0	3	41	1	54		0	1	0	0
8:30 AM	0	0	2	1	0	2	0	0	0	0	0	0	0	3	34	3	45		0	0	0	0
8:45 AM	0	0	2	5	0	3	1	0	0	0	0	0	0	5	52	0	68		0	2	4	1
Count Total	0	0	24	20	0	22	4	0	0	0	0	0	0	39	311	10	430		0	6	6	1
Peak Hour	0	0	19	11	0	10	1	0	0	0	C	0	0	27	7 181		3 257	7	0	2	2 0	0

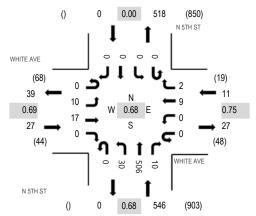


Location: 10 N 5TH ST & WHITE AVE AM

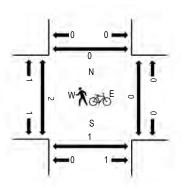
Date: Tuesday, February 16, 2021 Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

### Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Interval		WHITE Eastb			,	WHITE Westb				N 5TH Northb				N 5T South				Rolling	Ped	estriar	n Crossin	ıgs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	Vorth
7:00 AM	0	0	3	0	0	0	0	1	0	8	56	0	0	0	0	0	68	542	0	0	0	0
7:15 AM	0	0	1	0	0	0	2	0	0	6	86	3	0	0	0	0	98	577	0	0	0	0
7:30 AM	0	0	2	0	0	0	4	0	0	3	151	2	0	0	0	0	162	584	0	0	0	0
7:45 AM	0	5	6	0	0	0	2	0	0	7	190	4	0	0	0	0	214	518	0	0	0	0
8:00 AM	0	4	8	0	0	0	3	1	0	5	79	3	0	0	0	0	103	424	1	0	1	0
8:15 AM	0	1	1	0	0	0	0	1	0	15	86	1	0	0	0	0	105		0	0	0	0
8:30 AM	0	4	4	0	0	0	3	1	0	2	78	4	0	0	0	0	96		0	0	0	0
8:45 AM	0	2	3	0	0	0	1	0	0	7	104	3	0	0	0	0	120		1	0	0	0
Count Total	0	16	28	0	0	0	15	4	0	53	830	20	0	0	0	(	966		2	0	1	0
Peak Hour	0	10	17	0	0	0	9	2	0	30	506	3 10	0	(	) (	)	0 584	1	1	0	1	0

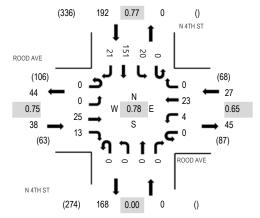


Location: 11 N 4TH ST & ROOD AVE AM

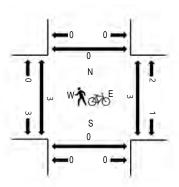
Date: Tuesday, February 16, 2021 Peak Hour: 07:30 AM - 08:30 AM

**Peak 15-Minutes:** 07:45 AM - 08:00 AM

### Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Interval		ROOD Eastb				ROOD Westb				N 4TH Northb				N 4Th Southb				Rolling	Ped	estriar	n Crossir	ıgs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	North
7:00 AM	0	0	3	0	0	0	10	0	0	0	0	0	0	3	13	2	31	213	0	0	1	0
7:15 AM	0	0	5	0	0	1	14	0	0	0	0	0	0	3	21	5	49	245	2	1	0	0
7:30 AM	0	0	4	1	0	1	7	0	0	0	0	0	0	4	31	3	51	257	1	1	0	0
7:45 AM	0	0	8	6	0	1	5	0	0	0	0	0	0	6	53	3	82	257	2	2	0	0
8:00 AM	0	0	9	3	0	1	3	0	0	0	0	0	0	8	31	8	63	254	0	0	0	0
8:15 AM	0	0	4	3	0	1	8	0	0	0	0	0	0	2	36	7	61		0	0	0	0
8:30 AM	0	0	7	2	0	3	4	0	0	0	0	0	0	5	27	3	51		0	1	2	1
8:45 AM	0	0	7	1	0	2	7	0	0	0	0	0	0	9	36	17	79		1	2	0	0
Count Total	0	0	47	16	0	10	58	0	0	0	0	0	0	40	248	48	467		6	7	3	1
Peak Hour	0	0	25	13	0	4	23	0	0	0	C	0	0	20	151	2	1 257	7	3	3	0	0

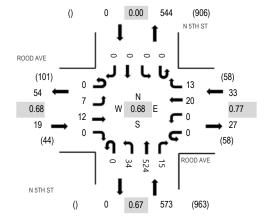


Location: 12 N 5TH ST & ROOD AVE AM

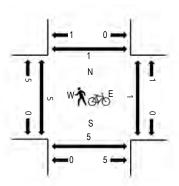
Date: Tuesday, February 16, 2021 Peak Hour: 07:30 AM - 08:30 AM

**Peak 15-Minutes:** 07:45 AM - 08:00 AM

### Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

manno oouna	•																					
		ROOD	AVE			ROOD	AVE			N 5TH	H ST			N 5T	H ST							
Interval		Eastb	ound			Westb	ound			Northb	ound			South	bound			Rolling	Ped	destriar	n Crossir	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turr	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:00 AM	0	1	4	0	0	0	2	2	0	9	61	2	0	0	0	0	81	594	0	0	1	0
7:15 AM	0	1	0	0	0	0	2	2	0	9	94	4	0	0	0	0	112	619	1	1	0	0
7:30 AM	0	1	2	0	0	0	3	4	0	8	153	1	0	0	0	0	172	625	0	1	0	0
7:45 AM	0	3	2	0	0	0	6	5	0	11	193	9	0	0	0	0	229	557	3	0	2	0
8:00 AM	0	2	8	0	0	0	6	2	0	8	78	2	0	0	0	0	106	471	2	0	2	0
8:15 AM	0	1	0	0	0	0	5	2	0	7	100	3	0	0	0	0	118		0	0	1	0
8:30 AM	0	2	6	0	0	0	6	2	0	4	81	3	0	0	0	0	104		0	0	1	0
8:45 AM	0	5	6	0	0	0	5	4	0	10	107	6	0	0	0	0	143		1	3	2	0
Count Total	0	16	28	0	0	0	35	23	0	66	867	30	0	0	0	C	1,065	5	7	5	9	0
Peak Hour	0	7	12	0	0	0	20	13	0	34	524	1 15	0	(	) (	)	0 62	5	5	1	5	0

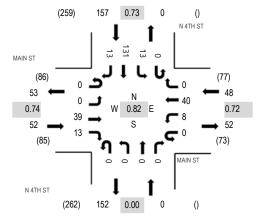


 $\textbf{Location:} \quad \textbf{13} \quad \textbf{N} \quad \textbf{4TH} \quad \textbf{ST} \quad \textbf{8} \quad \textbf{MAIN} \quad \textbf{ST} \quad \textbf{AM}$ 

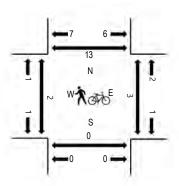
Date: Tuesday, February 16, 2021 Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

### Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Interval		MAIN Eastb				MAIN Westb				N 4TH Northb				N 4Th Southb				Rolling	Ped	lestriar	n Crossir	ıgs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:00 AM	0	0	5	0	0	1	4	0	0	0	0	0	0	0	12	3	25	175	2	0	0	0
7:15 AM	0	0	3	0	0	2	3	0	0	0	0	0	0	0	18	2	28	204	0	0	0	0
7:30 AM	0	0	2	3	0	2	5	0	0	0	0	0	0	0	31	1	44	242	0	1	0	3
7:45 AM	0	0	13	0	0	1	10	0	0	0	0	0	0	3	47	4	78	257	1	1	0	2
8:00 AM	0	0	10	4	0	2	8	0	0	0	0	0	0	1	28	1	54	246	0	0	0	7
8:15 AM	0	0	8	6	0	1	9	0	0	0	0	0	0	7	32	3	66		0	1	0	1
8:30 AM	0	0	8	3	0	4	13	0	0	0	0	0	0	2	24	5	59		1	1	0	3
8:45 AM	0	0	10	10	0	2	10	0	0	0	0	0	0	1	29	5	67		0	1	0	7
Count Total	0	0	59	26	0	15	62	0	0	0	0	0	0	14	221	24	421		4	5	0	23
Peak Hour	0	0	39	13	0	8	40	0	0	0	C	0	0	13	131	13	3 257	,	2	3	3 0	13

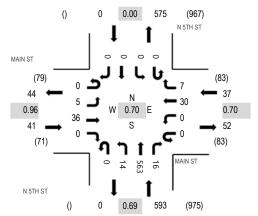


Location: 14 N 5TH ST & MAIN ST AM Date: Tuesday, February 16, 2021

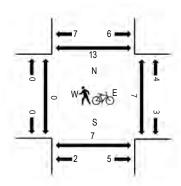
**Peak Hour:** 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

### Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Interval		MAIN Eastb				MAIN Westb				N 5TH Northb				N 5T South				Rolling	Ped	estriar	Crossin	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	North
7:00 AM	0	1	3	0	0	0	2	0	0	3	71	2	0	0	0	0	82	617	0	0	1	0
7:15 AM	0	0	2	0	0	0	4	3	0	1	106	2	0	0	0	0	118	653	0	2	0	1
7:30 AM	0	0	2	0	0	0	5	1	0	3	162	5	0	0	0	0	178	671	0	1	2	1
7:45 AM	0	1	12	0	0	0	10	2	0	3	208	3	0	0	0	0	239	604	0	4	0	1
8:00 AM	0	1	12	0	0	0	7	3	0	2	87	6	0	0	0	0	118	512	0	1	2	7
8:15 AM	0	3	10	0	0	0	8	1	0	6	106	2	0	0	0	0	136		0	0	3	4
8:30 AM	0	1	10	0	0	0	13	4	0	1	81	1	0	0	0	0	111		0	1	1	5
8:45 AM	0	4	9	0	0	0	10	10	0	1	111	2	0	0	0	0	147		0	2	1	5
Count Total	0	11	60	0	0	0	59	24	0	20	932	23	0	0	0	0	1,129		0	11	10	24
Peak Hour	0	5	36	0	0	0	30	7	0	14	563	16	0	(	) (	) (	) 67°	1	0	6	7	13

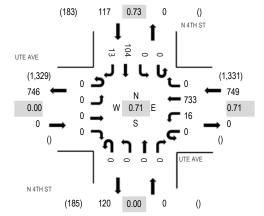


Location: 15 N 4TH ST & UTE AVE AM Date: Tuesday, February 16, 2021

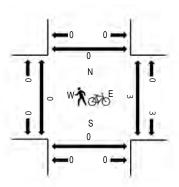
Peak Hour: 07:30 AM - 08:30 AM

**Peak 15-Minutes:** 07:45 AM - 08:00 AM

### Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

		UTE	AVE			UTE A	AVE			N 4TH	1ST			N 4Th	H ST							
Interval		Eastb	ound			Westb	ound			Northb	ound			Southb	oound			Rolling	Ped	estriar	Crossin	igs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South 1	Vorth
7:00 AM	0	0	0	0	0	0	105	0	0	0	0	0	0	0	8	1	114	757	0	0	0	0
7:15 AM	0	0	0	0	0	0	138	0	0	0	0	0	0	0	13	0	151	845	0	0	0	1
7:30 AM	0	0	0	0	0	2	157	0	0	0	0	0	0	0	25	4	188	866	0	0	0	0
7:45 AM	0	0	0	0	0	7	257	0	0	0	0	0	0	0	37	3	304	853	0	1	0	0
8:00 AM	0	0	0	0	0	5	176	0	0	0	0	0	0	0	19	2	202	757	0	0	0	0
8:15 AM	0	0	0	0	0	2	143	0	0	0	0	0	0	0	23	4	172		0	0	0	0
8:30 AM	0	0	0	0	0	3	151	0	0	0	0	0	0	0	18	3	175		0	0	0	0
8:45 AM	0	0	0	0	0	3	182	0	0	0	0	0	0	0	20	3	208		0	0	0	0
Count Total	0	0	0	0	0	22	1,309	9 0	0	0	0	0	0	0	163	20	1,514		0	1	0	1
Peak Hour	0	0	0	0	0	16	733	0	0	0	C	) 0	0	C	104	13	866	3	0	1	0	0

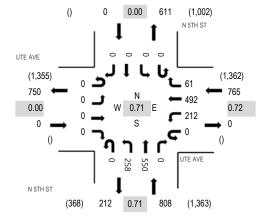


Location: 16 N 5TH ST & UTE AVE AM Date: Tuesday, February 16, 2021

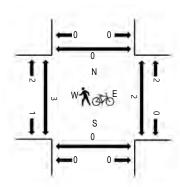
Peak Hour: 07:30 AM - 08:30 AM

**Peak 15-Minutes:** 07:45 AM - 08:00 AM

### Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

		UTE	AVE			UTE A	AVE			N 5TH	1ST			N 5T	H ST							
Interval		Eastb	ound			Westb	ound			Northb	ound			South	bound			Rolling	Ped	lestriar	n Crossin	igs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	North
7:00 AM	0	0	0	0	0	19	80	11	0	26	67	0	0	0	0	0	203	1,435	0	0	0	0
7:15 AM	0	0	0	0	0	38	95	1	0	50	105	0	0	0	0	0	289	1,559	0	0	0	0
7:30 AM	0	0	0	0	0	47	100	10	0	62	168	0	0	0	0	0	387	1,573	2	1	0	0
7:45 AM	0	0	0	0	0	69	178	21	0	88	200	0	0	0	0	0	556	1,476	0	0	0	0
8:00 AM	0	0	0	0	0	54	115	11	0	66	81	0	0	0	0	0	327	1,290	0	1	0	0
8:15 AM	0	0	0	0	0	42	99	19	0	42	101	0	0	0	0	0	303		1	0	0	0
8:30 AM	0	0	0	0	0	46	115	5	0	47	77	0	0	0	0	0	290		1	1	0	0
8:45 AM	0	0	0	0	0	52	126	9	1	66	116	0	0	0	0	0	370		0	0	0	0
Count Total	0	0	0	0	0	367	908	87	1	447	915	0	0	0	0	0	2,725		4	3	0	0
Peak Hour	0	0	0	0	0	212	492	2 61	0	258	550	) 0	0	(	) (	) (	1,573	3	3	2	0	0

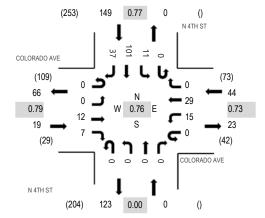


Location: 17 N 4TH ST & COLORADO AVE AM

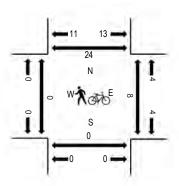
Date: Tuesday, February 16, 2021 Peak Hour: 07:45 AM - 08:45 AM

**Peak 15-Minutes:** 07:45 AM - 08:00 AM

### Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Interva	al	CC	LORA Eastb		/E		LORAI Westb	OO AVI ound	E		N 4TH Northb				N 4Th Southb				Rolling	Ped	lestriar	n Crossir	ngs
Start Tir	ne	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:00 AI	M	0	0	1	0	0	0	5	0	0	0	0	0	0	2	10	1	19	156	0	0	0	0
7:15 AI	M	0	0	3	0	0	0	2	0	0	0	0	0	0	2	15	2	24	177	0	0	0	8
7:30 AI	M	0	0	0	0	0	0	8	0	0	0	0	0	0	2	30	3	43	210	3	0	0	6
7:45 AI	M	0	0	3	3	0	4	10	0	0	0	0	0	0	3	40	7	70	212	0	2	0	6
8:00 AI	M	0	0	2	1	0	1	6	0	0	0	0	0	0	2	22	6	40	199	0	2	0	3
8:15 AI	M	0	0	3	1	0	8	7	0	0	0	0	0	0	4	24	10	57		0	3	0	10
8:30 AI	M	0	0	4	2	0	2	6	0	0	0	0	0	0	2	15	14	45		0	1	0	5
8:45 AI	M	0	0	2	4	0	2	12	0	0	0	0	0	0	7	20	10	57		0	1	0	3
Count Tota	ıl	0	0	18	11	0	17	56	6 0	0	0	0	0	0	24	176	53	355	i	3	9	0	41
Peak Hou	r	0	0	12	7	0	15	29	0	0	0	0	0	0	11	101	3	7 212	2	0	8	0	24

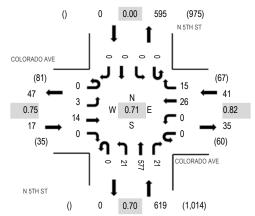


Location: 18 N 5TH ST & COLORADO AVE AM

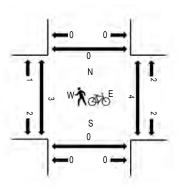
Date: Tuesday, February 16, 2021 Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

### Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

	Interval	CC	LORA Eastb	DO A\ ound	/E	CO	LORAI Westb	OO AVE			N 5TH Northb				N 5T South				Rolling	Ped	estriar	n Crossin	ıgs
	Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	North
_	7:00 AM	0	2	1	0	0	0	4	0	0	2	75	2	0	0	0	0	86	623	0	1	0	1
	7:15 AM	0	2	2	0	0	0	2	0	0	0	103	3	0	0	0	0	112	646	0	0	0	0
	7:30 AM	0	0	1	0	0	0	3	1	0	5	171	5	0	0	0	0	186	677	0	2	0	0
	7:45 AM	0	1	6	0	0	0	9	2	0	7	207	7	0	0	0	0	239	591	0	1	0	0
	8:00 AM	0	1	2	0	0	0	4	10	0	2	86	4	0	0	0	0	109	493	0	1	0	0
	8:15 AM	0	1	5	0	0	0	10	2	0	7	113	5	0	0	0	0	143		1	0	0	0
	8:30 AM	0	0	5	0	0	0	9	0	0	3	80	3	0	0	0	0	100		0	2	0	2
	8:45 AM	0	3	3	0	0	0	9	2	0	5	113	6	0	0	0	0	141		2	0	0	1
	Count Total	0	10	25	0	0	0	50	17	0	31	948	35	0	0	0	C	1,116		3	7	0	4
	Peak Hour	0	3	14	0	0	0	26	15	0	21	577	z 21	0	(	) (	)	0 677	,	1	4	0	0

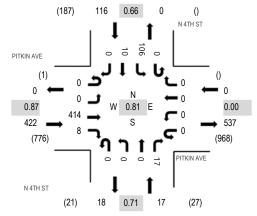


Location: 19 N 4TH ST & PITKIN AVE AM

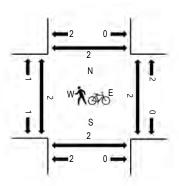
Date: Tuesday, February 16, 2021 Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

### Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Inte	erval		PITKIN Eastb				PITKIN Westb				N 4Th Northb				N 4Th Southb				Rolling	Ped	lestriar	n Crossir	ıgs
Start	t Time	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	North												
7:00	0 AM	0	0	64	0	0	0	0	0	0	0	0	1	0	8	0	0	73	466	0	0	0	2
7:1	5 AM	0	0	74	0	0	0	0	0	0	0	0	4	0	13	0	0	91	521	0	0	0	0
7:30	0 AM	0	0	103	0	0	0	0	0	0	0	0	2	0	25	1	0	131	553	0	1	1	1
7:4	5 AM	0	0	120	1	0	0	0	0	0	0	0	4	0	43	3	0	171	555	0	1	0	1
8:00	0 AM	0	0	96	0	0	0	0	0	0	0	0	6	0	23	3	0	128	524	0	0	2	0
8:1	5 AM	0	0	94	2	0	0	0	0	0	0	0	3	0	22	2	0	123		1	1	0	1
8:30	0 AM	0	0	104	5	0	0	0	0	0	0	0	4	0	18	2	0	133		1	0	0	0
8:4	5 AM	0	0	113	0	0	0	0	0	0	0	0	3	0	21	2	1	140		2	0	2	1
Count 7	Γotal	0	0	768	8	0	0		0 0	0	0	0	27	0	173	13	1	990		4	3	5	6
Peak I	Hour	0	0	414	8	0	0	(	0 0	0	0	0	) 17	0	106	10	)	0 555	5	2	2	2	2

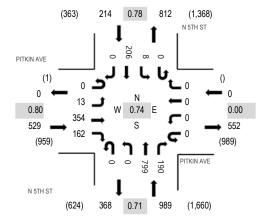


Location: 20 N 5TH ST & PITKIN AVE AM

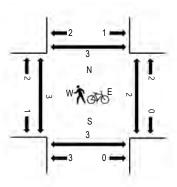
Date: Tuesday, February 16, 2021 Peak Hour: 07:30 AM - 08:30 AM

**Peak 15-Minutes:** 07:45 AM - 08:00 AM

### Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

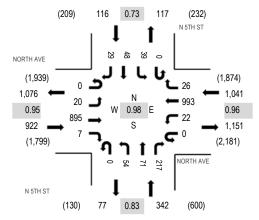
Interval		PITKIN Eastb				PITKIN Westb				N 5TH Northb				N 5Th Southb				Rolling	Ped	estriar	Crossin	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	North
7:00 AM	0	2	49	27	0	0	0	0	0	0	93	19	0	0	17	0	207	1,553	0	1	0	0
7:15 AM	0	2	71	17	0	0	0	0	0	0	153	33	0	2	35	1	314	1,711	0	0	0	0
7:30 AM	0	2	83	35	0	0	0	0	0	0	231	46	0	3	44	0	444	1,732	0	0	0	0
7:45 AM	0	4	119	45	0	0	0	0	0	0	286	65	0	0	69	0	588	1,614	1	0	0	2
8:00 AM	0	3	78	46	0	0	0	0	0	0	144	43	0	1	50	0	365	1,429	1	1	3	0
8:15 AM	0	4	74	36	0	0	0	0	0	0	138	36	0	4	43	0	335		0	1	0	1
8:30 AM	0	5	85	36	0	0	0	0	0	0	118	37	0	1	44	0	326		0	0	0	0
8:45 AM	0	7	97	32	0	0	0	0	0	0	176	42	0	1	48	0	403		0	1	0	1
Count Total	0	29	656	274	0	0	0	0	0	0	1,339	321	0	12	350	1	2,982		2	4	3	4
Peak Hour	0	13	354	162	0	0	0	0	0	0	799	190	0	8	206	i (	0 1,732	)	2	2	3	3



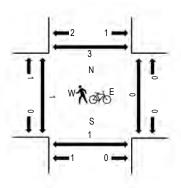
Date: Tuesday, February 16, 2021 Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

### Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Interval		NORT Eastb	H AVE ound			NORTH Westb				N 5TH Northb				N 5Th Southb				Rolling	Ped	estriar	n Crossin	gs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South N	Vorth
 4:00 PM	0	5	235	6	0	2	238	11	0	13	24	42	0	17	8	10	611	2,414	0	0	0	0
4:15 PM	0	7	225	1	0	8	238	5	0	12	17	62	0	8	7	6	596	2,421	0	0	0	2
4:30 PM	0	4	221	0	0	3	264	5	0	10	16	38	0	12	19	9	601	2,372	0	0	1	1
4:45 PM	0	4	231	0	0	6	260	5	0	10	12	62	0	2	9	5	606	2,262	0	0	0	0
5:00 PM	0	5	218	6	0	5	231	11	0	22	26	55	0	17	13	9	618	2,068	1	0	0	0
5:15 PM	0	7	236	1	0	8	208	5	0	12	17	33	0	8	5	7	547		0	0	0	0
5:30 PM	0	4	205	0	0	3	181	5	0	14	16	34	0	12	10	7	491		1	0	1	2
5:45 PM	0	4	174	0	0	6	161	5	0	9	12	32	0	2	4	3	412		0	0	1	3
Count Total	0	40	1,745	14	0	41	1,781	1 52	0	102	140	358	0	78	75	56	4,482		2	0	3	8
Peak Hour	0	20	895	7	0	22	993	3 26	0	54	71	217	0	39	48	29	2,421		1	0	1	3

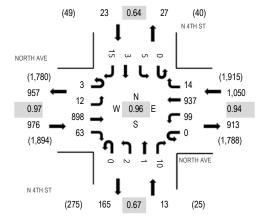


Location: 2 N 4TH ST & NORTH AVE PM

Date: Tuesday, February 16, 2021 Peak Hour: 04:15 PM - 05:15 PM

**Peak 15-Minutes:** 05:00 PM - 05:15 PM

### Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

		NORT	H AVE		1	NORTH	I AVE			N 4TH	ST			N 4T	H ST							
Interval		Eastb	ound			Westb	ound			Northb	ound			South	bound			Rolling	Ped	estriar	n Crossir	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	North
4:00 PM	2	2	233	15	0	15	226	1	0	0	0	3	0	2	0	4	503	2,026	0	0	0	1
4:15 PM	0	7	225	16	0	28	212	3	0	2	0	1	0	2	1	3	500	2,062	0	0	2	2
4:30 PM	0	2	216	9	0	21	242	1	0	0	1	3	0	3	1	2	501	2,062	0	0	0	1
4:45 PM	3	2	229	16	0	17	241	5	0	0	0	5	0	0	0	4	522	1,993	0	0	0	1
5:00 PM	0	1	228	22	0	33	242	5	0	0	0	1	0	0	1	6	539	1,857	0	0	0	0
5:15 PM	0	1	240	12	0	16	213	1	0	2	0	4	0	1	1	9	500		0	0	0	3
5:30 PM	0	2	206	9	0	17	189	3	0	0	0	1	0	0	1	4	432		0	0	0	0
5:45 PM	0	3	182	11	0	12	172	0	0	1	0	1	0	2	1	1	386		0	1	0	0
Count Total	5	20	1,759	110	0	159	1,737	19	0	5	1	19	0	10	6	33	3,883		0	1	2	8
Peak Hour	3	12	898	63	0	99	937	14	0	2	1	10	0	ļ	5 3	3 15	5 2,062	2	0	0	2	4

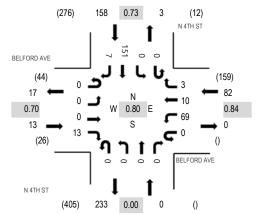


Location: 3 N 4TH ST & BELFORD AVE PM

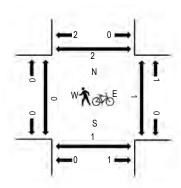
Date: Tuesday, February 16, 2021 Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

### Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

	Interval Eastbound				Ξ	В	ELFOR Westb				N 4TH Northb				N 4Th Southb				Rolling	Ped	estriar	n Crossin	ıgs
	Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru R	light	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	North
_	4:00 PM	0	0	0	4	0	17	3	1	0	0	0	0	0	0	31	1	57	231	0	1	0	0
	4:15 PM	0	0	0	4	0	14	2	2	0	0	0	0	0	0	43	4	69	253	0	0	0	0
	4:30 PM	0	0	0	2	0	21	4	1	0	0	0	0	0	0	25	0	53	239	0	0	0	2
	4:45 PM	0	0	0	2	0	16	2	0	0	0	0	0	0	0	31	1	52	239	0	1	0	0
	5:00 PM	0	0	0	5	0	18	2	0	0	0	0	0	0	0	52	2	79	230	0	0	0	0
	5:15 PM	0	1	0	2	0	15	5	3	0	0	0	0	0	0	25	4	55		0	0	0	0
	5:30 PM	0	0	0	4	0	14	3	1	0	0	0	0	0	0	26	5	53		0	1	0	0
	5:45 PM	0	0	0	2	0	8	4	3	0	0	0	0	0	0	24	2	43		0	1	0	0
	Count Total	0	1	0	25	0	123	25	11	0	0	0	0	0	0	257	19	461		0	4	0	2
	Peak Hour	0	0	0	13	0	69	10	3	0	0	C	0	0	C	151		7 253	}	0	1	0	2

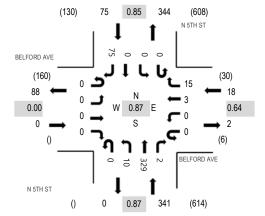


Location: 4 N 5TH ST & BELFORD AVE PM

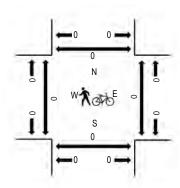
Date: Tuesday, February 16, 2021 Peak Hour: 04:15 PM - 05:15 PM

**Peak 15-Minutes:** 05:00 PM - 05:15 PM

### Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Interval Eastbound				E		ELFOR Westb	D AVE ound			N 5TH Northb				N 5T South				Rolling	Ped	estriar	Crossin	ıgs	
	Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	North
_	4:00 PM	0	0	0	0	0	0	0	5	0	3	75	2	0	0	0	16	101	410	0	0	1	0
	4:15 PM	0	0	0	0	0	0	2	5	0	2	88	1	0	0	0	16	114	434	0	0	0	0
	4:30 PM	0	0	0	0	0	0	1	3	0	4	62	0	0	0	0	22	92	405	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	2	0	2	84	0	0	0	0	15	103	397	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	5	0	2	95	1	0	0	0	22	125	364	0	0	0	0
	5:15 PM	0	0	0	0	0	0	1	1	0	4	63	1	0	0	0	15	85		0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	2	0	4	63	1	0	0	0	14	84		0	1	0	0
	5:45 PM	0	0	0	0	0	0	1	2	0	4	53	0	0	0	0	10	70		0	0	0	0
	Count Total	0	0	0	0	0	0	5	25	0	25	583	6	0	0	0	130	774		0	1	1	0
	Peak Hour	0	0	0	0	0	0	3	15	0	10	329	2	0	(	) (	) 7:	5 434	1	0	0	0	0

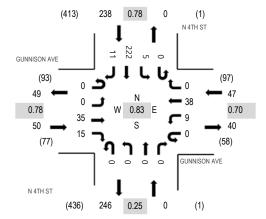


Location: 5 N 4TH ST & GUNNISON AVE PM

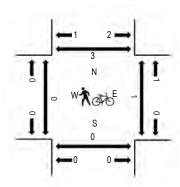
Date: Tuesday, February 16, 2021 Peak Hour: 04:15 PM - 05:15 PM

**Peak 15-Minutes:** 05:00 PM - 05:15 PM

### Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

	Interval	GI	ON AV	Æ		JNNIS( Westb	ON AVE			N 4TH Northb				N 4Th Southb				Rolling	Ped	lestriar	n Crossir	ıgs	
	Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	North
_	4:00 PM	0	0	2	7	0	5	16	0	0	0	0	0	0	1	53	1	85	319	0	3	0	0
	4:15 PM	0	0	5	4	0	3	11	0	0	0	0	0	0	2	53	4	82	335	0	0	0	0
	4:30 PM	0	0	7	7	0	2	12	0	0	0	0	0	0	1	48	1	78	309	0	1	0	0
	4:45 PM	0	0	10	1	0	2	8	0	0	0	0	0	0	0	49	4	74	294	0	0	0	2
	5:00 PM	0	0	13	3	0	2	7	0	0	0	0	0	0	2	72	2	101	269	0	0	0	1
	5:15 PM	0	0	3	0	0	3	7	0	0	0	1	0	0	0	40	2	56		0	0	0	3
	5:30 PM	0	0	7	3	0	1	8	0	0	0	0	0	0	0	41	3	63		0	0	0	3
	5:45 PM	0	0	3	2	0	4	6	0	0	0	0	0	0	2	31	1	49		0	3	0	0
	Count Total	0	0	50	27	0	22	75	0	0	0	1	0	0	8	387	18	588		0	7	0	9
	Peak Hour	0	0	35	15	0	9	38	0	0	0	C	) (	0	5	222	2 1	1 335	5	0	1	0	3

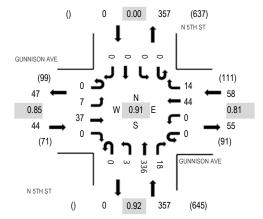


Location: 6 N 5TH ST & GUNNISON AVE PM

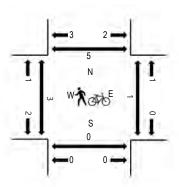
Date: Tuesday, February 16, 2021 Peak Hour: 04:15 PM - 05:15 PM

**Peak 15-Minutes:** 04:15 PM - 04:30 PM

### Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

II dillio o o dillico																						
	Gl	JNNIS	ON AV	Έ	Gl	JNNISC	ON AVE			N 5TH	ST			N 5T	H ST							
Interval		Eastb	ound			Westb	ound			Northb	ound			South	bound			Rolling	Ped	estriar	Crossir	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	North
4:00 PM	0	1	3	0	0	0	17	4	0	3	78	4	0	0	0	0	110	449	0	1	0	1
4:15 PM	0	2	7	0	0	0	15	5	0	0	89	8	0	0	0	0	126	459	0	0	0	0
4:30 PM	0	0	9	0	0	0	11	4	0	2	74	4	0	0	0	0	104	425	0	1	0	0
4:45 PM	0	2	11	0	0	0	9	3	0	0	82	2	0	0	0	0	109	412	0	0	0	2
5:00 PM	0	3	10	0	0	0	9	2	0	1	91	4	0	0	0	0	120	378	0	0	0	2
5:15 PM	0	2	5	0	0	0	11	1	0	1	69	3	0	0	0	0	92		0	0	0	3
5:30 PM	0	0	11	0	0	0	8	1	0	1	67	3	0	0	0	0	91		0	0	0	1
5:45 PM	0	0	5	0	0	0	11	0	0	0	57	2	0	0	0	0	75		0	0	0	1
Count Total	0	10	61	0	0	0	91	20	0	8	607	30	0	0	0	C	827	,	0	2	0	10
Peak Hour	0	7	37	0	0	0	44	14	0	3	336	3 18	3 0	(	) (	)	0 459	9	0	1	0	4

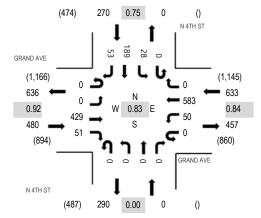


Location: 7 N 4TH ST & GRAND AVE PM

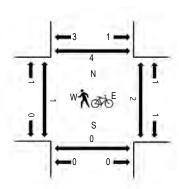
Date: Tuesday, February 16, 2021 Peak Hour: 04:15 PM - 05:15 PM

**Peak 15-Minutes:** 05:00 PM - 05:15 PM

### Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Interval	•	D AVE ound		(	GRAND Westb				N 4TH Northb				N 4TH Southb				Rolling	Ped	estrian	n Crossir	ngs	
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	North
4:00 PM	0	0	122	8	0	15	141	0	0	0	0	0	0	4	53	14	357	1,325	0	1	0	0
4:15 PM	0	0	111	10	0	14	113	0	0	0	0	0	0	4	44	14	310	1,383	0	0	0	2
4:30 PM	0	0	107	16	0	13	139	0	0	0	0	0	0	5	40	11	331	1,360	0	0	0	0
4:45 PM	0	0	91	14	0	12	148	0	0	0	0	0	0	6	41	15	327	1,297	0	0	0	1
5:00 PM	0	0	120	11	0	11	183	0	0	0	0	0	0	13	64	13	415	1,188	1	1	0	0
5:15 PM	0	0	93	4	0	6	136	0	0	0	0	0	0	4	26	18	287		0	0	1	1
5:30 PM	0	0	101	5	0	4	110	0	0	0	0	0	0	4	31	13	268		0	3	0	0
5:45 PM	0	0	74	7	0	8	92	0	0	0	0	0	0	1	30	6	218		0	0	0	0
Count Total	0	0	819	75	0	83	1,062	0	0	0	0	0	0	41	329	104	2,513		1	5	1	4
Peak Hour	0	0	429	51	0	50	583	0	0	0	C	) (	0	28	189	53	1,383		1	1	0	3

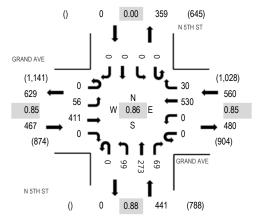


Location: 8 N 5TH ST & GRAND AVE PM

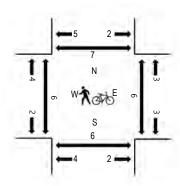
Date: Tuesday, February 16, 2021 Peak Hour: 04:15 PM - 05:15 PM

**Peak 15-Minutes:** 05:00 PM - 05:15 PM

### Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Interval	•	GRANI Eastb				GRAND Westb				N 5TH Northb				N 5TI South				Rolling	Ped	estrian	Crossin	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	North
4:00 PM	0	22	106	0	0	0	138	8	0	15	58	23	0	0	0	0	370	1,411	0	0	0	0
4:15 PM	0	16	105	0	0	0	110	11	0	20	79	17	0	0	0	0	358	1,468	0	0	0	2
4:30 PM	0	14	94	0	0	0	130	5	0	21	57	15	0	0	0	0	336	1,429	1	2	0	2
4:45 PM	0	13	88	0	0	0	135	4	0	22	66	19	0	0	0	0	347	1,381	3	1	2	1
5:00 PM	0	13	124	0	0	0	155	10	0	36	71	18	0	0	0	0	427	1,279	2	3	3	1
5:15 PM	0	11	88	0	0	0	117	5	0	28	50	20	0	0	0	0	319		0	2	0	1
5:30 PM	0	12	97	0	0	0	93	7	0	19	46	14	0	0	0	0	288		0	1	0	0
5:45 PM	0	6	65	0	0	0	97	3	0	5	58	11	0	0	0	0	245		2	0	0	0
Count Total	0	107	767	0	0	0	975	53	0	166	485	137	0	0	0	0	2,690		8	9	5	7
Peak Hour	0	56	411	0	0	0	530	30	0	99	273	69	0	(	) (	) (	0 1,468	3	6	6	5	6

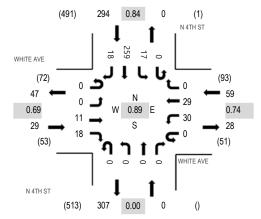


Location: 9 N 4TH ST & WHITE AVE PM

Date: Tuesday, February 16, 2021 Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

### Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

		WHITE	E AVE		,	NHITE	AVE			N 4TH	ST			N 4TH	H ST							
Interval		Eastb	ound			Westb	ound			Northb	ound			Southb	ound			Rolling	Ped	estriar	n Crossir	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	North
4:00 PM	0	0	5	3	0	7	7	1	0	0	0	0	0	5	64	4	96	371	4	4	3	1
4:15 PM	0	0	1	3	0	7	5	0	0	0	0	0	0	2	62	8	88	382	0	2	2	1
4:30 PM	0	0	3	5	0	8	4	0	0	0	0	0	0	6	57	2	85	347	2	0	2	0
4:45 PM	0	0	5	7	0	7	13	0	0	0	0	0	0	5	61	4	102	315	1	1	2	2
5:00 PM	0	0	2	3	0	8	7	0	0	0	0	0	0	4	79	4	107	266	0	1	1	3
5:15 PM	0	0	6	2	0	3	6	0	0	0	0	0	0	1	34	1	53		0	1	0	0
5:30 PM	0	0	3	3	0	4	2	0	0	0	0	0	0	0	40	1	53		0	3	2	0
5:45 PM	0	0	1	1	0	4	0	0	0	0	0	0	0	2	41	4	53		0	0	0	2
Count Total	0	0	26	27	0	48	44	1	0	0	0	0	0	25	438	28	637		7	12	12	9
Peak Hour	0	0	11	18	0	30	29	0	0	0	C	0	0	17	259	18	8 382	2	3	4	7	6

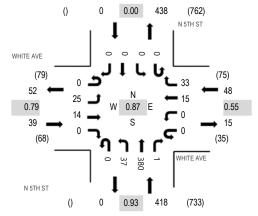


Location: 10 N 5TH ST & WHITE AVE PM

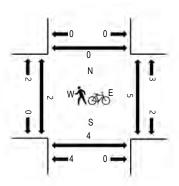
Date: Tuesday, February 16, 2021 Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

### Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

	Interval		WHITE Eastb				NHITE Westb				N 5TH Northb				N 5T South				Rolling	Ped	estrian	n Crossir	ngs
	Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	North
-	4:00 PM	0	3	4	0	0	0	7	5	0	8	79	0	0	0	0	0	106	466	0	0	1	0
	4:15 PM	0	6	2	0	0	0	2	5	0	8	101	0	0	0	0	0	124	505	0	0	0	0
	4:30 PM	0	3	3	0	0	0	3	5	0	8	82	0	0	0	0	0	104	484	0	0	2	0
	4:45 PM	0	10	4	0	0	0	6	5	0	9	97	1	0	0	0	0	132	466	2	0	2	0
	5:00 PM	0	6	5	0	0	0	4	18	0	12	100	0	0	0	0	0	145	410	0	0	0	0
	5:15 PM	0	5	6	0	0	0	1	6	0	3	80	2	0	0	0	0	103		0	0	0	0
	5:30 PM	0	4	4	0	0	0	2	2	0	2	71	1	0	0	0	0	86		0	0	0	0
	5:45 PM	0	1	2	0	0	0	2	2	0	2	66	1	0	0	0	0	76		2	0	0	2
	Count Total	0	38	30	0	0	0	27	48	0	52	676	5	0	0	0	C	876		4	0	5	2
	Peak Hour	0	25	14	0	0	0	15	33	0	37	380	) 1	0	(	) (	)	0 505	5	2	0	4	0

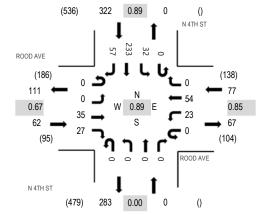


Location: 11 N 4TH ST & ROOD AVE PM

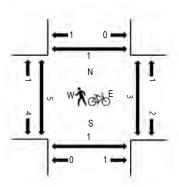
Date: Tuesday, February 16, 2021 Peak Hour: 04:15 PM - 05:15 PM

**Peak 15-Minutes:** 04:45 PM - 05:00 PM

### Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Interval		ROOD Eastb				ROOD Westb				N 4TH Northb				N 4Th Southb				Rolling	Ped	estriar	n Crossin	ıgs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	Vorth
4:00 PM	0	0	6	7	0	1	10	0	0	0	0	0	0	10	58	10	102	441	0	1	0	0
4:15 PM	0	0	7	5	0	6	14	0	0	0	0	0	0	13	53	13	111	461	2	1	0	1
4:30 PM	0	0	12	5	0	3	7	0	0	0	0	0	0	5	51	15	98	417	0	1	1	0
4:45 PM	0	0	13	12	0	6	17	0	0	0	0	0	0	6	60	16	130	389	2	0	0	0
5:00 PM	0	0	3	5	0	8	16	0	0	0	0	0	0	8	69	13	122	328	1	1	0	0
5:15 PM	0	0	5	3	0	5	14	0	0	0	0	0	0	2	29	9	67		2	1	1	1
5:30 PM	0	0	3	2	0	4	12	0	0	0	0	0	0	3	43	3	70		1	5	1	0
5:45 PM	0	0	5	2	0	1	14	0	0	0	0	0	0	3	41	3	69		1	0	1	2
Count Total	0	0	54	41	0	34	104	0	0	0	0	0	0	50	404	82	769		9	10	4	4
Peak Hour	0	0	35	27	0	23	54	0	0	0	C	0	0	32	233	5	7 461		5	3	1	1

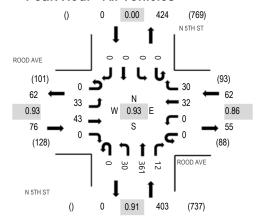


Location: 12 N 5TH ST & ROOD AVE PM

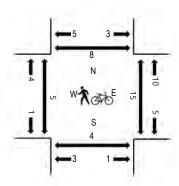
Date: Tuesday, February 16, 2021 Peak Hour: 04:15 PM - 05:15 PM

**Peak 15-Minutes:** 04:15 PM - 04:30 PM

### Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

	Interval		ROOD Eastb				ROOD Westb				N 5TH Northb				N 5TI South				Rolling	Ped	estriar	n Crossir	ngs
	Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	North
_	4:00 PM	0	7	11	0	0	0	5	3	0	4	79	4	0	0	0	0	113	514	3	2	1	1
	4:15 PM	0	9	10	0	0	0	11	7	0	7	96	5	0	0	0	0	145	541	2	2	0	0
	4:30 PM	0	7	14	0	0	0	4	10	0	10	74	2	0	0	0	0	121	520	2	2	1	0
	4:45 PM	0	11	9	0	0	0	10	7	0	7	91	0	0	0	0	0	135	491	0	7	0	3
	5:00 PM	0	6	10	0	0	0	7	6	0	6	100	5	0	0	0	0	140	444	1	4	2	5
	5:15 PM	0	8	6	0	0	0	3	3	0	7	94	3	0	0	0	0	124		0	2	2	0
	5:30 PM	0	6	1	0	0	0	6	4	0	4	67	4	0	0	0	0	92		0	1	2	0
	5:45 PM	0	10	3	0	0	0	6	1	0	4	63	1	0	0	0	0	88		2	3	0	1
	Count Total	0	64	64	0	0	0	52	41	0	49	664	24	0	0	0	C	958		10	23	8	10
	Peak Hour	0	33	43	0	0	0	32	30	0	30	361	l 12	0	(	) (	)	0 54		5	15	3	8

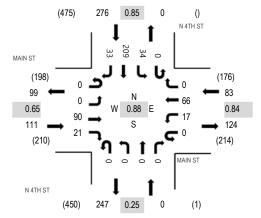


Location: 13 N 4TH ST & MAIN ST PM Date: Tuesday, February 16, 2021

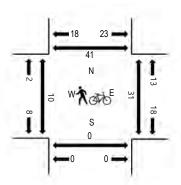
**Peak Hour:** 04:15 PM - 05:15 PM

**Peak 15-Minutes:** 05:00 PM - 05:15 PM

### Peak Hour - All Vehicles



## Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

	Interval		MAIN Eastb				MAIN Westb				N 4TH Northb				N 4Th Southb				Rolling	Ped	estrian	n Crossir	ngs
	Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
-	4:00 PM	0	0	22	7	0	5	24	0	0	0	0	0	0	5	55	6	124	461	7	6	0	6
	4:15 PM	0	0	38	6	0	3	13	0	0	0	0	0	0	5	50	6	121	470	5	8	0	16
	4:30 PM	0	0	12	9	0	1	19	0	0	0	0	0	0	9	44	3	97	430	3	7	0	7
	4:45 PM	0	0	18	3	0	5	15	0	0	0	0	0	0	9	55	14	119	437	0	7	0	12
	5:00 PM	0	0	22	3	0	8	19	0	0	0	0	0	0	11	60	10	133	401	2	8	0	6
	5:15 PM	0	0	17	9	0	0	19	0	0	0	0	0	0	5	30	1	81		1	5	0	6
	5:30 PM	0	0	22	7	0	5	17	0	0	1	0	0	0	3	41	8	104		3	4	0	1
	5:45 PM	0	0	10	5	0	3	20	0	0	0	0	0	0	6	36	3	83		0	4	0	5
	Count Total	0	0	161	49	0	30	146	0	0	1	0	0	0	53	371	51	862		21	49	0	59
	Peak Hour	0	0	90	21	0	17	66	0	0	0	C	0	0	34	209	33	3 470	)	10	30	0	41

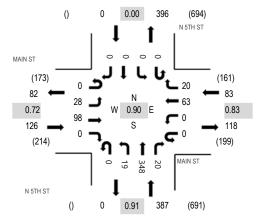


Location: 14 N 5TH ST & MAIN ST PM Date: Tuesday, February 16, 2021

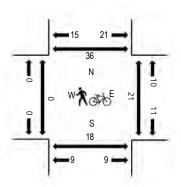
Peak Hour: 04:15 PM - 05:15 PM

**Peak 15-Minutes:** 05:00 PM - 05:15 PM

### Peak Hour - All Vehicles



# Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

	Interval		MAIN Eastb				MAIN Westb				N 5TH Northb				N 5T South				Rolling	Ped	estrian	n Crossir	ngs
	Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
	4:00 PM	0	0	24	0	0	0	21	1	0	6	84	1	0	0	0	0	137	567	0	12	7	9
	4:15 PM	0	7	37	0	0	0	13	4	0	3	89	3	0	0	0	0	156	596	0	2	7	8
	4:30 PM	0	7	16	0	0	0	17	6	0	2	78	1	0	0	0	0	127	553	0	9	9	10
	4:45 PM	0	7	17	0	0	0	15	3	0	5	89	11	0	0	0	0	147	542	0	6	1	17
	5:00 PM	0	7	28	0	0	0	18	7	0	9	92	5	0	0	0	0	166	499	0	4	1	1
ĺ	5:15 PM	0	5	17	0	0	0	10	2	0	8	70	1	0	0	0	0	113		0	4	3	4
	5:30 PM	0	7	18	0	0	0	18	5	0	7	58	3	0	0	0	0	116		0	5	2	4
	5:45 PM	0	4	13	0	0	0	20	1	0	1	61	4	0	0	0	0	104		0	6	1	4
	Count Total	0	44	170	0	0	0	132	29	0	41	621	29	0	0	0	C	1,066		0	48	31	57
	Peak Hour	0	28	98	0	0	0	63	20	0	19	348	20	0	(	) (	)	0 596	3	0	21	18	36

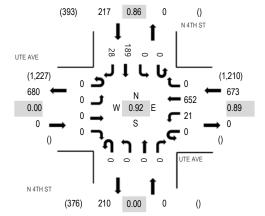


Location: 15 N 4TH ST & UTE AVE PM Date: Tuesday, February 16, 2021

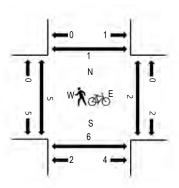
Peak Hour: 04:00 PM - 05:00 PM

**Peak 15-Minutes:** 04:45 PM - 05:00 PM

## Peak Hour - All Vehicles



# Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Interval		UTE Eastb				UTE A				N 4TH Northb				N 4Th Southb				Rolling	Ped	estriar	n Crossir	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru Ri	ight	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
4:00 PM	0	0	0	0	0	5	167	0	0	0	0	0	0	0	50	10	232	890	0	1	2	0
4:15 PM	0	0	0	0	0	7	140	0	0	0	0	0	0	0	45	5	197	877	1	0	0	0
4:30 PM	0	0	0	0	0	2	163	0	0	0	0	0	0	0	45	9	219	855	2	1	2	1
4:45 PM	0	0	0	0	0	7	182	0	0	0	0	0	0	0	49	4	242	819	2	0	2	0
5:00 PM	0	0	0	0	0	0	155	0	0	0	0	0	0	0	58	6	219	713	0	0	0	0
5:15 PM	0	0	0	0	0	3	138	0	0	0	0	0	0	0	29	5	175		0	0	0	0
5:30 PM	0	0	0	0	0	6	133	0	0	0	0	0	0	0	38	6	183		0	0	0	0
5:45 PM	0	0	0	0	0	3	99	0	0	0	0	0	0	0	29	5	136		1	0	1	0
Count Total	0	0	0	0	0	33	1,177	0	0	0	0	0	0	0	343	50	1,603		6	2	7	1
Peak Hour	0	0	0	0	0	21	652	0	0	0	C	0	0	C	189	) 28	890	)	5	2	6	1

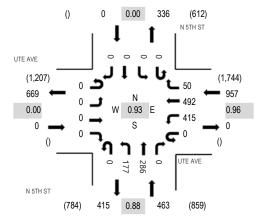


**Location:** 16 N 5TH ST & UTE AVE PM **Date:** Tuesday, February 16, 2021

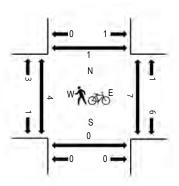
Peak Hour: 04:00 PM - 05:00 PM

**Peak 15-Minutes:** 04:45 PM - 05:00 PM

### Peak Hour - All Vehicles



# Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Interval		UTE Eastb				UTE A				N 5TH Northb				N 5TI South				Rolling	Ped	estrian	Crossin	ıgs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	North
4:00 PM	0	0	0	0	0	113	114	10	0	54	77	0	0	0	0	0	368	1,420	0	4	0	0
4:15 PM	0	0	0	0	0	98	107	11	0	38	78	0	0	0	0	0	332	1,410	0	1	0	0
4:30 PM	0	0	0	0	0	100	134	17	0	33	56	0	0	0	0	0	340	1,405	1	0	0	1
4:45 PM	0	0	0	0	0	104	137	12	0	52	75	0	0	0	0	0	380	1,332	1	1	0	0
5:00 PM	0	0	0	0	0	113	126	9	0	34	76	0	0	0	0	0	358	1,183	2	0	1	0
5:15 PM	0	0	0	0	0	118	92	9	0	47	61	0	0	0	0	0	327		0	1	0	0
5:30 PM	0	0	0	0	0	73	93	8	0	47	46	0	0	0	0	0	267		0	0	0	0
5:45 PM	0	0	0	0	0	65	72	9	0	27	58	0	0	0	0	0	231		0	0	1	1
Count Total	0	0	0	0	0	784	875	85	0	332	527	0	0	0	0	0	2,603		4	7	2	2
Peak Hour	0	0	0	0	0	415	492	50	0	177	286	0	0	(	) (	) (	1,420	)	2	6	0	1

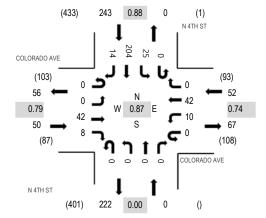


Location: 17 N 4TH ST & COLORADO AVE PM

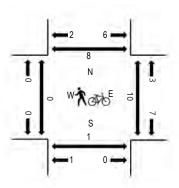
Date: Tuesday, February 16, 2021 Peak Hour: 04:15 PM - 05:15 PM

**Peak 15-Minutes:** 05:00 PM - 05:15 PM

### Peak Hour - All Vehicles



# Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

	Interval	CC	DLORA Eastb		/E		LORAI Westb	OO AVE			N 4TH Northb				N 4TH Southb				Rolling	Ped	estrian	n Crossir	ngs
	Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
	4:00 PM	0	0	6	7	0	2	11	0	0	0	0	0	0	4	54	4	88	334	0	2	0	5
	4:15 PM	0	0	8	2	0	4	14	0	0	0	0	0	0	10	47	3	88	345	0	2	0	1
	4:30 PM	0	0	9	2	0	0	10	0	0	0	0	0	0	2	50	1	74	322	0	2	0	2
	4:45 PM	0	0	9	2	0	2	10	0	0	0	0	0	0	7	50	4	84	311	0	1	0	5
	5:00 PM	0	0	16	2	0	4	8	0	0	0	0	0	0	6	57	6	99	279	0	4	1	0
Ī	5:15 PM	0	0	13	4	0	3	7	0	0	0	0	0	0	3	29	6	65		0	3	0	0
	5:30 PM	0	0	4	0	0	3	5	0	0	0	0	0	0	5	43	3	63		1	1	0	1
	5:45 PM	0	0	3	0	0	3	6	1	0	0	0	0	0	3	31	5	52		0	2	0	2
	Count Total	0	0	68	19	0	21	71	1	0	0	0	0	0	40	361	32	613		1	17	1	16
	Peak Hour	0	0	42	8	0	10	42	0	0	0	C	) (	0	25	204	. 1	4 345	)	0	9	1	8

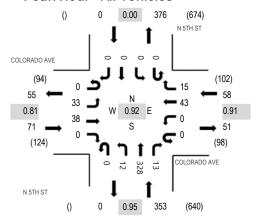


Location: 18 N 5TH ST & COLORADO AVE PM

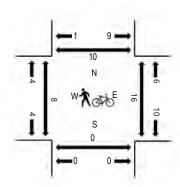
Date: Tuesday, February 16, 2021 Peak Hour: 04:15 PM - 05:15 PM

**Peak 15-Minutes:** 05:00 PM - 05:15 PM

### Peak Hour - All Vehicles



# Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Interval	CC	LORA Eastb	DO A\ ound	/E		LORAI Westb	OO AVE			N 5TH Northb				N 5T South				Rolling	Ped	estriar	n Crossir	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru Ri	ight	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
4:00 PM	0	6	13	0	0	0	10	4	0	3	84	4	0	0	0	0	124	475	0	5	0	0
4:15 PM	0	10	10	0	0	0	12	2	0	4	83	2	0	0	0	0	123	482	0	0	0	1
4:30 PM	0	5	7	0	0	0	10	2	0	4	71	3	0	0	0	0	102	458	1	6	0	2
4:45 PM	0	8	9	0	0	0	11	5	0	3	88	2	0	0	0	0	126	433	3	5	0	3
5:00 PM	0	10	12	0	0	0	10	6	0	1	86	6	0	0	0	0	131	391	3	5	0	3
5:15 PM	0	3	14	0	0	0	3	7	0	5	67	0	0	0	0	0	99		0	2	0	1
5:30 PM	0	5	4	0	0	0	5	5	0	1	56	1	0	0	0	0	77		0	2	0	2
5:45 PM	0	0	8	0	0	0	7	3	0	5	58	3	0	0	0	0	84		0	1	0	1
Count Total	0	47	77	0	0	0	68	34	0	26	593	21	0	0	0	C	866		7	26	0	13
Peak Hour	0	33	38	0	0	0	43	15	0	12	328	3 13	0	(	) (	)	0 482	2	7	16	0	9

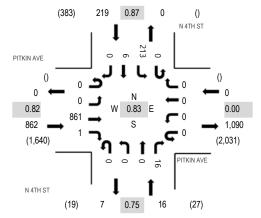


Location: 19 N 4TH ST & PITKIN AVE PM

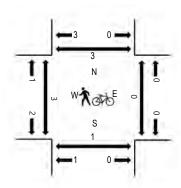
Date: Tuesday, February 16, 2021 Peak Hour: 04:15 PM - 05:15 PM

**Peak 15-Minutes:** 05:00 PM - 05:15 PM

## Peak Hour - All Vehicles



# Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

	Interval		PITKIN Eastb				PITKIN Westb				N 4TH Northb				N 4Th Southb				Rolling	Ped	estrian	Crossin	ıgs
	Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	Vorth
-	4:00 PM	0	0	238	4	0	0	0	0	0	0	0	3	0	51	2	0	298	1,063	0	0	0	0
	4:15 PM	0	0	210	0	0	0	0	0	0	0	0	1	0	55	3	0	269	1,097	0	0	0	0
	4:30 PM	0	0	189	0	0	0	0	0	0	0	0	3	0	45	0	0	237	1,077	0	0	1	0
	4:45 PM	0	0	200	0	0	0	0	0	0	0	0	6	0	50	3	0	259	1,060	2	0	0	1
	5:00 PM	0	0	262	1	0	0	0	0	0	0	0	6	0	63	0	0	332	987	0	0	0	0
	5:15 PM	0	0	212	1	0	0	0	0	0	0	0	3	0	32	1	0	249		0	0	1	0
	5:30 PM	0	0	171	1	0	0	0	0	0	0	0	3	0	44	1	0	220		0	0	0	0
	5:45 PM	0	0	150	1	0	0	0	0	0	0	0	2	0	32	1	0	186		0	0	0	0
	Count Total	0	0	1,632	8	0	0	(	0 0	0	0	0	27	0	372	11	0	2,050		2	0	2	1
	Peak Hour	0	0	861	1	0	0	C	0 (	0	0	0	16	0	213	6	6 (	1,097	7	2	0	1	1

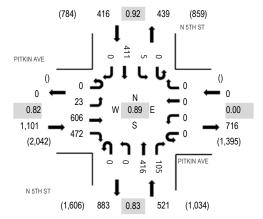


Location: 20 N 5TH ST & PITKIN AVE PM

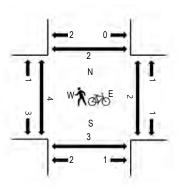
Date: Tuesday, February 16, 2021 Peak Hour: 04:15 PM - 05:15 PM

**Peak 15-Minutes:** 05:00 PM - 05:15 PM

### Peak Hour - All Vehicles



# Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

	Interval		PITKII Eastb	N AVE		ı	PITKIN Westb				N 5TH Northb				N 5Th Southb				Rolling	Ped	estriar	Crossin	ngs
	Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru R	ight	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	North
_	4:00 PM	0	4	170	113	0	0	0	0	0	0	130	39	0	3	106	0	565	2,029	0	4	0	0
	4:15 PM	0	4	158	111	0	0	0	0	0	0	110	39	0	2	97	0	521	2,038	1	1	1	0
	4:30 PM	0	6	129	103	0	0	0	0	0	0	83	25	0	0	102	0	448	2,018	1	1	2	0
	4:45 PM	0	7	134	113	0	0	0	0	0	0	120	18	0	1	102	0	495	1,981	0	0	0	0
	5:00 PM	0	6	185	145	0	0	0	0	0	0	103	23	0	2	110	0	574	1,831	1	0	0	0
	5:15 PM	0	8	159	88	0	0	0	0	0	0	100	27	0	4	115	0	501		0	1	0	0
	5:30 PM	0	3	129	88	0	0	0	0	0	0	91	26	0	1	73	0	411		0	0	0	0
	5:45 PM	0	5	99	75	0	0	0	0	0	0	79	21	0	1	65	0	345		2	2	0	0
	Count Total	0	43	1,163	836	0	0	0	0	0	0	816	218	0	14	770	0	3,860		5	9	3	0
	Peak Hour	0	23	606	472	0	0	0	0	0	0	416	105	0	5	411	(	2,038		3	2	3	0



	۶	<b>→</b>	•	•	<b>←</b>	4	1	†	~	-	<b>†</b>	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	<b>∱</b> ⊅		7	ħβ		7	<b>•</b>	7	7	<b>•</b>	7
Traffic Volume (veh/h)	20	895	7	22	993	26	54	71	217	39	48	29
Future Volume (veh/h)	20	895	7	22	993	26	54	71	217	39	48	29
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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	20	895	7	22	993	26	54	71	217	39	48	29
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	329	1900	15	371	1867	49	366	319	270	316	303	257
Arrive On Green	0.02	0.52	0.52	0.02	0.52	0.52	0.05	0.17	0.17	0.04	0.16	0.16
Sat Flow, veh/h	1795	3642	28	1795	3566	93	1795	1885	1598	1795	1885	1598
Grp Volume(v), veh/h	20	440	462	22	499	520	54	71	217	39	48	29
Grp Sat Flow(s), veh/h/ln	1795	1791	1880	1795	1791	1868	1795	1885	1598	1795	1885	1598
Q Serve(g_s), s	0.4	11.3	11.3	0.4	13.4	13.4	1.8	2.4	9.5	1.3	1.6	1.1
Cycle Q Clear(g_c), s	0.4	11.3	11.3	0.4	13.4	13.4	1.8	2.4	9.5	1.3	1.6	1.1
Prop In Lane	1.00		0.02	1.00		0.05	1.00	0.10	1.00	1.00		1.00
Lane Grp Cap(c), veh/h	329	934	981	371	938	978	366	319	270	316	303	257
V/C Ratio(X)	0.06	0.47	0.47	0.06	0.53	0.53	0.15	0.22	0.80	0.12	0.16	0.11
Avail Cap(c_a), veh/h	535	934	981	573	938	978	580	569	483	545	569	483
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	1.00	1.00
Uniform Delay (d), s/veh	8.9	11.0	11.0	8.5	11.5	11.5	23.7	26.1	29.1	23.9	26.3	26.1
Incr Delay (d2), s/veh	0.1	1.7	1.6	0.1	2.2	2.1	0.2	0.3	5.5	0.2	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0 5.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.4	4.6	0.1	5.2	5.4	0.7	1.1	3.9	0.5	0.7	0.4
Unsig. Movement Delay, s/veh	9.0	12.7	12.7	8.6	13.6	10 E	<b>22.0</b>	26.5	34.6	24.1	26.6	26.3
LnGrp Delay(d),s/veh LnGrp LOS	9.0 A	12. <i>1</i> B	12. <i>1</i> B	8.0 A	13.0 B	13.5 B	23.8 C	20.5 C	34.0 C	24.1 C	20.0 C	20.3 C
	A	922	D	A		D	U		C	C		
Approach Vol, veh/h					1041			342			116 25.7	
Approach LOS		12.6			13.5			31.2			_	
Approach LOS		В			В			С			С	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	16.7	5.7	43.1	6.7	17.3	5.8	43.0				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	12.0	22.0	10.0	38.0	12.0	22.0	10.0	38.0				
Max Q Clear Time (g_c+I1), s	3.8	3.6	2.4	15.4	3.3	11.5	2.4	13.3				
Green Ext Time (p_c), s	0.0	0.2	0.0	7.1	0.0	0.8	0.0	6.3				
Intersection Summary												
HCM 6th Ctrl Delay			16.2									
HCM 6th LOS			В									

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<b>↑</b> ↑		ሻ	<b>↑</b> ↑			4			4	
Traffic Vol, veh/h	15	898	63	99	937	14	2	1	10	5	3	15
Future Vol, veh/h	15	898	63	99	937	14	2	1	10	5	3	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	15	898	63	99	937	14	2	1	10	5	3	15
Major/Minor M	lajor1		ľ	Major2		N	Minor1		N	Minor2		
Conflicting Flow All	951	0	0	961	0	0	1628	2109	481	1622	2133	476
Stage 1	-	-	-	-	-	-	960	960	-	1142	1142	-
Stage 2	_	_	_	_	_	_	668	1149	_	480	991	_
Critical Hdwy	4.12	-	-	4.12	-	-	7.52	6.52	6.92	7.52	6.52	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	_
Follow-up Hdwy	2.21	-	-	2.21	-	-	3.51	4.01	3.31	3.51	4.01	3.31
Pot Cap-1 Maneuver	724	_	-	718	_	-	68	51	534	69	49	538
Stage 1	_	-	-	-	-	_	278	335	-	215	275	-
Stage 2	-	-	-	-	-	-	416	273	-	538	324	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	724	-	-	718	-	-	55	43	534	59	41	538
Mov Cap-2 Maneuver	-	-	-	-	-	-	55	43	-	59	41	-
Stage 1	-	-	-	-	-	-	272	328	-	210	237	-
Stage 2	-	-	-	-	-	-	344	235	-	515	317	-
<b>5</b>												
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			1			28.5			40.5		
HCM LOS	0.2			!			D			+0.5 E		
										_		
Minor Lane/Major Mvmt	N	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR S	CDI n1			
	ľ											
Capacity (veh/h) HCM Lane V/C Ratio		166	724	-	-	718	-	-	124			
		0.078		-		0.138	-		0.185			
HCM Lang LOS		28.5 D	10.1	-	-	10.8	-	-	40.5			
HCM Lane LOS HCM 95th %tile Q(veh)		0.3	0.1	-	-	0.5	-	-	0.7			
HOW YOU WILL Q(VEN)		0.3	U. I	-	-	0.5	-	-	0.7			

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					£			414				7
Traffic Vol, veh/h	0	0	0	0	3	15	10	329	2	0	0	75
Future Vol, veh/h	0	0	0	0	3	15	10	329	2	0	0	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage,	,# -	2	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	0	0	0	3	15	10	329	2	0	0	75
Major/Minor			<u> </u>	Minor1		<u> </u>	Major1					
Conflicting Flow All				-	350	166	0	0	0			
Stage 1				-	350	-	-	-	-			
Stage 2				-	0	-	-	-	-			
Critical Hdwy				-	6.52	6.92	4.12	-	-			
Critical Hdwy Stg 1				-	5.52	-	-	-	-			
Critical Hdwy Stg 2				-	-	-	-	-	-			
Follow-up Hdwy				-	4.01	3.31	2.21	-	-			
Pot Cap-1 Maneuver				0	575	852	-	-	-			
Stage 1				0	634	-	-	-	-			
Stage 2				0	-	-	-	-	-			
Platoon blocked, %						052		-	-			
Mov Cap-1 Maneuver				-	0	852	-	-	-			
Mov Cap-2 Maneuver				-	0	-	-	-	-			
Stage 1				-	0	-	-	-	-			
Stage 2				-	U	-	-	-	-			
				V.C			ND					
Approach				WB			NB					
HCM Control Delay, s				9.3								
HCM LOS				А								
Minor Lane/Major Mvm	t	NBL	NBT	NBRV	VBLn1							
Capacity (veh/h)		-	-	-								
HCM Lane V/C Ratio		-	-	-	0.021							
HCM Control Delay (s)		-	-	-	9.3							
HCM Lane LOS		-	-	-	Α							
HCM 95th %tile Q(veh)		-	-	-	0.1							

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	LDL	LDI	LDIX.	VVDL T	WB1 <b>}</b>	אטול	NDL	NDI	TIDIX	JDL	<u>361</u>	JUK
Traffic Vol, veh/h	0	0	13	69	10	3	0	0	0	0	151	7
Future Vol, veh/h	0	0	13	69	10	3	0	0	0	0	151	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
<u> </u>	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Free	_	-	None	_	-	None
Storage Length	-	-	0	0	-	-	_	-	-	_	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	0	13	69	10	3	0	0	0	0	151	7
Major/Minor Mi	inor2		1	Minor1					N	Major2		
Conflicting Flow All	-	-	155	161	158	-				-	-	0
Stage 1	-	-	-	0	0	-				-	-	-
Stage 2	-	-	-	161	158	-				-	-	-
Critical Hdwy	-	-	6.21	7.11	6.51	-				-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-				-	-	-
Critical Hdwy Stg 2	-	-	-	6.11	5.51	-				-	-	-
Follow-up Hdwy	-	-	3.309	3.509	4.009	-				-	-	-
Pot Cap-1 Maneuver	0	0	893	807	736	0				0	-	-
Stage 1	0	0	-	-	-	0				0	-	-
Stage 2	0	0	-	843	769	0				0	-	-
Platoon blocked, %			002	705	72/						-	-
Mov Cap 2 Manager	-	-	893	795	736	-				-	-	-
Mov Cap-2 Maneuver	-	-	-	795	736	-				-	-	-
Stage 1 Stage 2	-	-	-	831	769	-				-	-	-
Staye 2	-	-	_	031	107	-					-	-
Annroach	ED			MD						CD		
Approach	EB			WB						SB		
HCM LOS	9.1									0		
HCM LOS	Α			-								
N Aire and Leave / N A - 1 - 1 - 1 A - 1		- DI - 411	MDI 411	VDI 0	CDT	CDD						
Minor Lane/Major Mvmt	ŀ		VBLn1V	vBLn2	SBT	SBR						
Capacity (veh/h)		893	795	-	-	-						
HCM Cantrol Polov (a)		0.015		-	-	-						
HCM Long LOS		9.1	10	-	-	-						
HCM Lane LOS HCM 95th %tile Q(veh)		A 0	B 0.3	-	-	-						
HOW FOUT WHILE Q(VEH)		U	0.5	-	-	-						

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			ĵ.			414				
Traffic Vol, veh/h	10	10	0	0	10	10	10	340	10	0	0	0
Future Vol, veh/h	10	10	0	0	10	10	10	340	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	10	10	0	0	10	10	10	340	10	0	0	0
Major/Minor N	/linor2		1	Minor1		N	/lajor1					
Conflicting Flow All	195	370	-	-	365	175	0	0	0			
Stage 1	0	0	-	-	365	-	-	-	-			
Stage 2	195	370	-	-	0	-	-	-	-			
Critical Hdwy	7.52	6.52	-	-	6.52	6.92	4.12	-	-			
Critical Hdwy Stg 1	-	-	-	-	5.52	-	-	-	-			
Critical Hdwy Stg 2	6.52	5.52	-	-	-	-	-	-	-			
Follow-up Hdwy	3.51	4.01	-	-	4.01	3.31	2.21	-	-			
Pot Cap-1 Maneuver	749	560	0	0	564	841	-	-	-			
Stage 1	-	-	0	0	624	-	-	-	-			
Stage 2	791	621	0	0	-	-	-	-	-			
Platoon blocked, %								-	-			
Mov Cap-1 Maneuver	730	560	-	-	564	841	-	-	-			
Mov Cap-2 Maneuver	730	560	-	-	564	-	-	-	-			
Stage 1	-	-	-	-	624	-	-	-	-			
Stage 2	769	621	-	-	-	-	-	-	-			
Approach	EB			WB			NB					
HCM Control Delay, s	10.9			10.5								
HCM LOS	В			В								
Minor Lane/Major Mvm	t	NBL	NBT	MRD	EBLn1V	VRI n1						
Capacity (veh/h)		NDL	NDT	-	634	675						
HCM Lane V/C Ratio		-	-		0.032	0.03						
HCM Control Delay (s)		-	-	-	10.9	10.5						
HCM Lane LOS		-	-	-	10.9 B	10.5 B						
HCM 95th %tile Q(veh)		_	-	-	0.1	0.1						
HOW 75th 70the Q(Veh)					0.1	0.1						

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		₽			र्स						€î}•	
Traffic Vol, veh/h	0	10	10	10	10	0	0	0	0	10	210	10
Future Vol, veh/h	0	10	10	10	10	0	0	0	0	10	210	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	10	10	10	10	0	0	0	0	10	210	10
Major/Minor Mi	inor2		N	Minor1					N	/lajor2		
Conflicting Flow All	-	235	110	130	240					0	0	0
Stage 1	_	235	-	0	0					-	-	-
Stage 2		0	-	130	240	-				_	-	-
Critical Hdwy	_	6.52	6.92	7.52	6.52	_				4.12	-	_
Critical Hdwy Stg 1	_	5.52	0.72	1.32	0.32	_				4.12	_	
Critical Hdwy Stg 2	_	J.JZ -	-	6.52	5.52	_					-	_
Follow-up Hdwy	_	4.01	3.31	3.51	4.01	_				2.21	_	_
Pot Cap-1 Maneuver	0	667	926	832	662	0				۱ ک، ک	-	_
Stage 1	0	712	720	- 032	- 002	0					_	_
Stage 2	0	712	_	863	708	0					-	_
Platoon blocked, %	0			000	, 00						_	_
Mov Cap-1 Maneuver	-	667	926	814	662	_				_	_	_
Mov Cap-2 Maneuver	_	667	-	814	662	_				_	_	_
Stage 1	_	712	_	-	- 002	_				_	_	_
Stage 2	-	- 12	_	842	708	_				_	_	_
Jiago Z				072	, 00							
	E5.			MO						65		
Approach	EB			WB						SB		
HCM Control Delay, s	9.8			10.1								
HCM LOS	Α			В								
Minor Lane/Major Mvmt	E	EBLn1V	VBLn1	SBL	SBT	SBR						
Capacity (veh/h)		775	730	-	_	-						
HCM Lane V/C Ratio		0.026		-	-	-						
HCM Control Delay (s)		9.8	10.1	-	-	-						
HCM Lane LOS		A	В	-	-	-						
HCM 95th %tile Q(veh)		0.1	0.1	-	-	-						

Intersection												
Int Delay, s/veh	1.1											
										0=:-	0==	0.5.5
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		सी			₽			414				
Traffic Vol, veh/h	10	10	0	0	10	10	10	340	10	0	0	0
Future Vol, veh/h	10	10	0	0	10	10	10	340	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,	,# -	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	10	10	0	0	10	10	10	340	10	0	0	0
Major/Minor N	/linor2		N	/linor1		N	/lajor1					
Conflicting Flow All	195	370		-	365	175	0	0	0			
Stage 1	0	0	-	-	365	175	-	U	-			
Stage 2	195	370	-	-	0	-	_		_			
Critical Hdwy	7.52	6.52	-	-	6.52	6.92	4.12	-	-			
Critical Hdwy Stg 1	7.02	0.52	_	_	5.52	0.92	4.12		_			
Critical Hdwy Stg 2	6.52	5.52	-	-	5.52	-	-	-	-			
Follow-up Hdwy	3.51	4.01	-	-	4.01	3.31	2.21		_			
Pot Cap-1 Maneuver	749	560	0	0	564	841	۷.۷۱	-	-			
Stage 1	149	500	0	0	624	041		_	_			
Stage 2	791	621	0	0	024	-	-	-	-			
Platoon blocked, %	171	UZ I	U	U	-	-	-	-	-			
Mov Cap-1 Maneuver	730	560		_	564	841		-	-			
Mov Cap-2 Maneuver	730	560	-	-	564	041	-	-	-			
Stage 1	730	500	-	-	624	-	-	-	-			
Stage 2	769	621	-	-	024	-	-	-	-			
Staye 2	107	UZ I	-	-	-	-	-	-	-			
Approach	EB			WB			NB					
HCM Control Delay, s	10.9			10.5								
HCM LOS	В			В								
Minor Lane/Major Mvmt	t	NBL	NBT	NBR I	EBLn1V	VBI n1						
Capacity (veh/h)		INDL	1401	-	634	675						
HCM Lane V/C Ratio			-		0.032	0.03						
HCM Control Delay (s)		-	-	-		10.5						
HCM Lane LOS		-		-		10.5 B						
HCM 95th %tile Q(veh)		-	-		B 0.1	0.1						
now your wille a(ven)		-	-	-	0.1	U. I						

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		₽			र्स						€î}•	
Traffic Vol, veh/h	0	10	10	10	10	0	0	0	0	10	210	10
Future Vol, veh/h	0	10	10	10	10	0	0	0	0	10	210	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	10	10	10	10	0	0	0	0	10	210	10
Major/Minor Mi	inor2		N	Minor1					N	/lajor2		
Conflicting Flow All	-	235	110	130	240					0	0	0
Stage 1	_	235	-	0	0	-				-	-	-
Stage 2		0	-	130	240	-				_	-	-
Critical Hdwy	_	6.52	6.92	7.52	6.52	_				4.12	-	_
Critical Hdwy Stg 1	_	5.52	0.72	1.32	0.32	_				4.12	_	
Critical Hdwy Stg 2	_	J.JZ -	-	6.52	5.52	_						_
Follow-up Hdwy	_	4.01	3.31	3.51	4.01	_				2.21	_	_
Pot Cap-1 Maneuver	0	667	926	832	662	0				۱ ک، ک		_
Stage 1	0	712	720	- 032	- 002	0					_	_
Stage 2	0	712	_	863	708	0						_
Platoon blocked, %	0			000	, 00						_	_
Mov Cap-1 Maneuver	-	667	926	814	662	_				_	_	_
Mov Cap-2 Maneuver	_	667	-	814	662	_				_	_	_
Stage 1	_	712	_	-	- 002	_				_	_	_
Stage 2	-	- 12	_	842	708	_				_	_	_
Jiago Z				072	, 00							
	E5.			MO						65		
Approach	EB			WB						SB		
HCM Control Delay, s	9.8			10.1								
HCM LOS	Α			В								
Minor Lane/Major Mvmt	E	EBLn1V	VBLn1	SBL	SBT	SBR						
Capacity (veh/h)		775	730	-	-	-						
HCM Lane V/C Ratio		0.026		-	-	-						
HCM Control Delay (s)		9.8	10.1	-	-	-						
HCM Lane LOS		A	В	-	-	-						
HCM 95th %tile Q(veh)		0.1	0.1	-	-	-						

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्स			ĵ.			4T>				
Traffic Vol, veh/h	7	37	0	0	44	14	3	336	18	0	0	0
Future Vol, veh/h	7	37	0	0	44	14	3	336	18	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,	,# -	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	7	37	0	0	44	14	3	336	18	0	0	0
Major/Minor N	/linor2		N	Minor1		Λ	/lajor1					
Conflicting Flow All	196	360	_	-	351	177	0	0	0			
Stage 1	0	0	_	_	351	-	-	-	-			
Stage 2	196	360	_	_	0	_	_	_	_			
Critical Hdwy	7.52	6.52	-	-	6.52	6.92	4.12	-	-			
Critical Hdwy Stg 1	-	-	_	_	5.52	- 0.72	- 1.12	_	_			
Critical Hdwy Stg 2	6.52	5.52	-	-	-	-	-	-	-			
Follow-up Hdwy	3.51	4.01	_	-	4.01	3.31	2.21	-	_			
Pot Cap-1 Maneuver	748	568	0	0	574	839		-	-			
Stage 1	-	-	0	0	633	-	-	-	-			
Stage 2	790	627	0	0	-	-	-	-	-			
Platoon blocked, %								-	-			
Mov Cap-1 Maneuver	693	568	-	-	574	839	-	-	-			
Mov Cap-2 Maneuver	693	568	-	-	574	-	-	-	-			
Stage 1	-	-	-	-	633	-	-	-	-			
Stage 2	723	627	-	-	-	-	-	-	-			
Approach	EB			WB			NB					
HCM Control Delay, s	11.7			11.4								
HCM LOS	В			В								
Minor Lane/Major Mvmt	t	NBL	NBT	NBR I	EBLn1V	VBLn1						
Capacity (veh/h)		_	_	_	585	621						
HCM Lane V/C Ratio		_	_	_	0.075							
HCM Control Delay (s)				_	11.7	11.4						
HCM Lane LOS		_	_	_	В	В						
HCM 95th %tile Q(veh)			_	<u>-</u>	0.2	0.3						
HOW /JULY JULIE Q(VEIL)					0.2	0.5						

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		î,			4						414	
Traffic Vol, veh/h	0	35	15	9	38	0	0	0	0	5	222	11
Future Vol, veh/h	0	35	15	9	38	0	0	0	0	5	222	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	35	15	9	38	0	0	0	0	5	222	11
Major/Minor M	linor2			Minor1					N	/lajor2		
Conflicting Flow All	-	238	117	139	243	-				0	0	0
Stage 1	-	238	-	0	0	-				-	-	
Stage 2	-	0	-	139	243	-				-	-	-
Critical Hdwy	-	6.52	6.92	7.52	6.52	-				4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-				-	-	-
Critical Hdwy Stg 2	-	-	-	6.52	5.52	-				-	-	-
Follow-up Hdwy	-	4.01	3.31	3.51	4.01	-				2.21	-	-
Pot Cap-1 Maneuver	0	664	916	820	660	0				-	-	-
Stage 1	0	710	-	-	-	0				-	-	-
Stage 2	0	-	-	853	706	0				-	-	-
Platoon blocked, %											-	-
Mov Cap-1 Maneuver	-	664	916	774	660	-				-	-	-
Mov Cap-2 Maneuver	-	664	-	774	660	-				-	-	-
Stage 1	-	710	-	-	-	-				-	-	-
Stage 2	-	-	-	798	706	-				-	-	-
Approach	EB			WB						SB		
HCM Control Delay, s	10.3			10.7								
HCM LOS	В			В								
				_								
Minor Lang/Major Mumt	г	DI n1V	VDI n1	CDI	SBT	SBR						
Minor Lane/Major Mvmt		EBLn1V		SBL	SDI	SDK						
Capacity (veh/h)		724	679	-	-	-						
HCM Central Delay (c)		0.069		-	-	-						
HCM Long LOS		10.3	10.7	-	-	-						
HCM Lane LOS HCM 95th %tile Q(veh)		0.2	B 0.2	-	-	-						
HOW YOUR WINE WIVEN)		0.2	0.2	-	-	-						

Packet Page 162

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्स			₽			€î}•				
Traffic Vol, veh/h	10	10	0	0	10	10	10	340	10	0	0	0
Future Vol, veh/h	10	10	0	0	10	10	10	340	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	:,# -	0	-	-	0	-	-	0	-		16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	10	10	0	0	10	10	10	340	10	0	0	0
Major/Minor N	Minor2			Minor1		N	/lajor1					
Conflicting Flow All	195	370		-	365	175	0	0	0			
Stage 1	0	0	-	_	365	-	-	-	-			
Stage 2	195	370	-	-	0	-	-	-	-			
Critical Hdwy	7.52	6.52	-	-	6.52	6.92	4.12	-	-			
Critical Hdwy Stg 1	-	-	_	-	5.52	-	-	_	_			
Critical Hdwy Stg 2	6.52	5.52	_	-	-	-	-	-	-			
Follow-up Hdwy	3.51	4.01	_	-	4.01	3.31	2.21	_	_			
Pot Cap-1 Maneuver	749	560	0	0	564	841	-	-	_			
Stage 1	-	-	0	0	624	-	_	_	_			
Stage 2	791	621	0	0	-	-	-	-	-			
Platoon blocked, %								-	-			
Mov Cap-1 Maneuver	730	560	-	-	564	841	-	-	-			
Mov Cap-2 Maneuver	730	560	-	-	564	-	-	-	-			
Stage 1	-	-	-	-	624	-	-	-	-			
Stage 2	769	621	-	-	-	-	-	-	-			
J.												
Annraach	FD.			MD			ND					
Approach	EB			WB			NB					
HCM Control Delay, s	10.9			10.5								
HCM LOS	В			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR E	EBLn1V	VBLn1						
Capacity (veh/h)		-	-	-	(0.4	675						
HCM Lane V/C Ratio		-	-	-	0.032	0.03						
HCM Control Delay (s)		-	-	-		10.5						
HCM Lane LOS		-	-	-	В	В						
HCM 95th %tile Q(veh)	)	-	-	-	0.1	0.1						
					• • •							

Intersection												
Int Delay, s/veh	1.4											
										001		000
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		₽			4						€Î}•	
Traffic Vol, veh/h	0	10	10	10	10	0	0	0	0	10	230	10
Future Vol, veh/h	0	10	10	10	10	0	0	0	0	10	230	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	10	10	10	10	0	0	0	0	10	230	10
Major/Minor M	linor2			Minor1					N	/lajor2		
Conflicting Flow All	-	255	120	140	260					0	0	0
Stage 1	-	255	120	0	0	-				U	-	-
Stage 2		255	-	140	260	-				_	_	
Critical Hdwy	-	6.52	6.92	7.52	6.52	-				4.12	-	-
Critical Hdwy Stg 1		5.52	0.92	7.52	0.52	_				4.12	_	
Critical Hdwy Stg 2	-	5.52	-	6.52	5.52	-				-	-	-
Follow-up Hdwy	-	4.01	3.31	3.51	4.01	-				2.21	_	-
Pot Cap-1 Maneuver	0	650	912	819	646	0				۷.۷۱	-	-
Stage 1	0	698	912	019	040	0				-	_	-
Stage 2	0	070	-	851	694	0				-	-	-
Platoon blocked, %	U	-	-	001	074	U				-	_	-
Mov Cap-1 Maneuver	_	650	912	800	646	_					-	-
Mov Cap-1 Maneuver	-	650	912	800	646	-				_	_	
Stage 1	-	698	-		040	-				-	-	-
Stage 2		070		830	694	_				_		
Jiaye Z	-	-	-	030	074	_				-	-	-
Approach	EB			WB						SB		
HCM Control Delay, s	9.9			10.2								
HCM LOS	Α			В								
Minor Lane/Major Mvmt	F	EBLn1V	VBLn1	SBL	SBT	SBR						
Capacity (veh/h)		759	715									
HCM Lane V/C Ratio		0.026		_	_	_						
HCM Control Delay (s)		9.9	10.2		_	_						
HCM Lane LOS		7.7 A	В	-	-	-						
HCM 95th %tile Q(veh)		0.1	0.1	-	-	-						
HOW FOUT FOUTE Q(VEH)		U. I	U. I	-	_							

Intersection												
Int Delay, s/veh	1.1											
		EDT	EDD	MDI	MOT	WDD	NDI	NDT	NDD	001	ODT	000
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ની			ĵ»			414				
Traffic Vol, veh/h	10	10	0	0	10	10	10	340	10	0	0	0
Future Vol, veh/h	10	10	0	0	10	10	10	340	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	4/0/5	-
Veh in Median Storage		0	-	-	0	-	-	0	-		16965	-
Grade, %	100	0	100	100	0	100	100	0	100	100	0	100
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	10	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	10	10	0	0	10	10	10	340	10	0	0	0
Major/Minor 1	Minor2		N	/linor1		N	/lajor1					
Conflicting Flow All	195	370	-	-	365	175	0	0	0			
Stage 1	0	0	-	-	365	-	-	-	-			
Stage 2	195	370	-	-	0	-	-	-	-			
Critical Hdwy	7.52	6.52	-	-	6.52	6.92	4.12	-	-			
Critical Hdwy Stg 1	-	-	-	-	5.52	-	-	-	-			
Critical Hdwy Stg 2	6.52	5.52	-	-	-	-	-	-	-			
Follow-up Hdwy	3.51	4.01	-	-	4.01	3.31	2.21	-	-			
Pot Cap-1 Maneuver	749	560	0	0	564	841	-	-	-			
Stage 1	-	-	0	0	624	-	-	-	-			
Stage 2	791	621	0	0	-	-	-	-	-			
Platoon blocked, %								-	-			
Mov Cap-1 Maneuver	730	560	-	-	564	841	-	-	-			
Mov Cap-2 Maneuver	730	560	-	-	564	-	-	-	-			
Stage 1	-	-	-	-	624	-	-	-	-			
Stage 2	769	621	-	-	-	-	-	-	-			
Approach	EB			WB			NB					
HCM Control Delay, s	10.9			10.5			. 10					
HCM LOS	10.9 B			10.5 B								
HOW LOO	U			D								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR F	EBLn1V	VBLn1						
Capacity (veh/h)				-	634	675						
HCM Lane V/C Ratio		_	-		0.032	0.03						
HCM Control Delay (s)		_		-		10.5						
HCM Lane LOS		_	-	-	В	10.3 B						
HCM 95th %tile Q(veh)	)	_		-	0.1	0.1						
110W 73W 70W Q(VCH)				<u>-</u>	0.1	0.1						

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		₽			र्स						€î}•	
Traffic Vol, veh/h	0	10	10	10	10	0	0	0	0	10	240	10
Future Vol, veh/h	0	10	10	10	10	0	0	0	0	10	240	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	10	10	10	10	0	0	0	0	10	240	10
Major/Minor M	linor2			Minor1					N	/lajor2		
Conflicting Flow All	-	265	125	145	270	_				0	0	0
Stage 1	-	265	120	0	0	-				U	-	-
Stage 2	-	200	-	145	270	-				-	-	•
Critical Hdwy	-	6.52	6.92	7.52	6.52	-				4.12	-	-
Critical Hdwy Stg 1	-	5.52	0.92	7.52	0.52	-				4.12	-	•
Critical Hdwy Stg 2	-	0.02	-	6.52	5.52	-				-	-	-
Follow-up Hdwy	-	4.01	3.31	3.51	4.01	-				2.21	-	•
Pot Cap-1 Maneuver	-	642	905	812	637	0				Z.Z I	-	-
	0	691	905	012	037	0				-	-	•
Stage 1 Stage 2	0	091	-	846	687	0				-	-	-
Platoon blocked, %	U	-	-	040	007	U				-	-	•
Mov Cap-1 Maneuver		642	905	793	637	_					-	-
Mov Cap-1 Maneuver	-	642	905	793	637	-				-	-	-
Stage 1	-	691	-	193	037	-				-	-	-
Stage 2	-	071	-	825	687	-				-		-
Slaye 2	-	-	-	020	007	-				-	-	-
Approach	EB			WB						SB		
HCM Control Delay, s	9.9			10.2								
HCM LOS	Α			В								
Minor Lane/Major Mvmt	F	EBLn1V	VBLn1	SBL	SBT	SBR						
Capacity (veh/h)		751	706									
HCM Lane V/C Ratio			0.028	-	_	-						
HCM Control Delay (s)		9.9	10.2	-	-	-						
HCM Lane LOS		9.9 A	10.2 B	-	-	-						
HCM 95th %tile Q(veh)		0.1	0.1	-	-	-						
HOW YOU WILL Q(VEII)		U. I	U. I	-	-	-						

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ħ	<b>^</b>			<b>∱</b> }		, J	<b>^</b>	7			
Traffic Volume (veh/h)	56	411	0	0	530	30	99	273	69	0	0	0
Future Volume (veh/h)	56	411	0	0	530	30	99	273	69	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	1885	1885	0	0	1885	1885	1885	1885	1885			
Adj Flow Rate, veh/h	56	411	0	0	530	30	99	273	69			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	1	1	0	0	1	1	1	1	1			
Cap, veh/h	413	1791	0	0	1449	82	718	1433	639			
Arrive On Green	0.04	0.50	0.00	0.00	0.42	0.42	0.13	0.13	0.13			
Sat Flow, veh/h	1795	3676	0	0	3541	195	1795	3582	1598			
Grp Volume(v), veh/h	56	411	0	0	275	285	99	273	69			
Grp Sat Flow(s),veh/h/ln	1795	1791	0	0	1791	1850	1795	1791	1598			
Q Serve(g_s), s	1.7	6.5	0.0	0.0	10.5	10.6	4.9	6.8	3.8			
Cycle Q Clear(g_c), s	1.7	6.5	0.0	0.0	10.5	10.6	4.9	6.8	3.8			
Prop In Lane	1.00		0.00	0.00		0.11	1.00		1.00			
Lane Grp Cap(c), veh/h	413	1791	0	0	753	778	718	1433	639			
V/C Ratio(X)	0.14	0.23	0.00	0.00	0.37	0.37	0.14	0.19	0.11			
Avail Cap(c_a), veh/h	530	1791	0	0	753	778	718	1433	639			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33			
Upstream Filter(I)	0.97	0.97	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	14.8	14.1	0.0	0.0	19.8	19.8	28.2	29.0	27.7			
Incr Delay (d2), s/veh	0.2	0.3	0.0	0.0	1.4	1.3	0.4	0.3	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	0.7	2.6	0.0	0.0	4.6	4.7	2.2	3.1	1.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.0	14.4	0.0	0.0	21.2	21.2	28.6	29.3	28.0			
LnGrp LOS	В	В	А	Α	С	С	С	С	С			
Approach Vol, veh/h		467			560			441				
Approach Delay, s/veh		14.5			21.2			28.9				
Approach LOS		В			С			С				
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			7.9	47.1		45.0		55.0				
Change Period (Y+Rc), s			4.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s			10.5	35.5		40.0		50.0				
Max Q Clear Time (g_c+I1), s			3.7	12.6		8.8		8.5				
Green Ext Time (p_c), s			0.1	3.5		2.3		3.0				
Intersection Summary												
HCM 6th Ctrl Delay			21.4									
HCM 6th LOS			С									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		<b>^</b>	7	ች	<b>^</b>						414		
Traffic Volume (veh/h)	0	429	51	50	583	0	0	0	0	28	189	53	
Future Volume (veh/h)	0	429	51	50	583	0	0	0	0	28	189	53	
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0	
	1.00	· ·	1.00	1.00		1.00				1.00	Ū	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					1100	No		
Adj Sat Flow, veh/h/ln	. 0	1885	1885	1885	1885	0				1885	1885	1885	
Adj Flow Rate, veh/h	0	429	51	50	583	0				28	189	53	
	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00	
Percent Heavy Veh, %	0	1.00	1.00	1.00	1.00	0				1.00	1.00	1.00	
Cap, veh/h	0	1397	623	588	2077	0				117	807	235	
•	0.00	0.39	0.39	0.14	0.58	0.00				0.32	0.32	0.32	
Sat Flow, veh/h	0.00	3676	1598	1795	3676	0.00				364	2521	734	
Grp Volume(v), veh/h	0	429	51	50	583	0				143	0	127	
1 17:		1791	1598	1795	1791	0				1867	0	1753	
Grp Sat Flow(s), veh/h/ln	0.0	8.3	2.0	0.0	8.2	0.0				5.7	0.0	5.3	
Q Serve(g_s), s	0.0	8.3	2.0	0.0	8.2	0.0				5.7	0.0	5.3	
Cycle Q Clear(g_c), s		0.3			0.2						0.0		
	0.00	1207	1.00	1.00	2077	0.00				0.20	0	0.42	
Lane Grp Cap(c), veh/h	0	1397	623	588	2077	0				597	0	561	
` '	0.00	0.31	0.08	0.09	0.28	0.00				0.24	0.00	0.23	
Avail Cap(c_a), veh/h	1.00	1397	623	606	2077	1.00				597	1.00	561	
	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00	
1 ,,	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00	
Uniform Delay (d), s/veh		21.1	19.2	17.4	10.5	0.0				25.0	0.0	24.9	
Incr Delay (d2), s/veh	0.0	0.6	0.3	0.1	0.3	0.0				0.9	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	
%ile BackOfQ(50%),veh		3.5	0.8	0.7	3.2	0.0				2.6	0.0	2.3	
Unsig. Movement Delay,			4	<i>a</i> = ·						0		0= -	
LnGrp Delay(d),s/veh	0.0	21.7	19.5	17.4	10.9	0.0				26.0	0.0	25.9	
LnGrp LOS	A	С	В	В	В	Α				С	A	С	
Approach Vol, veh/h		480			633						270		
Approach Delay, s/veh		21.5			11.4						25.9		
Approach LOS		С			В						С		
Timer - Assigned Phs		2		4			7	8					
Phs Duration (G+Y+Rc),	S	37.0		63.0			19.0	44.0					
Change Period (Y+Rc),		5.0		5.0			5.0	* 5					
Max Green Setting (Gma		32.0		58.0			15.0	* 39					
Max Q Clear Time (g_c+		7.7		10.2			2.0	10.3					
Green Ext Time (p_c), s	.,, 5	1.6		6.7			0.1	3.2					
Intersection Summary				211			J.,	J.2					
HCM 6th Ctrl Delay			17.7										
HCM 6th LOS			17.7 B										
HOW OUT LUS			Ď										
Notes													

<sup>\*</sup> HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			ĵ.			414				
Traffic Vol, veh/h	25	14	0	0	15	33	37	380	1	0	0	0
Future Vol, veh/h	25	14	0	0	15	33	37	380	1	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,	,# -	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	25	14	0	0	15	33	37	380	1	0	0	0
Major/Minor N	/linor2		N	Minor1		N	/lajor1					
Conflicting Flow All	272	455	-	-	455	191	0	0	0			
Stage 1	0	0	-	-	455	-	-	-	-			
Stage 2	272	455	-	-	0	-	-	-	-			
Critical Hdwy	7.52	6.52	-	-	6.52	6.92	4.12	-	-			
Critical Hdwy Stg 1	-	-	-	-	5.52	-	-	-	-			
Critical Hdwy Stg 2	6.52	5.52	-	-	-	-	-	-				
Follow-up Hdwy	3.51	4.01	-	-	4.01	3.31	2.21	-	-			
Pot Cap-1 Maneuver	662	502	0	0	502	821	-	-	-			
Stage 1	-	-	0	0	570	-	-	-	-			
Stage 2	713	570	0	0	-	-	-	-	-			
Platoon blocked, %								-	-			
Mov Cap-1 Maneuver	621	502	-	-	502	821	-	-	-			
Mov Cap-2 Maneuver	621	502	-	-	502	-	-	-	-			
Stage 1	-	-	-	-	570			-				
Stage 2	666	570	-	-	-	-	-	-	-			
Approach	EB			WB			NB					
HCM Control Delay, s	11.8			10.7								
HCM LOS	В			В								
Minor Lane/Major Mvm	t	NBL	NBT	NBR I	EBLn1V	VBLn1						
Capacity (veh/h)		-	-	-	572	685						
HCM Lane V/C Ratio		-	-	-	0.068	0.07						
HCM Control Delay (s)		-	-	-	11.8	10.7						
HCM Lane LOS		-	-	-	В	В						
HCM 95th %tile Q(veh)		-	-	-	0.2	0.2						

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4î			र्स						414	
Traffic Volume (veh/h)	0	11	18	30	29	0	0	0	0	17	259	18
Future Volume (veh/h)	0	11	18	30	29	0	0	0	0	17	259	18
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	1885	1885	1885	1885	0				1885	1885	1885
Adj Flow Rate, veh/h	0	11	18	30	29	0				17	259	18
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	1	1	1	1	0				1	1	1
Cap, veh/h	0	193	316	282	257	0				124	1964	143
Arrive On Green	0.00	0.30	0.30	0.30	0.30	0.00				0.60	0.60	0.60
Sat Flow, veh/h	0	643	1053	760	856	0				206	3273	238
Grp Volume(v), veh/h	0	0	29	59	0	0				155	0	139
Grp Sat Flow(s),veh/h/ln	0	0	1696	1616	0	0				1875	0	1842
Q Serve(g_s), s	0.0	0.0	1.2	0.4	0.0	0.0				3.6	0.0	3.3
Cycle Q Clear(g_c), s	0.0	0.0	1.2	2.3	0.0	0.0				3.6	0.0	3.3
Prop In Lane	0.00		0.62	0.51		0.00				0.11		0.13
Lane Grp Cap(c), veh/h	0	0	509	539	0	0				1125	0	1105
V/C Ratio(X)	0.00	0.00	0.06	0.11	0.00	0.00				0.14	0.00	0.13
Avail Cap(c_a), veh/h	0	0	509	539	0	0				1125	0	1105
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	0.00	1.00	1.00	0.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	24.9	25.3	0.0	0.0				8.7	0.0	8.7
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.4	0.0	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	0.0	0.5	1.1	0.0	0.0				1.5	0.0	1.3
Unsig. Movement Delay, s/veh	0.0	0.0	0F 1	25.7	0.0	0.0				0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	25.1	25.7	0.0	0.0				9.0	0.0	8.9
LnGrp LOS	A	A	С	С	A	A				A	A	A
Approach Vol, veh/h		29			59						294	
Approach Delay, s/veh		25.1			25.7						8.9	
Approach LOS		С			С						А	
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		65.0		35.0				35.0				
Change Period (Y+Rc), s		5.0		5.0				5.0				
Max Green Setting (Gmax), s		60.0		30.0				30.0				
Max Q Clear Time (g_c+I1), s		5.6		4.3				3.2				
Green Ext Time (p_c), s		1.9		0.2				0.1				
Intersection Summary												
HCM 6th Ctrl Delay			12.8									
HCM 6th LOS			В									

	ၨ	<b>→</b>	•	•	<b>←</b>	•	4	<b>†</b>	<b>*</b>	<b>&gt;</b>	ţ	✓	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	Ť	<b>•</b>			ĵ.			414					
Traffic Volume (veh/h)	33	43	0	0	32	30	30	361	12	0	0	0	
Future Volume (veh/h)	33	43	0	0	32	30	30	361	12	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					
	1885	1885	0	0	1885	1885	1885	1885	1885				
Adj Flow Rate, veh/h	33	43	0	0	32	30	30	361	12				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Percent Heavy Veh, %	1	1	0	0	1	1	1 1 1 1 1 1	1	1				
Cap, veh/h Arrive On Green	442	566 0.30	0	0	269	252	159	2012	70				
	0.30	1885	0.00	0.00	0.30	0.30	0.20 266	0.20	0.20				
· ·			0	0									
Grp Volume(v), veh/h	33	43 1885	0	0	0	62 1734	211 1872	0	192 1864				
Grp Sat Flow(s), veh/h/lr Q Serve(g_s), s	1.8	1.6	0.0	0.0	0.0	2.6	9.4	0.0	8.5				
Cycle Q Clear(g_c), s	4.4	1.6	0.0	0.0	0.0	2.6	9.4	0.0	8.5				
Prop In Lane	1.00	1.0	0.00	0.00	0.0	0.48	0.14	0.0	0.06				
Lane Grp Cap(c), veh/h		566	0.00	0.00	0	520	1123	0	1119				
V/C Ratio(X)	0.07	0.08	0.00	0.00	0.00	0.12	0.19	0.00	0.17				
Avail Cap(c_a), veh/h	442	566	0.00	0.00	0.00	520	1123	0.00	1119				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33				
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00				
Uniform Delay (d), s/veh	27.0	25.1	0.0	0.0	0.0	25.4	19.8	0.0	19.5				
Incr Delay (d2), s/veh	0.3	0.3	0.0	0.0	0.0	0.5	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	/lr0.6	0.8	0.0	0.0	0.0	1.1	4.5	0.0	4.0				
Unsig. Movement Delay	, s/veh												
LnGrp Delay(d),s/veh	27.3	25.3	0.0	0.0	0.0	25.9	20.2	0.0	19.8				
LnGrp LOS	С	С	A	A	Α	С	С	A	В				
Approach Vol, veh/h		76			62			403					
Approach Delay, s/veh		26.2			25.9			20.0					
Approach LOS		С			С			В					
Timer - Assigned Phs				4		6		8					
Phs Duration (G+Y+Rc)	, S			35.0		65.0		35.0					
Change Period (Y+Rc),	S			5.0		5.0		5.0					
Max Green Setting (Gm.	ax), s			30.0		60.0		30.0					
Max Q Clear Time (g_c+	-I1), s			4.6		11.4		6.4					
Green Ext Time (p_c), s				0.3		2.5		0.2					
Intersection Summary													
HCM 6th Ctrl Delay			21.5										
HCM 6th LOS			С										

•	<b>→</b>	•	•	<b>←</b>	•	1	†	<b>/</b>	<b>/</b>	ţ	4	
Movement EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	- ₽									4P		
Traffic Volume (veh/h) 0	35	27	23	54	0	0	0	0	32	233	57	
Future Volume (veh/h) 0	35	27	23	54	0	0	0	0	32	233	57	
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	1005	4005	No	0				4005	No	1005	
Adj Sat Flow, veh/h/ln 0	1885	1885	1885	1885	0				1885	1885	1885	
Adj Flow Rate, veh/h 0	35	27	23	54	0				32	233	57	
Peak Hour Factor 1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00	
Percent Heavy Veh, % 0	1	1	1	1	0				1	1	1	
Cap, veh/h 0	296	228	442	566	0				210	1570	400	
Arrive On Green 0.00	0.30	0.30	0.10	0.10	0.00				0.20	0.20	0.20	
Sat Flow, veh/h 0	987	761	1351	1885	0				349	2617	667	
Grp Volume(v), veh/h 0	0	62	23	54	0				171	0	151	
Grp Sat Flow(s), veh/h/ln 0	0	1748	1351	1885	0				1868	0	1765	
Q Serve(g_s), s 0.0	0.0	2.6	1.6	2.6	0.0				7.6	0.0	7.1	
Cycle Q Clear(g_c), s 0.0	0.0	2.6	4.1	2.6	0.0				7.6	0.0	7.1	
Prop In Lane 0.00	•	0.44	1.00	<b>-</b> / /	0.00				0.19		0.38	
Lane Grp Cap(c), veh/h 0	0	524	442	566	0				1121	0	1059	
V/C Ratio(X) 0.00	0.00	0.12	0.05	0.10	0.00				0.15	0.00	0.14	
Avail Cap(c_a), veh/h 0	0	524	442	566	0				1121	0	1059	
HCM Platoon Ratio 1.00	1.00	1.00	0.33	0.33	1.00				0.33	0.33	0.33	
Upstream Filter(I) 0.00	0.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00	
Uniform Delay (d), s/veh 0.0	0.0	25.4	34.6	32.7	0.0				19.1	0.0	18.9	
Incr Delay (d2), s/veh 0.0	0.0	0.5	0.2	0.3	0.0				0.3	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/lr0.0		1.1	0.5	I.Z	0.0				3.5	0.0	3.1	
Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh 0.0	0.0	25.9	34.8	33.0	0.0				19.4	0.0	19.2	
LnGrp Delay(d),s/veh 0.0 LnGrp LOS A	Α	25.9 C	34.0 C	33.0 C	Α				19.4 B	0.0 A	19.2 B	
	62	C	C	77	А				Ь	322	D	
Approach Vol, veh/h Approach Delay, s/veh	25.9			33.6						19.3		
Approach LOS	25.9 C			33.0 C						19.3 B		
•				C						D		
Timer - Assigned Phs	2		4				8					
Phs Duration (G+Y+Rc), s	65.0		35.0				35.0					
Change Period (Y+Rc), s	5.0		5.0				5.0					
Max Green Setting (Gmax), s	60.0		30.0				30.0					
Max Q Clear Time (g_c+I1), s	9.6		6.1				4.6					
Green Ext Time (p_c), s	2.1		0.3				0.3					
Intersection Summary												
HCM 6th Ctrl Delay		22.5										
HCM 6th LOS		С										

	۶	<b>→</b>	•	•	<b>←</b>	•	•	<b>†</b>	<b>/</b>	<b>&gt;</b>	ţ	✓	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			₽			414					
Traffic Volume (veh/h)	28	98	0	0	63	20	19	348	20	0	0	0	
Future Volume (veh/h)	28	98	0	0	63	20	19	348	20	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	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 Approac		No	0	0	No	1005	1005	No	1005				
Adj Sat Flow, veh/h/ln Adj Flow Rate, veh/h	1885 28	1885 98	0	0	1885 63	1885	1885 19	1885 348	1885				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Percent Heavy Veh, %	1.00	1.00	0	0	1.00	1.00	1.00	1.00	1.00				
Cap, veh/h	133	439	0	0	411	131	105	2009	121				
Arrive On Green	0.60	0.60	0.00	0.00	0.30	0.30	0.20	0.20	0.20				
Sat Flow, veh/h	296	1465	0.00	0.00	1371	435	175	3349	202				
Grp Volume(v), veh/h	126	0	0	0	0	83	204	0	183				
Grp Sat Flow(s), veh/h/li		0	0	0	0	1807	1876	0	1849				
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	3.4	9.0	0.0	8.2				
Cycle Q Clear(g_c), s	3.1	0.0	0.0	0.0	0.0	3.4	9.0	0.0	8.2				
Prop In Lane	0.22		0.00	0.00		0.24	0.09		0.11				
Lane Grp Cap(c), veh/h		0	0	0	0	542	1126	0	1109				
V/C Ratio(X)	0.22	0.00	0.00	0.00	0.00	0.15	0.18	0.00	0.17				
Avail Cap(c_a), veh/h	572	0	0	0	0	542	1126	0	1109				
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33				
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00				
Uniform Delay (d), s/vel		0.0	0.0	0.0	0.0	25.7	19.7	0.0	19.3				
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.0	0.0	0.6	0.4	0.0	0.3				
Initial Q Delay(d3),s/vel		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
%ile BackOfQ(50%),vel		0.0	0.0	0.0	0.0	1.5	4.3	0.0	3.8				
Unsig. Movement Delay						212							
LnGrp Delay(d),s/veh	15.5	0.0	0.0	0.0	0.0	26.3	20.0	0.0	19.7				
LnGrp LOS	В	A	Α	A	A	С	С	A	В				
Approach Vol, veh/h		126			83			387					
Approach Delay, s/veh		15.5			26.3			19.8					
Approach LOS		В			С			В					
Timer - Assigned Phs				4		6		8					
Phs Duration (G+Y+Rc)				35.0		65.0		35.0					
Change Period (Y+Rc),				5.0		5.0		5.0					
Max Green Setting (Gm	•			30.0		60.0		30.0					
Max Q Clear Time (g_c				5.4		11.0		5.1					
Green Ext Time (p_c), s	5			0.4		2.4		0.6					
Intersection Summary													
HCM 6th Ctrl Delay			19.8										
HCM 6th LOS			В										

•	-	•	•	<b>←</b>	•	•	<b>†</b>	<b>/</b>	<b>&gt;</b>	ļ	✓	
Movement EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	1→			4						414		
Traffic Volume (veh/h) 0	90	21	17	66	0	0	0	0	34	209	33	
Future Volume (veh/h) 0	90	21	17	66	0	0	0	0	34	209	33	
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	1885	1885	1885	1885	0				1885	1885	1885	
Adj Flow Rate, veh/h 0	90	21	17	66	0				34	209	33	
Peak Hour Factor 1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00	
Percent Heavy Veh, % 0	1	1	1	1	0				1	1	1	
Cap, veh/h 0	643	150	170	636	0				207	1318	217	
Arrive On Green 0.00	0.44	0.44	0.87	0.87	0.00				0.16	0.16	0.16	
Sat Flow, veh/h 0	1478	345	290	1462	0				435	2775	456	
Grp Volume(v), veh/h 0	0	111	83	0	0				146	0	130	
Grp Sat Flow(s), veh/h/ln 0	0	1823	1752	0	0				1863	0	1803	
Q Serve(g_s), s 0.0	0.0	3.7	0.0	0.0	0.0				6.8	0.0	6.2	
Cycle Q Clear(g_c), s 0.0	0.0	3.7	0.6	0.0	0.0				6.8	0.0	6.2	
Prop In Lane 0.00	_	0.19	0.20		0.00				0.23	_	0.25	
Lane Grp Cap(c), veh/h 0	0	793	805	0	0				885	0	856	
V/C Ratio(X) 0.00	0.00	0.14	0.10	0.00	0.00				0.16	0.00	0.15	
Avail Cap(c_a), veh/h 0	0	793	805	0	0				885	0	856	
HCM Platoon Ratio 1.00	1.00	1.00	2.00	2.00	1.00				0.33	0.33	0.33	
Upstream Filter(I) 0.00	0.00	1.00	1.00	0.00	0.00				1.00	0.00	1.00	
Uniform Delay (d), s/veh 0.0	0.0	17.0	3.7	0.0	0.0				25.0	0.0	24.8	
Incr Delay (d2), s/veh 0.0	0.0	0.4	0.3	0.0	0.0				0.4	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/lr0.0	0.0	1.6	0.3	0.0	0.0				3.2	0.0	2.9	
Unsig. Movement Delay, s/vel		17 /	4.0	0.0	0.0				25.4	0.0	05.1	
LnGrp Delay(d),s/veh 0.0	0.0	17.4	4.0	0.0	0.0				25.4	0.0	25.1	
LnGrp LOS A	<u>A</u>	В	A	A	Α				С	Α	С	
Approach Vol, veh/h	111			83						276		
Approach Delay, s/veh	17.4			4.0						25.3		
Approach LOS	В			Α						С		
Timer - Assigned Phs	2		4				8					
Phs Duration (G+Y+Rc), s	52.0		48.0				48.0					
Change Period (Y+Rc), s	4.5		4.5				4.5					
Max Green Setting (Gmax), s	47.5		43.5				43.5					
Max Q Clear Time (g_c+I1), s			2.6				5.7					
Green Ext Time (p_c), s	1.7		0.5				0.6					
Intersection Summary												
HCM 6th Ctrl Delay		19.6										
HCM 6th LOS		В										

Intersection												
Int Delay, s/veh	3.1											
		EDT	EDD	MDI	WDT	WDD	NDI	NDT	NDD	0.01	ODT	000
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ન			f)			414				_
Traffic Vol, veh/h	33	38	0	0	43	15	12	328	13	0	0	0
Future Vol, veh/h	33	38	0	0	43	15	12	328	13	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	2,# -	0	-	-	0	-	-	0	-		16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	33	38	0	0	43	15	12	328	13	0	0	0
Major/Minor I	Minor2			Minor1		N	/lajor1					
Conflicting Flow All	210	365		-	359	171	0	0	0			
Stage 1	0	0	-	_	359		-	-	-			
Stage 2	210	365	-	_	0	_	_	-	-			
Critical Hdwy	7.52	6.52	-	_	6.52	6.92	4.12	-	-			
Critical Hdwy Stg 1	- 1.02	- 0.02	-	_	5.52	- 0.72	-	-	_			
Critical Hdwy Stg 2	6.52	5.52	-	_	-	_	_	-	-			
Follow-up Hdwy	3.51	4.01	-	_	4.01	3.31	2.21	-	_			
Pot Cap-1 Maneuver	731	564	0	0	568	846		-	-			
Stage 1	-	-	0	0	628	-	_	-	_			
Stage 2	775	624	0	0	-	_	_	-	-			
Platoon blocked, %	.,,							_	_			
Mov Cap-1 Maneuver	676	564	-	-	568	846	-	-	-			
Mov Cap-2 Maneuver	676	564	_	_	568	-	_	_	_			
Stage 1	-	-	_	-	628	-	-	-	-			
Stage 2	709	624	-	-	-	-	-	_	-			
A				MD			ND					
Approach	EB			WB			NB					
HCM Control Delay, s	11.7			11.4								
HCM LOS	В			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR I	EBLn1V	VBLn1						
Capacity (veh/h)		_	_	_	///	621						
HCM Lane V/C Ratio		_	_		0.116							
HCM Control Delay (s)		-	_	_		11.4						
HCM Lane LOS		_	_	_	В	В						
HCM 95th %tile Q(veh)	)	-	_	_	0.4	0.3						
110W 70W 70W Q(VCH)	/				0.7	0.0						

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		<b>1</b>			4			,,,,,	11511	002	414	05.1
Traffic Vol, veh/h	0	42	8	10	42	0	0	0	0	25	204	14
Future Vol, veh/h	0	42	8	10	42	0	0	0	0	25	204	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-		-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	42	8	10	42	0	0	0	0	25	204	14
Major/Minor M	inor2			Minor1					N	Major2		
Conflicting Flow All	-	261	109	173	268	-				0	0	0
Stage 1	-	261	-	0	0	-				-	-	-
Stage 2	-	0	-	173	268	-				-	-	-
Critical Hdwy	-	6.52	6.92	7.52	6.52	-				4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-				-	-	-
Critical Hdwy Stg 2	-	-	-	6.52	5.52	-				-	-	-
Follow-up Hdwy	-	4.01	3.31	3.51	4.01	-				2.21	-	-
Pot Cap-1 Maneuver	0	645	927	777	639	0				-	-	-
Stage 1	0	693	-	-	-	0				-	-	-
Stage 2	0	-	-	815	688	0				-	-	-
Platoon blocked, %											-	-
Mov Cap-1 Maneuver	-	645	927	732	639	-				-	-	-
Mov Cap-2 Maneuver	-	645	-	732	639	-				-	-	-
Stage 1	-	693	-	-	-	-				-	-	-
Stage 2	-	-	-	759	688	-				-	-	-
Approach	EB			WB						SB		
HCM Control Delay, s	10.7			11								
HCM LOS	В			В								
Minor Lane/Major Mvmt	Į.	EBLn1V	VBLn1	SBL	SBT	SBR						
Capacity (veh/h)		678	655	-	-							
HCM Lane V/C Ratio		0.074		-	-	-						
HCM Control Delay (s)		10.7	11	-	-	-						
HCM Lane LOS		В	В	-	-	-						
HCM 95th %tile Q(veh)		0.2	0.3	-	-	-						

	۶	<b>→</b>	•	•	<b>←</b>	•	4	<b>†</b>	<b>/</b>	-	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				ሻ	4₽	7	7	<b>^</b>				
Traffic Volume (veh/h)	0	0	0	415	492	50	177	286	0	0	0	0
Future Volume (veh/h)	0	0	0	415	492	50	177	286	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				1885	1885	1885	1885	1885	0			
Adj Flow Rate, veh/h				302	650	50	177	286	0			
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %				1	1	1	1	1	0			
Cap, veh/h				790	1508	639	970	1791	0			
Arrive On Green				0.40	0.40	0.40	1.00	1.00	0.00			
Sat Flow, veh/h				1795	3770	1598	1795	3676	0.00			
Grp Volume(v), veh/h				302	650	50	1773	286	0			
				1795	1885	1598	1775	1791	0			
Grp Sat Flow(s), veh/h/ln				1795	12.5							
Q Serve(g_s), s						1.9	0.0	0.0	0.0			
Cycle Q Clear(g_c), s				12.1	12.5	1.9	0.0	0.0	0.0			
Prop In Lane				1.00	1500	1.00	1.00	1701	0.00			
Lane Grp Cap(c), veh/h				790	1508	639	970	1791	0			
V/C Ratio(X)				0.38	0.43	0.08	0.18	0.16	0.00			
Avail Cap(c_a), veh/h				790	1508	639	970	1791	0			
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00			
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				21.6	21.7	18.6	0.0	0.0	0.0			
Incr Delay (d2), s/veh				1.4	0.9	0.2	0.4	0.2	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				5.3	5.6	8.0	0.1	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				23.0	22.7	18.8	0.4	0.2	0.0			
LnGrp LOS				С	С	В	Α	Α	Α			
Approach Vol, veh/h					1002			463				
Approach Delay, s/veh					22.6			0.3				
Approach LOS					С			А				
Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				45.0		55.0						
Change Period (Y+Rc), s				5.0		5.0						
Max Green Setting (Gmax), s				40.0		50.0						
Max Q Clear Time (g_c+l1), s				14.5		2.0						
Green Ext Time (p_c), s				5.9		2.4						
Intersection Summary												
HCM 6th Ctrl Delay			15.5									
HCM 6th LOS			15.5 B									
Notes												

User approved volume balancing among the lanes for turning movement.

	۶	<b>→</b>	•	•	<b>←</b>	•	<b>~</b>	<b>†</b>	/	<b>/</b>	ţ	4	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations					41₽						ħβ		
Traffic Volume (veh/h)	0	0	0	21	652	0	0	0	0	0	189	28	
Future Volume (veh/h)	0	0	0	21	652	0	0	0	0	0	189	28	
Initial Q (Qb), veh				0	0	0				0	0	0	
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00	
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00	
Work Zone On Approac	h				No						No		
Adj Sat Flow, veh/h/ln				1885	1885	0				0	1885	1885	
Adj Flow Rate, veh/h				21	652	0				0	189	28	
Peak Hour Factor				1.00	1.00	1.00				1.00	1.00	1.00	
Percent Heavy Veh, %				1	1	0				0	1	1	
Cap, veh/h				65	1722	0				0	1207	176	
Arrive On Green				0.17	0.17	0.00				0.00	0.13	0.13	
Sat Flow, veh/h				54	3530	0				0	3230	458	
Grp Volume(v), veh/h				360	313	0				0	107	110	
Grp Sat Flow(s), veh/h/lr	1			1868	1630	0				0	1791	1803	
Q Serve(g_s), s				0.0	17.1	0.0				0.0	5.3	5.5	
Cycle Q Clear(g_c), s				17.0	17.1	0.0				0.0	5.3	5.5	
Prop In Lane				0.06		0.00				0.00		0.25	
Lane Grp Cap(c), veh/h				972	815	0				0	690	694	
V/C Ratio(X)				0.37	0.38	0.00				0.00	0.15	0.16	
Avail Cap(c_a), veh/h				972	815	0				0	690	694	
HCM Platoon Ratio				0.33	0.33	1.00				1.00	0.33	0.33	
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00	
Uniform Delay (d), s/vel	า			28.0	28.0	0.0				0.0	29.2	29.2	
Incr Delay (d2), s/veh				1.1	1.4	0.0				0.0	0.5	0.5	
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0	
%ile BackOfQ(50%),vel				8.8	7.7	0.0				0.0	2.4	2.5	
Unsig. Movement Delay	ı, s/veh												
LnGrp Delay(d),s/veh				29.1	29.4	0.0				0.0	29.6	29.7	
LnGrp LOS				С	С	Α				Α	С	С	
Approach Vol, veh/h					673						217		
Approach Delay, s/veh					29.2						29.7		
Approach LOS					С						С		
Timer - Assigned Phs		2		4									
Phs Duration (G+Y+Rc)	, S	44.0		56.0									
Change Period (Y+Rc),		5.5		6.0									
Max Green Setting (Gm		38.5		50.0									
Max Q Clear Time (g_c-		7.5		19.1									
Green Ext Time (p_c), s		1.3		4.6									
Intersection Summary													
HCM 6th Ctrl Delay			29.3										
HCM 6th LOS			С										

	۶	<b>→</b>	•	•	<b>←</b>	•	•	<b>†</b>	<i>&gt;</i>	<b>&gt;</b>	<b>↓</b>	✓	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		414	1					<b>∱</b> }		ሻ	<b>^</b>		
Traffic Volume (veh/h)	23	606	472	0	0	0	0	416	105	5	411	0	
Future Volume (veh/h)	23	606	472	0	0	0	0	416	105	5	411	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 Approac		No						No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885				0	1885	1885	1885	1885	0	
Adj Flow Rate, veh/h	23	724	394				0	416	105	5	411	0	
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00	
Percent Heavy Veh, %	1.00	1.00	1.00				0	1.00	1.00	1.00	1.00	0	
Cap, veh/h	34	1115	487				0	1571	393	12	2167	0	
Arrive On Green	0.10	0.10	0.10				0.00	0.55	0.55	0.01	0.61	0.00	
Sat Flow, veh/h	111	3654	1598				0.00	2933	710	1795	3676	0.00	
	391	356	394				0	261	260	5	411	0	
Grp Volume(v), veh/h													
Grp Sat Flow(s), veh/h/l		1885	1598				0	1791	1757	1795	1791	0	
Q Serve(g_s), s	20.1	18.1	24.1				0.0	7.6	7.8	0.3	5.1	0.0	
Cycle Q Clear(g_c), s	20.1	18.1	24.1				0.0	7.6	7.8	0.3	5.1	0.0	
Prop In Lane	0.06	F 7 F	1.00				0.00	004	0.40	1.00	04/7	0.00	
Lane Grp Cap(c), veh/h		575	487				0	991	973	12	2167	0	
V/C Ratio(X)	0.68	0.62	0.81				0.00	0.26	0.27	0.43	0.19	0.00	
Avail Cap(c_a), veh/h	573	575	487				0	991	973	117	2167	0	
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.94	0.94	0.94				0.00	1.00	1.00	0.89	0.89	0.00	
Uniform Delay (d), s/ve		39.4	42.1				0.0	11.7	11.7	49.5	8.8	0.0	
Incr Delay (d2), s/veh	6.1	4.7	12.8				0.0	0.6	0.7	20.7	0.2	0.0	
Initial Q Delay(d3),s/vel		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),ve	h/11n1 .0	9.9	12.0				0.0	3.0	3.0	0.2	1.9	0.0	
Unsig. Movement Delay	y, s/veh												
LnGrp Delay(d),s/veh	46.3	44.1	54.9				0.0	12.3	12.4	70.2	9.0	0.0	
LnGrp LOS	D	D	D				Α	В	В	Е	Α	Α	
Approach Vol, veh/h		1141						521			416		
Approach Delay, s/veh		48.6						12.3			9.7		
Approach LOS		D						В			Α		
Timer - Assigned Phs		2			5	6		8					
Phs Duration (G+Y+Rc	۱ د	65.0			5.1	59.9		35.0					
Change Period (Y+Rc)		4.5			4.5	4.5		4.5					
Max Green Setting (Gn													
		60.5			6.5	49.5		30.5					
Max Q Clear Time (g_c		7.1			2.3	9.8		26.1					
Green Ext Time (p_c),	S	2.9			0.0	3.4		2.4					
Intersection Summary													
HCM 6th Ctrl Delay			31.7										
HCM 6th LOS			С										
Notes													

User approved volume balancing among the lanes for turning movement.

	۶	<b>→</b>	•	•	<b>←</b>	•	1	†	<b>/</b>	<b>/</b>	ţ	✓	
Movement E	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		<del>ተ</del> ተኈ						f)		ች	सी		
raffic Volume (veh/h)	0	861	1	0	0	0	0	0	16	213	6	0	
uture Volume (veh/h)	0	861	1	0	0	0	0	0	16	213	6	0	
nitial Q (Qb), veh	0	0	0				0	0	0	0	0	0	
	.00		1.00				1.00		1.00	1.00		1.00	
	.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00	
Vork Zone On Approach		No						No			No		
Adj Sat Flow, veh/h/ln	0	1885	1885				0	1885	1885	1885	1885	0	
Adj Flow Rate, veh/h	0	861	1				0	0	16	217	0	0	
,	.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00	
Percent Heavy Veh, %	0	1	1				0	1	1	1	1	0	
Cap, veh/h	0	0	0				0	0	1438	2820	1697	0	
•	0.00	0.00	0.00				0.00	0.00	0.90	0.90	0.00	0.00	
Sat Flow, veh/h		0					0	0	1598	2817	1885	0	
Grp Volume(v), veh/h		0.0					0	0	16	217	0	0	
Grp Sat Flow(s),veh/h/ln							0	0	1598	1408	1885	0	
2 Serve(g_s), s							0.0	0.0	0.1	0.4	0.0	0.0	
Cycle Q Clear(g_c), s							0.0	0.0	0.1	0.5	0.0	0.0	
Prop In Lane							0.00		1.00	1.00		0.00	
ane Grp Cap(c), veh/h							0	0	1438	2820	1697	0	
//C Ratio(X)							0.00	0.00	0.01	0.08	0.00	0.00	
Avail Cap(c_a), veh/h							0	0	1438	2820	1697	0	
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00	
Jpstream Filter(I)							0.00	0.00	1.00	1.00	0.00	0.00	
Jniform Delay (d), s/veh							0.0	0.0	0.3	0.3	0.0	0.0	
ncr Delay (d2), s/veh							0.0	0.0	0.0	0.1	0.0	0.0	
nitial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/lr	n						0.0	0.0	0.0	0.0	0.0	0.0	
Jnsig. Movement Delay, s	s/veh	)											
LnGrp Delay(d),s/veh							0.0	0.0	0.3	0.3	0.0	0.0	
_nGrp LOS							Α	Α	Α	А	А	Α	
Approach Vol, veh/h								16			217		
Approach Delay, s/veh								0.3			0.3		
Approach LOS								Α			Α		
Fimer - Assigned Phs		2				6							
Phs Duration (G+Y+Rc), s		50.0				50.0							
Change Period (Y+Rc), s	)	5.0				5.0							
Max Green Setting (Gmax	/\ c	45.0				45.0							
Max		2.5				2.1							
Green Ext Time (p_c), s	1), 3	0.8				0.1							
ntersection Summary		0.0				0.1							
			0.3										
HCM 6th Ctrl Delay HCM 6th LOS			0.3 A										
			A										
Votes													

User approved volume balancing among the lanes for turning movement.

	۶	<b>→</b>	•	•	<b>←</b>	•	1	<b>†</b>	<b>/</b>	<b>/</b>	<b></b>	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		<b>∱</b> ⊅		7	ħβ		ሻ	<b>•</b>	7	ሻ	<b>.</b>	7
Traffic Volume (veh/h)	20	967	42	73	942	26	34	43	136	39	48	29
Future Volume (veh/h)	20	967	42	73	942	26	34	43	136	39	48	29
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	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 Adj Sat Flow, veh/h/ln	1885	No 1885	1885	1885	No 1885	1885	1885	No 1885	1885	1885	No 1885	1885
Adj Flow Rate, veh/h	20	967	42	73	942	26	34	56	136	39	62	29
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Cap, veh/h	397	1993	87	410	2129	59	267	217	184	262	223	189
Arrive On Green	0.02	0.57	0.57	0.05	0.60	0.60	0.03	0.12	0.12	0.04	0.12	0.12
Sat Flow, veh/h	1795	3497	152	1795	3560	98	1795	1885	1598	1795	1885	1598
Grp Volume(v), veh/h	20	495	514	73	474	494	34	56	136	39	62	29
Grp Sat Flow(s), veh/h/ln	1795	1791	1858	1795	1791	1867	1795	1885	1598	1795	1885	1598
Q Serve(g_s), s	0.4	13.0	13.0	1.3	11.4	11.4	1.3	2.1	6.5	1.5	2.4	1.3
Cycle Q Clear(g_c), s	0.4	13.0	13.0	1.3	11.4	11.4	1.3	2.1	6.5	1.5	2.4	1.3
Prop In Lane	1.00		0.08	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	397	1021	1059	410	1071	1117	267	217	184	262	223	189
V/C Ratio(X)	0.05	0.49	0.49	0.18	0.44	0.44	0.13	0.26	0.74	0.15	0.28	0.15
Avail Cap(c_a), veh/h	493	1021	1059	502	1071	1117	344	549	465	333	549	465
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	1.00	1.00
Uniform Delay (d), s/veh	7.2	10.1	10.1	7.1	8.7	8.7	29.2	31.9	33.8	29.1	31.7	31.3
Incr Delay (d2), s/veh	0.1	1.6	1.6	0.2	1.3	1.3	0.2	0.6	5.7	0.3	0.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	5.0	5.1	0.4	4.2	4.4	0.6	1.0	2.7	0.6	1.1	0.5
Unsig. Movement Delay, s/veh		11 7	117	7 2	10.0	0.0	20.4	22.5	20 F	20.2	22.4	21 /
LnGrp Delay(d),s/veh	7.2	11.7	11.7	7.3 A	10.0	9.9	29.4 C	32.5 C	39.5 D	29.3 C	32.4 C	31.6
LnGrp LOS	A	1020	В	A	A 1041	A	U		U	U		С
Approach Polay, shiph		1029			1041 9.8			226 36.3			130 31.3	
Approach Delay, s/veh Approach LOS		11.6 B			9.8 A			30.3 D			31.3 C	
Approach EOS											C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.6	14.3	5.8	52.2	6.9	14.1	8.0	50.0				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	6.0	23.0	6.0	47.0	6.0	23.0	8.0	45.0				
Max Q Clear Time (g_c+l1), s	3.3	4.4	2.4	13.4	3.5	8.5	3.3	15.0				
Green Ext Time (p_c), s	0.0	0.3	0.0	7.5	0.0	0.6	0.0	7.7				
Intersection Summary												
HCM 6th Ctrl Delay			14.2									
HCM 6th LOS			В									

Intersection												
Int Delay, s/veh	15.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<b>†</b>	LDIX	ሻ	<b>†</b>	WDIX	NDL	4	NDIX	JDL	4	ODIN
Traffic Vol, veh/h	15	933	28	48	943	14	20	29	91	5	3	15
Future Vol, veh/h	15	933	28	48	943	14	20	29	91	5	3	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	15	933	28	48	943	14	20	38	91	5	4	15
Major/Minor N	1ajor1		ľ	Major2		1	Minor1		ľ	Minor2		
Conflicting Flow All	957	0	0	961	0	0	1547	2030	481	1562	2037	479
Stage 1	-	-	-	-	-	-	977	977	-	1046	1046	-
Stage 2	-	-	-	-	-	-	570	1053	-	516	991	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.52	6.52	6.92	7.52	6.52	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Follow-up Hdwy	2.21	-	-	2.21	-	-	3.51	4.01	3.31	3.51	4.01	3.31
Pot Cap-1 Maneuver	720	-	-	718	-	-	78	57	534	76	57	535
Stage 1	-	-	-	-	-	-	271	329	-	246	306	-
Stage 2	-	-	-	-	-	-	476	303	-	513	324	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	720	-	-	718	-	-	67	52	534	24	52	535
Mov Cap-2 Maneuver	-	-	-	-	-	-	67	52	-	24	52	-
Stage 1	-	-	-	-	-	-	265	322	-	241	285	-
Stage 2	-	-	-	-	-	-	426	283	-	368	317	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.5			207.8			71.5		
HCM LOS							F			F		
Minor Lane/Major Mvmt		NBLn1	EBL	EBT	EBR	WBL	WBT	WBR :	SBLn1			
Capacity (veh/h)		125	720			718		_	77			
HCM Lane V/C Ratio			0.021	_		0.067	_	_	0.31			
HCM Control Delay (s)		207.8	10.1	-	-	10.4	-	-				
HCM Lane LOS		F	В	-	-	В	-	-	F			
HCM 95th %tile Q(veh)		9.1	0.1	-	-	0.2	-	-	1.2			

Intersection												
Int Delay, s/veh	2.3											
		EDT	EDD	WDI	WDT	MDD	NDI	NDT	NDD	CDI	CDT	CDD
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	10	4	0	44	4	44	10	4	10	10	4	40
Traffic Vol, veh/h	10	10	8	41	10	11	10	197	10	10	91	49
Future Vol, veh/h	10	10	8	41	10	11	10	197	10	10	91	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	2,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, % Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
	100	100		100	100	100	100	100	100	100	100	100
Heavy Vehicles, % Mvmt Flow	10	10	1 8	41	10	11	10	256	10	10	118	49
IVIVIIIL FIUW	10	10	ď	41	10	11	10	200	10	10	ΠŊ	49
	Minor2			Minor1			Major1		N	Major2		
Conflicting Flow All	455	449	143	453	468	261	167	0	0	266	0	0
Stage 1	163	163	-	281	281	-	-	-	-	-	-	-
Stage 2	292	286	-	172	187	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	517	507	907	519	494	780	1417	-	-	1304	-	-
Stage 1	841	765	-	728	680	-	-	-	-	-	-	-
Stage 2	718	677	-	832	747	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	495	498	907	500	486	780	1417	-	-	1304	-	-
Mov Cap-2 Maneuver	495	498	-	500	486	-	-	-	-	-	-	-
Stage 1	834	758	-	722	675	-	-	-	-	-	-	-
Stage 2	692	672	-	806	740	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	11.6			12.7			0.3			0.4		
HCM LOS	В			В			3.0			3.1		
Minor Long /Marin P.		NDI	NDT	NDD	EDL 411	VDL 4	CDI	CDT	CDD			
Minor Lane/Major Mvm	11	NBL	NBT	MRK	EBLn1V		SBL	SBT	SBR			
Capacity (veh/h)		1417	-	-	570	531	1304	-	-			
HCM Lane V/C Ratio		0.007	-		0.049	0.117	0.008	-	-			
HCM Control Delay (s)		7.6	0	-	11.6	12.7	7.8	0	-			
HCM Lane LOS		A	Α	-	В	В	A	Α	-			
HCM 95th %tile Q(veh)	)	0	-	-	0.2	0.4	0	-	-			

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	LUL	4	LDIC	VVDL	4	WER	NDL	4	NDI	ODL	4	ODIC
Traffic Vol, veh/h	10	10	5	28	10	7	10	132	10	10	60	33
Future Vol, veh/h	10	10	5	28	10	7	10	132	10	10	60	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized			None		-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	2,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	10	10	5	28	10	7	10	172	10	10	78	33
Major/Minor I	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	321	317	95	319	328	177	111	0	0	182	0	0
Stage 1	115	115	-	197	197	-	-	-	-	-	-	-
Stage 2	206	202	-	122	131	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	634	601	964	636	592	869	1485	-	-	1399	-	-
Stage 1	892	802	-	807	740	-	-	-	-	-	-	-
Stage 2	798	736	-	885	790	-	-	-	-	-	-	-
Platoon blocked, %				,				-	-		-	-
Mov Cap-1 Maneuver	614	592	964	618	583	869	1485	-	-	1399	-	-
Mov Cap-2 Maneuver	614	592	-	618	583	-	-	-	-	-	-	-
Stage 1	886	796	-	801	735	-	-	-	-	-	-	-
Stage 2	775	731	-	862	784	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	10.7			11.1			0.4			0.6		
HCM LOS	В			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1485	-	-	652	638	1399	-				
HCM Lane V/C Ratio		0.007	-	-		0.071		-	-			
HCM Control Delay (s)		7.4	0	-	10.7	11.1	7.6	0	-			
HCM Lane LOS		Α	Α	-	В	В	Α	Α	-			
HCM 95th %tile Q(veh)	)	0	-	-	0.1	0.2	0	-	-			

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	LDL	4	LDK	WDL	4	WDR	NDL	4	אטוז	JDL	<u>361</u>	אומט
Traffic Vol, veh/h	10	10	10	10	10	10	10	204	10	10	126	10
Future Vol, veh/h	10	10	10	10	10	10	10	204	10	10	126	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-		None	-	-	None	-	_	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	10	10	10	10	10	10	10	265	10	10	164	10
Major/Minor I	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	489	484	169	489	484	270	174	0	0	275	0	0
Stage 1	189	189	-	290	290	-	-	-	-	-	-	-
Stage 2	300	295	-	199	194	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	491	484	878	491	484	771	1409	-	-	1294	-	-
Stage 1	815	746	-	720	674	-	-	-	-	-	-	-
Stage 2	711	671	-	805	742	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	471	476	878	471	476	771	1409	-	-	1294	-	-
Mov Cap-2 Maneuver	471	476	-	471	476	-	-	-	-	-	-	-
Stage 1	808	739	-	714	669	-	-	-	-	-	-	-
Stage 2	686	666	-	778	735	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	11.8			12			0.3			0.4		
HCM LOS	В			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1409	-	-	559	543	1294	_	_			
HCM Lane V/C Ratio		0.007	_	_	0.054			_	_			
HCM Control Delay (s)		7.6	0	-	11.8	12	7.8	0	-			
HCM Lane LOS		Α	A	-	В	В	Α	A	-			
HCM 95th %tile Q(veh)	)	0	-	-	0.2	0.2	0	-	-			
· ·												

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	10	10	10	10	10	10	10	136	10	10	84	10
Future Vol, veh/h	10	10	10	10	10	10	10	136	10	10	84	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	10	10	10	10	10	10	10	177	10	10	109	10
Major/Minor I	Minor2			Minor1			Major1		ſ	Major2		
Conflicting Flow All	346	341	114	346	341	182	119	0	0	187	0	0
Stage 1	134	134	-	202	202	-	-	-	-	-	-	_
Stage 2	212	207	-	144	139	_	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	610	583	941	610	583	863	1475	-	-	1393	-	-
Stage 1	872	787	-	802	736	-	-	-	-	-	-	-
Stage 2	792	732	-	861	784	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	587	574	941	588	574	863	1475	-	-	1393	-	-
Mov Cap-2 Maneuver	587	574	-	588	574	-	-	-	-	-	-	-
Stage 1	865	781	-	796	730	-	-	-	-	-	-	-
Stage 2	766	726	-	834	778	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	10.7			10.8			0.4			0.6		
HCM LOS	В			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1475	_		665	652	1393	_	_			
HCM Lane V/C Ratio		0.007	_	_		0.046		_	_			
HCM Control Delay (s)		7.5	0	_	10.7	10.8	7.6	0	-			
HCM Lane LOS		A	A	-	В	В	A	A	-			
HCM 95th %tile Q(veh)	)	0	-	-	0.1	0.1	0	-	-			

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	LUL	4	LDI	VVDL	4	WER	NUL	4	NOR	ODL	4	ODIN
Traffic Vol, veh/h	10	10	10	10	10	10	10	204	10	10	126	10
Future Vol, veh/h	10	10	10	10	10	10	10	204	10	10	126	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized			None		-	None	-	_	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	2,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	10	10	10	10	10	10	10	265	10	10	164	10
Major/Minor I	Minor2			Minor1			Major1		1	Major2		
Conflicting Flow All	489	484	169	489	484	270	174	0	0	275	0	0
Stage 1	189	189	-	290	290		-	-	-	-	-	-
Stage 2	300	295	-	199	194	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	491	484	878	491	484	771	1409	-	-	1294	-	-
Stage 1	815	746	-	720	674	-	-	-	-	-	-	-
Stage 2	711	671	-	805	742	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	471	476	878	471	476	771	1409	-	-	1294	-	-
Mov Cap-2 Maneuver	471	476	-	471	476	-	-	-	-	-	-	-
Stage 1	808	739	-	714	669	-	-	-	-	-	-	-
Stage 2	686	666	-	778	735	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	11.8			12			0.3			0.4		
HCM LOS	В			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1409	_	-	559	543	1294	_	_			
HCM Lane V/C Ratio		0.007	_	_		0.055		_	_			
HCM Control Delay (s)		7.6	0	_	11.8	12	7.8	0	-			
HCM Lane LOS		Α	A	-	В	В	А	A	-			
HCM 95th %tile Q(veh)	)	0	-	-	0.2	0.2	0	-	-			
,												

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	LDIN	1100	4	TIDIC	HUL	4	HOR	- ODE	4	OBIL
Traffic Vol, veh/h	10	10	10	10	10	10	10	136	10	10	84	10
Future Vol, veh/h	10	10	10	10	10	10	10	136	10	10	84	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	10	10	10	10	10	10	10	177	10	10	109	10
Major/Minor	Minor2			Minor1			Major1		ľ	Major2		
Conflicting Flow All	346	341	114	346	341	182	119	0	0	187	0	0
Stage 1	134	134	-	202	202	-	-	-	-	-	-	-
Stage 2	212	207	-	144	139	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	610	583	941	610	583	863	1475	-	-	1393	-	-
Stage 1	872	787	-	802	736	-	-	-	-	-	-	-
Stage 2	792	732	-	861	784	-	-	-	-	-	-	-
Platoon blocked, %	F07	F74	0.41	F00	F74	0/1	1 475	-	-	1202	-	-
Mov Cap-1 Maneuver	587	574 574	941	588	574 574	863	1475	-	-	1393	-	-
Mov Cap-2 Maneuver	587 865	781	-	588 <b>796</b>	730	-	-	-	-	-	-	-
Stage 1 Stage 2	766	781	-	834	730	-	-	-	-	-	-	-
Jiayt Z	700	720	_	034	110	_	_	-		_	_	-
A				14/5			ND			CD		
Approach	EB			WB			NB			SB		
HCM Control Delay, s	10.7			10.8			0.4			0.6		
HCM LOS	В			В								
Naire and any (Naire and A		NDI	NDT	NDD	CDL - 41	NDL 1	CDI	CDT	CDD			
Minor Lane/Major Mvm	IL	NBL	NBT		EBLn1V		SBL	SBT	SBR			
Capacity (veh/h)		1475	-	-	665	652		-	-			
HCM Captrol Dalay (c)		0.007	-	-		0.046		-	-			
HCM Lang LOS		7.5	0	-	10.7	10.8	7.6	0	-			
HCM Lane LOS HCM 95th %tile Q(veh	١	A 0	A -	-	B	0.1	A 0	A -	-			
HOW YOU WILL WILL	)	U	-	-	0.1	0.1	U	-	-			

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	4	37	9	5	45	8	2	202	11	3	133	7
Future Vol, veh/h	4	37	9	5	45	8	2	202	11	3	133	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	4	37	9	5	45	8	2	263	11	3	173	7
Major/Minor I	Minor2			Minor1			Major1		N	Major2		
Conflicting Flow All	482	461	177	479	459	269	180	0	0	274	0	0
Stage 1	183	183	-	273	273	-	-	-	-		-	-
Stage 2	299	278	_	206	186	_	_	_	_	_	_	_
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	496	499	869	499	500	772	1402	-	-	1295	-	-
Stage 1	821	750	-	735	686	-	-	-	-	-	-	-
Stage 2	712	682	-	798	748	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	455	497	869	464	498	772	1402	-	-	1295	-	-
Mov Cap-2 Maneuver	455	497	-	464	498	-	-	-	-	-	-	-
Stage 1	819	748	-	734	685	-	-	-	-	-	-	-
Stage 2	657	681	-	748	746	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	12.4			12.8			0.1			0.1		
HCM LOS	В			В			0.1			0, 1		
TOW LOO	U			U								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	WBI n1	SBL	SBT	SBR			
Capacity (veh/h)		1402		-	534	520	1295	-	-			
HCM Lane V/C Ratio		0.001	-			0.112		-	_			
HCM Control Delay (s)		7.6	0		12.4	12.8	7.8	0	-			
HCM Lane LOS		7.0 A	A	-	12.4 B	12.0 B	7.0 A	A	-			
HCM 95th %tile Q(veh)	)	0	-	-	0.3	0.4	0	-				
110W 70W 70W Q(VCH)		0			0.0	0.7						

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	LDL	4	LDIN	VVDL	4	WDIX	NDL	4	NDIX	ODL	4	ODIC
Traffic Vol, veh/h	3	41	6	4	44	6	1	134	7	2	89	4
Future Vol, veh/h	3	41	6	4	44	6	1	134	7	2	89	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	3	41	6	4	44	6	1	174	7	2	116	4
Major/Minor I	Minor2			Minor1			Major1		1	Major2		
Conflicting Flow All	327	305	118	326	304	178	120	0	0	181	0	0
Stage 1	122	122	-	180	180	-	-	-	-	-	-	-
Stage 2	205	183	-	146	124	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	628	610	937	629	611	868	1474	-	-	1400	-	-
Stage 1	885	797	-	824	752	-	-	-	-	-	-	-
Stage 2	799	750	-	859	795	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	588	608	937	591	609	868	1474	-	-	1400	-	-
Mov Cap-2 Maneuver	588	608	-	591	609	-	-	-	-	-	-	-
Stage 1	884	795	-	823	751	-	-	-	-	-	-	-
Stage 2	746	749	-	808	793	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB	_	
HCM Control Delay, s	11.2			11.3			0			0.1		
HCM LOS	В			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1474	_	-		628	1400	_	_			
HCM Lane V/C Ratio		0.001	_	_		0.086		_	_			
HCM Control Delay (s)		7.4	0	_	11.2	11.3	7.6	0	-			
HCM Lane LOS		Α	A	-	В	В	A	A	_			
HCM 95th %tile Q(veh)	)	0	-	-	0.3	0.3	0	-	-			

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol., veh/h	10	10	10	10	10	10	10	204	10	10	138	10
Future Vol, veh/h	10	10	10	10	10	10	10	204	10	10	138	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	10	10	10	10	10	10	10	265	10	10	179	10
Major/Minor I	Minor2			Minor1			Major1		ľ	Major2		
Conflicting Flow All	504	499	184	504	499	270	189	0	0	275	0	0
Stage 1	204	204	-	290	290	-	-	-	-	-	-	-
Stage 2	300	295	-	214	209	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	480	475	861	480	475	771	1391	-	-	1294	-	-
Stage 1	800	735	-	720	674	-	-	-	-	-	-	-
Stage 2	711	671	-	790	731	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	460	467	861	461	467	771	1391	-	-	1294	-	-
Mov Cap-2 Maneuver	460	467	-	461	467	-	-	-	-	-	-	-
Stage 1	794	728	-	714	669	-	-	-	-	-	-	-
Stage 2	686	666	-	763	724	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	11.9			12.1			0.3			0.4		
HCM LOS	В			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1391	-	-	548	535	1294	-	-			
HCM Lane V/C Ratio		0.007	-	-	0.055	0.056	0.008	-	-			
HCM Control Delay (s)		7.6	0	-	11.9	12.1	7.8	0	-			
HCM Lane LOS		Α	Α	-	В	В	Α	Α	-			
HCM 95th %tile Q(veh)	)	0	-	-	0.2	0.2	0	-	-			

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	LDL	4	LDI	VVDL	4	WDIX	NDL	4	NUN	JUL	#	JUIN
Traffic Vol, veh/h	10	10	10	10	10	10	10	136	10	10	92	10
Future Vol, veh/h	10	10	10	10	10	10	10	136	10	10	92	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	2,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	10	10	10	10	10	10	10	177	10	10	120	10
Major/Minor I	Minor2			Minor1			Major1		1	Major2		
Conflicting Flow All	357	352	125	357	352	182	130	0	0	187	0	0
Stage 1	145	145	-	202	202	-	-	-	-	-	-	-
Stage 2	212	207	-	155	150	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	600	574	928	600	574	863	1462	-	-	1393	-	-
Stage 1	860	779	-	802	736	-	-	-	-	-	-	-
Stage 2	792	732	-	850	775	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	578	565	928	578	565	863	1462	-	-	1393	-	-
Mov Cap-2 Maneuver	578	565	-	578	565	-	-	-	-	-	-	-
Stage 1	853	773	-	796	730	-	-	-	-	-	-	-
Stage 2	766	726	-	823	769	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	10.8			10.9			0.4			0.5		
HCM LOS	В			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1462	-	-		644	1393	-	-			
HCM Lane V/C Ratio		0.007	-	-		0.047		-	-			
HCM Control Delay (s)		7.5	0	-	10.8	10.9	7.6	0	-			
HCM Lane LOS		Α	А	-	В	В	Α	Α	-			
HCM 95th %tile Q(veh)	)	0	-	-	0.1	0.1	0	-	-			

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	10	10	10	10	10	10	10	204	10	10	144	10
Future Vol, veh/h	10	10	10	10	10	10	10	204	10	10	144	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	10	10	10	10	10	10	10	265	10	10	187	10
Major/Minor N	Minor2			Minor1		I	Major1		- 1	Major2		
Conflicting Flow All	512	507	192	512	507	270	197	0	0	275	0	0
Stage 1	212	212	-	290	290	-	-	-	-	-	-	-
Stage 2	300	295	-	222	217	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	474	470	852	474	470	771	1382	-	-	1294	-	-
Stage 1	792	729	-	720	674	-	-	-	-	-	-	-
Stage 2	711	671	-	783	725	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	454	462	852	455	462	771	1382	-	-	1294	-	-
Mov Cap-2 Maneuver	454	462	-	455	462	-	-	-	-	-	-	-
Stage 1	785	722	-	714	668	-	-	-	-	-	-	-
Stage 2	685	665	-	756	718	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	12			12.2			0.3			0.4		
HCM LOS	В			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NRD	EBLn1V	WRI n1	SBL	SBT	SBR			
Capacity (veh/h)	II.	1382	NDI -	NDK	541	530	1294	301	JUK			
HCM Lane V/C Ratio		0.007	-			0.057		-	-			
HCM Control Delay (s)		7.6	0	-	12	12.2	7.8	0	-			
HCM Lane LOS		7.0 A	A	-	12 B	12.2 B	7.0 A	A	-			
HCM 95th %tile Q(veh)	)	0	- A	-	0.2	0.2	0	- A	-			
110W 75W 70W Q(VCH)		- 0	_		0.2	0.2	U					

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	10	10	10	10	10	10	10	136	10	10	96	10
Future Vol, veh/h	10	10	10	10	10	10	10	136	10	10	96	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	10	10	10	10	10	10	10	177	10	10	125	10
Major/Minor I	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	362	357	130	362	357	182	135	0	0	187	0	0
Stage 1	150	150	-	202	202	-	-	-	-	-	-	-
Stage 2	212	207	-	160	155	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	596	571	922	596	571	863	1456	-	-	1393	-	-
Stage 1	855	775	-	802	736	-	-	-	-	-	-	-
Stage 2	792	732	-	845	771	-	-	-	-	-	-	-
Platoon blocked, %			0.55		F 1 5	615	4.17	-	-	1000	-	-
Mov Cap-1 Maneuver	574	562	922	575	562	863	1456	-	-	1393	-	-
Mov Cap-2 Maneuver	574	562	-	575	562	-	-	-	-	-	-	-
Stage 1	848	769	-	796	730	-	-	-	-	-	-	-
Stage 2	766	726	-	818	765	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	10.8			10.9			0.4			0.5		
HCM LOS	В			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1456	-	-	651	641	1393	-				
HCM Lane V/C Ratio		0.007	_			0.047		_	_			
HCM Control Delay (s)		7.5	0	_	10.8	10.9	7.6	0	-			
HCM Lane LOS		Α.	A	_	В	В	Α.	A	_			
HCM 95th %tile Q(veh)	)	0	-	-	0.1	0.1	0	-	-			
	,					0.7						

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		<b>∱</b> ⊅			<b>∱</b> ⊅		ሻ	<b>•</b>	7	ሻ	₽	
Traffic Volume (veh/h)	34	418	31	30	512	18	59	164	41	11	113	32
Future Volume (veh/h)	34	418	31	30	512	18	59	164	41	11	113	32
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	4.00	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	1005	No	1005	1005	No	1005	1005	No	1005	1005	No	1005
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h Peak Hour Factor	34 1.00	418 1.00	31 1.00	30 1.00	512 1.00	18 1.00	59 1.00	213 1.00	41 1.00	11 1.00	147 1.00	32 1.00
Percent Heavy Veh, %	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Cap, veh/h	448	1724	127	556	1800	63	465	735	623	398	585	127
Arrive On Green	1.00	1.00	1.00	0.51	0.51	0.51	0.13	0.13	0.13	0.39	0.39	0.39
Sat Flow, veh/h	880	3381	250	949	3530	124	1215	1885	1598	1135	1500	327
Grp Volume(v), veh/h	34	221	228	30	259	271	59	213	41	11	0	179
Grp Sat Flow(s), veh/h/ln	880	1791	1840	949	1791	1863	1215	1885	1598	1135	0	1826
Q Serve(g_s), s	0.7	0.0	0.0	1.6	8.3	8.3	4.4	10.2	2.3	0.7	0.0	6.6
Cycle Q Clear(g_c), s	9.0	0.0	0.0	1.6	8.3	8.3	11.0	10.2	2.3	10.9	0.0	6.6
Prop In Lane	1.00		0.14	1.00	0.0	0.07	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	448	913	939	556	913	950	465	735	623	398	0	712
V/C Ratio(X)	0.08	0.24	0.24	0.05	0.28	0.28	0.13	0.29	0.07	0.03	0.00	0.25
Avail Cap(c_a), veh/h	448	913	939	556	913	950	465	735	623	398	0	712
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.7	0.0	0.0	12.4	14.0	14.0	34.4	31.0	27.6	25.6	0.0	20.6
Incr Delay (d2), s/veh	0.3	0.6	0.6	0.0	0.2	0.2	0.6	1.0	0.2	0.1	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.2	0.3	3.3	3.4	1.5	5.3	0.9	0.2	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	1.1	0.6	0.6	12.4	14.2	14.2	35.0	32.0	27.8	25.7	0.0	21.5
LnGrp LOS	A	Α	A	В	В	В	С	С	С	С	A	<u>C</u>
Approach Vol, veh/h		483			560			313			190	
Approach Delay, s/veh		0.6			14.1			32.0			21.7	
Approach LOS		А			В			С			С	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		44.0		56.0		44.0		56.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		39.0		51.0		39.0		51.0				
Max Q Clear Time (g_c+I1), s		12.9		10.3		13.0		11.0				
Green Ext Time (p_c), s		1.1		3.7		1.6		3.2				
Intersection Summary												
HCM 6th Ctrl Delay			14.5									
HCM 6th LOS			В									

9	•	<b>→</b>	*	•	<b>←</b>	•	4	†	<b>/</b>	/	ţ	4	
Movement EE	BL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	ř	<b>^</b>	7	Ť	<b>↑</b> ↑		Ť	f)		7	f)		
Traffic Volume (veh/h)	22	438	20	20	571	12	40	109	28	17	76	21	
Future Volume (veh/h)	22	438	20	20	571	12	40	109	28	17	76	21	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT) 1.0	00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj 1.0	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 188	85	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	
Adj Flow Rate, veh/h	22	438	20	20	571	12	40	142	28	17	99	21	
	00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1	
Cap, veh/h 40	62	1970	879	531	1973	41	462	535	106	397	528	112	
	55	0.55	0.55	0.55	0.55	0.55	0.12	0.12	0.12	0.35	0.35	0.35	
Sat Flow, veh/h 83	38	3582	1598	941	3587	75	1282	1529	302	1225	1508	320	
Grp Volume(v), veh/h	22	438	20	20	285	298	40	0	170	17	0	120	
Grp Sat Flow(s), veh/h/ln 83	38	1791	1598	941	1791	1872	1282	0	1831	1225	0	1828	
Q Serve(g_s), s 1	1.4	6.3	0.6	1.1	8.5	8.5	2.8	0.0	8.5	1.0	0.0	4.6	
Cycle Q Clear(g_c), s 10	0.0	6.3	0.6	7.4	8.5	8.5	7.4	0.0	8.5	9.5	0.0	4.6	
Prop In Lane 1.0	00		1.00	1.00		0.04	1.00		0.16	1.00		0.17	
Lane Grp Cap(c), veh/h 40	62	1970	879	531	985	1029	462	0	641	397	0	640	
V/C Ratio(X) 0.0	05	0.22	0.02	0.04	0.29	0.29	0.09	0.00	0.27	0.04	0.00	0.19	
Avail Cap(c_a), veh/h 4	62	1970	879	531	985	1029	462	0	641	397	0	640	
HCM Platoon Ratio 1.0	00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	
Upstream Filter(I) 1.0	00	1.00	1.00	0.97	0.97	0.97	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh 14	4.7	11.5	10.3	13.4	12.0	12.0	34.1	0.0	32.5	27.4	0.0	22.6	
Incr Delay (d2), s/veh 0	0.2	0.3	0.0	0.1	0.7	0.7	0.4	0.0	1.0	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	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/lr0		2.5	0.2	0.3	3.4	3.6	1.0	0.0	4.2	0.3	0.0	2.1	
Unsig. Movement Delay, s/	/veh												
LnGrp Delay(d),s/veh 14	1.9	11.8	10.3	13.6	12.8	12.7	34.5	0.0	33.5	27.6	0.0	23.3	
LnGrp LOS	В	В	В	В	В	В	С	Α	С	С	Α	С	
Approach Vol, veh/h		480			603			210			137		
Approach Delay, s/veh		11.9			12.8			33.7			23.8		
Approach LOS		В			В			С			С		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc), s		40.0		60.0		40.0		60.0					
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0					
Max Green Setting (Gmax)	). S	35.0		55.0		35.0		55.0					
Max Q Clear Time (g_c+l1)		11.5		10.5		10.5		12.0					
Green Ext Time (p_c), s	,, ,	0.7		4.1		1.1		3.5					
Intersection Summary													
HCM 6th Ctrl Delay			16.6										
HCM 6th LOS			В										
TOW OUT LOS			D										

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	LUL	4	LDIN	VVDL	4	VVDIX	NDL	4	אטוו	JUL	4	JUIN
Traffic Vol, veh/h	15	0	11	18	10	20	22	228	1	10	155	11
Future Vol, veh/h	15	0	11	18	10	20	22	228	1	10	155	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized			None	-	-	None	-	_	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	15	0	11	18	10	20	22	296	1	10	202	11
Major/Minor I	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	584	569	208	574	574	297	213	0	0	297	0	0
Stage 1	228	228	-	341	341	-	-	-	-	-	-	
Stage 2	356	341	-	233	233	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	425	433	835	431	430	745	1363	-	-	1270	-	-
Stage 1	777	717	-	676	640	-	-	-	-	-	-	-
Stage 2	664	640	-	772	714	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	397	421	835	416	418	745	1363	-	-	1270	-	-
Mov Cap-2 Maneuver	397	421	-	416	418	-	-	-	-	-	-	-
Stage 1	762	711	-	663	628	-	-	-	-	-	-	-
Stage 2	624	628	-	755	708	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	12.4			12.8			0.5			0.4		
HCM LOS	В			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1363	-	-	510	510	1270					
HCM Lane V/C Ratio		0.016	_			0.094		_	_			
HCM Control Delay (s)		7.7	0	-	12.4	12.8	7.9	0	-			
HCM Lane LOS		Α	A	-	В	В	A	A	_			
HCM 95th %tile Q(veh)	)	0	-	-	0.2	0.3	0	-	-			

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	10	12	7	12	18	13	15	152	1	7	104	7
Future Vol, veh/h	10	12	7	12	18	13	15	152	1	7	104	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	10	12	7	12	18	13	15	198	1	7	135	7
Major/Minor	Minor2			Minor1			Major1		N	Major2		
Conflicting Flow All	397	382	139	391	385	199	142	0	0	199	0	0
Stage 1	153	153	-	229	229	-		-	-	-	-	-
Stage 2	244	229	-	162	156	_	_	-	-	_	_	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	_	4.11	_	_
Critical Hdwy Stg 1	6.11	5.51		6.11	5.51		-	_	-	-	_	_
Critical Hdwy Stg 2	6.11	5.51	_	6.11	5.51	_	_	_	-	_	_	_
Follow-up Hdwy	3.509	4.009		3.509	4.009	3.309	2.209	_	_	2.209	_	
Pot Cap-1 Maneuver	565	553	912	570	550	845	1447	-	-	1379	-	_
Stage 1	852	773	- 12	776	717	-	-	_	_		_	
Stage 2	762	717	-	842	770	-	-	-	-	-	-	_
Platoon blocked, %	. 02			J 12	.,,			_	-		_	
Mov Cap-1 Maneuver	535	543	912	548	540	845	1447	-	-	1379	-	-
Mov Cap-2 Maneuver	535	543		548	540	-		_	-	-	_	_
Stage 1	842	768	-	767	708	-	-	-	-	-	-	-
Stage 2	722	708	_	818	765	_	_	_	-	_	_	_
g · -		. 33		3.3	. 55							
Approach	EB			WB			NB			SB		
HCM Control Delay, s	11.3			11.4			0.5			0.4		
HCM LOS	В			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1447	_	_	598	609	1379	_	_			
HCM Lane V/C Ratio		0.01	_	_	0.048			_	_			
HCM Control Delay (s)		7.5	0	_	11.3	11.4	7.6	0	-			
HCM Lane LOS		Α.	A	_	В	В	Α.	A	_			
HCM 95th %tile Q(veh	)	0	-	_	0.2	0.2	0	-	_			
	,				0.2	0.2						

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ች	ĵ.			4			4			4	
Traffic Vol, veh/h	20	20	16	14	30	18	18	217	7	19	140	34
Future Vol, veh/h	20	20	16	14	30	18	18	217	7	19	140	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	70	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	20	20	16	14	30	18	18	282	7	19	182	34
Major/Minor I	Minor2			Minor1			Major1		1	Major2		
Conflicting Flow All	583	562	199	577	576	286	216	0	0	289	0	0
Stage 1	237	237	-	322	322	-	-	-	-	-	-	-
Stage 2	346	325	-	255	254	_	_	_	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	425	437	845	429	429	755	1360	-	-	1279	-	-
Stage 1	768	711	-	692	653	-	-	-	-	-	-	-
Stage 2	672	651	-	752	699	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	382	423	845	396	415	755	1360	-	-	1279	-	-
Mov Cap-2 Maneuver	382	423	-	396	415	-	-	-	-	-	-	-
Stage 1	756	699	-	681	643	-	-	-	-	-	-	-
Stage 2	615	641	-	704	687	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	13.1			13.8			0.5			0.6		
HCM LOS	В			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NRR	FBI n1	EBLn2V	VBI n1	SBL	SBT	SBR		
Capacity (veh/h)		1360			382	544	472	1279		-		
HCM Lane V/C Ratio		0.013	-	_		0.066			_	-		
HCM Control Delay (s)		7.7	0	_	14.9	12.1	13.8	7.9	0	_		
HCM Lane LOS		Α.,	A	_	В	В	В	Α	A	_		
HCM 95th %tile Q(veh	)	0	-	_	0.2	0.2	0.5	0	-	-		
					0.2	0.2	3.0	- 0				

Intersection												
Int Delay, s/veh	3.8											
int belay, siven												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		<u>ነ</u>	₽.			4			4	
Traffic Vol, veh/h	13	38	11	9	61	12	12	144	5	13	93	23
Future Vol, veh/h	13	38	11	9	61	12	12	144	5	13	93	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	65	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	13	38	11	9	61	12	12	187	5	13	121	23
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	409	375	133	397	384	190	144	0	0	192	0	0
Stage 1	159	159	133	214	214	170	144	U	U	172	U	U
Stage 2	250	216	-	183	170	-		-	-		-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	0.21	6.11	5.51	0.21	4.11			4.11	_	_
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209			2.209	_	
Pot Cap-1 Maneuver	555	558	919	565	551	854	1445	-	-	1388	-	-
Stage 1	846	768	717	790	727	054	1443			1300	-	
Stage 2	756	726	-	821	760	-	-	-	-	-	-	-
Platoon blocked, %	130	720		UZ I	700							
Mov Cap-1 Maneuver	493	547	919	521	541	854	1445	_	_	1388	_	_
Mov Cap-1 Maneuver		547	717	521	541	- 004	-	_		- 1300	_	
Stage 1	838	760		783	720							_
Stage 2	676	719	_	763	752	_		_				_
Juge 2	370	/ 1 /		, 03	102							
Approach	EB			WB			NB			SB		
HCM Control Delay, s	12			12.2			0.4			0.6		
HCM LOS	В			В								
Minor Lane/Major Mvr	nt	NBL	NBT	NBR	EBLn1\	VBLn1\	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)		1445		-	575	521	576	1388				
HCM Lane V/C Ratio		0.008	_		0.108		0.127		_	_		
HCM Control Delay (s	)	7.5	0		12	12	12.2	7.6	0	_		
HCM Lane LOS	1	Α.5	A	-	В	В	12.2 B	7.0 A	A	_		
HCM 95th %tile Q(veh	1)	0	-	_	0.4	0.1	0.4	0	-	-		
1101VI 70111 701110 Q(VCI	'/	0			0.4	0.1	0.4	U				

	۶	<b>→</b>	•	•	<b>←</b>	•	4	<b>†</b>	<b>/</b>	<b>&gt;</b>	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			- ↔			₩.			₩.	
Traffic Volume (veh/h)	17	94	12	10	61	14	12	209	12	20	125	20
Future Volume (veh/h)	17	94	12	10	61	14	12	209	12	20	125	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	1005	No	1005	1005	No	1005	1005	No	1005	1005	No	1005
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	17	94	12 1.00	10	61	14	12	272	12	20	162	20
Peak Hour Factor Percent Heavy Veh, %	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	1.00	1.00	1.00	1.00	1.00
Cap, veh/h	55	133	16	51	126	27	70	1423	61	149	1189	1 143
Arrive On Green	0.18	0.18	0.18	0.09	0.09	0.09	1.00	1.00	1.00	0.82	0.82	0.82
Sat Flow, veh/h	157	1472	176	115	1402	299	39	1736	75	134	1451	174
Grp Volume(v), veh/h	123	0	0	85	0	0	296	0	0	202	0	0
Grp Sat Flow(s), veh/h/ln	1805	0	0	1815	0	0	1850	0	0	1759	0	0
Q Serve(g_s), s	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.4	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0
Prop In Lane	0.14	0.0	0.10	0.12	0.0	0.16	0.04	0.0	0.04	0.10	0.0	0.10
Lane Grp Cap(c), veh/h	204	0	0	204	0	0	1554	0	0	1482	0	0
V/C Ratio(X)	0.60	0.00	0.00	0.42	0.00	0.00	0.19	0.00	0.00	0.14	0.00	0.00
Avail Cap(c_a), veh/h	703	0	0	700	0	0	1554	0	0	1482	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	39.9	0.0	0.0	43.4	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0
Incr Delay (d2), s/veh	2.4	0.0	0.0	1.4	0.0	0.0	0.3	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	2.1	0.0	0.0	0.1	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.3	0.0	0.0	44.8	0.0	0.0	0.3	0.0	0.0	2.0	0.0	0.0
LnGrp LOS	D	Α	A	D	A	A	A	Α	A	A	A	<u>A</u>
Approach Vol, veh/h		123			85			296			202	
Approach Delay, s/veh		42.3			44.8			0.3			2.0	
Approach LOS		D			D			А			А	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		86.5		13.5		86.5		13.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		53.5		37.5		53.5		37.5				
Max Q Clear Time (g_c+l1), s		4.2		6.4		2.0		8.4				
Green Ext Time (p_c), s		1.3		0.4		2.0		0.7				
Intersection Summary												
HCM 6th Ctrl Delay			13.4									
HCM 6th LOS			В									

	۶	<b>→</b>	•	•	<b>←</b>	•	4	<b>†</b>	<u> </u>	<b>&gt;</b>	<b>↓</b>	✓	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4			4			4		
Traffic Volume (veh/h)	11	91	9	7	78	8	7	139	8	14	84	13	
Future Volume (veh/h)	11	91	9	7	78	8	7	139	8	14	84	13	
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 Approac	h	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	
Adj Flow Rate, veh/h	11	91	9	7	78	8	7	181	8	14	109	13	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1	
Cap, veh/h	48	133	13	45	136	13	64	1444	63	158	1207	140	
Arrive On Green	80.0	0.08	0.08	0.03	0.03	0.03	1.00	1.00	1.00	0.27	0.27	0.27	
Sat Flow, veh/h	103	1579	148	69	1615	158	32	1748	76	143	1461	170	
Grp Volume(v), veh/h	111	0	0	93	0	0	196	0	0	136	0	0	
Grp Sat Flow(s), veh/h/lr	1830	0	0	1843	0	0	1856	0	0	1774	0	0	
Q Serve(g_s), s	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Q Clear(g_c), s	5.8	0.0	0.0	4.9	0.0	0.0	0.0	0.0	0.0	5.5	0.0	0.0	
Prop In Lane	0.10		0.08	0.08		0.09	0.04		0.04	0.10		0.10	
Lane Grp Cap(c), veh/h	194	0	0	194	0	0	1570	0	0	1504	0	0	
V/C Ratio(X)	0.57	0.00	0.00	0.48	0.00	0.00	0.12	0.00	0.00	0.09	0.00	0.00	
Avail Cap(c_a), veh/h	784	0	0	788	0	0	1570	0	0	1504	0	0	
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	0.33	0.33	0.33	
Upstream Filter(I)	1.00	0.00	0.00	0.93	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	
Uniform Delay (d), s/veh	144.6	0.0	0.0	46.9	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	
Incr Delay (d2), s/veh	2.7	0.0	0.0	1.7	0.0	0.0	0.2	0.0	0.0	0.1	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	n/ln2.8	0.0	0.0	2.4	0.0	0.0	0.1	0.0	0.0	1.7	0.0	0.0	
Unsig. Movement Delay	, s/veh												
LnGrp Delay(d),s/veh	47.2	0.0	0.0	48.6	0.0	0.0	0.2	0.0	0.0	8.4	0.0	0.0	
LnGrp LOS	D	Α	Α	D	Α	Α	Α	Α	Α	Α	Α	Α	
Approach Vol, veh/h		111			93			196			136		
Approach Delay, s/veh		47.2			48.6			0.2			8.4		
Approach LOS		D			D			Α			Α		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)	S	87.1		12.9		87.1		12.9					
Change Period (Y+Rc),		4.5		4.5		4.5		4.5					
Max Green Setting (Gm		49.5		41.5		49.5		41.5					
Max Q Clear Time (g_c-		7.5		6.9		2.0		7.8					
Green Ext Time (p_c), s		0.8		0.9		1.2		0.6					
		0.0		0.0		1.2		0.0					
Intersection Summary			20.4										
HCM 6th Ctrl Delay			20.4										
HCM 6th LOS			С										

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	LDL	4	LDIN	VVDL	4	WDIX	NDL	4	NDIX	ODL	4	ODIC
Traffic Vol, veh/h	20	24	5	6	43	9	7	197	8	15	122	8
Future Vol, veh/h	20	24	5	6	43	9	7	197	8	15	122	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	2,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	20	24	5	6	43	9	7	256	8	15	159	8
Major/Minor I	Minor2			Minor1			Major1		1	Major2		
Conflicting Flow All	493	471	163	482	471	260	167	0	0	264	0	0
Stage 1	193	193	-	274	274	-	-	-	-	-	-	-
Stage 2	300	278	-	208	197	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	488	492	884	496	492	781	1417	-	-	1306	-	-
Stage 1	811	743	-	734	685	-	-	-	-	-	-	-
Stage 2	711	682	-	796	740	-	-	-	-	-	-	-
Platoon blocked, %						=0.1	=	-	-	100/	-	-
Mov Cap-1 Maneuver	443	483	884	468	483	781	1417	-	-	1306	-	-
Mov Cap-2 Maneuver	443	483	-	468	483	-	-	-	-	-	-	-
Stage 1	806	733	-	730	681	-	-	-	-	-	-	-
Stage 2	654	678	-	756	730	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	13.2			12.9			0.2			0.6		
HCM LOS	В			В								
Minor Lane/Major Mvm	nt _	NBL	NBT	NBR	EBLn1V	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1417	-	-	488	512	1306	-	-			
HCM Lane V/C Ratio		0.005	-	-		0.113		-	-			
HCM Control Delay (s)		7.6	0	-	13.2	12.9	7.8	0	-			
HCM Lane LOS		Α	А	-	В	В	А	Α	-			
HCM 95th %tile Q(veh)	)	0	-	-	0.3	0.4	0	-	-			

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	13	34	3	4	48	6	5	131	5	10	82	6
Future Vol, veh/h	13	34	3	4	48	6	5	131	5	10	82	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized			None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	2,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	13	34	3	4	48	6	5	170	5	10	107	6
Major/Minor	Minor2			Minor1			Major1		1	Major2		
Conflicting Flow All	340	315	110	332	316	173	113	0	0	175	0	0
Stage 1	130	130	-	183	183	1/3	113	-	U	1/3	-	<u> </u>
Stage 2	210	185	-	149	133		_				-	
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11		_	4.11	_	
Critical Hdwy Stg 1	6.11	5.51	0.21	6.11	5.51	0.21	7.11			7.11	-	
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51			_	-		-	
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209			2.209	-	
Pot Cap-1 Maneuver	616	602	946	623	602	873	1483		_	1407	-	
Stage 1	876	791	740	821	750	- 0/3	1700		_	- 1707	_	_
Stage 2	794	749	_	856	788					_		_
Platoon blocked, %	,,,-	177		000	,00			_	_		_	_
Mov Cap-1 Maneuver	569	595	946	589	595	873	1483	_	_	1407	_	_
Mov Cap-2 Maneuver	569	595	740	589	595	- 575	- 1.00	_	_	- 1.07	_	_
Stage 1	872	785	_	818	747	_	_	_	_	_	_	_
Stage 2	735	746	_	810	782	_	_	_	_	-	_	_
2.a.go 2	. 00	. 10		3.0	. 02							
Approach	EB			WB			NB			SB		
HCM Control Delay, s	11.5			11.5			0.2			0.6		
HCM LOS	11.3 B			11.3 B			0.2			0.0		
TIOWI EOO	U			U								
Minor Lane/Major Mvm	nt	NBL	NBT	NRR	EBLn1V	VBI n1	SBL	SBT	SBR			
Capacity (veh/h)		1483		-	601	615	1407		-			
HCM Lane V/C Ratio		0.003	-			0.094		-	-			
HCM Control Delay (s)		7.4	0	-	11.5	11.5	7.6	0	-			
HCM Lane LOS		7.4 A	A	-	11.5 B	11.5 B	7.0 A	A	-			
HCM 95th %tile Q(veh	)	0	- A	-	0.3	0.3	0	- A	-			
HOW 75th 76the Q(Veh)	)	- 0			0.3	0.5	U					

	۶	<b>→</b>	•	•	<b>←</b>	•	1	<b>†</b>	/	<b>/</b>	<b>↓</b>	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				7	41₽	7	75	<b>•</b>				7
Traffic Volume (veh/h)	0	0	0	415	512	30	177	277	0	0	113	17
Future Volume (veh/h)	0	0	0	415	512	30	177	277	0	0	113	17
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	1.00	4.00	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				1885	No 1885	1885	1885	No 1885	0	0	No 1885	1885
Adj Sat Flow, veh/h/ln Adj Flow Rate, veh/h				309	660	30	177	360	0	0	147	17
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %				1.00	1.00	1.00	1.00	1.00	0	0	1.00	1.00
Cap, veh/h				434	911	386	1214	1241	0	0	490	415
Arrive On Green				0.24	0.24	0.24	0.70	1.00	0.00	0.00	0.52	0.52
Sat Flow, veh/h				1795	3770	1598	3483	1885	0	0	1885	1598
Grp Volume(v), veh/h				309	660	30	177	360	0	0	147	17
Grp Sat Flow(s), veh/h/ln				1795	1885	1598	1742	1885	0	0	1885	1598
Q Serve(g_s), s				15.8	16.1	1.5	1.7	0.0	0.0	0.0	4.4	0.5
Cycle Q Clear(g_c), s				15.8	16.1	1.5	1.7	0.0	0.0	0.0	4.4	0.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				434	911	386	1214	1241	0	0	490	415
V/C Ratio(X)				0.71	0.72	0.08	0.15	0.29	0.00	0.00	0.30	0.04
Avail Cap(c_a), veh/h				790	1659	703	1214	1241	0	0	490	415
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	1.00	1.00	0.97	0.97	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				34.7	34.9	29.3	10.1	0.0	0.0	0.0	18.8	17.9
Incr Delay (d2), s/veh				2.2	1.1	0.1	0.1	0.6	0.0	0.0	1.6	0.2
Initial Q Delay(d3),s/veh %ile BackOfQ(50%),veh/ln				0.0 7.1	0.0 7.4	0.0	0.0	0.0	0.0	0.0	0.0 2.0	0.0
Unsig. Movement Delay, s/veh				7.1	7.4	0.0	0.7	0.2	0.0	0.0	2.0	0.2
LnGrp Delay(d),s/veh				36.9	36.0	29.4	10.2	0.6	0.0	0.0	20.4	18.1
LnGrp LOS				D	D	C	В	Α	Α	Α	20.4 C	В
Approach Vol, veh/h					999			537	,,	,, <u>,                                  </u>	164	
Approach Delay, s/veh					36.1			3.7			20.1	
Approach LOS					D			A			C	
•	1	2				,						
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	39.8	31.0		29.2		70.8						
Change Period (Y+Rc), s	5.0	* 5		5.0		5.0						
Max Green Setting (Gmax), s	15.5	* 26		44.0 18.1		46.0						
Max Q Clear Time (g_c+l1), s Green Ext Time (p_c), s	3.7 0.4	6.4 0.7		6.1		2.0 2.4						
•	0.4	0.7		0.1		2.4						
Intersection Summary												
HCM 6th Ctrl Delay			24.3									
HCM 6th LOS			С									

User approved volume balancing among the lanes for turning movement.
\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Synchro 10 Report 01/21/2021 Baseline Page 25

٠	<b>→</b>	•	•	<b>←</b>	•	4	<b>†</b>	<u> </u>	<b>&gt;</b>	ţ	✓	
Movement EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations				414			र्स			f)		
Traffic Volume (veh/h) 0	0	0	21	652	20	1	15	0	0	76	11	
Future Volume (veh/h) 0	0	0	21	652	20	1	15	0	0	76	11	
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			1885	1885	1885	1885	1885	0	0	1885	1885	
Adj Flow Rate, veh/h			21	652	20	1	20	0	0	99	11	
Peak Hour Factor			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Percent Heavy Veh, %			1	1	1	1	1	0	0	1	1	
Cap, veh/h			28	908	29	65	1134	0	0	1037	115	
Arrive On Green			0.09	0.09	0.09	0.62	0.62	0.00	0.00	1.00	1.00	
Sat Flow, veh/h			108	3523	113	44	1821	0	0	1667	185	
Grp Volume(v), veh/h			364	0	329	21	0	0	0	0	110	
Grp Sat Flow(s),veh/h/ln			1880	0	1865	1865	0	0	0	0	1852	
Q Serve(g_s), s			18.9	0.0	17.1	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Q Clear(g_c), s			18.9	0.0	17.1	0.4	0.0	0.0	0.0	0.0	0.0	
Prop In Lane			0.06	0	0.06	0.05	0	0.00	0.00	0	0.10	
Lane Grp Cap(c), veh/h			484	0	480	1198	0	0	0	0	1152	
V/C Ratio(X)			0.75	0.00	0.68	0.02	0.00	0.00	0.00	0.00	0.10	
Avail Cap(c_a), veh/h			1053	0	1044	1198	0	0	0	0	1152	
HCM Platoon Ratio			0.33	0.33	0.33	1.00	1.00	1.00	1.00	2.00	2.00	
Upstream Filter(I)			0.80	0.00	0.80	1.00	0.00	0.00	0.00	0.00	1.00	
Uniform Delay (d), s/veh			42.6	0.0	41.8	7.2	0.0	0.0	0.0	0.0	0.0	
Incr Delay (d2), s/veh			1.9	0.0	1.4	0.0	0.0	0.0	0.0	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			9.8	0.0	8.7	0.2	0.0	0.0	0.0	0.0	0.1	
Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh	l 		44.5	0.0	43.2	7.2	0.0	0.0	0.0	0.0	0.2	
LnGrp LOS			44.5 D	0.0 A	43.2 D	7.2 A	0.0 A	0.0 A	0.0 A	0.0 A	0.2 A	
•			U	693	U	А	21	А	А		А	
Approach Polav, s/yoh				43.9			7.2			110 0.2		
Approach Delay, s/veh Approach LOS				43.9 D			7.2 A					
Approacti LOS				D			А			Α		
Timer - Assigned Phs	2		4		6							
Phs Duration (G+Y+Rc), s	68.2		31.8		68.2							
Change Period (Y+Rc), s	6.0		6.0		6.0							
Max Green Setting (Gmax), s	32.0		56.0		32.0							
Max Q Clear Time (g_c+l1), s	2.0		20.9		2.4							
Green Ext Time (p_c), s	0.6		4.8		0.1							
Intersection Summary												
HCM 6th Ctrl Delay		37.1										
HCM 6th LOS		D										

•	-	•	•	<b>←</b>	•	1	<b>†</b>	<i>&gt;</i>	-	<b>↓</b>	✓
Movement EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	414	7					ħβ		ች	<b>^</b>	
Traffic Volume (veh/h) 14	528	411	0	0	0	0	416	105	5	523	0
Future Volume (veh/h) 14	528	411	0	0	0	0	416	105	5	523	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 1885	1885	1885				0	1885	1885	1885	1885	0
Adj Flow Rate, veh/h 14	626	346				0	541	105	5	680	0
Peak Hour Factor 1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, % 1	1	1				0	1	1	1	1	0
Cap, veh/h 23	1060	459				0	1864	360	498	2230	0
Arrive On Green 0.09	0.09	0.09				0.00	0.62	0.62	1.00	1.00	0.00
Sat Flow, veh/h 79	3688	1598				0	3087	579	791	3676	0.00
Grp Volume(v), veh/h 335	305	346				0	323	323	5	680	0
Grp Sat Flow(s), veh/h/ln1881	1885	1598				0	1791	1781	791	1791	0
Q Serve(g_s), s 17.1	15.5	21.1				0.0	8.3	8.4	0.1	0.0	0.0
Cycle Q Clear(q_c), s 17.1	15.5	21.1				0.0	8.3	8.4	8.5	0.0	0.0
Prop In Lane 0.04	13.3	1.00				0.00	0.5	0.32	1.00	0.0	0.00
Lane Grp Cap(c), veh/h 541	542	459				0.00	1115	1109	498	2230	0.00
V/C Ratio(X) 0.62	0.56	0.75				0.00	0.29	0.29	0.01	0.30	0.00
Avail Cap(c_a), veh/h 931	933	791				0.00	1115	1109	498	2230	0.00
HCM Platoon Ratio 0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I) 0.70	0.70	0.70				0.00	1.00	1.00	0.86	0.86	0.00
Uniform Delay (d), s/veh 40.0	39.3	41.8				0.00	8.7	8.7	0.6	0.00	0.00
Incr Delay (d2), s/veh 0.8	0.6	1.8				0.0	0.7	0.7	0.0	0.0	0.0
Initial Q Delay(d3),s/veh 0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr8.7	7.9	9.2				0.0	3.2	3.2	0.0	0.0	0.0
Unsig. Movement Delay, s/vel		1.2				0.0	J.Z	J.Z	0.0	0.1	0.0
LnGrp Delay(d), s/veh 40.8	39.9	43.6				0.0	9.3	9.4	0.6	0.3	0.0
LnGrp LOS D	37.7 D	43.0 D				Α	7.3 A	7.4 A	Α	0.3 A	Α
Approach Vol, veh/h	986	D					646			685	
Approach Delay, s/veh	41.5						9.4			0.3	
Approach LOS	41.5 D						9.4 A			0.3 A	
	U						А			А	
Timer - Assigned Phs	2				6		8				
Phs Duration (G+Y+Rc), s	66.8				66.8		33.2				
Change Period (Y+Rc), s	4.5				4.5		4.5				
Max Green Setting (Gmax), s	41.5				41.5		49.5				
Max Q Clear Time (g_c+I1), s	10.5				10.4		23.1				
Green Ext Time (p_c), s	5.3				4.4		5.6				
Intersection Summary											
HCM 6th Ctrl Delay		20.4									
HCM 6th LOS		С									
Notes											

User approved volume balancing among the lanes for turning movement.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		414						ĵ.			4		
Traffic Volume (veh/h)	9	852	1	0	0	0	0	6	10	91	6	0	
Future Volume (veh/h)	9	852	1	0	0	0	0	6	10	91	6	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 Approac		No						No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885				0	1885	1885	1885	1885	0	
Adj Flow Rate, veh/h	9	852	1				0	8	10	91	8	0	
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00	
Percent Heavy Veh, %	1	1	1				0	1	1	1	1	0	
Cap, veh/h	13	1270	2				0	507	634	943	80	0	
Arrive On Green	0.23	0.23	0.23				0.00	0.67	0.67	0.67	0.67	0.00	
Sat Flow, veh/h	54	5422	7				0	762	952	1312	120	0	
Grp Volume(v), veh/h	315	261	287				0	0	18	99	0	0	
Grp Sat Flow(s), veh/h/li		1716	1884				0	0	1714	1433	0	0	
Q Serve(g_s), s	15.4	13.7	13.7				0.0	0.0	0.4	2.3	0.0	0.0	
Cycle Q Clear(q_c), s	15.4	13.7	13.7				0.0	0.0	0.4	2.6	0.0	0.0	
Prop In Lane	0.03	10.7	0.00				0.00	0.0	0.56	0.92	0.0	0.00	
Lane Grp Cap(c), veh/h		402	441				0.00	0	1141	1023	0	0.00	
V/C Ratio(X)	0.71	0.65	0.65				0.00	0.00	0.02	0.10	0.00	0.00	
Avail Cap(c_a), veh/h	998	909	999				0.00	0.00	1141	1023	0.00	0.00	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.00	1.00	1.00	0.00	0.00	
Uniform Delay (d), s/vel		34.6	34.6				0.0	0.0	5.6	6.0	0.0	0.0	
Incr Delay (d2), s/veh	2.2	1.8	1.6				0.0	0.0	0.0	0.2	0.0	0.0	
Initial Q Delay(d3),s/veh		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),vel		5.8	6.4				0.0	0.0	0.1	0.7	0.0	0.0	
Unsig. Movement Delay			0.1				0.0	0.0	0.1	0.7	0.0	0.0	
LnGrp Delay(d),s/veh	37.4	36.4	36.2				0.0	0.0	5.7	6.2	0.0	0.0	
LnGrp LOS	D	D	D				A	A	A	A	A	A	
Approach Vol, veh/h		862						18			99		
Approach Delay, s/veh		36.7						5.7			6.2		
		D						Α.			Α		
Approach LOS		D						A			А		
Timer - Assigned Phs		2				6		8					
Phs Duration (G+Y+Rc)	), S	71.6				71.6		28.4					
Change Period (Y+Rc),	S	5.0				5.0		5.0					
Max Green Setting (Gm	nax), s	37.0				37.0		53.0					
Max Q Clear Time (g_c		4.6				2.4		17.4					
Green Ext Time (p_c), s		0.5				0.1		6.0					
Intersection Summary													
HCM 6th Ctrl Delay			33.0										
HCM 6th LOS			С										
2 2 2.0			•										

	۶	<b>→</b>	•	•	<b>←</b>	•	1	<b>†</b>	<i>&gt;</i>	<b>/</b>	<b>†</b>	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<b>ተ</b> ኈ		ሻ	<b>ተ</b> ኈ		7	<b>↑</b>	7	ሻ	<b>↑</b>	7
Traffic Volume (veh/h)	20	895	7	22	993	26	54	71	217	39	48	29
Future Volume (veh/h)	20	895	7	22	993	26	54	71	217	39	48	29
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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	30	1342	10	33	1490	39	81	106	326	58	72	44
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	187	1883	14	226	1849	48	399	418	354	319	403	341
Arrive On Green	0.03	0.52	0.52	0.03	0.52	0.52	0.05	0.22	0.22	0.04	0.21	0.21
Sat Flow, veh/h	1795	3644	27	1795	3566	93	1795	1885	1598	1795	1885	1598
Grp Volume(v), veh/h	30	659	693	33	747	782	81	106	326	58	72	44
Grp Sat Flow(s), veh/h/ln	1795	1791	1880	1795	1791	1868	1795	1885	1598	1795	1885	1598
Q Serve(g_s), s	0.7	26.7	26.7	0.8	32.7	32.9	3.3	4.4	18.9	2.4	3.0	2.1
Cycle Q Clear(g_c), s	0.7	26.7	26.7	0.8	32.7	32.9	3.3	4.4	18.9	2.4	3.0	2.1
Prop In Lane	1.00		0.01	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	187	925	971	226	929	969	399	418	354	319	403	341
V/C Ratio(X)	0.16	0.71	0.71	0.15	0.80	0.81	0.20	0.25	0.92	0.18	0.18	0.13
Avail Cap(c_a), veh/h	248	925	971	285	929	969	424	425	360	351	417	354
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	1.00	1.00
Uniform Delay (d), s/veh	16.1	17.5	17.5	14.0	18.9	18.9	27.0	30.4	36.1	27.3	30.5	30.2
Incr Delay (d2), s/veh	0.4	4.7	4.4	0.3	7.4	7.2	0.2	0.3	28.0	0.3	0.2	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	0.3	11.5	12.0	0.3	14.5	15.1	1.4	2.0	10.0	1.0	1.4	0.8
Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh		22.2	22.0	14.3	26.2	26.1	27.2	30.8	411	27.6	30.7	30.3
LnGrp LOS	16.5 B	22.2 C	22.0 C	14.3 B	20.2 C	20.1 C	27.3 C	30.8 C	64.1 E	27.0 C	30.7 C	
	D		U	D		C	U		<u>L</u>	C		С
Approach Vol, veh/h		1382			1562			513			174 29.6	
Approach LOS		22.0			25.9			51.4			_	
Approach LOS		С			С			D			С	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	25.3	6.7	54.2	7.9	26.0	6.9	54.0				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	6.0	21.0	6.0	49.0	5.6	21.4	6.0	49.0				
Max Q Clear Time (g_c+I1), s	5.3	5.0	2.7	34.9	4.4	20.9	2.8	28.7				
Green Ext Time (p_c), s	0.0	0.4	0.0	9.0	0.0	0.1	0.0	9.8				
Intersection Summary												
HCM 6th Ctrl Delay			28.2									
HCM 6th LOS			С									

rsection
Delay, s/veh 9.3
vement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR
e Configurations ች ላች ች
ffic Vol, veh/h 15 898 63 99 937 14 2 1 10 5 3 15
ure Vol, veh/h 15 898 63 99 937 14 2 1 10 5 3 15
nflicting Peds, #/hr 0 0 0 0 0 0 0 0 0 0
n Control Free Free Free Free Free Stop Stop Stop Stop Stop
Channelized None None None
rage Length 100 100
n in Median Storage, # - 0 0 0 -
de, % - 0 0 0 -
ak Hour Factor 100 100 100 100 100 100 100 100 100 10
avy Vehicles, % 1 1 1 1 1 1 1 1 1 1 1 1
nt Flow 23 1347 95 149 1406 21 3 2 15 8 5 23
11110W 20 1017 70 117 1100 21 0 2 10 0 0 22
or/Minor Major1 Major2 Minor1 Minor2
nflicting Flow All 1427 0 0 1442 0 0 2445 3166 721 2436 3203 714
Stage 1 1441 1441 - 1715 1715 -
Stage 2 1004 1725 - 721 1488 -
ical Hdwy 4.12 4.12 7.52 6.52 6.92 7.52 6.52 6.92
ical Hdwy Stg 1 6.52 5.52 - 6.52 5.52 -
ical Hdwy Stg 2 6.52 5.52 - 6.52 5.52 -
ow-up Hdwy 2.21 2.21 3.51 4.01 3.31 3.51 4.01 3.31
Cap-1 Maneuver 478 471 16 11 372 17 10 376
Stage 1 140 198 - 95 145 -
Stage 2 261 143 - 387 188 -
toon blocked, %
v Cap-1 Maneuver 478 471 6 7 372 10 7 376
U Company of the comp
Stage 2 160 98 - 351 179 -
oroach EB WB NB SB
M Control Delay, s 0.2 1.5 \$310.6 \$580.1
M LOS F F
VI LOS
or Lane/Major Mvmt NBLn1 EBL EBT EBR WBL WBT WBR SBLn1
pacity (veh/h) 26 478 471 24
M Lane V/C Ratio 0.75 0.047 0.315 1.438
M Lane V/C Ratio 0.75 0.047 0.315 1.438 M Control Delay (s) \$ 310.6 12.9 16.1\$ 580.1
M Lane V/C Ratio 0.75 0.047 0.315 1.438 M Control Delay (s) \$ 310.6 12.9 16.1\$ 580.1 M Lane LOS F B C - F
M Lane V/C Ratio 0.75 0.047 0.315 1.438  M Control Delay (s) \$ 310.6 12.9 16.1\$ 580.1  M Lane LOS F B - C - F  M 95th %tile Q(veh) 2.3 0.1 1.3 4.3
M Lane V/C Ratio 0.75 0.047 0.315 1.438 M Control Delay (s) \$ 310.6 12.9 16.1\$ 580.1 M Lane LOS F B C - F

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					f)			414				7
Traffic Vol, veh/h	0	0	0	0	3	15	10	329	2	0	0	75
Future Vol, veh/h	0	0	0	0	3	15	10	329	2	0	0	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage,	# -	2	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	0	0	0	5	23	15	494	3	0	0	113
Major/Minor			N	Minor1		Λ	/lajor1					
Conflicting Flow All				-	526	249	0	0	0			
Stage 1				-	526	-	-	-	-			
Stage 2				-	0	_	_	-	_			
Critical Hdwy				-	6.52	6.92	4.12	-	-			
Critical Hdwy Stg 1				-	5.52	-	-	-	-			
Critical Hdwy Stg 2				-	-	-	-	-	-			
Follow-up Hdwy				-	4.01	3.31	2.21	-	-			
Pot Cap-1 Maneuver				0	458	754	-	-	-			
Stage 1				0	530	-	-	-	-			
Stage 2				0	-	-	-	-	-			
Platoon blocked, %								-	-			
Mov Cap-1 Maneuver				-	0	754	-	-	-			
Mov Cap-2 Maneuver				-	0	-	-	-	-			
Stage 1				-	0	-	-	-	-			
Stage 2				-	0	-	-	-	-			
Approach				WB			NB					
HCM Control Delay, s				10								
HCM LOS				В								
Minor Lane/Major Mvmt	t	NBL	NBT	NBRW	VBLn1							
Capacity (veh/h)		-	-	-								
HCM Lane V/C Ratio		-	-	-	0.036							
HCM Control Delay (s)		-	-	-	10							
HCM Lane LOS		-	-	-	В							
HCM 95th %tile Q(veh)		-	-	-	0.1							

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			7	Ĭ	f)						<del>(</del> Î	
Traffic Vol, veh/h	0	0	13	69	10	3	0	0	0	0	151	7
Future Vol, veh/h	0	0	13	69	10	3	0	0	0	0	151	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	0	-	-	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	0	20	104	15	5	0	0	0	0	227	11
Major/Minor M	inor2			Minor1					N	/lajor2		
Conflicting Flow All	-	-	233	243	238	-				-	-	0
Stage 1	-	-	-	0	0	-				-	-	-
Stage 2	-	-	-	243	238	-				-	-	-
Critical Hdwy	-	-	6.21	7.11	6.51	-				-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-				-	-	-
Critical Hdwy Stg 2	-	-	-	6.11	5.51	-				-	-	-
Follow-up Hdwy	-	-	3.309	3.509	4.009	-				-	-	-
Pot Cap-1 Maneuver	0	0	809	713	665	0				0	-	-
Stage 1	0	0	-	-	-	0				0	-	-
Stage 2	0	0	-	763	710	0				0	-	-
Platoon blocked, %											-	-
Mov Cap-1 Maneuver	-	-	809	696	665	-				-	-	-
Mov Cap-2 Maneuver	-	-	-	696	665	-				-	-	-
Stage 1	-	-	-	-	-	-				-	-	-
Stage 2	-	-	-	745	710	-				-	-	-
Approach	EB			WB						SB		
HCM Control Delay, s	9.6									0		
HCM LOS	A			_						J		
	,,											
Minor Lane/Major Mvmt	Г	-RI n1V	VBLn1V	VRI n2	SBT	SBR						
Capacity (veh/h)		809	696	V D L I I Z	JD 1	JUIN						
HCM Lane V/C Ratio		0.024		-	-	_						
HCM Control Delay (s)		9.6	11.1	-	-	-						
HCM Lane LOS		9.0 A	В	-	-	_						
HCM 95th %tile Q(veh)		0.1	0.5	-	-	-						
HOW FOUT FOUT QUELLY		U, I	0.0									

Int Delay, s/veh	Intersection												
Lane Configurations		1.2											
Lane Configurations		FRI	FRT	FRR	W/RI	W/RT	WRR	NRI	NRT	NRR	SRI	SRT	SRR
Traffic Vol, veh/h		LUL		LDIX	VVDL		אטוי	NDL		NOI	JDL	301	אומט
Future Vol, veh/h  future Vol, veh/h  Conflicting Peds, #ihr  O  O  O  O  O  O  O  O  O  O  O  O  O		10		Λ	Λ		10	10		10	Λ	Λ	Λ
Conflicting Peds, #/hr   Stop   Stop   Stop   Stop   Stop   Stop   Stop   Stop   Free   Fre													
Sign Control   Stop	·												
RT Channelized						~ ~							
Storage Length		•									-		
Veh in Median Storage, # - 0		-	-	-	-	-		-	-		-	-	-
Grade, %		,# -	0	-	-	0	-	-	0	-	-	16965	-
Peak Hour Factor			0	-	-	0	-	-	0	-			-
Major/Minor         Minor2         Minor1         Major1           Conflicting Flow All         293         555         - 548         263         0         0         0           Stage 1         0         0         - 548		100	100	100	100	100	100	100	100	100	100	100	100
Major/Minor   Minor2   Minor1   Major1	Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Conflicting Flow All   293   555   -   548   263   0   0   0   0     Stage 1	Mvmt Flow	15	15	0	0	15	15	15	510	15	0	0	0
Conflicting Flow All   293   555   -   548   263   0   0   0   0     Stage 1													
Conflicting Flow All   293   555   -   548   263   0   0   0   0     Stage 1	Major/Minor N	/linor2			Minor1			Major1					
Stage 1			555	-		548			0	0			
Stage 2       293       555       -       -       0       - <th< td=""><td></td><td></td><td></td><td>-</td><td>-</td><td></td><td></td><td>-</td><td>-</td><td>-</td><td></td><td></td><td></td></th<>				-	-			-	-	-			
Critical Hdwy       7.52       6.52       -       -       6.52       6.92       4.12       -       -         Critical Hdwy Stg 1       -       -       -       5.52       -       -       -       -         Critical Hdwy Stg 2       6.52       5.52       -       -       -       -       -       -         Follow-up Hdwy       3.51       4.01       -       -       4.01       3.31       2.21       -       -         Pot Cap-1 Maneuver       639       441       0       0       445       739       -		293	555	-	-	0	-	-	-	-			
Critical Hdwy Stg 2       6.52       5.52       -<		7.52	6.52	-	-	6.52	6.92	4.12	-	-			
Follow-up Hdwy 3.51 4.01 4.01 3.31 2.21  Pot Cap-1 Maneuver 639 441 0 0 445 739  Stage 1 0 0 518  Stage 2 694 514 0 0  Platoon blocked, %  Mov Cap-1 Maneuver 610 441 445 739  Stage 1 518  Stage 2 660 514 518  Stage 2 660 514 518  Mov Cap-2 Maneuver 610 514 512 555  HCM LOS B B B  Minor Lane/Major Mvmt NBL NBT NBR EBLn1WBLn1  Capacity (veh/h) 512 555  HCM Lane V/C Ratio 0.059 0.054  HCM Control Delay (s) - 12.5 11.9  HCM Lane LOS B B	Critical Hdwy Stg 1			-	-	5.52	-	-	-	-			
Pot Cap-1 Maneuver       639       441       0       0       445       739       -	Critical Hdwy Stg 2		5.52	-	-	-	-	-	-	-			
Stage 1       -       -       0       0       518       -       -       -       -         Stage 2       694       514       0       0       -       -       -       -         Plation blocked, %       - <td></td> <td></td> <td></td> <td>-</td> <td>-</td> <td></td> <td></td> <td>2.21</td> <td>-</td> <td>-</td> <td></td> <td></td> <td></td>				-	-			2.21	-	-			
Stage 2       694       514       0       0       -       -       -       -         Platoon blocked, %         Mov Cap-1 Maneuver       610       441       -       -       445       739       -       -         Mov Cap-2 Maneuver       610       441       -       -       445       -       -       -       -         Stage 1       -       -       -       -       518       -	•	639	441	0	0		739	-	-	-			
Platoon blocked, %						518	-	-	-	-			
Mov Cap-1 Maneuver       610       441       -       -       445       739       -       -       -         Mov Cap-2 Maneuver       610       441       -       -       445       -		694	514	0	0	-	-	-	-	-			
Mov Cap-2 Maneuver       610       441       -       -       445       - </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td>-</td> <td></td> <td></td> <td></td>									-	-			
Stage 1       -       -       -       518       -				-	-		739	-	-	-			
Stage 2         660         514         - <th< td=""><td></td><td>610</td><td>441</td><td>-</td><td>-</td><td></td><td>-</td><td>-</td><td>-</td><td>-</td><td></td><td></td><td></td></th<>		610	441	-	-		-	-	-	-			
Approach         EB         WB         NB           HCM Control Delay, s         12.5         11.9           HCM LOS         B         B           Minor Lane/Major Mvmt         NBL         NBT         NBR EBLn1WBLn1           Capacity (veh/h)         -         -         512         555           HCM Lane V/C Ratio         -         -         0.059         0.054           HCM Control Delay (s)         -         -         12.5         11.9           HCM Lane LOS         -         -         B         B	•			-	-	518	-	-	-	-			
HCM Control Delay, s   12.5   11.9	Stage 2	660	514	-	-	-	-	-	-	-			
HCM Control Delay, s 12.5 11.9  HCM LOS B B  Minor Lane/Major Mvmt NBL NBT NBR EBLn1WBLn1  Capacity (veh/h) 512 555  HCM Lane V/C Ratio 0.059 0.054  HCM Control Delay (s) 12.5 11.9  HCM Lane LOS - B B													
Minor Lane/Major Mvmt         NBL         NBT         NBR EBLn1WBLn1           Capacity (veh/h)         -         -         512         555           HCM Lane V/C Ratio         -         -         0.059         0.054           HCM Control Delay (s)         -         -         12.5         11.9           HCM Lane LOS         -         -         B         B								NB					
Minor Lane/Major Mvmt         NBL         NBT         NBR EBLn1WBLn1           Capacity (veh/h)         -         -         512         555           HCM Lane V/C Ratio         -         -         0.059         0.054           HCM Control Delay (s)         -         -         12.5         11.9           HCM Lane LOS         -         -         B         B													
Capacity (veh/h)       -       -       512       555         HCM Lane V/C Ratio       -       -       0.059       0.054         HCM Control Delay (s)       -       -       12.5       11.9         HCM Lane LOS       -       -       B       B	HCM LOS	В			В								
Capacity (veh/h)       -       -       512       555         HCM Lane V/C Ratio       -       -       0.059       0.054         HCM Control Delay (s)       -       -       12.5       11.9         HCM Lane LOS       -       -       B       B													
HCM Lane V/C Ratio       -       -       0.059       0.054         HCM Control Delay (s)       -       -       12.5       11.9         HCM Lane LOS       -       -       B       B		t	NBL	NBT	NBR I	EBLn1V	VBLn1						
HCM Control Delay (s)       -       -       -       12.5       11.9         HCM Lane LOS       -       -       B       B			-	-									
HCM Lane LOS B B			-	-	-		0.054						
			-	-	-		11.9						
HCM 95th %tile Q(veh) 0.2 0.2			-	-	-								
	HCM 95th %tile Q(veh)		-	-	-	0.2	0.2						

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ĵ.			स						414	
Traffic Vol, veh/h	0	10	10	10	10	0	0	0	0	10	210	10
Future Vol, veh/h	0	10	10	10	10	0	0	0	0	10	210	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-		-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	15	15	15	15	0	0	0	0	15	315	15
Major/Minor Mi	inor2			Minor1					N	Major2		
Conflicting Flow All	-	353	165	195	360	-				0	0	0
Stage 1	-	353	-	0	0	-				-	-	-
Stage 2	-	0	-	195	360	-				-	-	-
Critical Hdwy	-	6.52	6.92	7.52	6.52	-				4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-				-	-	-
Critical Hdwy Stg 2	-	-	-	6.52	5.52	-				-	-	-
Follow-up Hdwy	-	4.01	3.31	3.51	4.01	-				2.21	-	-
Pot Cap-1 Maneuver	0	573	854	749	568	0				-	-	-
Stage 1	0	632	-	-	-	0				-	-	-
Stage 2	0	-	-	791	627	0				-	-	-
Platoon blocked, %											-	-
Mov Cap-1 Maneuver	-	573	854	721	568	-				-	-	-
Mov Cap-2 Maneuver	-	573	-	721	568	-				-	-	-
Stage 1	-	632	-	-	-	-				-	-	-
Stage 2	-	-	-	759	627	-				-	-	-
Approach	EB			WB						SB		
HCM Control Delay, s	10.5			11								
HCM LOS	В			В								
Minor Lane/Major Mvmt	E	EBLn1V	VBLn1	SBL	SBT	SBR						
Capacity (veh/h)		686	635	_	-	-						
HCM Lane V/C Ratio		0.044		-	-	-						
HCM Control Delay (s)		10.5	11	-	-	-						
HCM Lane LOS		В	В	-	-	-						
HCM 95th %tile Q(veh)		0.1	0.1	-	-	-						

Int Delay, s/veh 1.2
Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR
Lane Configurations 4 A
Traffic Vol, veh/h 10 10 0 0 10 10 340 10 0 0
Future Vol, veh/h 10 10 0 0 10 10 340 10 0 0
Conflicting Peds, #/hr 0 0 0 0 0 0 0 0 0 0 0
Sign Control Stop Stop Stop Stop Stop Free Free Free Free Free Free Free
RT Channelized None None None
Storage Length
Veh in Median Storage, # - 0 0 16965 -
Grade, % - 0 0 0 0 -
Peak Hour Factor 100 100 100 100 100 100 100 100 100 10
Heavy Vehicles, % 1 1 1 1 1 1 1 1 1 1 1 1 1
Mvmt Flow 15 15 0 0 15 15 510 15 0 0 0
Major/Minor Minor2 Minor1 Major1
Conflicting Flow All 293 555 548 263 0 0 0
Stage 1 0 0 548
Stage 2 293 555 0
Critical Hdwy 7.52 6.52 6.52 6.92 4.12
Critical Hdwy Stg 1 5.52
Critical Hdwy Stg 2 6.52 5.52
Follow-up Hdwy 3.51 4.01 4.01 3.31 2.21
Pot Cap-1 Maneuver 639 441 0 0 445 739
Stage 1 0 0 518
Stage 2 694 514 0 0
Platoon blocked, %
Mov Cap-1 Maneuver 610 441 445 739
Mov Cap-2 Maneuver 610 441 445
Stage 1 518
Stage 2 660 514
Approach EB WB NB
HCM Control Delay, s 12.5 11.9
HCM LOS B B
TIGWI LOS D
Miner Lene/Meier Mumst NDL NDT NDD FDL #414/DL #4
Minor Lane/Major Mvmt NBL NBT NBR EBLn1WBLn1
Capacity (veh/h) 512 555
HCM Lane V/C Ratio 0.059 0.054
HCM Control Delay (s) 12.5 11.9
HCM Lane LOS B B
HCM 95th %tile Q(veh) 0.2 0.2

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ĵ.			स						414	
Traffic Vol, veh/h	0	10	10	10	10	0	0	0	0	10	210	10
Future Vol, veh/h	0	10	10	10	10	0	0	0	0	10	210	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,	,# -	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	15	15	15	15	0	0	0	0	15	315	15
Major/Minor N	/linor2		١	Minor1					N	Major2		
Conflicting Flow All	-	353	165	195	360	-				0	0	0
Stage 1	-	353	-	0	0	-				-	-	-
Stage 2	-	0	-	195	360	-				-	-	-
Critical Hdwy	-	6.52	6.92	7.52	6.52	-				4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-				-	-	-
Critical Hdwy Stg 2	-	-	-	6.52	5.52	-				-	-	-
Follow-up Hdwy	-	4.01	3.31	3.51	4.01	-				2.21	-	-
Pot Cap-1 Maneuver	0	573	854	749	568	0				-	-	-
Stage 1	0	632	-	-	-	0				-	-	-
Stage 2	0	-	-	791	627	0				-	-	-
Platoon blocked, %		F.7.0	054	704	F ( 0						-	-
Mov Cap-1 Maneuver	-	573	854	721	568	-				-	-	-
Mov Cap-2 Maneuver	-	573	-	721	568	-				-	-	-
Stage 1	-	632	-	750	- 427	-				-	-	-
Stage 2	-	-	-	759	627	-				-	-	-
Approach	EB			WB						SB		
HCM Control Delay, s	10.5			11								
HCM LOS	В			В								
Minor Lane/Major Mvmt	t [	EBLn1V	VBLn1	SBL	SBT	SBR						
Capacity (veh/h)		686	635	-	-	-						
HCM Lane V/C Ratio		0.044		-	-	-						
HCM Control Delay (s)		10.5	11	-	-	-						
HCM Lane LOS		В	В	-	-	-						
HCM 95th %tile Q(veh)		0.1	0.1	-	-	-						

Intersection												
Int Delay, s/veh	3.1											
										001		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		सी			₽			€î₽				
Traffic Vol, veh/h	7	37	0	0	44	14	3	336	18	0	0	0
Future Vol, veh/h	7	37	0	0	44	14	3	336	18	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	4/0/5	-
Veh in Median Storage		0	-	-	0	-	-	0	-		16965	-
Grade, %	100	0	100	100	0	100	100	0	100	100	0	100
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	11	56	0	0	66	21	5	504	27	0	0	0
Major/Minor 1	Vinor2		N	Minor1		N	/lajor1					
Conflicting Flow All	295	541	-	-	528	266	0	0	0			
Stage 1	0	0	-	-	528	-	-	-	-			
Stage 2	295	541	-	-	0	-	-	-	-			
Critical Hdwy	7.52	6.52	-	-	6.52	6.92	4.12	-	-			
Critical Hdwy Stg 1	-	-	-	-	5.52	-	-	-	-			
Critical Hdwy Stg 2	6.52	5.52	-	-	-	-	-	-	-			
Follow-up Hdwy	3.51	4.01	-	-	4.01	3.31	2.21	-	-			
Pot Cap-1 Maneuver	637	449	0	0	456	735	-	-	-			
Stage 1	-	-	0	0	528	-	-	-	-			
Stage 2	692	521	0	0	-	-	-	-	-			
Platoon blocked, %								-	-			
Mov Cap-1 Maneuver	550	449	-	-	456	735	-	-	-			
Mov Cap-2 Maneuver	550	449	-	-	456	-	-	-	-			
Stage 1	-	-	-	-	528	-	-	-	-			
Stage 2	588	521	-	-	-	-	-	-	-			
Approach	EB			WB			NB					
HCM Control Delay, s	14.1			13.7								
HCM LOS	В			В								
TOW LOO	D			<i>-</i>								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR I	EBLn1V	VBLn1						
Capacity (veh/h)		_	_	_	110	502						
HCM Lane V/C Ratio		_	_		0.143							
HCM Control Delay (s)		_	_	_		13.7						
HCM Lane LOS		_	_	_	В	В						
HCM 95th %tile Q(veh)	)	_	_	_	0.5	0.6						
110W 70W 70W Q(VCH)	/				0.0	0.0						

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	EDL		EDK	WDL		WDK	INDL	INDI	INDIX	SDL		SDK
Lane Configurations Traffic Vol, veh/h	Λ	<b>1</b>	15	Ω	<b>લી</b> 38	0	0	٥	Λ		<b>41</b> → 222	11
Future Vol, veh/h	0	35	15	9	38	0	0	0	0	5	222	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
· ·	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	310p	Stop -	None	310p	310p	None	-	-	None	-	-	None
Storage Length	_	_	-	_		NOTIC	_	_	TNOTIC	_	_	TNOTIC
Veh in Median Storage,		0	_	_	0	_	_	16974		_	0	_
Grade, %	-	0	_	_	0	_	_	0	_	_	0	_
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	53	23	14	57	0	0	0	0	8	333	17
Major/Minor M	inor2		N	Minor1					N	/lajor2		
		358	175		366				1		0	0
Conflicting Flow All	-	358		209	366	-				0	0	0
Stage 1 Stage 2	-	358	-	0 209	366	-				-	-	-
Critical Hdwy	-	6.52	6.92	7.52	6.52	-				4.12	-	-
Critical Hdwy Stg 1	_	5.52	0.92	7.32	0.32	-				4.12	-	-
Critical Hdwy Stg 2	-	5.52	-	6.52	5.52	-				- -	-	_
Follow-up Hdwy	-	4.01	3.31	3.51	4.01	-				2.21	-	
Pot Cap-1 Maneuver	0	569	841	733	563	0				۱ ۷۰۷	-	_
Stage 1	0	629	- 041		- 303	0				_	_	_
Stage 2	0	-	-	776	624	0				_	_	_
Platoon blocked, %				.,,	~ <b>_</b> ,						-	-
Mov Cap-1 Maneuver	-	569	841	663	563	-				-	-	-
Mov Cap-2 Maneuver	-	569	-	663	563	-				-	-	-
Stage 1	-	629	-	-	-	-				-	-	-
Stage 2	-	-	-	692	624	-				-	-	-
Approach	EB			WB						SB		
HCM Control Delay, s	11.5			12.1						<u> </u>		
HCM LOS	В			12.1 B								
TOW LOO												
Minor Lane/Major Mvmt	-	EBLn1V	VDI n1	SBL	SBT	SBR						
				SBL	SDI	SBK						
Capacity (veh/h)		630	580	-	-	-						
HCM Central Dalay (c)			0.122	-	-	-						
HCM Lang LOS		11.5	12.1	-	-	-						
HCM Lane LOS HCM 95th %tile Q(veh)		B 0.4	B 0.4	-	-	-						
TOW YOUR MILE (VEN)		0.4	U.4	-	-	-						

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			ĵ.			414				
Traffic Vol., veh/h	10	10	0	0	10	10	10	340	10	0	0	0
Future Vol, veh/h	10	10	0	0	10	10	10	340	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,	, # -	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	15	15	0	0	15	15	15	510	15	0	0	0
Major/Minor N	/linor2		ľ	Minor1		N	/lajor1					
Conflicting Flow All	293	555	-	-	548	263	0	0	0			
Stage 1	0	0	-	-	548	-	-	-	-			
Stage 2	293	555	-	-	0	-	-	-	-			
Critical Hdwy	7.52	6.52	-	-	6.52	6.92	4.12	-	-			
Critical Hdwy Stg 1	-	-	-	-	5.52	-	-	-	-			
Critical Hdwy Stg 2	6.52	5.52	-	-	-	-	-	-	-			
Follow-up Hdwy	3.51	4.01	-	-	4.01	3.31	2.21	-	-			
Pot Cap-1 Maneuver	639	441	0	0	445	739	-	-	-			
Stage 1	-	-	0	0	518	-	-	-	-			
Stage 2	694	514	0	0	-	-	-	-	-			
Platoon blocked, %								-	-			
Mov Cap-1 Maneuver	610	441	-	-	445	739	-	-	-			
Mov Cap-2 Maneuver	610	441	-	-	445	-	-	-	-			
Stage 1	-	-	-	-	518	-	-	-	-			
Stage 2	660	514	-	-	-	-	-	-	-			
Approach	EB			WB			NB					
HCM Control Delay, s	12.5			11.9								
HCM LOS	В			В								
Minor Lane/Major Mvml	t	NBL	NBT	NBR E	EBLn1V	VBLn1						
Capacity (veh/h)		-	-	-	512	555						
HCM Lane V/C Ratio		-	-	-	0.059							
HCM Control Delay (s)		-	-	-	12.5	11.9						
HCM Lane LOS		-	-	-	В	В						
HCM 95th %tile Q(veh)		-	-	-	0.2	0.2						

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ĵ.			स						414	
Traffic Vol, veh/h	0	10	10	10	10	0	0	0	0	10	230	10
Future Vol, veh/h	0	10	10	10	10	0	0	0	0	10	230	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	15	15	15	15	0	0	0	0	15	345	15
Major/Minor M	linor2			Minor1						Major2		
Conflicting Flow All	-	383	180	210	390	-				0	0	0
Stage 1	-	383	-	0	0	-				-	-	-
Stage 2	-	0	-	210	390	-				-	-	-
Critical Hdwy	-	6.52	6.92	7.52	6.52	-				4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-				-	-	-
Critical Hdwy Stg 2	-	-	-	6.52	5.52	-				-	-	-
Follow-up Hdwy	-	4.01	3.31	3.51	4.01	-				2.21	-	-
Pot Cap-1 Maneuver	0	551	835	731	546	0				-	-	-
Stage 1	0	613	-	-	-	0				-	-	-
Stage 2	0	-	-	775	609	0				-	-	-
Platoon blocked, %											-	-
Mov Cap-1 Maneuver	-	551	835	703	546	-				-	-	-
Mov Cap-2 Maneuver	-	551	-	703	546	-				-	-	-
Stage 1	-	613	-	-	-	-				-	-	-
Stage 2	-	-	-	742	609	-				-	-	-
Approach	EB			WB						SB		
HCM Control Delay, s	10.7			11.2								
HCM LOS	В			В								
Minor Lane/Major Mvmt	F	EBLn1V	VBLn1	SBL	SBT	SBR						
Capacity (veh/h)		664	615	-	-	-						
HCM Lane V/C Ratio		0.045		_	_	_						
HCM Control Delay (s)		10.7	11.2	-	_	_						
HCM Lane LOS		В	В	_	_	_						
HCM 95th %tile Q(veh)		0.1	0.2	-	-	-						

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	LDL	4	LUK	VVDL	₩ <u></u>	אטא	NDL	4 <b>1</b>	NOI	JUL	301	אומכ
Traffic Vol, veh/h	10	10	0	0	10	10	10	340	10	0	0	0
Future Vol, veh/h	10	10	0	0	10	10	10	340	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	- Jiop	- Stop	None	Jiop -	- -	None	-	-		-	-	None
Storage Length	_		-	_		-	_	_	-		_	-
Veh in Median Storage	.# -	0	_	_	0	_	_	0	_	_	16965	_
Grade, %	-	0	_	_	0	_	_	0	_	_	0	_
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mymt Flow	15	15	0	0	15	15	15	510	15	0	0	0
Major/Minor N	Minor2			Minor1		N	/lajor1					
Conflicting Flow All	293	555			548	263	0	0	0			
	293	0		-	548	203	-	-	-			
Stage 1 Stage 2	293	555	-	-	0	-	-	-	-			
Critical Hdwy	7.52	6.52	-	-	6.52	6.92	4.12	-	-			
Critical Hdwy Stg 1	7.32	0.32	_	-	5.52	0.92	4.12		_			
Critical Hdwy Stg 2	6.52	5.52	-	-	5.52	-	-	-	-			
Follow-up Hdwy	3.51	4.01	-	-	4.01	3.31	2.21					
Pot Cap-1 Maneuver	639	441	0	0	445	739	2.21	-	_			
Stage 1	- 037	441	0	0	518	137	-					
Stage 2	694	514	0	0	510	-	_	-	_			
Platoon blocked, %	077	017	U	- 0				_	_			
Mov Cap-1 Maneuver	610	441	_	_	445	739	_					
Mov Cap-2 Maneuver	610	441	_	_	445	-	_	_	_			
Stage 1	-	-	-	-	518	_	_	_	_			
Stage 2	660	514	-	-	-	-	_	_	-			
2.250 2	500	511										
Approach	EB			WB			NB					
HCM Control Delay, s	12.5			11.9								
HCM LOS	12.3 B			В								
	D											
Minor Lane/Major Mvm	t	NBL	NBT	NRR F	EBLn1V	VBI n1						
Capacity (veh/h)					512	555						
HCM Lane V/C Ratio		_	-	_	0.059							
HCM Control Delay (s)				_	12.5	11.9						
HCM Lane LOS		-	-	-	12.3 B	В						
HCM 95th %tile Q(veh)				_	0.2	0.2						
How But Build Q(Vell)				_	0.2	0.2						

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	LDL	<b>1</b>	LDIN	VVDL	4	WDIX	NDL	NDI	NDIX	JDL	413	JUIN
Traffic Vol, veh/h	0	10	10	10	10	0	0	0	0	10	240	10
Future Vol, veh/h	0	10	10	10	10	0	0	0	0	10	240	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
•	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	15	15	15	15	0	0	0	0	15	360	15
Major/Minor Mi	inor2		N	Minor1					N	Major2		
Conflicting Flow All	-	398	188	218	405	-				0	0	0
Stage 1	-	398	-	0	0	-				-	-	-
Stage 2	-	0	-	218	405	-				-	-	-
Critical Hdwy	-	6.52	6.92	7.52	6.52	-				4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-				-	-	-
Critical Hdwy Stg 2	-	-	-	6.52	5.52	-				-	-	-
Follow-up Hdwy	-	4.01	3.31	3.51	4.01	-				2.21	-	-
Pot Cap-1 Maneuver	0	541	825	722	536	0				-	-	-
Stage 1	0	604	-	-	-	0				-	-	-
Stage 2	0	-	-	767	599	0				-	-	-
Platoon blocked, %		E // 1	025	404	E24						-	-
Mov Cap-1 Maneuver Mov Cap-2 Maneuver	-	541 541	825	694 694	536 536	-				-		-
Stage 1	-	604	-	094	530	-				-	-	-
Stage 2	-	- 004		734	599	_				_	-	
Jiayo Z	-	_	-	7 34	377	_				-		_
Approach	ED.			MD						CD		
Approach	EB			WB						SB		
HCM LOS	10.8			11.3								
HCM LOS	В			В								
				0=:		0.5.5						
Minor Lane/Major Mvmt	E	EBLn1V		SBL	SBT	SBR						
Capacity (veh/h)		653	605	-	-	-						
HCM Lane V/C Ratio		0.046	0.05	-	-	-						
HCM Control Delay (s)		10.8	11.3	-	-	-						
HCM CEth (Vtilla O(Vah)		В	В	-	-	-						
HCM 95th %tile Q(veh)		0.1	0.2	-	-	-						

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	, A	<b>^</b>			<b>∱</b> }		Ţ	<b>^</b>	7			
Traffic Volume (veh/h)	56	411	0	0	530	30	99	273	69	0	0	0
Future Volume (veh/h)	56	411	0	0	530	30	99	273	69	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	1885	1885	0	0	1885	1885	1885	1885	1885			
Adj Flow Rate, veh/h	84	616	0	0	795	45	148	410	104			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	1	1	0	0	1	1	1	1	1			
Cap, veh/h	311	1791	0	0	1430	81	718	1433	639			
Arrive On Green	0.05	0.50	0.00	0.00	0.41	0.41	0.13	0.13	0.13			
Sat Flow, veh/h	1795	3676	0	0	3540	195	1795	3582	1598			
Grp Volume(v), veh/h	84	616	0	0	413	427	148	410	104			
Grp Sat Flow(s),veh/h/ln	1795	1791	0	0	1791	1850	1795	1791	1598			
Q Serve(g_s), s	2.6	10.4	0.0	0.0	17.5	17.6	7.4	10.3	5.8			
Cycle Q Clear(g_c), s	2.6	10.4	0.0	0.0	17.5	17.6	7.4	10.3	5.8			
Prop In Lane	1.00		0.00	0.00		0.11	1.00		1.00			
Lane Grp Cap(c), veh/h	311	1791	0	0	743	768	718	1433	639			
V/C Ratio(X)	0.27	0.34	0.00	0.00	0.56	0.56	0.21	0.29	0.16			
Avail Cap(c_a), veh/h	418	1791	0	0	743	768	718	1433	639			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33			
Upstream Filter(I)	0.91	0.91	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	16.4	15.1	0.0	0.0	22.3	22.3	29.2	30.5	28.5			
Incr Delay (d2), s/veh	0.6	0.5	0.0	0.0	3.0	2.9	0.6	0.5	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.1	4.2	0.0	0.0	7.8	8.0	3.4	4.9	2.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.0	15.6	0.0	0.0	25.2	25.2	29.9	31.0	29.1			
LnGrp LOS	В	В	Α	Α	С	С	С	С	С			
Approach Vol, veh/h		700			840			662				
Approach Delay, s/veh		15.7			25.2			30.5				
Approach LOS		В			С			С				
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			8.5	46.5		45.0		55.0				
Change Period (Y+Rc), s			4.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s			10.5	35.5		40.0		50.0				
Max Q Clear Time (g_c+I1), s			4.6	19.6		12.3		12.4				
Green Ext Time (p_c), s			0.1	4.9		3.5		4.8				
Intersection Summary												
HCM 6th Ctrl Delay			23.8									
HCM 6th LOS			С									

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Movement EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	<b>^</b>	7	ች	<b>^</b>						414		
Traffic Volume (veh/h) 0		51	50	583	0	0	0	0	28	189	53	
Future Volume (veh/h) 0		51	50	583	0	0	0	0	28	189	53	
Initial Q (Qb), veh		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	
Work Zone On Approach	No			No						No		
Adj Sat Flow, veh/h/ln 0		1885	1885	1885	0				1885	1885	1885	
Adj Flow Rate, veh/h		76	75	874	0				42	284	80	
Peak Hour Factor 1.00		1.00	1.00	1.00	1.00				1.00	1.00	1.00	
Percent Heavy Veh, %		1.00	1.00	1.00	0				1.00	1.00	1.00	
Cap, veh/h		623	498	2077	0				116	805	237	
Arrive On Green 0.00		0.39	0.14	0.58	0.00				0.32	0.32	0.32	
Sat Flow, veh/h		1598	1795	3676					362	2516	741	
					0							
Grp Volume(v), veh/h		76	75	874	0				217	0	189	
Grp Sat Flow(s), veh/h/ln 0		1598	1795	1791	0				1867	0	1752	
Q Serve(g_s), s 0.0		3.0	0.0	13.6	0.0				8.9	0.0	8.2	
Cycle Q Clear(g_c), s 0.0		3.0	0.0	13.6	0.0				8.9	0.0	8.2	
Prop In Lane 0.00		1.00	1.00		0.00				0.19		0.42	
Lane Grp Cap(c), veh/h 0		623	498	2077	0				597	0	561	
V/C Ratio(X) 0.00		0.12	0.15	0.42	0.00				0.36	0.00	0.34	
Avail Cap(c_a), veh/h 0		623	516	2077	0				597	0	561	
HCM Platoon Ratio 1.00		1.00	1.00	1.00	1.00				1.00	1.00	1.00	
Upstream Filter(I) 0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00	
Uniform Delay (d), s/veh 0.0	22.7	19.5	21.7	11.7	0.0				26.2	0.0	25.9	
Incr Delay (d2), s/veh 0.0	1.1	0.4	0.1	0.6	0.0				1.7	0.0	1.6	
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/lr0.0	5.7	1.2	1.2	5.2	0.0				4.2	0.0	3.6	
Unsig. Movement Delay, s/ve												
LnGrp Delay(d),s/veh 0.0		19.9	21.8	12.3	0.0				27.9	0.0	27.5	
LnGrp LOS A		В	С	В	Α				С	Α	С	
Approach Vol, veh/h	720			949						406		
Approach Delay, s/veh	23.4			13.0						27.7		
Approach LOS	23.4 C			13.0 R						27.7 C.		
				D						C		
Timer - Assigned Phs	2		4			7	8					
Phs Duration (G+Y+Rc), s	37.0		63.0			19.0	44.0					
Change Period (Y+Rc), s	5.0		5.0			5.0	* 5					
Max Green Setting (Gmax), s			58.0			15.0	* 39					
Max Q Clear Time (g_c+I1),			15.6			2.0	15.4					
Green Ext Time (p_c), s	2.4		11.0			0.1	4.9					
Intersection Summary												
HCM 6th Ctrl Delay		19.5										
HCM 6th LOS		В										
Notes												

<sup>\*</sup> HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement   EBL   EBT   EBR   WBL   WBR   WBR   NBL   NBT   NBR   SBL   SBR   SBR   SBR   Canconfigurations   Canconfiguratio	Intersection												
Movement		2.3											
Lane Configurations			EDT	EDD	\//DI	WDT	WPD	NDL	NDT	NIDD	CDI	CDT	CDD
Traffic Vol, veh/h		ERF		ERK	WBL		WBK	MRF		NBK	SBL	SRI	SRK
Future Vol, veh/h		25		٥	٥		າາ	27		1	٥	٥	٥
Conflicting Peds, #/hr   Stop   Sto	The state of the s									•			
Sign Control   Stop   Tree   Free   Tree													
RT Channelized         -         -         None         -         Amount         Combination         None         1         Amount         None         1         Amount         None         1         None         1         None         None         None         Amount         None         None													
Storage Length		•											
Veh in Median Storage, # - 0			_			_			_		_		-
Grade, %			0	_	_	0	_		0	_	_		_
Peak Hour Factor				_									
Heavy Vehicles, %		100		100	100		100	100		100	100		100
Mymmt Flow         38         21         0         0         23         50         56         570         2         0         0           Major/Minor         Minor1         Minor1         Major1           Conflicting Flow All         409         684         -         -         683         286         0         0         0         0         Stage 1         0         0         -													
Major/Minor   Minor2   Minor1   Major1													
Conflicting Flow All   409   684   -   -   683   286   0   0   0     Stage 1													
Conflicting Flow All   409   684   -   -   683   286   0   0   0     Stage 1	Maior/Minor N	Minor2		N	Minor1		N	/laior1					
Stage 1       0       0       -       -       683       -       -       -       -         Stage 2       409       684       -       -       0       -       -       -       -         Critical Hdwy       7.52       6.52       -       -       6.52       6.52       -       -       -         Critical Hdwy       Stg       2       6.52       5.52       -			684			683			n	0			
Stage 2       409       684       -       -       0       - <th< td=""><td></td><td></td><td></td><td>-</td><td>_</td><td></td><td>-</td><td></td><td>-</td><td>-</td><td></td><td></td><td></td></th<>				-	_		-		-	-			
Critical Hdwy       7.52       6.52       -       -       6.52       6.92       4.12       -       -         Critical Hdwy Stg 1       -       -       -       5.52       -       -       -       -         Critical Hdwy Stg 2       6.52       5.52       -       -       -       -       -       -         Follow-up Hdwy       3.51       4.01       -       -       4.01       3.31       2.21       -       -         Pot Cap-1 Maneuver       529       372       0       0       372       714       -				_	-		_	_	_	-			
Critical Hdwy Stg 1       -       -       -       5.52       - <td></td> <td></td> <td></td> <td>-</td> <td>-</td> <td></td> <td>6.92</td> <td>4.12</td> <td>-</td> <td>-</td> <td></td> <td></td> <td></td>				-	-		6.92	4.12	-	-			
Critical Hdwy Stg 2       6.52       5.52       -<				-	-				-	-			
Follow-up Hdwy 3.51 4.01 4.01 3.31 2.21  Pot Cap-1 Maneuver 529 372 0 0 372 714  Stage 1 0 0 450  Stage 2 593 449 0 0 0  Platoon blocked, %  Mov Cap-1 Maneuver 470 372 - 372 714  Stage 1 372 714  Mov Cap-2 Maneuver 470 372 - 372  Stage 1 450  Stage 2 524 449  Mapproach EB WB NB  HCM Control Delay, s 14.7 12.5  HCM LOS B B  Minor Lane/Major Mvmt NBL NBT NBR EBLn1WBLn1  Capacity (veh/h) 429 555  HCM Lane V/C Ratio 0.136 0.13  HCM Control Delay (s) - 14.7 12.5  HCM Lane LOS B B		6.52	5.52	-	-		-	-	-	-			
Stage 1       -       -       0       0       450       -       -       -         Stage 2       593       449       0       0       -       -       -         Platoon blocked, %       -       -       -       -       -       -         Mov Cap-1 Maneuver       470       372       -       -       372       -       -         Mov Cap-2 Maneuver       470       372       -       -       372       -       -       -         Stage 1       -       -       -       -       450       -       -       -         Stage 2       524       449       -       -       -       -       -       -         Approach       EB       WB       NB         HCM Control Delay, s       14.7       12.5       -		3.51	4.01	-	-	4.01	3.31	2.21	-	-			
Stage 2       593       449       0       0       -       -       -       -         Platoon blocked, %         Mov Cap-1 Maneuver       470       372       -       -       372       714       -       -         Mov Cap-2 Maneuver       470       372       -       -       372       -       -       -         Stage 1       -       -       -       -       450       -       -       -         Stage 2       524       449       -       -       -       -       -       -         Approach       EB       WB       NB         HCM Control Delay, s       14.7       12.5         HCM Lane/Major Mvmt       NBL       NBT       NBR EBLn1WBLn1         Capacity (veh/h)         -       -       429       555         HCM Lane V/C Ratio       -       -       -       0.136       0.13         HCM Control Delay (s)       -       -       14.7       12.5         HCM Lane LOS       -       -       -       B       B	Pot Cap-1 Maneuver	529	372	0	0	372	714	-	-	-			
Platoon blocked, %				0	0	450	-	-	-	-			
Mov Cap-1 Maneuver       470       372       -       -       372       714       -       -         Mov Cap-2 Maneuver       470       372       -		593	449	0	0	-	-	-	-	-			
Mov Cap-2 Maneuver       470       372       -       -       372       - </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td>-</td> <td></td> <td></td> <td></td>									-	-			
Stage 1       -       -       -       450       -				-	-		714	-	-	-			
Stage 2         524         449         - <th< td=""><td></td><td>470</td><td>372</td><td>-</td><td>-</td><td></td><td>-</td><td>-</td><td>-</td><td>-</td><td></td><td></td><td></td></th<>		470	372	-	-		-	-	-	-			
Approach         EB         WB         NB           HCM Control Delay, s         14.7         12.5           HCM LOS         B         B           Minor Lane/Major Mvmt         NBL         NBT         NBR EBLn1WBLn1           Capacity (veh/h)         -         -         429         555           HCM Lane V/C Ratio         -         -         0.136         0.13           HCM Control Delay (s)         -         -         14.7         12.5           HCM Lane LOS         -         -         B         B				-	-	450	-	-	-	-			
HCM Control Delay, s 14.7  HCM LOS  B  Minor Lane/Major Mvmt  Capacity (veh/h)  429 555  HCM Lane V/C Ratio 0.136 0.13  HCM Control Delay (s)  14.7 12.5  HCM Lane LOS B B	Stage 2	524	449	-	-	-	-	-	-	-			
HCM Control Delay, s 14.7  HCM LOS  B  Minor Lane/Major Mvmt  Capacity (veh/h)  429 555  HCM Lane V/C Ratio 0.136 0.13  HCM Control Delay (s)  14.7 12.5  HCM Lane LOS B B													
Minor Lane/Major Mvmt         NBL         NBT         NBR EBLn1WBLn1           Capacity (veh/h)         -         -         -         429         555           HCM Lane V/C Ratio         -         -         0.136         0.13           HCM Control Delay (s)         -         -         14.7         12.5           HCM Lane LOS         -         -         B         B	Approach	EB			WB			NB					
Minor Lane/Major Mvmt         NBL         NBT         NBR EBLn1WBLn1           Capacity (veh/h)         -         -         429         555           HCM Lane V/C Ratio         -         -         0.136         0.13           HCM Control Delay (s)         -         -         14.7         12.5           HCM Lane LOS         -         -         B         B		14.7			12.5								
Capacity (veh/h)       -       -       429       555         HCM Lane V/C Ratio       -       -       0.136       0.13         HCM Control Delay (s)       -       -       14.7       12.5         HCM Lane LOS       -       -       B       B	HCM LOS	В			В								
Capacity (veh/h)       -       -       429       555         HCM Lane V/C Ratio       -       -       0.136       0.13         HCM Control Delay (s)       -       -       14.7       12.5         HCM Lane LOS       -       -       B       B													
HCM Lane V/C Ratio       -       -       0.136         HCM Control Delay (s)       -       -       14.7       12.5         HCM Lane LOS       -       -       B       B	Minor Lane/Major Mvm	t	NBL	NBT	NBR I	EBLn1V	VBL <sub>n1</sub>						
HCM Lane V/C Ratio       -       -       0.136         HCM Control Delay (s)       -       -       14.7       12.5         HCM Lane LOS       -       -       B       B	Capacity (veh/h)		-	-	-	429	555						
HCM Lane LOS B B			-	-	-	0.136	0.13						
	HCM Control Delay (s)		-	-	-	14.7	12.5						
HCM 95th %tile Q(veh) 0.5 0.4			-	-	-								
	HCM 95th %tile Q(veh)		-	-	-	0.5	0.4						

	۶	<b>→</b>	*	•	<b>←</b>	•	1	<b>†</b>	<i>&gt;</i>	<b>/</b>	<b>+</b>	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		₽			र्स						ፋው	
Traffic Volume (veh/h)	0	11	18	30	29	0	0	0	0	17	259	18
Future Volume (veh/h)	0	11	18	30	29	0	0	0	0	17	259	18
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	1885	1885	1885	1885	0				1885	1885	1885
Adj Flow Rate, veh/h	0	16	27	45	44	0				26	388	27
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	1	1	1	1	0				1	1	1
Cap, veh/h	0	189	319	279	257	0				126	1961	143
Arrive On Green	0.00	0.30	0.30	0.30	0.30	0.00				0.60	0.60	0.60
Sat Flow, veh/h	0	630	1064	750	856	0				210	3269	238
Grp Volume(v), veh/h	0	0	43	89	0	0				232	0	209
Grp Sat Flow(s),veh/h/ln	0	0	1694	1606	0	0				1875	0	1842
Q Serve(g_s), s	0.0	0.0	1.8	1.8	0.0	0.0				5.7	0.0	5.1
Cycle Q Clear(g_c), s	0.0	0.0	1.8	3.8	0.0	0.0				5.7	0.0	5.1
Prop In Lane	0.00		0.63	0.51		0.00				0.11		0.13
Lane Grp Cap(c), veh/h	0	0	508	536	0	0				1125	0	1105
V/C Ratio(X)	0.00	0.00	0.08	0.17	0.00	0.00				0.21	0.00	0.19
Avail Cap(c_a), veh/h	0	0	508	536	0	0				1125	0	1105
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	0.00	1.00	1.00	0.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	25.1	25.8	0.0	0.0				9.1	0.0	9.0
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.7	0.0	0.0				0.4	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	0.0	0.8	1.6	0.0	0.0				2.3	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	25.5	26.4	0.0	0.0				9.5	0.0	9.4
LnGrp LOS	Α	Α	С	С	Α	Α				Α	Α	<u>A</u>
Approach Vol, veh/h		43			89						441	
Approach Delay, s/veh		25.5			26.4						9.5	
Approach LOS		С			С						Α	
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		65.0		35.0				35.0				
Change Period (Y+Rc), s		5.0		5.0				5.0				
Max Green Setting (Gmax), s		60.0		30.0				30.0				
Max Q Clear Time (g_c+l1), s		7.7		5.8				3.8				
Green Ext Time (p_c), s		2.9		0.4				0.2				
Intersection Summary												
HCM 6th Ctrl Delay			13.3									
HCM 6th LOS			В									

Movement   EBL   EBT   EBR   WBL   WBT   WBR   NBL   NBT   NBR   SBL   SBT   SBR	-	۶	<b>→</b>	•	•	<b>←</b>	•	•	†	<b>/</b>	<b>/</b>	ţ	✓	
Traffic Volume (vehrh) 33 43 0 0 32 30 30 361 12 0 0 0 0 Feture Volume (vehrh) 33 43 0 0 32 30 30 361 12 0 0 0 0 Feture Volume (vehrh) 33 43 0 0 32 30 30 361 12 0 0 0 0 Feture Volume (vehrh) 33 43 0 0 32 30 30 361 12 0 0 0 0 Feture Volume (vehrh) 33 43 0 0 32 30 30 361 12 0 0 0 0 Feture Volume (vehrh) 34 43 0 0 0 32 30 30 361 12 0 0 0 0 Feture Volume (vehrh) 35 48 30 0 0 100 1.00 1.00 1.00 1.00 1.00 Feture Volume (vehrh) 10 1.00 1.00 1.00 1.00 1.00 1.00 1.00				EBR	WBL		WBR	NBL		NBR	SBL	SBT	SBR	
Future Volume (veh/h) 33 43 0 0 0 32 30 30 36 1 12 0 0 0 0   Initial O (Ob), weh														
Initial Q (Qb), veh	` ,			0	0						0	0		
Ped-Bike Adj(A_pbT)         1.00 </td <td>. ,</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>0</td> <td>0</td> <td>0</td> <td></td>	. ,										0	0	0	
Parking Bus, Adj	, ,		0			0			0					
Work Zöne On Ápproach         No         No         No         No         Adj Saf Flow, wehr/hin         1885         0         0         1885	, -ı ,													
Adj Sat Flow, veh'n/ln         1885         1885         0         0         1885	<b>5</b> . <b>,</b>			1.00	1.00		1.00	1.00		1.00				
Adj Flow Rate, veh/h         50         64         0         0         48         45         542         18           Peak Hour Factor         1.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         1.00         1.00         1.00         1.00         0.00         1.00         1.00							1005	1005		1005				
Peak Hour Factor         1.00	,													
Percent Heavy Veh, % 1 1 1 0 0 0 1 1 1 1 1 1 1 1 Cap, veh/h 414 566 0 0 269 252 159 2012 70 Arrive On Green 0.30 0.30 0.00 0.00 0.30 0.30 0.20 0.20														
Cap, veh/h         414         566         0         0         269         252         159         2012         70           Arrive On Green         0.30         0.30         0.00         0.30         0.20         0.20         0.20           Sat Flow, veh/h         1313         1885         0         0         895         839         265         3354         117           Gry Volume(v), veh/h         50         64         0         0         0         93         317         0         288           Gry Sat Flow(s), veh/h/ln/1313         1885         0         0         0         1734         1872         0         1864           O Serve(g_s), s         2.9         2.5         0.0         0.0         0.0         4.0         14.4         0.0         13.0           Cycle Q Clear(g_c), s, s         6.9         2.5         0.0         0.0         0.0         4.0         14.4         0.0         13.0           Prop In Lane         1.00         0.00         0.00         0.0         0.4         0.14         0.0         1119         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0														
Arrive On Green         0.30         0.30         0.00         0.00         0.30         0.30         0.20         0.20         0.20           Sat Flow, veh/h         1313         1885         0         0         895         839         265         3354         117           Grp Volume(v), veh/h         0         0         0         0         3317         0         288           Grp Sat Flow(s), veh/h/Inl313         1885         0         0         0         1734         1872         0         1864           Q Serve(g_s), s         2.9         2.5         0.0         0.0         0.0         4.0         14.4         0.0         13.0           Cycle Q Clear(g_c), s         6.9         2.5         0.0         0.0         0.4         14.4         0.0         13.0           Prop In Lane         1.00         0.00         0.0         0.4         14.4         0.06         13.0           Prop In Lane         1.00         0.0         0.0         0.0         12.2         1123         0         1119           V/C Ratio(X)         0.12         0.11         0.00         0.0         0.0         120         1123         0         1119 <td></td>														
Sat Flow, veh/h         1313         1885         0         0         895         839         265         3354         117           Grp Volume(v), veh/h         50         64         0         0         0         93         317         0         288           Grp Sat Flow(s), veh/h/In1313         1885         0         0         0         1734         1872         0         1864           Q Serve(g_s), s         2.9         2.5         0.0         0.0         4.0         14.4         0.0         13.0           Cycle Q Clear(g_c), s         6.9         2.5         0.0         0.0         0.48         0.14         0.06           Lane Grp Cap(c), veh/h         414         566         0         0         0         520         1123         0         1119           V/C Ratio(X)         0.12         0.11         0.00         0.00         0.00         0.12         0.119         0.06           Avail Cap(c_a), veh/h         414         566         0         0         0         520         1123         0         1119           HCM Platon Ratio         1.00         1.00         1.00         1.00         1.00         0.03         0.33														
Grp Volume(v), veh/h         50         64         0         0         93         317         0         288           Grp Sat Flow(s),veh/h/In1313         1885         0         0         0 1734         1872         0         1864           Q Serve(g_S), s         2.9         2.5         0.0         0.0         4.0         14.4         0.0         13.0           Cycle Q Clear(g_C), s         6.9         2.5         0.0         0.0         4.0         14.4         0.0         13.0           Prop In Lane         1.00         0.00         0.00         0.04         4.0         14.4         0.06           Lane Grp Cap(c), veh/h         414         566         0         0         520         1123         0         1119           V/C Ratio(X)         0.12         0.11         0.00         0.00         0.00         0.18         0.28         0.00         0.26           Avail Cap(c_a), veh/h         414         566         0         0         520         1123         0         1119           HCM Platon Ratio         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         <														
Grp Sat Flow(s),veh/h/ln1313														
Q Serve(g_s), s         2.9         2.5         0.0         0.0         4.0         14.4         0.0         13.0           Cycle Q Clear(g_c), s         6.9         2.5         0.0         0.0         0.0         4.0         14.4         0.0         13.0           Prop In Lane         1.00         0.00         0.00         0.48         0.14         0.06           Lane Grp Cap(c), veh/h         414         566         0         0         520         1123         0         1119           V/C Ratio(X)         0.12         0.11         0.00         0.00         0.08         0.2         0.026           Avail Cap(c_a), veh/h         414         566         0         0         520         1123         0         1119           HCM Platoon Ratio         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.10         1.10         1.00 </td <td></td>														
Cycle O Clear(g_c), s         6.9         2.5         0.0         0.0         4.0         14.4         0.0         13.0           Prop In Lane         1.00         0.00         0.00         0.48         0.14         0.06           Lane Grp Cap(c), veh/h         414         566         0         0         0         520         1123         0         1119           V/C Ratio(X)         0.12         0.11         0.00         0.00         0.00         0.026         0.00         0.26           Avail Cap(c_a), veh/h         414         566         0         0         0         520         1123         0         1119           HCM Platoon Ratio         1.00         1.00         1.00         1.00         1.00         1.00         0.03         0.33         0.33         0.33           Upstream Filter(f)         1.00         1.00         0.00         0.00         0.00         0.00         0.00         1.00         0.00         1.00         0.00         1.00         0.00         1.00         0.00         1.00         0.00         1.00         0.00         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0														
Prop In Lane         1.00         0.00         0.00         0.48         0.14         0.06           Lane Grp Cap(c), veh/h         414         566         0         0         0         520         1123         0         1119           V/C Ratio(X)         0.12         0.11         0.00         0.00         0.00         0.18         0.28         0.00         0.26           Avail Cap(c_a), veh/h         414         566         0         0         0         520         1123         0         1119           HCM Platoon Ratio         1.00         1.00         1.00         1.00         1.00         1.00         0.33         0.33         0.33           Upstream Filter(I)         1.00         1.00         0.00         0.00         1.00         1.00         1.00         1.00           Uniform Delay (d), s/veh 28.4         25.4         0.0         0.0         0.0         25.9         21.8         0.0         21.3           Incr Delay (d2), s/veh         0.6         0.4         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0														
Lane Grp Cap(c), veh/h 414 566 0 0 0 520 1123 0 1119  V/C Ratio(X) 0.12 0.11 0.00 0.00 0.00 0.18 0.28 0.00 0.26  Avail Cap(c_a), veh/h 414 566 0 0 0 520 1123 0 1119  HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.33 0.33			2.5			0.0			0.0					
V/C Ratio(X)         0.12         0.11         0.00         0.00         0.00         0.18         0.28         0.00         0.26           Avail Cap(c_a), veh/h         414         566         0         0         0         520         1123         0         1119           HCM Platoon Ratio         1.00         1.00         1.00         1.00         1.00         1.00         0.33         0.33         0.33           Upstream Filter(I)         1.00         1.00         0.00         0.00         1.00         1.00         1.00           Uniform Delay (d), s/veh 28.4         25.4         0.0         0.0         0.0         25.9         21.8         0.0         21.3           Incr Delay (d2), s/veh         0.6         0.4         0.0         0.0         0.0         0.0         0.0         0.6           Initial Q Delay(d3), s/veh         0.0 <t< td=""><td></td><td></td><td>E</td><td></td><td></td><td>٥</td><td></td><td></td><td>٥</td><td></td><td></td><td></td><td></td><td></td></t<>			E			٥			٥					
Avail Cap(c_a), veh/h 414 566 0 0 0 520 1123 0 1119  HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.33 0.33														
HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 0.33 0.33	. ,													
Upstream Filter(I)       1.00       1.00       0.00       0.00       1.00       1.00       0.00       1.00         Uniform Delay (d2), s/veh 28.4       25.4       0.0       0.0       0.0       25.9       21.8       0.0       21.3         Incr Delay (d2), s/veh 0.6       0.4       0.0       0.0       0.0       0.8       0.6       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/Inf.0       1.2       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0         Unsig. Movement Delay, s/veh       29.0       25.8       0.0       0.0       0.0       26.6       22.4       0.0       21.8         LnGrp LOS       C       C       A       A       A       C       C       A       C         Approach Vol, veh/h       114       93       605         Approach LOS       C       C       C       C       C         Timer - Assigned Phs       4       6       8         Phs Duration (G+Y+Rc), s       35.0       5.0       5.0 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>														
Uniform Delay (d), s/veh 28.4 25.4 0.0 0.0 0.0 25.9 21.8 0.0 21.3  Incr Delay (d2), s/veh 0.6 0.4 0.0 0.0 0.0 0.0 0.8 0.6 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 0.														
Incr Delay (d2), s/veh														
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.														
%ile BackOfQ(50%),veh/In1.0       1.2       0.0       0.0       1.7       7.3       0.0       6.6         Unsig. Movement Delay, s/veh       LnGrp Delay(d),s/veh       29.0       25.8       0.0       0.0       0.0       26.6       22.4       0.0       21.8         LnGrp LOS       C       C       A       A       A       C       C       A       C         Approach Vol, veh/h       114       93       605         Approach Delay, s/veh       27.2       26.6       22.2         Approach LOS       C       C       C         Timer - Assigned Phs       4       6       8         Phs Duration (G+Y+Rc), s       35.0       65.0       35.0         Change Period (Y+Rc), s       5.0       5.0       5.0         Max Green Setting (Gmax), s       30.0       60.0       30.0														
Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh 29.0 25.8 0.0 0.0 0.0 26.6 22.4 0.0 21.8 LnGrp LOS C C A A A C C A C  Approach Vol, veh/h 114 93 605 Approach Delay, s/veh 27.2 26.6 22.2 Approach LOS C C C C C  Timer - Assigned Phs 4 6 8  Phs Duration (G+Y+Rc), s 35.0 65.0 35.0 Change Period (Y+Rc), s 5.0 5.0 5.0  Max Green Setting (Gmax), s 30.0 60.0 30.0	<b>3</b> ', '													
LnGrp Delay(d),s/veh       29.0       25.8       0.0       0.0       26.6       22.4       0.0       21.8         LnGrp LOS       C       C       A       A       A       C       C       A       C         Approach Vol, veh/h       114       93       605         Approach Delay, s/veh       27.2       26.6       22.2         Approach LOS       C       C       C         Timer - Assigned Phs       4       6       8         Phs Duration (G+Y+Rc), s       35.0       65.0       35.0         Change Period (Y+Rc), s       5.0       5.0       5.0         Max Green Setting (Gmax), s       30.0       60.0       30.0				0.0	0.0	0.0	1.7	7.0	0.0	0.0				
LnGrp LOS         C         C         A         A         C         C         A         C           Approach Vol, veh/h         114         93         605           Approach Delay, s/veh         27.2         26.6         22.2           Approach LOS         C         C         C           Timer - Assigned Phs         4         6         8           Phs Duration (G+Y+Rc), s         35.0         65.0         35.0           Change Period (Y+Rc), s         5.0         5.0         5.0           Max Green Setting (Gmax), s         30.0         60.0         30.0				0.0	0.0	0.0	26.6	22.4	0.0	21.8				
Approach Vol, veh/h       114       93       605         Approach Delay, s/veh       27.2       26.6       22.2         Approach LOS       C       C       C         Timer - Assigned Phs       4       6       8         Phs Duration (G+Y+Rc), s       35.0       65.0       35.0         Change Period (Y+Rc), s       5.0       5.0       5.0         Max Green Setting (Gmax), s       30.0       60.0       30.0														
Approach Delay, s/veh       27.2       26.6       22.2         Approach LOS       C       C       C         Timer - Assigned Phs       4       6       8         Phs Duration (G+Y+Rc), s       35.0       65.0       35.0         Change Period (Y+Rc), s       5.0       5.0         Max Green Setting (Gmax), s       30.0       60.0       30.0														
Approach LOS         C         C         C           Timer - Assigned Phs         4         6         8           Phs Duration (G+Y+Rc), s         35.0         65.0         35.0           Change Period (Y+Rc), s         5.0         5.0         5.0           Max Green Setting (Gmax), s         30.0         60.0         30.0														
Phs Duration (G+Y+Rc), s       35.0       65.0       35.0         Change Period (Y+Rc), s       5.0       5.0         Max Green Setting (Gmax), s       30.0       60.0       30.0														
Phs Duration (G+Y+Rc), s       35.0       65.0       35.0         Change Period (Y+Rc), s       5.0       5.0         Max Green Setting (Gmax), s       30.0       60.0       30.0	Timer - Assigned Phs				4		6		8					
Change Period (Y+Rc), s       5.0       5.0       5.0         Max Green Setting (Gmax), s       30.0       60.0       30.0		S												
Max Green Setting (Gmax), s 30.0 60.0 30.0														
IVIAN Q GICAL HITIC (Y_C+11), 5 U.U 10.4 0.7	Max Q Clear Time (g_c+I				6.0		16.4		8.9					
Green Ext Time (p_c), s 0.4 3.9 0.4		,												
Intersection Summary	Intersection Summary													
HCM 6th Ctrl Delay 23.4	HCM 6th Ctrl Delay			23.4										
HCM 6th LOS C														

<i>)</i>	<b>→</b>	•	•	<b>←</b>	•	•	<b>†</b>	<i>&gt;</i>	<b>\</b>	ţ	✓	
Movement EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	Þ		<b>ነ</b>	<b>•</b>						414		
Traffic Volume (veh/h) 0		27	23	54	0	0	0	0	32	233	57	
Future Volume (veh/h) 0	35	27	23	54	0	0	0	0	32	233	57	
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				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	1005	1005	No	^				1005	No	1005	
Adj Sat Flow, veh/h/ln 0		1885	1885	1885	0				1885	1885	1885	
Adj Flow Rate, veh/h 0	52	40	34	81	1.00				48 1.00	350	86	
Peak Hour Factor 1.00 Percent Heavy Veh, % 0	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00	
Percent Heavy Veh, % 0 Cap, veh/h 0	296	228	415	566	0				208	1567	404	
Arrive On Green 0.00	0.30	0.30	0.10	0.10	0.00				0.20	0.20	0.20	
Sat Flow, veh/h 0.00	988	760	1315	1885	0.00				347	2612	673	
Grp Volume(v), veh/h 0		92	34	81	0				259	0	225	
Grp Sat Flow(s), veh/h/ln 0	0	1748	1315	1885	0				1868	0	1764	
Q Serve(g_s), s 0.0	0.0	3.9	2.4	3.9	0.0				11.6	0.0	10.7	
Cycle Q Clear(g_c), s 0.0	0.0	3.9	6.3	3.9	0.0				11.6	0.0	10.7	
Prop In Lane 0.00	0.0	0.43	1.00	0.7	0.00				0.19	0.0	0.38	
Lane Grp Cap(c), veh/h 0	0	525	415	566	0				1121	0	1058	
V/C Ratio(X) 0.00	0.00	0.18	0.08	0.14	0.00				0.23	0.00	0.21	
Avail Cap(c_a), veh/h 0		525	415	566	0				1121	0	1058	
HCM Platoon Ratio 1.00	1.00	1.00	0.33	0.33	1.00				0.33	0.33	0.33	
Upstream Filter(I) 0.00	0.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00	
Uniform Delay (d), s/veh 0.0	0.0	25.9	36.2	33.3	0.0				20.7	0.0	20.3	
Incr Delay (d2), s/veh 0.0	0.0	0.7	0.4	0.5	0.0				0.5	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/ln0.0	0.0	1.7	8.0	1.9	0.0				5.9	0.0	5.1	
Unsig. Movement Delay, s/ve												
LnGrp Delay(d),s/veh 0.0	0.0	26.6	36.5	33.8	0.0				21.2	0.0	20.8	
LnGrp LOS A	A	С	D	С	A				С	A	С	
Approach Vol, veh/h	92			115						484		
Approach Delay, s/veh	26.6			34.6						21.0		
Approach LOS	С			С						С		
Timer - Assigned Phs	2		4				8					
Phs Duration (G+Y+Rc), s	65.0		35.0				35.0					
Change Period (Y+Rc), s	5.0		5.0				5.0					
Max Green Setting (Gmax), s			30.0				30.0					
Max Q Clear Time (g_c+I1), s			8.3				5.9					
Green Ext Time (p_c), s	3.3		0.4				0.4					
Intersection Summary												
HCM 6th Ctrl Delay		24.0										
HCM 6th LOS		С										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		र्स			ĵ.			414					
Traffic Volume (veh/h)	28	98	0	0	63	20	19	348	20	0	0	0	
Future Volume (veh/h)	28	98	0	0	63	20	19	348	20	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 Approac		No			No			No					
Adj Sat Flow, veh/h/ln	1885	1885	0	0	1885	1885	1885	1885	1885				
Adj Flow Rate, veh/h	42	147	0	0	94	30	28	522	30				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Percent Heavy Veh, %	1	1	0	0	1	1	1	1	1				
Cap, veh/h	132	436	0	0	411	131	103	2011	121				
Arrive On Green	0.60	0.60	0.00	0.00	0.30	0.30	0.20	0.20	0.20				
Sat Flow, veh/h	292	1453	0	0	1369	437	172	3351	202				
Grp Volume(v), veh/h	189	0	0	0	0	124	305	0	275				
Grp Sat Flow(s), veh/h/li		0	0	0	0	1807	1877	0	1849				
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	5.2	13.8	0.0	12.5				
Cycle Q Clear(g_c), s	5.0	0.0	0.0	0.0	0.0	5.2	13.8	0.0	12.5				
Prop In Lane	0.22		0.00	0.00		0.24	0.09		0.11				
Lane Grp Cap(c), veh/h		0	0	0	0	542	1126	0	1109				
V/C Ratio(X)	0.33	0.00	0.00	0.00	0.00	0.23	0.27	0.00	0.25				
Avail Cap(c_a), veh/h	568	0	0	0	0	542	1126	0	1109				
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33				
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00				
Uniform Delay (d), s/vel		0.0	0.0	0.0	0.0	26.3	21.6	0.0	21.1				
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.0	0.0	1.0	0.6	0.0	0.5				
Initial Q Delay(d3),s/vel		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
%ile BackOfQ(50%),vel		0.0	0.0	0.0	0.0	2.3	7.0	0.0	6.3				
Unsig. Movement Delay													
LnGrp Delay(d),s/veh	16.6	0.0	0.0	0.0	0.0	27.3	22.2	0.0	21.6				
LnGrp LOS	В	Α	Α	A	A	С	С	Α	С				
Approach Vol, veh/h		189			124			580					
Approach Delay, s/veh		16.6			27.3			21.9					
Approach LOS		В			С			С					
Timer - Assigned Phs				4		6		8					
Phs Duration (G+Y+Rc)	), S			35.0		65.0		35.0					
Change Period (Y+Rc),	S			5.0		5.0		5.0					
Max Green Setting (Gm				30.0		60.0		30.0					
Max Q Clear Time (q_c				7.2		15.8		7.0					
Green Ext Time (p_c), s				0.6		3.8		1.0					
Intersection Summary													
HCM 6th Ctrl Delay			21.5										
HCM 6th LOS			С										
			-										

و		<b>→</b>	•	•	<b>←</b>	•	4	<b>†</b>	<b>/</b>	<b>&gt;</b>	ţ	✓	
Movement EB	SL.	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		ĵ.			र्स						414		
` ,	0	90	21	17	66	0	0	0	0	34	209	33	
. ,	0	90	21	17	66	0	0	0	0	34	209	33	
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0	
Ped-Bike Adj(A_pbT) 1.0			1.00	1.00		1.00				1.00		1.00	
Parking Bus, Adj 1.0	00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00	
Work Zone On Approach	_	No			No						No		
•		1885	1885	1885	1885	0				1885	1885	1885	
	0	135	32	26	99	0				51	314	50	
Peak Hour Factor 1.0		1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00	
<b>J</b> .	0	1	1	1	1	0				1	1	1	
Cap, veh/h	0	641	152	170	625	0				206	1317	219	
Arrive On Green 0.0		0.44	0.44	0.87	0.87	0.00				0.16	0.16	0.16	
		1473	349	291	1438	0				433	2772	461	
	0	0	167	125	0	0				220	0	195	
. , ,	0	0	1822	1729	0	0				1864	0	1802	
Q Serve(g_s), s 0.		0.0	5.7	0.0	0.0	0.0				10.3	0.0	9.5	
Cycle Q Clear(g_c), s 0.		0.0	5.7	1.0	0.0	0.0				10.3	0.0	9.5	
Prop In Lane 0.0			0.19	0.21		0.00				0.23		0.26	
1 1 7	0	0	793	796	0	0				885	0	856	
V/C Ratio(X) 0.0		0.00	0.21	0.16	0.00	0.00				0.25	0.00	0.23	
	0	0	793	796	0	0				885	0	856	
HCM Platoon Ratio 1.0		1.00	1.00	2.00	2.00	1.00				0.33	0.33	0.33	
Upstream Filter(I) 0.0		0.00	1.00	1.00	0.00	0.00				1.00	0.00	1.00	
Uniform Delay (d), s/veh 0.		0.0	17.6	3.7	0.0	0.0				26.5	0.0	26.1	
Incr Delay (d2), s/veh 0.		0.0	0.6	0.4	0.0	0.0				0.7	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	
%ile BackOfQ(50%), veh/lr0.		0.0	2.5	0.5	0.0	0.0				5.3	0.0	4.6	
Unsig. Movement Delay, s/\		0.0	10.2	12	0.0	0.0				27.2	0.0	24.0	
LnGrp Delay(d),s/veh 0.		0.0	18.2	4.2	0.0	0.0				27.2 C	0.0	26.8	
	A	A	В	A	A 105	A				C	A	С	
Approach Vol, veh/h		167			125						415		
Approach LOS		18.2			4.2						27.0		
Approach LOS		В			Α						С		
Timer - Assigned Phs		2		4				8					
Phs Duration (G+Y+Rc), s		52.0		48.0				48.0					
Change Period (Y+Rc), s		4.5		4.5				4.5					
Max Green Setting (Gmax),		47.5		43.5				43.5					
Max Q Clear Time (g_c+l1),	S	12.3		3.0				7.7					
Green Ext Time (p_c), s		2.7		0.7				1.0					
Intersection Summary													
HCM 6th Ctrl Delay			20.9										
HCM 6th LOS			С										

Intersection												
Intersection Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्स			₽			€î}•				
Traffic Vol, veh/h	33	38	0	0	43	15	12	328	13	0	0	0
Future Vol, veh/h	33	38	0	0	43	15	12	328	13	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,	,# -	0	-	-	0	-	-	0	-		16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	10	1	1	1	1	1
Mvmt Flow	50	57	0	0	65	23	18	492	20	0	0	0
Major/Minor N	/linor2		N	Minor1		N	/lajor1					
Conflicting Flow All	315	548	-	-	538	256	0	0	0			
Stage 1	0	0	-	-	538	-	-	-	-			
Stage 2	315	548	-	-	0	-	-	-	-			
Critical Hdwy	7.52	6.52	-	-	6.52	6.92	4.12	-	-			
Critical Hdwy Stg 1	-	-	-	-	5.52	-	-	-	-			
Critical Hdwy Stg 2	6.52	5.52	-	-	-	-	-	-	-			
Follow-up Hdwy	3.51	4.01	-	-	4.01	3.31	2.21	-	-			
Pot Cap-1 Maneuver	617	445	0	0	450	746	-	-	-			
Stage 1	-	-	0	0	523	-	-	-	-			
Stage 2	673	518	0	0	-	-	-	-	-			
Platoon blocked, %								-	-			
Mov Cap-1 Maneuver	532	445	-	-	450	746	-	-	-			
Mov Cap-2 Maneuver	532	445	-	-	450	-	-	-	-			
Stage 1	-	-	-	-	523	-	-	-	-			
Stage 2	572	518	-	-	-	-	-	-	-			
Approach	EB			WB			NB					
HCM Control Delay, s	14.6			13.7								
HCM LOS	В			В								
Minor Lane/Major Mvm	t	NBL	NBT	NBR F	EBLn1V	VBLn1						
Capacity (veh/h)					482	501						
HCM Lane V/C Ratio		_	_	_	0.221							
HCM Control Delay (s)		_	_	_	14.6	13.7						
HCM Lane LOS		_	_	_	В	В						
HCM 95th %tile Q(veh)		-	-	-	0.8	0.6						
1.5W 75W 75W 75W Q(VCH)					0.0	0.0						

Intersection												
Int Delay, s/veh	3.7											
	EDI	ГОТ	EDD	WDI	WBT	WBR	NDI	NDT	NDD	CDI	CDT	CDD
Movement	EBL	EBT	EBR	WBL		WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	<b>}</b>	0	10	4	0	Λ	0	0	٦F	<b>€1}</b>	11
Traffic Vol, veh/h	0	42 42	8	10	42	0	0	0	0	25 25	204	14 14
Future Vol, veh/h	0	42	8	10	42	0	0	0	0	25	204	0
Conflicting Peds, #/hr		Stop		Stop		Stop		Free	Free	Free	Free	Free
Sign Control RT Channelized	Stop	Siup -	Stop None	310p -	Stop -	None	Free -	riee -	None	riee -	riee -	None
Storage Length	-	-	None -	_	-	None	-	-	None -	-	_	None
Veh in Median Storage,		0		-	0	-	-	16974	-	_	0	
Grade, %	π -	0		-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	100	100	100	100	100	100	100	100	100	100	100	100
Mvmt Flow	0	63	12	15	63	0	0	0	0	38	306	21
WWW. LIOW	- 0	- 00	12	10	- 00		- 0			- 50	- 500	Z 1
Major/Minor M	inor?		, A	Ninor1					N	/ajor2		
	inor2	202		Minor1	402				1\	Major2	0	0
Conflicting Flow All	-	393	164	261	403	-				0	0	0
Stage 1 Stage 2	-	393 0	-	0 261	0 403	-				-	-	-
Critical Hdwy	-	6.52	6.92	7.52	6.52	-				4.12	-	-
Critical Hdwy Stg 1	-	5.52	0.92	7.32	0.32	-				4.12	-	-
Critical Hdwy Stg 2	-	5.52	-	6.52	5.52	-				-	-	-
Follow-up Hdwy	-	4.01	3.31	3.51	4.01	-				2.21	_	_
Pot Cap-1 Maneuver	0	544	855	673	537	0				۷.۷۱	_	
Stage 1	0	607	- 000	-	-	0				_	_	_
Stage 2	0	-	_	724	601	0				_	_	_
Platoon blocked, %	- 0			, ,	- 501						_	_
Mov Cap-1 Maneuver	-	544	855	604	537	-				-	-	-
Mov Cap-2 Maneuver	_	544	-	604	537	_				_	_	-
Stage 1		607	-	-	-	-				-	-	-
Stage 2	-	-	-	640	601	-				-	-	-
Approach	EB			WB						SB		
HCM Control Delay, s	12.2			12.6						30		
HCM LOS	12.2 B			12.0 B								
TOW LOS	D			D								
Minor Long/Major M.		DI ~1V	VDI 51	CDI	CDT	CDD						
Minor Lane/Major Mvmt	E	EBLn1V		SBL	SBT	SBR						
Capacity (veh/h)		578	549	-	-	-						
HCM Cantral Dalay (a)			0.142	-	-	-						
HCM Long LOS		12.2	12.6	-	-	-						
HCM OF the Office Offic		В	В	-	-	-						
HCM 95th %tile Q(veh)		0.4	0.5	-	-	-						

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				ሻ	4₽	7	ሻ	<b>^</b>				
Traffic Volume (veh/h)	0	0	0	415	492	50	177	286	0	0	0	0
Future Volume (veh/h)	0	0	0	415	492	50	177	286	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				1885	1885	1885	1885	1885	0			
Adj Flow Rate, veh/h				453	974	75	266	429	0			
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %				1	1	1	1	1	0			
Cap, veh/h				1059	2074	879	700	1254	0			
Arrive On Green				0.55	0.55	0.55	0.70	0.70	0.00			
Sat Flow, veh/h				1795	3770	1598	1795	3676	0.00			
Grp Volume(v), veh/h				453	974	75	266	429	0			
Grp Sat Flow(s), veh/h/ln				1795	1885	1598	1795	1791	0			
				15.2	15.7	2.2	6.3	4.7	0.0			
Q Serve(g_s), s Cycle Q Clear(g_c), s				15.2	15.7	2.2	6.3	4.7	0.0			
, io = ,					15.7			4.7				
Prop In Lane				1.00	2074	1.00	1.00	1054	0.00			
Lane Grp Cap(c), veh/h				1059	2074	879	700	1254	0			
V/C Ratio(X)				0.43	0.47	0.09	0.38	0.34	0.00			
Avail Cap(c_a), veh/h				1059	2074	879	700	1254	0			
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00			
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				13.5	13.7	10.6	10.7	10.5	0.0			
Incr Delay (d2), s/veh				1.3	0.8	0.2	1.6	0.7	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				6.2	6.5	8.0	2.3	1.7	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				14.8	14.4	10.8	12.3	11.2	0.0			
LnGrp LOS				В	В	В	В	В	Α			
Approach Vol, veh/h					1502			695				
Approach Delay, s/veh					14.4			11.6				
Approach LOS					В			В				
Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				60.0		40.0						
Change Period (Y+Rc), s				5.0		5.0						
Max Green Setting (Gmax), s				55.0		35.0						
Max Q Clear Time (g_c+I1), s				17.7		8.3						
Green Ext Time (p_c), s				11.2		3.6						
Intersection Summary												
			13.5									
HCM 6th Ctrl Delay HCM 6th LOS			13.5 B									
			D									
Notes												

User approved volume balancing among the lanes for turning movement.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations					41₽						<b>∱</b> }		
Traffic Volume (veh/h)	0	0	0	21	652	0	0	0	0	0	189	28	
Future Volume (veh/h)	0	0	0	21	652	0	0	0	0	0	189	28	
Initial Q (Qb), veh				0	0	0				0	0	0	
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00	
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00	
Work Zone On Approac	h				No						No		
Adj Sat Flow, veh/h/ln				1885	1885	0				0	1885	1885	
Adj Flow Rate, veh/h				32	978	0				0	284	42	
Peak Hour Factor				1.00	1.00	1.00				1.00	1.00	1.00	
Percent Heavy Veh, %				1	1	0				0	1	1	
Cap, veh/h				71	1714	0				0	1207	177	
Arrive On Green				0.17	0.17	0.00				0.00	0.13	0.13	
Sat Flow, veh/h				65	3514	0				0	3229	459	
Grp Volume(v), veh/h				540	470	0				0	161	165	
Grp Sat Flow(s), veh/h/lr	1			1864	1630	0				0	1791	1803	
Q Serve(g_s), s				6.3	26.6	0.0				0.0	8.1	8.2	
Cycle Q Clear(g_c), s				26.5	26.6	0.0				0.0	8.1	8.2	
Prop In Lane				0.06		0.00				0.00		0.25	
Lane Grp Cap(c), veh/h				970	815	0				0	690	694	
V/C Ratio(X)				0.56	0.58	0.00				0.00	0.23	0.24	
Avail Cap(c_a), veh/h				970	815	0				0	690	694	
HCM Platoon Ratio				0.33	0.33	1.00				1.00	0.33	0.33	
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00	
Uniform Delay (d), s/vel	1			31.9	32.0	0.0				0.0	30.4	30.4	
Incr Delay (d2), s/veh				2.3	3.0	0.0				0.0	0.8	8.0	
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0	
%ile BackOfQ(50%),vel	n/In			13.9	12.2	0.0				0.0	3.9	4.0	
Unsig. Movement Delay	, s/veh												
LnGrp Delay(d),s/veh				34.2	35.0	0.0				0.0	31.2	31.3	
LnGrp LOS				С	С	Α				Α	С	С	
Approach Vol, veh/h					1010						326		
Approach Delay, s/veh					34.6						31.2		
Approach LOS					С						С		
Timer - Assigned Phs		2		4									
Phs Duration (G+Y+Rc)	, S	44.0		56.0									
Change Period (Y+Rc),		5.5		6.0									
Max Green Setting (Gm		38.5		50.0									
Max Q Clear Time (g_c		10.2		28.6									
Green Ext Time (p_c), s		2.0		6.9									
Intersection Summary													
HCM 6th Ctrl Delay			33.7										
HCM 6th LOS			C										
HOW OUT LOS			C										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		414	7					<b>†</b> }		ሻ	<b>^</b>		
Traffic Volume (veh/h)	23	606	472	0	0	0	0	416	105	5	411	0	
Future Volume (veh/h)	23	606	472	0	0	0	0	416	105	5	411	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		
	1885	1885	1885				0	1885	1885	1885	1885	0	
Adj Flow Rate, veh/h	34	1085	590				0	624	158	8	616	0	
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00	
Percent Heavy Veh, %	1	1	1				0	1	1	1	1	0	
Cap, veh/h	51	1700	743				0	1104	279	18	1594	0	
Arrive On Green	0.15	0.15	0.15				0.00	0.39	0.39	0.01	0.44	0.00	
Sat Flow, veh/h	109	3656	1598				0	2926	716	1795	3676	0	
Grp Volume(v), veh/h	586	533	590				0	394	388	8	616	0	
Grp Sat Flow(s), veh/h/ln		1885	1598				0	1791	1756	1795	1791	0	
Q Serve(g_s), s	29.4	26.4	35.6				0.0	17.2	17.3	0.4	11.5	0.0	
Cycle Q Clear(q_c), s	29.4	26.4	35.6				0.0	17.2	17.3	0.4	11.5	0.0	
Prop In Lane	0.06	20.1	1.00				0.00	17.2	0.41	1.00	1110	0.00	
Lane Grp Cap(c), veh/h		877	743				0.00	699	685	18	1594	0	
V/C Ratio(X)	0.67	0.61	0.79				0.00	0.56	0.57	0.45	0.39	0.00	
Avail Cap(c_a), veh/h	874	877	743				0.00	699	685	95	1594	0.00	
	0.33	0.33	0.33				1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.84	0.84	0.84				0.00	1.00	1.00	0.86	0.86	0.00	
Uniform Delay (d), s/veh		33.8	37.7				0.0	23.9	23.9	49.2	18.6	0.0	
Incr Delay (d2), s/veh	3.4	2.6	7.3				0.0	3.3	3.4	14.3	0.6	0.0	
Initial Q Delay(d3),s/veh		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh		13.9	16.7				0.0	7.6	7.5	0.3	4.7	0.0	
Unsig. Movement Delay							0.0	7.10	,,,	0.0		0.0	
LnGrp Delay(d),s/veh	38.5	36.5	45.0				0.0	27.1	27.2	63.5	19.2	0.0	
LnGrp LOS	D	D	D				A	С	С	E	В	А	
Approach Vol, veh/h		1709					• • •	782			624	7.	
Approach Delay, s/veh		40.1						27.2			19.8		
Approach LOS		D						C C			В		
											D		
Timer - Assigned Phs		2			5	6		8					
Phs Duration (G+Y+Rc),		49.0			5.5	43.5		51.0					
Change Period (Y+Rc),		4.5			4.5	4.5		4.5					
Max Green Setting (Gma	•	44.5			5.3	34.7		46.5					
Max Q Clear Time (g_c+		13.5			2.4	19.3		37.6					
Green Ext Time (p_c), s		4.4			0.0	4.3		5.9					
Intersection Summary													
HCM 6th Ctrl Delay			32.8										
HCM 6th LOS			С										
Notes													

User approved volume balancing among the lanes for turning movement.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		<del>ተ</del> ተጉ						f)		ች	र्स		
Traffic Volume (veh/h)	0	861	1	0	0	0	0	0	16	213	6	0	
Future Volume (veh/h)	0	861	1	0	0	0	0	0	16	213	6	0	
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0	
	1.00		1.00				1.00		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		
Adj Sat Flow, veh/h/ln	0	1885	1885				0	1885	1885	1885	1885	0	
Adj Flow Rate, veh/h	0	1292	2				0	0	24	326	0	0	
	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00	
Percent Heavy Veh, %	0	1	1				0	1	1	1	1	0	
Cap, veh/h	0	0	0				0	0	1438	2800	1697	0	
•	0.00	0.00	0.00				0.00	0.00	0.90	0.90	0.00	0.00	
Sat Flow, veh/h	2.00	0.00	0.00				0.00	0.00	1598	2796	1885	0.00	
Grp Volume(v), veh/h		0.0					0	0	24	326	0	0	
Grp Sat Flow(s), veh/h/ln		0.0					0	0	1598	1398	1885	0	
Q Serve(g_s), s							0.0	0.0	0.1	0.7	0.0	0.0	
Cycle Q Clear(g_c), s							0.0	0.0	0.1	0.7	0.0	0.0	
Prop In Lane							0.00	0.0	1.00	1.00	0.0	0.00	
Lane Grp Cap(c), veh/h							0.00	0	1438	2800	1697	0.00	
V/C Ratio(X)							0.00	0.00	0.02	0.12	0.00	0.00	
Avail Cap(c_a), veh/h							0.00	0.00	1438	2800	1697	0.00	
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00	
							0.00	0.00	1.00	1.00	0.00	0.00	
Upstream Filter(I)							0.00	0.00	0.3	0.3	0.00	0.00	
Uniform Delay (d), s/veh Incr Delay (d2), s/veh							0.0	0.0	0.0	0.3	0.0	0.0	
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0	
	ln.						0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/		,					0.0	0.0	0.0	0.0	0.0	0.0	
Unsig. Movement Delay,	s/ver	I					0.0	0.0	0.3	0.4	0.0	0.0	
LnGrp Delay(d),s/veh													
LnGrp LOS							A	A 24	A	A	A 22/	A	
Approach Vol, veh/h								24			326		
Approach LOS								0.3			0.4		
Approach LOS								Α			Α		
Timer - Assigned Phs		2				6							
Phs Duration (G+Y+Rc),	S	50.0				50.0							
Change Period (Y+Rc), s		5.0				5.0							
Max Green Setting (Gma		45.0				45.0							
Max Q Clear Time (g_c+I		2.7				2.1							
Green Ext Time (p_c), s	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	1.2				0.1							
Intersection Summary													
HCM 6th Ctrl Delay			0.4										
HCM 6th LOS			A										
Notes			,,										
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User approved volume balancing among the lanes for turning movement.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ħβ		- ነ	Φ₽		ሻ		7		<u></u>	7
Traffic Volume (veh/h)	20	967	42	73	942	26	34	43	136	39	48	29
Future Volume (veh/h)	20	967	42	73	942	26	34	43	136	39	48	29
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	1.00	1.00	1.00	1.00
Parking Bus, Adj Work Zone On Approach	1.00	1.00 No	1.00	1.00	1.00 No	1.00	1.00	1.00 No	1.00	1.00	1.00 No	1.00
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	30	1450	63	110	1413	39	51	82	204	58	91	44
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Cap, veh/h	242	1937	84	255	2052	57	293	288	244	282	292	248
Arrive On Green	0.03	0.55	0.55	0.05	0.58	0.58	0.04	0.15	0.15	0.04	0.16	0.16
Sat Flow, veh/h	1795	3497	152	1795	3560	98	1795	1885	1598	1795	1885	1598
Grp Volume(v), veh/h	30	741	772	110	710	742	51	82	204	58	91	44
Grp Sat Flow(s), veh/h/ln	1795	1791	1858	1795	1791	1868	1795	1885	1598	1795	1885	1598
Q Serve(g_s), s	0.6	28.4	28.7	2.3	25.1	25.2	2.1	3.5	11.2	2.4	3.9	2.2
Cycle Q Clear(g_c), s	0.6	28.4	28.7	2.3	25.1	25.2	2.1	3.5	11.2	2.4	3.9	2.2
Prop In Lane	1.00		0.08	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	242	992	1029	255	1032	1076	293	288	244	282	292	248
V/C Ratio(X)	0.12	0.75	0.75	0.43	0.69	0.69	0.17	0.29	0.84	0.21	0.31	0.18
Avail Cap(c_a), veh/h	309	992	1029	301	1032	1076	333	405	343	317	405	343
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	1.00	1.00
Uniform Delay (d), s/veh	11.2	15.3	15.4	14.1	13.4	13.4	30.4	33.9	37.2	30.3	33.9	33.1
Incr Delay (d2), s/veh	0.2	5.1	5.0	1.1	3.7	3.6	0.3	0.5	11.9	0.4	0.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0 12.4	0.0	0.0 10.2	0.0	0.0	0.0	0.0 5.1	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln Unsig. Movement Delay, s/veh		11.9	12.4	0.9	10.2	10.6	0.9	1.6	5.1	1.1	1.0	0.8
LnGrp Delay(d),s/veh	11.4	20.5	20.4	15.3	17.2	17.1	30.7	34.4	49.0	30.7	34.5	33.5
LnGrp LOS	В	20.5 C	20.4 C	15.5 B	17.2 B	В	30.7 C	C C	47.0 D	30.7 C	34.5 C	33.5 C
Approach Vol, veh/h	<u> </u>	1543		<u> </u>	1562			337			193	
Approach Delay, s/veh		20.3			17.0			42.7			33.1	
Approach LOS		C C			В			D			C	
	1		2	4		,	7					
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.6	19.0	6.6	57.0	7.8	18.8	8.7	55.0				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s Max Q Clear Time (g_c+I1), s	5.6 4.1	19.4 5.9	6.0 2.6	51.0 27.2	5.6 4.4	19.4 13.2	7.0 4.3	50.0 30.7				
Green Ext Time (p_c), s	0.0	0.4	0.0	11.7	0.0	0.6	0.1	11.0				
•	0.0	0.4	0.0	11.7	0.0	0.0	0.1	11.0				
Intersection Summary												
HCM 6th Ctrl Delay			21.6									
HCM 6th LOS			С									

Intersection													
Int Delay, s/veh	276.4												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		<b>†</b> \$		ሻ	ħβ			4			4		
Traffic Vol, veh/h	15	933	28	48	943	14	20	29	91	5	3	15	
uture Vol, veh/h	15	933	28	48	943	14	20	29	91	5	3	15	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	_	None	-	_	None	-	_	None	
torage Length	100	-	-	100	-	-			-		-	-	
'eh in Median Storage		0	_	_	0	-	-	0	-	-	0	-	
Grade, %	-	0	_	-	0	_	_	0	-	_	0	_	
eak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100	
eavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1	
vmt Flow	23	1400	42	72	1415	21	30	55	137	8	6	23	
VIIII I IOVV	20	1400	72	12	1410	21	30	00	137	U	U	20	
ajor/Minor N	Major1		N	Major2		ı	Minor1		ı	Minor2			
conflicting Flow All	1436	0	0	1442	0	0	2322	3047	721	2344	3058	718	
Stage 1	1430	-	U	1442	-	-	1467	1467	721	1570	1570	710	
Stage 2	_	_	_	_	_	_	855	1580	-	774	1488	_	
ritical Hdwy	4.12	_	<del>-</del>	4.12	_	-	7.52	6.52	6.92	7.52	6.52	6.92	
itical Hdwy Stg 1	4.12	-	-	4.12	-	-	6.52	5.52	0.72	6.52	5.52	0.72	
itical Hdwy Stg 2		_		-	-	-	6.52	5.52	-	6.52	5.52	-	
ollow-up Hdwy	2.21	-	-	2.21	_	-	3.51	4.01	3.31	3.51	4.01	3.31	
ot Cap-1 Maneuver	474		_	471	-	_	~ 20	~ 13	372	20	12	374	
•	4/4	-	-	4/1	-	-	135	192		117	171	3/4	
Stage 1	-		-	-		-	321	169	-	360	188		
Stage 2 atoon blocked, %	-	-	-	-	-	-	321	109	-	300	100	-	
	171	-	-	171	-	-	0	10	372		10	274	
ov Cap-1 Maneuver	474	-	-	471	-	-	~ 9	~ 10		-	10	374	
ov Cap-2 Maneuver	-	-	-	-	-	-	~ 9	~ 10	-	- 111	10	-	
Stage 1	-	-	-	-	-	-	128	183	-	111	145	-	
Stage 2	-	-	-	-	-	-	246	143	-	152	179	-	
oproach	EB			WB			NB			SB			
_	0.2			0.7		<b>¢</b>	1021.2			30			
CM Control Delay, s CM LOS	0.2			0.7		<b>\$</b> 4	1021.2 F			_			
CIVI LUS							Г			-			
/linor Lane/Major Mvm	nt N	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR S	SRI n1				
apacity (veh/h)	rc I	24	474	LDT	LDIX	471	VVDT	WDI.	JULITI				
CM Lane V/C Ratio		9.233		-	-		-	-	-				
	ф./			-	-	0.153	-	-	-				
CM Lang LOS	\$ <sup>4</sup>	1021.2	13	-	-	14	-	-	-				
CM Lane LOS	\	F	В	-	-	В	-	-	-				
ICM 95th %tile Q(veh)	)	27.7	0.1	-	-	0.5	-	-	-				
otes													
Volume exceeds cap	nacity	\$. De	elay exc	eeds 30	ากร	+: Com	putation	Not D	efined	*: All	major v	olume i	in platoon

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	10	10	8	41	10	11	10	197	10	10	91	49
Future Vol, veh/h	10	10	8	41	10	11	10	197	10	10	91	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	2,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	15	15	12	62	15	17	15	374	15	15	173	74
Major/Minor I	Minor2			Minor1			Major1		ľ	Major2		
Conflicting Flow All	668	659	210	666	689	382	247	0	0	389	0	0
Stage 1	240	240		412	412	-	-	-	-	-	-	-
Stage 2	428	419	-	254	277	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	373	385	833	374	370	667	1325	-	-	1175	-	-
Stage 1	766	709	-	619	596	-	-	-	-	-	-	-
Stage 2	607	592	-	753	683	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	345	374	833	350	359	667	1325	-	-	1175	-	-
Mov Cap-2 Maneuver	345	374	-	350	359	-	-	-	-	-	-	-
Stage 1	755	698	-	610	588	-	-	-	-	-	-	-
Stage 2	569	584	-	715	673	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	14.3			17.3			0.3			0.5		
HCM LOS	В			С								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBL n1	SBL	SBT	SBR			
Capacity (veh/h)		1325			429	384	1175					
HCM Lane V/C Ratio		0.011	-	_		0.242		_	_			
HCM Control Delay (s)		7.7	0	_	14.3	17.3	8.1	0	_			
HCM Lane LOS		Α	A	_	В	C	A	A	_			
HCM 95th %tile Q(veh)	)	0	-	_	0.3	0.9	0	-	-			
7011 70110 @(1011	,	- 0			0.0	0.7						

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	DIX		4			4		UDL	4	- UDIT
Traffic Vol, veh/h	10	10	5	28	10	7	10	132	10	10	60	33
Future Vol, veh/h	10	10	5	28	10	7	10	132	10	10	60	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	2,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	15	15	8	42	15	11	15	251	15	15	114	50
Major/Minor I	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	471	465	139	470	483	259	164	0	0	266	0	0
Stage 1	169	169	-	289	289	-	-	-	-	-	-	-
Stage 2	302	296	-	181	194	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	505	496	912	505	485	782	1421	-	-	1304	-	-
Stage 1	835	761	-	721	675	-	-	-	-	-	-	-
Stage 2	709	670	-	823	742	-	-	-	-	-	-	-
Platoon blocked, %	,		0.15		,		4 12 1	-	-	1001	-	-
Mov Cap-1 Maneuver	477	484	912	480	473	782	1421	-	-	1304	-	-
Mov Cap-2 Maneuver	477	484	-	480	473	-	-	-	-	-	-	-
Stage 1	825	751	-	712	667	-	-	-	-	-	-	-
Stage 2	676	662	-	790	732	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	12.3			13.2			0.4			0.7		
HCM LOS	В			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1421	-	-	531	509	1304	-				
HCM Lane V/C Ratio		0.011	-	-		0.133		-	-			
HCM Control Delay (s)		7.6	0	-	12.3	13.2	7.8	0	-			
HCM Lane LOS		А	Α	-	В	В	Α	Α	-			
HCM 95th %tile Q(veh)	)	0	-	-	0.2	0.5	0	-	-			

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	LUL	4	LDI	WDL	4	WER	NDL	4	NOR	ODL	4	ODIN
Traffic Vol, veh/h	10	10	10	10	10	10	10	204	10	10	126	10
Future Vol, veh/h	10	10	10	10	10	10	10	204	10	10	126	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	2,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	15	15	15	15	15	15	15	388	15	15	239	15
Major/Minor I	Minor2			Minor1			Major1		ľ	Major2		
Conflicting Flow All	718	710	247	718	710	396	254	0	0	403	0	0
Stage 1	277	277	-	426	426	-	-	-	-	-	-	-
Stage 2	441	433	-	292	284	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	345	360	794	345	360	656	1317	-	-	1161	-	-
Stage 1	732	683	-	608	588	-	-	-	-	-	-	-
Stage 2	597	583	-	718	678	-	-	-	-	-	-	-
Platoon blocked, % Mov Cap-1 Maneuver	319	349	794	320	349	656	1317	-	-	1161	-	-
Mov Cap-1 Maneuver	319	349	194	320	349	000	1317	-	-	1101	-	-
Stage 1	721	673		599	579	_	_	-	_	_	_	-
Stage 2	560	574	_	678	668	_	_	_	_	_	_	_
Stage 2	300	J1-1		370	500							
Annroach	ΓD			MD			ND			CD		
Approach	14.0			WB 1F.2			NB			SB		
HCM Control Delay, s HCM LOS	14.8 B			15.2 C			0.3			0.5		
HOW LUS	В			C								
									0.5.5			
Minor Lane/Major Mvm	nt	NBL	NBT		EBLn1V		SBL	SBT	SBR			
Capacity (veh/h)		1317	-	-	713	399	1161	-	-			
HCM Lane V/C Ratio		0.011	-	-		0.113		-	-			
HCM Control Delay (s)		7.8	0	-	14.8	15.2	8.1	0	-			
HCM Lane LOS	١	A	А	-	В	C	A	Α	-			
HCM 95th %tile Q(veh)	)	0	-	-	0.4	0.4	0	-	-			

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	10	10	10	10	10	10	10	136	10	10	84	10
Future Vol, veh/h	10	10	10	10	10	10	10	136	10	10	84	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	2,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	15	15	15	15	15	15	15	258	15	15	160	15
Major/Minor I	Minor2			Minor1		J	Major1		ľ	Major2		
Conflicting Flow All	509	501	168	509	501	266	175	0	0	273	0	0
Stage 1	198	198	-	296	296	-	-	-	-	-	-	-
Stage 2	311	303	-	213	205	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	476	474	879	476	474	775	1407	-	-	1296	-	-
Stage 1	806	739	-	715	670	-	-	-	-	-	-	-
Stage 2	702	665	-	791	734	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	446	462	879	447	462	775	1407	-	-	1296	-	-
Mov Cap-2 Maneuver	446	462	-	447	462	-	-	-	-	-	-	-
Stage 1	796	729	-	706	661	-	-	-	-	-	-	-
Stage 2	664	656	-	752	724	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	12.3			12.5			0.4			0.6		
HCM LOS	В			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1407			541	527	1296	-	-			
HCM Lane V/C Ratio		0.011	-	-		0.085		-	-			
HCM Control Delay (s)		7.6	0	-	12.3	12.5	7.8	0	-			
HCM Lane LOS		A	A	-	В	В	A	A	-			
HCM 95th %tile Q(veh)	)	0	-	-	0.3	0.3	0	-	-			
, ,												

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	LUL	4	LDI	WDL	4	WER	NUL	4	NOR	ODL	4	ODIN
Traffic Vol, veh/h	10	10	10	10	10	10	10	204	10	10	126	10
Future Vol, veh/h	10	10	10	10	10	10	10	204	10	10	126	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	2,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	15	15	15	15	15	15	15	388	15	15	239	15
Major/Minor I	Minor2			Minor1			Major1		ľ	Major2		
Conflicting Flow All	718	710	247	718	710	396	254	0	0	403	0	0
Stage 1	277	277	-	426	426	-	-	-	-	-	-	-
Stage 2	441	433	-	292	284	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	345	360	794	345	360	656	1317	-	-	1161	-	-
Stage 1	732	683	-	608	588	-	-	-	-	-	-	-
Stage 2	597	583	-	718	678	-	-	-	-	-	-	-
Platoon blocked, % Mov Cap-1 Maneuver	319	349	794	320	349	656	1317	-	-	1161	-	-
Mov Cap-1 Maneuver	319	349	194	320	349	000	1317	-	-	1101	-	-
Stage 1	721	673		599	579	_	_	-	_	_	_	-
Stage 2	560	574	_	678	668	_	_	_	_	_	_	_
Stage 2	300	J1-1		370	500							
Annroach	ΓD			MD			ND			CD		
Approach	14.0			WB 1F.2			NB			SB		
HCM Control Delay, s HCM LOS	14.8 B			15.2 C			0.3			0.5		
HOW LUS	В			C								
									0.5.5			
Minor Lane/Major Mvm	nt	NBL	NBT		EBLn1V		SBL	SBT	SBR			
Capacity (veh/h)		1317	-	-	713	399	1161	-	-			
HCM Lane V/C Ratio		0.011	-	-		0.113		-	-			
HCM Control Delay (s)		7.8	0	-	14.8	15.2	8.1	0	-			
HCM Lane LOS	١	A	А	-	В	C	A	Α	-			
HCM 95th %tile Q(veh)	)	0	-	-	0.4	0.4	0	-	-			

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	10	10	10	10	10	10	10	136	10	10	84	10
Future Vol, veh/h	10	10	10	10	10	10	10	136	10	10	84	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage		0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1(0	1
Mvmt Flow	15	15	15	15	15	15	15	258	15	15	160	15
Major/Minor	Minor2			Minor1			Major1		1	Major2		
Conflicting Flow All	509	501	168	509	501	266	175	0	0	273	0	0
Stage 1	198	198	-	296	296	-	-	-	-	-	-	-
Stage 2	311	303	-	213	205	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	476	474	879	476	474	775	1407	-	-	1296	-	-
Stage 1	806	739 665	-	715	670	-	-	-	-	-	-	-
Stage 2 Platoon blocked, %	702	000	-	791	734	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	446	462	879	447	462	775	1407	-	-	1296	-	-
Mov Cap-1 Maneuver	446	462	0/9	447	462	113	1407	_		1290	-	-
Stage 1	796	729	-	706	661	-	-	_	-	-	-	-
Stage 2	664	656	-	752	724		_	_	_	-	_	_
Stuge Z	JU-T	550		, 52	, 27							
Approach	EB			MD			ND			CD		
Approach				WB			NB 0.4			SB		
HCM Control Delay, s	12.3			12.5			0.4			0.6		
HCM LOS	В			В								
		N.S.	NIST		- DI		05:	05=	055			
Minor Lane/Major Mvn	nt	NBL	NBT	NBR	EBLn1V		SBL	SBT	SBR			
Capacity (veh/h)		1407	-	-	541	527	1296	-	-			
HCM Lane V/C Ratio		0.011	-		0.083			-	-			
HCM Control Delay (s)		7.6	0	-	12.3	12.5	7.8	0	-			
HCM Lane LOS	\	A	Α	-	В	В	A	Α	-			
HCM 95th %tile Q(veh	)	0	-	-	0.3	0.3	0	-	-			

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol., veh/h	4	37	9	5	45	8	2	202	11	3	133	7
Future Vol, veh/h	4	37	9	5	45	8	2	202	11	3	133	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	6	56	14	8	68	12	3	384	17	5	253	11
Major/Minor I	Minor2			Minor1			Major1		ľ	Major2		
Conflicting Flow All	708	676	259	703	673	393	264	0	0	401	0	0
Stage 1	269	269	-	399	399	-	-	-	-	-	-	-
Stage 2	439	407	-	304	274	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	351	376	782	354	378	658	1306	-	-	1163	-	-
Stage 1	739	688	-	629	604	-	-	-	-	-	-	-
Stage 2	599	599	-	708	685	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	295	373	782	306	375	658	1306	-	-	1163	-	-
Mov Cap-2 Maneuver	295	373	-	306	375	-	-	-	-	-	-	-
Stage 1	737	685	-	627	602	-	-	-	-	-	-	-
Stage 2	521	597	-	636	682	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	16			16.8			0.1			0.1		
HCM LOS	С			С								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1306	-	-	402	391	1163	-	-			
HCM Lane V/C Ratio		0.002	-	-	0.187			-	-			
HCM Control Delay (s)		7.8	0	-	16	16.8	8.1	0	-			
HCM Lane LOS		Α	Α	-	С	С	Α	Α	-			
HCM 95th %tile Q(veh)	)	0	-	-	0.7	0.8	0	-	-			

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	3	41	6	4	44	6	1	134	7	2	89	4
Future Vol, veh/h	3	41	6	4	44	6	1	134	7	2	89	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	2,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	5	62	9	6	66	9	2	255	11	3	169	6
Major/Minor I	Minor2			Minor1			Major1		I	Major2		
Conflicting Flow All	480	448	172	479	446	261	175	0	0	266	0	0
Stage 1	178	178	-	265	265	-	-	-	-	-	-	-
Stage 2	302	270	-	214	181	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	498	507	874	499	509	780	1407	-	-	1304	-	-
Stage 1	826	754	-	742	691	-	-	-	-	-	-	-
Stage 2	709	688	-	790	752	-	-	-	-	-	-	-
Platoon blocked, %	,		6=	,	F 2 /		445=	-	-	400	-	-
Mov Cap-1 Maneuver	441	504	874	446	506	780	1407	-	-	1304	-	-
Mov Cap-2 Maneuver	441	504	-	446	506	-	-	-	-	-	-	-
Stage 1	824	752	-	741	690	-	-	-	-	-	-	-
Stage 2	633	687	-	716	750	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	13			13.2			0			0.1		
HCM LOS	В			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	WBL <sub>n</sub> 1	SBL	SBT	SBR			
Capacity (veh/h)		1407	-	-	526	521	1304	-				
HCM Lane V/C Ratio		0.001	_			0.155		_	_			
HCM Control Delay (s)		7.6	0	_	13	13.2	7.8	0	_			
HCM Lane LOS		Α.	A	_	В	В	Α.	A	-			
HCM 95th %tile Q(veh)	)	0	-	-	0.5	0.5	0	-	-			
	,				0.0	0.0						

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	10	10	10	10	10	10	10	204	10	10	138	10
Future Vol, veh/h	10	10	10	10	10	10	10	204	10	10	138	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	· -	· -	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	15	15	15	15	15	15	15	388	15	15	262	15
Major/Minor I	Minor2			Minor1			Major1		1	Major2		
Conflicting Flow All	741	733	270	741	733	396	277	0	0	403	0	0
Stage 1	300	300	-	426	426	-		-	-	-	-	-
Stage 2	441	433	_	315	307	_	_	_	_	_	_	_
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	_	_	4.11	_	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51		-	_	_	-	_	_
Critical Hdwy Stg 2	6.11	5.51	_	6.11	5.51	_	_	_	_	-	_	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	_	_	2.209	_	-
Pot Cap-1 Maneuver	333	349	771	333	349	656	1292	_	-	1161	_	-
Stage 1	711	667	-	608	588	-	-	_	_	-	_	_
Stage 2	597	583	-	698	663	-	-	-	-	-	-	-
Platoon blocked, %		300		3,3	500			_	-		-	_
Mov Cap-1 Maneuver	307	339	771	308	339	656	1292	-	-	1161	-	-
Mov Cap-2 Maneuver	307	339	-	308	339	-	-	-	_	-	-	_
Stage 1	700	657	-	599	579	_	-	-	-	-	-	-
Stage 2	560	574	-	659	653	-	-	-	-	-	-	-
<b>J</b>												
Annroach	EB			WB			NB			SB		
Approach												
HCM LOS	15.1			15.5			0.3			0.4		
HCM LOS	С			С								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V		SBL	SBT	SBR			
Capacity (veh/h)		1292	-	-	400	389	1161	-	-			
HCM Lane V/C Ratio		0.012	-	-		0.116		-	-			
HCM Control Delay (s)		7.8	0	-	15.1	15.5	8.1	0	-			
HCM Lane LOS		Α	Α	-	С	С	Α	Α	-			
HCM 95th %tile Q(veh)	)	0	-	-	0.4	0.4	0	-	-			

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	10	10	10	10	10	10	10	136	10	10	92	10
Future Vol, veh/h	10	10	10	10	10	10	10	136	10	10	92	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	15	15	15	15	15	15	15	258	15	15	175	15
Major/Minor N	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	524	516	183	524	516	266	190	0	0	273	0	0
Stage 1	213	213	-	296	296	-	-	-	-	-	-	-
Stage 2	311	303	-	228	220	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	465	464	862	465	464	775	1390	-	-	1296	-	-
Stage 1	791	728	-	715	670	-	-	-	-	-	-	-
Stage 2	702	665	-	777	723	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	436	452	862	437	452	775	1390	-	-	1296	-	-
Mov Cap-2 Maneuver	436	452	-	437	452	-	-	-	-	-	-	-
Stage 1	781	719	-	706	661	-	-	-	-	-	-	-
Stage 2	664	656	-	738	714	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	12.4			12.6			0.4			0.6		
HCM LOS	В			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NRR	EBLn1V	WRI n1	SBL	SBT	SBR			
Capacity (veh/h)	IL	1390	-	NUN	529	518	1296	-	JUIN			
HCM Lane V/C Ratio		0.011	-	-		0.087		-	-			
HCM Control Delay (s)		7.6	0	-	12.4	12.6	7.8	0	-			
HCM Lane LOS		7.0 A	A	-	12.4 B	12.0 B	7.0 A	A	-			
HCM 95th %tile Q(veh)	)	0	- A	-	0.3	0.3	0	- -	-			
110W 75W 70W Q(VCH)	)	- 0	_		0.5	0.5	U					

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	10	10	10	10	10	10	10	204	10	10	144	10
Future Vol., veh/h	10	10	10	10	10	10	10	204	10	10	144	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	15	15	15	15	15	15	15	388	15	15	274	15
Major/Minor I	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	753	745	282	753	745	396	289	0	0	403	0	0
Stage 1	312	312	-	426	426	-	-	-	-	-	-	-
Stage 2	441	433	_	327	319	_	_	_	_	_	_	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	_
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	327	344	759	327	344	656	1279	-	-	1161	-	-
Stage 1	701	659	-	608	588	-	-	-	-	-	-	-
Stage 2	597	583	-	688	655	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	301	334	759	302	334	656	1279	-	-	1161	-	-
Mov Cap-2 Maneuver	301	334	-	302	334	-	-	-	-	-	-	-
Stage 1	690	649	-	599	579	-	-	-	-	-	-	-
Stage 2	560	574	-	649	645	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	15.3			15.6			0.3			0.4		
HCM LOS	C			C			0.0			0.1		
Minor Lang/Major Muna	\ <del>1</del>	NDI	NDT	NDD	EDI 51	VDI n1	CDI	CDT	CDD			
Minor Lane/Major Mvm	IL	NBL	NBT	NDK	EBLn1V		SBL	SBT	SBR			
Capacity (veh/h)		1279	-	-	393	383	1161	-	-			
HCM Captrol Dalay (c)		0.012	-			0.117		-	-			
HCM Control Delay (s) HCM Lane LOS		7.8	0	-	15.3	15.6	8.1	0	-			
HCM 95th %tile Q(veh)	١	A 0	А	-	0.4	0.4	A 0	A	-			
HOW YOU WILL Q(VEI)	)	U	-	-	0.4	0.4	U	-	-			

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	10	10	10	10	10	10	10	136	10	10	96	10
Future Vol, veh/h	10	10	10	10	10	10	10	136	10	10	96	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage		0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	15	15	15	15	15	15	15	258	15	15	182	15
Major/Minor	Minor2			Minor1			Major1		- 1	Major2		
Conflicting Flow All	531	523	190	531	523	266	197	0	0	273	0	0
Stage 1	220	220	-	296	296	-	-	-	-	-	-	-
Stage 2	311	303	-	235	227	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	460	460	854	460	460	775	1382	-	-	1296	-	-
Stage 1	785	723 665	-	715	670	-	-	-	-	-	-	-
Stage 2 Platoon blocked, %	702	000	-	770	718		-	-	-	-	-	-
Mov Cap-1 Maneuver	431	448	854	432	448	775	1382	-	-	1296	-	-
Mov Cap-1 Maneuver	431	448	004	432	448	113	1302	_		1290	-	-
Stage 1	775	714	-	706	661	-	_	-	-	-	-	-
Stage 2	664	656	-	731	709	_	_	_	_	-	_	_
Stuge Z	JU-T	550		, 5 1	, 0 /							
Approach	ED			MD			ND			CD		
Approach	12.F			WB			NB 0.4			SB		
HCM Control Delay, s	12.5			12.7			0.4			0.6		
HCM LOS	В			В								
		N.S.	NET		EDI (	UDI 1	05:	05=	055			
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V		SBL	SBT	SBR			
Capacity (veh/h)		1382	-	-	524	514	1296	-	-			
HCM Lane V/C Ratio		0.011	-		0.086			-	-			
HCM Control Delay (s)		7.6	0	-	12.5	12.7	7.8	0	-			
HCM Lane LOS	\	A	А	-	В	В	A	А	-			
HCM 95th %tile Q(veh	)	0	-	-	0.3	0.3	0	-	-			

	۶	<b>→</b>	•	•	<b>←</b>	•	1	<b>†</b>	<b>/</b>	<b>/</b>	ļ	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		<b>∱</b> ⊅			<b>∱</b> ⊅		ሻ	<b>†</b>	7	ሻ	₽	
Traffic Volume (veh/h)	34	418	31	30	512	18	59	164	41	11	113	32
Future Volume (veh/h)	34	418	31	30	512	18	59	164	41	11	113	32
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	4.00	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	1005	No	1005									
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h Peak Hour Factor	51 1.00	627 1.00	46 1.00	45 1.00	768 1.00	27 1.00	88 1.00	312 1.00	62 1.00	16 1.00	215 1.00	48 1.00
Percent Heavy Veh, %	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Cap, veh/h	312	1658	121	445	1730	61	422	773	655	335	612	137
Arrive On Green	0.98	0.98	0.98	0.49	0.49	0.49	0.14	0.14	0.14	0.41	0.41	0.41
Sat Flow, veh/h	688	3384	248	771	3530	124	1125	1885	1598	1016	1492	333
Grp Volume(v), veh/h	51	332	341	45	390	405	88	312	62	16	0	263
Grp Sat Flow(s), veh/h/ln	688	1791	1841	771	1791	1863	1125	1885	1598	1016	0	1825
Q Serve(g_s), s	2.6	0.6	0.6	3.2	14.2	14.2	7.2	15.1	3.4	1.2	0.0	9.9
Cycle Q Clear(g_c), s	16.8	0.6	0.6	3.8	14.2	14.2	17.1	15.1	3.4	16.3	0.0	9.9
Prop In Lane	1.00		0.13	1.00		0.07	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	312	878	902	445	878	913	422	773	655	335	0	748
V/C Ratio(X)	0.16	0.38	0.38	0.10	0.44	0.44	0.21	0.40	0.09	0.05	0.00	0.35
Avail Cap(c_a), veh/h	312	878	902	445	878	913	422	773	655	335	0	748
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.2	0.5	0.5	14.1	16.6	16.6	37.5	32.1	27.0	27.9	0.0	20.3
Incr Delay (d2), s/veh	1.1	1.2	1.2	0.1	0.4	0.3	1.1	1.6	0.3	0.3	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.4	0.4	0.6	5.7	5.9	2.3	7.9	1.4	0.3	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.3	1.7	1.7	14.2	17.0	17.0	38.6	33.6	27.3	28.2	0.0	21.6
LnGrp LOS	A	А	А	В	В	В	D	С	С	С	А	<u>C</u>
Approach Vol, veh/h		724			840			462			279	
Approach Delay, s/veh		1.9			16.8			33.7			22.0	
Approach LOS		А			В			С			С	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		46.0		54.0		46.0		54.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		41.0		49.0		41.0		49.0				
Max Q Clear Time (g_c+l1), s		18.3		16.2		19.1		18.8				
Green Ext Time (p_c), s		1.6		6.1		2.4		5.1				
Intersection Summary												
HCM 6th Ctrl Delay			16.1									
HCM 6th LOS			В									

	•	<b>→</b>	•	•	<b>←</b>	•	4	†	<b>/</b>	<b>/</b>	ţ	4	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		<b>^</b>	- 7		<b>∱</b> ∱			<b>₽</b>			Þ		
Traffic Volume (veh/h)	22	438	20	20	571	12	40	109	28	17	76	21	
Future Volume (veh/h)	22	438	20	20	571	12	40	109	28	17	76	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	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	4005	4005	No	4005	4005	No	1005	4005	No	1005	
•	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	
Adj Flow Rate, veh/h	33	657	30	30	856	18	60	207	42	26	144	32	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Percent Heavy Veh, %	1	1070	1	1	1072	1	1	1	100	1	1	1	
Cap, veh/h	333	1970	879	414	1973	41	455	532	108	327	523	116	
Arrive On Green	0.55	0.55	0.55	0.55	0.55	0.55	0.12	0.12	0.12	0.70	0.70	0.70	
Sat Flow, veh/h	639	3582	1598	761	3587	75	1218	1521	309	1140	1494	332	
Grp Volume(v), veh/h	33	657	30	30	427	447	60	0	249	26	0	176	
Grp Sat Flow(s), veh/h/ln		1791	1598	761	1791	1872	1218	0	1830	1140	0	1825	
Q Serve(g_s), s	3.2	10.1	0.9	2.3	14.1	14.1	4.5	0.0	12.6	1.3	0.0	3.6	
Cycle Q Clear(g_c), s	17.3	10.1	0.9	12.4	14.1	14.1	8.1	0.0	12.6	13.9	0.0	3.6	
Prop In Lane	1.00	4070	1.00	1.00	005	0.04	1.00	•	0.17	1.00	•	0.18	
Lane Grp Cap(c), veh/h		1970	879	414	985	1029	455	0	640	327	0	639	
` '	0.10	0.33	0.03	0.07	0.43	0.43	0.13	0.00	0.39	0.08	0.00	0.28	
Avail Cap(c_a), veh/h	333	1970	879	414	985	1029	455	0	640	327	0	639	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	
Upstream Filter(I)	1.00	1.00	1.00	0.90	0.90	0.90	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh		12.4	10.3	15.8	13.3	13.3	33.9	0.0	34.3	15.5	0.0	10.3	
Incr Delay (d2), s/veh	0.6	0.5	0.1	0.3	1.3	1.2	0.6	0.0	1.8	0.5	0.0	1.1	
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	
%ile BackOfQ(50%),veh		4.0	0.3	0.4	5.7	6.0	1.5	0.0	6.5	0.3	0.0	1.5	
Unsig. Movement Delay,			10.4	14 1	111	1/5	215	0.0	36.1	14.0	0.0	11.4	
LnGrp Delay(d),s/veh	19.0 B	12.9 B	10.4 B	16.1 B	14.6 B	14.5 B	34.5 C	0.0 A	30.1 D	16.0 B	0.0 A	11.4 B	
LnGrp LOS	D		D	D		D	C		U	D		D	
Approach Vol, veh/h		720			904			309			202		
Approach LOS		13.0			14.6			35.8			11.9		
Approach LOS		В			В			D			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc),	S	40.0		60.0		40.0		60.0					
Change Period (Y+Rc),	S	5.0		5.0		5.0		5.0					
Max Green Setting (Gma	ax), s	35.0		55.0		35.0		55.0					
Max Q Clear Time (g_c+	-l1), s	15.9		16.1		14.6		19.3					
Green Ext Time (p_c), s		1.0		6.9		1.6		5.7					
Intersection Summary													
HCM 6th Ctrl Delay			16.9										
HCM 6th LOS			В										
			D										

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	15	0	11	18	10	20	22	228	1	10	155	11
Future Vol, veh/h	15	0	11	18	10	20	22	228	1	10	155	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	23	0	17	27	15	30	33	433	2	15	295	17
Major/Minor	Minor2			Minor1			Major1		ı	Major2		
Conflicting Flow All	857	835	304	842	842	434	312	0	0	435	0	0
Stage 1	334	334		500	500	434	312	U	U	433	U	U
· · · · · · · · · · · · · · · · · · ·	523	501	-	342	342	-		-		-	-	-
Stage 2 Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
<b>J</b>	6.11	5.51		6.11	5.51	0.21	4.11	-		4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2			3.309	3.509	4.009	2 200	2.209	-	-	2.209	-	-
Follow-up Hdwy	3.509	4.009				3.309		-	-		-	-
Pot Cap-1 Maneuver	279	305 645	738	285	302	624	1254	-	-	1130	-	-
Stage 1	682	544	-	555	545	-	-	-	-	-	-	-
Stage 2 Platoon blocked, %	539	544	-	675	640	-	-	-	-	-	-	-
	215	290	720	240	287	624	1254	-	-	1130	-	-
Mov Cap 2 Manager	245	290	738	268 268	287	024	1204	-		1130	-	-
Mov Cap-2 Maneuver Stage 1	245 658	635	-		526	-	-	-	-	-	-	-
0	481	525	-	536 649	630	-		-		-	-	-
Stage 2	4ŏ I	323	-	049	030	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	16.9			17.6			0.6			0.4		
HCM LOS	С			С								
Minor Lane/Major Mvn	nt	NBL	NBT	NBR	EBLn1V	VBL n1	SBL	SBT	SBR			
Capacity (veh/h)		1254		-	342	358	1130					
HCM Lane V/C Ratio		0.026	_		0.114		0.013	-	_			
HCM Control Delay (s	)	7.9	0	-	16.9	17.6	8.2	0	_			
HCM Lane LOS		7.9 A	A	-	C	17.0	Α.2	A	-			
HCM 95th %tile Q(veh	)	0.1	- A	-	0.4	0.7	0	- -	-			
HOW FOUT TOUTE Q(VEI	1)	0.1	-	-	0.4	0.7	U	-	-			

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	10	12	7	12	18	13	15	152	1	7	104	7
Future Vol, veh/h	10	12	7	12	18	13	15	152	1	7	104	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	<u> </u>	<u> </u>	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	15	18	11	18	27	20	23	289	2	11	198	11
Major/Minor I	Minor2			Minor1			Major1		1	Major2		
Conflicting Flow All	586	563	204	576	567	290	209	0	0	291	0	0
Stage 1	226	226		336	336		-	-	-	-	-	-
Stage 2	360	337	-	240	231	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	423	437	839	430	434	752	1368	-	-	1276	-	-
Stage 1	779	719	-	680	644	-	-	-	-	-	-	-
Stage 2	660	643	-	766	715	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	383	424	839	402	421	752	1368	-	-	1276	-	-
Mov Cap-2 Maneuver	383	424	-	402	421	-	-	-	-	-	-	-
Stage 1	763	712	-	666	631	-	-	-	-	-	-	-
Stage 2	603	630	-	730	708	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	13.6			13.7			0.6			0.4		
HCM LOS	В			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1368	-	-	462	478	1276	-	-			
HCM Lane V/C Ratio		0.016	_	_		0.135		_	_			
HCM Control Delay (s)		7.7	0	_	13.6	13.7	7.8	0	-			
HCM Lane LOS		A	A	-	В	В	A	A	-			
HCM 95th %tile Q(veh)	)	0.1	-	_	0.3	0.5	0	-	-			
700 2(1011)	,				0.0	0.0						

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<b>1</b>	LDIN	VVDL	4	VVDIX	NDL	4	NUN	JUL	4	JUIN
Traffic Vol, veh/h	20	20	16	14	30	18	18	217	7	19	140	34
Future Vol, veh/h	20	20	16	14	30	18	18	217	7	19	140	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized			None		-	None	-	-	None	-	-	None
Storage Length	70	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	2,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	30	30	24	21	45	27	27	412	11	29	266	51
Major/Minor I	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	858	827	292	849	847	418	317	0	0	423	0	0
Stage 1	350	350	-	472	472	-	-	-	-	-	-	-
Stage 2	508	477	-	377	375	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	278	308	750	282	300	637	1249	-	-	1142	-	-
Stage 1	669	635	-	574	561	-	-	-	-	-	-	-
Stage 2	549	558	-	647	619	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	224	290	750	240	283	637	1249	-	-	1142	-	-
Mov Cap-2 Maneuver	224	290	-	240	283	-	-	-	-	-	-	-
Stage 1	650	615	-	558	545	-	-	-	-	-	-	-
Stage 2	469	542	-	577	600	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	18.3			20.7			0.5			0.7		
HCM LOS	С			С								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1	EBLn2\	WBLn1	SBL	SBT	SBR		
Capacity (veh/h)		1249	-	-	224	399	322	1142		-		
HCM Lane V/C Ratio		0.022	-	-		0.135			-	-		
HCM Control Delay (s)		7.9	0	-	23.5	15.4	20.7	8.2	0	-		
HCM Lane LOS		Α	А	-	С	С	С	Α	Α	-		
HCM 95th %tile Q(veh)	)	0.1	-	-	0.5	0.5	1.2	0.1	-	-		

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		44		ሻ	ĵ.			4			4	
Traffic Vol, veh/h	13	38	11	9	61	12	12	144	5	13	93	23
Future Vol, veh/h	13	38	11	9	61	12	12	144	5	13	93	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	65	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	20	57	17	14	92	18	18	274	8	20	177	35
Major/Minor I	Minor2			Minor1			Major1		ľ	Major2		
Conflicting Flow All	604	553	195	586	566	278	212	0	0	282	0	0
Stage 1	235	235	-	314	314	-	-	-	-	-	-	-
Stage 2	369	318	-	272	252	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	412	442	849	423	435	763	1364	-	-	1286	-	-
Stage 1	770	712	-	699	658	-	-	-	-	-	-	-
Stage 2	653	655	-	736	700	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	326	427	849	363	420	763	1364	-	-	1286	-	-
Mov Cap-2 Maneuver	326	427	-	363	420	-	-	-	-	-	-	-
Stage 1	758	699	-	688	647	-	-	-	-	-	-	-
Stage 2	539	645	-	651	687	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	15.5			15.4			0.5			0.7		
HCM LOS	С			С								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	WBLn1V	VBLn2	SBL	SBT	SBR		
Capacity (veh/h)		1364	-	-	437	363	454	1286	-	-		
HCM Lane V/C Ratio		0.013	-	-		0.037			-	-		
HCM Control Delay (s)		7.7	0	-	15.5	15.3	15.4	7.8	0	-		
HCM Lane LOS		Α	A	-	С	С	С	Α	A	-		
HCM 95th %tile Q(veh)	)	0	-	-	0.8	0.1	0.9	0	-	-		
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			44			4			4	
Traffic Volume (veh/h)	17	94	12	10	61	14	12	209	12	20	125	20
Future Volume (veh/h)	17	94	12	10	61	14	12	209	12	20	125	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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	26	141	18	15	92	21	18	397	18	30	238	30
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	62	183	22	55	175	37	69	1356	60	144	1118	137
Arrive On Green	0.25	0.25	0.25	0.13	0.13	0.13	1.00	1.00	1.00	0.78	0.78	0.78
Sat Flow, veh/h	166	1462	175	117	1403	298	40	1728	77	133	1424	174
Grp Volume(v), veh/h	185	0	0	128	0	0	433	0	0	298	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	0	1818	0	0	1844	0	0	1731	0	0
Q Serve(g_s), s	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.6	0.0	0.0	6.6	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0
Prop In Lane	0.14		0.10	0.12		0.16	0.04		0.04	0.10		0.10
Lane Grp Cap(c), veh/h	267	0	0	267	0	0	1485	0	0	1399	0	0
V/C Ratio(X)	0.69	0.00	0.00	0.48	0.00	0.00	0.29	0.00	0.00	0.21	0.00	0.00
Avail Cap(c_a), veh/h	597	0	0	596	0	0	1485	0	0	1399	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.3	0.0	0.0	41.2	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	0.0	1.3	0.0	0.0	0.5	0.0	0.0	0.3	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	3.9	0.0	0.0	3.0	0.0	0.0	0.2	0.0	0.0	1.2	0.0	0.0
Unsig. Movement Delay, s/veh		0.0	0.0	40 F	0.0	0.0	٥٢	0.0	0.0	2.1	0.0	0.0
LnGrp Delay(d),s/veh	38.7	0.0	0.0	42.5	0.0	0.0	0.5	0.0	0.0	3.1	0.0	0.0
LnGrp LOS	D	A 105	A	D	A 100	A	A	A 422	A	A	A 200	A
Approach Vol, veh/h		185			128			433			298	
Approach Delay, s/veh		38.7			42.5			0.5			3.1	
Approach LOS		D			D			А			Α	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		83.0		17.0		83.0		17.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		59.5		31.5		59.5		31.5				
Max Q Clear Time (g_c+l1), s		6.1		8.6		2.0		11.6				
Green Ext Time (p_c), s		2.1		0.6		3.1		1.0				
Intersection Summary												
HCM 6th Ctrl Delay			13.2									
HCM 6th LOS			В									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4			4			4		
Traffic Volume (veh/h)	11	91	9	7	78	8	7	139	8	14	84	13	
Future Volume (veh/h)	11	91	9	7	78	8	7	139	8	14	84	13	
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	1005	1005	No	1005	1005	No	1005	1005	No	1005	
•	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	
Adj Flow Rate, veh/h	16	136	14	10	117	12	1.00	264 1.00	1.00	1.00	160	20	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Percent Heavy Veh, % Cap, veh/h	51	183	18	46	189	19	61	1386	62	153	1141	139	
Arrive On Green	0.12	0.12	0.12	0.08	0.08	0.08	1.00	1.00	1.00	0.26	0.26	0.26	
Sat Flow, veh/h	100	1575	154	65	1621	159	30	1746	78	142	1438	175	
Grp Volume(v), veh/h	166	0	0	139	0	0	286	0	0	201	0	0	
Grp Sat Flow(s), veh/h/ln		0	0	1845	0	0	1854	0	0	1755	0	0	
Q Serve(g_s), s	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Q Clear(q_c), s	8.7	0.0	0.0	7.3	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	
Prop In Lane	0.10	0.0	0.08	0.07	0.0	0.09	0.03	0.0	0.04	0.10	0.0	0.10	
Lane Grp Cap(c), veh/h	253	0	0	253	0	0	1509	0	0	1432	0	0	
V/C Ratio(X)	0.66	0.00	0.00	0.55	0.00	0.00	0.19	0.00	0.00	0.14	0.00	0.00	
Avail Cap(c_a), veh/h	712	0	0	717	0	0	1509	0	0	1432	0	0	
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	2.00	2.00	2.00	0.33	0.33	0.33	
Upstream Filter(I)	1.00	0.00	0.00	0.88	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	
Uniform Delay (d), s/veh	142.9	0.0	0.0	44.1	0.0	0.0	0.0	0.0	0.0	10.7	0.0	0.0	
Incr Delay (d2), s/veh	2.9	0.0	0.0	1.6	0.0	0.0	0.3	0.0	0.0	0.2	0.0	0.0	
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh		0.0	0.0	3.5	0.0	0.0	0.1	0.0	0.0	3.4	0.0	0.0	
Unsig. Movement Delay													
LnGrp Delay(d),s/veh	45.8	0.0	0.0	45.7	0.0	0.0	0.3	0.0	0.0	10.9	0.0	0.0	
LnGrp LOS	D	A	<u> </u>	D	A	A	A	A	<u>A</u>	В	A	A	
Approach Vol, veh/h		166			139			286			201		
Approach Delay, s/veh		45.8			45.7			0.3			10.9		
Approach LOS		D			D			Α			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc),	, S	83.9		16.1		83.9		16.1					
Change Period (Y+Rc),		4.5		4.5		4.5		4.5					
Max Green Setting (Gma		53.5		37.5		53.5		37.5					
Max Q Clear Time (g_c+		10.3		9.3		2.0		10.7					
Green Ext Time (p_c), s		1.3		0.8		1.9		0.9					
Intersection Summary													
HCM 6th Ctrl Delay			20.5										
HCM 6th LOS			С										

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	20	24	5	6	43	9	7	197	8	15	122	8
Future Vol, veh/h	20	24	5	6	43	9	7	197	8	15	122	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	30	36	8	9	65	14	11	374	12	23	232	12
Major/Minor I	Minor2			Minor1			Major1		1	Major2		
Conflicting Flow All	726	692	238	708	692	380	244	0	0	386	0	0
Stage 1	284	284	-	402	402	-	-	_	_	-	-	-
Stage 2	442	408	-	306	290	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	341	369	803	351	369	669	1328	-	-	1178	-	-
Stage 1	725	678	-	627	602	-	-	-	-	-	-	-
Stage 2	596	598	-	706	674	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	280	356	803	313	356	669	1328	-	-	1178	-	-
Mov Cap-2 Maneuver	280	356	-	313	356	-	-	-	-	-	-	-
Stage 1	717	662	-	620	595	-	-	-	-	-	-	-
Stage 2	515	591	-	646	658	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	18.6			17.3			0.2			0.7		
HCM LOS	С			С			• • •					
Minor Lane/Major Mvm	nt	NBL	NBT	MPD	EBLn1V	MRI n1	SBL	SBT	SBR			
	Ш								SDK			
Capacity (veh/h) HCM Lane V/C Ratio		1328	-	-	338 0.217	378	1178 0.019	-	-			
		0.008 7.7	0		18.6	17.3	8.1	0	-			
HCM Control Delay (s) HCM Lane LOS				-	18.6 C	17.3 C	8.1 A		-			
HCM 95th %tile Q(veh)	)	A 0	A -	-	0.8	0.9	0.1	A	-			
HOW FOUT TOUTE Q(VEH)	)	U	-	_	0.0	0.9	0.1	-	-			

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol., veh/h	13	34	3	4	48	6	5	131	5	10	82	6
Future Vol, veh/h	13	34	3	4	48	6	5	131	5	10	82	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	20	51	5	6	72	9	8	249	8	15	156	9
Major/Minor I	Minor2			Minor1		1	Major1		1	Major2		
Conflicting Flow All	501	464	161	488	464	253	165	0	0	257	0	0
Stage 1	191	191	-	269	269	-	-	-	-	-	-	-
Stage 2	310	273	-	219	195	_	-	_	_	_	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	_	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	_	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	_	-	-	_	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	_	_	2.209	-	-
Pot Cap-1 Maneuver	482	497	887	492	497	788	1419	-	-	1314	-	-
Stage 1	813	744	-	739	688	-		_	_		-	-
Stage 2	702	686	-	786	741	-	-	-	-	_	-	_
Platoon blocked, %								-	_		-	-
Mov Cap-1 Maneuver	416	487	887	443	487	788	1419	-	_	1314	-	-
Mov Cap-2 Maneuver	416	487	-	443	487	_	-	-	-	-	-	-
Stage 1	807	734	-	734	683	-	-	-	-	-	-	-
Stage 2	616	681	-	718	731	_	-	_	_	_	_	_
Approach	EB			WB			NB			SB		
HCM Control Delay, s	13.9			13.6			0.2			0.6		
HCM LOS	В			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1419	-	-	479	503	1314	-	-			
HCM Lane V/C Ratio		0.005	-	-		0.173		-	-			
HCM Control Delay (s)		7.5	0	_	13.9	13.6	7.8	0	-			
HCM Lane LOS		A	A	-	В	В	A	A	-			
HCM 95th %tile Q(veh)	)	0	-	_	0.6	0.6	0	-	_			
/ 0 / 0 0 ( 10	,				0.0	5.5						

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				ሻ	41	7	ሻሻ	<b>↑</b>			<b>†</b>	7
Traffic Volume (veh/h)	0	0	0	415	512	30	177	277	0	0	113	17
Future Volume (veh/h)	0	0	0	415	512	30	177	277	0	0	113	17
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				1885	1885	1885	1885	1885	0	0	1885	1885
Adj Flow Rate, veh/h				463	990	45	266	526	0	0	215	26
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %				1	1	1	1	1	0	0	1	1
Cap, veh/h				617	1295	549	824	1049	0	0	509	431
Arrive On Green				0.34	0.34	0.34	0.47	1.00	0.00	0.00	0.54	0.54
Sat Flow, veh/h				1795	3770	1598	3483	1885	0	0	1885	1598
Grp Volume(v), veh/h				463	990	45	266	526	0	0	215	26
Grp Sat Flow(s), veh/h/ln				1795	1885	1598	1742	1885	0	0	1885	1598
Q Serve(g_s), s				22.8	23.4	1.9	4.8	0.0	0.0	0.0	6.8	0.8
Cycle Q Clear(g_c), s				22.8	23.4	1.9	4.8	0.0	0.0	0.0	6.8	0.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00	=	1.00
Lane Grp Cap(c), veh/h				617	1295	549	824	1049	0	0	509	431
V/C Ratio(X)				0.75	0.76	0.08	0.32	0.50	0.00	0.00	0.42	0.06
Avail Cap(c_a), veh/h				808	1697	719	824	1049	0	0	509	431
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	1.00	1.00	0.82	0.82	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				29.0	29.2	22.2	21.4	0.0	0.0	0.0	18.4	17.0
Incr Delay (d2), s/veh				2.8	1.5 0.0	0.1	0.2	1.4	0.0	0.0	2.6	0.3
Initial Q Delay(d3),s/veh				0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				10.1	10.6	0.7	1.8	0.4	0.0	0.0	2.9	0.3
Unsig. Movement Delay, s/veh				21.0	30.8	22.2	21.6	1.4	0.0	0.0	20.9	17.2
LnGrp Delay(d),s/veh LnGrp LOS				31.9 C	30.8 C	22.2 C	21.0 C	1.4 A	0.0 A	0.0 A	20.9 C	17.2 B
				<u> </u>	1498	C	C	792	A	A	241	В
Approach Polay, shiph					30.8			8.2			20.5	
Approach LOS					_							
Approach LOS					С			А			С	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	28.6	32.0		39.4		60.6						
Change Period (Y+Rc), s	5.0	* 5		5.0		5.0						
Max Green Setting (Gmax), s	13.5	* 27		45.0		45.0						
Max Q Clear Time (g_c+l1), s	6.8	8.8		25.4		2.0						
Green Ext Time (p_c), s	0.5	1.2		9.0		3.9						
Intersection Summary												
HCM 6th Ctrl Delay			22.8									
HCM 6th LOS			С									

User approved volume balancing among the lanes for turning movement.

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

Synchro 10 Report 01/21/2021 Baseline Page 25

ر	<b>k</b>	<b>→</b>	•	•	•	•	•	<b>†</b>	/	<b>&gt;</b>	<b>↓</b>	✓	
Movement EE	3L	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations					414			4			ĵ.		
Traffic Volume (veh/h)	0	0	0	21	652	20	1	15	0	0	76	11	
Future Volume (veh/h)	0	0	0	21	652	20	1	15	0	0	76	11	
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				1885	1885	1885	1885	1885	0	0	1885	1885	
Adj Flow Rate, veh/h				32	978	30	2	28	0	0	144	16	
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Percent Heavy Veh, %				1	1	1	1	1	0	0	1	1	
Cap, veh/h				42	1338	43	71	892	0	0	833	93	
Arrive On Green				0.13	0.13	0.13	0.50	0.50	0.00	0.00	1.00	1.00	
Sat Flow, veh/h				110	3521	113	66	1785	0	0	1667	185	
Grp Volume(v), veh/h				547	0	493	30	0	0	0	0	160	
Grp Sat Flow(s),veh/h/ln				1880	0	1865	1851	0	0	0	0	1852	
2 Serve(g_s), s				28.1	0.0	25.4	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Q Clear(g_c), s				28.1	0.0	25.4	0.8	0.0	0.0	0.0	0.0	0.0	
rop In Lane				0.06 715	٥	0.06 709	0.07 964	0	0.00	0.00	Λ	0.10 926	
ane Grp Cap(c), veh/h /C Ratio(X)				0.76	0.00	0.70	0.03	0.00	0.00	0.00	0.00	0.17	
vail Cap(c_a), veh/h				1090	0.00	1082	964	0.00	0.00	0.00	0.00	926	
ICM Platoon Ratio				0.33	0.33	0.33	1.00	1.00	1.00	1.00	2.00	2.00	
Jpstream Filter(I)				0.33	0.00	0.33	1.00	0.00	0.00	0.00	0.00	1.00	
Iniform Delay (d), s/veh				39.4	0.00	38.2	12.7	0.00	0.00	0.00	0.00	0.0	
ncr Delay (d2), s/veh				1.2	0.0	0.9	0.1	0.0	0.0	0.0	0.0	0.4	
nitial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sile BackOfQ(50%), veh/ln				14.4	0.0	12.8	0.4	0.0	0.0	0.0	0.0	0.1	
nsig. Movement Delay, s/	veh			- 11-1	3.0	0	J. 1	3.0	3.0	3.0	3.0	J. 1	
nGrp Delay(d),s/veh				40.6	0.0	39.1	12.8	0.0	0.0	0.0	0.0	0.4	
nGrp LOS				D	Α	D	В	Α	Α	Α	Α	Α	
pproach Vol, veh/h					1040			30			160		
pproach Delay, s/veh					39.9			12.8			0.4		
pproach LOS					D			В			Α		
imer - Assigned Phs		2		4		6							
Phs Duration (G+Y+Rc), s		56.0		44.0		56.0							
Change Period (Y+Rc), s		6.0		6.0		6.0							
lax Green Setting (Gmax)	. S	30.0		58.0		30.0							
lax Q Clear Time (g_c+l1)		2.0		30.1		2.8							
Green Ext Time (p_c), s	, ,	0.9		7.9		0.1							
ntersection Summary													
HCM 6th Ctrl Delay			34.1										
HCM 6th Ctri Delay			34. I										
JOIN DILL FOR			C										

•	-	•	•	•	•	4	<b>†</b>	<i>&gt;</i>	-	<b>↓</b>	✓
Movement EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	414	7					ΦÞ		ች	<b>^</b>	
Traffic Volume (veh/h) 14	528	411	0	0	0	0	416	105	5	523	0
Future Volume (veh/h) 14	528	411	0	0	0	0	416	105	5	523	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	1.00				1100	No	1100	1.00	No	1.00
Adj Sat Flow, veh/h/ln 1885	1885	1885				0	1885	1885	1885	1885	0
Adj Flow Rate, veh/h 21	940	518				0	790	158	8	994	0
Peak Hour Factor 1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, % 1	1.00	1.00				0	1.00	1.00	1.00	1.00	0
Cap, veh/h 32	1495	648				0	1501	300	266	1807	0
Arrive On Green 0.13	0.13	0.13				0.00	0.50	0.50	1.00	1.00	0.00
Sat Flow, veh/h 79	3688	1598				0.00	3068	595	596	3676	0.00
Grp Volume(v), veh/h 503	458	518				0	476	472	8	994	0
Grp Sat Flow(s), veh/h/ln1881	1885	1598				0	1791	1778	596	1791	0
Q Serve(g_s), s 25.4	22.9	31.5				0.0	17.9	17.9	0.5	0.0	0.0
Cycle Q Clear(g_c), s 25.4	22.9	31.5				0.0	17.9	17.9	18.4	0.0	0.0
Prop In Lane 0.04	22.9	1.00				0.00	17.9	0.33	1.00	0.0	0.00
Lane Grp Cap(c), veh/h 763	764	648					904	897	266	1807	0.00
1 , ,	0.60					0.00	0.53	0.53	0.03	0.55	0.00
V/C Ratio(X) 0.66		0.80									
Avail Cap(c_a), veh/h 894	895	759				1.00	904	897	266	1807	1.00
HCM Platoon Ratio 0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I) 0.70	0.70					0.00	1.00	1.00	0.78	0.78	0.00
Uniform Delay (d), s/veh 36.7	35.7	39.4				0.0	16.7	16.7	3.3	0.0	0.0
Incr Delay (d2), s/veh 1.0	0.6	3.7				0.0	2.2	2.2	0.2	0.9	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/lin3.0	11.6	14.1				0.0	7.6	7.5	0.0	0.2	0.0
Unsig. Movement Delay, s/vel		10.1				0.0	10.0	10.0	2.4	0.0	0.0
LnGrp Delay(d),s/veh 37.7	36.2	43.1				0.0	18.9	18.9	3.4	0.9	0.0
LnGrp LOS D	D	D				A	B	В	A	A	A
Approach Vol, veh/h	1479						948			1002	
Approach Delay, s/veh	39.2						18.9			1.0	
Approach LOS	D						В			Α	
Timer - Assigned Phs	2				6		8				
Phs Duration (G+Y+Rc), s	55.0				55.0		45.0				
Change Period (Y+Rc), s	4.5				4.5		4.5				
Max Green Setting (Gmax), s	43.5				43.5		47.5				
Max Q Clear Time (g_c+I1), s					19.9		33.5				
Green Ext Time (p_c), s	7.8				6.7		7.1				
Intersection Summary	,,,				3.7						
		22.4									
HCM 6th Ctrl Delay HCM 6th LOS											
		С									
Notes											

User approved volume balancing among the lanes for turning movement.

01/21/2021 Baseline Synchro 10 Report Page 27

Packet Page 263

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Movement EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
_ane Configurations	ፈተኩ						f)			4		
Fraffic Volume (veh/h) 9	852	1	0	0	0	0	6	10	91	6	0	
-uture Volume (veh/h) 9	852	1	0	0	0	0	6	10	91	6	0	
nitial 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	
Nork Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln 1885	1885	1885				0	1885	1885	1885	1885	0	
Adj Flow Rate, veh/h 14	1278	2				0	11	15	136	11	0	
Peak Hour Factor 1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00	
Percent Heavy Veh, % 1	1	1				0	1	1	1	1	0	
Cap, veh/h 19	1850	3				0	403	550	796	62	0	
Arrive On Green 0.34	0.34	0.34				0.00	0.56	0.56	0.56	0.56	0.00	
Sat Flow, veh/h 56	5417	9				0	723	985	1301	111	0	
Grp Volume(v), veh/h 472	392	430				0	0	26	147	0	0	
Grp Sat Flow(s), veh/h/ln1882	1716	1884				0	0	1708	1411	0	0	
2 Serve(g_s), s 22.1	19.5	19.5				0.0	0.0	0.7	4.9	0.0	0.0	
Cycle Q Clear(g_c), s 22.1	19.5	19.5				0.0	0.0	0.7	5.6	0.0	0.0	
Prop In Lane 0.03		0.00				0.00		0.58	0.93		0.00	
ane Grp Cap(c), veh/h 643	586	643				0	0	954	857	0	0	
V/C Ratio(X) 0.73	0.67	0.67				0.00	0.00	0.03	0.17	0.00	0.00	
Avail Cap(c_a), veh/h 1035	944	1036				0	0	954	857	0	0	
HCM Platoon Ratio 1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00	
Jpstream Filter(I) 1.00	1.00	1.00				0.00	0.00	1.00	0.99	0.00	0.00	
Jniform Delay (d), s/veh 28.9	28.1	28.1				0.0	0.0	9.9	11.1	0.0	0.0	
ncr Delay (d2), s/veh 1.7	1.3	1.2				0.0	0.0	0.1	0.4	0.0	0.0	
nitial 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/110.0	8.0	8.8				0.0	0.0	0.3	1.7	0.0	0.0	
Jnsig. Movement Delay, s/vel	n											
_nGrp Delay(d),s/veh 30.6	29.4	29.3				0.0	0.0	10.0	11.5	0.0	0.0	
_nGrp LOS C	С	С				Α	Α	Α	В	Α	Α	
Approach Vol, veh/h	1294						26			147		
Approach Delay, s/veh	29.8						10.0			11.5		
Approach LOS	C						A			В		
					,							
Fimer - Assigned Phs	2				6		8					
Phs Duration (G+Y+Rc), s	60.8				60.8		39.2					
Change Period (Y+Rc), s	5.0				5.0		5.0					
Max Green Setting (Gmax), s	35.0				35.0		55.0					
Max Q Clear Time (g_c+l1), s					2.7		24.1					
Green Ext Time (p_c), s	8.0				0.1		10.1					
ntersection Summary												
HCM 6th Ctrl Delay		27.6										



# Intersection: 4: 4th St/4th Street & South Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	24	9	35	38
Average Queue (ft)	2	0	18	20
95th Queue (ft)	13	6	43	45
Link Distance (ft)	752	387	207	273
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

#### Intersection: 5: 5th Street & North Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	Т	TR	L	T	R	L	T	R
Maximum Queue (ft)	83	191	173	69	236	207	85	104	136	60	76	58
Average Queue (ft)	14	99	86	15	125	91	32	44	64	25	30	19
95th Queue (ft)	51	164	154	48	202	180	69	85	110	55	65	48
Link Distance (ft)		386	386		972	972		299	299		607	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	125			125			85			75		75
Storage Blk Time (%)		3			(5)		0	1		0	1	0
Queuing Penalty (veh)		1			(1)		0	1		0	1	0

#### Intersection: 6: 4th Street & North Ave

Movement	EB	EB	EB	WB	NB	SB	
Directions Served	L	T	TR	L	LTR	LTR	
Maximum Queue (ft)	35	5	13	81	42	51	
Average Queue (ft)	8	0	1	37	12	16	
95th Queue (ft)	30	5	8	69	38	44	
Link Distance (ft)		973	973		305	613	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100			100			
Storage Blk Time (%)				0			
Queuing Penalty (veh)				0			

# Intersection: 9: 5th Street & Belford Ave

Movement	WB
Directions Served	TR
Maximum Queue (ft)	38
Average Queue (ft)	14
95th Queue (ft)	39
Link Distance (ft)	939
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

#### Intersection: 10: 4th Street & Belford Ave

Movement	EB	WB	WB
Directions Served	R	L	TR
Maximum Queue (ft)	31	57	33
Average Queue (ft)	8	23	7
95th Queue (ft)	30	42	28
Link Distance (ft)	940	407	407
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

# Intersection: 13: 5th Street & Teller Ave

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	34	35
Average Queue (ft)	14	16
95th Queue (ft)	40	42
Link Distance (ft)	426	942
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

# Intersection: 14: 4th Street & Teller Ave

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	38	33
Average Queue (ft)	15	16
95th Queue (ft)	41	42
Link Distance (ft)	941	426
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

#### Intersection: 17: 5th Street & Hill Ave

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	38	40
Average Queue (ft)	14	17
95th Queue (ft)	40	43
Link Distance (ft)	425	954
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

#### Intersection: 18: 4th Street & Hill Ave

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	36	31
Average Queue (ft)	14	15
95th Queue (ft)	40	40
Link Distance (ft)	934	425
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

# Intersection: 21: 5th Street & Gunnison Ave

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	51	52
Average Queue (ft)	25	27
95th Queue (ft)	49	50
Link Distance (ft)	423	955
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

#### Intersection: 22: 4th Street & Gunnison Ave

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	50	40
Average Queue (ft)	26	24
95th Queue (ft)	48	46
Link Distance (ft)	946	423
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

#### Intersection: 25: 5th Street & Chipeta Ave

Movement	EB	WB	NB
Directions Served	LT	TR	LT
Maximum Queue (ft)	31	43	5
Average Queue (ft)	15	16	0
95th Queue (ft)	40	42	5
Link Distance (ft)	421	946	289
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

# Intersection: 26: 4th Street & Chipeta Ave

Movement	EB	WB	SB
Directions Served	TR	LT	LT
Maximum Queue (ft)	36	34	3
Average Queue (ft)	15	15	0
95th Queue (ft)	41	41	3
Link Distance (ft)	947	421	338
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

# Intersection: 29: 5th Street & Ouray Ave

Movement	EB	WB	NB
Directions Served	LT	TR	LT
Maximum Queue (ft)	38	39	3
Average Queue (ft)	16	16	0
95th Queue (ft)	42	41	3
Link Distance (ft)	420	953	314
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

#### Intersection: 30: 4th Street & Ouray Ave

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	36	33
Average Queue (ft)	15	14
95th Queue (ft)	41	40
Link Distance (ft)	961	420
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

# Intersection: 33: 5th Street & Grand Ave

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	
Directions Served	L	T	T	T	TR	L	T	Т	R	
Maximum Queue (ft)	76	98	88	211	185	78	70	71	65	
Average Queue (ft)	27	48	37	120	81	25	27	30	18	
95th Queue (ft)	59	86	82	189	164	62	61	64	53	
Link Distance (ft)		424	424	956	956		301	301		
Upstream Blk Time (%)										
Queuing Penalty (veh)		NA.	-TWLT	1						
Storage Bay Dist (ft)	75	INA	- 1	_		100			50	
Storage Blk Time (%)	0	5	$\leftarrow$			0	0	5	0	
Queuing Penalty (veh)	1	3	·			0	0	4	0	

# Intersection: 34: 4th Street & Grand Ave

Movement	EB	EB	EB	WB	WB	WB	SB	SB	
Directions Served	T	Т	R	L	T	T	LT	TR	
Maximum Queue (ft)	181	144	67	64	72	75	130	152	
Average Queue (ft)	92	43	16	23	35	30	59	69	
95th Queue (ft)	153	105	46	54	64	68	106	124	
Link Distance (ft)	962	962			424	424	319	319	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			100	150					
Storage Blk Time (%)		0	0						
Queuing Penalty (veh)		0	0						

#### Intersection: 37: 5th Street & White Ave

Movement	EB	WB	NB	NB
Directions Served	LT	TR	LT	TR
Maximum Queue (ft)	51	48	3	6
Average Queue (ft)	24	25	0	0
95th Queue (ft)	48	48	3	5
Link Distance (ft)	437	960	300	300
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

# Intersection: 38: 4th Street & White Ave

Movement	EB	WB	SB	SB
Directions Served	TR	LT	LT	TR
Maximum Queue (ft)	47	90	117	140
Average Queue (ft)	18	32	58	74
95th Queue (ft)	46	73	102	125
Link Distance (ft)	944	437	293	293
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

#### Intersection: 41: 5th Street & Rood Ave

Movement	EB	EB	WB	NB	NB
Directions Served	L	T	TR	LT	TR
Maximum Queue (ft)	72	76	72	66	69
Average Queue (ft)	21	22	30	25	19
95th Queue (ft)	55	59	63	60	54
Link Distance (ft)		440	971	305	305
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	70				
Storage Blk Time (%)	1	1			
Queuing Penalty (veh)	0	0			

#### Intersection: 42: 4th Street & Rood Ave

Movement	EB	WB	WB	SB	SB	
Directions Served	TR	L	T	LT	TR	
Maximum Queue (ft)	89	55	82	59	64	
Average Queue (ft)	33	14	26	20	19	
95th Queue (ft)	74	43	66	52	51	
Link Distance (ft)	1007		440	297	297	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		65				
Storage Blk Time (%)		0	1			
Queuing Penalty (veh)		0	0			

# Intersection: 45: 5th Street & Main St

Movement	EB	WB	NB	NB
Directions Served	LT	TR	LT	TR
Maximum Queue (ft)	134	115	158	144
Average Queue (ft)	59	48	85	77
95th Queue (ft)	110	96	140	131
Link Distance (ft)	429	967	311	311
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

#### Intersection: 46: 4th Street & Main St

Movement	EB	WB	SB	SB
Directions Served	TR	LT	LT	TR
Maximum Queue (ft)	118	59	119	143
Average Queue (ft)	48	14	50	71
95th Queue (ft)	99	45	98	126
Link Distance (ft)	900	429	309	309
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

# Intersection: 49: 5th Street & Colorado Ave

Movement	EB	WB	NB	NB
Directions Served	LT	TR	LT	TR
Maximum Queue (ft)	57	52	3	4
Average Queue (ft)	30	29	0	0
95th Queue (ft)	51	49	3	3
Link Distance (ft)	430	972	263	263
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

# Intersection: 50: 4th Street & Colorado Ave

Movement	EB	WB	SB
Directions Served	TR	LT	LT
Maximum Queue (ft)	54	46	10
Average Queue (ft)	27	27	0
95th Queue (ft)	49	47	6
Link Distance (ft)	940	430	306
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

#### Intersection: 53: 5th Street & Ute Ave

Movement	WB	WB	WB	WB	NB	NB	NB	
Directions Served	L	LT	T	R	L	T	Т	
Maximum Queue (ft)	236	263	237	74	78	74	54	
Average Queue (ft)	144	171	122	28	29	24	13	
95th Queue (ft)	213	235	211	73	67	58	41	
Link Distance (ft)	971	971	971			320	320	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)				50	100			
Storage Blk Time (%)			22	0	0	0		
Queuing Penalty (veh)			11	1	0	0		

#### Intersection: 54: 4th Street & Ute Ave

Movement	WB	WB	SB	SB
Directions Served	LT	Т	Т	TR
Maximum Queue (ft)	116	125	101	146
Average Queue (ft)	63	62	35	72
95th Queue (ft)	101	107	80	127
Link Distance (ft)	387	387	287	287
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

# Intersection: 57: 5th Street & Pitkin Ave

Movement	EB	EB	EB	NB	NB	SB	SB	SB	
Directions Served	LT	TR	R	T	TR	L	Т	Т	
Maximum Queue (ft)	281	286	211	168	146	61	201	198	
Average Queue (ft)	185	190	131	83	53	8	120	117	
95th Queue (ft)	252	257	194	145	108	36	183	177	
Link Distance (ft)	379	379	379	279	279		320	320	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)						50			
Storage Blk Time (%)						0	(16		
Queuing Penalty (veh)						0	(1)		

#### Intersection: 58: 4th Street & Pitkin Ave

Movement	EB	EB	EB	NB	SB	SB
Directions Served	T	T	TR	R	L	LT
Maximum Queue (ft)	230	236	206	31	33	53
Average Queue (ft)	144	146	86	7	7	15
95th Queue (ft)	214	215	187	28	28	43
Link Distance (ft)	943	943	943	273	323	323
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

#### Intersection: 61: 5th Street & South Ave

Movement	EB	WB	SB
Directions Served	R	R	L
Maximum Queue (ft)	35	33	35
Average Queue (ft)	8	7	6
95th Queue (ft)	30	29	27
Link Distance (ft)	387	965	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			75
Storage Blk Time (%)			
Queuing Penalty (veh)			

# **Network Summary**

Network wide Queuing Penalty: 25

# Intersection: 5: 5th Street & North Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	Т	TR	L	Т	R	L	T	R
Maximum Queue (ft)	55	192	187	118	190	165	63	99	118	73	98	66
Average Queue (ft)	13	108	102	35	103	75	25	37	51	29	39	17
95th Queue (ft)	39	178	174	77	168	141	56	78	93	63	83	49
Link Distance (ft)		386	386		972	972		312	312		607	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	125			125			85			75		75
Storage Blk Time (%)		4		0	3		0	1		1	3	0
Queuing Penalty (veh)		1		0	2		0	0		1	2	0

#### Intersection: 6: 4th Street & North Ave

Movement	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	39	2	50	6	4	220	49
Average Queue (ft)	9	0	24	0	0	82	18
95th Queue (ft)	32	2	50	4	3	170	46
Link Distance (ft)		973		386	386	311	613
Upstream Blk Time (%)						0	
Queuing Penalty (veh)						0	
Storage Bay Dist (ft)	100		100				
Storage Blk Time (%)							
Queuing Penalty (veh)							

# Intersection: 9: 5th Street & Belford Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	41	59	39	35
Average Queue (ft)	18	28	3	2
95th Queue (ft)	44	50	21	17
Link Distance (ft)	397	937	290	312
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

# Intersection: 10: 4th Street & Belford Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	47	44	26	38
Average Queue (ft)	17	25	1	3
95th Queue (ft)	44	47	13	18
Link Distance (ft)	953	397	294	311
Upstream Blk Time (%)				
Queuing Penalty (veh)				

Storage Bay Dist (ft) Storage Blk Time (%)

Queuing Penalty (veh)

#### Intersection: 13: 5th Street & Teller Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	40	42	49	34
Average Queue (ft)	19	20	3	2
95th Queue (ft)	44	45	22	15
Link Distance (ft)	402	954	295	290
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

# Intersection: 14: 4th Street & Teller Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	47	42	34	25
Average Queue (ft)	21	20	2	2
95th Queue (ft)	47	45	15	14
Link Distance (ft)	953	402	293	294
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

# Intersection: 17: 5th Street & Hill Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	44	42	35	33
Average Queue (ft)	20	20	2	2
95th Queue (ft)	45	45	18	16
Link Distance (ft)	401	966	332	295
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

#### Intersection: 18: 4th Street & Hill Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	46	40	24	24
Average Queue (ft)	20	20	1	1
95th Queue (ft)	45	45	11	11
Link Distance (ft)	946	401	333	293
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

#### Intersection: 21: 5th Street & Gunnison Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	54	58	12	22
Average Queue (ft)	26	29	0	1
95th Queue (ft)	48	50	6	12
Link Distance (ft)	399	967	337	332
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

# Intersection: 22: 4th Street & Gunnison Ave

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	52	40	19
Average Queue (ft)	26	26	1
95th Queue (ft)	48	46	8
Link Distance (ft)	958	399	333
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

# Intersection: 25: 5th Street & Chipeta Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	42	44	25	38
Average Queue (ft)	20	20	2	4
95th Queue (ft)	45	46	18	21
Link Distance (ft)	396	958	288	337
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

#### Intersection: 26: 4th Street & Chipeta Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	40	35	12	24
Average Queue (ft)	19	18	1	1
95th Queue (ft)	45	43	7	12
Link Distance (ft)	958	396	287	338
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

# Intersection: 29: 5th Street & Ouray Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	48	44	30	45
Average Queue (ft)	20	21	2	3
95th Queue (ft)	47	45	14	24
Link Distance (ft)	384	959	314	288
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

# Intersection: 30: 4th Street & Ouray Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	38	36	27	34
Average Queue (ft)	20	17	2	2
95th Queue (ft)	45	43	13	15
Link Distance (ft)	967	384	319	287
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

#### Intersection: 33: 5th Street & Grand Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	
Directions Served	L	T	TR	L	T	TR	L	T	R	L	TR	
Maximum Queue (ft)	58	59	69	124	185	154	124	240	75	74	174	
Average Queue (ft)	20	21	23	24	99	58	46	115	28	10	80	
95th Queue (ft)	51	51	58	75	162	125	109	208	77	42	145	
Link Distance (ft)		393	393		969	969		300			314	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	75			100			100		50	100		
Storage Blk Time (%)	0	0			7		1	25	0		7	
Queuing Penalty (veh)	0	0			2		1	25	1		1	

# Intersection: 34: 4th Street & Grand Ave

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	
Directions Served	L	Т	T	R	L	T	TR	L	TR	L	TR	
Maximum Queue (ft)	84	165	135	63	42	112	116	102	162	66	142	
Average Queue (ft)	17	92	52	8	10	60	61	24	63	14	57	
95th Queue (ft)	56	149	108	36	34	99	106	64	125	47	111	
Link Distance (ft)		968	968			393	393		294		319	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100			100	100			100		100		
Storage Blk Time (%)		6	1	0		1		0	3		2	
Queuing Penalty (veh)		1	0	0		0		0	1		0	

#### Intersection: 37: 5th Street & White Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	40	63	49	46
Average Queue (ft)	20	26	4	3
95th Queue (ft)	45	52	23	22
Link Distance (ft)	401	972	299	300
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

# Intersection: 38: 4th Street & White Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	49	42	31	26
Average Queue (ft)	21	24	2	2
95th Queue (ft)	46	47	16	13
Link Distance (ft)	950	401	296	294
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

# Intersection: 41: 5th Street & Rood Ave

Movement	EB	EB	WB	NB	SB	
Directions Served	L	TR	LTR	LTR	LTR	
Maximum Queue (ft)	38	46	62	49	39	
Average Queue (ft)	16	23	30	4	5	
95th Queue (ft)	41	47	53	26	24	
Link Distance (ft)		416	983	305	299	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	70					
Storage Blk Time (%)		0				
Queuing Penalty (veh)		0				

#### Intersection: 42: 4th Street & Rood Ave

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	L	TR	LTR	LTR
Maximum Queue (ft)	55	30	55	37	36
Average Queue (ft)	28	6	31	2	3
95th Queue (ft)	49	26	48	17	21
Link Distance (ft)	1018		416	309	296
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		65			
Storage Blk Time (%)			0		
Queuing Penalty (veh)			0		

# Intersection: 45: 5th Street & Main St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	171	149	97	86
Average Queue (ft)	86	58	28	24
95th Queue (ft)	151	111	75	63
Link Distance (ft)	405	979	311	305
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing Penalty (veh)

# Intersection: 46: 4th Street & Main St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	145	146	85	64
Average Queue (ft)	55	63	32	20
95th Queue (ft)	108	118	71	54
Link Distance (ft)	912	405	306	309
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				

#### Intersection: 49: 5th Street & Colorado Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	52	59	55	45
Average Queue (ft)	24	29	4	5
95th Queue (ft)	44	51	27	28
Link Distance (ft)	391	983	263	311
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

#### Intersection: 50: 4th Street & Colorado Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	52	50	9	29
Average Queue (ft)	27	28	0	2
95th Queue (ft)	50	48	6	14
Link Distance (ft)	952	391	286	306
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

# Intersection: 53: 5th Street & Ute Ave

Movement	WB	WB	WB	WB	NB	NB	NB	SB	SB	
Directions Served	L	LT	T	R	L	L	T	T	R	
Maximum Queue (ft)	278	283	240	75	123	161	202	137	24	
Average Queue (ft)	164	184	137	21	40	80	57	52	5	
95th Queue (ft)	249	258	228	66	102	138	143	108	19	
Link Distance (ft)	977	977	977			318	318	263	263	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)				50	100					
Storage Blk Time (%)			29	0	0	4				
Queuing Penalty (veh)			9	1	0	4				

#### Intersection: 54: 4th Street & Ute Ave

Movement	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR
Maximum Queue (ft)	378	379	42	84
Average Queue (ft)	176	194	7	26
95th Queue (ft)	344	357	29	70
Link Distance (ft)	379	379	324	286
Upstream Blk Time (%)	0	1		
Queuing Penalty (veh)	2	3		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

#### Intersection: 57: 5th Street & Pitkin Ave

Movement	EB	EB	EB	NB	NB	SB	SB	SB	
Directions Served	LT	TR	R	T	TR	L	T	Т	
Maximum Queue (ft)	382	394	362	206	287	54	274	269	
Average Queue (ft)	144	146	102	55	119	4	130	129	
95th Queue (ft)	342	349	280	140	240	25	243	240	
Link Distance (ft)	385	385	385	441	441		318	318	
Upstream Blk Time (%)	0	0	0		0		0	0	
Queuing Penalty (veh)	1	1	0		0		0	0	
Storage Bay Dist (ft)						50			
Storage Blk Time (%)						0	/18		
Queuing Penalty (veh)						1	(1)		

# Intersection: 58: 4th Street & Pitkin Ave

	ED		= 5	ND	0.0
Movement	EB	EB	EB	NB	SB
Directions Served	LT	T	TR	TR	LT
Maximum Queue (ft)	313	301	248	32	89
Average Queue (ft)	184	177	119	5	29
95th Queue (ft)	273	259	226	25	70
Link Distance (ft)	948	948	948	442	324
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

# **Network Summary**

Network wide Queuing Penalty: 62

# Intersection: 5: 5th Street & North Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	Т	TR	L	T	R	L	T	R
Maximum Queue (ft)	139	304	309	149	371	348	108	158	241	92	146	90
Average Queue (ft)	26	173	169	30	216	186	51	61	119	40	49	30
95th Queue (ft)	84	270	273	99	332	309	98	122	205	78	105	69
Link Distance (ft)		386	386		972	972		299	299		607	
Upstream Blk Time (%)		0	0						0			
Queuing Penalty (veh)		0	0						0			
Storage Bay Dist (ft)	125	_		125			85			75		75
Storage Blk Time (%)		(13)			(19)		2	4		2	5	0
Queuing Penalty (veh)		4			6		2	3		2	5	1

# Intersection: 6: 4th Street & North Ave

Movement	EB	EB	EB	WB	WB	WB	NB	SB	
Directions Served	L	T	TR	L	T	TR	LTR	LTR	
Maximum Queue (ft)	53	5	34	123	220	166	77	138	
Average Queue (ft)	14	0	5	68	19	12	21	47	
95th Queue (ft)	44	4	22	117	122	104	63	110	
Link Distance (ft)		973	973		386	386	305	613	
Upstream Blk Time (%)						0			
Queuing Penalty (veh)						0			
Storage Bay Dist (ft)	100			100					
Storage Blk Time (%)	0			7					
Queuing Penalty (veh)	0			49					

#### Intersection: 9: 5th Street & Belford Ave

Movement	WB	NB
Directions Served	TR	TR
Maximum Queue (ft)	38	8
Average Queue (ft)	19	0
95th Queue (ft)	43	7
Link Distance (ft)	939	289
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

# Intersection: 10: 4th Street & Belford Ave

Movement	EB	WB	WB
Directions Served	R	L	TR
Maximum Queue (ft)	32	70	30
Average Queue (ft)	14	29	11
95th Queue (ft)	36	53	33
Link Distance (ft)	940	407	407
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

#### Intersection: 13: 5th Street & Teller Ave

Movement	EB	WB	NB
Directions Served	LT	TR	TR
Maximum Queue (ft)	40	42	2
Average Queue (ft)	19	20	0
95th Queue (ft)	45	45	2
Link Distance (ft)	426	942	295
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

# Intersection: 14: 4th Street & Teller Ave

Movement	EB	WB	SB
Directions Served	TR	LT	LT
Maximum Queue (ft)	45	38	3
Average Queue (ft)	18	18	0
95th Queue (ft)	44	44	3
Link Distance (ft)	941	426	286
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

# Intersection: 17: 5th Street & Hill Ave

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	44	43
Average Queue (ft)	20	21
95th Queue (ft)	46	45
Link Distance (ft)	425	954
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

#### Intersection: 18: 4th Street & Hill Ave

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	50	40
Average Queue (ft)	21	19
95th Queue (ft)	48	45
Link Distance (ft)	934	425
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

#### Intersection: 21: 5th Street & Gunnison Ave

Movement	EB	WB	NB	NB
Directions Served	LT	TR	LT	TR
Maximum Queue (ft)	66	70	7	6
Average Queue (ft)	31	35	0	0
95th Queue (ft)	54	59	6	3
Link Distance (ft)	423	955	337	337
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

#### Intersection: 22: 4th Street & Gunnison Ave

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	63	54
Average Queue (ft)	32	30
95th Queue (ft)	54	51
Link Distance (ft)	946	423
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

#### Intersection: 25: 5th Street & Chipeta Ave

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	42	44
Average Queue (ft)	19	20
95th Queue (ft)	45	45
Link Distance (ft)	421	946
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

#### Intersection: 26: 4th Street & Chipeta Ave

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	38	42
Average Queue (ft)	19	19
95th Queue (ft)	44	45
Link Distance (ft)	947	421
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Intersection: 29: 5th Street & Ouray Ave

Movement	EB	WB	NB
Directions Served	LT	TR	LT
Maximum Queue (ft)	41	44	3
Average Queue (ft)	19	19	0
95th Queue (ft)	44	44	3
Link Distance (ft)	420	953	314
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

#### Intersection: 30: 4th Street & Ouray Ave

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	42	48
Average Queue (ft)	19	20
95th Queue (ft)	44	46
Link Distance (ft)	961	420
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

#### Intersection: 33: 5th Street & Grand Ave

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	
Directions Served	L	T	Т	Т	TR	L	Т	Т	R	
Maximum Queue (ft)	91	132	122	293	264	110	108	116	74	
Average Queue (ft)	41	62	54	181	147	45	43	49	27	
95th Queue (ft)	79	111	110	262	240	91	85	92	68	
Link Distance (ft)		424	424	956	956		301	301		
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	75					100			50	
Storage Blk Time (%)	2	9				2	0	12	1	
Queuing Penalty (veh)	6	8				3	0	13	1	

#### Intersection: 34: 4th Street & Grand Ave

Movement	EB	EB	EB	WB	WB	WB	SB	SB	
Directions Served	T	T	R	L	T	T	LT	TR	
Maximum Queue (ft)	232	196	122	83	97	110	169	198	
Average Queue (ft)	138	89	33	31	47	48	90	107	
95th Queue (ft)	210	174	88	67	82	93	149	173	
Link Distance (ft)	962	962			424	424	319	319	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			100	150					
Storage Blk Time (%)		4	0						
Queuing Penalty (veh)		3	0						

#### Intersection: 37: 5th Street & White Ave

Movement	EB	WB	NB
Directions Served	LT	TR	LT
Maximum Queue (ft)	67	66	3
Average Queue (ft)	30	32	0
95th Queue (ft)	57	56	5
Link Distance (ft)	437	960	300
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

#### Intersection: 38: 4th Street & White Ave

Movement	EB	WB	SB	SB
Directions Served	TR	LT	LT	TR
Maximum Queue (ft)	65	108	174	185
Average Queue (ft)	24	46	92	108
95th Queue (ft)	58	93	150	167
Link Distance (ft)	944	437	293	293
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

#### Intersection: 41: 5th Street & Rood Ave

Movement	EB	EB	WB	NB	NB
Directions Served	L	Т	TR	LT	TR
Maximum Queue (ft)	81	110	112	83	78
Average Queue (ft)	31	39	43	35	28
95th Queue (ft)	72	88	88	72	65
Link Distance (ft)		440	971	305	305
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	70				
Storage Blk Time (%)	2	3			
Queuing Penalty (veh)	1	2			

#### Intersection: 42: 4th Street & Rood Ave

Movement	EB	WB	WB	SB	SB
Directions Served	TR	L	T	LT	TR
Maximum Queue (ft)	115	83	111	65	75
Average Queue (ft)	46	25	43	23	27
95th Queue (ft)	93	67	91	57	63
Link Distance (ft)	1007		440	297	297
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		65			
Storage Blk Time (%)		1	4		
Queuing Penalty (veh)		1	1		

#### Intersection: 45: 5th Street & Main St

Movement	EB	WB	NB	NB
Directions Served	LT	TR	LT	TR
Maximum Queue (ft)	191	143	218	216
Average Queue (ft)	86	66	125	124
95th Queue (ft)	152	121	195	194
Link Distance (ft)	429	967	311	311
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

#### Intersection: 46: 4th Street & Main St

Movement	EB	WB	SB	SB
Directions Served	TR	LT	LT	TR
Maximum Queue (ft)	146	91	170	202
Average Queue (ft)	68	27	84	109
95th Queue (ft)	125	67	152	176
Link Distance (ft)	900	429	309	309
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				

Storage Blk Time (%)

Queuing Penalty (veh)

#### Intersection: 49: 5th Street & Colorado Ave

Movement	EB	WB	NB	NB
Directions Served	LT	TR	LT	TR
Maximum Queue (ft)	78	82	8	5
Average Queue (ft)	39	37	0	0
95th Queue (ft)	65	64	6	3
Link Distance (ft)	430	972	263	263
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

# Intersection: 50: 4th Street & Colorado Ave

Movement	EB	WB	SB
Directions Served	TR	LT	LT
Maximum Queue (ft)	63	68	6
Average Queue (ft)	34	33	0
95th Queue (ft)	56	53	5
Link Distance (ft)	940	430	306
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

#### Intersection: 53: 5th Street & Ute Ave

Movement	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	LT	T	R	L	T	T
Maximum Queue (ft)	270	278	246	75	117	112	74
Average Queue (ft)	165	185	142	31	53	38	24
95th Queue (ft)	238	258	231	80	103	80	60
Link Distance (ft)	971	971	971			320	320
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)				50	100		
Storage Blk Time (%)			20	0	2	0	
Queuing Penalty (veh)			15	2	5	1	
			\ /				

#### Intersection: 54: 4th Street & Ute Ave

Movement	WB	WB	SB	SB
Directions Served	LT	T	T	TR
Maximum Queue (ft)	239	240	144	192
Average Queue (ft)	131	141	60	102
95th Queue (ft)	211	222	117	162
Link Distance (ft)	387	387	287	287
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

#### Intersection: 57: 5th Street & Pitkin Ave

Movement	EB	EB	EB	NB	NB	SB	SB	SB	
Directions Served	LT	TR	R	Т	TR	L	T	Т	
Maximum Queue (ft)	381	386	360	299	244	70	294	287	
Average Queue (ft)	268	277	221	178	129	11	189	180	
95th Queue (ft)	358	366	308	268	224	42	267	260	
Link Distance (ft)	378	378	378	513	513		320	320	
Upstream Blk Time (%)	0	0	0				0	0	
Queuing Penalty (veh)	2	2	0				0	0	
Storage Bay Dist (ft)						50			
Storage Blk Time (%)						1	34		
Queuing Penalty (veh)						4	3		

#### Intersection: 58: 4th Street & Pitkin Ave

Movement	EB	EB	EB	NB	SB	SB
Directions Served	Т	Т	TR	R	L	LT
Maximum Queue (ft)	315	338	272	42	46	75
Average Queue (ft)	211	213	160	12	12	26
95th Queue (ft)	291	293	257	37	39	60
Link Distance (ft)	943	943	943	490	323	323
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

### **Network Summary**

Network wide Queuing Penalty: 144

#### Intersection: 5: 5th Street & North Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	R	L	T	R
Maximum Queue (ft)	141	370	366	149	350	327	109	202	166	92	150	88
Average Queue (ft)	28	227	227	71	196	174	61	89	83	40	60	27
95th Queue (ft)	96	344	345	146	311	285	114	161	140	80	118	65
Link Distance (ft)		386	386		972	972		312	312		607	
Upstream Blk Time (%)		0	0									
Queuing Penalty (veh)		0	1									
Storage Bay Dist (ft)	125			125			85			75		75
Storage Blk Time (%)		21		0	15		3	9		2	7	0
Queuing Penalty (veh)		6		3	16		4	7		3	8	0

#### Intersection: 6: 4th Street & North Ave

Movement	EB	EB	EB	WB	WB	WB	NB	SB	
Directions Served	L	Т	TR	L	T	TR	LTR	LTR	
Maximum Queue (ft)	47	20	37	78	10	4	110	92	
Average Queue (ft)	14	1	2	36	0	0	51	34	
95th Queue (ft)	41	15	18	69	6	3	87	79	
Link Distance (ft)		973	973		386	386	311	613	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	100			100					
Storage Blk Time (%)		0		0					
Queuing Penalty (veh)		0		2					

#### Intersection: 9: 5th Street & Belford Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	96	84	57	71
Average Queue (ft)	44	37	6	7
95th Queue (ft)	77	65	33	38
Link Distance (ft)	397	937	290	312
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

#### Intersection: 10: 4th Street & Belford Ave

Movement	FB	WB	NB	SB
MOVELLICIT	LD	VVD	ND	30
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	42	57	39	44
Average Queue (ft)	22	30	3	5
95th Queue (ft)	47	49	20	26
Link Distance (ft)	953	397	294	311
Upstream Blk Time (%)				
Oueuing Penalty (yeh)				

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

#### Intersection: 13: 5th Street & Teller Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	52	59	52	63
Average Queue (ft)	24	29	5	7
95th Queue (ft)	49	53	27	35
Link Distance (ft)	402	954	295	290
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

# Intersection: 14: 4th Street & Teller Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	54	42	42	38
Average Queue (ft)	25	25	3	3
95th Queue (ft)	49	46	20	20
Link Distance (ft)	953	402	293	294
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

#### Intersection: 17: 5th Street & Hill Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	50	50	51	63
Average Queue (ft)	25	25	5	6
95th Queue (ft)	49	48	27	33
Link Distance (ft)	401	966	332	295
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

#### Intersection: 18: 4th Street & Hill Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	51	44	51	38
Average Queue (ft)	23	25	3	4
95th Queue (ft)	48	47	20	22
Link Distance (ft)	946	401	333	293
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

#### Intersection: 21: 5th Street & Gunnison Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	62	69	5	42
Average Queue (ft)	32	36	0	2
95th Queue (ft)	55	60	4	18
Link Distance (ft)	399	967	337	332
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

#### Intersection: 22: 4th Street & Gunnison Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	64	58	7	8
Average Queue (ft)	32	32	0	0
95th Queue (ft)	54	51	4	5
Link Distance (ft)	958	399	338	333
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Ray Dist (ft)				

Storage Bay Dist (ft)
Storage Blk Time (%)

Queuing Penalty (veh)

#### Intersection: 25: 5th Street & Chipeta Ave

Mayramant	ED	WD	ND	CD
Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	60	58	66	55
Average Queue (ft)	26	27	7	6
95th Queue (ft)	52	52	39	32
Link Distance (ft)	396	958	288	337
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

#### Intersection: 26: 4th Street & Chipeta Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	53	50	46	44
Average Queue (ft)	27	24	3	4
95th Queue (ft)	49	47	24	23
Link Distance (ft)	958	396	287	338
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

## Intersection: 29: 5th Street & Ouray Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	57	56	55	53
Average Queue (ft)	26	26	6	6
95th Queue (ft)	51	50	33	31
Link Distance (ft)	384	959	314	288
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

#### Intersection: 30: 4th Street & Ouray Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	53	48	57	41
Average Queue (ft)	26	24	5	4
95th Queue (ft)	48	48	30	22
Link Distance (ft)	967	384	319	287
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

#### Intersection: 33: 5th Street & Grand Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	
Directions Served	L	T	TR	L	Т	TR	L	T	R	L	TR	
Maximum Queue (ft)	80	82	100	124	255	224	125	303	75	116	242	
Average Queue (ft)	34	35	41	41	156	121	62	152	30	19	109	
95th Queue (ft)	72	68	82	111	232	202	127	273	81	64	196	
Link Distance (ft)		393	393		969	969		300			314	
Upstream Blk Time (%)								0			0	
Queuing Penalty (veh)								2			0	
Storage Bay Dist (ft)	75			100			100		50	100		
Storage Blk Time (%)	2	1		0	(20		1	(30)	0	0	12	
Queuing Penalty (veh)	5	1		1	79		3	45	1	0	2	
					$\sim$							
			N	A-TWI	_TL							

#### Intersection: 34: 4th Street & Grand Ave

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	
Directions Served	L	Т	Т	R	L	T	TR	L	TR	L	TR	
Maximum Queue (ft)	102	207	194	90	61	136	150	124	221	107	181	
Average Queue (ft)	24	124	87	16	18	74	82	43	103	24	84	
95th Queue (ft)	72	191	162	58	49	119	133	105	186	67	153	
Link Distance (ft)		968	968			393	393		294		319	
Upstream Blk Time (%)									0			
Queuing Penalty (veh)									0			
Storage Bay Dist (ft)	100			100	100			100		100		
Storage Blk Time (%)	0	13	4	0		3		0	10	0	7	
Queuing Penalty (veh)	0	4 1	1	0		1		0	6	0	2	
							-		\ /			

Intersection: 37: 5th Street & White Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	57	72	97	68
Average Queue (ft)	25	33	15	7
95th Queue (ft)	51	59	59	35
Link Distance (ft)	401	972	299	300
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

#### Intersection: 38: 4th Street & White Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	60	63	57	54
Average Queue (ft)	26	30	6	4
95th Queue (ft)	55	55	33	27
Link Distance (ft)	950	401	296	294
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

#### Intersection: 41: 5th Street & Rood Ave

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	LTR	LTR	LTR
Maximum Queue (ft)	41	55	81	67	76
Average Queue (ft)	21	29	40	8	11
95th Queue (ft)	46	49	66	38	45
Link Distance (ft)		416	983	305	299
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	70				
Storage Blk Time (%)	0	0			
Queuing Penalty (veh)	0	0			

#### Intersection: 42: 4th Street & Rood Ave

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	L	TR	LTR	LTR
Maximum Queue (ft)	71	31	79	72	68
Average Queue (ft)	38	11	39	7	7
95th Queue (ft)	64	34	63	39	36
Link Distance (ft)	1018		416	309	296
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		65			
Storage Blk Time (%)			1		
Queuing Penalty (veh)			0		

#### Intersection: 45: 5th Street & Main St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	232	155	116	102
Average Queue (ft)	120	75	37	42
95th Queue (ft)	201	134	86	87
Link Distance (ft)	405	979	311	305
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

#### Intersection: 46: 4th Street & Main St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	157	172	134	113
Average Queue (ft)	78	82	56	36
95th Queue (ft)	135	148	113	82
Link Distance (ft)	912	405	306	309
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

#### Intersection: 49: 5th Street & Colorado Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	64	80	59	96
Average Queue (ft)	30	37	5	14
95th Queue (ft)	55	65	33	55
Link Distance (ft)	391	983	263	311
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

#### Intersection: 50: 4th Street & Colorado Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	58	58	31	36
Average Queue (ft)	31	32	2	3
95th Queue (ft)	54	51	15	21
Link Distance (ft)	952	391	286	306
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

#### Intersection: 53: 5th Street & Ute Ave

Movement	WB	WB	WB	WB	NB	NB	NB	SB	SB	
Directions Served	L	LT	T	R	L	L	T	T	R	
Maximum Queue (ft)	320	431	341	75	125	306	273	178	41	
Average Queue (ft)	210	253	210	28	90	149	102	82	8	
95th Queue (ft)	295	358	305	80	155	267	201	149	27	
Link Distance (ft)	977	977	977			318	318	263	263	
Upstream Blk Time (%)						1	0			
Queuing Penalty (veh)						3	1			
Storage Bay Dist (ft)				50	100					
Storage Blk Time (%)			(40)	1	5	23				
Queuing Penalty (veh)			18	3	6	31				
			\ /							

# Intersection: 54: 4th Street & Ute Ave

Movement	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR
Maximum Queue (ft)	404	402	74	147
Average Queue (ft)	242	250	16	55
95th Queue (ft)	475	476	53	119
Link Distance (ft)	379	379	324	286
Upstream Blk Time (%)	7	8		
Queuing Penalty (veh)	38	41		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

#### Intersection: 57: 5th Street & Pitkin Ave

Movement	EB	EB	EB	NB	NB	SB	SB	SB	
Directions Served	LT	TR	R	T	TR	L	Т	T	
Maximum Queue (ft)	329	351	319	428	452	61	332	332	
Average Queue (ft)	100	112	88	183	283	9	221	217	
95th Queue (ft)	215	229	197	384	462	37	321	318	
Link Distance (ft)	385	385	385	441	441		318	318	
Upstream Blk Time (%)	0	0	0	1	2		1	1	
Queuing Penalty (veh)	1	1	0	0	0		2	2	
Storage Bay Dist (ft)						50			
Storage Blk Time (%)						0	30	)	
Queuing Penalty (veh)						1	2		
								/	

#### Intersection: 58: 4th Street & Pitkin Ave

Movement	EB	EB	EB	NB	SB
Directions Served	LT	T	TR	TR	LT
Maximum Queue (ft)	336	339	293	52	170
Average Queue (ft)	216	216	159	12	67
95th Queue (ft)	314	309	271	39	136
Link Distance (ft)	948	948	948	442	324
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

#### **Network Summary**

Network wide Queuing Penalty: 285

#### CITY OF GRAND JUNCTION, COLORADO

#### **RESOLUTION NO. 36-22**

#### A RESOLUTION ADOPTING THE 4TH-5TH STREET FEASIBILITY STUDY

#### Recitals

In 1981, the Downtown Development Authority (DDA) identified the conversion of 4th and 5th Street from one-way to two-way as a goal in its original Plan of Development. In 2013, the City's Greater Downtown Plan also called for looking at the configuration of 4th and 5th Street. This was also confirmed again in the 2019 DDA Plan of Development and the City's updated Comprehensive Plan also identifies utilization of Complete Streets within the Downtown core.

In late 2020, the DDA hired the consulting engineering firm of Bohannon Huston of Englewood, Colorado to conduct a Feasibility Study on the One-Way to Two-Way Conversion of 4th and 5th Streets in coordination with City Staff.

Goals developed for the project included Enhancing Safety, Improving Walkability and Bikeability, Activating Economic Development, Optimizing Traffic Circulation

Traffic modeling indicates that 4th Street and 5th Street would operate at acceptable levels under either the one-way or two-way configurations. Additional traffic analysis will be completed to ensure the appropriate infrastructure, signals, and signs are integrated at the intersections during the design phase.

The study concluded that full build-out of the enhanced one-way OR the enhanced two-way will work. As the infrastructure is very similar for both alternatives, there is the opportunity for phased implementation of improvements, remaining in the one-way configuration until such time as the conversion to two way, if desired, is within reach from a budget standpoint. There is also an opportunity to pilot modifications with the one-way configuration to confirm changes of traffic patterns if the signals on both 4th Street and 5th Street between Grand and Ute Ave were removed and replaced with stop signs.

City staff will continue to work with the Downtown Development Authority and other key stakeholders on the development of the final design and implementation of the study recommendations.

# NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT:

The 4<sup>TH</sup> and 5<sup>th</sup> Street Feasibility Study, in the form of the document attached hereto, is hereby adopted as the policy of the City and shall be implemented as provided herein.

# PASSED AND APPROVED this 4th day of May, 2022.

Anna Stout

President of the City Council

ATTEST:

Laura Bauer

Interim City Clerk

- 1 RESOLUTION NO. -25
- 2 A RESOLUTION DIRECTING CERTAIN ACTIONS REGARDING THE DESIGN AND
- 3 CONSTRUCTION OF IMPROVEMENTS TO 4<sup>TH</sup> AND 5<sup>TH</sup> STREETS AND RATIFYING ACTIONS IN
- 4 CONNECTION THEREWITH
- 5 RECITALS:
- 6 In 2021-2022, the City and the Downtown Development Authority (DDA), pursuant to a
- 7 number of previously considered and adopted plans, retained Bohannon Huston, a
- 8 national transportation engineering design firm (Consultant) to evaluate and
- 9 recommend improvements to 4<sup>th</sup> and 5<sup>th</sup> streets (Study) in the central part of the City.
- 10 The Study proposed eliminating the one-way street configurations in favor of a two-way
- 11 plus bike lane configuration as the preferred alternative. When constructed the
- 12 preferred design would create a safer, more pedestrian/bicycle friendly environment
- while maintaining circulation and providing sufficient traffic capacity based on the
- modeling until at least 2045. The City Council adopted the Study on May 4, 2022.
- 15 Implementation of the recommendations made by the Study was proposed for Spring
- 2023; however, some Downtown business owners expressed concern about the design's
- impact on parking and requested the City Staff consider a one-way, one-lane plus bike
- 18 lane configuration.
- On September 10, 2023, a second engineering consulting firm Olsson completed a
- 20 traffic capacity analysis for the one-lane/one-way configuration. That analysis
- 21 concluded that all streets/intersections would operate at the level of service (LOS) D or
- better in 2045 with the one-lane configuration.
- 23 The one-lane configuration was adopted by DDA board on November 2, 2023, and City
- 24 Staff discussed the same with City Council at the October 28, 2023, workshop. The City
- 25 Council directed that configuration of project to be included in the 2024 budget.
- 26 Initial implementation was part of a \$1.2 million project funded out of the Sales Tax
- 27 Capital Improvement Fund. \$1.0 million was invested in planned chipseal and minor
- street reconstructions/asphalt maintenance, while \$200,000 was for painting,
- 29 delineators and street widening on 5th Street between Belford and North Ave. The cost
- 30 of the work was partially reimbursed by a \$150,000 CDOT Revitalizing Main Streets grant.
- 31 On August 5, 2024, City traffic crews began implementing improvements on 4th Street
- 32 at Belford Ave with the original 11-foot-wide lane layout. Subsequently the
- 33 improvements have been adjusted to increase the lane width to 18 feet on 4th Street
- 34 from Grand to Ute.
- 35 On September 9, 2024, the initial implementation of 18-foot-wide lanes on 5th Streets
- 36 from Ute to Grand and a 14-foot-wide lane from Grand to Hill occurred.

- 37 During the week of September 16, 2024, the initial implementation of a 14-foot-wide
- lane on 5th Street between Hill to North, and conversion of Belford between 4th and 5<sup>th</sup>
- 39 Streets from one-way to two-way occurred.
- 40 Other modifications have also been made, including but not limited to changing
- 41 turning radius at various corners is softened by relocating delineators; confirming sight
- distance(s); adding diagonal parking along the west side of 5th Street south of Grand
- 43 Avenue; making accommodations for the wider travel lane with the restoration of "no
- 44 parking" on the East side of 5th Street, North of Grand Avenue which change created
- 45 an improved cycle lane buffer.
- 46 In January 2024, over 90 delineators were removed from the corridors and 4th Street
- 47 between North Avene and Grand Avenue was widened to 14 feet
- 48 All of the modifications were in response to concerns expressed by the community.
- 49 In addition to making the modifications the Staff conducted two speed and volume
- studies, which showed a reduction in vehicular speed in the corridors while maintaining
- 51 traffic volumes.
- 52 On January 13, 2025, the City Staff recommended that the City Council approve further
- 53 modifications between Ute and Grand Avenues, which would support the reduction in
- speeds while further addressing some of the concerns that the community continued to
- express with the one-lane configurations. Staff received general support and direction
- 56 from the City Council to move the bike lane adjacent to the vehicular travel lane and
- 57 restoring most pre-pilot parking configurations. Because those changes would be
- 58 principally implemented by painting the streets they could not be made until Spring
- 59 when warmer temperatures would allow paint to adhere. Collectively those changes
- 60 were referred to as "Version 2.0."
- 61 On May 5, 2025, the City Council again considered Version 2.0 which will restripe both
- 62 corridors to create the bike lane adjacent to the vehicle travel lane and will restore
- 63 most of the prior parking configurations. Both the Grand Junction Fire and Police
- 64 Departments support Version 2.0. The City Staff has estimated the cost to construct
- 65 Version 2.0 is \$40,000.00

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- 66 By and with this Resolution the City Council conditionally supports and directs the City
- 67 Manager to take certain actions regarding the design and construction of
- 68 improvements to 4<sup>th</sup> and 5<sup>th</sup> Streets as follows:
  - 1) The Version 2.0 improvements shall be installed as soon as possible; and,
- 71 2) The Version 2.0 Improvements will be evaluated by the City Staff and the public 72 for a period of up to three months from completion of the installation; and,
  - 3) During that time the Staff will further evaluate the Study, and specifically the twolane two-way aspects thereof, the cost to implement the Study in whole or in

76 77 78	part, and any alternatives to the Study that provide two lane vehicular travel and on or off-street bike/pedestrian facility(ies); and,
79 80	<ol> <li>The City Staff shall develop and offer opportunities for public input, and compile the results of those opportunities; and,</li> </ol>
81 82 83 84 85	5) On or before September 22, 2025, the City Council will review the efficacy of Version 2.0 as measured by Staff developed data and public input to weigh outcomes against pilot objectives and neighborhood values with a permanent configuration to be determined on or before October 31, 2025.
87 88	IOW, THEREFORE, IN CONSIDERATION AND ADOPTION OF THE FOREGOING RECITALS BE RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION, COLORADO:
89 90 91 92 93 94	hat the City Council the City Council conditionally adopts, supports and directs the City Manager to take those certain actions regarding the design and construction of improvements to 4th and 5th Streets as described in this Resolution with the City council or the ratifying, confirming and approving the officers, employees and agents of the City taking action as may be necessary or required by the City to implement the City Council action.
95 96 97	ASSED and ADOPTED this 7 <sup>th</sup> day of May 2025.
98 99 100	resident of the City Council
101	NTTEST:
102 103 104 105	elestina Sandoval City Clerk

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