Downtown Talent Master Plan

Traffic and Parking Analysis
Appendix C and D

Prepared for:

Talent Urban Renewal Agency
Talent, Oregon

Prepared by:

Robert Bernstein, P.E.
Consulting Transportation Engineer/Planner

October, 2007

APPENDIX C: TRAFFIC COUNT REPORTS

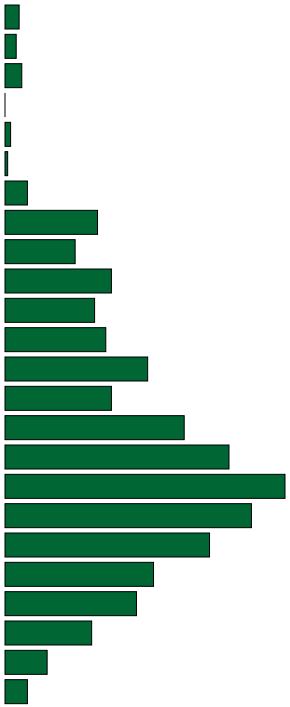
LOCATION: Wagner St west of Front St

QC JOB #: 10256505

DIRECTION: WB **CITY:** Talent **STATE:** Oregon

Start Time	Mon	Tue	Wed 23-May-07	Thu 24-May-07	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic
12:00 AM				7		7			7
01:00				5		5			5
02:00				8		8			8
03:00				0		0			0
04:00				3		3			3
05:00				2		2			2
06:00				11		11			11
07:00				42		42			42
08:00				32		32			32
09:00				**48**		**48**			**48**
10:00				40		40			40
11:00				46		46			46
12:00 PM			64			64			64
01:00			48			48			48
02:00			81			81			81
03:00			101			101			101
04:00			**125**			**125**			**125**
05:00			111			111			111
06:00			92			92			92
07:00			67			67			67
08:00			59			59			59
09:00			39			39			39
10:00			19			19			19
11:00			10			10			10
Day Total			816	244		1060			1060
% Weekday Average			77.0%	23.0%					
% Week Average			77.0%	23.0%		100.0%			
AM Peak Volume				9:00 AM 48		9:00 AM 48			9:00 AM 48
PM Peak Volume			4:00 PM 125			4:00 PM 125			4:00 PM 125

Average Week Profile



Counter Comments:

LOCATION: Wagner St west of Front St

QC JOB #: 10256505

DIRECTION: EB **CITY:** Talent **STATE:** Oregon

Start Time	Mon	Tue	Wed 23-May-07	Thu 24-May-07	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				1		1			1	
01:00				0		0			0	
02:00				1		1			1	
03:00				0		0			0	
04:00				8		8			8	
05:00				17		17			17	
06:00				30		30			30	
07:00				**84**		**84**			**84**	
08:00				70		70			70	
09:00				47		47			47	
10:00				59		59			59	
11:00				65		65			65	
12:00 PM			68			68			68	
01:00			42			42			42	
02:00			62			62			62	
03:00			**100**			**100**			**100**	
04:00			80			80			80	
05:00			80			80			80	
06:00			62			62			62	
07:00			46			46			46	
08:00			44			44			44	
09:00			25			25			25	
10:00			11			11			11	
11:00			10			10			10	
Day Total			630	382		1012			1012	
% Weekday Average			62.3%	37.8%						
% Week Average			62.3%	37.8%		100.0%				
AM Peak Volume				7:00 AM 84		7:00 AM 84			7:00 AM 84	
PM Peak Volume			3:00 PM 100			3:00 PM 100			3:00 PM 100	

Counter Comments:

LOCATION: Main St west of Front St

QC JOB #: 10256504

DIRECTION: WB **CITY:** Talent **STATE:** Oregon

Start Time	Mon	Tue	Wed 23-May-07	Thu 24-May-07	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				12		12			12	
01:00				3		3			3	
02:00				2		2			2	
03:00				9		9			9	
04:00				2		2			2	
05:00				5		5			5	
06:00				20		20			20	
07:00				**140**		**140**			**140**	
08:00				92		92			92	
09:00				76		76			76	
10:00				81		81			81	
11:00				91		91			91	
12:00 PM			125			125			125	
01:00			98			98			98	
02:00			166			166			166	
03:00			190			190			190	
04:00			183			183			183	
05:00			**194**			**194**			**194**	
06:00			143			143			143	
07:00			102			102			102	
08:00			99			99			99	
09:00			66			66			66	
10:00			35			35			35	
11:00			22			22			22	
Day Total			1423	533		1956			1956	
% Weekday Average			72.8%	27.3%						
% Week Average			72.8%	27.3%		100.0%				
AM Peak Volume				7:00 AM 140		7:00 AM 140			7:00 AM 140	
PM Peak Volume			5:00 PM 194			5:00 PM 194			5:00 PM 194	

Counter Comments:

LOCATION: Main St west of Front St

QC JOB #: 10256504

DIRECTION: WB **CITY:** Talent **STATE:** Oregon

Start Time	Mon	Tue	Wed 23-May-07	Thu 24-May-07	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				12		12			12	
01:00				3		3			3	
02:00				2		2			2	
03:00				9		9			9	
04:00				2		2			2	
05:00				5		5			5	
06:00				20		20			20	
07:00				**140**		**140**			**140**	
08:00				92		92			92	
09:00				76		76			76	
10:00				81		81			81	
11:00				91		91			91	
12:00 PM			125			125			125	
01:00			98			98			98	
02:00			166			166			166	
03:00			190			190			190	
04:00			183			183			183	
05:00			**194**			**194**			**194**	
06:00			143			143			143	
07:00			102			102			102	
08:00			99			99			99	
09:00			66			66			66	
10:00			35			35			35	
11:00			22			22			22	
Day Total			1423	533		1956			1956	
% Weekday Average			72.8%	27.3%						
% Week Average			72.8%	27.3%		100.0%				
AM Peak Volume				7:00 AM 140		7:00 AM 140			7:00 AM 140	
PM Peak Volume			5:00 PM 194			5:00 PM 194			5:00 PM 194	

Counter Comments:

LOCATION: W Valley View Rd west of Hwy 99 **QC JOB #:** 10256503

DIRECTION: WB **CITY:** Talent **STATE:** Oregon

Start Time	Mon	Tue	Wed 23-May-07	Thu 24-May-07	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				22		22			22	
01:00				10		10			10	
02:00				11		11			11	
03:00				8		8			8	
04:00				4		4			4	
05:00				41		41			41	
06:00				60		60			60	
07:00				154		154			154	
08:00				147		147			147	
09:00				**180**		**180**			**180**	
10:00				170		170			170	
11:00				154		154			154	
12:00 PM			244	**6**		125			125	
01:00			38			38			38	
02:00			42			42			42	
03:00			237			237			237	
04:00			250			250			250	
05:00			272			272			272	
06:00			**282**			**282**			**282**	
07:00			212			212			212	
08:00			174			174			174	
09:00			119			119			119	
10:00			44			44			44	
11:00			30			30			30	
Day Total			1944	967		2786			2786	
% Weekday Average			69.8%	34.7%						
% Week Average			69.8%	34.7%		100.0%				
AM Peak Volume				9:00 AM 180		9:00 AM 180			9:00 AM 180	
PM Peak Volume			6:00 PM 282	12:00 PM 6		6:00 PM 282			6:00 PM 282	

Counter Comments:

LOCATION: W Valley View Rd west of Hwy 99 **QC JOB #:** 10256503

DIRECTION: WB **CITY:** Talent **STATE:** Oregon

Start Time	Mon	Tue	Wed 23-May-07	Thu 24-May-07	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				22		22			22	
01:00				10		10			10	
02:00				11		11			11	
03:00				8		8			8	
04:00				4		4			4	
05:00				41		41			41	
06:00				60		60			60	
07:00				154		154			154	
08:00				147		147			147	
09:00				**180**		**180**			**180**	
10:00				170		170			170	
11:00				154		154			154	
12:00 PM			**244**	**6**		125			125	
01:00			38			38			38	
02:00			42			42			42	
03:00			16			16			16	
04:00			5			5			5	
05:00			4			4			4	
06:00			4			4			4	
07:00			52			52			52	
08:00			174			**174**			**174**	
09:00			119			119			119	
10:00			44			44			44	
11:00			30			30			30	
Day Total			772	967		1614			1614	
% Weekday Average			47.8%	59.9%						
% Week Average			47.8%	59.9%		100.0%				
AM Peak Volume				9:00 AM 180		9:00 AM 180			9:00 AM 180	
PM Peak Volume			12:00 PM 244	12:00 PM 6		8:00 PM 174			8:00 PM 174	

Counter Comments:

LOCATION: W Valley View Rd west of Hwy 99 **QC JOB #:** 10256503

DIRECTION: EB **CITY:** Talent **STATE:** Oregon

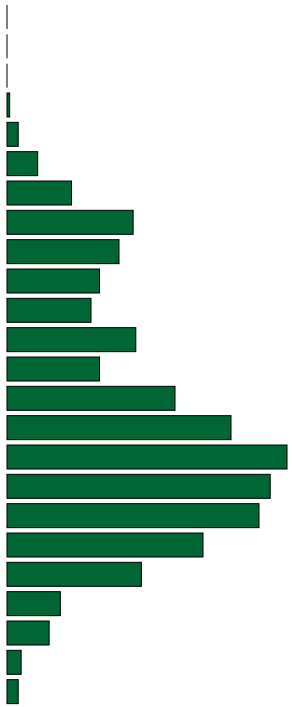
Start Time	Mon	Tue	Wed 23-May-07	Thu 24-May-07	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				2		2			2	
01:00				4		4			4	
02:00				5		5			5	
03:00				7		7			7	
04:00				22		22			22	
05:00				62		62			62	
06:00				125		125			125	
07:00				240		240			240	
08:00				210		210			210	
09:00				173		173			173	
10:00				160		160			160	
11:00				**244**		**244**			**244**	
12:00 PM			210	**136**		173			173	
01:00			316			316			316	
02:00			**423**			**423**			**423**	
03:00			206			206			206	
04:00			265			265			265	
05:00			221			221			221	
06:00			194			194			194	
07:00			134			134			134	
08:00			104			104			104	
09:00			81			81			81	
10:00			30			30			30	
11:00			26			26			26	
Day Total			2210	1390		3427			3427	
% Weekday Average			64.5%	40.6%						
% Week Average			64.5%	40.6%		100.0%				
AM Peak Volume				11:00 AM 244		11:00 AM 244			11:00 AM 244	
PM Peak Volume			2:00 PM 423	12:00 PM 136		2:00 PM 423			2:00 PM 423	

Counter Comments:

LOCATION: W Valley View Rd west of Hwy 99 **QC JOB #:** 10256503

DIRECTION: EB **CITY:** Talent **STATE:** Oregon

Start Time	Mon	Tue	Wed 23-May-07	Thu 24-May-07	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				2		2			2	
01:00				4		4			4	
02:00				5		5			5	
03:00				7		7			7	
04:00				22		22			22	
05:00				62		62			62	
06:00				125		125			125	
07:00				240		240			240	
08:00				210		210			210	
09:00				173		173			173	
10:00				160		160			160	
11:00				**244**		**244**			**244**	
12:00 PM			210	**136**		173			173	
01:00			316			316			316	
02:00			423			423			423	
03:00			**524**			**524**			**524**	
04:00			494			494			494	
05:00			476			476			476	
06:00			368			368			368	
07:00			252			252			252	
08:00			104			104			104	
09:00			81			81			81	
10:00			30			30			30	
11:00			26			26			26	
Day Total			3304	1390		4521			4521	
% Weekday Average			73.1%	30.8%						
% Week Average			73.1%	30.8%		100.0%				
AM Peak Volume				11:00 AM 244		11:00 AM 244			11:00 AM 244	
PM Peak Volume			3:00 PM 524	12:00 PM 136		3:00 PM 524			3:00 PM 524	



Counter Comments:

LOCATION: Talent Ave south of Colver

QC JOB #: 10256502

DIRECTION: SB **CITY:** Talent **STATE:** Oregon

Start Time	Mon	Tue	Wed 23-May-07	Thu 24-May-07	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				7		7			7	
01:00				4		4			4	
02:00				5		5			5	
03:00				6		6			6	
04:00				4		4			4	
05:00				28		28			28	
06:00				27		27			27	
07:00				63		63			63	
08:00				82		82			82	
09:00				74		74			74	
10:00				**88**		**88**			**88**	
11:00				86		86			86	
12:00 PM			99			99			99	
01:00			114			114			114	
02:00			112			112			112	
03:00			152			152			152	
04:00			122			122			122	
05:00			**172**			**172**			**172**	
06:00			116			116			116	
07:00			66			66			66	
08:00			65			65			65	
09:00			42			42			42	
10:00			15			15			15	
11:00			8			8			8	
Day Total			1083	474		1557			1557	
% Weekday Average			69.6%	30.4%						
% Week Average			69.6%	30.4%		100.0%				
AM Peak Volume				10:00 AM 88		10:00 AM 88			10:00 AM 88	
PM Peak Volume			5:00 PM 172			5:00 PM 172			5:00 PM 172	

Counter Comments:

LOCATION: Talent Ave south of Colver

QC JOB #: 10256502

DIRECTION: NB **CITY:** Talent **STATE:** Oregon

Start Time	Mon	Tue	Wed 23-May-07	Thu 24-May-07	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				2		2			2	
01:00				2		2			2	
02:00				3		3			3	
03:00				6		6			6	
04:00				9		9			9	
05:00				28		28			28	
06:00				47		47			47	
07:00				80		80			80	
08:00				114		114			114	
09:00				98		98			98	
10:00				**116**		**116**			**116**	
11:00				109		109			109	
12:00 PM			112			112			112	
01:00			106			106			106	
02:00			138			138			138	
03:00			**145**			**145**			**145**	
04:00			142			142			142	
05:00			127			127			127	
06:00			98			98			98	
07:00			72			72			72	
08:00			65			65			65	
09:00			39			39			39	
10:00			21			21			21	
11:00			11			11			11	
Day Total			1076	614		1690			1690	
% Weekday Average			63.7%	36.3%						
% Week Average			63.7%	36.3%		100.0%				
AM Peak Volume				10:00 AM 116		10:00 AM 116			10:00 AM 116	
PM Peak Volume			3:00 PM 145			3:00 PM 145			3:00 PM 145	

Counter Comments:

LOCATION: Talnet Ave north of Gangnes

QC JOB #: 10256501

DIRECTION: SB **CITY:** Talent **STATE:** Oregon

Start Time	Mon	Tue	Wed 23-May-07	Thu 24-May-07	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				11		11			11	
01:00				6		6			6	
02:00				5		5			5	
03:00				2		2			2	
04:00				7		7			7	
05:00				32		32			32	
06:00				28		28			28	
07:00				87		87			87	
08:00				78		78			78	
09:00				**111**		**111**			**111**	
10:00				96		96			96	
11:00				105		105			105	
12:00 PM										
01:00			157			157			157	
02:00			154			154			154	
03:00			**194**			**194**			**194**	
04:00			181			181			181	
05:00			189			189			189	
06:00			159			159			159	
07:00			110			110			110	
08:00			134			134			134	
09:00			74			74			74	
10:00			26			26			26	
11:00			13			13			13	
Day Total			1391	568		1959			1959	
% Weekday Average			71.0%	29.0%						
% Week Average			71.0%	29.0%		100.0%				
AM Peak Volume				9:00 AM 111		9:00 AM 111			9:00 AM 111	
PM Peak Volume			3:00 PM 194			3:00 PM 194			3:00 PM 194	

Counter Comments:

LOCATION: Talent Ave north of Gangnes

QC JOB #: 10256501

DIRECTION: NB **CITY:** Talent **STATE:** Oregon

Start Time	Mon	Tue	Wed 23-May-07	Thu 24-May-07	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				2		2			2	
01:00				2		2			2	
02:00				3		3			3	
03:00				4		4			4	
04:00				9		9			9	
05:00				41		41			41	
06:00				64		64			64	
07:00				110		110			110	
08:00				121		121			121	
09:00				**130**		**130**			**130**	
10:00				99		99			99	
11:00				101		101			101	
12:00 PM										
01:00			126			126			126	
02:00			153			153			153	
03:00			175			175			175	
04:00			**187**			**187**			**187**	
05:00			141			141			141	
06:00			128			128			128	
07:00			115			115			115	
08:00			83			83			83	
09:00			45			45			45	
10:00			25			25			25	
11:00			19			19			19	
Day Total			1197	686		1883			1883	
% Weekday Average			63.6%	36.4%						
% Week Average			63.6%	36.4%		100.0%				
AM Peak Volume				9:00 AM 130		9:00 AM 130			9:00 AM 130	
PM Peak Volume			4:00 PM 187			4:00 PM 187			4:00 PM 187	

Counter Comments:

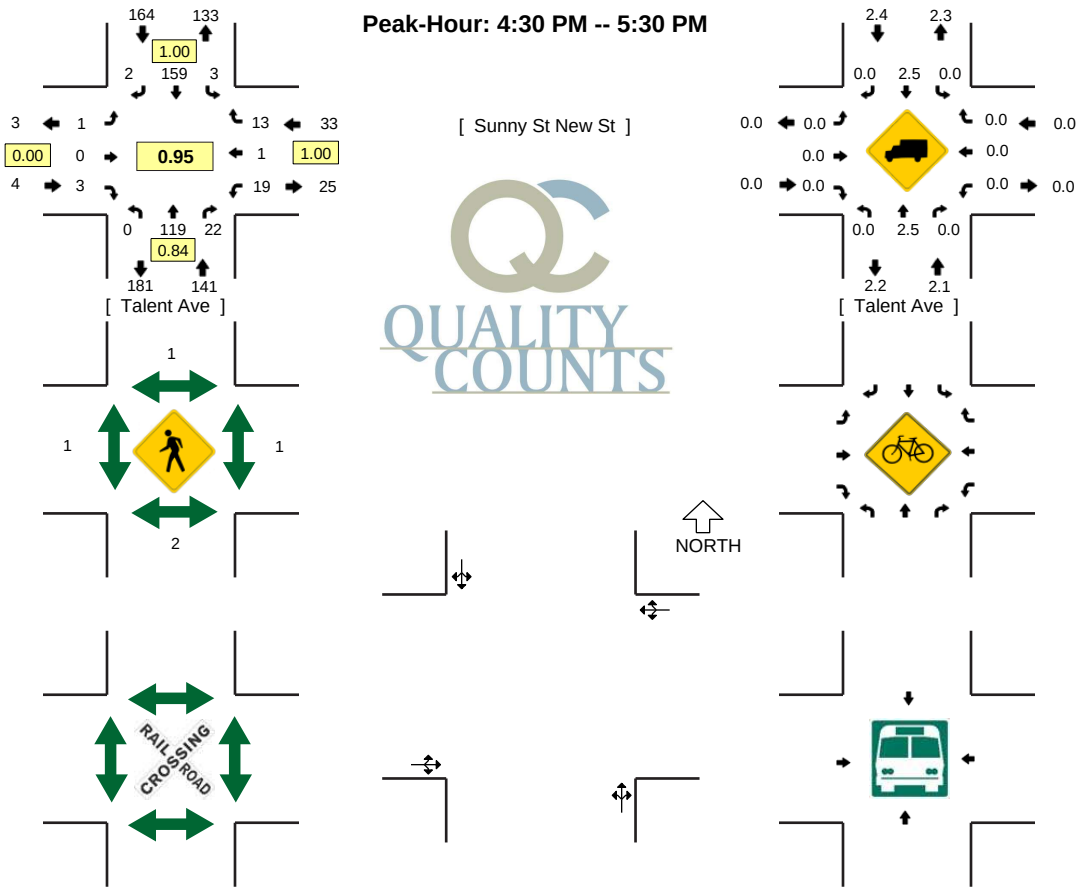
Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

INTERSECTION: Talent Ave--Sunny St New St
WEATHER:

QC JOB #: 10256412
DATE: 5/23/2007

Peak-Hour: 4:30 PM -- 5:30 PM



*SEE LEGEND SHEET

5-MIN COUNT PERIOD BEGINNING AT	Talent Ave (Northbound)				Talent Ave (Southbound)				Sunny St New St (Eastbound)				Sunny St New St (Westbound)				TOTAL	HOURLY TOTALS
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	5	1	0	0	15	0	0	0	0	0	0	4	0	3	0	28	
4:05 PM	0	6	0	0	0	10	1	0	0	0	0	0	3	0	0	0	20	
4:10 PM	0	7	0	0	1	11	0	0	0	0	0	0	5	0	0	0	24	
4:15 PM	0	14	4	0	0	6	0	0	0	0	0	0	2	0	1	0	27	
4:20 PM	0	11	2	0	0	11	0	0	0	0	1	0	3	0	0	0	28	
4:25 PM	0	14	1	0	1	6	0	0	1	0	0	0	5	0	0	0	28	
4:30 PM	0	10	5	0	0	15	0	0	0	0	0	0	1	0	1	0	32	
4:35 PM	0	14	2	0	0	9	0	0	0	0	0	0	3	0	0	0	28	
4:40 PM	0	8	3	0	0	15	1	0	0	0	0	0	2	0	1	0	30	
4:45 PM	0	11	2	0	0	11	0	0	1	0	1	0	1	0	1	0	28	
4:50 PM	0	11	2	0	1	18	1	0	0	0	0	0	1	0	3	0	37	
4:55 PM	0	7	1	0	0	12	0	0	0	0	0	0	1	0	1	0	22	332
5:00 PM	0	9	0	0	0	16	0	0	0	0	1	0	2	0	0	0	28	332
5:05 PM	0	10	2	0	1	13	0	0	0	0	0	0	0	0	0	0	26	338
5:10 PM	0	9	0	0	0	15	0	0	0	0	0	0	0	0	2	0	26	340
5:15 PM	0	6	1	0	0	8	0	0	0	0	0	0	1	1	2	0	19	332
5:20 PM	0	11	2	0	0	14	0	0	0	0	0	0	3	0	1	0	31	335
5:25 PM	0	13	2	0	1	13	0	0	0	0	1	0	4	0	1	0	35	342
5:30 PM	0	10	0	0	0	15	0	0	0	0	0	0	2	1	0	0	28	338
5:35 PM	0	9	1	0	1	9	0	0	0	0	0	0	2	0	1	0	23	333
5:40 PM	0	8	2	0	0	14	0	0	0	0	0	0	3	0	1	0	28	331
5:45 PM	0	16	2	0	0	11	0	0	0	0	0	0	1	0	0	0	30	333
5:50 PM	0	12	1	0	0	15	0	0	0	0	0	0	1	0	0	0	29	325
5:55 PM	0	7	0	0	0	12	0	0	0	0	0	0	1	0	2	0	22	325

PEAK 15-MIN FLOW RATES	Northbound				Southbound				Eastbound				Westbound				TOTAL
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	128	40	0	0	156	4	0	0	0	0	0	24	0	8	0	360
Heavy Trucks	0	4	0		0	0	0		0	0	0		0	0	0		4
Pedestrians		0				0				0				0			0
Bicycles																	
Railroad																	
Stopped Buses																	

Counter Comments:

Report generated on 5/31/2007

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

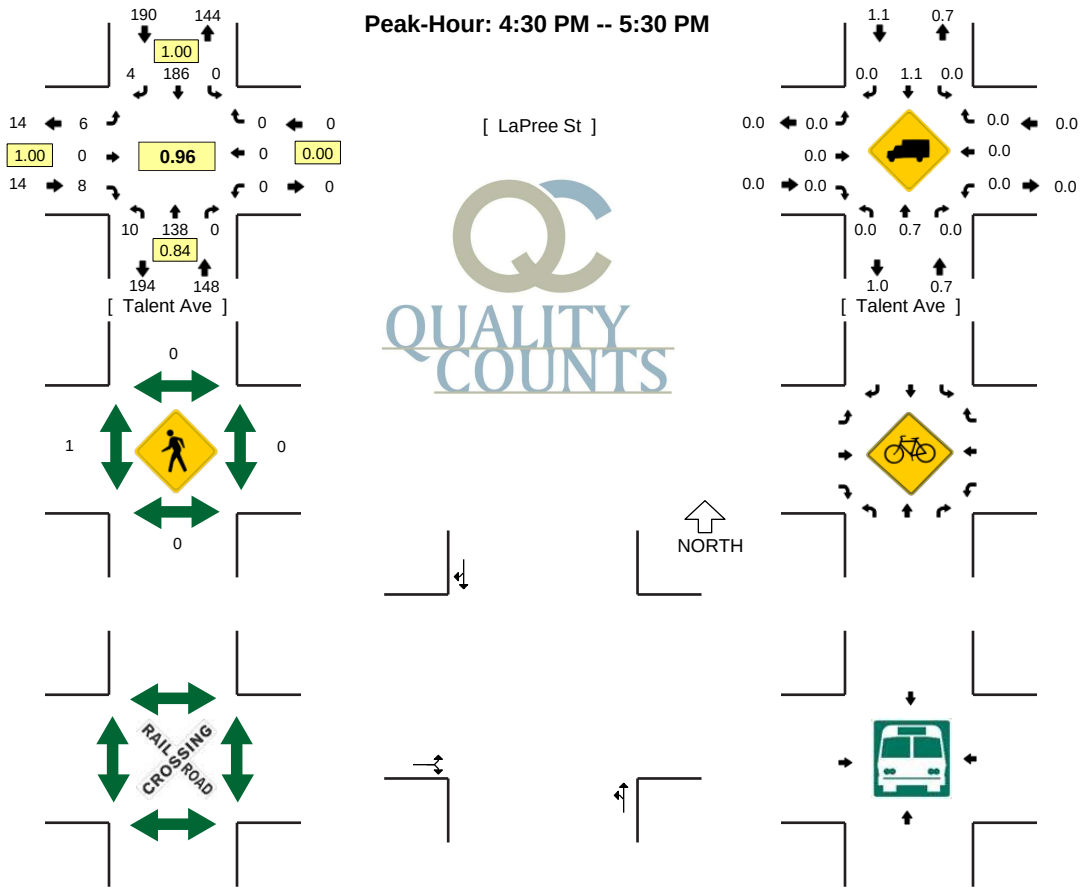
Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

INTERSECTION: Talent Ave--LaPree St
WEATHER:

QC JOB #: 10256411
DATE: 5/23/2007

Peak-Hour: 4:30 PM -- 5:30 PM



*SEE LEGEND SHEET

5-MIN COUNT PERIOD BEGINNING AT	Talent Ave (Northbound)				Talent Ave (Southbound)				LaPree St (Eastbound)				LaPree St (Westbound)				TOTAL	HOURLY TOTALS
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	18	0	0	0	16	0	0	0	0	2	0	0	0	0	0	36	
4:05 PM	3	9	0	0	0	13	0	0	0	0	2	0	0	0	0	0	27	
4:10 PM	0	8	0	0	0	15	1	0	0	0	0	0	0	0	0	0	24	
4:15 PM	1	15	0	0	0	13	0	0	0	0	0	0	0	0	0	0	29	
4:20 PM	0	14	0	0	0	9	0	0	0	0	0	0	0	0	0	0	23	
4:25 PM	1	15	0	0	0	15	0	0	0	0	1	0	0	0	0	0	32	
4:30 PM	1	15	0	0	0	17	1	0	0	0	2	0	0	0	0	0	36	
4:35 PM	0	16	0	0	0	11	0	0	0	0	0	0	0	0	0	0	27	
4:40 PM	0	12	0	0	0	17	0	0	0	0	0	0	0	0	0	0	29	
4:45 PM	1	10	0	0	0	13	0	0	1	0	3	0	0	0	0	0	28	
4:50 PM	0	16	0	0	0	11	2	0	0	0	0	0	0	0	0	0	29	
4:55 PM	0	7	0	0	0	21	0	0	1	0	0	0	0	0	0	0	29	349
5:00 PM	3	9	0	0	0	20	0	0	1	0	1	0	0	0	0	0	34	347
5:05 PM	1	10	0	0	0	11	0	0	2	0	1	0	0	0	0	0	25	345
5:10 PM	1	9	0	0	0	14	0	0	0	0	0	0	0	0	0	0	24	345
5:15 PM	1	7	0	0	0	13	0	0	0	0	1	0	0	0	0	0	22	338
5:20 PM	1	13	0	0	0	20	0	0	1	0	0	0	0	0	0	0	35	350
5:25 PM	1	14	0	0	0	18	1	0	0	0	0	0	0	0	0	0	34	352
5:30 PM	0	9	0	0	0	15	0	0	0	0	2	0	0	0	0	0	26	342
5:35 PM	0	12	0	0	0	14	0	0	0	0	0	0	0	0	0	0	26	341
5:40 PM	1	11	0	0	0	14	1	0	0	0	0	0	0	0	0	0	27	339
5:45 PM	0	16	0	0	0	14	0	0	1	0	1	0	0	0	0	0	32	343
5:50 PM	0	13	0	0	0	14	0	0	1	0	4	0	0	0	0	0	32	346
5:55 PM	2	7	0	0	0	14	0	0	0	0	0	0	0	0	0	0	23	340

PEAK 15-MIN FLOW RATES	Northbound				Southbound				Eastbound				Westbound				TOTAL
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	172	0	0	0	180	4	0	0	0	8	0	0	0	0	0	368
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		0				0				0				0			0
Bicycles																	
Railroad																	
Stopped Buses																	

Counter Comments:

Report generated on 5/31/2007

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

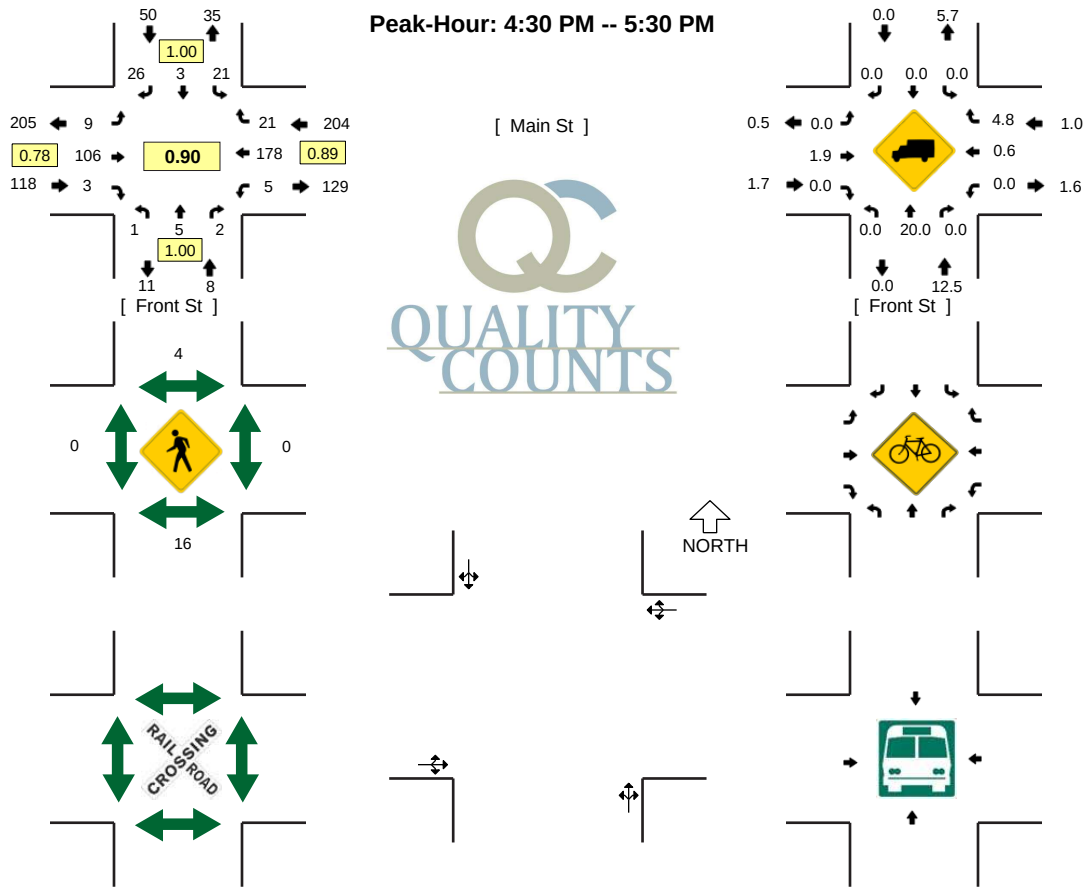
Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

INTERSECTION: Front St--Main St
WEATHER:

QC JOB #: 10256410
DATE: 5/23/2007

Peak-Hour: 4:30 PM -- 5:30 PM



*SEE LEGEND SHEET

5-MIN COUNT PERIOD BEGINNING AT	Front St (Northbound)				Front St (Southbound)				Main St (Eastbound)				Main St (Westbound)				TOTAL	HOURLY TOTALS
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	1	1	0	1	0	6	0	0	12	1	0	1	12	3	0	38	
4:05 PM	0	1	0	0	0	0	0	0	2	5	0	0	0	7	1	0	16	
4:10 PM	0	0	0	0	1	1	2	0	4	9	0	0	0	13	1	0	31	
4:15 PM	0	0	0	0	0	0	1	0	0	9	0	0	0	9	2	0	21	
4:20 PM	0	0	1	0	1	0	0	0	2	9	0	0	0	12	4	0	29	
4:25 PM	0	0	0	0	0	0	1	0	0	13	0	0	1	11	0	0	26	
4:30 PM	0	0	0	0	1	0	1	0	0	13	0	0	0	19	1	0	35	
4:35 PM	0	0	0	0	1	0	3	0	1	14	0	0	0	19	2	0	40	
4:40 PM	0	1	1	0	2	1	0	0	0	10	0	0	1	13	2	0	31	
4:45 PM	0	1	0	0	3	0	3	0	1	11	0	0	0	19	1	0	39	
4:50 PM	0	0	0	0	1	0	2	0	0	5	2	0	0	11	1	0	22	
4:55 PM	0	1	0	0	4	0	1	0	1	5	0	0	1	16	0	0	29	357
5:00 PM	0	1	0	0	0	0	2	0	0	3	0	0	1	12	2	0	21	340
5:05 PM	0	1	0	0	3	0	5	0	0	10	0	0	0	17	0	0	36	360
5:10 PM	0	0	0	0	0	0	3	0	2	10	1	0	0	15	3	0	34	363
5:15 PM	0	0	0	0	1	0	1	0	2	7	0	0	0	18	2	0	31	373
5:20 PM	1	0	1	0	3	1	2	0	2	7	0	0	2	9	5	0	33	377
5:25 PM	0	0	0	0	2	1	3	0	0	11	0	0	0	10	2	0	29	380
5:30 PM	0	0	1	0	1	0	3	0	0	11	0	0	0	17	2	0	35	380
5:35 PM	0	0	0	0	1	0	1	0	2	7	0	0	0	18	1	0	30	370
5:40 PM	0	0	0	0	0	0	1	0	2	9	0	0	0	13	0	0	25	364
5:45 PM	0	0	0	0	3	0	2	0	0	15	0	0	0	13	5	0	38	363
5:50 PM	1	0	0	0	0	1	3	0	0	5	1	0	0	12	3	0	26	367
5:55 PM	0	0	0	0	1	0	0	0	0	6	0	0	0	14	3	0	24	362

PEAK 15-MIN FLOW RATES	Northbound				Southbound				Eastbound				Westbound				TOTAL
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	4	4	0	16	4	16	0	4	148	0	0	4	204	20	0	424
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	0	0		4
Pedestrians		16				8				0				0			24
Bicycles																	
Railroad																	
Stopped Buses																	

Counter Comments:

Report generated on 5/31/2007

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

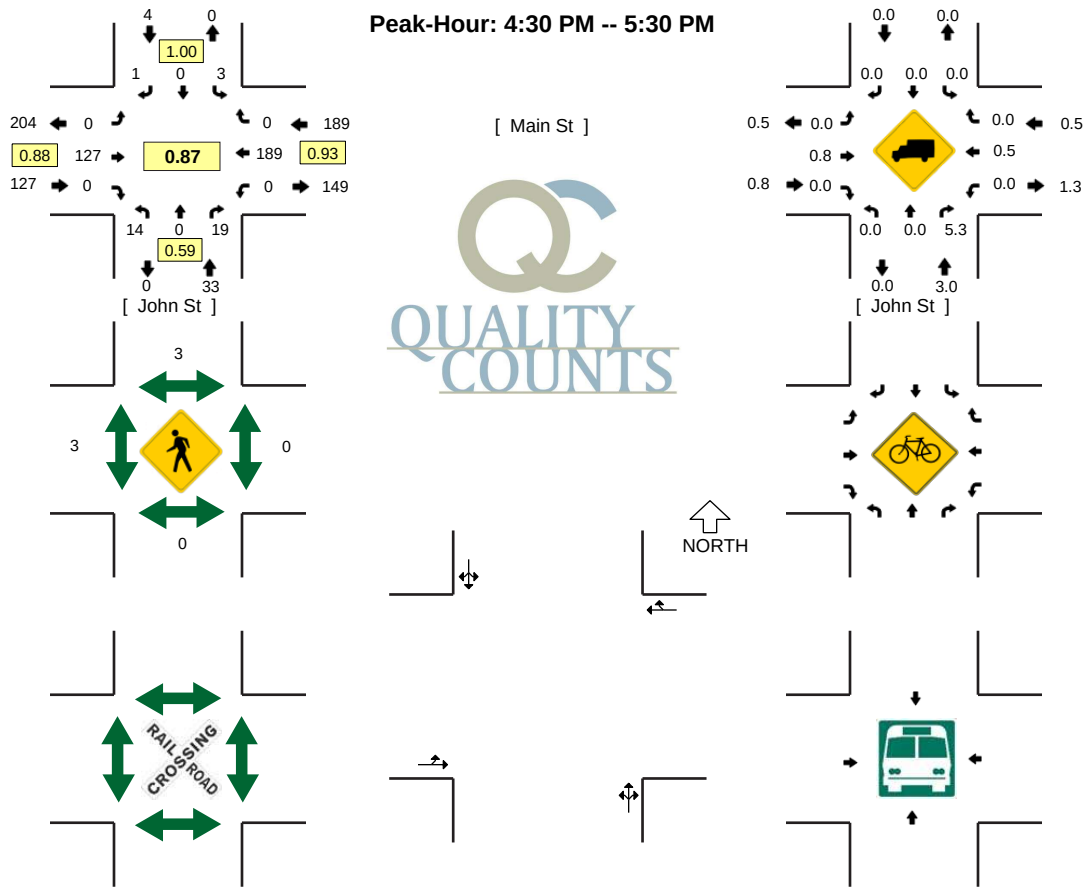
Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

INTERSECTION: John St--Main St
WEATHER:

QC JOB #: 10256409
DATE: 5/23/2007

Peak-Hour: 4:30 PM -- 5:30 PM



*SEE LEGEND SHEET

5-MIN COUNT PERIOD BEGINNING AT	John St (Northbound)				John St (Southbound)				Main St (Eastbound)				Main St (Westbound)				TOTAL	HOURLY TOTALS
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	13	0	0	0	12	0	0	25	
4:05 PM	0	0	0	0	1	0	0	0	0	5	0	0	0	8	0	0	14	
4:10 PM	0	0	4	0	0	0	0	0	0	10	0	0	0	14	0	0	28	
4:15 PM	1	0	0	0	0	0	0	0	0	10	0	0	0	11	0	0	22	
4:20 PM	1	0	1	0	0	0	0	0	0	11	0	0	0	16	0	0	29	
4:25 PM	0	0	4	0	0	0	0	0	0	12	0	0	0	11	0	0	27	
4:30 PM	3	0	4	0	0	0	0	0	0	8	0	0	0	18	0	0	33	
4:35 PM	2	0	0	0	0	0	0	0	0	15	0	0	0	16	0	0	33	
4:40 PM	2	0	3	0	1	0	0	0	0	13	0	0	0	17	0	0	36	
4:45 PM	0	0	1	0	0	0	0	0	0	12	0	0	0	17	0	0	30	
4:50 PM	0	0	2	0	0	0	0	0	0	10	0	0	0	14	0	0	26	
4:55 PM	1	0	0	0	1	0	0	0	0	12	0	0	0	17	0	0	31	334
5:00 PM	2	0	1	0	0	0	0	0	0	2	0	0	0	12	0	0	17	326
5:05 PM	2	0	2	0	0	0	0	0	0	12	0	0	0	15	0	0	31	343
5:10 PM	1	0	3	0	0	0	0	0	0	10	0	0	0	17	0	0	31	346
5:15 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	20	0	0	28	352
5:20 PM	0	0	1	0	1	0	1	0	0	11	0	0	0	15	0	0	29	352
5:25 PM	1	0	2	0	0	0	0	0	0	14	0	0	0	11	0	0	28	353
5:30 PM	2	0	1	0	0	0	0	0	0	11	0	0	0	16	0	0	30	350
5:35 PM	1	1	0	0	0	0	0	0	0	8	0	0	0	17	0	0	27	344
5:40 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	13	0	0	23	331
5:45 PM	1	0	0	0	0	0	0	0	0	18	0	0	0	17	0	0	36	337
5:50 PM	0	0	0	0	0	0	1	0	0	7	0	0	0	14	0	0	22	333
5:55 PM	1	0	0	0	0	0	0	0	0	7	0	0	0	19	0	0	27	329

PEAK 15-MIN FLOW RATES	Northbound				Southbound				Eastbound				Westbound				TOTAL
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	0	28	0	4	0	0	0	0	144	0	0	0	204	0	0	408
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		0				8				0				0			8
Bicycles																	
Railroad																	
Stopped Buses																	

Counter Comments:

Report generated on 5/31/2007

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

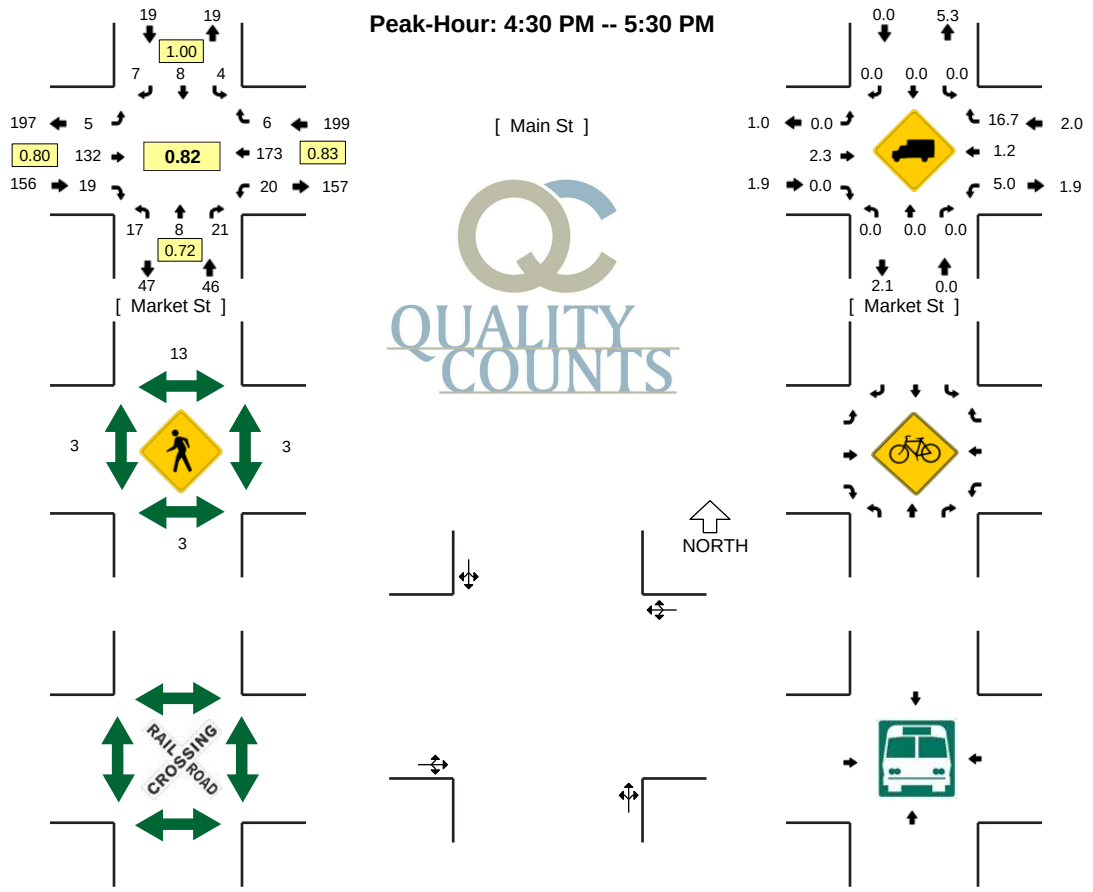
Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

INTERSECTION: Market St--Main St
WEATHER:

QC JOB #: 10256408
DATE: 5/23/2007

Peak-Hour: 4:30 PM -- 5:30 PM



*SEE LEGEND SHEET

5-MIN COUNT PERIOD BEGINNING AT	Market St (Northbound)				Market St (Southbound)				Main St (Eastbound)				Main St (Westbound)				TOTAL	HOURLY TOTALS
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	2	2	0	0	0	0	0	0	13	1	0	4	10	0	0	33	
4:05 PM	0	1	2	0	0	1	0	0	0	6	1	0	4	11	1	0	27	
4:10 PM	0	0	4	0	0	1	0	0	2	9	3	0	1	13	0	0	33	
4:15 PM	4	0	3	0	0	1	0	0	0	8	1	0	1	7	0	0	25	
4:20 PM	2	0	1	0	0	1	0	0	0	9	1	0	3	15	2	0	34	
4:25 PM	0	0	2	0	1	1	1	0	0	17	0	0	3	9	2	0	36	
4:30 PM	2	0	7	0	0	0	1	0	2	14	1	0	3	20	0	0	50	
4:35 PM	2	2	0	0	1	0	0	0	0	13	2	0	1	12	2	0	35	
4:40 PM	0	0	3	0	0	1	0	0	1	12	4	0	2	20	0	0	43	
4:45 PM	0	1	2	0	0	1	0	0	0	13	1	0	1	16	1	0	36	
4:50 PM	0	0	3	0	0	1	1	0	0	13	0	0	1	15	0	0	34	
4:55 PM	1	0	0	0	1	0	2	0	0	12	1	0	1	12	0	0	30	416
5:00 PM	2	0	2	0	1	1	0	0	0	4	0	0	4	14	2	0	30	413
5:05 PM	2	1	2	0	0	0	0	0	0	12	2	0	0	12	1	0	32	418
5:10 PM	1	0	1	0	0	2	0	0	1	10	2	0	1	20	0	0	38	423
5:15 PM	2	0	0	0	0	1	1	0	0	5	3	0	3	10	0	0	25	423
5:20 PM	4	2	0	0	0	0	1	0	1	12	0	0	2	12	0	0	34	423
5:25 PM	1	2	1	0	1	1	1	0	0	12	3	0	1	10	0	0	33	420
5:30 PM	1	2	0	0	0	0	0	0	1	14	0	0	4	17	0	0	39	409
5:35 PM	2	0	1	0	0	0	0	0	0	8	0	0	0	14	0	0	25	399
5:40 PM	2	2	2	0	3	2	1	0	1	11	0	0	2	13	0	0	39	395
5:45 PM	1	3	1	0	0	1	0	0	0	13	1	0	1	11	0	0	32	391
5:50 PM	1	0	1	0	0	1	1	0	0	8	1	0	1	14	0	0	28	385
5:55 PM	2	1	1	0	0	1	0	0	0	6	0	0	0	19	2	0	32	387

PEAK 15-MIN FLOW RATES	Northbound				Southbound				Eastbound				Westbound				TOTAL
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	8	40	0	4	4	4	0	12	156	28	0	24	208	8	0	512
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	0	4		8
Pedestrians		0				0				0				0			0
Bicycles																	
Railroad																	
Stopped Buses																	

Counter Comments:

Report generated on 5/31/2007

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

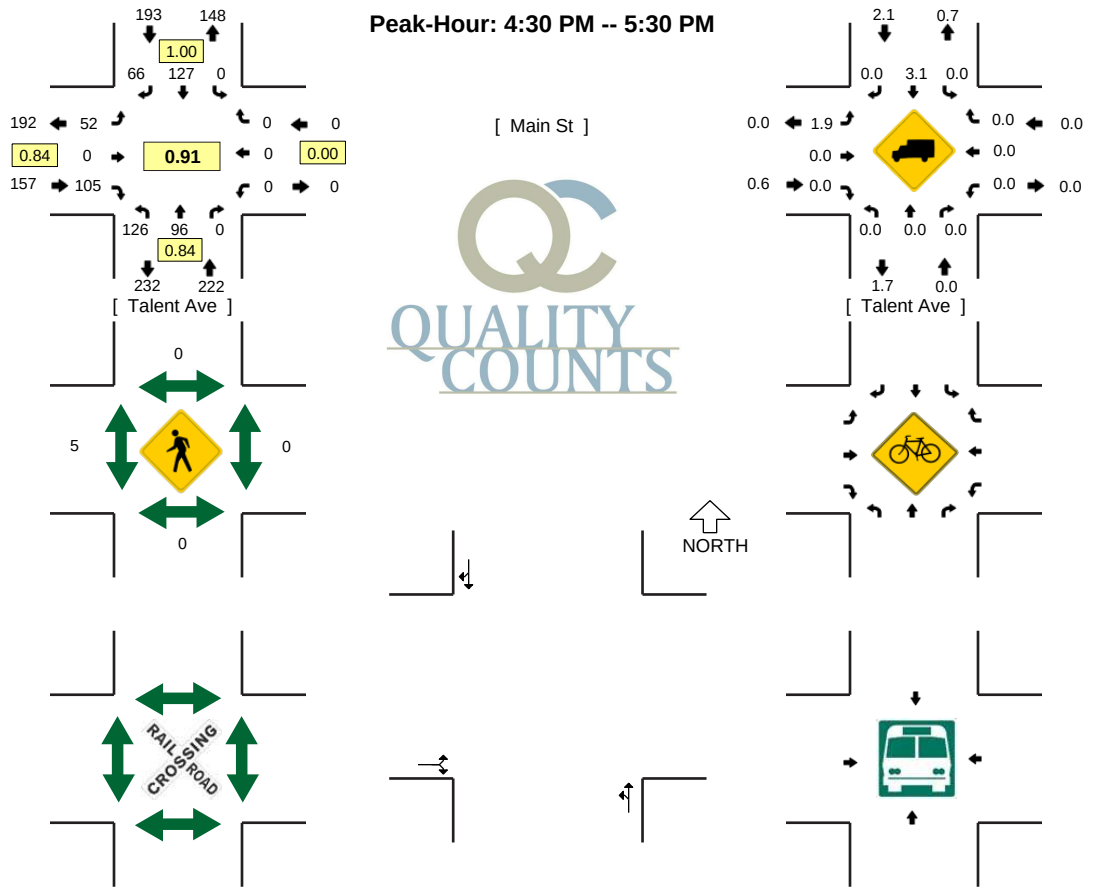
Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

INTERSECTION: Talent Ave--Main St
WEATHER:

QC JOB #: 10256407
DATE: 5/23/2007

Peak-Hour: 4:30 PM -- 5:30 PM



*SEE LEGEND SHEET

5-MIN COUNT PERIOD BEGINNING AT	Talent Ave (Northbound)				Talent Ave (Southbound)				Main St (Eastbound)				Main St (Westbound)				TOTAL	HOURLY TOTALS
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	12	0	0	0	9	9	0	7	0	7	0	0	0	0	0	50	
4:05 PM	6	7	0	0	0	11	5	0	5	0	3	0	0	0	0	0	37	
4:10 PM	7	2	0	0	0	9	8	0	6	0	5	0	0	0	0	0	37	
4:15 PM	6	12	0	0	0	8	5	0	8	0	5	0	0	0	0	0	44	
4:20 PM	12	6	0	0	0	3	5	0	6	0	7	0	0	0	0	0	39	
4:25 PM	4	6	0	0	0	8	10	0	10	0	7	0	0	0	0	0	45	
4:30 PM	12	9	0	0	0	10	9	0	7	0	10	0	0	0	0	0	57	
4:35 PM	12	11	0	0	0	7	2	0	4	0	11	0	0	0	0	0	47	
4:40 PM	16	6	0	0	0	10	6	0	6	0	9	0	0	0	0	0	53	
4:45 PM	13	10	0	0	0	7	7	0	2	0	10	0	0	0	0	0	49	
4:50 PM	12	6	0	0	0	9	2	0	9	0	8	0	0	0	0	0	46	
4:55 PM	12	5	0	0	0	13	5	0	1	0	11	0	0	0	0	0	47	551
5:00 PM	11	9	0	0	0	15	7	0	3	0	9	0	0	0	0	0	54	555
5:05 PM	6	7	0	0	0	8	6	0	5	0	9	0	0	0	0	0	41	559
5:10 PM	10	7	0	0	0	15	6	0	3	0	9	0	0	0	0	0	50	572
5:15 PM	11	3	0	0	0	6	6	0	5	0	1	0	0	0	0	0	32	560
5:20 PM	7	12	0	0	0	14	7	0	3	0	8	0	0	0	0	0	51	572
5:25 PM	4	11	0	0	0	13	3	0	4	0	10	0	0	0	0	0	45	572
5:30 PM	11	9	0	0	0	8	7	0	1	0	11	0	0	0	0	0	47	562
5:35 PM	9	5	0	0	0	7	7	0	6	0	6	0	0	0	0	0	40	555
5:40 PM	9	11	0	0	0	9	5	0	2	0	10	0	0	0	0	0	46	548
5:45 PM	8	9	0	0	0	8	6	0	7	0	11	0	0	0	0	0	49	548
5:50 PM	7	9	0	0	0	10	6	0	6	0	1	0	0	0	0	0	39	541
5:55 PM	14	6	0	0	0	7	7	0	2	0	5	0	0	0	0	0	41	535

PEAK 15-MIN FLOW RATES	Northbound				Southbound				Eastbound				Westbound				TOTAL
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	160	104	0	0	0	108	68	0	68	0	120	0	0	0	0	0	628
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		0				0				4				0			4
Bicycles																	
Railroad																	
Stopped Buses																	

Counter Comments:

Report generated on 5/31/2007

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

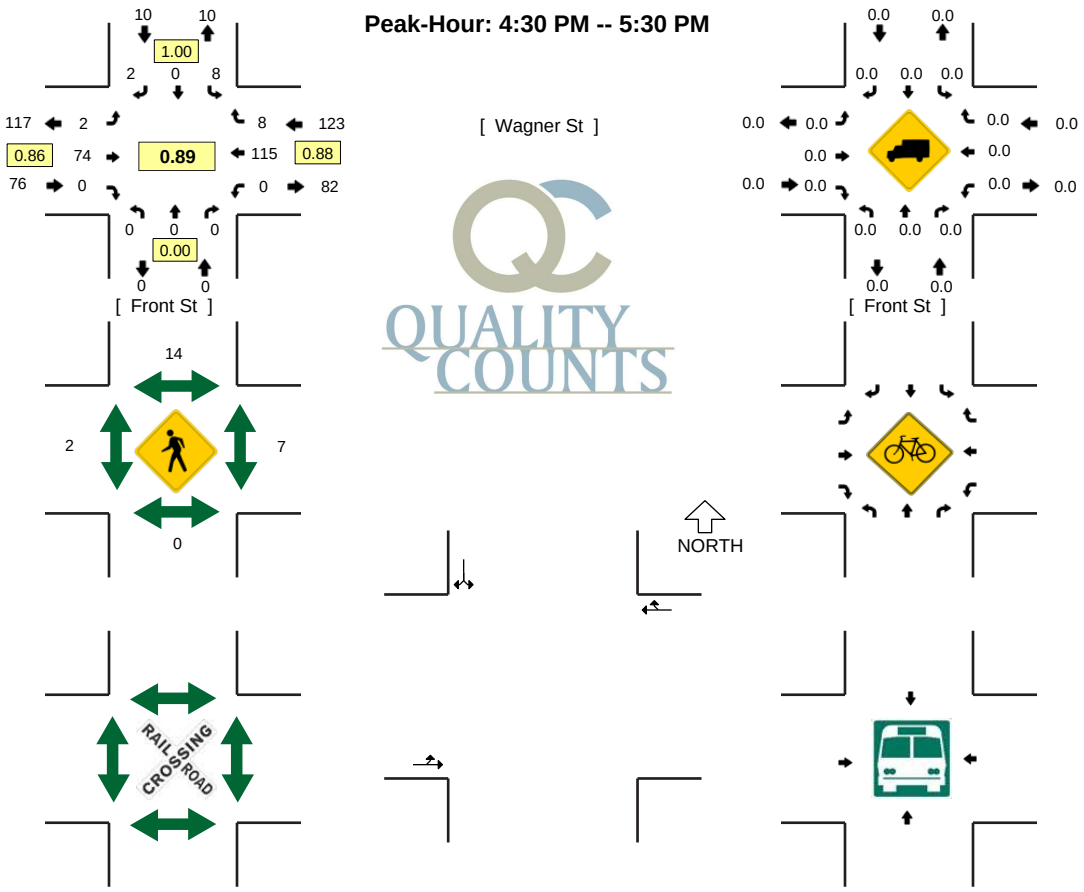
Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

INTERSECTION: Front St--Wagner St
WEATHER:

QC JOB #: 10256406
DATE: 5/23/2007

Peak-Hour: 4:30 PM -- 5:30 PM



*SEE LEGEND SHEET

5-MIN COUNT PERIOD BEGINNING AT	Front St (Northbound)				Front St (Southbound)				Wagner St (Eastbound)				Wagner St (Westbound)				TOTAL	HOURLY TOTALS
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	1	0	0	0	0	9	0	0	0	19	1	0	30	
4:05 PM	0	0	0	0	0	0	0	0	1	6	0	0	0	9	0	0	16	
4:10 PM	0	0	0	0	1	0	0	0	0	7	0	0	0	6	0	0	14	
4:15 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	7	1	0	14	
4:20 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	7	0	0	10	
4:25 PM	0	0	0	0	1	0	0	0	0	7	0	0	0	9	0	0	17	
4:30 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	7	0	0	13	
4:35 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	16	1	0	24	
4:40 PM	0	0	0	0	1	0	1	0	0	9	0	0	0	9	2	0	22	
4:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	8	1	0	12	
4:50 PM	0	0	0	0	1	0	0	0	0	6	0	0	0	10	0	0	17	
4:55 PM	0	0	0	0	2	0	0	0	2	5	0	0	0	7	1	0	17	206
5:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	11	0	0	15	191
5:05 PM	0	0	0	0	1	0	0	0	0	7	0	0	0	9	1	0	18	193
5:10 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	10	0	0	17	196
5:15 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	7	0	0	12	194
5:20 PM	0	0	0	0	2	0	1	0	0	11	0	0	0	13	2	0	29	213
5:25 PM	0	0	0	0	1	0	0	0	0	4	0	0	0	8	0	0	13	209
5:30 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	0	18	214
5:35 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	11	0	0	15	205
5:40 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	11	0	0	17	200
5:45 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	8	1	0	17	205
5:50 PM	0	0	0	0	2	0	0	0	0	7	0	0	0	8	0	0	17	205
5:55 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	9	0	0	12	200

PEAK 15-MIN FLOW RATES	Northbound				Southbound				Eastbound				Westbound				TOTAL
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	4	0	4	0	0	88	0	0	0	128	12	0	236
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		0				20				4				16			40
Bicycles																	
Railroad																	
Stopped Buses																	

Counter Comments:

Report generated on 5/31/2007

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

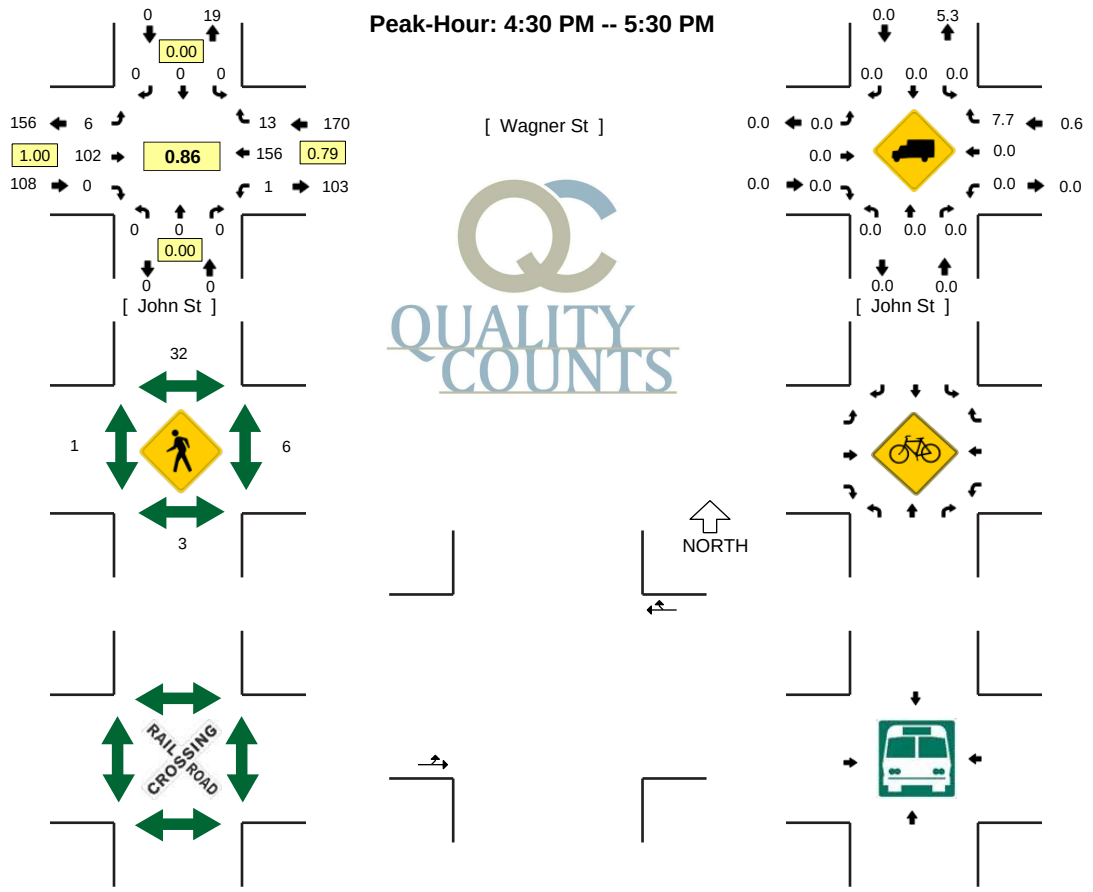
Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

INTERSECTION: John St--Wagner St
WEATHER:

QC JOB #: 10256405
DATE: 5/23/2007

Peak-Hour: 4:30 PM -- 5:30 PM



*SEE LEGEND SHEET

5-MIN COUNT PERIOD BEGINNING AT	John St (Northbound)				John St (Southbound)				Wagner St (Eastbound)				Wagner St (Westbound)				TOTAL	HOURLY TOTALS
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	20	1	0	31	
4:05 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	13	0	0	23	
4:10 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	9	0	0	19	
4:15 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	13	1	0	21	
4:20 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	15	1	0	22	
4:25 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	10	1	0	21	
4:30 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	14	3	0	23	
4:35 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	21	1	0	29	
4:40 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	12	3	0	29	
4:45 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	13	1	0	20	
4:50 PM	0	0	0	0	0	0	0	0	1	9	0	0	0	16	1	0	27	
4:55 PM	0	0	0	0	0	0	0	0	1	10	0	0	0	8	0	0	19	284
5:00 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	14	1	0	21	274
5:05 PM	0	0	0	0	0	0	0	0	1	10	0	0	0	10	2	1	24	275
5:10 PM	0	0	0	0	0	0	0	0	1	7	0	0	0	10	0	0	18	274
5:15 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	10	0	0	17	270
5:20 PM	0	0	0	0	0	0	0	0	2	14	0	0	0	16	0	0	32	280
5:25 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	12	1	0	19	278
5:30 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	0	18	273
5:35 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	10	1	1	18	262
5:40 PM	0	0	0	0	0	0	1	0	0	6	0	0	0	14	0	0	21	254
5:45 PM	0	0	0	0	0	0	0	0	1	8	0	0	0	10	1	0	20	254
5:50 PM	0	0	0	0	0	0	0	0	0	12	0	0	0	7	0	0	19	246
5:55 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	11	1	0	15	242

PEAK 15-MIN FLOW RATES	Northbound				Southbound				Eastbound				Westbound				TOTAL
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	108	0	0	0	188	28	0	324
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		0				32				0				0			32
Bicycles																	
Railroad																	
Stopped Buses																	

Counter Comments:

Report generated on 5/31/2007

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

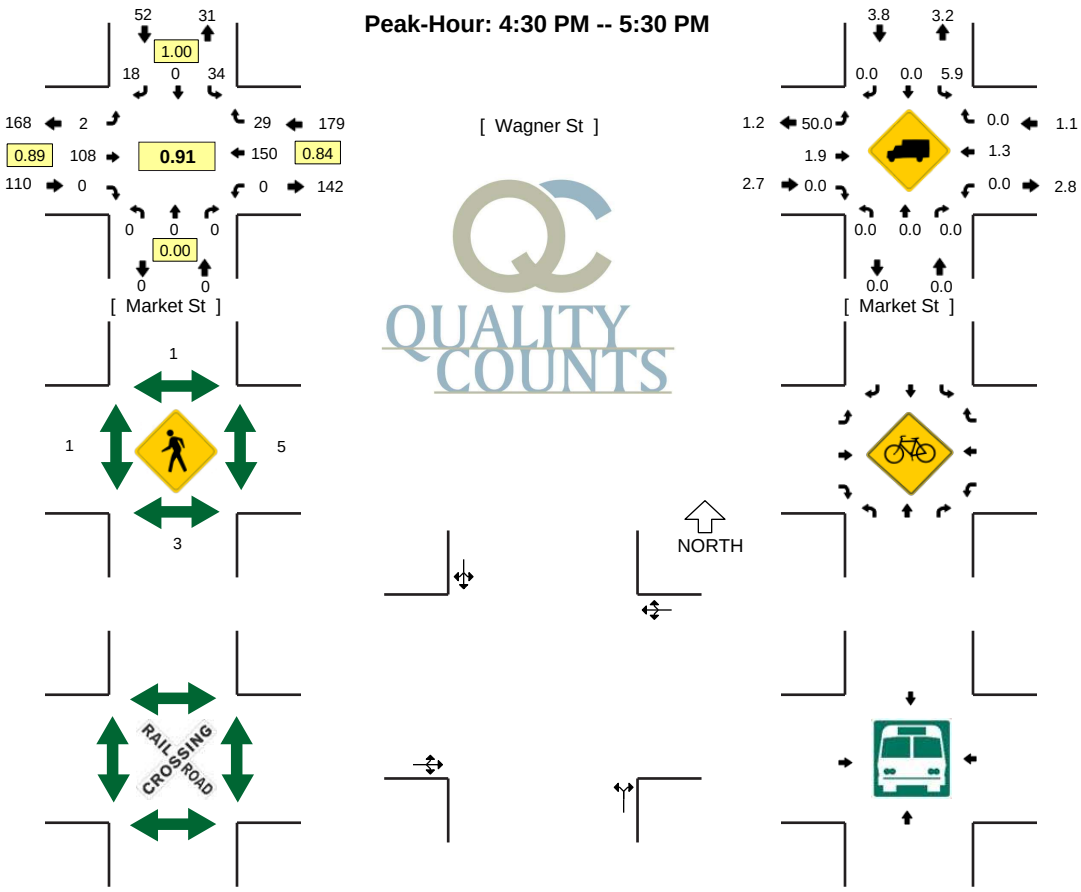
Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

INTERSECTION: Market St--Wagner St
WEATHER:

QC JOB #: 10256404
DATE: 5/23/2007

Peak-Hour: 4:30 PM -- 5:30 PM



*SEE LEGEND SHEET

5-MIN COUNT PERIOD BEGINNING AT	Market St (Northbound)				Market St (Southbound)				Wagner St (Eastbound)				Wagner St (Westbound)				TOTAL	HOURLY TOTALS
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	2	0	1	0	0	9	0	0	0	16	0	0	28	
4:05 PM	0	0	1	0	3	1	3	0	1	8	1	0	0	10	3	0	31	
4:10 PM	0	0	0	0	3	0	2	0	0	4	0	0	0	5	1	0	15	
4:15 PM	0	0	0	0	1	0	2	0	0	6	0	0	0	18	1	0	28	
4:20 PM	0	0	0	0	3	0	1	0	1	9	0	0	0	12	2	0	28	
4:25 PM	0	0	0	0	3	0	0	0	0	6	0	0	0	13	0	0	22	
4:30 PM	0	0	0	0	2	0	1	0	0	13	0	0	0	13	2	0	31	
4:35 PM	0	0	0	0	3	0	0	0	0	7	0	0	0	20	4	0	34	
4:40 PM	0	0	0	0	3	0	1	0	0	11	0	0	0	12	2	0	29	
4:45 PM	0	0	0	0	3	0	1	0	0	7	0	0	0	14	1	0	26	
4:50 PM	0	0	0	0	1	0	1	0	0	9	0	0	0	15	4	0	30	
4:55 PM	0	0	0	0	5	0	2	0	0	13	0	0	0	5	1	0	26	328
5:00 PM	0	0	0	0	3	0	1	0	0	4	0	0	0	20	3	0	31	331
5:05 PM	0	0	0	0	3	0	2	0	0	9	0	0	0	9	3	0	26	326
5:10 PM	0	0	0	0	3	0	3	0	0	6	0	0	0	13	4	0	29	340
5:15 PM	0	0	0	0	2	0	0	0	1	7	0	0	0	7	1	0	18	330
5:20 PM	0	0	0	0	3	0	6	0	0	13	0	0	0	12	3	0	37	339
5:25 PM	0	0	0	0	3	0	0	0	1	9	0	0	0	10	1	0	24	341
5:30 PM	0	0	0	0	4	0	2	0	1	8	0	0	0	13	2	0	30	340
5:35 PM	0	0	0	0	3	0	2	0	0	7	0	0	0	13	2	0	27	333
5:40 PM	0	0	0	0	4	0	1	0	0	7	0	0	0	17	4	0	33	337
5:45 PM	0	0	0	0	3	0	1	0	0	12	0	0	0	8	2	0	26	337
5:50 PM	0	0	0	0	3	0	0	0	0	8	0	0	0	9	3	0	23	330
5:55 PM	0	0	0	0	5	0	1	0	0	6	0	0	0	9	2	0	23	327

PEAK 15-MIN FLOW RATES	Northbound				Southbound				Eastbound				Westbound				TOTAL
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	32	0	8	0	0	124	0	0	0	180	32	0	376
Heavy Trucks	0	0	0		4	0	0		0	0	0		0	0	0		4
Pedestrians		0				0				0				8			8
Bicycles																	
Railroad																	
Stopped Buses																	

Counter Comments:

Report generated on 5/31/2007

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

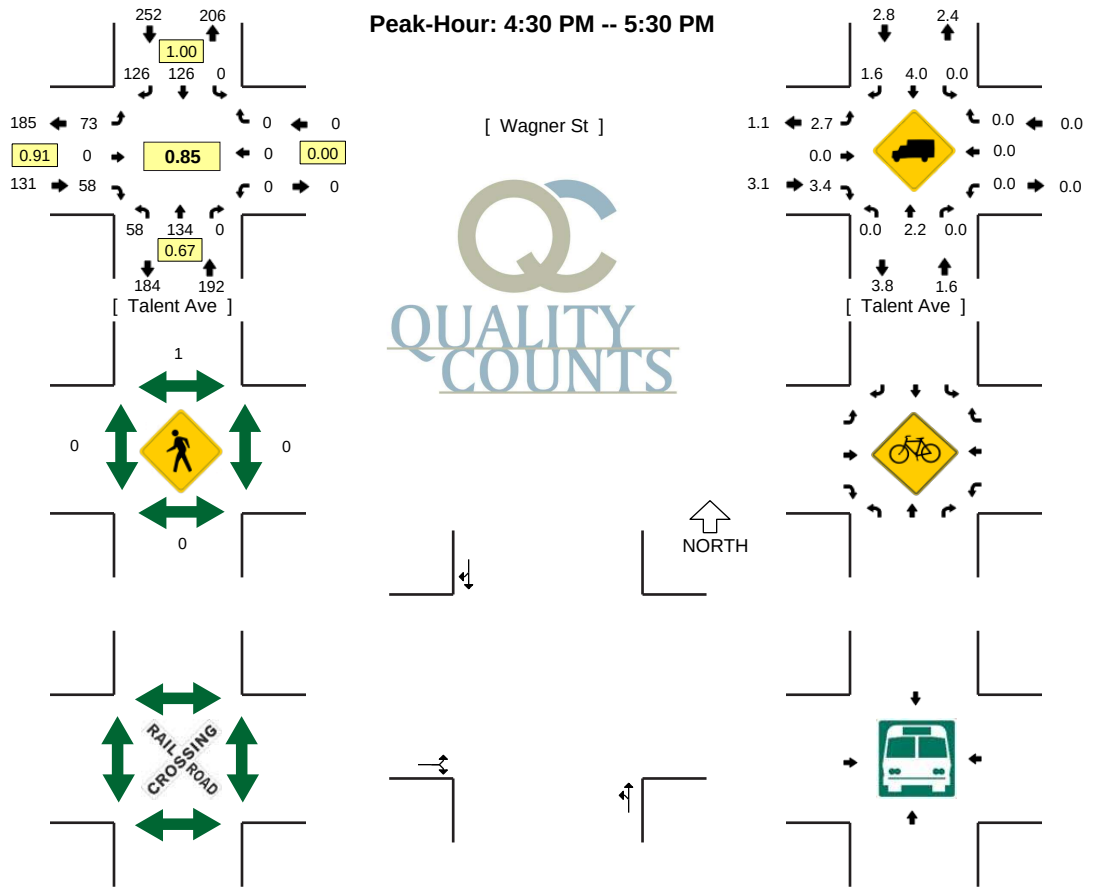
Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

INTERSECTION: Talent Ave--Wagner St
WEATHER:

QC JOB #: 10256403
DATE: 5/23/2007

Peak-Hour: 4:30 PM -- 5:30 PM



*SEE LEGEND SHEET

5-MIN COUNT PERIOD BEGINNING AT	Talent Ave (Northbound)				Talent Ave (Southbound)				Wagner St (Eastbound)				Wagner St (Westbound)				TOTAL	HOURLY TOTALS
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	10	0	0	0	9	12	0	5	0	6	0	0	0	0	0	48	
4:05 PM	5	7	0	0	0	9	7	0	5	0	8	0	0	0	0	0	41	
4:10 PM	2	4	0	0	0	13	6	0	9	0	8	0	0	0	0	0	42	
4:15 PM	5	9	0	0	0	3	14	0	4	0	4	0	0	0	0	0	39	
4:20 PM	5	12	0	0	0	11	9	0	2	0	7	0	0	0	0	0	46	
4:25 PM	4	9	0	0	0	5	10	0	6	0	4	0	0	0	0	0	38	
4:30 PM	4	20	0	0	0	11	10	0	9	0	3	0	0	0	0	0	57	
4:35 PM	13	19	0	0	0	11	12	0	5	0	5	0	0	0	0	0	65	
4:40 PM	5	11	0	0	0	7	10	0	9	0	5	0	0	0	0	0	47	
4:45 PM	7	9	0	0	0	11	8	0	6	0	4	0	0	0	0	0	45	
4:50 PM	7	9	0	0	0	9	11	0	7	0	3	0	0	0	0	0	46	
4:55 PM	0	7	0	0	0	14	7	0	8	0	8	0	0	0	0	0	44	558
5:00 PM	8	13	0	0	0	8	14	0	1	0	6	0	0	0	0	0	50	560
5:05 PM	5	5	0	0	0	8	8	0	5	0	4	0	0	0	0	0	35	554
5:10 PM	3	11	0	0	0	8	17	0	5	0	4	0	0	0	0	0	48	560
5:15 PM	1	3	0	0	0	9	8	0	5	0	3	0	0	0	0	0	29	550
5:20 PM	2	16	0	0	0	11	13	0	9	0	6	1	0	0	0	0	58	562
5:25 PM	3	11	0	0	0	19	8	0	3	0	7	0	0	0	0	0	51	575
5:30 PM	2	7	0	0	0	7	14	0	7	0	6	0	0	0	0	0	43	561
5:35 PM	4	4	0	0	0	9	10	0	6	0	4	0	0	0	0	0	37	533
5:40 PM	5	9	0	0	0	10	15	0	5	0	6	0	0	0	0	0	50	536
5:45 PM	3	9	0	0	0	9	7	0	7	0	7	0	0	0	0	0	42	533
5:50 PM	1	9	0	0	0	8	11	0	8	0	4	0	0	0	0	0	41	528
5:55 PM	3	7	0	0	0	10	7	0	4	0	5	0	0	0	0	0	36	520

PEAK 15-MIN FLOW RATES	Northbound				Southbound				Eastbound				Westbound				TOTAL
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	88	200	0	0	0	116	128	0	92	0	52	0	0	0	0	0	676
Heavy Trucks	0	4	0		0	4	0		4	0	0		0	0	0		12
Pedestrians		0				0				0				0			0
Bicycles																	
Railroad																	
Stopped Buses																	

Counter Comments:

Report generated on 5/31/2007

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

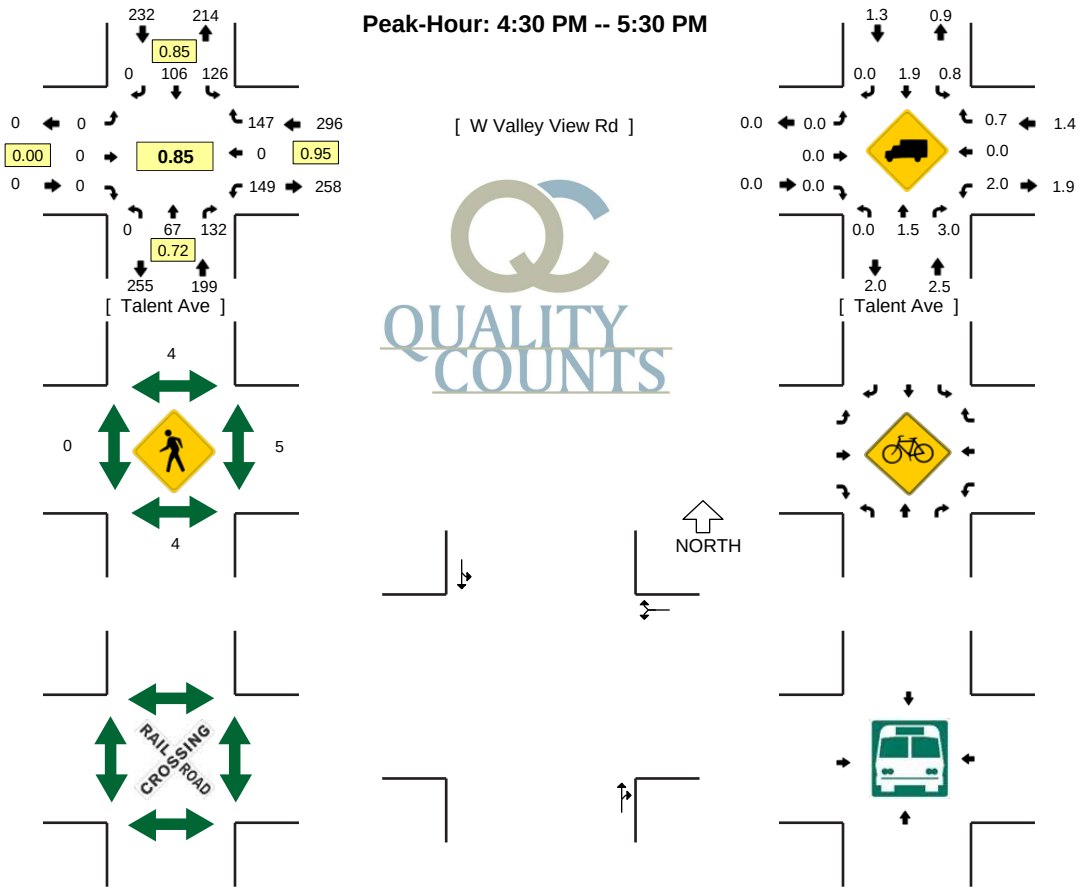
Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

INTERSECTION: Talent Ave--W Valley View Rd
WEATHER:

QC JOB #: 10256402
DATE: 5/23/2007

Peak-Hour: 4:30 PM -- 5:30 PM



*SEE LEGEND SHEET

5-MIN COUNT PERIOD BEGINNING AT	Talent Ave (Northbound)				Talent Ave (Southbound)				W Valley View Rd (Eastbound)				W Valley View Rd (Westbound)				TOTAL	HOURLY TOTALS
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	13	7	0	6	8	0	0	0	0	0	0	11	0	8	0	53	
4:05 PM	0	6	4	0	6	6	0	0	0	0	0	0	12	0	7	0	41	
4:10 PM	0	1	8	0	7	7	0	0	0	0	0	0	17	0	6	0	46	
4:15 PM	0	7	7	0	7	7	0	0	0	0	0	0	11	0	7	0	46	
4:20 PM	0	6	6	0	12	2	0	0	0	0	0	0	7	0	13	0	46	
4:25 PM	0	3	10	0	9	5	0	0	0	0	0	0	7	0	6	0	40	
4:30 PM	0	6	17	0	11	10	0	0	0	0	0	0	13	0	15	0	72	
4:35 PM	0	11	16	0	10	11	0	0	0	0	0	0	15	0	9	0	72	
4:40 PM	0	5	14	0	17	9	0	0	0	0	0	0	12	0	14	0	71	
4:45 PM	0	4	8	0	12	3	0	0	0	0	0	0	16	0	16	0	59	
4:50 PM	0	7	9	0	13	8	0	0	0	0	0	0	10	0	13	0	60	
4:55 PM	0	4	12	0	8	12	0	0	0	0	0	0	8	0	14	0	58	664
5:00 PM	0	4	9	0	12	13	0	0	0	0	0	0	10	0	15	0	63	674
5:05 PM	0	4	6	0	7	8	0	0	0	0	0	0	9	0	11	0	45	678
5:10 PM	0	6	11	0	13	6	0	0	0	0	0	0	15	0	9	0	60	692
5:15 PM	0	1	8	0	8	5	0	0	0	0	0	0	13	0	12	0	47	693
5:20 PM	0	6	13	0	11	10	0	0	0	0	0	0	15	0	13	0	68	715
5:25 PM	0	9	9	0	4	11	0	0	0	0	0	0	13	0	6	0	52	727
5:30 PM	0	4	7	0	8	9	0	0	0	0	0	0	14	0	12	0	54	709
5:35 PM	0	3	4	0	8	6	0	0	0	0	0	0	13	0	12	0	46	683
5:40 PM	0	5	7	0	9	9	0	0	0	0	0	0	14	0	12	0	56	668
5:45 PM	0	7	8	0	4	10	0	0	0	0	0	0	13	0	10	0	52	661
5:50 PM	0	7	11	0	8	7	0	0	0	0	0	0	16	0	7	0	56	657
5:55 PM	0	5	9	0	13	7	0	0	0	0	0	0	10	0	14	0	58	657

PEAK 15-MIN FLOW RATES	Northbound				Southbound				Eastbound				Westbound				TOTAL
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	88	188	0	152	120	0	0	0	0	0	0	160	0	152	0	860
Heavy Trucks	0	0	8		0	0	0		0	0	0		4	0	0		12
Pedestrians		0				0				0				0			0
Bicycles																	
Railroad																	
Stopped Buses																	

Counter Comments:

Report generated on 5/31/2007

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

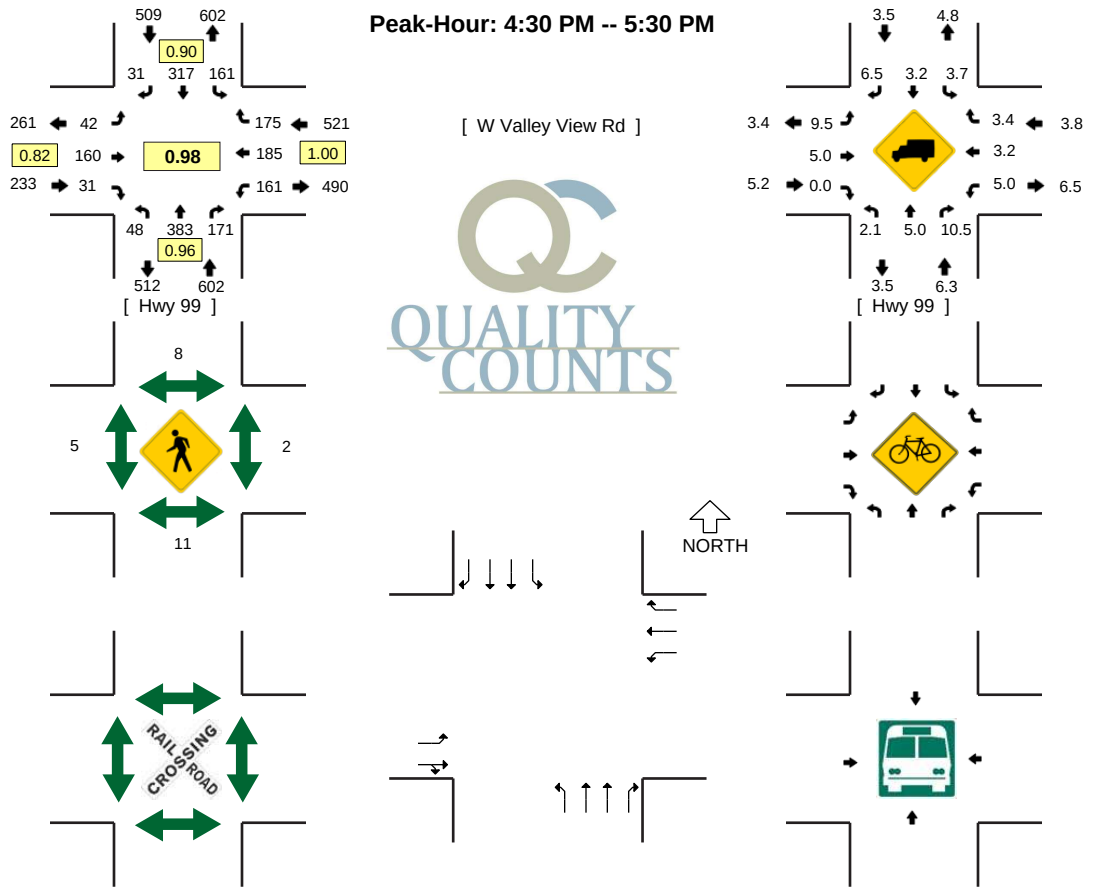
Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

INTERSECTION: Hwy 99--W Valley View Rd
WEATHER:

QC JOB #: 10256401
DATE: 5/23/2007

Peak-Hour: 4:30 PM -- 5:30 PM



*SEE LEGEND SHEET

5-MIN COUNT PERIOD BEGINNING AT	Hwy 99 (Northbound)				Hwy 99 (Southbound)				W Valley View Rd (Eastbound)				W Valley View Rd (Westbound)				TOTAL	HOURLY TOTALS
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	20	6	1	7	16	1	0	6	7	1	0	14	16	9	0	107	
4:05 PM	6	26	7	1	11	20	2	0	4	14	2	0	17	9	15	0	134	
4:10 PM	3	25	11	0	10	27	6	0	2	11	5	0	8	16	15	0	139	
4:15 PM	2	30	14	0	13	12	0	0	1	15	1	0	10	13	16	0	127	
4:20 PM	6	29	17	1	11	19	4	0	5	26	5	0	10	20	9	0	162	
4:25 PM	1	22	11	0	7	24	0	1	6	10	3	0	7	14	13	0	119	
4:30 PM	6	34	11	0	14	28	3	1	3	21	1	0	15	21	7	0	165	
4:35 PM	3	36	13	0	12	30	4	0	4	16	2	0	10	14	8	0	152	
4:40 PM	2	34	17	0	9	38	3	0	5	13	6	0	5	11	17	0	160	
4:45 PM	3	28	14	0	14	27	1	0	2	17	1	0	21	13	21	0	162	
4:50 PM	1	31	20	0	15	28	2	0	6	11	3	0	17	18	11	0	163	
4:55 PM	2	42	15	0	13	29	6	1	3	23	4	0	16	15	13	0	182	1772
5:00 PM	5	23	11	1	20	23	4	0	2	8	1	0	14	15	13	0	140	1805
5:05 PM	6	42	16	0	14	14	0	0	2	11	2	0	8	12	16	0	143	1814
5:10 PM	1	28	18	0	10	25	4	0	3	10	4	0	15	13	19	0	150	1825
5:15 PM	6	31	9	1	10	24	1	0	3	11	0	0	16	11	13	0	136	1834
5:20 PM	7	28	15	0	17	27	3	0	6	7	2	0	14	24	21	0	171	1843
5:25 PM	3	26	12	1	11	24	0	0	3	12	5	0	10	18	16	0	141	1865
5:30 PM	2	34	13	1	16	31	3	1	1	17	4	0	11	20	24	0	178	1878
5:35 PM	3	42	25	0	17	13	5	0	6	21	3	0	12	17	11	0	175	1901
5:40 PM	8	35	12	0	16	28	6	0	2	15	1	0	9	13	10	0	155	1896
5:45 PM	1	43	16	0	11	28	6	0	5	15	2	0	9	21	17	0	174	1908
5:50 PM	4	26	8	1	8	36	2	1	3	8	4	0	19	13	13	0	146	1891
5:55 PM	3	28	5	1	9	29	2	0	2	17	3	0	16	10	12	0	137	1846

PEAK 15-MIN FLOW RATES	Northbound				Southbound				Eastbound				Westbound				TOTAL
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	44	416	164	0	140	384	40	4	48	200	36	0	120	184	128	0	1908
Heavy Trucks	4	20	16		8	8	4		8	16	0		12	8	8		112
Pedestrians		28				12				12				4			56
Bicycles																	
Railroad																	
Stopped Buses																	

Counter Comments:

Report generated on 5/31/2007

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

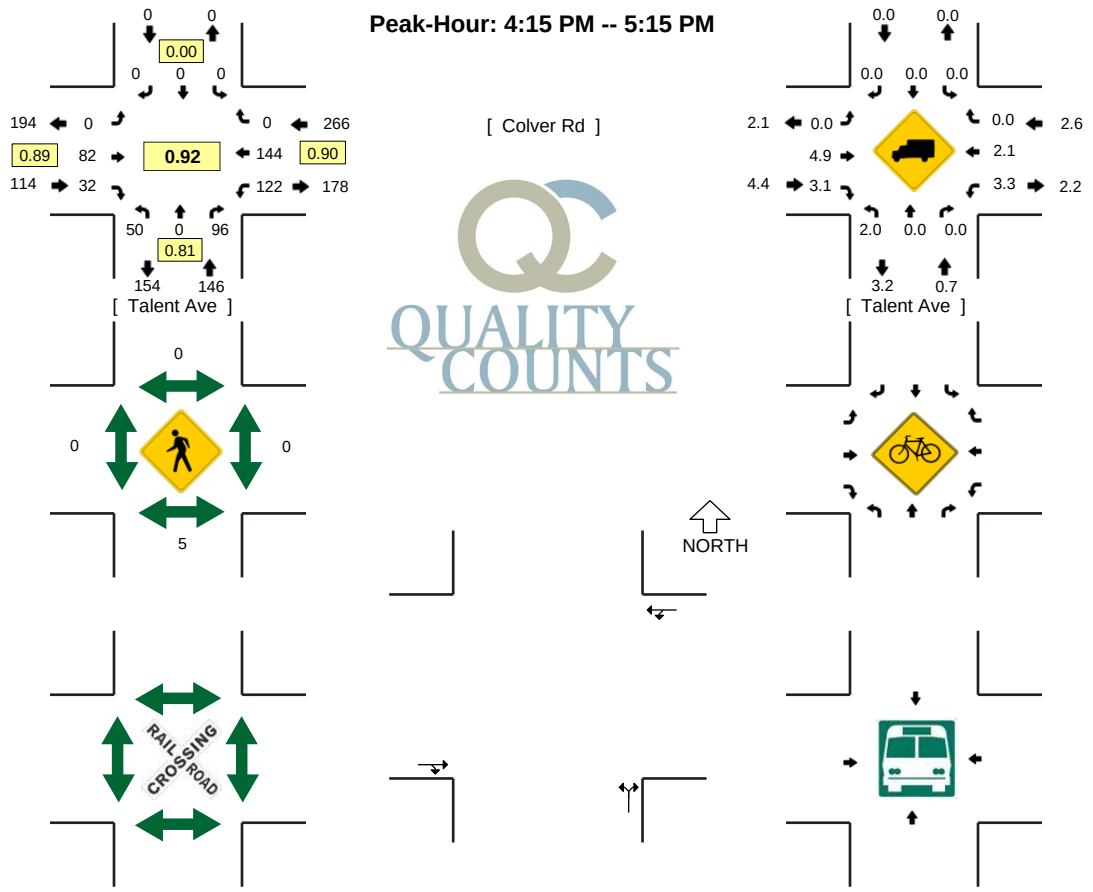
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

INTERSECTION: Talent Ave--Colver Rd
WEATHER:

QC JOB #: 10261001
DATE: 6/6/2007

Peak-Hour: 4:15 PM -- 5:15 PM



*SEE LEGEND SHEET

5-MIN COUNT PERIOD BEGINNING AT	Talent Ave (Northbound)				Talent Ave (Southbound)				Colver Rd (Eastbound)				Colver Rd (Westbound)				TOTAL	HOURLY TOTALS
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	5	0	5	0	0	0	0	0	0	4	3	0	6	9	0	0	32	
4:05 PM	2	0	7	0	0	0	0	0	0	4	1	0	9	16	0	0	39	
4:10 PM	1	0	5	0	0	0	0	0	0	3	0	0	5	16	0	0	30	
4:15 PM	5	0	5	0	0	0	0	0	0	11	4	0	11	17	0	0	53	
4:20 PM	6	0	10	0	0	0	0	0	0	5	1	0	12	15	0	0	49	
4:25 PM	5	0	9	0	0	0	0	0	0	6	2	0	7	12	0	0	41	
4:30 PM	9	0	6	0	0	0	0	0	0	3	3	0	10	5	0	0	36	
4:35 PM	5	0	6	0	0	0	0	0	0	6	5	0	12	13	0	0	47	
4:40 PM	6	0	11	0	0	0	0	0	0	7	3	0	11	17	0	0	55	
4:45 PM	1	0	5	0	0	0	0	0	0	9	2	0	8	6	0	0	31	
4:50 PM	3	0	18	0	0	0	0	0	0	7	3	0	13	11	0	0	55	
4:55 PM	0	0	8	0	0	0	0	0	0	5	2	0	13	15	0	0	43	511
5:00 PM	2	0	9	0	0	0	0	0	0	10	4	0	9	10	0	0	44	523
5:05 PM	5	0	6	0	0	0	0	0	0	5	3	0	8	11	0	0	38	522
5:10 PM	3	0	3	0	0	0	0	0	0	8	0	0	8	12	0	0	34	526
5:15 PM	2	0	7	0	0	0	0	0	0	8	4	0	13	16	0	0	50	523
5:20 PM	5	0	8	0	0	0	0	0	0	3	4	0	16	11	0	0	47	521
5:25 PM	1	0	13	0	0	0	0	0	0	5	2	0	10	12	0	0	43	523
5:30 PM	2	0	6	0	0	0	0	0	0	8	0	0	12	6	0	0	34	521
5:35 PM	2	0	10	0	0	0	0	0	0	8	2	0	2	13	0	0	37	511
5:40 PM	2	0	9	0	0	0	0	0	0	5	3	0	7	11	0	0	37	493
5:45 PM	0	0	4	0	0	0	0	0	0	10	3	0	6	18	0	0	41	503
5:50 PM	4	0	5	0	0	0	0	0	0	3	4	0	12	13	0	0	41	489
5:55 PM	3	0	6	0	0	0	0	0	0	8	1	0	7	16	0	0	41	487

PEAK 15-MIN FLOW RATES	Northbound				Southbound				Eastbound				Westbound				TOTAL
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	64	0	96	0	0	0	0	0	0	88	28	0	120	176	0	0	572
Heavy Trucks	0	0	0		0	0	0		0	8	4		8	4	0		24
Pedestrians		4				0				0				0			4
Bicycles																	
Railroad																	
Stopped Buses																	

Counter Comments:

Report generated on 6/12/2007

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

APPENDIX D: LEVEL OF SERVICE WORKSHEETS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.99		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1817		1770	1863	1583	1770	3492		1770	3375	
Flt Permitted	0.56	1.00		0.55	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1044	1817		1018	1863	1583	1770	3492		1770	3375	
Volume (vph)	42	160	31	161	185	175	161	317	31	48	383	171
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	46	174	34	175	201	190	175	345	34	52	416	186
RTOR Reduction (vph)	0	9	0	0	0	147	0	6	0	0	44	0
Lane Group Flow (vph)	46	199	0	175	201	43	175	373	0	52	558	0
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8		8						
Actuated Green, G (s)	12.5	12.5		12.5	12.5	12.5	8.7	28.3		2.7	22.3	
Effective Green, g (s)	12.5	12.5		12.5	12.5	12.5	8.7	28.3		2.7	22.3	
Actuated g/C Ratio	0.23	0.23		0.23	0.23	0.23	0.16	0.51		0.05	0.40	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	235	409		229	420	357	277	1781		86	1356	
v/s Ratio Prot		0.11			0.11		c0.10	0.11		0.03	c0.17	
v/s Ratio Perm	0.04			c0.17		0.03						
v/c Ratio	0.20	0.49		0.76	0.48	0.12	0.63	0.21		0.60	0.41	
Uniform Delay, d1	17.4	18.7		20.1	18.7	17.1	21.9	7.5		25.9	11.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.9		14.0	0.9	0.2	4.6	0.1		11.4	0.2	
Delay (s)	17.8	19.6		34.2	19.5	17.3	26.5	7.5		37.3	12.1	
Level of Service	B	B		C	B	B	C	A		D	B	
Approach Delay (s)		19.3			23.3			13.5			14.1	
Approach LOS		B			C			B			B	

Intersection Summary			
HCM Average Control Delay	17.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	55.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	57.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection Sign configuration not allowed in HCM analysis.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	82	32	122	144	50	96
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	89	35	133	157	54	104
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			124		528	107
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			124		528	107
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			91		88	89
cM capacity (veh/h)			1463		464	948

Direction, Lane #	EB 1	WB 1	WB 2	NB 1
Volume Total	124	133	157	159
Volume Left	0	133	0	54
Volume Right	35	0	0	104
cSH	1700	1463	1700	699
Volume to Capacity	0.07	0.09	0.09	0.23
Queue Length 95th (ft)	0	7	0	22
Control Delay (s)	0.0	7.7	0.0	11.7
Lane LOS		A		B
Approach Delay (s)	0.0	3.5		11.7
Approach LOS				B

Intersection Summary			
Average Delay	5.0		
Intersection Capacity Utilization	28.8%	ICU Level of Service	A
Analysis Period (min)	15		

Dntn Talent Traffic Analysis | 2007 P.M. Peak Hour
HCM Unsignalized Intersection Capacity Analysis | 11: Sunny & Talent

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	1	0	3	13	1	19	0	119	22	3	159	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	0	3	14	1	21	0	129	24	3	173	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	343	334	174	325	323	141	175			153		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	343	334	174	325	323	141	175			153		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	98	100	98	100			100		
cM capacity (veh/h)	595	585	870	625	593	907	1401			1427		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	4	36	153	178
Volume Left	1	14	0	3
Volume Right	3	21	24	2
cSH	780	759	1401	1427
Volume to Capacity	0.01	0.05	0.00	0.00
Queue Length 95th (ft)	0	4	0	0
Control Delay (s)	9.6	10.0	0.0	0.2
Lane LOS	A	A		A
Approach Delay (s)	9.6	10.0	0.0	0.2
Approach LOS	A	A		

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	20.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection Sign configuration not allowed in HCM analysis.

Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	58	134	126	126	73	58
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	63	146	137	137	79	63
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	274				477	205
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	274				477	205
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	95				85	92
cM capacity (veh/h)	1289				520	835

Direction, Lane #	NB 1	SB 1	NE 1
Volume Total	209	274	142
Volume Left	63	0	79
Volume Right	0	137	63
cSH	1289	1700	624
Volume to Capacity	0.05	0.16	0.23
Queue Length 95th (ft)	4	0	22
Control Delay (s)	2.7	0.0	12.5
Lane LOS	A		B
Approach Delay (s)	2.7	0.0	12.5
Approach LOS			B

Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	42.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	21	3	26	1	5	2	9	106	3	5	17	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	3	28	1	5	2	10	115	3	5	18	23
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	182	179	30	207	189	117	41			118		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	182	179	30	207	189	117	41			118		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	100	97	100	99	100	99			100		
cM capacity (veh/h)	767	708	1045	722	699	935	1568			1470		

Direction, Lane #	SE 1	NW 1	NE 1	SW 1
Volume Total	54	9	128	47
Volume Left	23	1	10	5
Volume Right	28	2	3	23
cSH	885	749	1568	1470
Volume to Capacity	0.06	0.01	0.01	0.00
Queue Length 95th (ft)	5	1	0	0
Control Delay (s)	9.3	9.9	0.6	0.9
Lane LOS	A	A	A	A
Approach Delay (s)	9.3	9.9	0.6	0.9
Approach LOS	A	A		

Intersection Summary			
Average Delay	3.0		
Intersection Capacity Utilization	21.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	8	2	2	74	115	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	2	2	80	125	9

Direction, Lane #	SE 1	NE 1	SW 1
Volume Total (vph)	11	83	134
Volume Left (vph)	9	2	0
Volume Right (vph)	2	0	9
Hadj (s)	0.07	0.04	-0.01
Departure Headway (s)	4.4	4.1	4.0
Degree Utilization, x	0.01	0.09	0.15
Capacity (veh/h)	771	862	891
Control Delay (s)	7.5	7.5	7.7
Approach Delay (s)	7.5	7.5	7.7
Approach LOS	A	A	A

Intersection Summary			
Delay	7.6		
HCM Level of Service	A		
Intersection Capacity Utilization	16.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	1	0	3	14	6	19	0	127	0	0	189	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	0	3	15	7	21	0	138	0	0	205	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	367	343	205	347	343	138	205			138		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	367	343	205	347	343	138	205			138		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	97	99	98	100			100		
cM capacity (veh/h)	571	579	835	605	579	910	1366			1446		

Direction, Lane #	SE 1	SE 2	NW 1	NE 1	SW 1
Volume Total	1	3	42	138	205
Volume Left	1	0	15	0	0
Volume Right	0	3	21	0	0
cSH	571	835	717	1366	1700
Volume to Capacity	0.00	0.00	0.06	0.00	0.12
Queue Length 95th (ft)	0	0	5	0	0
Control Delay (s)	11.3	9.3	10.3	0.0	0.0
Lane LOS	B	A	B		
Approach Delay (s)	9.8		10.3	0.0	0.0
Approach LOS	A		B		

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	26.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	0	6	102	156	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	7	111	170	14
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	301	177	184			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	301	177	184			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	688	866	1391			

Direction, Lane #	NE 1	SW 1
Volume Total	117	184
Volume Left	7	0
Volume Right	0	14
cSH	1391	1700
Volume to Capacity	0.00	0.11
Queue Length 95th (ft)	0	0
Control Delay (s)	0.5	0.0
Lane LOS	A	
Approach Delay (s)	0.5	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	13.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	8	7	17	8	21	5	132	19	20	173	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	9	8	18	9	23	5	143	21	22	188	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	427	410	191	411	403	154	195			164		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	427	410	191	411	403	154	195			164		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	98	99	97	98	97	100			98		
cM capacity (veh/h)	510	521	850	531	526	892	1379			1414		

Direction, Lane #	SE 1	NW 1	NE 1	SW 1
Volume Total	21	50	170	216
Volume Left	4	18	5	22
Volume Right	8	23	21	7
cSH	605	650	1379	1414
Volume to Capacity	0.03	0.08	0.00	0.02
Queue Length 95th (ft)	3	6	0	1
Control Delay (s)	11.2	11.0	0.3	0.9
Lane LOS	B	B	A	A
Approach Delay (s)	11.2	11.0	0.3	0.9
Approach LOS	B	B		

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	29.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	34	18	2	108	150	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	37	20	2	117	163	32
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	301	179	195			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	301	179	195			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	98	100			
cM capacity (veh/h)	690	864	1379			

Direction, Lane #	SE 1	NE 1	SW 1
Volume Total	57	120	195
Volume Left	37	2	0
Volume Right	20	0	32
cSH	742	1379	1700
Volume to Capacity	0.08	0.00	0.11
Queue Length 95th (ft)	6	0	0
Control Delay (s)	10.3	0.2	0.0
Lane LOS	B	A	
Approach Delay (s)	10.3	0.2	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	19.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	6	8	10	138	186	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	9	11	150	202	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	376	204	207			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	376	204	207			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	99	99			
cM capacity (veh/h)	620	836	1365			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	15	161	207
Volume Left	7	11	0
Volume Right	9	0	4
cSH	728	1365	1700
Volume to Capacity	0.02	0.01	0.12
Queue Length 95th (ft)	2	1	0
Control Delay (s)	10.1	0.6	0.0
Lane LOS	B	A	
Approach Delay (s)	10.1	0.6	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	25.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.99		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1818		1770	1863	1583	1770	3493		1770	3375	
Flt Permitted	0.44	1.00		0.40	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	821	1818		738	1863	1583	1770	3493		1770	3375	
Volume (vph)	55	235	45	185	255	205	185	370	35	90	445	200
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	255	49	201	277	223	201	402	38	98	484	217
RTOR Reduction (vph)	0	9	0	0	0	163	0	6	0	0	45	0
Lane Group Flow (vph)	60	295	0	201	277	60	201	434	0	98	656	0
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8		8						
Actuated Green, G (s)	16.5	16.5		16.5	16.5	16.5	9.5	28.0		4.9	23.4	
Effective Green, g (s)	16.5	16.5		16.5	16.5	16.5	9.5	28.0		4.9	23.4	
Actuated g/C Ratio	0.27	0.27		0.27	0.27	0.27	0.15	0.46		0.08	0.38	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	221	489		198	501	425	274	1593		141	1286	
v/s Ratio Prot		0.16			0.15		c0.11	0.12		0.06	c0.19	
v/s Ratio Perm	0.07			c0.27		0.04						
v/c Ratio	0.27	0.60		1.02	0.55	0.14	0.73	0.27		0.70	0.51	
Uniform Delay, d1	17.7	19.6		22.4	19.3	17.1	24.7	10.4		27.5	14.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	2.1		67.9	1.3	0.2	9.7	0.1		13.8	0.3	
Delay (s)	18.4	21.7		90.4	20.6	17.2	34.5	10.5		41.4	14.9	
Level of Service	B	C		F	C	B	C	B		D	B	
Approach Delay (s)		21.2			39.5			18.0			18.2	
Approach LOS		C			D			B			B	

Intersection Summary			
HCM Average Control Delay	24.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	61.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	100	40	170	175	70	135
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	109	43	185	190	76	147
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			152		690	130
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			152		690	130
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			87		79	84
cM capacity (veh/h)			1429		358	919

Direction, Lane #	EB 1	WB 1	WB 2	NB 1
Volume Total	152	185	190	223
Volume Left	0	185	0	76
Volume Right	43	0	0	147
cSH	1700	1429	1700	598
Volume to Capacity	0.09	0.13	0.11	0.37
Queue Length 95th (ft)	0	11	0	43
Control Delay (s)	0.0	7.9	0.0	14.5
Lane LOS		A		B
Approach Delay (s)	0.0	3.9		14.5
Approach LOS				B

Intersection Summary			
Average Delay	6.3		
Intersection Capacity Utilization	39.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	5	5	5	20	5	20	5	165	25	5	210	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	5	5	22	5	22	5	179	27	5	228	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	470	459	231	454	448	193	234			207		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	470	459	231	454	448	193	234			207		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	99	99	96	99	97	100			100		
cM capacity (veh/h)	484	494	808	505	501	849	1334			1365		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	16	49	212	239
Volume Left	5	22	5	5
Volume Right	5	22	27	5
cSH	563	616	1334	1365
Volume to Capacity	0.03	0.08	0.00	0.00
Queue Length 95th (ft)	2	6	0	0
Control Delay (s)	11.6	11.4	0.2	0.2
Lane LOS	B	B	A	A
Approach Delay (s)	11.6	11.4	0.2	0.2
Approach LOS	B	B		

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	24.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	65	75	70	20	115	85	60	50	15	90	90	85
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	71	82	76	22	125	92	65	54	16	98	98	92

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	228	239	136	288
Volume Left (vph)	71	22	65	98
Volume Right (vph)	76	92	16	92
Hadj (s)	-0.10	-0.18	0.06	-0.09
Departure Headway (s)	5.4	5.3	5.7	5.3
Degree Utilization, x	0.34	0.35	0.22	0.43
Capacity (veh/h)	612	623	551	626
Control Delay (s)	11.2	11.2	10.3	12.2
Approach Delay (s)	11.2	11.2	10.3	12.2
Approach LOS	B	B	B	B

Intersection Summary			
Delay	11.4		
HCM Level of Service	B		
Intersection Capacity Utilization	51.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	35	65	65	105	105	30	65	65	120	25	70	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	71	71	114	114	33	71	71	130	27	76	76

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	179	261	272	179
Volume Left (vph)	38	114	71	27
Volume Right (vph)	71	33	130	76
Hadj (s)	-0.16	0.05	-0.20	-0.19
Departure Headway (s)	5.4	5.5	5.2	5.4
Degree Utilization, x	0.27	0.40	0.40	0.27
Capacity (veh/h)	594	607	630	598
Control Delay (s)	10.4	12.0	11.6	10.4
Approach Delay (s)	10.4	12.0	11.6	10.4
Approach LOS	B	B	B	B

Intersection Summary			
Delay	11.3		
HCM Level of Service	B		
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	25	5	30	5	5	5	10	145	5	5	45	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	5	33	5	5	5	11	158	5	5	49	33
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	266	261	65	293	274	160	82			163		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	266	261	65	293	274	160	82			163		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	99	97	99	99	99	99			100		
cM capacity (veh/h)	672	637	999	628	626	885	1516			1416		

Direction, Lane #	SE 1	NW 1	NE 1	SW 1
Volume Total	65	16	174	87
Volume Left	27	5	11	5
Volume Right	33	5	5	33
cSH	799	694	1516	1416
Volume to Capacity	0.08	0.02	0.01	0.00
Queue Length 95th (ft)	7	2	1	0
Control Delay (s)	9.9	10.3	0.5	0.5
Lane LOS	A	B	A	A
Approach Delay (s)	9.9	10.3	0.5	0.5
Approach LOS	A	B		

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	22.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	10	5	5	110	170	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	5	5	120	185	11

Direction, Lane #	SE 1	NE 1	SW 1
Volume Total (vph)	16	125	196
Volume Left (vph)	11	5	0
Volume Right (vph)	5	0	11
Hadj (s)	-0.03	0.04	0.00
Departure Headway (s)	4.5	4.2	4.1
Degree Utilization, x	0.02	0.14	0.22
Capacity (veh/h)	728	844	876
Control Delay (s)	7.6	7.9	8.2
Approach Delay (s)	7.6	7.9	8.2
Approach LOS	A	A	A

Intersection Summary			
Delay	8.1		
HCM Level of Service	A		
Intersection Capacity Utilization	19.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	5	0	5	15	5	20	5	165	0	0	250	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	0	5	16	5	22	5	179	0	0	272	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	489	465	274	470	467	179	277			179		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	489	465	274	470	467	179	277			179		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	99	97	99	97	100			100		
cM capacity (veh/h)	471	493	764	498	491	863	1286			1396		

Direction, Lane #	SE 1	SE 2	NW 1	NE 1	SW 1
Volume Total	5	5	43	185	277
Volume Left	5	0	16	5	0
Volume Right	0	5	22	0	5
cSH	471	764	631	1286	1700
Volume to Capacity	0.01	0.01	0.07	0.00	0.16
Queue Length 95th (ft)	1	1	6	0	0
Control Delay (s)	12.7	9.7	11.1	0.3	0.0
Lane LOS	B	A	B	A	
Approach Delay (s)	11.2		11.1	0.3	0.0
Approach LOS	B		B		

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	30.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	0	5	135	205	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	5	147	223	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	389	231	239			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	389	231	239			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	613	808	1328			

Direction, Lane #	NE 1	SW 1
Volume Total	152	239
Volume Left	5	0
Volume Right	0	16
cSH	1328	1700
Volume to Capacity	0.00	0.14
Queue Length 95th (ft)	0	0
Control Delay (s)	0.3	0.0
Lane LOS	A	
Approach Delay (s)	0.3	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	15.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	5	10	5	20	10	30	5	175	20	30	230	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	11	5	22	11	33	5	190	22	33	250	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	568	541	253	541	533	201	255			212		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	568	541	253	541	533	201	255			212		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	98	99	95	98	96	100			98		
cM capacity (veh/h)	400	436	786	431	440	840	1310			1358		

Direction, Lane #	SE 1	NW 1	NE 1	SW 1
Volume Total	22	65	217	288
Volume Left	5	22	5	33
Volume Right	5	33	22	5
cSH	478	572	1310	1358
Volume to Capacity	0.05	0.11	0.00	0.02
Queue Length 95th (ft)	4	10	0	2
Control Delay (s)	12.9	12.1	0.2	1.1
Lane LOS	B	B	A	A
Approach Delay (s)	12.9	12.1	0.2	1.1
Approach LOS	B	B		

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	39.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	40	20	5	140	210	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	43	22	5	152	228	38
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	410	247	266			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	410	247	266			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	93	97	100			
cM capacity (veh/h)	595	791	1298			

Direction, Lane #	SE 1	NE 1	SW 1
Volume Total	65	158	266
Volume Left	43	5	0
Volume Right	22	0	38
cSH	649	1298	1700
Volume to Capacity	0.10	0.00	0.16
Queue Length 95th (ft)	8	0	0
Control Delay (s)	11.2	0.3	0.0
Lane LOS	B	A	
Approach Delay (s)	11.2	0.3	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	23.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	5	5	10	15	5	5	10	180	10	5	240	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	5	11	16	5	5	11	196	11	5	261	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	505	503	264	511	500	201	266			207		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	505	503	264	511	500	201	266			207		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	99	99	96	99	99	99			100		
cM capacity (veh/h)	466	465	775	458	467	840	1298			1365		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	22	27	217	272
Volume Left	5	16	11	5
Volume Right	11	5	11	5
cSH	582	506	1298	1365
Volume to Capacity	0.04	0.05	0.01	0.00
Queue Length 95th (ft)	3	4	1	0
Control Delay (s)	11.4	12.5	0.5	0.2
Lane LOS	B	B	A	A
Approach Delay (s)	11.4	12.5	0.5	0.2
Approach LOS	B	B		

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	25.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Right Turn Channelized						
Volume (veh/h)	220	200	5	195	165	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	239	217	5	212	179	5
Approach Volume (veh/h)	457		217			185
Crossing Volume (veh/h)	5		179			239
High Capacity (veh/h)	1379		1203			1148
High v/c (veh/h)	0.33		0.18			0.16
Low Capacity (veh/h)	1156		997			947
Low v/c (veh/h)	0.39		0.22			0.20

Intersection Summary			
Maximum v/c High	0.33		
Maximum v/c Low	0.39		
Intersection Capacity Utilization	56.2%	ICU Level of Service	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.99		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1818		1770	1863	1583	1770	3493		1770	3375	
Flt Permitted	0.44	1.00		0.40	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	821	1818		738	1863	1583	1770	3493		1770	3375	
Volume (vph)	55	235	45	185	255	205	185	370	35	90	445	200
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	255	49	201	277	223	201	402	38	98	484	217
RTOR Reduction (vph)	0	9	0	0	0	163	0	6	0	0	45	0
Lane Group Flow (vph)	60	295	0	201	277	60	201	434	0	98	656	0
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8		8						
Actuated Green, G (s)	16.5	16.5		16.5	16.5	16.5	9.5	28.0		4.9	23.4	
Effective Green, g (s)	16.5	16.5		16.5	16.5	16.5	9.5	28.0		4.9	23.4	
Actuated g/C Ratio	0.27	0.27		0.27	0.27	0.27	0.15	0.46		0.08	0.38	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	221	489		198	501	425	274	1593		141	1286	
v/s Ratio Prot		0.16			0.15		c0.11	0.12		0.06	c0.19	
v/s Ratio Perm	0.07			c0.27		0.04						
v/c Ratio	0.27	0.60		1.02	0.55	0.14	0.73	0.27		0.70	0.51	
Uniform Delay, d1	17.7	19.6		22.4	19.3	17.1	24.7	10.4		27.5	14.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	2.1		67.9	1.3	0.2	9.7	0.1		13.8	0.3	
Delay (s)	18.4	21.7		90.4	20.6	17.2	34.5	10.5		41.4	14.9	
Level of Service	B	C		F	C	B	C	B		D	B	
Approach Delay (s)		21.2			39.5			18.0			18.2	
Approach LOS		C			D			B			B	

Intersection Summary			
HCM Average Control Delay	24.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	61.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	100	40	170	175	70	135
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	109	43	185	190	76	147
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			152		690	130
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			152		690	130
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			87		79	84
cM capacity (veh/h)			1429		358	919

Direction, Lane #	EB 1	WB 1	WB 2	NB 1
Volume Total	152	185	190	223
Volume Left	0	185	0	76
Volume Right	43	0	0	147
cSH	1700	1429	1700	598
Volume to Capacity	0.09	0.13	0.11	0.37
Queue Length 95th (ft)	0	11	0	43
Control Delay (s)	0.0	7.9	0.0	14.5
Lane LOS		A		B
Approach Delay (s)	0.0	3.9		14.5
Approach LOS				B

Intersection Summary			
Average Delay	6.3		
Intersection Capacity Utilization	39.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	5	5	5	20	5	20	5	165	25	5	210	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	5	5	22	5	22	5	179	27	5	228	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	470	459	231	454	448	193	234			207		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	470	459	231	454	448	193	234			207		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	99	99	96	99	97	100			100		
cM capacity (veh/h)	484	494	808	505	501	849	1334			1365		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	16	49	212	239
Volume Left	5	22	5	5
Volume Right	5	22	27	5
cSH	563	616	1334	1365
Volume to Capacity	0.03	0.08	0.00	0.00
Queue Length 95th (ft)	2	6	0	0
Control Delay (s)	11.6	11.4	0.2	0.2
Lane LOS	B	B	A	A
Approach Delay (s)	11.6	11.4	0.2	0.2
Approach LOS	B	B		

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	24.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	65	85	60	240	130	95	45	40	195	100	80	85
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	71	92	65	261	141	103	49	43	212	109	87	92

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	228	261	245	304	288
Volume Left (vph)	71	261	0	49	109
Volume Right (vph)	65	0	103	212	92
Hadj (s)	-0.08	0.53	-0.26	-0.35	-0.08
Departure Headway (s)	7.0	7.6	6.8	6.5	6.8
Degree Utilization, x	0.45	0.55	0.46	0.55	0.54
Capacity (veh/h)	454	453	506	510	482
Control Delay (s)	15.6	18.2	14.2	17.2	17.6
Approach Delay (s)	15.6	16.3		17.2	17.6
Approach LOS	C	C		C	C

Intersection Summary			
Delay	16.6		
HCM Level of Service	C		
Intersection Capacity Utilization	65.0%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	110	65	65	185	180	180
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	120	71	71	201	196	196

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	190	272	391
Volume Left (vph)	120	71	0
Volume Right (vph)	71	0	196
Hadj (s)	-0.06	0.09	-0.27
Departure Headway (s)	5.4	5.0	4.5
Degree Utilization, x	0.28	0.38	0.49
Capacity (veh/h)	608	688	761
Control Delay (s)	10.5	11.0	11.9
Approach Delay (s)	10.5	11.0	11.9
Approach LOS	B	B	B

Intersection Summary			
Delay	11.3		
HCM Level of Service	B		
Intersection Capacity Utilization	53.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	25	5	30	5	5	5	10	145	5	5	45	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	5	33	5	5	5	11	158	5	5	49	33
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	266	261	65	293	274	160	82			163		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	266	261	65	293	274	160	82			163		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	99	97	99	99	99	99			100		
cM capacity (veh/h)	672	637	999	628	626	885	1516			1416		

Direction, Lane #	SE 1	NW 1	NE 1	SW 1
Volume Total	65	16	174	87
Volume Left	27	5	11	5
Volume Right	33	5	5	33
cSH	799	694	1516	1416
Volume to Capacity	0.08	0.02	0.01	0.00
Queue Length 95th (ft)	7	2	1	0
Control Delay (s)	9.9	10.3	0.5	0.5
Lane LOS	A	B	A	A
Approach Delay (s)	9.9	10.3	0.5	0.5
Approach LOS	A	B		

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	22.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	10	5	5	110	170	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	5	5	120	185	11

Direction, Lane #	SE 1	NE 1	SW 1
Volume Total (vph)	16	125	196
Volume Left (vph)	11	5	0
Volume Right (vph)	5	0	11
Hadj (s)	-0.03	0.04	0.00
Departure Headway (s)	4.5	4.2	4.1
Degree Utilization, x	0.02	0.14	0.22
Capacity (veh/h)	728	844	876
Control Delay (s)	7.6	7.9	8.2
Approach Delay (s)	7.6	7.9	8.2
Approach LOS	A	A	A

Intersection Summary			
Delay	8.1		
HCM Level of Service	A		
Intersection Capacity Utilization	19.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	5	0	5	15	5	20	5	165	0	0	250	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	0	5	16	5	22	5	179	0	0	272	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	489	465	274	470	467	179	277			179		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	489	465	274	470	467	179	277			179		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	99	97	99	97	100			100		
cM capacity (veh/h)	471	493	764	498	491	863	1286			1396		

Direction, Lane #	SE 1	SE 2	NW 1	NE 1	SW 1
Volume Total	5	5	43	185	277
Volume Left	5	0	16	5	0
Volume Right	0	5	22	0	5
cSH	471	764	631	1286	1700
Volume to Capacity	0.01	0.01	0.07	0.00	0.16
Queue Length 95th (ft)	1	1	6	0	0
Control Delay (s)	12.7	9.7	11.1	0.3	0.0
Lane LOS	B	A	B	A	
Approach Delay (s)	11.2		11.1	0.3	0.0
Approach LOS	B		B		

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	30.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	0	5	135	205	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	5	147	223	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	389	231	239			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	389	231	239			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	613	808	1328			

Direction, Lane #	NE 1	SW 1
Volume Total	152	239
Volume Left	5	0
Volume Right	0	16
cSH	1328	1700
Volume to Capacity	0.00	0.14
Queue Length 95th (ft)	0	0
Control Delay (s)	0.3	0.0
Lane LOS	A	
Approach Delay (s)	0.3	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	15.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	5	10	5	20	10	30	5	175	20	30	230	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	11	5	22	11	33	5	190	22	33	250	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	568	541	253	541	533	201	255			212		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	568	541	253	541	533	201	255			212		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	98	99	95	98	96	100			98		
cM capacity (veh/h)	400	436	786	431	440	840	1310			1358		

Direction, Lane #	SE 1	NW 1	NE 1	SW 1
Volume Total	22	65	217	288
Volume Left	5	22	5	33
Volume Right	5	33	22	5
cSH	478	572	1310	1358
Volume to Capacity	0.05	0.11	0.00	0.02
Queue Length 95th (ft)	4	10	0	2
Control Delay (s)	12.9	12.1	0.2	1.1
Lane LOS	B	B	A	A
Approach Delay (s)	12.9	12.1	0.2	1.1
Approach LOS	B	B		

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	39.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	40	20	5	140	210	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	43	22	5	152	228	38
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	410	247	266			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	410	247	266			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	93	97	100			
cM capacity (veh/h)	595	791	1298			

Direction, Lane #	SE 1	NE 1	SW 1
Volume Total	65	158	266
Volume Left	43	5	0
Volume Right	22	0	38
cSH	649	1298	1700
Volume to Capacity	0.10	0.00	0.16
Queue Length 95th (ft)	8	0	0
Control Delay (s)	11.2	0.3	0.0
Lane LOS	B	A	
Approach Delay (s)	11.2	0.3	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	23.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	5	5	10	15	5	5	10	180	10	5	240	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	5	11	16	5	5	11	196	11	5	261	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	505	503	264	511	500	201	266			207		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	505	503	264	511	500	201	266			207		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	99	99	96	99	99	99			100		
cM capacity (veh/h)	466	465	775	458	467	840	1298			1365		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	22	27	217	272
Volume Left	5	16	11	5
Volume Right	11	5	11	5
cSH	582	506	1298	1365
Volume to Capacity	0.04	0.05	0.01	0.00
Queue Length 95th (ft)	3	4	1	0
Control Delay (s)	11.4	12.5	0.5	0.2
Lane LOS	B	B	A	A
Approach Delay (s)	11.4	12.5	0.5	0.2
Approach LOS	B	B		

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	25.3%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis

31: W Valley View & Sector 4 access

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Right Turn Channelized						
Volume (veh/h)	45	375	70	40	50	320
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	49	408	76	43	54	348
Approach Volume (veh/h)	457		120			402
Crossing Volume (veh/h)	76		54			49
High Capacity (veh/h)	1305		1327			1333
High v/c (veh/h)	0.35		0.09			0.30
Low Capacity (veh/h)	1089		1109			1114
Low v/c (veh/h)	0.42		0.11			0.36

Intersection Summary			
Maximum v/c High	0.35		
Maximum v/c Low	0.42		
Intersection Capacity Utilization	58.6%	ICU Level of Service	B