APPENDIX I – TRANSPORTATION AND CIRCULATION

Higgins Associates. Harper Canyon/Encina Hills Subdivision Traffic Impact Analysis. May 28, 2008.

HARPER CANYON / ENCINA HILLS SUBDIVISION

TORO PLANNING AREA
MONTEREY COUNTY, CALIFORNIA

TRAFFIC IMPACT ANALYSIS

Administrative Draft Report

Prepared For

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TABLE OF CONTENTS

LIST OF EXHIBITS

LIST OF APPENDICES

1 INTRODUCTION

This Traffic Impact Analysis (TIA) was commissioned to evaluate the potential traffic impacts associated with the implementation of the proposed Harper Canyon / Encina Hills Subdivision residential development along the State Route 68 corridor in Monterey County. This TIA serves as an update to the initial traffic impact analysis that was prepared by Higgins Associates for the proposed project during 2001. The time that lapsed between the preparation of the 2001 TIA and the public approval process for the project was considered too long; it was determined that the traffic conditions along the SR 68 corridor have changed and that the improvements identified and recommended to mitigate project impacts as part of the 2001 TIA might need to be revised. Furthermore, the County of Monterey decided that a full Environmental Impact Report (EIR) would be required for this proposed project.

1.1 Project Description

The proposed project site is located in Monterey County, approximately twelve miles east of the City of Monterey, ten miles west of Salinas and south of State Route 68. The project site of approximately 164 acres would be developed as 17 market-rate single family homes and one remainder parcel, approximately 180 acres in size that will be open space. State Route 68 would provide regional access to the project site. More specifically, the project site for the proposed Harper Canyon / Encina Hills Subdivision is located off San Benancio Road to the south of State Route 68 via Meyer Road. The location of the proposed project is shown in Exhibit 1A. The project site plan is shown in Exhibit 1B.

1.2 Scope of Work

The study area and specific scope of work was evaluated by the County of Monterey staff and deemed adequate. This traffic study analyzed the anticipated project traffic impacts on the local roadways and intersections. Study intersections were analyzed for the weekday morning (i.e., 7:00 to 9:00 a.m.) and evening (i.e., 4:00 to 6:00 p.m.) peak periods. Recommendations for mitigation measures to offset the traffic impacts from the proposed project are also provided. Exhibit 2 shows the extent of the study area. The following intersections and road segments were included in the analyses:

Intersections:

1. SR 218 / SR 68
2. York Road / SR 68
3. Pasadera Drive-Boots Road / SR 68
4. Laureles Grade / SR 68
5. Corral de Tierra Road / SR 68
6. San Benancio Road / SR 68

Road Segments:

1. SR 68 between SR 218 and York Road
2. SR 68 between York Road and Pasadera Drive-Boots Road
3. SR 68 between Pasadera Drive-Boots Road and Laureles Grade
4. SR 68 between Laureles Grade and Corral de Tierra Road
5. SR 68 between Corral de Tierra Road and San Benancio Road

The study analyzed traffic conditions under the following development scenarios:

- Existing Conditions
- Background Conditions
- Background + Project Conditions
- Cumulative Conditions

1.3 Intersection Traffic Operation Evaluation Methodologies

Intersection traffic operations were evaluated based on the Level of Service (LOS) concept. Quantitative Level of Service (LOS) analyses were performed for the study intersections based on the *2000 Highway Capacity Manual* methodologies using the Synchro analysis software. LOS is a quantitative description of an intersection's operation, ranging from LOS A to LOS F. Level of service A, represents free flow un-congested traffic conditions. Level of service F represents highly congested traffic conditions with unacceptable delay to vehicles at intersections. The intermediate levels of service represent incremental levels of congestion and delay between these two extremes. *Appendix A* provides the LOS descriptions for signalized intersections.

A saturation flow rate of 1600 vehicles per lane per hour was used for the eastbound through and westbound through movements along SR 68 at the request of Caltrans District 5 staff.

1.4 Road Segment Traffic Operation Evaluation Methodologies

Road segment traffic operations along the SR 68 corridor have been a topic of discussion for a very long time. Two commonly accepted methods used to evaluate the operations of road segments include the Highway Capacity Manual's Arterial and Two-Lane Highway methodologies.

SR 68 can be considered a Class I two-lane rural highway, but there are also a number of signalized intersections located along the study route. Although all methodologies previously used to evaluate road segments were based on the Level of Service (LOS) concept, different methodologies provided different results.

For example, the Synchro software allows the analysis of arterials based on the Highway Capacity Manual's (HCM) arterial analysis methodology. The results of the HCM's arterial analysis are strongly influenced by the operations of the signalized intersections

along the corridor, and in this case yielded results that were significantly better than what is actually perceived in the field.

The HCS software allows the analysis of two-lane rural highways based on methodologies also included in the Highway Capacity Manual. This analysis is based on traffic volumes, road capacity, and the percent-time-spent-following for a two-lane rural highway. For this study, it was also found that the use of this software did not accurately reflect the actual conditions in the field.

It could be argued that SR 68 is a hybrid between a two-lane rural highway and a signalized arterial. Due to the unique characteristics of SR 68, and based on discussions with Monterey County staff, it was decided that an alternative method for analyzing the road segment operations would be appropriate.

GPS (Geographical Positioning System) and GIS (Geographical Information System)-based technology provides a way to evaluate road segments and corridors based on actual conditions that are experienced in the field. The method involves the use of a test vehicle equipped with a global positioning device. As the test vehicle travels along the study corridor, the GPS device records the position of the test vehicle in one-second intervals. The collected data can then be used to determine the travel speed, travel time, and delays along the corridor.

In this traffic study, road segment Levels of Service (LOS) were determined using GPS and GIS-based technology. The GPS approach to determine travel speed, travel time, and delay along SR 68 provided a more accurate sense of the existing traffic operations along SR 68 than the other methodologies previously mentioned.

The data obtained from the GPS-equipped test vehicle under existing traffic conditions was used to calibrate the Synchro traffic analysis software in order to assess the road segment operations under the projected traffic conditions (background, background plus project and cumulative).

1.5 Level of Service Standards

All of the study intersections and road segments are located along State Route 68. State Route 68 falls under the jurisdiction of Caltrans, therefore the Caltrans level of service standard of the transition between LOS C and LOS D was applied to the study intersections and road segments.

1.6 Modeling of Right-Turns-on-Red (RTOR)

All of the signalized study intersections allow right turns on red (RTOR), and these right turns can have an effect on the intersection LOS calculations. There are several options to model right turns on red with different traffic analysis software packages, but the only method prescribed by the HCM for modeling RTOR is to reduce the input volumes to account for vehicles turning right on red. Where an exclusive right turn lane movement runs concurrent with a protected left turn phase from the cross street, the HCM allows for

the right turn volume to be reduced by the number of shadowed left turners. However, the length of the right turn lane affects the number vehicles that are able to turn right on red. This is because a short right turn lane can result in right turning vehicles being trapped in the queue with vehicles in the through lane. In order to represent the worst case scenario, it was assumed that no vehicles would be able to turn right on red.

1.7 Criteria for Significant Project Impact

In accordance with the California Environmental Quality Act (CEQA) and agency and professional standards, specific impact criteria have been applied to the study intersections and road segments to determine if a significant impact would occur due to the implementation of the proposed project.

Based on Monterey County Public Works Policy and professional standards, generally a significant impact at a **signalized study intersection** is defined to occur under the following scenarios:

- The addition of project traffic causes operations to deteriorate from an acceptable level of service (LOS A, B or C) to an unacceptable level of service (LOS D, E or F).
- For intersections already operating at LOS D or E, a significant impact would occur if a project adds 0.01 or more to the critical movement's volume-to-capacity ratio.
- For intersections already operating at LOS F, any increase (one vehicle) to the intersection's critical movement is considered significant.

A significant impact at an **unsignalized study intersection** is defined to occur under the following scenarios:

- The addition of project traffic causes any traffic movement to operate at LOS F, or any traffic signal warrant to be met.

A significant impact on a **study roadway segment** is defined to occur under the following scenarios:

- The addition of project traffic causes a roadway segment operating at LOS A through LOS E to degrade to a lower level of service D, E or F, or
- The addition of one project trip is added to a segment already operating at LOS F.

1.8 Previously Recommended Improvements along SR 68 Corridor

Certain segments along the SR 68 corridor currently operate below the LOS C/D standard established by Caltrans. Specific recommended improvements would enhance the level of operation at the study intersections to an acceptable level of service. Although the implementation of improvements at the intersections would not necessarily have an effect on the levels of service of the SR 68 road segments, it would facilitate a slight reduction of the travel time along the corridor.

In order to achieve acceptable levels of service for all of the SR 68 study road segments under existing conditions (and maintain this level of service through the cumulative scenario), the roadway would require widening to four lanes between Toro Park and SR 1.

Alternatively, a four-lane freeway parallel to the SR 68 corridor was considered, as part of the Fort Ord Reuse Plan. The County of Monterey and Caltrans are in consideration of the South Fort Ord Bypass along an alignment approximately one-half mile north of the existing SR 68 roadway. However, there are no short or long-term funding sources available for either one of these alternatives..

Furthermore, there are no feasible interim improvements that could be implemented along the corridor that would achieve and maintain the acceptable level of service standards (i.e., widening the entire corridor to a four-lane facility is not feasible at this time).

In 2001, the SR 68 Improvement Advisory Committee (sponsored by the County of Monterey) identified and prioritized a list of improvements for existing and future traffic conditions that would facilitate a slight reduction in the travel time along the corridor. The recommended SR 68 improvements are summarized in Table 1.

Subsequent to the 2001 SR 68 Improvement Advisory Committee recommendations, the Transportation Agency for Monterey County (TAMC) prepared a *Nexus Study for a Regional Development Impact Fee* dated May 14, 2004. Items 2, 4a, 6, and 8 in Table 1 are included in the TAMC regional impact fee.

Apart from the improvements listed in Table 1, a number of other minor improvements were also recommended in several other study reports for proposed developments along the SR 68 corridor. The following additional mitigation measures for the SR 68 corridor were also previously recommended:

1. Re-striping of the San Benancio Road northbound and southbound approaches at the SR 68 / San Benancio Road intersection to provide a left-turn/through lane and a right-turn lane on both approaches.
2. Install a right-turn overlap phase at the traffic signal on the northbound approach of the SR 68 / San Benancio Road intersection.
3. Install a right-turn overlap phase at the traffic signal on the northbound approach of the SR 68/ Corral de Tierra Road intersection.
4. Install a right-turn overlap phase on the traffic signal on the southbound approach of the SR 68/SR 218 intersection.

Table 1. SR 68 Traffic Improvements Identified by the Advisory Committee

Priority	Project	Estimated Cost (2001 Dollars)	Status
1	Install Opticom emergency vehicle preemption at the signal controlled intersections	$110,000	Completed
2	Dual left-turn lanes on westbound SR 68 at the Laureles Grade Road intersection	$1,360,000	95% designed; scheduled for construction in 2007.
3	Provide improved access onto SR 68 from Torero Drive	Caltrans budget item	Completed
4a (tie)	Dual left-turn lanes on westbound SR 68 at the intersection of Corral de Tierra Road	$755,000	In environmental phase; scheduled for construction in 2009.
4b (tie)	Continuously maintain the existing shoulder along SR 68 for safety reasons	Caltrans budget item	Ongoing
6	Extend the eastbound right turn lane at Laureles Grade Road	$500,000	95% designed; scheduled for construction in 2007.
7	Widen SR 68 to four lanes from State Route 218 to Ragsdale Drive	$1,626,351	Completed
8	Dual left-turn lanes on westbound SR 68 at the intersection with San Benancio Road	$2,852,000	In environmental phase; scheduled for construction in 2008.
9	South Fort Ord Bypass (Torero Drive to State Route 218)	$179,000,000	This project is included in the regional transportation plan as an unconstrained project. No funding has been identified for this improvement in the foreseeable future (20 years).

Source: County of Monterey Public Works Department, 2007.

Note: Items 2, 4a, 6 and 8 are included in the TAMC fee.

1.9 Regional Impact Fee Nexus Study Update

The Transportation Agency for Monterey County (TAMC) is currently in the process of updating the 2004 *Nexus Study for a Regional Development Impact Fee*. As of this writing, the project list in the *Regional Impact Fee Nexus Study Update* includes a project referred to as "SR 68 Commuter Improvements", which would widen SR 68 to four lanes from the existing 4-lane section adjacent to Toro Park to Corral de Tierra Road. The operational benefits associated with this improvement are discussed in Section 7.3 of this report.

1.10 Assumed Roadway Improvements

Discussions with County of Monterey and Caltrans District 5 staff have indicated that the following intersection improvements will be implemented within 1 to 5 years. Therefore, these improvements were assumed to be completed under the Background Traffic Conditions scenario.

1. York Road / SR 68 Intersection
    a. The addition of a fourth (south) York Road leg (to be implemented by the Monterra Ranch development).
    b. A second York Road southbound left-turn lane and eastbound acceleration lane (to be implemented by the Laguna Villas Condominium development).

2. Laureles Grade Road / SR 68 Intersection
    a. A second SR 68 westbound left-turn lane (SR 68 Advisory Committee Priority 2).
    b. Extension of the eastbound right-turn lane (SR 68 Advisory Committee Priority 6).

3. Corral de Tierra Road / SR 68 Intersection
    a. The addition of a fourth (north) Corral de Tierra Road leg (to be implemented by the Cypress Church access modification).
    b. A second SR 68 westbound left-turn lane (SR 68 Advisory Committee Priority 4a).

4. San Benancio Road / SR 68 Intersection
    a. A second SR 68 westbound left-turn lane (SR 68 Advisory Committee Priority 8).

2 EXISTING TRAFFIC CONDITIONS

This chapter provides a description of existing traffic conditions in terms of roadway facilities, bicycle and pedestrian facilities, transit service, traffic volumes, and intersection and roadway operations.

2.1 Existing Traffic Network

The study area, shown in Exhibit 2, stretches from the SR 68 / SR 218 intersection in the west to the SR 68 / San Benancio Road intersection in the east. A brief description of each of the roads in the study area follows:

State Route 68 (Monterey-Salinas Highway) is a two-lane rural highway connecting State Route 1 in Monterey and SR 101 in Salinas. The speed limit on SR 68 along the study area is 55 miles per hour. It serves as a commute route between Salinas and the Monterey Peninsula, provides access to the low-density developments along it, and functions as a scenic tourist route to the Monterey Peninsula.

State Route 218 (Canyon Del Rey Road) is a two-lane highway that connects State Route 68 and State Route 1. It provides access to Del Rey Oaks, Sand City and Seaside. The SR 218 / SR 68 intersection is signal controlled.

York Road provides access to some single unit housing developments as well as the Laguna Seca and Ryan Ranch Business Parks located to the north of SR 68. The speed limit on York Road is 25 miles per hour. The SR 68 / York Road intersection is signal controlled.

Pasadera Drive is a private road to the north off SR 68 and provides access to the Pasadera Country Club and its associated single unit housing development. The speed limit on Pasadera Drive is 25 miles per hour. The SR 68 / Pasadera Drive intersection is signal controlled.

Boots Road provides access to a small quantity of residential developments to the south of SR 68 and the speed limit on Boots Road is 25 miles per hour. The SR 68 / Boots Road intersection is signal controlled.

Laureles Grade Road is a two-lane north/south county road that connects SR 68 with Carmel Valley. The speed limit on Laureles Grade Road is 45 miles per hour and it also provides access to several residential developments. The SR 68 / Laureles Grade Road intersection is signal controlled.

Corral de Tierra Road is located to the west of San Benancio Road. It is a two-lane collector street with a speed limit of 35 miles per hour. The SR 68 / Corral Del Tierra Road intersection is signal controlled.

San Benancio Road is a two-lane collector street with a speed limit of 35 miles per hour and it provides access to several residential developments. The SR 68 / San Benancio Road intersection is signal controlled.

Meyer Road is a two-lane privately maintained road owned by Harper Canyon Realty LLC. The San Benancio Road / Meyer Road intersection is controlled by a stop sign on westbound Meyer Road.

2.2 Existing Transit Services

Monterey-Salinas Transit (MST) provides fixed-route bus service in Monterey County and Peninsula cities. Line 21 provides service between Monterey and Salinas via SR 68 with stops at various locations along SR 68. MST has reduced Line 21 service in recent years due to a lack of ridership on the route. In August 2003 weekday mid-day service was eliminated, and on July 30, 2005 service was further reduced to the current schedule which includes only one weekday morning round trip and a single westbound one-way trip on weekday afternoons. According to MST, most passengers traveling between Monterey and Salinas use MST's Line 20, which travels through Marina, due to the poor on-time performance of Line 21.

2.3 Existing Pedestrian and Bicycle Facilities

Pedestrian facilities include sidewalks, crosswalks and pedestrian signals. There is not a significant amount of foot-traffic in the vicinity of the proposed project and therefore sidewalks are not provided along SR 68, San Benancio Road and Meyer Road. Crosswalks and pedestrian signal phasing are provided at the signalized study intersections.

There are three basic types of bicycle facilities recognized in the County of Monterey. Each type is described below:

Bike path (Class I) - A completely separate right-of-way designed for the exclusive use of cyclists and pedestrians, with minimal crossings for motorists.

Bike lane (Class II) - A lane on a regular roadway, separated from the motorized vehicle right-of-way by paint striping, designated for the exclusive or semi-exclusive use of bicycles. Bike lanes allow one-way bike travel. Through travel by motor vehicles or pedestrians is prohibited, but crossing by pedestrians and motorists is permitted.

Bike route (Class III) - Provides shared use of the roadway, designated by signs or permanent markings and shared with motorists.

However, there are no bicycle facilities provided in the project vicinity.

2.4 Existing Traffic Data

The following sections present a description of the existing traffic network, existing traffic volumes, intersection levels of service, and an overview of traffic flow conditions within the study area under existing traffic conditions.

To establish existing traffic flow conditions, intersection traffic counts were collected during the weekday AM (i.e. 7:00 – 9:00 a.m.) and PM (i.e. 4:00 – 6:00 p.m.) peak hours at the 6 study intersections. The traffic counts were conducted between February 9th and August 29th, 2006. The traffic count dates are shown in Table 2. From the peak period traffic counts, the AM and PM peak hour turning movement volumes were identified. The existing AM and PM peak hour traffic volumes are presented on Exhibit 3.

Table 2
Dates of Manual Traffic Counts at Study Intersections

	INTERSECTION	COUNT DATE
1	SR 218 / SR 68	August 15, 2006
2	York Road / SR 68	August 16, 2006
3	Boots Road-Pasadera Drive / SR 68	August 16, 2006
4	Laureles Grade / SR 68	August 16 & August 29, 2006
5	Corral de Tierra Road / SR 68	August 22, 2006
6	San Benancio Road / SR 68	August 16, 2006

2.5 Existing Traffic Conditions – Intersection Operations

Intersection levels of service for existing traffic conditions are summarized on Exhibit 4. Level of service calculation worksheets for existing traffic conditions are included in *Appendix B.*

Five of the six study intersections operate below the level of service standard under existing traffic conditions. The following is a description of the operations of each intersection currently operating at deficient levels. Recommended mitigation measures are discussed in italics below the description of each intersection's operations.

York Road / SR 68 – Intersection # 2 (signalized) currently operates at LOS E during both the weekday AM and PM peak hours.

The addition of a second westbound through lane would improve operations at this intersection to acceptable levels of service during the AM and PM peak hours.

Pasadera Drive-Boots Road / SR 68 – Intersection # 3 (signalized) currently operates at LOS D during the weekday AM peak hour and LOS C during the weekday PM peak hour.

The addition of a second westbound through lane would improve operations at this intersection to acceptable levels of service during the AM and PM peak hours.

Laureles Grade Road / SR 68 – Intersection # 4 (signalized) currently operates at LOS D during the weekday AM peak hour and LOS F during the weekday PM peak hour.

The addition of a second eastbound through lane and a second westbound through lane would improve operations at this intersection to acceptable levels of service during the AM and PM peak hours.

Corral de Tierra Road / SR 68 – Intersection # 5 (signalized) currently operates at LOS D during the weekday AM peak hour and LOS E during the weekday PM peak hour.

The addition of a second eastbound through lane and a second westbound through lane would improve operations at this intersection to acceptable levels of service during the AM and PM peak hours.

San Benancio Road / SR 68 – Intersection # 6 (signalized) currently operates at LOS E during the weekday AM peak hour and LOS F during the weekday PM peak hour.

The addition of a second eastbound through lane and a second westbound through lane would improve operations at this intersection to acceptable levels of service during the AM and PM peak hours.

2.6 Existing Traffic Conditions – Road Segment Operations

To determine the existing conditions road segment operating conditions along the SR 68 corridor, the GPS and GIS-based technologies referenced in section 1.4 were used. The average travel speed was determined along an approximate 6.5 mile section of the SR 68 corridor starting at a point just west of the SR 68 / SR 218 intersection and ending at a point just east of the SR 68 / San Benancio Road intersection. Four one-way travel runs were performed during the weekday AM and PM peak hours as well as during the off-peak period. The off-peak runs were performed to provide a comparison between the peak hours and a relatively un-congested time period. It should be noted that there was a wide range in the speeds recorded; speeds in excess of 55 mph were recorded on sections of the corridor during both the peak periods as well as during the off-peak periods. However, for the purposes of this traffic analysis, the focus will be placed on the average travel speed and on areas of heavy congestion.
The results of the GPS travel runs can be seen graphically in Exhibits 5A through 5C and the results are briefly discussed below:

Eastbound AM Peak Period: When considering the two AM peak period GPS runs in the eastbound direction, the longest travel time along the 6.5 mile study corridor was 9.6 minutes. The average travel speeds on the segments ranged between 26 and 44 mph and the levels of service ranged from LOS D to LOS E. The most congested sections of the

corridor were between York Road and San Benancio Road. Refer to Exhibit 5A for details.

Westbound AM Peak Period: When considering the two AM peak period GPS runs in the westbound direction, the longest travel time along the 6.5 mile study corridor was 10.0 minutes. The average travel speeds on the segments ranged between 31 and 40 mph and the level of service was LOS E on all the study segments. The most congested sections of the corridor were east of Corral de Tierra Road and east of Laureles Grade Road. Refer to Exhibit 5A for details.

Eastbound PM Peak Period: When considering two PM peak period GPS runs in the eastbound direction, the longest travel time along the 6.5 mile study corridor was 19.0 minutes. The average travel speeds on the segments ranged between 11 and 39 mph and the levels of service ranged from LOS E to LOS F. The most congested sections of the corridor were between San Benancio Road and Pasadera Drive. Refer to Exhibit 5B for details.

Westbound PM Peak Period: When considering the two PM peak period GPS runs in the westbound direction, the longest travel time along the 6.5 mile study corridor was 9.5 minutes. The average travel speeds on the segments ranged between 28 and 52 mph and the levels of service ranged from LOS B to LOS E. The most congested sections of the corridor were east of Corral de Tierra Road. Refer to Exhibit 5B for details.

Eastbound Off-Peak Period: When considering the two off-peak period GPS runs in the eastbound direction, the longest travel time along the 6.5 mile study corridor was 8.6 minutes. The average travel speeds on the segments ranged between 26 and 55 mph and the levels of service ranged from LOS E to LOS A. The most congested sections of the corridor were between Pasadera Drive and Laureles Grade Road and between Corral de Tierra Road and San Benancio Road. Refer to Exhibit 5C for details.

Westbound Off-Peak Period: When considering the two off-peak period GPS runs in the westbound direction, the longest travel time along the 6.5 mile study corridor was 9.0 minutes. The average travel speeds on the segments ranged between 20 and 53 mph and the levels of service ranged from LOS A to LOS F. The most congested sections of the corridor were east of SR 218 and west of San Benancio Road. Refer to Exhibit 5C for details.

Conclusion: It should be noted that the results discussed in the preceding paragraphs were based on the average travel speed for each segment along the 6.5 mile stretch of the corridor which included the stopped times at the signalized intersections. Portions of the individual segments operated at levels of service better or worse than the average, ranging from LOS A to LOS F. For details of each segment's level of service, refer to Exhibit 6.

The results show that, within the study corridor, congestion is experienced on SR 68 during both and AM and PM peak hours, with the most critical congestion occurring in the eastbound direction during the PM peak hour. It is anticipated that the widening of SR

68 to a 4-lane facility would improve the operating conditions along the corridor to acceptable levels of service.

Existing traffic conditions road segment levels of service, as well as AM and PM peak hour traffic volumes on the study road segments, are tabulated in Exhibit 6. These are based upon the turning volumes illustrated on Exhibit 3. Recommended mitigation measures for existing traffic conditions are shown in Exhibit 7.

3 BACKGROUND TRAFFIC CONDITIONS

This chapter presents a description of the traffic network, traffic volumes, and intersection levels of service within the study area under background (existing plus approved projects) traffic conditions.

3.1 Approved Projects

A number of other projects have been approved within the study area that have not yet been constructed. The list of approved projects relevant to this traffic study was developed in consultation with the County of Monterey Planning and Public Works staff. *Appendix C* includes a trip generation table of the approved projects that will most likely be implemented within the next 5 years. It is anticipated that the trips generated by the approved projects will impact the study street network prior to impacts being experienced by the proposed project.

3.2 Background Traffic Conditions - Intersection Operations

The traffic that would be generated by the approved projects was combined with the existing traffic volumes to obtain volumes for background traffic conditions. Background AM and PM peak hour turning volumes are illustrated on Exhibit 8. Intersection levels of service for background traffic conditions are summarized on Exhibit 4. The levels of service shown in Exhibit 4 reflect the improvements discussed in section 1.9 starting under background traffic conditions. Intersection level of service calculation worksheets for background traffic conditions is included in *Appendix D*.

Five of the six study intersections would operate below the level of service standard under background traffic conditions. The following is a description of the operations of each intersection that would operate at deficient levels of service. Recommended mitigation measures are discussed in italics below the description of each intersection's operations.

York Road / SR 68 – Intersection # 2 (signalized) would operate at LOS F during both the weekday AM and PM peak hours.

The addition of a second westbound through lane would improve operations at this intersection to acceptable levels of service during the AM and PM peak hours.

Pasadera Drive-Boots Road / SR 68 – Intersection # 3 (signalized) would operate at LOS E during the weekday AM peak hour and LOS D during the weekday PM peak hour.

The addition of a second westbound through lane would improve operations at this intersection to acceptable levels of service during the AM and PM peak hours.

Laureles Grade Road / SR 68 – Intersection # 4 (signalized) would operate at LOS E during the weekday AM peak hour and LOS F during the weekday PM peak hour.

The addition of a second eastbound through lane and a second westbound through lane would improve operations at this intersection to acceptable levels of service during the AM and PM peak hours.

Corral de Tierra Road / SR 68 – Intersection # 5 (signalized) would operate at LOS F during the weekday AM and PM peak hours.

The addition of a second eastbound through lane and a second westbound through lane would improve operations at this intersection to acceptable levels of service during the AM and PM peak hours.

San Benancio Road / SR 68 – Intersection # 6 (signalized) would operate at LOS F during the weekday AM and PM peak hours.

The addition of a second eastbound through lane and a second westbound through lane would improve operations at this intersection to acceptable levels of service during the AM and PM peak hours.

3.3 Background Traffic Conditions – Road Segment Operations

With the use of the GPS and GIS-based technology, it was possible to accurately determine the operating conditions along the SR 68 corridor under existing traffic conditions. However, finding the correct methodology to determine the road segment levels of service for future conditions is more of a challenge. SR 68 is classified as a Class 1, 2-lane rural highway. The methodologies described in the Highway Capacity Manual to evaluate the operating conditions include two variables; travel speed and percent time spent following another vehicle. In an attempt to match the existing conditions travel speeds with results using other methodologies, it was found that the Highway Capacity Software (HCS) showed reasonably similar results. In an attempt to match the HCS results with the actual travel speed measured with the GPS methodology, it was found that in the case of SR 68, the percent time spent following does not really play a significant role in determining the average travel speed and corresponding LOS for the road segment.

The data obtained from the GPS-equipped test vehicle under existing traffic conditions was used to calibrate the Synchro traffic analysis software in order to assess the road segment operations under the projected traffic conditions (background, background plus project and cumulative). Exhibit 6 shows the actual speed on each study segment as recorded from the GPS device compared to the speed that was calibrated in Synchro under existing traffic conditions. Once the Synchro analysis software was calibrated for existing conditions, it was then used to estimate the projected average travel speeds for the future scenarios. The Synchro "Arterial Level of Service" reports are included in *Appendix E*. It should be noted that these reports were used to estimate the speeds on the study segments, which were then used to determine the levels of service based on the speeds in Table 3 (which can be found on Exhibit 6). Therefore, the only values utilized from the Synchro "Arterial Level of Service" reports were the arterial speeds.

Background traffic conditions road segment levels of service, as well as AM and PM peak hour traffic volumes on the study road segments, are tabulated in Exhibit 6. These are based upon the turning volumes illustrated in Exhibit 8. The Synchro arterial level of service reports used to estimate the projected travel speeds under background traffic conditions are included in *Appendix E*. As can be seen from Exhibit 6, the study road segments would continue to operate at unacceptable levels of service under background traffic conditions.

As identified under existing traffic conditions, congestion would continue to be experienced on SR 68 during both and the AM and PM peak hours, with the most critical congestion occurring in the eastbound direction during the PM peak hour. It is anticipated that the widening of SR 68 to a 4-lane facility would improve the operating conditions along the corridor to acceptable levels of service.

4 BACKGROUND PLUS PROJECT TRAFFIC CONDITIONS

This chapter presents a description of the traffic network, traffic volumes, and intersection levels of service within the study area under Background Plus Project Traffic Conditions. It also includes an evaluation of the sight distance at the project access intersection, as well as discussions on traffic operations and accident history on the local road network in the vicinity of the project site.

4.1 Project Description and Trip Generation

The proposed project site is located in Monterey County, approximately twelve miles east of the City of Monterey, ten miles west of Salinas and south of State Route 68. The project site of approximately 164 acres would be developed as 17 market-rate single family homes and one remainder parcel, approximately 180 acres in size that will be open space. State Route 68 would provide regional access to the project site; local access to the Harper Canyon / Encina Hills Subdivision will be provided by improving an existing dirt road (Meyer Road / Alta Lane) located off of San Benancio Road between State Route 68 and Harper Canyon Road.

The proposed project would generate an estimated 163 daily trips, with 13 trips generated during the AM peak hour (3 in, 10 out) and 17 trips generated during the PM peak hour (11 in, 6 out). The project trip generation table is shown in Exhibit 9.

4.2 Background Plus Project Traffic Conditions - Intersection Operations

The traffic that would be generated by the Harper Canyon / Encina Hills Subdivision was combined with the background traffic volumes to obtain background plus project traffic conditions. The AM and PM peak hour project trip assignment is illustrated on Exhibit 10. Background plus project AM and PM peak hour turning volumes are illustrated on Exhibit 11. Intersection levels of service for background plus project traffic conditions are summarized on Exhibit 4.

Intersection level of service calculation worksheets for background plus project traffic conditions are included in *Appendix F*.

Five of the six study intersections would continue to operate below the level of service standard under background plus project traffic conditions. The following is a description of the operations of each intersection that would operate at deficient levels of service. Recommended mitigation measures are discussed in italics below the description of each intersection's operations.

York Road / SR 68 – Intersection # 2 (signalized) would continue to operate at LOS F during both the weekday AM and PM peak hours.

The addition of a second westbound through lane would improve operations at this intersection to acceptable levels of service during the AM and PM peak hours.

Pasadera Drive-Boots Road / SR 68 – Intersection # 3 (signalized) would continue to operate at LOS E during the weekday AM peak hour and LOS D during the weekday PM peak hour.

The addition of a second westbound through lane would improve operations at this intersection to acceptable levels of service during the AM and PM peak hours.

Laureles Grade Road / SR 68 – Intersection # 4 (signalized) would continue to operate at LOS E during the weekday AM peak hour and LOS F during the weekday PM peak hour.

The addition of a second eastbound through lane and a second westbound through lane would improve operations at this intersection to acceptable levels of service during the AM and PM peak hours.

Corral de Tierra Road / SR 68 – Intersection # 5 (signalized) would continue to operate at LOS F during the weekday AM and PM peak hours.

The addition of a second eastbound through lane and a second westbound through lane would improve operations at this intersection to acceptable levels of service during the AM and PM peak hours.

San Benancio Road / SR 68 – Intersection # 6 (signalized) would continue to operate at LOS F during the weekday AM and PM peak hours.

The addition of a second eastbound through lane and a second westbound through lane would improve operations at this intersection to acceptable levels of service during the AM and PM peak hours.

4.3 Background Plus Project Traffic Conditions – Road Segment Operations

Background plus project traffic conditions road segment levels of service, as well as AM and PM peak hour traffic volumes on the study road segments, are tabulated in Exhibit 6. These are based on the turning volumes illustrated in Exhibit 11. Exhibit 7 tabulates mitigation measures for background plus project traffic conditions. The Synchro arterial level of service reports used to estimate the projected travel speeds under background plus project traffic conditions are included in *Appendix E.*

As identified under existing traffic conditions, congestion would continue to be experienced on SR 68 during both and the AM and PM peak hours, with the most critical congestion occurring in the eastbound direction during the PM peak hour. It is anticipated that the widening of SR 68 to a 4-lane facility would improve the operating conditions along the corridor to acceptable levels of service.

Based on the criteria for significant project impacts discussed in Section 1.7 of this report, the addition of any project trips to road segments already operating at LOS F should be considered significant.

5 CUMULATIVE TRAFFIC CONDITIONS

This chapter presents a description of the traffic network, traffic volumes, and intersection levels of service within the study area under Cumulative Traffic Conditions. Various approved and proposed projects throughout the Cities of Marina, Seaside, Sand City, Monterey, Del Rey Oaks, Salinas, and Monterey County are anticipated to be developed, or at least partially developed, within approximately the next twenty-five years. The Cumulative Traffic Conditions scenario includes the existing traffic volumes plus the estimated traffic that would be generated by all approved and cumulative projects in the vicinity of the study area, as well as the proposed project. The horizon year for the Cumulative Traffic Conditions scenario is the year 2030. The AMBAG Regional Travel Model was used to estimate the Cumulative 2030 traffic volumes on the study road network.

5.1 Cumulative Projects

A number of projects have been proposed within the study area that have not yet been approved or even formally submitted for evaluation. The list of cumulative projects relevant to this traffic study was developed in consultation with the County of Monterey Planning and Public Works staff. *Appendix G* includes a trip generation table of the cumulative projects.

5.2 Cumulative Traffic Conditions - Intersection Operations

Cumulative traffic conditions AM and PM peak hour turning volumes are illustrated on Exhibit 12. Intersection levels of service for cumulative traffic conditions are summarized on Exhibit 4. Intersection levels of service calculation worksheets for cumulative traffic conditions are included in *Appendix H.*

All six of the study intersections would operate below the level of service standard under cumulative traffic conditions. The following is a description of the operations of each intersection that would operate at deficient levels of service. Recommended mitigation measures are discussed in italics below the description of each intersection's operations.

SR 218 / SR 68 Intersection #1 (signalized) would operate at LOS C during the weekday AM peak hour and LOS E during the weekday PM peak hour.

Widening and restriping the northbound approach to include one left-turn lane, one through lane, and one right-turn lane, widening the eastbound approach to include two left-turn lanes, two through lanes, and one right-turn lane, and the addition of southbound right-turn overlap phasing would improve operations at this intersection to acceptable levels of service during the AM and PM peak hours.

York Drive / SR 68 Intersection #2 (signalized) would operate at LOS F during the weekday AM and PM peak hours.

The addition of a second eastbound through lane, a second eastbound left-turn lane, and a second westbound through lane at this intersection would improve operations to an acceptable level of service during the AM and PM peak hours.

Pasadera Drive-Boots Road / SR 68 Intersection #3 (signalized) would operate at LOS F during the weekday AM and PM peak hours.

The addition of a second eastbound through lane and a second westbound through lane at this intersection would improve operations to an acceptable level of service during the AM and PM peak hours.

Laureles Grade / SR 68 Intersection #4 (signalized) would operate at LOS F during the weekday AM and PM peak hours.

The addition of a second eastbound through lane, a second westbound through lane, and the addition of northbound right-turn overlap phasing at this intersection would improve operations to an acceptable level of service during the AM and PM peak hours.

Corral de Tierra Road / SR 68 Intersection #5 (signalized) would operate at LOS F during the weekday AM and PM peak hours.

The addition of a second eastbound through lane, a second westbound through lane, and the addition of northbound right-turn overlap phasing at this intersection would improve operations to an acceptable level of service during the AM and PM peak hours.

San Benancio Road / SR 68 Intersection #6 (signalized) would operate at LOS F during the weekday AM and PM peak hours.

The addition of a second eastbound through lane and a second westbound through lane at this intersection would improve operations to an acceptable level of service during the AM and PM peak hours.

5.3 Cumulative Traffic Conditions – Road Segment Operations

Cumulative traffic conditions road segment levels of service, as well as AM and PM peak hour volumes on the study road segments, are tabulated in Exhibit 6. These are based on the turning volumes illustrated on Exhibit 12. Exhibit 7 tabulates the recommended mitigation measures for cumulative traffic conditions. The Synchro arterial level of service reports used to estimate the projected travel speeds under cumulative traffic conditions are included in *Appendix E*.

As identified under existing traffic conditions, congestion would continue to be experienced on SR 68 during both and the AM and PM peak hours, with the most critical congestion occurring in the eastbound direction during the PM peak hour. It is anticipated that the widening of SR 68 to a 4-lane facility would improve the operating conditions along the corridor to acceptable levels of service.

Based on the criteria for significant project impacts discussed in Section 1.7 of this report, the addition of any cumulative trips to road segments already operating at LOS F should be considered significant.

6 PROJECT ACCESS AND SIGHT DISTANCE

6.1 Project Access

Access to the project site for the proposed Harper Canyon / Encina Hills Subdivision is located off San Benancio Road to the south of State Route 68; the location of the proposed project is shown in Exhibit 1A. San Benancio Road is a collector road providing access to several residential developments and the posted speed limit is 35 mph. Localized main access to the proposed project will be via Meyer Road. The proposed project would create 17 single-family residential parcels that range from 5.13 acres to 23.42 acres, associated roadway improvements and one remainder parcel of approximately 180 acres that would remain as open space.

State Route 68 provides regional access to the project site. Meyer Road would provide access to lots 15 through 17. Lots 1 through 7 and 11 through 14 would be accessed via Alta Lane and lots 8 through 10 would be accessed via Sierra Lane. Lot 7 would have an extended 12 foot wide driveway from Alta Lane extending behind lot 6.

6.2 Sight Distance Analysis

6.2.1 Speed Survey on San Benancio Road

A speed survey was conducted on San Benancio Road in the vicinity of the San Benancio Road / Meyer Road intersection. The speed survey was conducted in accordance with the requirements of the latest California Vehicle Code and the Caltrans Traffic Manual.

During the speed survey, Higgins Associates collected 106 readings (53 readings in the northbound travel direction and 53 readings in the southbound travel direction) using manual radar speed survey equipment. The survey radar device was calibrated and the speed surveys were conducted in good weather and under normal traffic conditions on May 5, 2006.

The speed survey data was analyzed and the results indicate that, in the northbound direction, the average travel speed on San Benancio Road in the vicinity of Meyer Road is 45 miles per hour, and the 85th percentile speed is 51 mph. In the southbound direction, the average speed is 46 mph, and the 85th percentile speed is 52 mph. The results of the speed survey are summarized on Exhibits 13 and 14.

6.2.2 Actual Sight Distance Currently Provided at the San Benancio Road / Meyer Road Intersection

Currently, a sight distance of about 240 feet is provided to the north of the intersection and about 250 feet of sight distance is provided to the south. This is based on a 13 foot setback from the edge of travel way. Corner sight distance is measured from a point 3.5 feet above the ground at the location of the driver on the minor street

to a 4.25 feet object height in the center of the approaching lane of the major road. Photographs of the San Benancio Road / Meyer Road intersection, which were taken on May 9, 2006, are included in *Appendix I.*

6.2.3 Required Sight Distance at the San Benancio Road / Meyer Road Intersection to Accommodate Prevailing Traffic Speeds

Based on the prevailing traffic speeds on San Benancio Road and the standards set forth in *A Policy on Geometric Design of Highways and Streets,* published by the American Association of State Highway and Transportation Officials (AASHTO), 2001, the minimum sight distance that should be provided to allow for safe operating conditions at the San Benancio Road / Meyer Road intersection is 436 feet looking north from Meyer Road, and 423 feet looking south from Meyer Road. The sight distance calculations are included in Exhibit 15.

Based upon the available sight distances, neither direction meets AASHTO standards for sight distance. Therefore, existing conditions constitute substandard sight distances per AASHTO standards.

6.2.4 Remedial Measures

The lack of acceptable sight distance at this intersection could be improved by trimming vegetation and cutting back the embankment. However, the vertical curvature also contributes to the lack of acceptable sight distance at this location. Overlaying Meyer Road to raise the elevation of the vantage point of the driver on Meyer Road will also improve sight distance. The existing 240 and 250 foot sight distances at the San Benancio Road / Meyer Road intersection accommodate a speed of 35 mph, as shown in Exhibit 15. However, based on the speed survey, a speed limit of 35 mph on San Benancio Road in the vicinity of Meyer Road would not be enforceable.

6.3 General Recommendations Regarding the San Benancio Road / Meyer Road Intersection

The San Benancio Road / Meyer Road intersection should be upgraded to meet Monterey County standards for a private road / county road intersection. In addition, based on the Monterey County Left-Turn Policy, adopted on February 26, 1980, a southbound left-turn lane will be warranted under background plus project traffic conditions at the San Benancio / Meyer Road intersection. The left-turn channelization warrant is included as *Appendix J.*

In addition, the Meyer Road approach currently does not include standard tapers to accommodate right turns into and out of Meyer Road. The San Benancio Road / Meyer Road intersection should be upgraded per County of Monterey standards for a private road / county road intersection. This will also assist in improving sight distance at the intersection.

6.4 San Benancio Road Traffic Operations Analysis

6.4.1. Traffic Volumes and Level of Service

Based on the 2005 Annual Average Daily Traffic booklet, published by the Monterey County Department of Public Works, the 2005 Annual Average Daily Traffic (AADT) on San Benancio Road between SR 68 and Harper Canyon Road was 5,700 vehicles per day. San Benancio Road, a two-lane rural road, currently operates at LOS B, based on the Level of Service Threshold Volumes for Various Roadway Types, which are included in *Appendix K.*

The project will add approximately 160 daily trips on San Benancio Road, which is about a 3% increase in traffic. With the addition of project traffic, San Benancio Road will still operate at LOS B.

6.4.2 Accident Analysis

Accident history data on San Benancio Road was obtained from County of Monterey staff. The accident data indicate that during a five-year period (from January, 2001 until March, 2006) there were five collisions on San Benancio Road between SR 68 and Harper Canyon Road. Of the five reported collisions on San Benancio Road, three involved one vehicle that ran off the road and hit an object. The other two collisions involved two vehicles with one vehicle being broadsided by the other. Of the five reported collisions on San Benancio Road between SR 68 and Harper Canyon Road, all of them involved property damage with no injuries and no fatalities. A collision diagram summarizing the accident history on San Benancio Road (between SR 68 and Harper Canyon Road) within the last five years is shown on Exhibit 16. Table 4 compares the accident rate on San Benancio Road between SR 68 and Harper Canyon Road with the statewide average accident rate for 2-lane rural roads[1]. From Table 4 it can be seen that the accident rate on San Benancio Road, between SR 68 and Harper Canyon Road, is well below the statewide average for similar types of roads.

[1] *2003 Collision Data on California State Highways*, published by Caltrans.

Table 4. Accident Rates on San Benancio Road Compared with Statewide Average Accident Rates on 2-Lane Rural Roads

	San Benancio Road Accident Rate	Statewide Average Accident Rate
Total Accidents	0.481 Acc / MVM*	1.24 Acc / MVM*
Fatality + Injury	0.00 Fatal + Injury / MVM*	0.57 Fatal + Injury /MVM*
Fatality	0.00 Fatal / 100 MVM*	3.84 Fatal / 100 MVM*

*Acc/MVM = accidents per million vehicle miles.

6.4.3 General Recommendations Regarding San Benancio Road

Field observations and comments from residents on San Benancio Road indicate that many of the private driveways along San Benancio Road experience limited sight distance conditions. Vegetation should be minimized where it interferes with sight distance. This is the responsibility of the County of Monterey within the public right of way and the individual property owner if a sight distance constraint is created by landscaping, fences or other physical features within the property owner's land. Enforcement is also recommended. However, it must be remembered that that there is a history of very few accidents on San Benancio Road. Relatively high speeds and increasing traffic volumes have apparently not resulted in a safety problem.

6.5 Meyer Road Traffic Operations Evaluation

Meyer Road is a privately maintained road owned by Harper Canyon Realty LLC, subject to easements in favor of other residences along the road. Meyer Road would be classified as a tertiary road based on Monterey County street classifications, as it would provide access to no more than 100 tributary dwelling units. The width of Meyer Road currently varies between approximately 10 to 13 feet. It is recommended that Meyer Road be upgraded per County of Monterey standards (for a tertiary private rural road) to a minimum surfaced roadbed width of 20 feet. Physical and topographic constraints may limit the ability to meet tertiary standards. At a minimum, a County of Monterey standard cul-de-sac street with 18 feet of paved width should be provided. Typical cross sections for these types of roads are included in *Appendix L*.

6.6 Project-Specific Recommendations

The following are project-specific recommendations based on the preceding analysis.

1. To the extent practical, trim or cut back the vegetation and embankment in the vicinity of the San Benancio Road / Meyer Road intersection to improve sight distance at the intersection. The precise extent of vegetation removal, embankment re-grading and resurfacing will require the review and approval by the Monterey County Public Works Department at the time of obtaining an Encroachment Permit.

2. To the extent practical, widen and resurface Meyer Road per County of Monterey standards for a cul-de-sac private road (i.e., to a minimum surfaced roadbed width of 18 feet) per Monterey County Public Works Standard Detail Plate No. 5, included herein as *Appendix L*.

3. To the extent practical, provide right turn tapers at the San Benancio Road / Meyer Road intersection per County of Monterey standards for a private road / county road intersection as described in the Monterey County Roadway Design Standards, page 18, item P (included as *Appendix M*) or similar to the standard Caltrans Access Openings on Expressways, Figure 205.1 (included as *Appendix N*).

4. Construct a southbound San Benancio Road left-turn lane per Monterey County standards at the San Benancio Road / Meyer Road intersection.

7 CONCLUDING COMMENTS AND RECOMMENDATIONS

7.1 Concluding Comments

This traffic impact analysis evaluated the anticipated impacts from the increase in traffic that would be generated by the proposed Harper Canyon / Encina Hills Subdivision on the surrounding road network. Four traffic scenarios were assessed in the traffic analysis, namely, existing traffic conditions, background (existing plus approved projects) traffic conditions, background plus project traffic conditions, and cumulative traffic conditions.

The results have been thoroughly discussed in the preceding chapters of this report and the conclusion is that a number of mitigating improvements would be required, beginning under existing traffic conditions, to achieve and maintain acceptable levels of service on the study road network. These improvements, which for the most part are based on existing deficiencies in the road network, would not be triggered by the proposed project. In addition, funding for the implementation of these improvements along the entire corridor is not available.

Based on the careful evaluation of the traffic impacts, no project-specific mitigation measures are recommended at the study intersections numbered 1 through 6 or on the study road segments. However, there are project-specific recommendations for the project access at San Benancio Road and Meyer Road (see Section 6.3 of this report).

Although the proposed project would not cause any of the study intersections or road segments to degrade to a lower level of service, the project would generate traffic that would be added to the road network, which is already operating at deficient levels.

It is therefore recommended that the proposed Harper Canyon / Encina Hills Subdivision project contribute funds to improve the operating conditions on the SR 68 corridor. A series of intersection improvements were identified by the Highway 68 Advisory Committee. These have been assumed in this report to be fully funded and in place under Background traffic conditions. If they are not implemented because of funding shortfalls, the Harper Canyon / Encina Hills Subdivision project could contribute toward the implementation of any one or combination of more than one of the identified improvements as part of the TAMC impact fee program.

7.2 Widening SR 68 to Four Lanes from Toro Park to West End of Toro Park Estates

In November 2006, Higgins Associates explored the possibility of adding a 1.1 mile extension of the 4-lane freeway portion of SR 68, from where the freeway currently ends to the west end of Toro Park Estates in order to provide a net reduction in travel time along the SR 68 corridor. The Harper Canyon / Encina Hills Subdivision project could contribute toward this improvement in lieu of or in addition to the other improvements. The freeway extension would provide several benefits to the SR 68 corridor. One benefit would be a reduction in the travel time on SR 68 in both directions. The freeway extension would reduce the *combined* eastbound and westbound travel time through the

SR 68 corridor by approximately 286 seconds (4.7 minutes) during the weekday AM and PM peak hours. The traffic generated by the Harper Canyon / Encina Hills Subdivision project would increase the *combined* eastbound and westbound travel time through the SR 68 corridor by approximately 32 seconds. Therefore the implementation of the freeway extension would more than offset the increase in travel time caused by the proposed project. The calculations used to estimate the reduction in travel time with the freeway extension are shown in *Appendix O* and are based on the average travel speeds through the SR 68 corridor in Exhibits 5A and 5B. The increase in travel time caused by the project was estimated using the Synchro arterial analysis reports which are included in *Appendix P*.

Another benefit of extending the freeway would be a reduction in the length of the queue on westbound SR 68 east of San Benancio Road during the weekday AM peak hour, which is currently up to 2.5 miles long. It is also reasonable to assume that it would reduce the number of accidents per year on SR 68, as the state-wide accident rates on 4-lane freeways are about half of those on 2-lane highways. In addition, it would eliminate the observed phenomenon of drivers exiting westbound SR 68 at the Portola Drive interchange to cut through the neighborhoods in Toro Park Estates. Drivers do this to get ahead of traffic by re-entering the SR 68 traffic stream at Torero Drive. This phenomenon, which occurs daily during the weekday AM peak hour, was evident in the data collection and was confirmed through discussions with Monterey County staff.

If this improvement was to be implemented, a decision would have to be made regarding the existing intersection on SR 68 at Torero Drive. There would be several options; the intersection could be closed off and only used as an emergency access. In this case, existing traffic would be diverted to the Portola Drive interchange. Another option would be to convert the intersection to right-in, right-out access only, in which case the road segment would operate more as an expressway than a freeway. Other options could also be explored, such as allowing eastbound SR 68 left-turns onto Torero Drive, but prohibiting southbound Torero Drive left-turns onto SR 68.

Fair share contributions from the Harper Canyon / Encina Hills Subdivision project, as well as other proposed projects in the vicinity of the SR 68 corridor, could be combined to fund this improvement. Or an agreement could be made for the project to provide all or a portion of the funds to pay the "soft costs" of the freeway extension project (e.g. a Project Study Report).

7.3 Widening SR 68 to Four Lanes from Toro Park to Corral de Tierra Road

As was mentioned in Section 1.9 of this report, the Transportation Agency for Monterey County (TAMC) is currently in the process of updating the 2004 *Nexus Study for a Regional Development Impact Fee*. As of this writing, the project list in the *Regional Impact Fee Nexus Study Update* includes a project referred to as "SR 68 Commuter Improvements", which would widen SR 68 to four lanes from the existing 4-lane section (adjacent to Toro Park) to Corral de Tierra Road. This improvement partially overlaps with the improvement described in Section 7.2, as it would double the length of roadway being widened from 1.1 miles to approximately 2.3 miles. The geometric design details

of this improvement are not known at this time. Therefore it would be difficult, if not impossible, to determine the additional reduction in travel time that would take place along the SR 68 corridor with this improvement in place. However, it is clear that this improvement would result in an additional reduction in travel time along the corridor, over what was analyzed by the 1.1 mile freeway extension, as well as reduce queuing during the peak periods, and provide safety benefits, as discussed in Section 7.2.

7.4 Discussion on Intersections

No project-specific mitigation measures were identified for the study intersections numbered 1 through 6. It should be acknowledged that the intersection operating conditions are based on the average delay for vehicles and they do not necessarily reflect the operating conditions of the road segments. However, there are project-specific recommendations for the project access at San Benancio Road and Meyer Road.

7.5 Discussion on Road Segments

With the use of the GPS and GIS-based technology, it was possible to accurately determine the operating conditions along the SR 68 corridor under existing traffic conditions. The travel speed based assessment of the operating conditions along the SR 68 corridor confirmed the longstanding opinion that levels of service on SR 68 are unacceptable. SR 68 should be widened to a 4-lane facility to ensure acceptable levels of service.

7.6 Significant Impacts on Intersections and Road Segments

Based on the significant impact criteria listed in section 1.7 of this report, the implementation of the proposed project will have a significant impact on four of the six study intersections (i.e., for intersections already operating at LOS F, any increase, even one vehicle, to the intersection's critical movement is considered significant) and four of the five study road segments (i.e., the addition of one project trip added to a segment already operating at LOS F is considered significant).

7.7 Recommended Mitigation Measures on Study Road Network

The recommended mitigation measures for each traffic scenario are listed below. To minimize confusion, mitigation measures will not be repeated under subsequent traffic scenarios if they were already identified under a preceding scenario.

➢ Mitigation Measures Recommended for Existing Traffic Conditions

Mitigation #1 – A second westbound through lane should be added at the York Road / SR 68 intersection.

Mitigation #2 – A second westbound through lane should be added at the Pasadera Drive / SR 68 intersection.

Mitigation #3 – A second eastbound through lane and a second westbound through lane should be added at the Laureles Grade Road / SR 68 intersection.

Mitigation #4 – A second eastbound through lane and a second westbound through lane should be added at the Corral de Tierra Road / SR 68 intersection.

Mitigation #5 – A second eastbound through lane and a second westbound through lane should be added at the San Benancio Road / SR 68 intersection.

The SR 68 corridor should be widened to a 4-lane facility to ensure acceptable operating conditions.

- **Mitigation Measures Recommended for Background Traffic Conditions**

No new mitigation measures are recommended under background traffic conditions.

The same mitigation measures recommended under existing traffic conditions would also be recommended under background traffic conditions.

- **Mitigation Measures Recommended for Background Plus Project Traffic Conditions**

Regarding the study intersections numbered 1 through 6 and the study road segments, the same mitigation measures recommended under existing and background traffic conditions would also be recommended under background plus project traffic conditions.

Mitigation #6 – The study project should pay a pro-rata contribution toward Mitigations 11 through 17, or any combination thereof. The payment of a pro-rata contribution towards the implementation of Mitigation #16 or #17 alone would offset the increase in delay and travel time along the SR 68 corridor caused by the project. Preferably, the project would fund the preparation of planning studies and/or design of the freeway extension project, if these stages of the implementation have not yet occurred.

The study project should pay the TAMC Regional Traffic Impact Fee to mitigate cumulative impacts along SR 68. Through the payment of the TAMC Regional Traffic Impact Fee, the proposed project would thus directly contribute to improvements along the SR 68 corridor. However, if the project contributes to the extension of the freeway, then they should be credited for the TAMC fee as they would be contributing their fair share towards cumulative impacts along SR 68.

Mitigation #7 – To the extent practical, trim or cut back the vegetation and embankment in the vicinity of the San Benancio Road / Meyer Road intersection to improve sight distance at the intersection. The precise extent of vegetation removal, embankment re-grading and resurfacing will require the review and approval by the Monterey County Public Works Department at the time of obtaining an Encroachment Permit.

Mitigation #8 – To the extent practical, widen and resurface Meyer Road per County of Monterey standards for a cul-de-sac private road (i.e., to a minimum surfaced roadbed width of 18 feet) per Monterey County Public Works Standard Detail Plate No. 5, included herein as *Appendix L*.

Mitigation #9 – To the extent practical, provide right turn tapers at the San Benancio Road / Meyer Road intersection per County of Monterey standards for a private road / county road intersection as described in the Monterey County Roadway Design Standards, page 18, item P (included as *Appendix M*) or similar to the standard Caltrans Access Openings on Expressways, Figure 205.1 (included as *Appendix N*).

Mitigation #10 – Construct a southbound San Benancio Road left-turn lane per Monterey County standards at the San Benancio Road / Meyer Road intersection.

➢ **Mitigation Measures Recommended for Cumulative Traffic Conditions**

Mitigation #11 – Widen and restripe the northbound approach to include one left-turn lane, one through lane, and one right-turn lane, widen and restripe the eastbound approach to include two left-turn lanes, two through lanes and one right-turn lane, and install right-turn over lap phasing at the SR 218 / SR 68 intersection.

Mitigation #12 – A second eastbound through lane and a second eastbound left-turn lane should be added at the York Road / SR 68 intersection.

Mitigation #13 – A second eastbound through lane should be added at the Pasadera Drive / SR 68 intersection.

Mitigation #14 – Convert the northbound right-turn to right-turn overlap phasing at the Laureles Grade Road / SR 68 intersection.

Mitigation #15 – Convert the northbound right-turn to right-turn overlap phasing at the Corral de Tierra Road / SR 68 intersection.

Mitigation #16 – Widen SR 68 to four lanes from Toro Park to the west end of Toro Park Estates. This improvement could be implemented at any time and therefore applies to all development scenarios.

Mitigation #17 – Widen SR 68 to four lanes from Toro Park to Corral de Tierra Road. This improvement could be implemented at any time and therefore applies to all development scenarios.

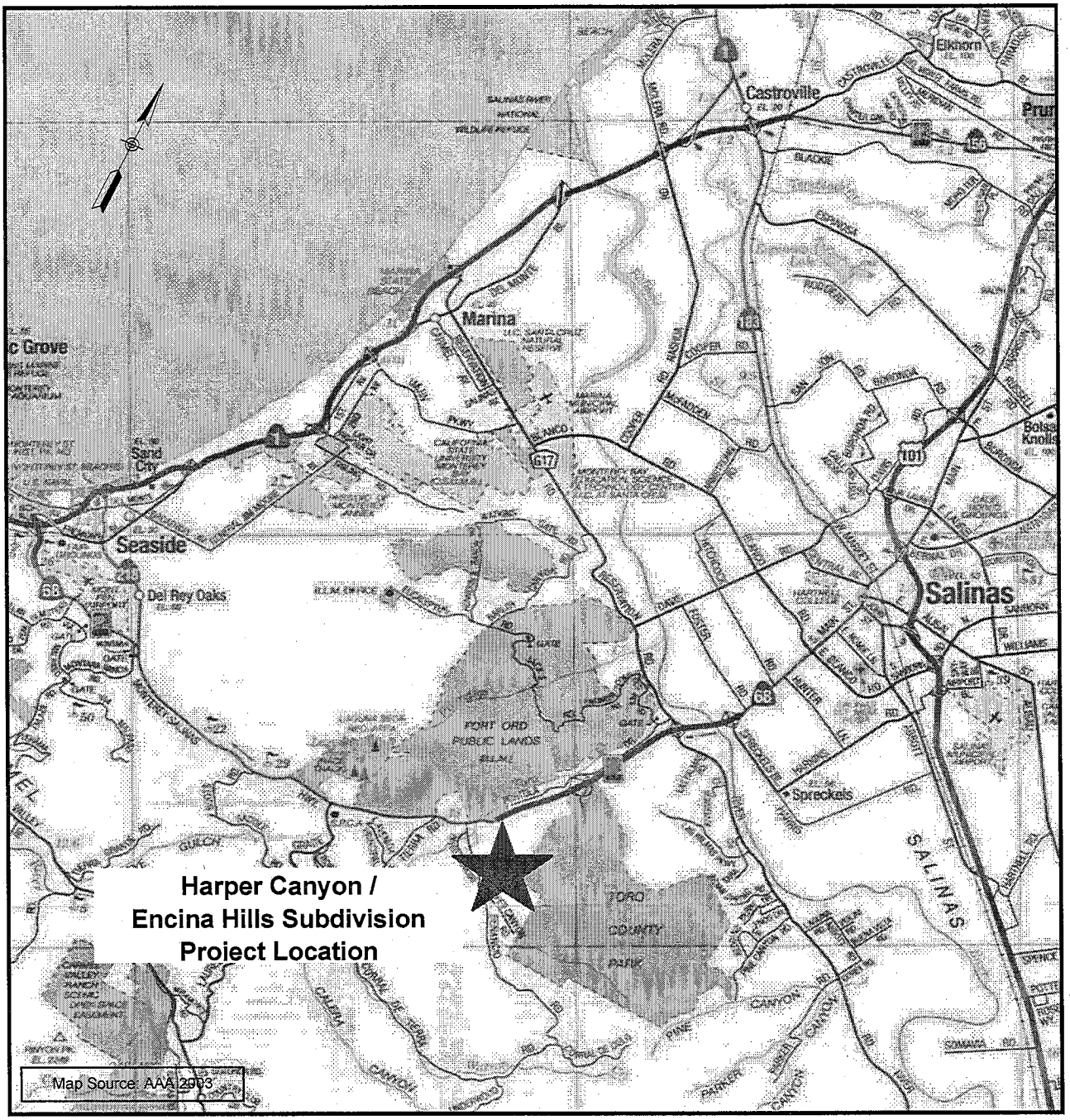

Exhibit 1A

Project Location Map

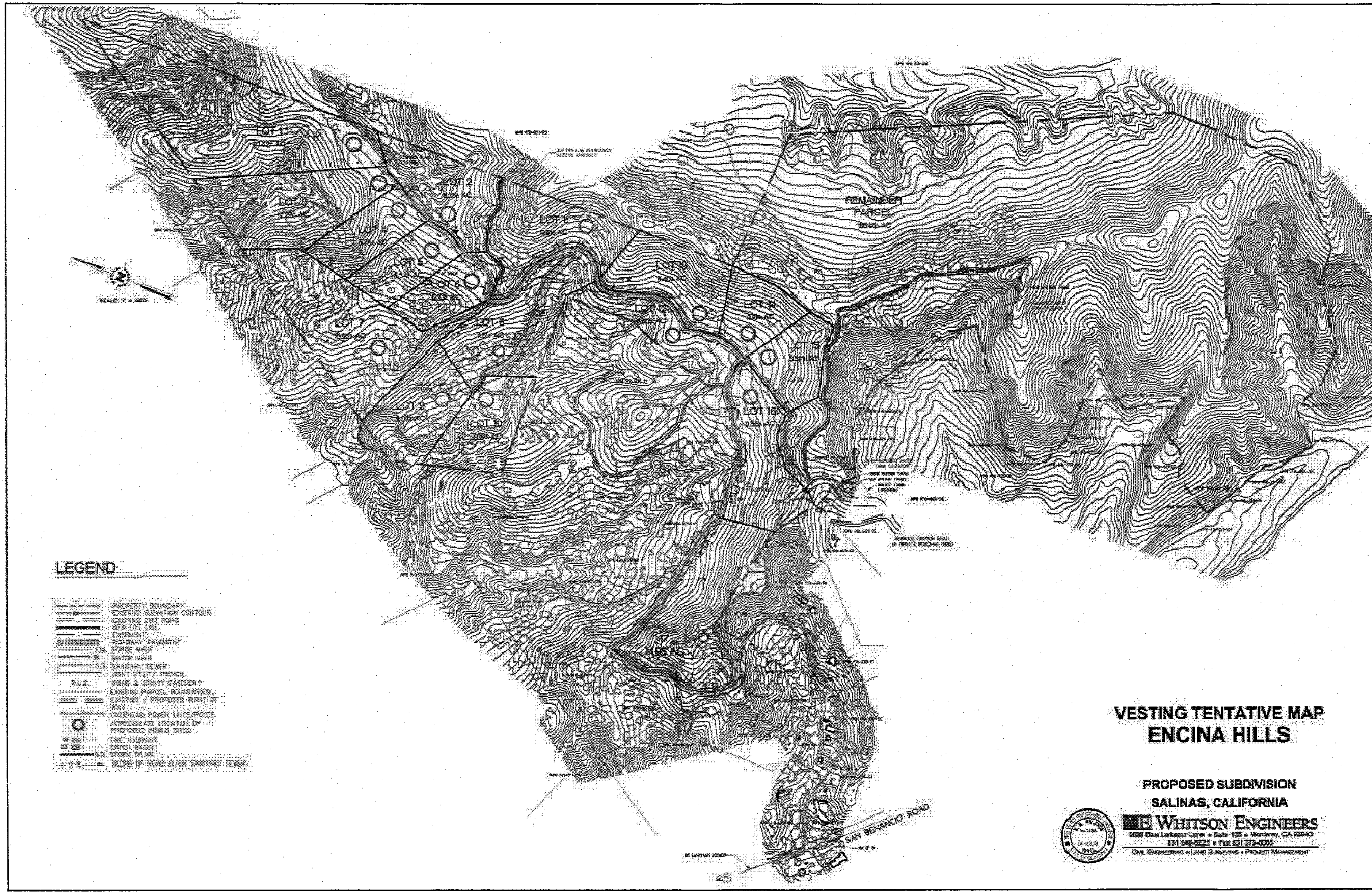

Exhibit 1B
Project Site Plan

HIGGINS ASSOCIATES

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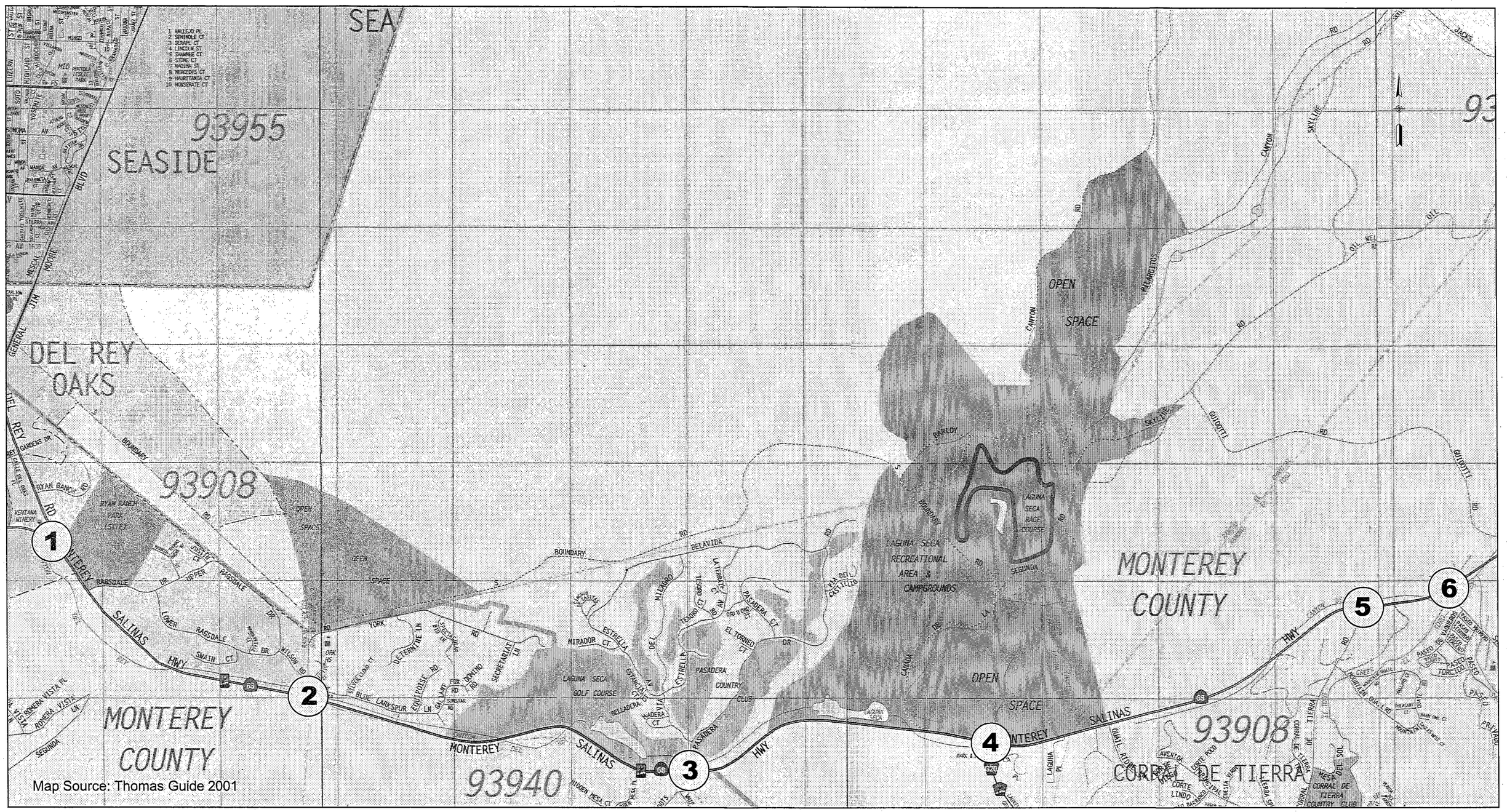

Study Intersection Number (X)

Exhibit 2
Study Area

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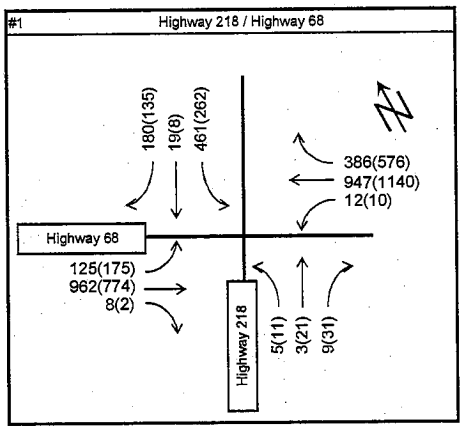
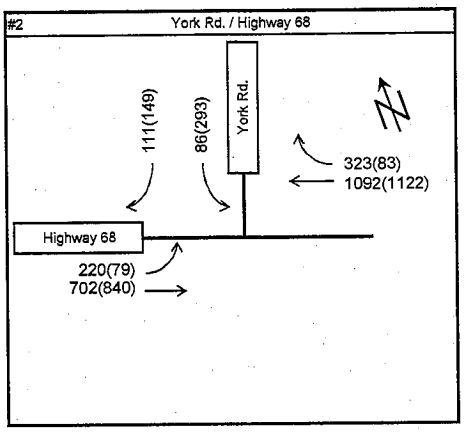
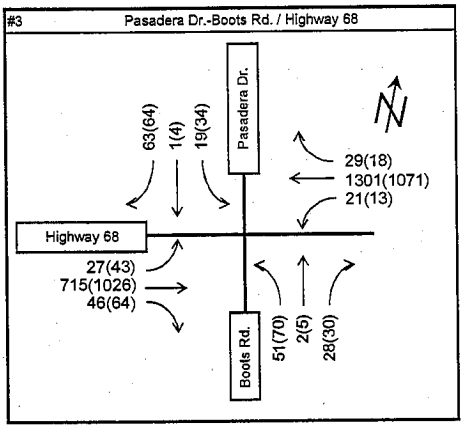
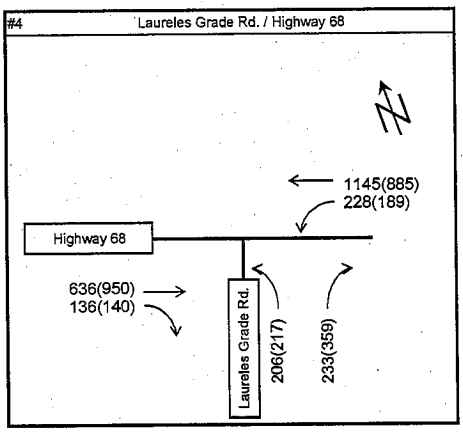
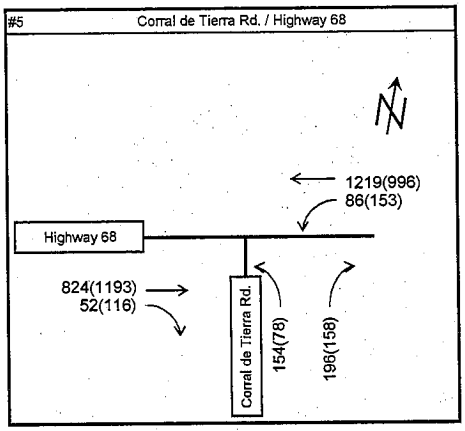
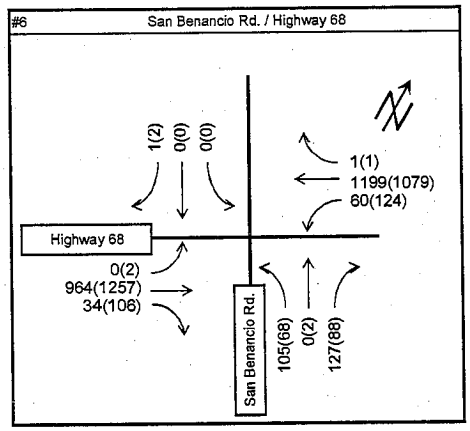


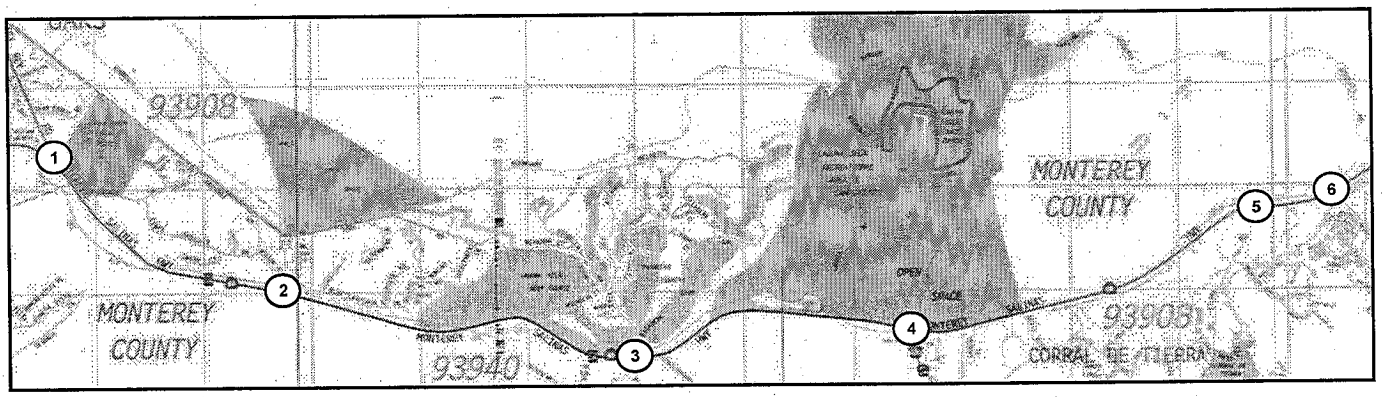












Notes:

1. XX (YY) = AM (PM)

2. Turning movement counts were conducted on the following dates:

   8/15/06 - Intersection #1 (AM & PM Peak Hours)
   8/16/06 - Intersection #2, 3, 6 (AM & PM Peak Hours)
   8/16/06 - Intersection #4 (PM Peak Hour)
   8/22/06 - Intersection #5 (AM & PM Peak Hours)
   8/29/06 - Intersection #4 (AM Peak Hour)

Exhibit 3
Existing Conditions
AM & PM Peak Hour Volumes

Intersection						Existing Conditions				Background Conditions				Background + Project Conditions				Cumulative Conditions			
						AM Peak Hr		PM Peak Hr		AM Peak Hr		PM Peak Hr		AM Peak Hr		PM Peak Hr		AM Peak Hr		PM Peak Hr	
	N-S Street	E-W Street	Existing Lane Configuration	Existing Intersection Control	LOS Standard	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
1	Highway 218	Highway 68	NB 1-L, 1-T/R SB 2-L, 1-T, 1-R EB 1-L, 1-T, 1-T/R WB 1-L, 2-T, 1-R	Signal	C/D	21.0	C	24.0	C	22.5	C	32.5	C	22.6	C	32.6	C	31.6	C	72.4	E
					Mitigation #11													*21.2*	*C*	*26.6*	*C*
2	York Road	Highway 68	SB 1-L, 1-R EB 1-L, 1-T WB 1-T, 1-R	Signal	C/D	63.6	E	76.3	E	88.1	F	81.6	F	88.9	F	82.0	F	124.4	F	106.6	F
					Including 2nd SBL & 4th Leg																
					Mitigation #1	*19.9*	*B*	*21.7*	*C*	*25.9*	*C*	*30.8*	*C*	*26.5*	*C*	*31.4*	*C*				
					Mitigation #12													*25.2*	*C*	*22.4*	*C*
3	Pasadera Drive-Boots Road	Highway 68	NB 1-L, 1-T/R SB 1-L/T, 1-R EB 1-L, 1-T, 1-R WB 1-L, 1-T, 1-R	Signal	C/D	36.8	D	29.5	C	69.0	E	44.2	D	70.0	E	44.7	D	123.3	F	106.5	F
					Mitigation #2	*11.5*	*B*	*18.2*	*B*	*13.3*	*B*	*23.3*	*C*	*13.3*	*B*	*23.6*	*C*				
					Mitigation #13													*11.9*	*B*	*12.2*	*B*
4	Laureles Grade Road	Highway 68	NB 1-L, 1-R EB 1-T, 1-R WB 1-L, 1-T	Signal	C/D	38.8	D	82.6	F	60.3	E	91.2	F	60.9	E	91.9	F	107.0	F	160.9	F
					Including 2nd WBL																
					Mitigation #3	*14.8*	*B*	*25.3*	*C*	*16.3*	*B*	*25.5*	*C*	*16.4*	*B*	*25.5*	*C*				
					Mitigation #14													*13.9*	*B*	*21.2*	*C*
5	Corral de Tierra Road	Highway 68	NB 1-L, 1-R EB 1-T, 1-R WB 1-L, 1-T	Signal	C/D	35.5	D	68.0	E	131.5	F	144.5	F	132.4	F	146.0	F	197.5	F	268.9	F
					Including 2nd WBL & 4th Leg																
					Mitigation #4	*19.0*	*B*	*20.3*	*C*	*20.1*	*C*	*21.0*	*C*	*27.5*	*C*	*21.6*	*C*				
					Mitigation #15													*34.1*	*C*	*29.2*	*C*
6	San Benancio Road	Highway 68	NB 1-L/T, 1-R SB 1-L/T, 1-R EB 1-L, 1-T, 1-R WB 1-L, 1-T/R	Signal	C/D	71.7	E	116.5	F	82.9	F	136.6	F	84.9	F	139.1	F	159.8	F	237.0	F
					Including 2nd WBL																
					Mitigation #5	*22.0*	*C*	*17.0*	*B*	*20.4*	*C*	*21.1*	*C*	*20.5*	*C*	*24.1*	*C*	*22.9*	*C*	*29.4*	*C*

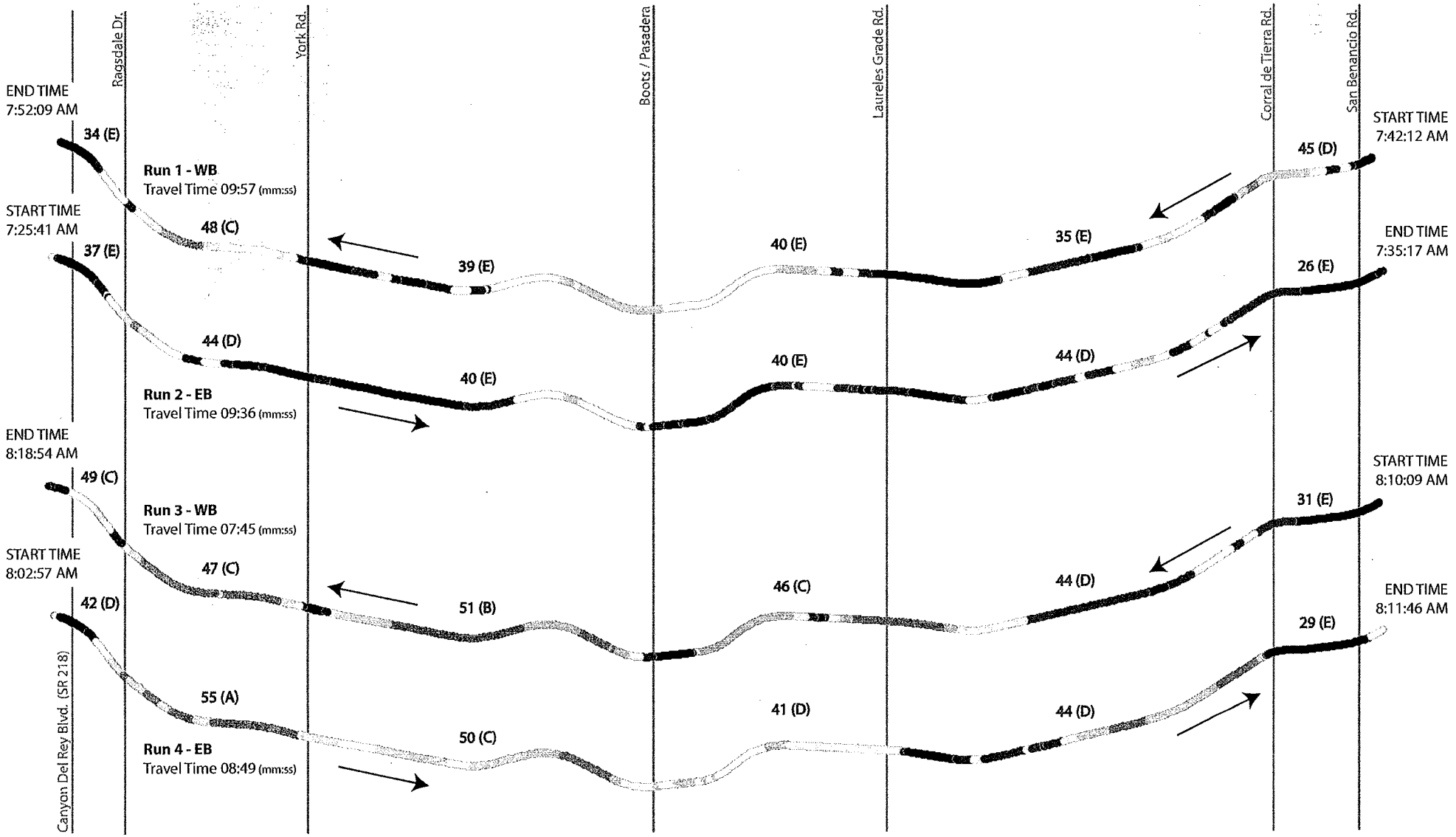
Notes:

1. L, T, R = Left, Through, Right
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound
3. Levels of service in red borders represent significant project impacts per CEQA guidelines.

Exhibit 4
Intersection Levels of Service

Highway 68 Between SR 218 and San Benancio Road

Total Distance Approximately 6.5 Miles



Legend

- ● LOS A > 55 mph
- ◎ LOS B 50.1 - 55 mph
- ○ LOS C 45.1 - 50 mph
- ◎ LOS D 40.1 - 45 mph
- ● LOS E 25.1 - 40 mph
- ● LOS F ≤ 25 mph

XX (Y) = Avg. Speed (LOS)

N

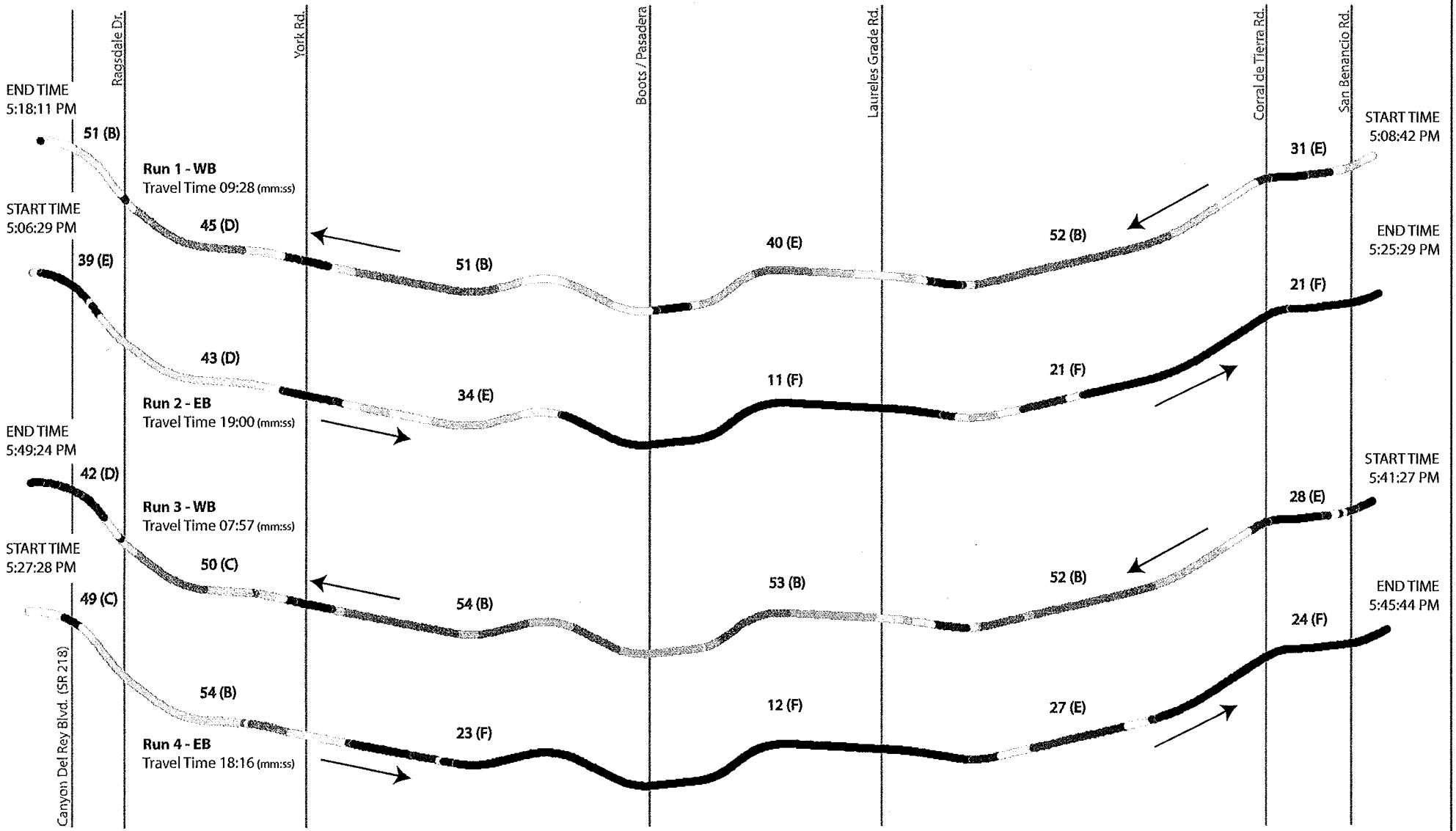
HIGGINS ASSOCIATES
CIVIL & TRAFFIC ENGINEERS

EXHIBIT 5A

AM Peak Hr. Average Travel Speeds
Along SR 68 Corridor

Highway 68 Between SR 218 and San Benancio Road

Total Distance Approximately 6.5 Miles



Legend

- ● LOS A > 55 mph
- ○ LOS B 50.1 - 55 mph
- ○ LOS C 45.1 - 50 mph
- ○ LOS D 40.1 - 45 mph
- ● LOS E 25.1 - 40 mph
- ● LOS F ≤ 25 mph

XX (Y) = Avg. Speed (LOS)

N

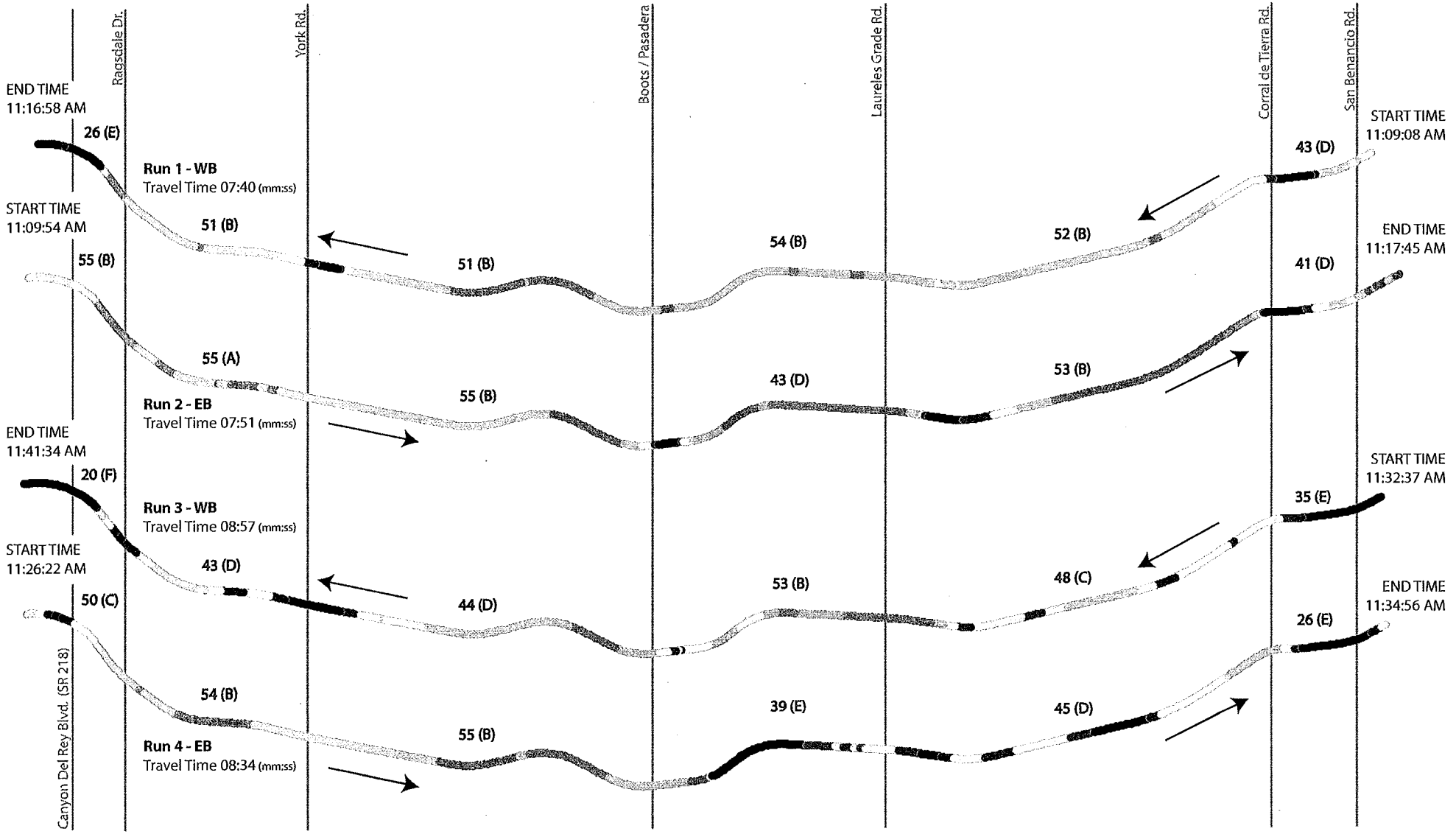
HIGGINS ASSOCIATES
CIVIL & TRAFFIC ENGINEERS

EXHIBIT 5B

PM Peak Hr. Average Travel Speeds
Along SR 68 Corridor

Highway 68 Between SR 218 and San Benancio Road

Total Distance Approximately 6.5 Miles



Legend

- ● LOS A > 55 mph
- ◎ LOS B 50.1 - 55 mph
- ○ LOS C 45.1 - 50 mph
- ◎ LOS D 40.1 - 45 mph
- ● LOS E 25.1 - 40 mph
- ● LOS F ≤ 25 mph

XX (Y) = Avg. Speed (LOS)

N

HIGGINS ASSOCIATES
CIVIL & TRAFFIC ENGINEERS

EXHIBIT 5C

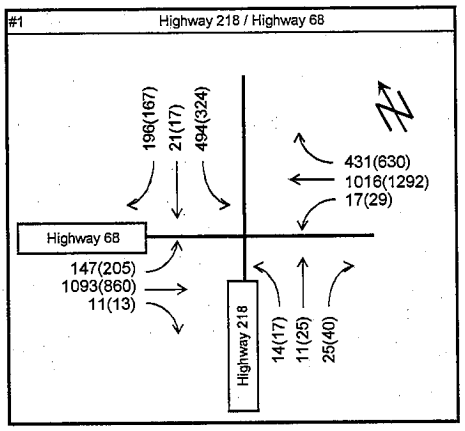
Off-Peak Average Travel Speeds
Along SR 68 Corridor

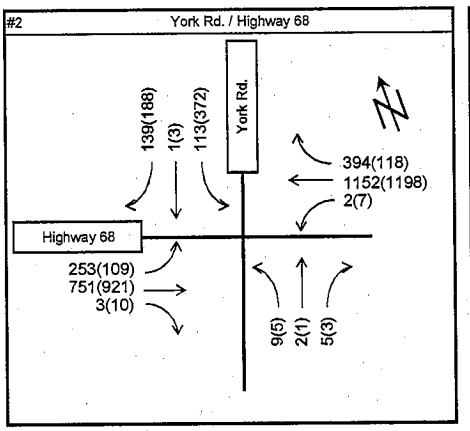
	Road Segment	Type	Direction	LOS Std.	Existing Conditions									Background Conditions						Background + Project Conditions						Cumulative Conditions					
					AM Peak Hr					PM Peak Hr				AM Peak Hr			PM Peak Hr			AM Peak Hr			PM Peak Hr			AM Peak Hr			PM Peak Hr		
						GPS		Synchro			GPS		Synchro																			
					Volume	Speed[1]	LOS[3]	Speed[2]	LOS[3]	Volume	Speed[1]	LOS[3]	Speed[2]	LOS[3]	Volume	Speed[4]	LOS[3]	Volume	Speed[4]	LOS[3]	Volume	Speed[4]	LOS[3]	Volume	Speed[4]	LOS[3]	Volume	Speed[4]	LOS[3]	Volume	Speed[4]	LOS[3]
1	Highway 68	Between Highway 218 and York Rd.	2-Lane Arterial	EB	C/D	1,432	37.0	E	37.2	E	1,067	39.0	E	38.8	E	1,612	36.6	E	1,224	38.8	E	1,613	36.6	E	1,228	38.8	E	1,708	36.3	E	1,415	32.4	E
				WB		1,345	34.0	E	34.3	E	1,726	42.0	D	41.8	D	1,464	33.3	E	1,951	36.9	E	1,468	32.9	E	1,953	36.7	E	1,573	29.6	E	2,057	24.5	F
2	Highway 68	Between York Rd. and Boots Rd.-Pasadera Dr.	2-Lane Arterial	EB	C/D	788	40.0	E	39.6	E	1,133	23.0	F	23.3	F	869	40.1	D	1,296	22.2	F	870	40.1	D	1,300	22.2	F	959	39.3	E	1,579	16.8	F
				WB		1,415	39.0	E	39.0	E	1,205	51.0	B	47.1	C	1,548	34.1	E	1,323	46.9	C	1,552	33.9	E	1,325	46.9	C	1,781	28.7	E	1,485	44.8	D
3	Highway 68	Between Boots Rd.-Pasadera Dr. and Laureles Grade Rd.	2-Lane Arterial	EB	C/D	772	40.0	E	39.6	E	1,090	11.0	F	11.2	F	858	41.7	D	1,241	10.9	F	859	41.7	D	1,245	10.8	F	933	40.8	D	1,516	8.7	F
				WB		1,351	40.0	E	40.0	E	1,102	40.0	E	39.7	E	1,472	29.0	E	1,223	34.9	E	1,476	28.8	E	1,225	34.8	E	1,715	18.7	F	1,378	25.3	E
4	Highway 68	Between Laureles Grade Rd. and Corral de Tierra Rd.	2-Lane Arterial	EB	C/D	876	44.0	D	44.0	D	1,309	21.0	F	21.2	F	976	38.1	E	1,483	15.7	F	977	38.0	E	1,487	15.6	F	1,062	33.4	E	1,803	12.6	F
				WB		1,373	35.0	E	35.4	E	1,074	52.0	B	51.9	B	1,508	28.8	E	1,218	51.6	B	1,512	28.6	E	1,220	51.5	B	1,749	21.8	F	1,347	47.3	C
5	Highway 68	Between Corral de Tierra Rd. and San Benancio Rd.	2-Lane Arterial	EB	C/D	1,020	26.0	E	26.1	E	1,365	21.0	F	21.2	F	1,125	35.7	E	1,536	20.1	F	1,126	35.5	E	1,540	19.9	F	1,252	23.5	F	1,889	13.8	F
				WB		1,305	31.0	E	31.0	E	1,149	28.0	E	27.5	E	1,444	14.6	F	1,289	15.6	F	1,448	14.5	F	1,298	15.4	F	1,700	10.4	F	1,498	9.8	F

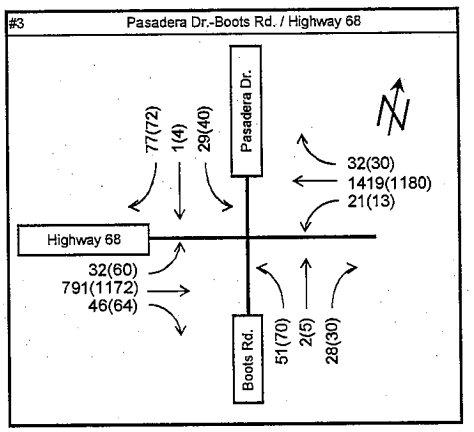
Notes:
1. Average travel speed obtained from data collection in the field using GPS technology.
2. Average travel speed obtained from Synchro software calibrated with results from GPS data collection.
3. Level of service based on speeds in Table 3.
4. Speed as calculated in Synchro software.
5. Levels of service in red borders represent significant project impacts per CEQA guidelines.

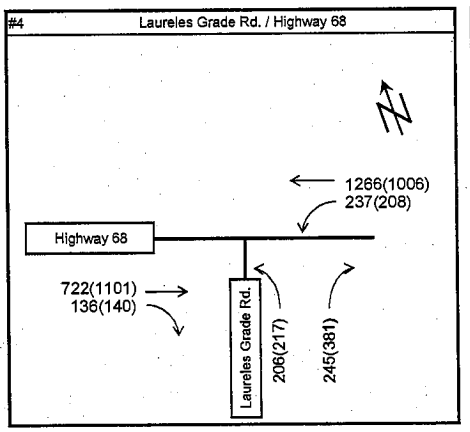
Table 3.

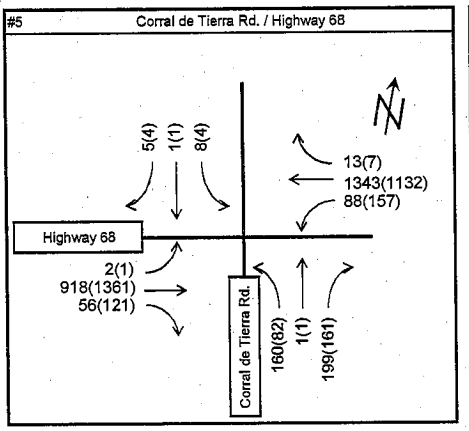
Level of Service	Average Travel Speed (mph)
A	>55
B	50.1 - 55
C	45.1 - 50
D	40.1 - 45
E	25.1 - 40
F	<= 25

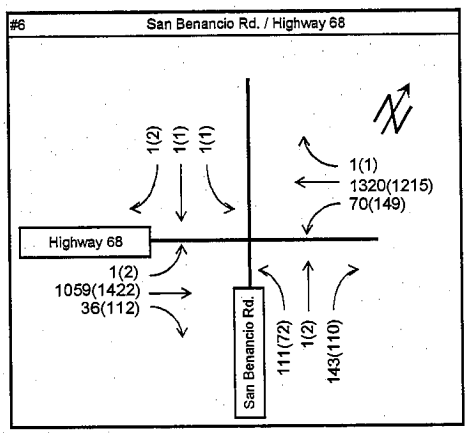












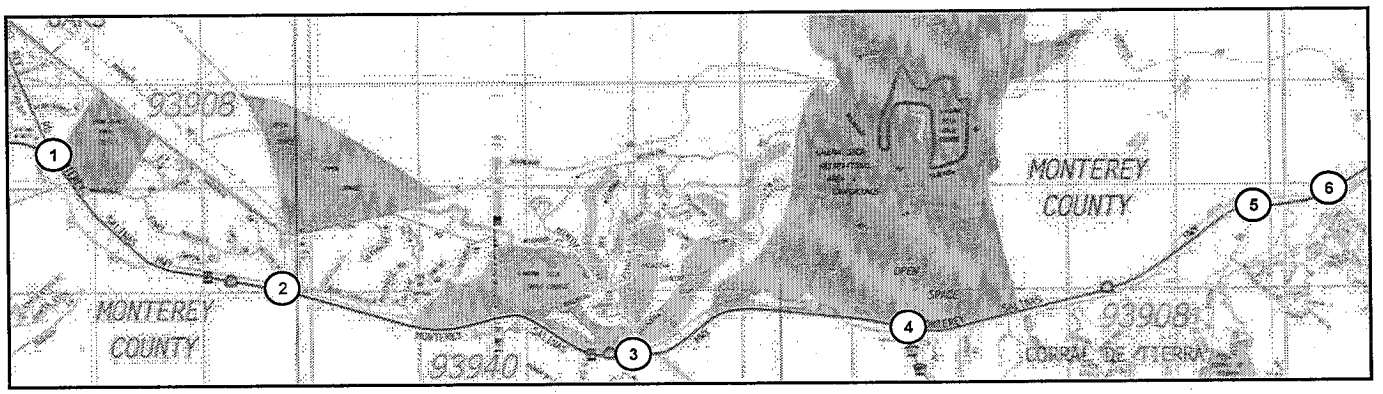


Exhibit 8
Background Conditions
AM & PM Peak Hour Volumes

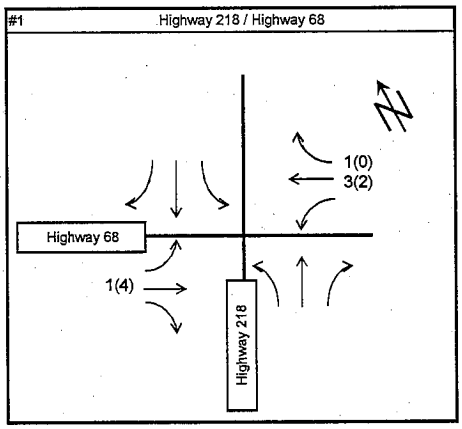
Harper Canyon / Encina Hills Subdivision - Project Trip Generation

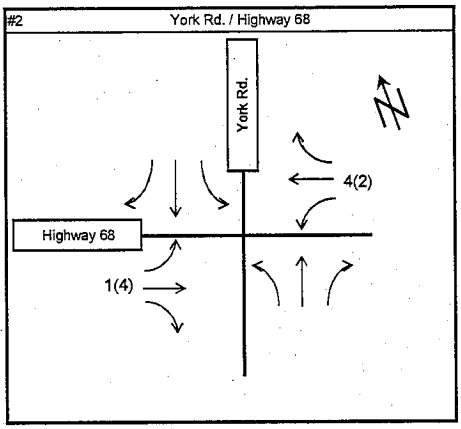
TRIP GENERATION RATES (per Dwelling Unit)[1]	ITE LAND USE CODE	DAILY TRIP RATE	AM PEAK HOUR				PM PEAK HOUR			
			PEAK HOUR RATE	% OF ADT	% IN	% OUT	PEAK HOUR RATE	% OF ADT	% IN	% OUT
Harper Canyon / Encina Hills Subdivision	210	9.57	0.75	8%	25%	75%	1.01	11%	63%	37%

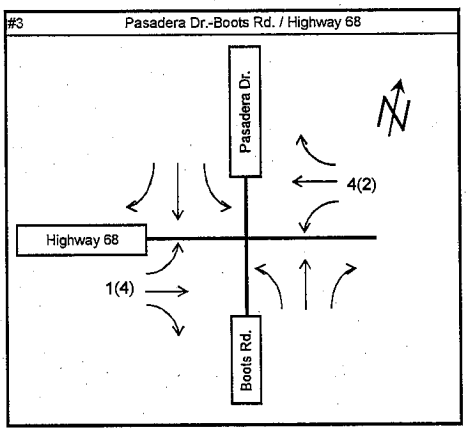
GENERATED TRIPS	PROJECT SIZE	DAILY TRIPS	AM PEAK HOUR				PM PEAK HOUR			
			PEAK HOUR TRIPS	% OF ADT	TRIPS IN	TRIPS OUT	PEAK HOUR TRIPS	% OF ADT	TRIPS IN	TRIPS OUT
Harper Canyon / Encina Hills Subdivision	17 Units	163	13	8%	3	10	17	10%	11	6
TOTAL GENERATED TRIPS	**17 Units**	**163**	**13**	**8%**	**3**	**10**	**17**	**10%**	**11**	**6**

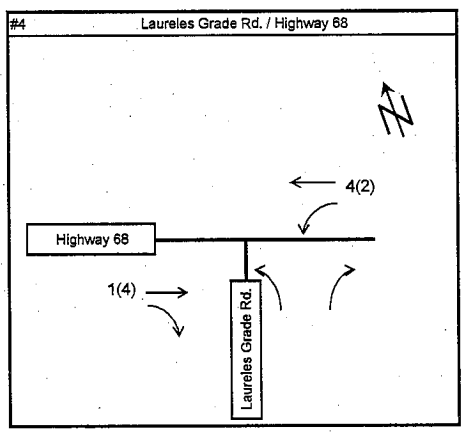
Notes:

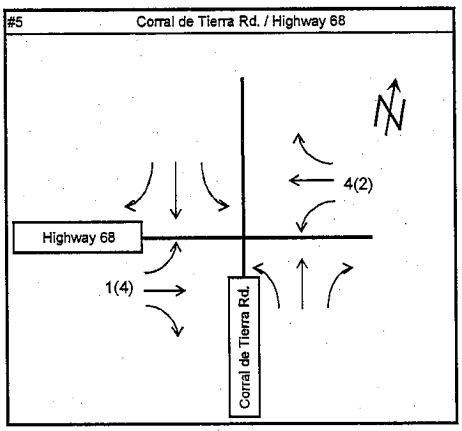
1. Trip generation rates published by Institute of Transportation Engineers, "Trip Generation," 7th Edition, 2003.

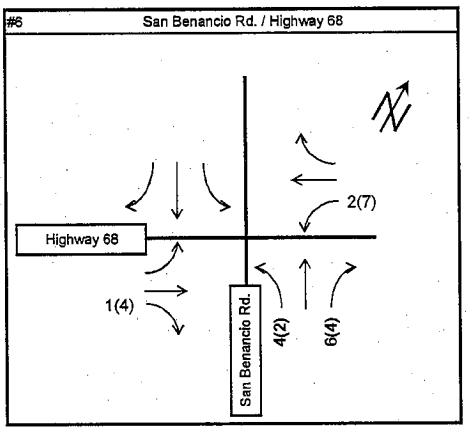












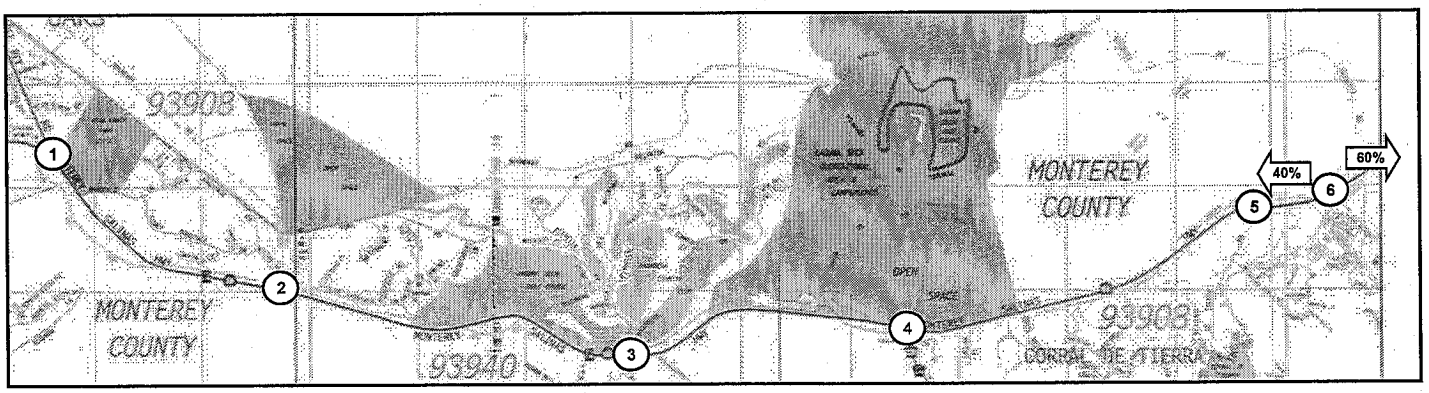
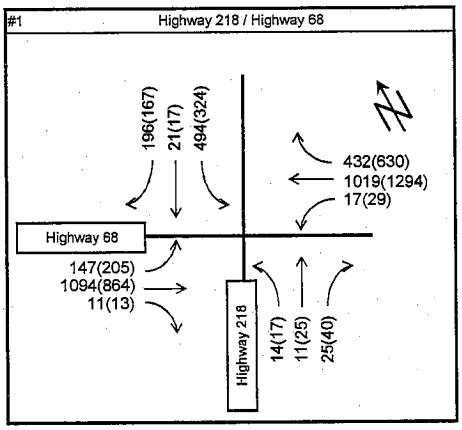
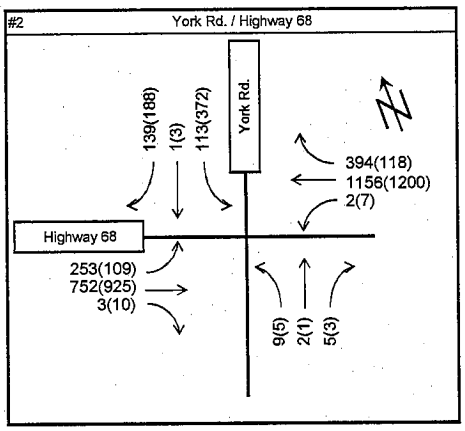
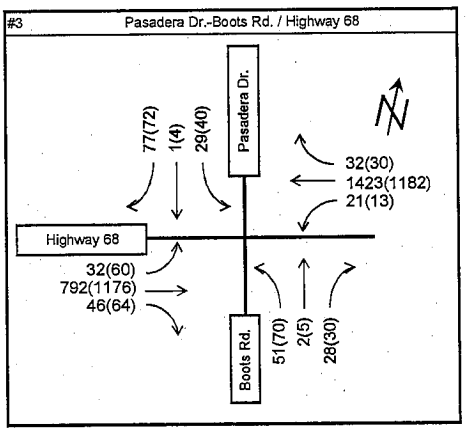
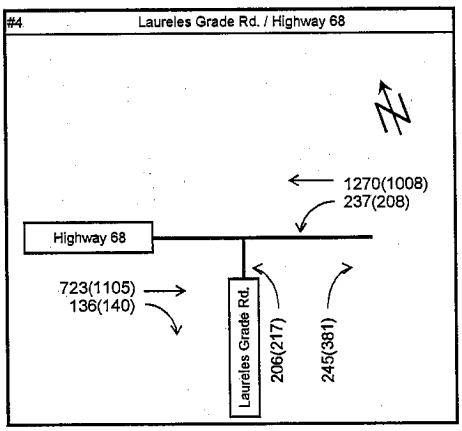


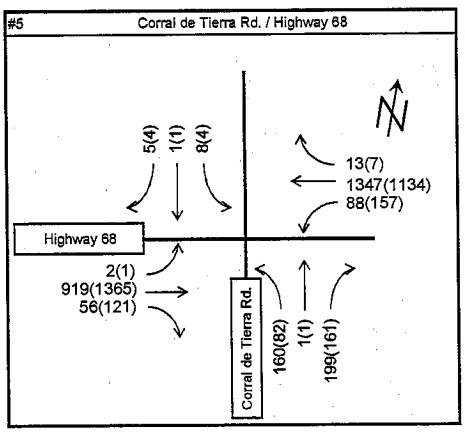
Exhibit 10
Project Trip Distribution and Assignment
AM & PM Peak Hour Volumes

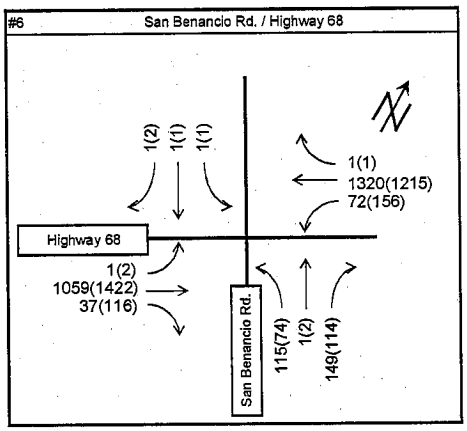












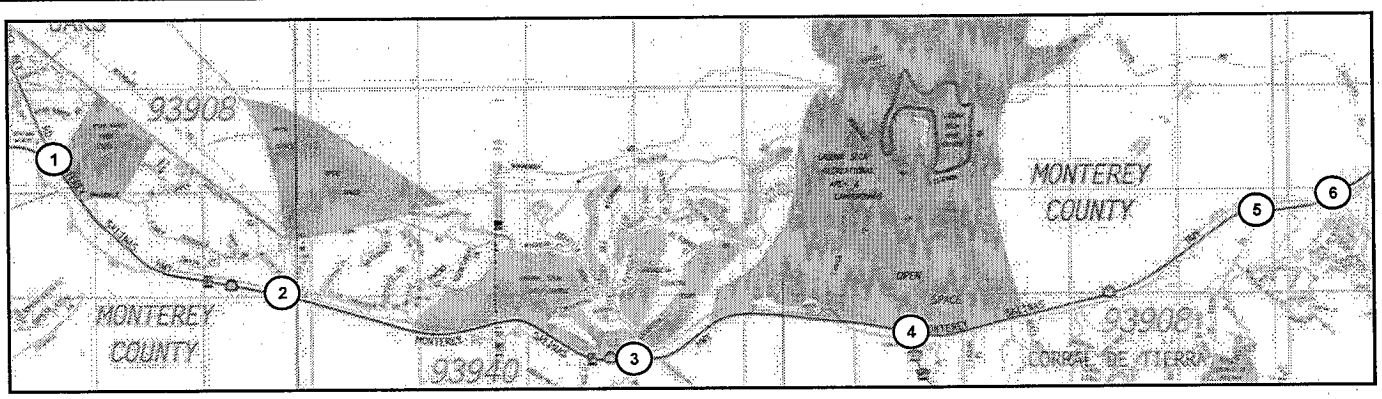
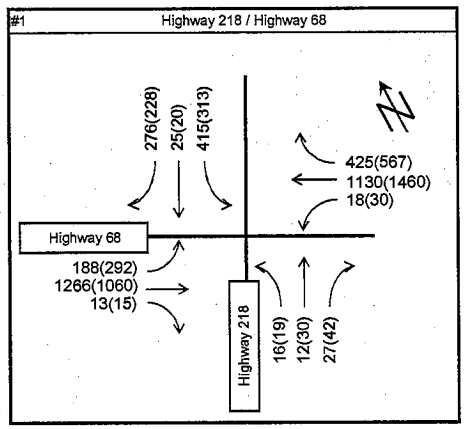
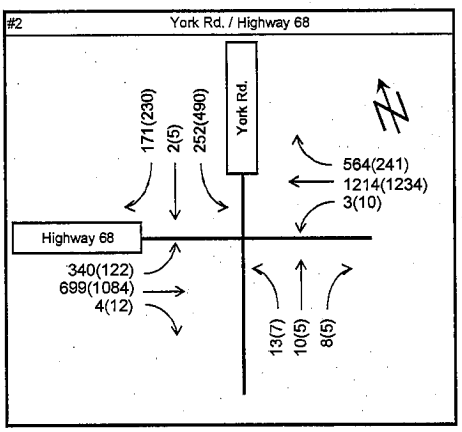
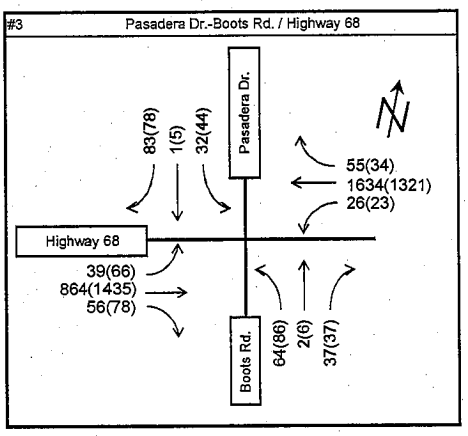
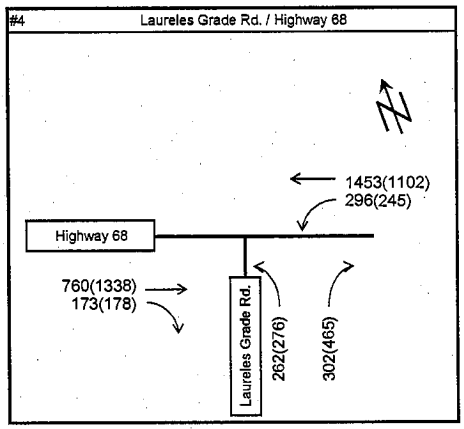


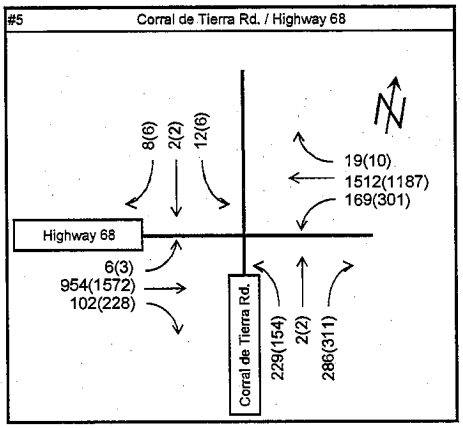
Exhibit 11
Background + Project Conditions
AM & PM Peak Hour Volumes

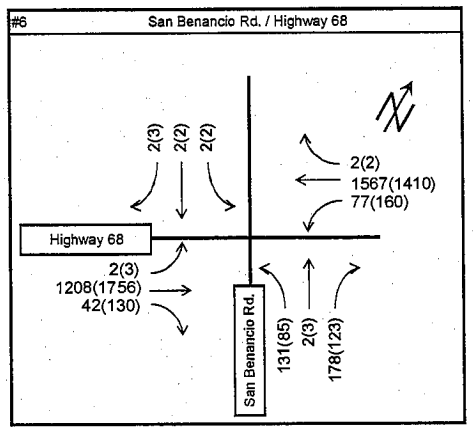












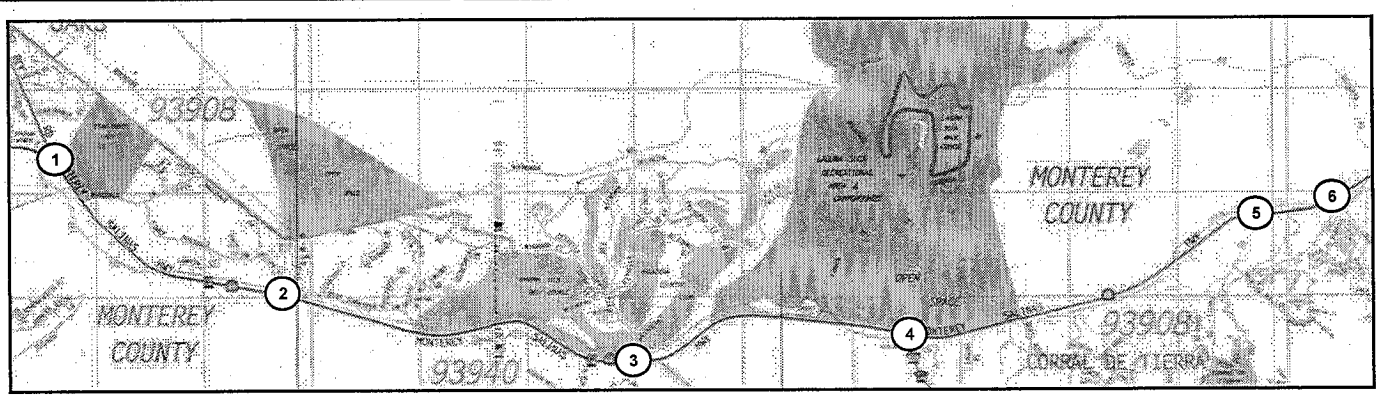


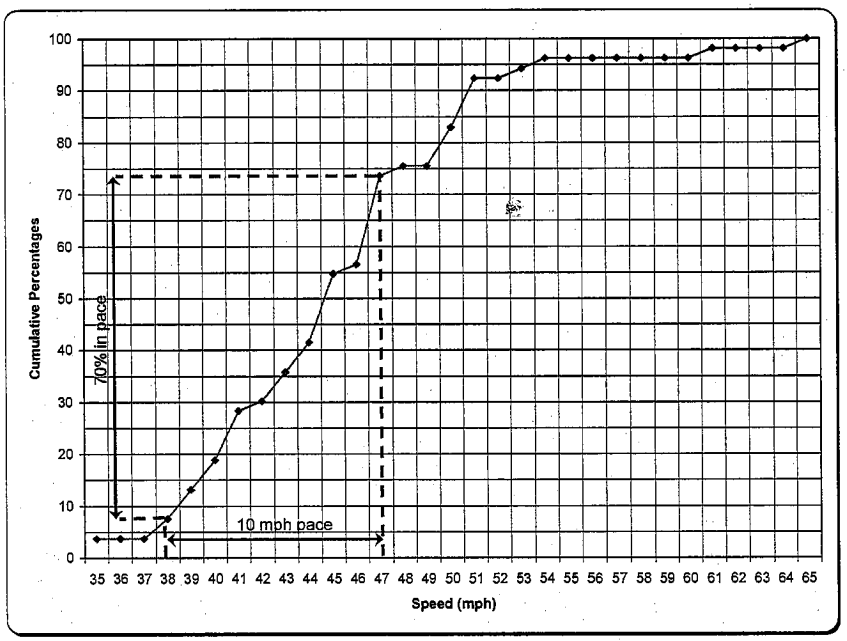
Exhibit 12
Cumulative Conditions
AM & PM Peak Hour Volumes

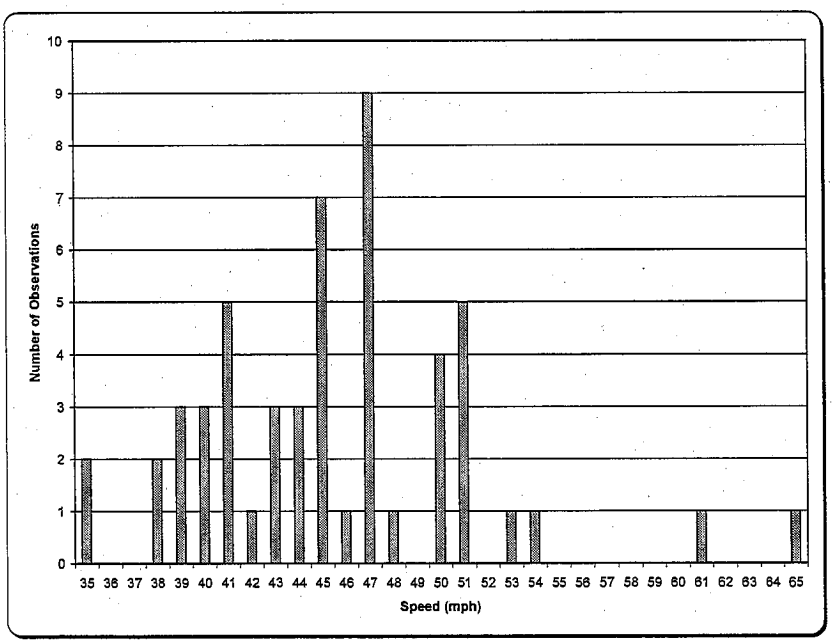
San Benancio Road Speed Study

Location:	**San Benancio Road at Meyer Road**				
Direction:	**NB**	50th percentile speed (median)	45 mph	Average Speed:	45 mph
Day of the Week:	Friday	85th percentile speed (critical):	51 mph	Standard Deviation:	6 mph
Date:	May 5, 2006	10 mph pace speed[2]:	38 to 47	Mode[1]:	47 mph
Time of Day:	3:00 PM - 4:30 PM	Percent in pace speed:	70 %	% Exceeding Speed Limit	17 %
Posted Speed Limit[3]:	50 mph	Range of speeds:	35 to 65		
Vehicles Observed:	53				

Survey Data

Speed (mph)	Number of Obs.	Percent. of Total	Cumul. Percent.
35	2	4	4
36	0	0	4
37	0	0	4
38	2	4	8
39	3	6	13
40	3	6	19
41	5	9	28
42	1	2	30
43	3	6	36
44	3	6	42
45	7	13	55
46	1	2	57
47	9	17	74
48	1	2	75
49	0	0	75
50	4	8	83
51	5	9	92
52	0	0	92
53	1	2	94
54	1	2	96
55	0	0	96
56	0	0	96
57	0	0	96
58	0	0	96
59	0	0	96
60	0	0	96
61	1	2	98
62	0	0	98
63	0	0	98
64	0	0	98
65	1	2	100





Notes:

[1] If there is more than one mode, the highest speed is presented in the summary.

[2] If there is more than one 10 mph pace speed, the average is presented in the summary.

[3] Refers to speed limit as posted on day and at the location of the speed survey.

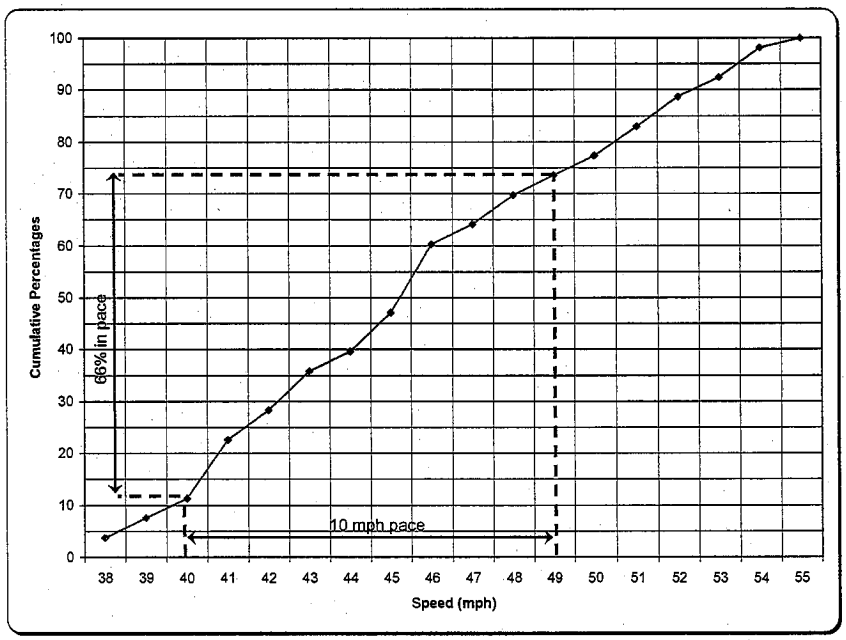
Exhibit 13
San Benancio Road Speed Study
Northbound Travel Direction

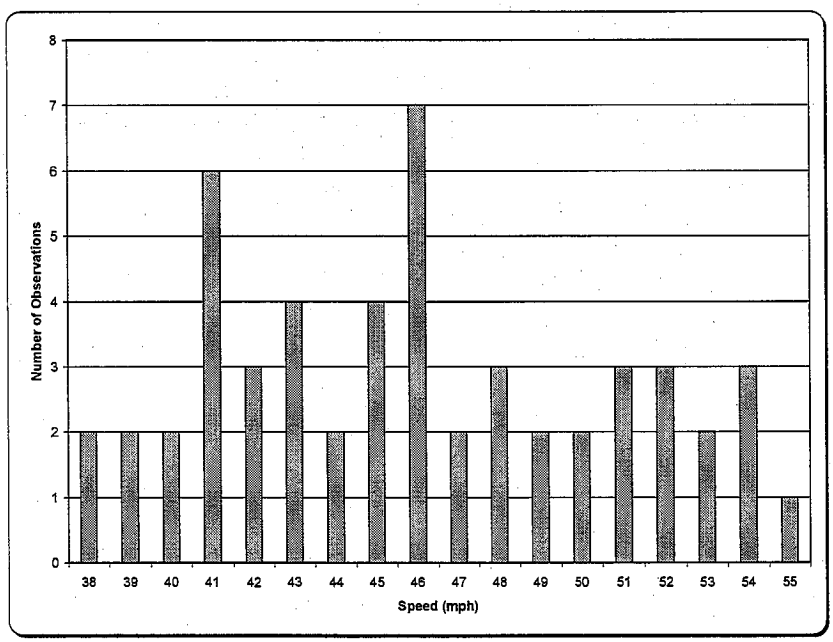
San Benancio Road Speed Study

Location:	**San Benancio Road at Meyer Road**				
Direction:	**SB**	50th percentile speed (median)	46 mph	Average Speed:	46 mph
Day of the Week:	Friday	85th percentile speed (critical):	52 mph	Standard Deviation:	5 mph
Date:	May 5, 2006	10 mph pace speed[2]:	40 to 49	Mode[1]:	46 mph
Time of Day:	3:00 PM - 4:30 PM	Percent in pace speed:	66 %	% Exceeding Speed Limit	23 %
Posted Speed Limit[3]:	50 mph	Range of speeds:	38 to 55		
Vehicles Observed:	53				

Survey Data

Speed (mph)	Number of Obs.	Percent. of Total	Cumul. Percent.
38	2	4	4
39	2	4	8
40	2	4	11
41	6	11	23
42	3	6	28
43	4	8	36
44	2	4	40
45	4	8	47
46	7	13	60
47	2	4	64
48	3	6	70
49	2	4	74
50	2	4	77
51	3	6	83
52	3	6	89
53	2	4	92
54	3	6	98
55	1	2	100





Notes:

[1] If there is more than one mode, the highest speed is presented in the summary.

[2] If there is more than one 10 mph pace speed, the average is presented in the summary.

[3] Refers to speed limit as posted on day and at the location of the speed survey.

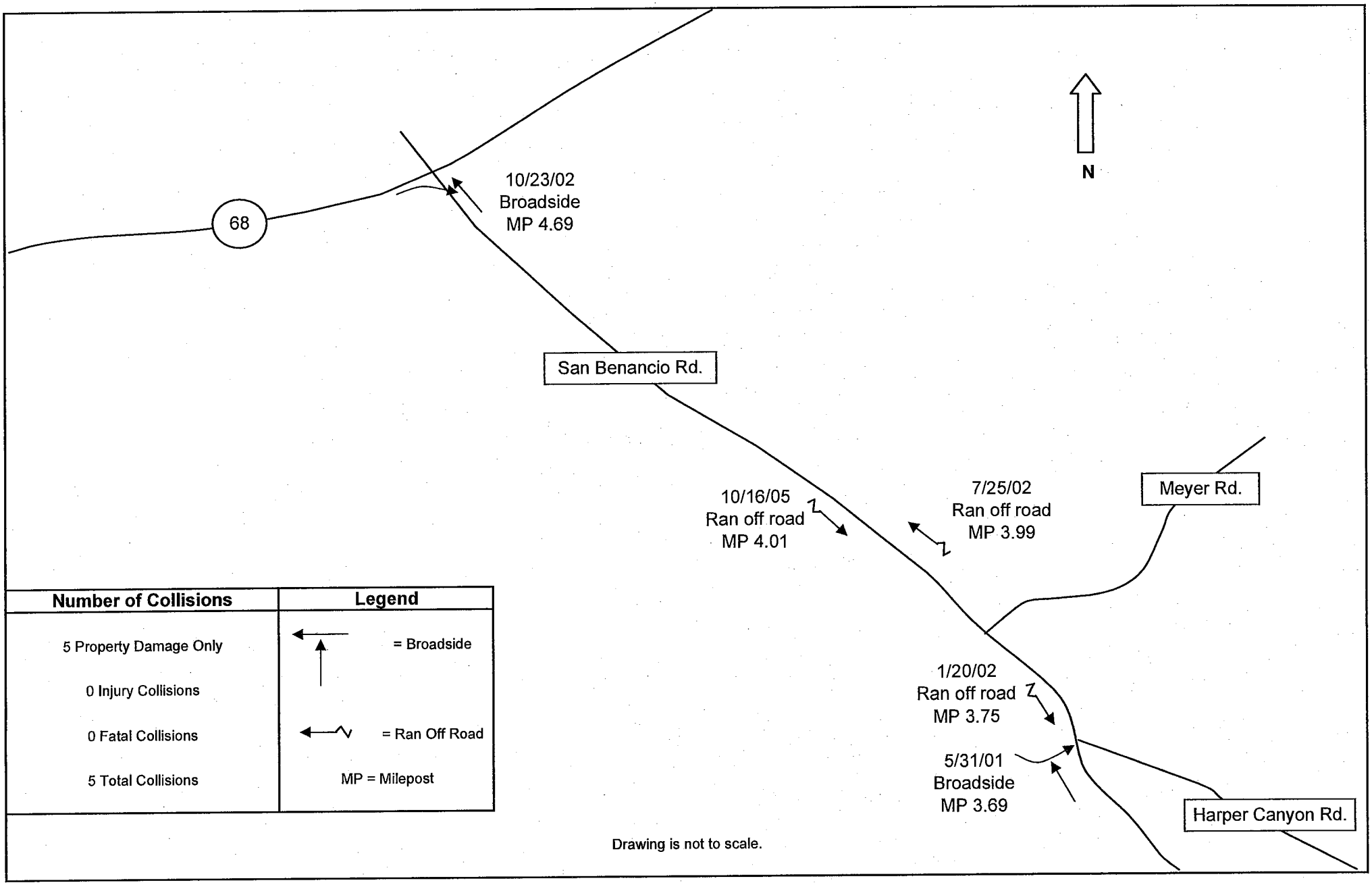
Exhibit 14
San Benancio Road Speed Study
Southbound Travel Direction

Sight Distance From Meyer Road (At San Benancio Road) With Measured 85th Percentile Speeds										
				Braking Distance (feet)		Total Distance (feet)		Measured	Available	Cause(s) of
	Design	Brake Reaction		2%	2%	2%	2%	Sight	Sight Distance	Sight Distance
Direction	Speed	Time	Distance	upgrade	upgrade	upgrade	upgrade	Distance (feet)	Acceptable?	Constraint
Looking North	52 mph	2.5	190.7	245.0		435.7		240	No	Vegetation, embankment, and crest vertical curve.
Looking South	51 mph	2.5	187.0		235.7		422.7	250	No	Vegetation, embankment, and crest vertical curve.

Notes:
1. Source: *A Policy on Geometric Design of Highways and Streets*, American Association of State Highway and Transportation Officials, 2001
2. Design speeds of 51 and 52 mph are based upon a field speed survey performed on May 5, 2006. A speed limit of 35 mph is posted on San Benancio Road just south of SR 68. There is no posted speed limit on San Benancio Road in the vicinity of Meyer Road.

Sight Distance From Meyer Road (At San Benancio Road) With 40 MPH Speeds										
				Braking Distance (feet)		Total Distance (feet)		Measured	Available	Cause(s) of
	Design	Brake Reaction		2%	2%	2%	2%	Sight	Sight Distance	Sight Distance
Direction	Speed	Time	Distance	upgrade	upgrade	upgrade	upgrade	Distance (feet)	Acceptable?	Constraint
Looking North	40 mph	2.5	146.7	145.0		291.7		240	No	Vegetation, embankment, and crest vertical curve.
Looking South	40 mph	2.5	146.7		145.0		291.7	250	No	Vegetation, embankment, and crest vertical curve.

Sight Distance From Meyer Road (At San Benancio Road) With 35 MPH Speeds										
				Braking Distance (feet)		Total Distance (feet)		Measured	Available	Cause(s) of
	Design	Brake Reaction		2%	2%	2%	2%	Sight	Sight Distance	Sight Distance
Direction	Speed	Time	Distance	upgrade	upgrade	upgrade	upgrade	Distance (feet)	Acceptable?	Constraint
Looking North	35 mph	2.5	128.3	111.0		239.3		240	Yes	Vegetation, embankment, and crest vertical curve.
Looking South	35 mph	2.5	128.3		111.0		239.3	250	Yes	Vegetation, embankment, and crest vertical curve.



Number of Collisions	Legend
5 Property Damage Only	= Broadside
0 Injury Collisions	
0 Fatal Collisions	= Ran Off Road
5 Total Collisions	MP = Milepost

HIGGINS ASSOCIATES

6-087.01 Collision Diagram.xlsCollisions

Exhibit 16

Collision Diagram for San Benancio Road

APPENDIX A

LEVEL OF SERVICE (LOS) DESCRIPTION
SIGNALIZED INTERSECTIONS

The capacity of an urban street is related primarily to the signal timing and the geometric characteristics of the facility as well as to the composition of traffic on the facility. Geometrics are a fixed characteristic of a facility. Thus, while traffic composition may vary somewhat over time, the capacity of a facility is generally a stable value that can be significantly improved only by initiating geometric improvements. A traffic signal essentially allocates time among conflicting traffic movements that seek to use the same space. The way in which time is allocated significantly affects the operation and the capacity of the intersection and its approaches.

The methodology for signalized intersection is designed to consider individual intersection approaches and individual lane groups within approaches. A lane group consists of one or more lanes on an intersection approach. The outputs from application of the method described in the HCM 2000 are reported on the basis of each lane. For a given lane group at a signalized intersection, three indications are displayed: green, yellow and red. The red indication may include a short period during which all indications are red, referred to as an all-red interval and the yellow indication forms the change and clearance interval between two green phases.

The methodology for analyzing the capacity and level of service must consider a wide variety of prevailing conditions, including the amount and distribution of traffic movements, traffic composition, geometric characteristics, and details of intersection signalization. The methodology addresses the capacity, LOS, and other performance measures for lane groups and the intersection approaches and the LOS for the intersection as a whole.

Capacity is evaluated in terms of the ratio of demand flow rate to capacity (v/c ratio), whereas LOS is evaluated on the basis of control delay per vehicle (in seconds per vehicle). The methodology does not take into account the potential impact of downstream congestion on intersection operation, nor does the methodology detect and adjust for the impacts of turn-pocket overflows on through traffic and intersection operation.

LEVEL OF SERVICE (LOS) CRITERIA FOR SIGNALIZED INTERSECTIONS
(Reference Highway Capacity Manual 2000)

Level of Service	Control Delay (seconds / vehicle)
A	<10
B	>10 - 20
C	>20 - 35
D	>35 - 55
E	>55 - 80
F	>80

Appendix B

Intersection Level of Service Calculation Worksheets

Existing Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		0.97	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.89		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1752	3200		1444	3200	1568	1770	1449		3433	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1752	3200		1444	3200	1568	1770	1449		3433	1863	1583
Volume (vph)	125	962	8	12	947	386	5	3	9	461	19	180
Peak-hour factor, PHF	0.82	0.82	0.82	0.94	0.94	0.94	0.85	0.85	0.85	0.79	0.79	0.79
Adj. Flow (vph)	152	1173	10	13	1007	411	6	4	11	584	24	228
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	152	1183	0	13	1007	411	6	15	0	584	24	228
Heavy Vehicles (%)	3%	2%	13%	25%	4%	3%	2%	2%	22%	2%	2%	2%
Turn Type	Prot			Prot		pm+ov	Split			Split		Perm
Protected Phases	5	2		1	6	7	8	8		7	7	
Permitted Phases						6						7
Actuated Green, G (s)	8.5	35.2		0.5	27.2	43.1	1.3	1.3		15.9	15.9	15.9
Effective Green, g (s)	8.7	37.2		0.7	29.2	46.4	1.5	1.5		17.2	17.2	17.2
Actuated g/C Ratio	0.12	0.51		0.01	0.40	0.64	0.02	0.02		0.24	0.24	0.24
Clearance Time (s)	4.2	6.0		4.2	6.0	5.3	4.2	4.2		5.3	5.3	5.3
Vehicle Extension (s)	2.5	2.5		3.0	2.5	2.5	2.0	2.0		2.5	2.5	2.5
Lane Grp Cap (vph)	210	1640		14	1287	1089	37	30		813	441	375
v/s Ratio Prot	c0.09	c0.37		0.01	0.31	0.09	0.00	c0.01		c0.17	0.01	
v/s Ratio Perm						0.17						0.14
v/c Ratio	0.72	0.72		0.93	0.78	0.38	0.16	0.50		0.72	0.05	0.61
Uniform Delay, d1	30.8	13.7		35.9	18.9	6.2	34.9	35.2		25.5	21.4	24.7
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	11.0	1.5		201.0	3.1	0.2	0.8	4.7		2.8	0.0	2.4
Delay (s)	41.8	15.2		236.9	22.0	6.4	35.7	39.9		28.3	21.5	27.0
Level of Service	D	B		F	C	A	D	D		C	C	C
Approach Delay (s)		18.2			19.5			38.7			27.8	
Approach LOS		B			B			D			C	

Intersection Summary

HCM Average Control Delay	21.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	72.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1600	1600	1583	1770	1568
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1600	1600	1583	1770	1568
Volume (vph)	220	702	1092	323	86	111
Peak-hour factor, PHF	0.92	0.92	0.93	0.93	0.55	0.55
Adj. Flow (vph)	239	763	1174	347	156	202
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	239	763	1174	347	156	202
Heavy Vehicles (%)	2%	2%	2%	2%	2%	3%
Turn Type	Prot			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	16.8	110.8	89.8	89.8	19.0	19.0
Effective Green, g (s)	17.0	112.8	91.8	91.8	19.2	19.2
Actuated g/C Ratio	0.12	0.81	0.66	0.66	0.14	0.14
Clearance Time (s)	4.2	6.0	6.0	6.0	4.2	4.2
Vehicle Extension (s)	4.5	4.5	4.5	4.5	3.5	3.5
Lane Grp Cap (vph)	215	1289	1049	1038	243	215
v/s Ratio Prot	c0.14	0.48	c0.73		0.09	
v/s Ratio Perm				0.22		c0.13
v/c Ratio	1.11	0.59	1.12	0.33	0.64	0.94
Uniform Delay, d1	61.5	5.1	24.1	10.6	57.1	59.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	94.5	1.0	66.6	0.3	5.9	44.5
Delay (s)	156.0	6.0	90.7	11.0	63.1	104.3
Level of Service	F	A	F	B	E	F
Approach Delay (s)		41.8	72.5		86.4	
Approach LOS		D	E		F	

Intersection Summary			
HCM Average Control Delay	63.6	HCM Level of Service	E
HCM Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	84.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98	1.00	0.98			1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.86			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.95	1.00
Satd. Flow (prot)	1770	1600	1583	1770	1600	1545	1770	1566			1773	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.74	1.00			0.73	1.00
Satd. Flow (perm)	1770	1600	1583	1770	1600	1545	1384	1566			1356	1583
Volume (vph)	27	715	46	21	1301	29	51	2	28	19	1	63
Peak-hour factor, PHF	0.87	0.87	0.87	0.95	0.95	0.95	0.88	0.88	0.88	0.90	0.90	0.90
Adj. Flow (vph)	31	822	53	22	1369	31	58	2	32	21	1	70
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	31	822	53	22	1369	31	58	34	0	0	22	70
Confl. Peds. (#/hr)				1		1			1	1		
Turn Type	Prot		Perm	Prot		Perm	Perm			Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	3.1	109.2	109.2	3.7	109.8	109.8	9.8	9.8			9.8	9.8
Effective Green, g (s)	2.8	111.2	111.2	3.4	111.8	111.8	9.9	9.9			9.9	9.9
Actuated g/C Ratio	0.02	0.81	0.81	0.02	0.82	0.82	0.07	0.07			0.07	0.07
Clearance Time (s)	3.7	6.0	6.0	3.7	6.0	6.0	4.1	4.1			4.1	4.1
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	36	1303	1290	44	1310	1265	100	114			98	115
v/s Ratio Prot	c0.02	0.51		0.01	c0.86			0.02				
v/s Ratio Perm			0.03			0.02	0.04				0.02	c0.04
v/c Ratio	0.86	0.63	0.04	0.50	1.05	0.02	0.58	0.30			0.22	0.61
Uniform Delay, d1	66.7	4.8	2.4	65.7	12.4	2.3	61.3	60.0			59.7	61.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	95.3	1.1	0.0	8.7	37.5	0.0	7.9	1.5			1.2	8.8
Delay (s)	161.9	6.0	2.4	74.4	49.8	2.3	69.2	61.5			60.8	70.2
Level of Service	F	A	A	E	D	A	E	E			E	E
Approach Delay (s)		11.1			49.2			66.4			68.0	
Approach LOS		B			D			E			E	

Intersection Summary

HCM Average Control Delay	36.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	136.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	86.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1600	1583	1770	1600	1770	1547
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1600	1583	1770	1600	1770	1547
Volume (vph)	636	136	228	1145	206	233
Peak-hour factor, PHF	0.96	0.96	0.98	0.98	0.87	0.87
Adj. Flow (vph)	662	142	233	1168	237	268
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	662	142	233	1168	237	268
Confl. Peds. (#/hr)			1		1	1
Turn Type		Perm	Prot			Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Actuated Green, G (s)	52.4	52.4	15.9	72.0	18.3	18.3
Effective Green, g (s)	54.4	54.4	15.6	74.0	18.0	18.0
Actuated g/C Ratio	0.54	0.54	0.16	0.74	0.18	0.18
Clearance Time (s)	6.0	6.0	3.7	6.0	3.7	3.7
Vehicle Extension (s)	2.5	2.5	2.5	2.5	3.0	3.0
Lane Grp Cap (vph)	870	861	276	1184	319	278
v/s Ratio Prot	0.41		0.13	c0.73	0.13	
v/s Ratio Perm		0.09				c0.17
v/c Ratio	0.76	0.16	0.84	0.99	0.74	0.96
Uniform Delay, d1	17.7	11.4	41.0	12.5	38.8	40.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.8	0.1	20.1	22.7	9.0	43.8
Delay (s)	21.5	11.5	61.1	35.2	47.8	84.5
Level of Service	C	B	E	D	D	F
Approach Delay (s)	19.8			39.5	67.3	
Approach LOS	B			D	E	

Intersection Summary			
HCM Average Control Delay	38.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	78.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1600	1583	1752	1600	1752	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1600	1583	1752	1600	1752	1583
Volume (vph)	824	52	86	1219	154	196
Peak-hour factor, PHF	0.85	0.85	0.98	0.98	0.90	0.90
Adj. Flow (vph)	969	61	88	1244	171	218
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	969	61	88	1244	171	218
Heavy Vehicles (%)	2%	2%	3%	2%	3%	2%
Turn Type		pm+ov	Prot			Perm
Protected Phases	2	3	1	6	3	
Permitted Phases		2				3
Actuated Green, G (s)	87.2	107.3	9.3	100.2	20.1	20.1
Effective Green, g (s)	89.2	109.0	9.0	102.2	19.8	19.8
Actuated g/C Ratio	0.69	0.84	0.07	0.79	0.15	0.15
Clearance Time (s)	6.0	3.7	3.7	6.0	3.7	3.7
Vehicle Extension (s)	3.0	2.5	2.5	3.0	2.5	2.5
Lane Grp Cap (vph)	1098	1376	121	1258	267	241
v/s Ratio Prot	0.61	0.01	0.05	c0.78	0.10	
v/s Ratio Perm		0.03				c0.14
v/c Ratio	0.88	0.04	0.73	0.99	0.64	0.90
Uniform Delay, d1	16.2	1.8	59.3	13.4	51.8	54.2
Progression Factor	1.00	1.00	0.98	1.48	1.00	1.00
Incremental Delay, d2	10.3	0.0	5.1	10.4	4.6	33.4
Delay (s)	26.5	1.8	63.4	30.2	56.3	87.6
Level of Service	C	A	E	C	E	F
Approach Delay (s)	25.1			32.4	73.9	
Approach LOS	C			C	E	

Intersection Summary

HCM Average Control Delay	35.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	79.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0			4.0	4.0			4.0
Lane Util. Factor		1.00	1.00	1.00	1.00			1.00	1.00			1.00
Frpb, ped/bikes		1.00	1.00	1.00	1.00			1.00	0.97			1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00			1.00	1.00			1.00
Frt		1.00	0.85	1.00	1.00			1.00	0.85			0.85
Flt Protected		1.00	1.00	0.95	1.00			0.95	1.00			1.00
Satd. Flow (prot)		1600	1583	1687	1600			1770	1542			1583
Flt Permitted		1.00	1.00	0.95	1.00			0.95	1.00			1.00
Satd. Flow (perm)		1600	1583	1687	1600			1770	1542			1583
Volume (vph)	0	964	34	60	1199	1	105	0	127	0	0	1
Peak-hour factor, PHF	0.83	0.83	0.83	0.96	0.96	0.96	0.77	0.77	0.77	0.25	0.25	0.25
Adj. Flow (vph)	0	1161	41	62	1249	1	136	0	165	0	0	4
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1161	41	62	1250	0	0	136	165	0	0	4
Confl. Peds. (#/hr)				1		1			1	1		
Heavy Vehicles (%)	2%	2%	2%	7%	3%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot		Perm	Prot			Split		Perm	Split		Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2						3			4
Actuated Green, G (s)		83.3	83.3	12.9	99.9			11.3	11.3			5.4
Effective Green, g (s)		85.3	85.3	12.6	101.9			11.0	11.0			5.1
Actuated g/C Ratio		0.66	0.66	0.10	0.78			0.08	0.08			0.04
Clearance Time (s)		6.0	6.0	3.7	6.0			3.7	3.7			3.7
Vehicle Extension (s)		3.0	3.0	2.5	3.0			2.5	2.5			2.5
Lane Grp Cap (vph)		1050	1039	164	1254			150	130			62
v/s Ratio Prot		c0.73		0.04	c0.78			0.08				
v/s Ratio Perm			0.03						c0.11			c0.00
v/c Ratio		1.11	0.04	0.38	1.00			0.91	1.27			0.06
Uniform Delay, d1		22.4	7.9	55.0	13.9			59.0	59.5			60.2
Progression Factor		1.32	1.27	1.00	1.00			1.00	1.00			1.00
Incremental Delay, d2		54.7	0.0	1.1	24.7			46.5	168.2			0.3
Delay (s)		84.3	10.1	56.1	38.6			105.5	227.7			60.5
Level of Service		F	B	E	D			F	F			E
Approach Delay (s)		81.7			39.4			172.5			60.5	
Approach LOS		F			D			F			E	

Intersection Summary

HCM Average Control Delay	71.7	HCM Level of Service	E
HCM Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	82.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		0.97	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	0.99		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.91		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3200		1769	3200	1559	1656	1603		3433	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3200		1769	3200	1559	1656	1603		3433	1863	1583
Volume (vph)	175	774	2	10	1140	576	11	21	31	262	8	135
Peak-hour factor, PHF	0.94	0.94	0.94	0.92	0.92	0.92	0.66	0.66	0.66	0.83	0.83	0.83
Adj. Flow (vph)	186	823	2	11	1239	626	17	32	47	316	10	163
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	186	825	0	11	1239	626	17	79	0	316	10	163
Confl. Peds. (#/hr)				1		1			1	1		
Heavy Vehicles (%)	2%	2%	50%	2%	2%	2%	9%	14%	2%	2%	2%	2%
Turn Type	Prot			Prot		pm+ov	Split			Split		Perm
Protected Phases	5	2		1	6	7	8	8		7	7	
Permitted Phases						6						7
Actuated Green, G (s)	9.3	44.5		0.6	35.8	49.0	4.8	4.8		13.2	13.2	13.2
Effective Green, g (s)	9.5	46.5		0.8	37.8	52.3	5.0	5.0		14.5	14.5	14.5
Actuated g/C Ratio	0.11	0.56		0.01	0.46	0.63	0.06	0.06		0.18	0.18	0.18
Clearance Time (s)	4.2	6.0		4.2	6.0	5.3	4.2	4.2		5.3	5.3	5.3
Vehicle Extension (s)	2.5	2.5		3.0	2.5	2.5	2.0	2.0		2.5	2.5	2.5
Lane Grp Cap (vph)	203	1797		17	1461	1060	100	97		601	326	277
v/s Ratio Prot	c0.11	0.26		0.01	c0.39	c0.10	0.01	c0.05		0.09	0.01	
v/s Ratio Perm						0.30						0.10
v/c Ratio	0.92	0.46		0.65	0.85	0.59	0.17	0.81		0.53	0.03	0.59
Uniform Delay, d1	36.3	10.7		40.9	20.0	9.0	36.9	38.4		31.0	28.3	31.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	40.2	0.1		62.0	4.7	0.7	0.3	37.1		0.6	0.0	2.6
Delay (s)	76.4	10.9		102.9	24.7	9.7	37.2	75.5		31.7	28.3	34.0
Level of Service	E	B		F	C	A	D	E		C	C	C
Approach Delay (s)		22.9			20.1			68.8			32.4	
Approach LOS		C			C			E			C	

Intersection Summary

HCM Average Control Delay	24.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	82.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1600	1600	1583	1770	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1600	1600	1583	1770	1583
Volume (vph)	79	840	1122	83	293	149
Peak-hour factor, PHF	0.88	0.88	0.86	0.86	0.90	0.90
Adj. Flow (vph)	90	955	1305	97	326	166
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	90	955	1305	97	326	166
Turn Type	Prot			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	5.8	98.0	88.0	88.0	21.8	21.8
Effective Green, g (s)	6.0	100.0	90.0	90.0	22.0	22.0
Actuated g/C Ratio	0.05	0.77	0.69	0.69	0.17	0.17
Clearance Time (s)	4.2	6.0	6.0	6.0	4.2	4.2
Vehicle Extension (s)	4.5	4.5	4.5	4.5	3.5	3.5
Lane Grp Cap (vph)	82	1231	1108	1096	300	268
v/s Ratio Prot	c0.05	0.60	c0.82		c0.18	
v/s Ratio Perm				0.06		0.10
v/c Ratio	1.10	0.78	1.18	0.09	1.09	0.62
Uniform Delay, d1	62.0	8.6	20.0	6.6	54.0	50.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	128.4	3.5	89.6	0.1	77.1	4.4
Delay (s)	190.4	12.1	109.6	6.6	131.1	54.5
Level of Service	F	B	F	A	F	D
Approach Delay (s)		27.4	102.5		105.3	
Approach LOS		C	F		F	

Intersection Summary			
HCM Average Control Delay	76.3	HCM Level of Service	E
HCM Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	88.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.87			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.96	1.00
Satd. Flow (prot)	1770	1600	1583	1770	1600	1583	1770	1625			1783	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.69	1.00			0.72	1.00
Satd. Flow (perm)	1770	1600	1583	1770	1600	1583	1280	1625			1334	1583
Volume (vph)	43	1026	64	13	1071	18	70	5	30	34	4	64
Peak-hour factor, PHF	0.93	0.93	0.93	0.91	0.91	0.91	0.75	0.75	0.75	0.61	0.61	0.61
Adj. Flow (vph)	46	1103	69	14	1177	20	93	7	40	56	7	105
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	46	1103	69	14	1177	20	93	47	0	0	63	105
Turn Type	Prot		Perm	Prot		Perm	Perm			Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	5.0	112.1	112.1	1.5	108.6	108.6	15.2	15.2			15.2	15.2
Effective Green, g (s)	4.7	114.1	114.1	1.2	110.6	110.6	15.3	15.3			15.3	15.3
Actuated g/C Ratio	0.03	0.80	0.80	0.01	0.78	0.78	0.11	0.11			0.11	0.11
Clearance Time (s)	3.7	6.0	6.0	3.7	6.0	6.0	4.1	4.1			4.1	4.1
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	58	1280	1267	15	1241	1228	137	174			143	170
v/s Ratio Prot	c0.03	c0.69		0.01	c0.74			0.03				
v/s Ratio Perm			0.04			0.01	c0.07				0.05	0.07
v/c Ratio	0.79	0.86	0.05	0.93	0.95	0.02	0.68	0.27			0.44	0.62
Uniform Delay, d1	68.5	9.2	3.0	70.7	13.6	3.6	61.3	58.5			59.6	60.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	51.1	6.4	0.0	197.1	14.9	0.0	12.6	0.8			2.2	6.5
Delay (s)	119.6	15.6	3.0	267.7	28.5	3.6	73.9	59.4			61.8	67.4
Level of Service	F	B	A	F	C	A	E	E			E	E
Approach Delay (s)		18.8			30.8			69.0			65.3	
Approach LOS		B			C			E			E	

Intersection Summary

HCM Average Control Delay	29.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	142.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	74.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1600	1583	1770	1600	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1600	1583	1770	1600	1770	1583
Volume (vph)	950	140	189	885	217	359
Peak-hour factor, PHF	0.97	0.97	0.89	0.89	0.74	0.74
Adj. Flow (vph)	979	144	212	994	293	485
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	979	144	212	994	293	485
Heavy Vehicles (%)	2%	2%	2%	4%	2%	2%
Turn Type		Perm	Prot			Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Actuated Green, G (s)	73.0	73.0	15.3	92.0	38.3	38.3
Effective Green, g (s)	75.0	75.0	15.0	94.0	38.0	38.0
Actuated g/C Ratio	0.54	0.54	0.11	0.67	0.27	0.27
Clearance Time (s)	6.0	6.0	3.7	6.0	3.7	3.7
Vehicle Extension (s)	2.5	2.5	2.5	2.5	3.0	3.0
Lane Grp Cap (vph)	857	848	190	1074	480	430
v/s Ratio Prot	c0.61		c0.12	0.62	0.17	
v/s Ratio Perm		0.09				c0.31
v/c Ratio	1.14	0.17	1.12	0.93	0.61	1.13
Uniform Delay, d1	32.5	16.6	62.5	20.0	44.5	51.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	77.9	0.1	99.8	13.1	2.3	83.1
Delay (s)	110.4	16.7	162.3	33.0	46.8	134.1
Level of Service	F	B	F	C	D	F
Approach Delay (s)	98.4			55.7	101.2	
Approach LOS	F			E	F	

Intersection Summary			
HCM Average Control Delay	82.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	82.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1600	1583	1770	1600	1770	1568
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1600	1583	1770	1600	1770	1568
Volume (vph)	1193	116	153	996	78	158
Peak-hour factor, PHF	0.94	0.94	0.88	0.88	0.79	0.79
Adj. Flow (vph)	1269	123	174	1132	99	200
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1269	123	174	1132	99	200
Heavy Vehicles (%)	2%	2%	2%	2%	2%	3%
Turn Type		pm+ov	Prot			Perm
Protected Phases	2	3	1	6	3	
Permitted Phases		2				3
Actuated Green, G (s)	84.3	103.5	13.1	101.1	19.2	19.2
Effective Green, g (s)	86.3	105.2	12.8	103.1	18.9	18.9
Actuated g/C Ratio	0.66	0.81	0.10	0.79	0.15	0.15
Clearance Time (s)	6.0	3.7	3.7	6.0	3.7	3.7
Vehicle Extension (s)	3.0	2.5	2.5	3.0	2.5	2.5
Lane Grp Cap (vph)	1062	1330	174	1269	257	228
v/s Ratio Prot	c0.79	0.01	c0.10	0.71	0.06	
v/s Ratio Perm		0.06				c0.13
v/c Ratio	1.19	0.09	1.00	0.89	0.39	0.88
Uniform Delay, d1	21.8	2.6	58.6	9.5	50.3	54.4
Progression Factor	1.00	1.00	1.07	0.58	1.00	1.00
Incremental Delay, d2	97.1	0.0	46.3	4.9	0.7	29.1
Delay (s)	118.9	2.6	109.3	10.4	51.0	83.5
Level of Service	F	A	F	B	D	F
Approach Delay (s)	108.7			23.6	72.7	
Approach LOS	F			C	E	

Intersection Summary

HCM Average Control Delay	68.0	HCM Level of Service	E
HCM Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	85.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0			4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00			1.00
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85			0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00			1.00
Satd. Flow (prot)	1770	1600	1583	1736	1600			1777	1583			1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00			1.00
Satd. Flow (perm)	1770	1600	1583	1736	1600			1777	1583			1583
Volume (vph)	2	1257	106	124	1079	1	68	2	88	0	0	2
Peak-hour factor, PHF	0.91	0.91	0.91	0.93	0.93	0.93	0.76	0.76	0.76	0.50	0.50	0.50
Adj. Flow (vph)	2	1381	116	133	1160	1	89	3	116	0	0	4
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	2	1381	116	133	1161	0	0	92	116	0	0	4
Heavy Vehicles (%)	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot		Perm	Prot			Split		Perm	Split		Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2						3			4
Actuated Green, G (s)	1.3	78.6	78.6	21.6	98.9			7.3	7.3			5.4
Effective Green, g (s)	1.0	80.6	80.6	21.3	100.9			7.0	7.0			5.1
Actuated g/C Ratio	0.01	0.62	0.62	0.16	0.78			0.05	0.05			0.04
Clearance Time (s)	3.7	6.0	6.0	3.7	6.0			3.7	3.7			3.7
Vehicle Extension (s)	3.0	3.0	3.0	2.5	3.0			2.5	2.5			2.5
Lane Grp Cap (vph)	14	992	981	284	1242			96	85			62
v/s Ratio Prot	0.00	c0.86		c0.08	c0.73			0.05				
v/s Ratio Perm			0.07						c0.07			c0.00
v/c Ratio	0.14	1.39	0.12	0.47	0.93			0.96	1.36			0.06
Uniform Delay, d1	64.1	24.7	10.1	49.2	11.9			61.4	61.5			60.2
Progression Factor	1.22	0.65	0.48	1.00	1.00			1.00	1.00			1.00
Incremental Delay, d2	0.4	177.0	0.0	0.9	14.0			77.4	222.6			0.3
Delay (s)	78.8	193.0	4.9	50.1	25.9			138.7	284.1			60.5
Level of Service	E	F	A	D	C			F	F			E
Approach Delay (s)		178.3			28.4			219.8			60.5	
Approach LOS		F			C			F			E	

Intersection Summary

HCM Average Control Delay	116.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.27		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	86.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1600	3200	1583	1770	1568
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1600	3200	1583	1770	1568
Volume (vph)	220	702	1092	323	86	111
Peak-hour factor, PHF	0.92	0.92	0.93	0.93	0.55	0.55
Adj. Flow (vph)	239	763	1174	347	156	202
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	239	763	1174	347	156	202
Heavy Vehicles (%)	2%	2%	2%	2%	2%	3%
Turn Type	Prot			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	15.4	54.6	35.0	35.0	14.8	14.8
Effective Green, g (s)	15.6	56.6	37.0	37.0	15.0	15.0
Actuated g/C Ratio	0.20	0.71	0.46	0.46	0.19	0.19
Clearance Time (s)	4.2	6.0	6.0	6.0	4.2	4.2
Vehicle Extension (s)	4.5	4.5	4.5	4.5	3.5	3.5
Lane Grp Cap (vph)	347	1138	1487	736	334	295
v/s Ratio Prot	0.14	c0.48	c0.37		0.09	
v/s Ratio Perm				0.22		c0.13
v/c Ratio	0.69	0.67	0.79	0.47	0.47	0.68
Uniform Delay, d1	29.7	6.4	18.0	14.6	28.7	30.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.5	1.9	3.2	0.8	1.2	6.7
Delay (s)	36.3	8.2	21.2	15.4	30.0	36.8
Level of Service	D	A	C	B	C	D
Approach Delay (s)		14.9	19.9		33.8	
Approach LOS		B	B		C	

Intersection Summary

HCM Average Control Delay	19.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	79.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	57.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98	1.00	0.99			1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.86			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.95	1.00
Satd. Flow (prot)	1770	1600	1583	1770	3200	1548	1770	1580			1776	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.74	1.00			0.71	1.00
Satd. Flow (perm)	1770	1600	1583	1770	3200	1548	1384	1580			1323	1583
Volume (vph)	27	715	46	21	1301	29	51	2	28	19	1	63
Peak-hour factor, PHF	0.87	0.87	0.87	0.95	0.95	0.95	0.88	0.88	0.88	0.90	0.90	0.90
Adj. Flow (vph)	31	822	53	22	1369	31	58	2	32	21	1	70
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	31	822	53	22	1369	31	58	34	0	0	22	70
Confl. Peds. (#/hr)				1		1			1	1		
Turn Type	Prot		Perm	Prot		Perm	Perm			Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	1.6	57.4	57.4	1.6	57.4	57.4	6.6	6.6			6.6	6.6
Effective Green, g (s)	1.3	59.4	59.4	1.3	59.4	59.4	6.7	6.7			6.7	6.7
Actuated g/C Ratio	0.02	0.75	0.75	0.02	0.75	0.75	0.08	0.08			0.08	0.08
Clearance Time (s)	3.7	6.0	6.0	3.7	6.0	6.0	4.1	4.1			4.1	4.1
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	29	1197	1184	29	2394	1158	117	133			112	134
v/s Ratio Prot	c0.02	c0.51		0.01	0.43			0.02				
v/s Ratio Perm			0.03			0.02	0.04				0.02	c0.04
v/c Ratio	1.07	0.69	0.04	0.76	0.57	0.03	0.50	0.26			0.20	0.52
Uniform Delay, d1	39.1	5.2	2.6	38.9	4.4	2.6	34.7	34.0			33.8	34.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	189.0	1.8	0.0	71.7	0.4	0.0	3.3	1.0			0.9	3.6
Delay (s)	228.1	7.0	2.6	110.6	4.8	2.6	38.0	35.0			34.7	38.5
Level of Service	F	A	A	F	A	A	D	D			C	D
Approach Delay (s)		14.3			6.4			36.9			37.6	
Approach LOS		B			A			D			D	

Intersection Summary			
HCM Average Control Delay	11.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	79.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	54.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3200	1583	1770	3200	1770	1563
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3200	1583	1770	3200	1770	1563
Volume (vph)	636	136	228	1145	206	233
Peak-hour factor, PHF	0.96	0.96	0.98	0.98	0.87	0.87
Adj. Flow (vph)	662	142	233	1168	237	268
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	662	142	233	1168	237	268
Confl. Peds. (#/hr)			1		1	1
Turn Type		Perm	Prot			Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Actuated Green, G (s)	19.9	19.9	10.7	34.3	15.7	15.7
Effective Green, g (s)	21.9	21.9	10.4	36.3	15.4	15.4
Actuated g/C Ratio	0.37	0.37	0.17	0.61	0.26	0.26
Clearance Time (s)	6.0	6.0	3.7	6.0	3.7	3.7
Vehicle Extension (s)	2.5	2.5	2.5	2.5	3.0	3.0
Lane Grp Cap (vph)	1174	581	308	1946	457	403
v/s Ratio Prot	0.21		c0.13	c0.36	0.13	
v/s Ratio Perm		0.09				c0.17
v/c Ratio	0.56	0.24	0.76	0.60	0.52	0.67
Uniform Delay, d1	15.1	13.1	23.4	7.2	19.0	19.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	0.2	9.7	0.4	1.0	4.1
Delay (s)	15.6	13.3	33.1	7.7	20.0	23.9
Level of Service	B	B	C	A	B	C
Approach Delay (s)	15.2			11.9	22.1	
Approach LOS	B			B	C	

Intersection Summary			
HCM Average Control Delay	14.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	59.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	51.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3200	1583	1752	3200	1752	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3200	1583	1752	3200	1752	1583
Volume (vph)	824	52	86	1219	154	196
Peak-hour factor, PHF	0.85	0.85	0.98	0.98	0.90	0.90
Adj. Flow (vph)	969	61	88	1244	171	218
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	969	61	88	1244	171	218
Heavy Vehicles (%)	2%	2%	3%	2%	3%	2%
Turn Type		pm+ov	Prot			Perm
Protected Phases	2	3	1	6	3	
Permitted Phases		2				3
Actuated Green, G (s)	87.2	107.3	9.3	100.2	20.1	20.1
Effective Green, g (s)	89.2	109.0	9.0	102.2	19.8	19.8
Actuated g/C Ratio	0.69	0.84	0.07	0.79	0.15	0.15
Clearance Time (s)	6.0	3.7	3.7	6.0	3.7	3.7
Vehicle Extension (s)	3.0	2.5	2.5	3.0	2.5	2.5
Lane Grp Cap (vph)	2196	1376	121	2516	267	241
v/s Ratio Prot	0.30	0.01	c0.05	c0.39	0.10	
v/s Ratio Perm		0.03				c0.14
v/c Ratio	0.44	0.04	0.73	0.49	0.64	0.90
Uniform Delay, d1	9.2	1.8	59.3	4.9	51.8	54.2
Progression Factor	1.00	1.00	0.90	1.16	1.00	1.00
Incremental Delay, d2	0.6	0.0	16.0	0.6	4.6	33.4
Delay (s)	9.8	1.8	69.5	6.2	56.3	87.6
Level of Service	A	A	E	A	E	F
Approach Delay (s)	9.4			10.4	73.9	
Approach LOS	A			B	E	

Intersection Summary			
HCM Average Control Delay	19.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	48.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0			4.0	4.0			4.0
Lane Util. Factor		0.95	1.00	1.00	0.95			1.00	1.00			1.00
Frpb, ped/bikes		1.00	1.00	1.00	1.00			1.00	0.98			1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00			1.00	1.00			1.00
Frt		1.00	0.85	1.00	1.00			1.00	0.85			0.85
Flt Protected		1.00	1.00	0.95	1.00			0.95	1.00			1.00
Satd. Flow (prot)		3200	1583	1687	3200			1770	1546			1583
Flt Permitted		1.00	1.00	0.95	1.00			0.95	1.00			1.00
Satd. Flow (perm)		3200	1583	1687	3200			1770	1546			1583
Volume (vph)	0	964	34	60	1199	1	105	0	127	0	0	1
Peak-hour factor, PHF	0.83	0.83	0.83	0.96	0.96	0.96	0.77	0.77	0.77	0.25	0.25	0.25
Adj. Flow (vph)	0	1161	41	62	1249	1	136	0	165	0	0	4
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1161	41	62	1250	0	0	136	165	0	0	4
Confl. Peds. (#/hr)				1		1			1	1		
Heavy Vehicles (%)	2%	2%	2%	7%	3%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot		Perm	Prot			Split		Perm	Split		Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2						3			4
Actuated Green, G (s)		81.0	81.0	8.6	93.3			17.9	17.9			5.4
Effective Green, g (s)		83.0	83.0	8.3	95.3			17.6	17.6			5.1
Actuated g/C Ratio		0.64	0.64	0.06	0.73			0.14	0.14			0.04
Clearance Time (s)		6.0	6.0	3.7	6.0			3.7	3.7			3.7
Vehicle Extension (s)		3.0	3.0	2.5	3.0			2.5	2.5			2.5
Lane Grp Cap (vph)		2043	1011	108	2346			240	209			62
v/s Ratio Prot		c0.36		0.04	c0.39			0.08				
v/s Ratio Perm			0.03						c0.11			c0.00
v/c Ratio		0.57	0.04	0.57	0.53			0.57	0.79			0.06
Uniform Delay, d1		13.3	8.7	59.1	7.6			52.6	54.4			60.2
Progression Factor		1.69	1.61	1.00	1.00			1.00	1.00			1.00
Incremental Delay, d2		1.0	0.1	5.9	0.9			2.5	17.2			0.3
Delay (s)		23.5	14.1	65.1	8.5			55.1	71.6			60.5
Level of Service		C	B	E	A			E	E			E
Approach Delay (s)		23.2			11.1			64.1			60.5	
Approach LOS		C			B			E			E	

Intersection Summary

HCM Average Control Delay	22.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	52.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1600	3200	1583	1770	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1600	3200	1583	1770	1583
Volume (vph)	79	840	1122	83	293	149
Peak-hour factor, PHF	0.88	0.88	0.86	0.86	0.90	0.90
Adj. Flow (vph)	90	955	1305	97	326	166
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	90	955	1305	97	326	166
Turn Type	Prot			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	5.1	50.5	41.2	41.2	17.8	17.8
Effective Green, g (s)	5.3	52.5	43.2	43.2	18.0	18.0
Actuated g/C Ratio	0.07	0.67	0.55	0.55	0.23	0.23
Clearance Time (s)	4.2	6.0	6.0	6.0	4.2	4.2
Vehicle Extension (s)	4.5	4.5	4.5	4.5	3.5	3.5
Lane Grp Cap (vph)	120	1070	1761	871	406	363
v/s Ratio Prot	0.05	c0.60	0.41		c0.18	
v/s Ratio Perm				0.06		0.10
v/c Ratio	0.75	0.89	0.74	0.11	0.80	0.46
Uniform Delay, d1	35.9	10.7	13.4	8.5	28.6	26.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	25.3	10.0	1.9	0.1	11.2	1.1
Delay (s)	61.3	20.7	15.3	8.6	39.8	27.1
Level of Service	E	C	B	A	D	C
Approach Delay (s)		24.2	14.9		35.5	
Approach LOS		C	B		D	

Intersection Summary

HCM Average Control Delay	21.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	78.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	67.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.87			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.96	1.00
Satd. Flow (prot)	1770	1600	1583	1770	3200	1583	1770	1625			1783	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.72	1.00			0.72	1.00
Satd. Flow (perm)	1770	1600	1583	1770	3200	1583	1334	1625			1334	1583
Volume (vph)	43	1026	64	13	1071	18	70	5	30	34	4	64
Peak-hour factor, PHF	0.93	0.93	0.93	0.91	0.91	0.91	0.75	0.75	0.75	0.61	0.61	0.61
Adj. Flow (vph)	46	1103	69	14	1177	20	93	7	40	56	7	105
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	46	1103	69	14	1177	20	93	47	0	0	63	105
Turn Type	Prot		Perm	Prot		Perm	Perm			Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	5.2	89.4	89.4	1.5	85.7	85.7	13.3	13.3			13.3	13.3
Effective Green, g (s)	4.9	91.4	91.4	1.2	87.7	87.7	13.4	13.4			13.4	13.4
Actuated g/C Ratio	0.04	0.77	0.77	0.01	0.74	0.74	0.11	0.11			0.11	0.11
Clearance Time (s)	3.7	6.0	6.0	3.7	6.0	6.0	4.1	4.1			4.1	4.1
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	74	1239	1226	18	2378	1177	151	185			151	180
v/s Ratio Prot	c0.03	c0.69		0.01	0.37			0.03				
v/s Ratio Perm			0.04			0.01	c0.07				0.05	0.07
v/c Ratio	0.62	0.89	0.06	0.78	0.49	0.02	0.62	0.25			0.42	0.58
Uniform Delay, d1	55.6	9.7	3.1	58.3	6.2	3.9	49.8	47.7			48.7	49.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	15.1	8.5	0.0	107.6	0.2	0.0	7.3	0.7			1.9	4.8
Delay (s)	70.8	18.2	3.2	165.8	6.4	3.9	57.1	48.5			50.5	54.4
Level of Service	E	B	A	F	A	A	E	D			D	D
Approach Delay (s)		19.3			8.2			54.2			52.9	
Approach LOS		B			A			D			D	

Intersection Summary

HCM Average Control Delay	18.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	118.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	71.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3200	1583	1770	3200	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3200	1583	1770	3200	1770	1583
Volume (vph)	950	140	189	885	217	359
Peak-hour factor, PHF	0.97	0.97	0.89	0.89	0.74	0.74
Adj. Flow (vph)	979	144	212	994	293	485
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	979	144	212	994	293	485
Heavy Vehicles (%)	2%	2%	2%	4%	2%	2%
Turn Type		Perm	Prot			Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Actuated Green, G (s)	24.0	24.0	10.2	37.9	23.8	23.8
Effective Green, g (s)	26.0	26.0	9.9	39.9	23.5	23.5
Actuated g/C Ratio	0.36	0.36	0.14	0.56	0.33	0.33
Clearance Time (s)	6.0	6.0	3.7	6.0	3.7	3.7
Vehicle Extension (s)	2.5	2.5	2.5	2.5	3.0	3.0
Lane Grp Cap (vph)	1165	576	245	1788	583	521
v/s Ratio Prot	c0.31		c0.12	0.31	0.17	
v/s Ratio Perm		0.09				c0.31
v/c Ratio	0.84	0.25	0.87	0.56	0.50	0.93
Uniform Delay, d1	20.8	15.9	30.1	10.1	19.3	23.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.5	0.2	25.5	0.3	0.7	23.5
Delay (s)	26.3	16.0	55.6	10.4	19.9	46.7
Level of Service	C	B	E	B	B	D
Approach Delay (s)	25.0			18.3	36.6	
Approach LOS	C			B	D	

Intersection Summary			
HCM Average Control Delay	25.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	71.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	58.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3200	1583	1770	3200	1770	1568
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3200	1583	1770	3200	1770	1568
Volume (vph)	1193	116	153	996	78	158
Peak-hour factor, PHF	0.94	0.94	0.88	0.88	0.79	0.79
Adj. Flow (vph)	1269	123	174	1132	99	200
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1269	123	174	1132	99	200
Heavy Vehicles (%)	2%	2%	2%	2%	2%	3%
Turn Type		pm+ov	Prot			Perm
Protected Phases	2	3	1	6	3	
Permitted Phases		2				3
Actuated Green, G (s)	80.1	99.4	17.2	101.0	19.3	19.3
Effective Green, g (s)	82.1	101.1	16.9	103.0	19.0	19.0
Actuated g/C Ratio	0.63	0.78	0.13	0.79	0.15	0.15
Clearance Time (s)	6.0	3.7	3.7	6.0	3.7	3.7
Vehicle Extension (s)	3.0	2.5	2.5	3.0	2.5	2.5
Lane Grp Cap (vph)	2021	1280	230	2535	259	229
v/s Ratio Prot	c0.40	0.01	c0.10	0.35	0.06	
v/s Ratio Perm		0.06				c0.13
v/c Ratio	0.63	0.10	0.76	0.45	0.38	0.87
Uniform Delay, d1	14.6	3.5	54.6	4.3	50.2	54.3
Progression Factor	1.00	1.00	1.30	0.73	1.00	1.00
Incremental Delay, d2	1.5	0.0	11.5	0.5	0.7	28.4
Delay (s)	16.1	3.5	82.2	3.7	50.9	82.7
Level of Service	B	A	F	A	D	F
Approach Delay (s)	15.0			14.1	72.2	
Approach LOS	B			B	E	

Intersection Summary			
HCM Average Control Delay	20.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95			1.00	1.00			1.00
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85			0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00			1.00
Satd. Flow (prot)	1770	3200	1583	1736	3200			1777	1583			1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00			1.00
Satd. Flow (perm)	1770	3200	1583	1736	3200			1777	1583			1583
Volume (vph)	2	1257	106	124	1079	1	68	2	88	0	0	2
Peak-hour factor, PHF	0.91	0.91	0.91	0.93	0.93	0.93	0.76	0.76	0.76	0.50	0.50	0.50
Adj. Flow (vph)	2	1381	116	133	1160	1	89	3	116	0	0	4
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	2	1381	116	133	1161	0	0	92	116	0	0	4
Heavy Vehicles (%)	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot		Perm	Prot			Split		Perm	Split		Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2						3			4
Actuated Green, G (s)	1.3	79.7	79.7	15.0	93.4			12.8	12.8			5.4
Effective Green, g (s)	1.0	81.7	81.7	14.7	95.4			12.5	12.5			5.1
Actuated g/C Ratio	0.01	0.63	0.63	0.11	0.73			0.10	0.10			0.04
Clearance Time (s)	3.7	6.0	6.0	3.7	6.0			3.7	3.7			3.7
Vehicle Extension (s)	3.0	3.0	3.0	2.5	3.0			2.5	2.5			2.5
Lane Grp Cap (vph)	14	2011	995	196	2348			171	152			62
v/s Ratio Prot	0.00	c0.43		c0.08	0.36			0.05				
v/s Ratio Perm			0.07						c0.07			c0.00
v/c Ratio	0.14	0.69	0.12	0.68	0.49			0.54	0.76			0.06
Uniform Delay, d1	64.1	15.8	9.7	55.4	7.2			56.0	57.3			60.2
Progression Factor	1.32	0.74	0.48	1.00	1.00			1.00	1.00			1.00
Incremental Delay, d2	3.5	1.5	0.2	8.2	0.7			2.5	19.3			0.3
Delay (s)	88.1	13.2	4.8	63.6	8.0			58.5	76.6			60.5
Level of Service	F	B	A	E	A			E	E			E
Approach Delay (s)		12.6			13.7			68.6			60.5	
Approach LOS		B			B			E			E	

Intersection Summary

HCM Average Control Delay	17.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

TRIP GENERATION FOR APPROVED PROJECTS

PROJECT	SIZE	DAILY TRIP RATE	DAILY TRIPS	AM PEAK HOUR VOL.	AM PEAK HOUR (% OF DAILY)	AM IN	AM OUT	PM PEAK HOUR VOL.	PM PEAK HOUR (% OF DAILY)	PM IN	PM OUT
City of Marina:											
1. Marina Heights Subdivision[2]											
Townhomes	102 Units	5.86	598	45	(8%)	8	37	55	(9%)	37	18
Single-Family Detached Housing	948 Units	9.57	9,072	711	(8%)	177	534	958	(11%)	613	345
2. CSUMB North Campus Housing[3]	492 Units	-	2,627	204	(8%)	46	158	261	(10%)	169	92
3. CSUMB Students (2010)[3]	1,994 Students	-	4,354	384	(9%)	307	77	384	(9%)	116	268
4. Reservation Road Condominiums	14 Units	5.86	82	6	(7%)	1	5	7	(9%)	5	2
5. Paddon Place Subdivision	15 Units	9.57	144	11	(8%)	3	8	15	(10%)	10	5
6. 249 Carmel	10 Units	9.57	96	8	(8%)	2	6	10	(10%)	7	3
7. Crescent/Carmel Subdivision	14 Units	9.57	134	11	(8%)	3	8	14	(10%)	9	5
8. Hotel - 323 Reservation Road[4]	39 Rooms	8.92	348	25	(7%)	15	11	27	(8%)	13	14
9. University Villages[5]											
Phase 1	- -	-	48,241	1,958	(4%)	1,056	902	4,282	(9%)	2,195	2,087
10. MBEST[6]	- -	-	5,631	385	(7%)	301	84	504	(11%)	201	403
11. Marina Landing Redevelopment[7]	300,000 S.F.	-	11,886	357	(3%)	218	139	1,044	(9%)	530	514
12. 3200 Seaside											
Single-Family Detached Housing	17 Units	9.57	163	13	(8%)	3	10	17	(10%)	11	6
Carriage Units	12 Units	6.72	81	6	(7%)	1	5	7	(9%)	5	2
13. 3110 Seacrest	7 Units	9.57	67	5	(7%)	1	4	7	(10%)	5	2
14. MPC Satellite Campus	700 Students	1.20	840	84	(10%)	69	15	84	(10%)	54	30
15. FORA Business Park[8]	43,381 S.F.	-	326	46	(14%)	40	6	45	(14%)	7	38
16. MST Transit Station[9]	- -	-	2,793	56	(2%)	13	43	104	(4%)	59	45
17. Cypress Knolls[10]	- -	-	5,088	299	(6%)	128	171	396	(8%)	207	189
City of Seaside:											
18. Seaside Resort[11]	- -	-	5,672	267	(5%)	145	122	362	(6%)	180	182
19. City Center (Fremont/Broadway)											
Sit-Down Restaurants	24,674 S.F.	108.55	2,678	25	(1%)	13	12	227	(8%)	145	82
Bank	4,000 S.F.	246.49	986	49	(5%)	27	22	183	(19%)	92	91
Commercial/Retail Space[12]	15,326 S.F.	44.32	679	20	(3%)	12	8	42	(6%)	18	24
20. MPC Satellite Campus	400 Students	1.20	480	48	(10%)	39	9	48	(10%)	31	17
21. The Pointe											
Condominiums	6 Units	5.86	35	3	(9%)	1	2	3	(9%)	2	1
Commercial/Retail[12]	3,000 S.F.	44.32	133	4	(3%)	2	2	8	(5%)	4	4
22. Lexus Service Center[13]	5,123 S.F.	20.00	102	15	(15%)	10	5	17	(17%)	9	8
23. Georis Building (commercial)[12]	3,978 S.F.	44.32	176	5	(3%)	3	2	11	(6%)	5	6
24. Dentistry for Children	4,835 S.F.	36.13	175	12	(7%)	9	3	18	(10%)	5	13
25. First National Bank	4,939 S.F.	156.48	773	20	(3%)	10	10	164	(21%)	82	82
26. Ord Military Housing											
RCI Development Area	- -	-	7,200	536	(7%)	172	364	691	(10%)	408	283
City of Sand City:											
27. Costco Expansion	18,795 S.F.	56.02	941	14	(1%)	10	4	85	(9%)	43	42
28. Design Center[14]											
Apartments	30 Units	6.72	202	15	(7%)	3	12	19	(9%)	12	7
Commercial/Retail[12]	20,000 S.F.	44.32	886	27	(3%)	16	11	54	(6%)	24	30
Office	20,000 S.F.	11.01	220	31	(14%)	27	4	30	(14%)	5	25
City of Monterey:											
29. Ryan Ranch Business Park (Buildout)											
CHOMP Medical Offices (remainder)[18]	138,380 S.F.	-	5,443	343	(6%)	271	72	426	(8%)	115	311
6 & 8 Lower Ragsdale Dr. (Office)	53,985 S.F.	11.01	704	99	(14%)	87	12	95	(13%)	16	79
30. Del Monte Beach Tract 2 Resubdivision	17 Homes	9.57	163	13	(8%)	3	10	17	(10%)	11	6
31. St. John the Baptist Greek Orth. Church	8,300 S.F.	9.11	76	6	(8%)	3	3	5	(7%)	3	2
32. Calvalry Chappel Expansion	25,932 S.F.	9.11	236	19	(8%)	10	9	17	(7%)	9	8
City of Del Rey Oaks:											
33. Safeway Supermarket (former Ralph's)	54,000 S.F.	102.24	5,521	176	(3%)	107	69	564	(10%)	288	276
City of Salinas:											
34. Tynan Village Mixed Use Development[15]	- -	-	2,758	173	(6%)	60	113	233	(8%)	132	101
35. Hartnell College Expansion[16]	3,000 Students	1.54	4,620	420	(9%)	380	40	510	(11%)	345	165
36. Monte Bella Subdivision	550 Units	9.57	5,264	413	(8%)	103	310	556	(11%)	373	183
Unincorporated Monterey County:											
37. CSUMB East Campus Housing[17]	125 Homes	9.57	1,196	94	(8%)	24	70	126	(11%)	81	45
38. East Garrison[18]	- -	-	12,391	975	(8%)	247	728	1,315	(11%)	793	522
39. Monterra Ranch	151 Homes	9.57	1,445	113	(8%)	28	85	153	(11%)	103	50
40. Pasadera	43 Homes	9.57	412	32	(8%)	8	24	43	(10%)	29	14
41. Harper 14 Lots of Record	14 Homes	9.57	134	11	(8%)	3	8	14	(10%)	9	5
42. Oaks Subdivision	11 Homes	9.57	105	8	(8%)	2	6	11	(10%)	7	4
43. Laguna Seca Business Park											
York Road Office Building[19]	20,000 S.F.	11.01	220	31	(14%)	27	4	30	(14%)	5	25
Jessen Office Building[20]	16,388 S.F.	-	345	31	(9%)	26	5	39	(11%)	10	29
44. Tanimura Family Residential	73 Lots	9.57	699	55	(8%)	14	41	74	(11%)	48	26
TOTAL APPROVED PROJECTS			155,641	8,718	(6%)	4,294	4,424	14,511	(9%)	7,694	6,817

Notes:

1. Traffic volumes are based on trip generation rates quoted by the Institute of Transportation Engineers, *Trip Generation*, 6th Edition, 1997, and 7th Edition, 2003, unless otherwise noted.
2. Trip generation from *Marina Heights Environmental Impact Report Traffic Study*, Higgins Associates, April 2003.
3. Trip generation from *California State University at Monterey Bay (CSUMB) 2004 Master Plan Update Traffic Impact Study Report*, Higgins Associates, July 26, 2004.
4. Trip generation for hotel land use assumes 100% occpuancy.
5. Trip generation from *Marina University Villages Mixed Use Development Traffic Impact Study Report*, Higgins Associates, December 17, 2004.
6. University of California Monterey Bay Education, Science and Technology Center (UCMBEST Center) Traffic Analysis Report, Higgins Associates, October 31, 2003. Assumes 25% of project is built out by year 2010.
7. Daily and PM peak hour trip generation from *Environmental Impact Report For The Proposed Marina Landing Shopping Center Project*, Earth Metrics Inc., February 1998. AM peak hour trip generation derived based upon same derivation assumptions as utilized in said report.
8. Trip generation takes into account office tennants that would relocate to this new office space from existing office space off of Second Avenue north of Imjin Parkway that would be removed as part of the second phase of the Marina University Villages development.
9. Trip generation for Marina Transit Center from Letter to E. Spencer, "Marina Transit Station Traffic Study, Marina, California – Revised Project Definition," Higgins Associates, September 14, 2006. Project includes upgraded transit facility, commercial space, and apartments.
10. Trip generation from *Cypress Knolls Traffic Impact Analysis*, Higgins Associates, November 2006.
11. Trip generation from *Transportation Impact Analysis for Seaside Resort*, Fehr & Peers, May 2004.
12. ITE does not provide AM peak hour trip rates for the "specialty retail" land use. Rates used here are published by San Diego Association of Governments, *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, July 1998.
13. ITE doesn not provide weekday daily trip rates for the "automobile care center" land use. Rates used here are published by San Diego Association of Governments, *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, July 1998.
14. City of Sand City describes project as 80,000 square feet over 4 floors, with commercial/retail and office space on first two floors. Assumed each floor equal in size.
15. Trip generation from *Tynan Village Mixed Use Development Traffic Impact Study Report*, Higgins Associates, November 2004.
16. Trip generation from *Hartnell College Master Plan TIA*, Fehr & Peers, September 2005.
17. Trip generation from *CSUMB East Campus Housing Traffic Study*, Wilbur Smith Associates, January 2004.
18. Full buildout of East Garrison development will not occur until 2030. Fifty percent of the development is assumed to be constructed by the year 2010. Trip generation represents trips external to the development itself.
19. Size of building unknown – square footage used to derive trip generation is assumed, based upon other buildings within business park.
20. Trip generation from Letter to J. Jassen, "Trip Generation Study for Jessen Office Building Project, Laguna Seca Office Park Lot #13," Higgins Associates, June 6, 2006. Project includes both standard and medical office space.

Appendix D

Intersection Level of Service Calculation Worksheets

Background Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		0.97	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.90		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3200		1770	3200	1568	1770	1669		3433	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3200		1770	3200	1568	1770	1669		3433	1863	1583
Volume (vph)	147	1093	11	17	1016	431	14	11	25	494	21	196
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)	160	1188	12	18	1104	468	15	12	27	537	23	213
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	160	1200	0	18	1104	468	15	39	0	537	23	213
Heavy Vehicles (%)	2%	2%	2%	2%	4%	3%	2%	2%	2%	2%	2%	2%
Turn Type	Prot			Prot		pm+ov	Split			Split		Perm
Protected Phases	5	2		1	6	7	8	8		7	7	
Permitted Phases						6						7
Actuated Green, G (s)	8.2	36.9		0.7	29.4	45.1	2.1	2.1		15.7	15.7	15.7
Effective Green, g (s)	8.4	38.9		0.9	31.4	48.4	2.3	2.3		17.0	17.0	17.0
Actuated g/C Ratio	0.11	0.52		0.01	0.42	0.64	0.03	0.03		0.23	0.23	0.23
Clearance Time (s)	4.2	6.0		4.2	6.0	5.3	4.2	4.2		5.3	5.3	5.3
Vehicle Extension (s)	2.5	2.5		3.0	2.5	2.5	2.0	2.0		2.5	2.5	2.5
Lane Grp Cap (vph)	198	1658		21	1338	1094	54	51		777	422	358
v/s Ratio Prot	c0.09	0.38		0.01	c0.34	0.10	0.01	c0.02		c0.16	0.01	
v/s Ratio Perm						0.20						0.13
v/c Ratio	0.81	0.72		0.86	0.83	0.43	0.28	0.76		0.69	0.05	0.59
Uniform Delay, d1	32.6	14.0		37.0	19.4	6.6	35.6	36.1		26.6	22.8	26.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	20.4	1.5		129.6	4.2	0.2	1.0	45.1		2.5	0.0	2.2
Delay (s)	53.0	15.5		166.6	23.6	6.7	36.6	81.2		29.1	22.8	28.2
Level of Service	D	B		F	C	A	D	F		C	C	C
Approach Delay (s)		19.9			20.3			68.8			28.7	
Approach LOS		B			C			E			C	

Intersection Summary

HCM Average Control Delay	22.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	75.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	67.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.97	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.89		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1600	1583	1770	1600	1583	1770	1663		3433	1863	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1600	1583	1770	1600	1583	1770	1663		3433	1863	1568
Volume (vph)	253	751	3	2	1152	394	9	2	5	113	1	139
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)	275	816	3	2	1252	428	10	2	5	123	1	151
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	275	816	3	2	1252	428	10	7	0	123	1	151
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	17.8	107.6	107.6	4.4	94.0	94.0	1.5	3.1		16.6	17.8	17.8
Effective Green, g (s)	18.0	109.6	109.6	4.4	96.0	96.0	1.7	3.1		16.6	18.0	18.0
Actuated g/C Ratio	0.12	0.73	0.73	0.03	0.64	0.64	0.01	0.02		0.11	0.12	0.12
Clearance Time (s)	4.2	6.0	6.0	4.0	6.0	6.0	4.2	4.0		4.0	4.2	4.2
Vehicle Extension (s)	4.5	4.5	4.5	3.0	4.5	4.5	4.5	3.0		3.0	3.5	3.5
Lane Grp Cap (vph)	213	1171	1159	52	1026	1015	20	34		381	224	189
v/s Ratio Prot	c0.16	0.51		0.00	c0.78		0.01	0.00		c0.04	0.00	
v/s Ratio Perm			0.00			0.27						c0.10
v/c Ratio	1.29	0.70	0.00	0.04	1.22	0.42	0.50	0.21		0.32	0.00	0.80
Uniform Delay, d1	65.8	11.0	5.4	70.6	26.8	13.2	73.6	72.1		61.4	58.0	64.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	161.4	2.1	0.0	0.3	108.0	0.5	30.2	3.0		0.5	0.0	21.1
Delay (s)	227.3	13.1	5.4	70.9	134.9	13.7	103.7	75.1		61.9	58.0	85.1
Level of Service	F	B	A	E	F	B	F	E		E	E	F
Approach Delay (s)		66.9			104.0			91.9			74.6	
Approach LOS		E			F			F			E	

Intersection Summary

HCM Average Control Delay	88.1	HCM Level of Service	F
HCM Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	149.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	94.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98	1.00	0.98			1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.86			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.95	1.00
Satd. Flow (prot)	1770	1600	1583	1770	1600	1545	1770	1567			1772	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.74	1.00			0.71	1.00
Satd. Flow (perm)	1770	1600	1583	1770	1600	1545	1370	1567			1321	1583
Volume (vph)	32	791	46	21	1419	32	51	2	28	29	1	77
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)	35	860	50	23	1542	35	55	2	30	32	1	84
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	35	860	50	23	1542	35	55	32	0	0	33	84
Confl. Peds. (#/hr)				1		1			1	1		
Turn Type	Prot		Perm	Prot		Perm	Perm			Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	3.1	109.2	109.2	3.8	109.9	109.9	10.8	10.8			10.8	10.8
Effective Green, g (s)	2.8	111.2	111.2	3.5	111.9	111.9	10.9	10.9			10.9	10.9
Actuated g/C Ratio	0.02	0.81	0.81	0.03	0.81	0.81	0.08	0.08			0.08	0.08
Clearance Time (s)	3.7	6.0	6.0	3.7	6.0	6.0	4.1	4.1			4.1	4.1
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	36	1293	1279	45	1301	1256	109	124			105	125
v/s Ratio Prot	c0.02	0.54		0.01	c0.96			0.02				
v/s Ratio Perm			0.03			0.02	0.04				0.02	c0.05
v/c Ratio	0.97	0.67	0.04	0.51	1.19	0.03	0.50	0.26			0.31	0.67
Uniform Delay, d1	67.4	5.5	2.6	66.2	12.8	2.5	60.8	59.5			59.8	61.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	138.2	1.4	0.0	9.5	91.4	0.0	3.6	1.1			1.7	13.3
Delay (s)	205.6	6.9	2.6	75.7	104.3	2.5	64.4	60.7			61.5	74.9
Level of Service	F	A	A	E	F	A	E	E			E	E
Approach Delay (s)		14.0			101.6			63.0			71.2	
Approach LOS		B			F			E			E	

Intersection Summary

HCM Average Control Delay	69.0	HCM Level of Service	E
HCM Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	137.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	93.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	0.97	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1600	1583	3433	1600	1770	1546
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1600	1583	3433	1600	1770	1546
Volume (vph)	722	136	237	1266	206	245
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	785	148	258	1376	224	266
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	785	148	258	1376	224	266
Confl. Peds. (#/hr)			1		1	1
Turn Type		Perm	Prot			Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Actuated Green, G (s)	75.5	75.5	11.8	91.0	19.3	19.3
Effective Green, g (s)	77.5	77.5	11.5	93.0	19.0	19.0
Actuated g/C Ratio	0.65	0.65	0.10	0.78	0.16	0.16
Clearance Time (s)	6.0	6.0	3.7	6.0	3.7	3.7
Vehicle Extension (s)	2.5	2.5	2.5	2.5	3.0	3.0
Lane Grp Cap (vph)	1033	1022	329	1240	280	245
v/s Ratio Prot	0.49		0.08	c0.86	0.13	
v/s Ratio Perm		0.09				c0.17
v/c Ratio	0.76	0.14	0.78	1.11	0.80	1.09
Uniform Delay, d1	14.8	8.3	53.0	13.5	48.7	50.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.1	0.0	11.2	61.2	15.0	82.2
Delay (s)	17.9	8.4	64.2	74.7	63.7	132.7
Level of Service	B	A	E	E	E	F
Approach Delay (s)	16.4			73.0	101.2	
Approach LOS	B			E	F	

Intersection Summary

HCM Average Control Delay	60.3	HCM Level of Service	E
HCM Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	84.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	0.97	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.96	1.00
Satd. Flow (prot)	1770	1600	1583	3400	1600			1757	1583		1783	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.96	1.00
Satd. Flow (perm)	1770	1600	1583	3400	1600			1757	1583		1783	1583
Volume (vph)	2	918	56	88	1343	13	160	1	199	8	1	5
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)	2	998	61	96	1460	14	174	1	216	9	1	5
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	2	998	61	96	1474	0	0	175	216	0	10	5
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%	3%	2%	2%	2%	2%	2%
Turn Type	Prot		Perm	Prot			Split		Perm	Split		Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	1.0	91.2	91.2	7.4	97.3			30.8	30.8		2.9	2.9
Effective Green, g (s)	1.0	93.2	93.2	7.1	99.3			30.8	30.8		2.9	2.9
Actuated g/C Ratio	0.01	0.62	0.62	0.05	0.66			0.21	0.21		0.02	0.02
Clearance Time (s)	4.0	6.0	6.0	3.7	6.0			4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	2.5	3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	12	994	984	161	1059			361	325		34	31
v/s Ratio Prot	0.00	0.62		c0.03	c0.92			0.10			c0.01	
v/s Ratio Perm			0.04						c0.14			0.00
v/c Ratio	0.17	1.00	0.06	0.60	1.39			0.48	0.66		0.29	0.16
Uniform Delay, d1	74.1	28.4	11.2	70.0	25.4			52.6	54.8		72.5	72.4
Progression Factor	1.00	1.00	1.00	0.98	1.33			1.00	1.00		1.00	1.00
Incremental Delay, d2	6.5	29.5	0.1	0.5	176.9			1.0	5.1		4.8	2.4
Delay (s)	80.6	57.9	11.3	69.2	210.7			53.6	59.9		77.3	74.8
Level of Service	F	E	B	E	F			D	E		E	E
Approach Delay (s)		55.3			202.0			57.1			76.5	
Approach LOS		E			F			E			E	

Intersection Summary

HCM Average Control Delay	131.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.20		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	93.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	0.97	1.00			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	0.97		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	1.00
Satd. Flow (prot)	1770	1600	1583	3273	1600			1775	1542		1817	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	1.00
Satd. Flow (perm)	1770	1600	1583	3273	1600			1775	1542		1817	1583
Volume (vph)	1	1059	36	70	1320	1	111	1	143	1	1	1
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)	1	1151	39	76	1435	1	121	1	155	1	1	1
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	1	1151	39	76	1436	0	0	122	155	0	2	1
Confl. Peds. (#/hr)				1		1			1	1		
Heavy Vehicles (%)	2%	2%	2%	7%	3%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot		Perm	Prot			Split		Perm	Split		Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2						3			4
Actuated Green, G (s)	1.2	104.9	104.9	10.4	114.1			12.3	12.3		5.3	5.3
Effective Green, g (s)	0.9	106.9	106.9	10.1	116.1			12.0	12.0		5.0	5.0
Actuated g/C Ratio	0.01	0.71	0.71	0.07	0.77			0.08	0.08		0.03	0.03
Clearance Time (s)	3.7	6.0	6.0	3.7	6.0			3.7	3.7		3.7	3.7
Vehicle Extension (s)	3.0	3.0	3.0	2.5	3.0			2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	11	1140	1128	220	1238			142	123		61	53
v/s Ratio Prot	0.00	0.72		c0.02	c0.90			0.07			c0.00	
v/s Ratio Perm			0.02						c0.10			0.00
v/c Ratio	0.09	1.01	0.03	0.35	1.16			0.86	1.26		0.03	0.02
Uniform Delay, d1	74.1	21.5	6.3	66.8	17.0			68.2	69.0		70.2	70.1
Progression Factor	0.86	1.18	1.35	1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	1.4	18.9	0.0	0.7	81.3			36.7	166.8		0.2	0.1
Delay (s)	64.9	44.4	8.6	67.5	98.3			104.9	235.8		70.3	70.2
Level of Service	E	D	A	E	F			F	F		E	E
Approach Delay (s)		43.2			96.7			178.2			70.3	
Approach LOS		D			F			F			E	

Intersection Summary

HCM Average Control Delay	82.9	HCM Level of Service	F
HCM Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	89.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		0.97	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	0.99		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.91		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3200		1770	3200	1559	1656	1673		3433	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3200		1770	3200	1559	1656	1673		3433	1863	1583
Volume (vph)	205	860	13	29	1292	630	17	25	40	324	17	167
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)	223	935	14	32	1404	685	18	27	43	352	18	182
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	223	949	0	32	1404	685	18	70	0	352	18	182
Confl. Peds. (#/hr)				1		1			1	1		
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	9%	2%	2%	2%	2%	2%
Turn Type	Prot			Prot		pm+ov	Split			Split		Perm
Protected Phases	5	2		1	6	7	8	8		7	7	
Permitted Phases						6						7
Actuated Green, G (s)	8.8	42.9		2.2	36.3	50.5	4.0	4.0		14.2	14.2	14.2
Effective Green, g (s)	9.0	44.9		2.4	38.3	53.8	4.2	4.2		15.5	15.5	15.5
Actuated g/C Ratio	0.11	0.54		0.03	0.46	0.65	0.05	0.05		0.19	0.19	0.19
Clearance Time (s)	4.2	6.0		4.2	6.0	5.3	4.2	4.2		5.3	5.3	5.3
Vehicle Extension (s)	2.5	2.5		3.0	2.5	2.5	2.0	2.0		2.5	2.5	2.5
Lane Grp Cap (vph)	192	1731		51	1477	1086	84	85		641	348	296
v/s Ratio Prot	c0.13	0.30		0.02	c0.44	c0.12	0.01	c0.04		0.10	0.01	
v/s Ratio Perm						0.32						0.11
v/c Ratio	1.16	0.55		0.63	0.95	0.63	0.21	0.82		0.55	0.05	0.61
Uniform Delay, d1	37.0	12.4		39.9	21.4	8.7	37.8	39.0		30.6	27.7	31.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	115.2	0.3		21.7	13.4	1.1	0.5	43.2		0.8	0.0	3.2
Delay (s)	152.2	12.7		61.5	34.9	9.7	38.3	82.3		31.3	27.8	34.2
Level of Service	F	B		E	C	A	D	F		C	C	C
Approach Delay (s)		39.3			27.2			73.3			32.2	
Approach LOS		D			C			E			C	

Intersection Summary

HCM Average Control Delay	32.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	83.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	73.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.97	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.89		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1600	1583	1770	1600	1583	1770	1653		3433	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1600	1583	1770	1600	1583	1770	1653		3433	1863	1583
Volume (vph)	109	921	10	7	1198	118	5	1	3	372	3	188
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)	118	1001	11	8	1302	128	5	1	3	404	3	204
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	118	1001	11	8	1302	128	5	4	0	404	3	204
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	7.8	105.7	105.7	0.8	98.5	98.5	0.8	3.2		19.9	21.9	21.9
Effective Green, g (s)	8.0	107.7	107.7	0.8	100.5	100.5	1.0	3.2		19.9	22.1	22.1
Actuated g/C Ratio	0.05	0.73	0.73	0.01	0.68	0.68	0.01	0.02		0.13	0.15	0.15
Clearance Time (s)	4.2	6.0	6.0	4.0	6.0	6.0	4.2	4.0		4.0	4.2	4.2
Vehicle Extension (s)	4.5	4.5	4.5	3.0	4.5	4.5	4.5	3.0		3.0	3.5	3.5
Lane Grp Cap (vph)	96	1167	1155	10	1089	1078	12	36		463	279	237
v/s Ratio Prot	c0.07	0.63		0.00	c0.81		0.00	0.00		c0.12	0.00	
v/s Ratio Perm			0.01			0.08						c0.13
v/c Ratio	1.23	0.86	0.01	0.80	1.20	0.12	0.42	0.11		0.87	0.01	0.86
Uniform Delay, d1	69.8	14.4	5.4	73.3	23.5	8.2	73.0	70.8		62.6	53.4	61.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	165.7	6.9	0.0	169.7	97.2	0.1	35.8	1.4		16.4	0.0	26.3
Delay (s)	235.5	21.3	5.4	243.0	120.7	8.3	108.8	72.2		79.0	53.5	87.6
Level of Service	F	C	A	F	F	A	F	E		E	D	F
Approach Delay (s)		43.5			111.4			92.5			81.7	
Approach LOS		D			F			F			F	

Intersection Summary

HCM Average Control Delay	81.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	147.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	96.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.87			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.96	1.00
Satd. Flow (prot)	1770	1600	1583	1770	1600	1583	1770	1620			1781	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.73	1.00			0.72	1.00
Satd. Flow (perm)	1770	1600	1583	1770	1600	1583	1353	1620			1335	1583
Volume (vph)	60	1172	64	13	1180	30	70	5	30	40	4	72
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)	65	1274	70	14	1283	33	76	5	33	43	4	78
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	65	1274	70	14	1283	33	76	38	0	0	47	78
Turn Type	Prot		Perm	Prot		Perm	Perm			Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	5.3	112.0	112.0	1.6	108.3	108.3	13.0	13.0			13.0	13.0
Effective Green, g (s)	5.0	114.0	114.0	1.3	110.3	110.3	13.1	13.1			13.1	13.1
Actuated g/C Ratio	0.04	0.81	0.81	0.01	0.79	0.79	0.09	0.09			0.09	0.09
Clearance Time (s)	3.7	6.0	6.0	3.7	6.0	6.0	4.1	4.1			4.1	4.1
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	63	1299	1285	16	1257	1244	126	151			125	148
v/s Ratio Prot	c0.04	c0.80		0.01	c0.80			0.02				
v/s Ratio Perm			0.04			0.02	c0.06				0.04	0.05
v/c Ratio	1.03	0.98	0.05	0.88	1.02	0.03	0.60	0.25			0.38	0.53
Uniform Delay, d1	67.7	12.2	2.6	69.5	15.1	3.3	61.2	59.1			59.8	60.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	122.5	20.4	0.0	161.3	30.7	0.0	7.9	0.9			1.9	3.4
Delay (s)	190.2	32.6	2.6	230.7	45.8	3.3	69.1	60.0			61.7	64.1
Level of Service	F	C	A	F	D	A	E	E			E	E
Approach Delay (s)		38.4			46.7			66.0			63.2	
Approach LOS		D			D			E			E	

Intersection Summary

HCM Average Control Delay	44.2	HCM Level of Service	D
HCM Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	140.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	80.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	0.97	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1600	1583	3433	1600	1770	1546
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1600	1583	3433	1600	1770	1546
Volume (vph)	1101	140	208	1006	217	381
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1197	152	226	1093	236	414
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1197	152	226	1093	236	414
Confl. Peds. (#/hr)			1		1	1
Heavy Vehicles (%)	2%	2%	2%	4%	2%	2%
Turn Type		Perm	Prot			Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Actuated Green, G (s)	86.0	86.0	8.3	98.0	32.3	32.3
Effective Green, g (s)	88.0	88.0	8.0	100.0	32.0	32.0
Actuated g/C Ratio	0.63	0.63	0.06	0.71	0.23	0.23
Clearance Time (s)	6.0	6.0	3.7	6.0	3.7	3.7
Vehicle Extension (s)	2.5	2.5	2.5	2.5	3.0	3.0
Lane Grp Cap (vph)	1006	995	196	1143	405	353
v/s Ratio Prot	c0.75		c0.07	0.68	0.13	
v/s Ratio Perm		0.10				c0.27
v/c Ratio	1.19	0.15	1.15	0.96	0.58	1.17
Uniform Delay, d1	26.0	10.7	66.0	18.0	48.1	54.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	95.5	0.1	111.6	17.0	2.1	103.7
Delay (s)	121.5	10.7	177.6	35.0	50.2	157.7
Level of Service	F	B	F	D	D	F
Approach Delay (s)	109.0			59.5	118.7	
Approach LOS	F			E	F	

Intersection Summary			
HCM Average Control Delay	91.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	88.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	0.97	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.96	1.00
Satd. Flow (prot)	1770	1600	1583	3433	1600			1775	1568		1791	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.96	1.00
Satd. Flow (perm)	1770	1600	1583	3433	1600			1775	1568		1791	1583
Volume (vph)	1	1361	121	157	1132	7	82	1	161	4	1	4
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)	1	1479	132	171	1230	8	89	1	175	4	1	4
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	1	1479	132	171	1238	0	0	90	175	0	5	4
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%
Turn Type	Prot		Perm	Prot			Split		Perm	Split		Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	0.8	92.6	92.6	11.0	102.5			26.0	26.0		2.7	2.7
Effective Green, g (s)	0.8	94.6	94.6	10.7	104.5			26.0	26.0		2.7	2.7
Actuated g/C Ratio	0.01	0.63	0.63	0.07	0.70			0.17	0.17		0.02	0.02
Clearance Time (s)	4.0	6.0	6.0	3.7	6.0			4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	2.5	3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	9	1009	998	245	1115			308	272		32	28
v/s Ratio Prot	0.00	c0.92		c0.05	c0.77			0.05			c0.00	
v/s Ratio Perm			0.08						c0.11			0.00
v/c Ratio	0.11	1.47	0.13	0.70	1.11			0.29	0.64		0.16	0.14
Uniform Delay, d1	74.2	27.7	11.2	68.1	22.8			54.0	57.7		72.5	72.5
Progression Factor	1.00	1.00	1.00	1.04	0.72			1.00	1.00		1.00	1.00
Incremental Delay, d2	5.4	215.1	0.3	1.9	53.2			0.5	5.1		2.3	2.3
Delay (s)	79.7	242.8	11.4	72.7	69.7			54.5	62.8		74.8	74.9
Level of Service	E	F	B	E	E			D	E		E	E
Approach Delay (s)		223.7			70.1			60.0			74.8	
Approach LOS		F			E			E			E	

Intersection Summary

HCM Average Control Delay	144.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.27		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	94.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	0.97	1.00			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	0.97		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	1.00
Satd. Flow (prot)	1770	1600	1583	3273	1600			1776	1539		1817	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	1.00
Satd. Flow (perm)	1770	1600	1583	3273	1600			1776	1539		1817	1583
Volume (vph)	2	1422	112	149	1215	1	72	2	110	1	1	2
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)	2	1546	122	162	1321	1	78	2	120	1	1	2
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	2	1546	122	162	1322	0	0	80	120	0	2	2
Confl. Peds. (#/hr)				1		1			1	1		
Heavy Vehicles (%)	2%	2%	2%	7%	3%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot		Perm	Prot			Split		Perm	Split		Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2						3			4
Actuated Green, G (s)	1.3	100.8	100.8	17.5	117.0			9.3	9.3		5.3	5.3
Effective Green, g (s)	1.0	102.8	102.8	17.2	119.0			9.0	9.0		5.0	5.0
Actuated g/C Ratio	0.01	0.69	0.69	0.11	0.79			0.06	0.06		0.03	0.03
Clearance Time (s)	3.7	6.0	6.0	3.7	6.0			3.7	3.7		3.7	3.7
Vehicle Extension (s)	3.0	3.0	3.0	2.5	3.0			2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	12	1097	1085	375	1269			107	92		61	53
v/s Ratio Prot	0.00	c0.97		c0.05	c0.83			0.05			0.00	
v/s Ratio Perm			0.08						c0.08			c0.00
v/c Ratio	0.17	1.41	0.11	0.43	1.04			0.75	1.30		0.03	0.04
Uniform Delay, d1	74.1	23.6	8.0	61.8	15.5			69.4	70.5		70.2	70.2
Progression Factor	1.13	1.45	0.95	1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	0.6	184.7	0.0	0.6	36.8			23.3	195.7		0.2	0.2
Delay (s)	84.5	219.0	7.7	62.4	52.3			92.7	266.2		70.3	70.4
Level of Service	F	F	A	E	D			F	F		E	E
Approach Delay (s)		203.4			53.4			196.8			70.4	
Approach LOS		F			D			F			E	

Intersection Summary

HCM Average Control Delay	136.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.32		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	95.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00		0.97	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.89		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1600	1583	1770	3200	1583	1770	1663		3433	1863	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1600	1583	1770	3200	1583	1770	1663		3433	1863	1568
Volume (vph)	253	751	3	2	1152	394	9	2	5	113	1	139
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)	275	816	3	2	1252	428	10	2	5	123	1	151
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	275	816	3	2	1252	428	10	7	0	123	1	151
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	14.2	51.6	51.6	0.7	37.9	37.9	0.7	4.8		9.2	12.9	12.9
Effective Green, g (s)	14.4	53.6	53.6	0.7	39.9	39.9	0.9	4.8		9.2	13.1	13.1
Actuated g/C Ratio	0.17	0.64	0.64	0.01	0.47	0.47	0.01	0.06		0.11	0.16	0.16
Clearance Time (s)	4.2	6.0	6.0	4.0	6.0	6.0	4.2	4.0		4.0	4.2	4.2
Vehicle Extension (s)	4.5	4.5	4.5	3.0	4.5	4.5	4.5	3.0		3.0	3.5	3.5
Lane Grp Cap (vph)	302	1017	1007	15	1515	749	19	95		375	290	244
v/s Ratio Prot	c0.16	0.51		0.00	c0.39		0.01	0.00		c0.04	0.00	
v/s Ratio Perm			0.00			0.27						c0.10
v/c Ratio	0.91	0.80	0.00	0.13	0.83	0.57	0.53	0.07		0.33	0.00	0.62
Uniform Delay, d1	34.3	11.4	5.6	41.5	19.2	16.0	41.5	37.6		34.7	30.1	33.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	30.7	5.2	0.0	4.0	4.2	1.5	36.3	0.3		0.5	0.0	4.8
Delay (s)	65.0	16.6	5.6	45.5	23.4	17.5	77.8	38.0		35.2	30.1	38.1
Level of Service	E	B	A	D	C	B	E	D		D	C	D
Approach Delay (s)		28.7			21.9			61.4			36.8	
Approach LOS		C			C			E			D	

Intersection Summary

HCM Average Control Delay	25.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	84.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	65.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98	1.00	0.99			1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.86			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.95	1.00
Satd. Flow (prot)	1770	1600	1583	1770	3200	1548	1770	1581			1775	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.74	1.00			0.72	1.00
Satd. Flow (perm)	1770	1600	1583	1770	3200	1548	1370	1581			1347	1583
Volume (vph)	32	791	46	21	1419	32	51	2	28	29	1	77
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)	35	860	50	23	1542	35	55	2	30	32	1	84
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	35	860	50	23	1542	35	55	32	0	0	33	84
Confl. Peds. (#/hr)				1		1			1	1		
Turn Type	Prot		Perm	Prot		Perm	Perm			Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	1.8	58.6	58.6	1.7	58.5	58.5	9.1	9.1			9.1	9.1
Effective Green, g (s)	1.5	60.6	60.6	1.4	60.5	60.5	9.2	9.2			9.2	9.2
Actuated g/C Ratio	0.02	0.73	0.73	0.02	0.73	0.73	0.11	0.11			0.11	0.11
Clearance Time (s)	3.7	6.0	6.0	3.7	6.0	6.0	4.1	4.1			4.1	4.1
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	32	1165	1153	30	2327	1126	151	175			149	175
v/s Ratio Prot	c0.02	c0.54		0.01	0.48			0.02				
v/s Ratio Perm			0.03			0.02	0.04				0.02	c0.05
v/c Ratio	1.09	0.74	0.04	0.77	0.66	0.03	0.36	0.18			0.22	0.48
Uniform Delay, d1	40.9	6.6	3.2	40.7	6.0	3.2	34.3	33.6			33.7	34.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	188.8	2.7	0.0	72.7	0.8	0.0	1.5	0.5			0.8	2.1
Delay (s)	229.7	9.3	3.2	113.4	6.8	3.2	35.8	34.1			34.5	36.8
Level of Service	F	A	A	F	A	A	D	C			C	D
Approach Delay (s)		17.1			8.2			35.2			36.2	
Approach LOS		B			A			D			D	

Intersection Summary

HCM Average Control Delay	13.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	83.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	58.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	1.00	0.97	0.95	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3200	1583	3433	3200	1770	1563
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3200	1583	3433	3200	1770	1563
Volume (vph)	722	136	237	1266	206	245
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	785	148	258	1376	224	266
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	785	148	258	1376	224	266
Confl. Peds. (#/hr)			1		1	1
Turn Type		Perm	Prot			Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Actuated Green, G (s)	19.6	19.6	9.5	32.8	19.6	19.6
Effective Green, g (s)	21.6	21.6	9.2	34.8	19.3	19.3
Actuated g/C Ratio	0.35	0.35	0.15	0.56	0.31	0.31
Clearance Time (s)	6.0	6.0	3.7	6.0	3.7	3.7
Vehicle Extension (s)	2.5	2.5	2.5	2.5	3.0	3.0
Lane Grp Cap (vph)	1113	551	509	1793	550	486
v/s Ratio Prot	0.25		0.08	c0.43	0.13	
v/s Ratio Perm		0.09				c0.17
v/c Ratio	0.71	0.27	0.51	0.77	0.41	0.55
Uniform Delay, d1	17.5	14.6	24.4	10.5	16.9	17.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.9	0.2	0.6	1.9	0.5	1.3
Delay (s)	19.4	14.8	24.9	12.5	17.4	19.0
Level of Service	B	B	C	B	B	B
Approach Delay (s)	18.7			14.4	18.3	
Approach LOS	B			B	B	

Intersection Summary

HCM Average Control Delay	16.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	62.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	53.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	0.95	1.00	0.97	0.95			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.96	1.00
Satd. Flow (prot)	1770	3200	1583	3400	3200			1757	1583		1783	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.96	1.00
Satd. Flow (perm)	1770	3200	1583	3400	3200			1757	1583		1783	1583
Volume (vph)	2	918	56	88	1343	13	160	1	199	8	1	5
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)	2	998	61	96	1460	14	174	1	216	9	1	5
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	2	998	61	96	1474	0	0	175	216	0	10	5
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%	3%	2%	2%	2%	2%	2%
Turn Type	Prot		Perm	Prot			Split		Perm	Split		Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	0.8	61.8	61.8	6.3	67.0			21.4	21.4		2.8	2.8
Effective Green, g (s)	0.8	63.8	63.8	6.0	69.0			21.4	21.4		2.8	2.8
Actuated g/C Ratio	0.01	0.58	0.58	0.05	0.63			0.19	0.19		0.03	0.03
Clearance Time (s)	4.0	6.0	6.0	3.7	6.0			4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	2.5	3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	13	1856	918	185	2007			342	308		45	40
v/s Ratio Prot	0.00	0.31		c0.03	c0.46			0.10			c0.01	
v/s Ratio Perm			0.04						c0.14			0.00
v/c Ratio	0.15	0.54	0.07	0.52	0.73			0.51	0.70		0.22	0.12
Uniform Delay, d1	54.3	14.1	10.1	50.6	14.2			39.6	41.3		52.5	52.4
Progression Factor	1.00	1.00	1.00	0.95	0.92			1.00	1.00		1.00	1.00
Incremental Delay, d2	5.5	1.1	0.1	1.4	1.9			1.3	7.0		2.5	1.4
Delay (s)	59.7	15.2	10.2	49.6	14.9			40.9	48.4		55.0	53.8
Level of Service	E	B	B	D	B			D	D		E	D
Approach Delay (s)		15.0			17.1			45.0			54.6	
Approach LOS		B			B			D			D	

Intersection Summary

HCM Average Control Delay	20.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	59.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.95	1.00	0.97	0.95			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	0.98		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	1.00
Satd. Flow (prot)	1770	3200	1583	3273	3200			1775	1545		1817	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	1.00
Satd. Flow (perm)	1770	3200	1583	3273	3200			1775	1545		1817	1583
Volume (vph)	1	1059	36	70	1320	1	111	1	143	1	1	1
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)	1	1151	39	76	1435	1	121	1	155	1	1	1
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	1	1151	39	76	1436	0	0	122	155	0	2	1
Confl. Peds. (#/hr)				1		1			1	1		
Heavy Vehicles (%)	2%	2%	2%	7%	3%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot		Perm	Prot			Split		Perm	Split		Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2						3			4
Actuated Green, G (s)	1.2	67.3	67.3	6.5	72.6			13.9	13.9		5.2	5.2
Effective Green, g (s)	0.9	69.3	69.3	6.2	74.6			13.6	13.6		4.9	4.9
Actuated g/C Ratio	0.01	0.63	0.63	0.06	0.68			0.12	0.12		0.04	0.04
Clearance Time (s)	3.7	6.0	6.0	3.7	6.0			3.7	3.7		3.7	3.7
Vehicle Extension (s)	3.0	3.0	3.0	2.5	3.0			2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	14	2016	997	184	2170			219	191		81	71
v/s Ratio Prot	0.00	0.36		c0.02	c0.45			0.07			c0.00	
v/s Ratio Perm			0.02						c0.10			0.00
v/c Ratio	0.07	0.57	0.04	0.41	0.66			0.56	0.81		0.02	0.01
Uniform Delay, d1	54.1	11.8	7.7	50.1	10.3			45.4	47.0		50.3	50.2
Progression Factor	0.82	1.59	1.44	1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	1.8	1.0	0.1	1.1	1.6			2.5	21.9		0.1	0.1
Delay (s)	46.3	19.7	11.2	51.2	11.9			47.8	68.8		50.4	50.3
Level of Service	D	B	B	D	B			D	E		D	D
Approach Delay (s)		19.4			13.9			59.6			50.3	
Approach LOS		B			B			E			D	

Intersection Summary

HCM Average Control Delay	20.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	56.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00		0.97	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.89		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1600	1583	1770	3200	1583	1770	1653		3433	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1600	1583	1770	3200	1583	1770	1653		3433	1863	1583
Volume (vph)	109	921	10	7	1198	118	5	1	3	372	3	188
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)	118	1001	11	8	1302	128	5	1	3	404	3	204
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	118	1001	11	8	1302	128	5	4	0	404	3	204
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	11.3	78.4	78.4	0.6	67.5	67.5	0.6	2.7		18.8	20.5	20.5
Effective Green, g (s)	11.5	80.4	80.4	0.6	69.5	69.5	0.8	2.7		18.8	20.7	20.7
Actuated g/C Ratio	0.10	0.68	0.68	0.01	0.59	0.59	0.01	0.02		0.16	0.17	0.17
Clearance Time (s)	4.2	6.0	6.0	4.0	6.0	6.0	4.2	4.0		4.0	4.2	4.2
Vehicle Extension (s)	4.5	4.5	4.5	3.0	4.5	4.5	4.5	3.0		3.0	3.5	3.5
Lane Grp Cap (vph)	172	1086	1074	9	1877	928	12	38		545	325	277
v/s Ratio Prot	c0.07	c0.63		0.00	0.41		0.00	0.00		c0.12	0.00	
v/s Ratio Perm			0.01			0.08						c0.13
v/c Ratio	0.69	0.92	0.01	0.89	0.69	0.14	0.42	0.11		0.74	0.01	0.74
Uniform Delay, d1	51.8	16.3	6.2	58.9	17.1	11.0	58.6	56.7		47.5	40.4	46.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	12.5	12.9	0.0	230.5	1.3	0.1	35.8	1.2		5.4	0.0	10.1
Delay (s)	64.3	29.3	6.2	289.4	18.4	11.1	94.4	57.9		52.9	40.4	56.4
Level of Service	E	C	A	F	B	B	F	E		D	D	E
Approach Delay (s)		32.7			19.2			78.2			54.0	
Approach LOS		C			B			E			D	

Intersection Summary

HCM Average Control Delay	30.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	118.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.87			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.96	1.00
Satd. Flow (prot)	1770	1600	1583	1770	3200	1583	1770	1620			1781	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.73	1.00			0.72	1.00
Satd. Flow (perm)	1770	1600	1583	1770	3200	1583	1353	1620			1335	1583
Volume (vph)	60	1172	64	13	1180	30	70	5	30	40	4	72
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)	65	1274	70	14	1283	33	76	5	33	43	4	78
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	65	1274	70	14	1283	33	76	38	0	0	47	78
Turn Type	Prot		Perm	Prot		Perm	Perm			Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	8.4	109.2	109.2	1.5	102.3	102.3	11.1	11.1			11.1	11.1
Effective Green, g (s)	8.1	111.2	111.2	1.2	104.3	104.3	11.2	11.2			11.2	11.2
Actuated g/C Ratio	0.06	0.82	0.82	0.01	0.77	0.77	0.08	0.08			0.08	0.08
Clearance Time (s)	3.7	6.0	6.0	3.7	6.0	6.0	4.1	4.1			4.1	4.1
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	106	1312	1298	16	2461	1218	112	134			110	131
v/s Ratio Prot	c0.04	c0.80		0.01	0.40			0.02				
v/s Ratio Perm			0.04			0.02	c0.06				0.04	0.05
v/c Ratio	0.61	0.97	0.05	0.88	0.52	0.03	0.68	0.28			0.43	0.60
Uniform Delay, d1	62.2	10.8	2.3	67.1	6.0	3.7	60.5	58.4			59.1	60.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	10.1	18.3	0.0	161.3	0.3	0.0	15.1	1.2			2.7	7.1
Delay (s)	72.3	29.1	2.3	228.4	6.3	3.7	75.6	59.6			61.8	67.1
Level of Service	E	C	A	F	A	A	E	E			E	E
Approach Delay (s)		29.8			8.6			70.2			65.1	
Approach LOS		C			A			E			E	

Intersection Summary

HCM Average Control Delay	23.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	135.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	78.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	1.00	0.97	0.95	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3200	1583	3433	3200	1770	1562
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3200	1583	3433	3200	1770	1562
Volume (vph)	1101	140	208	1006	217	381
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1197	152	226	1093	236	414
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1197	152	226	1093	236	414
Confl. Peds. (#/hr)			1		1	1
Heavy Vehicles (%)	2%	2%	2%	4%	2%	2%
Turn Type		Perm	Prot			Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Actuated Green, G (s)	44.8	44.8	11.8	60.3	32.0	32.0
Effective Green, g (s)	46.8	46.8	11.5	62.3	31.7	31.7
Actuated g/C Ratio	0.46	0.46	0.11	0.61	0.31	0.31
Clearance Time (s)	6.0	6.0	3.7	6.0	3.7	3.7
Vehicle Extension (s)	2.5	2.5	2.5	2.5	3.0	3.0
Lane Grp Cap (vph)	1468	726	387	1955	550	485
v/s Ratio Prot	c0.37		0.07	c0.34	0.13	
v/s Ratio Perm		0.10				c0.27
v/c Ratio	0.82	0.21	0.58	0.56	0.43	0.85
Uniform Delay, d1	23.9	16.5	43.0	11.7	28.0	33.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.5	0.1	1.9	0.3	0.5	13.6
Delay (s)	27.4	16.6	44.8	12.0	28.5	46.6
Level of Service	C	B	D	B	C	D
Approach Delay (s)	26.2			17.6	40.0	
Approach LOS	C			B	D	

Intersection Summary

HCM Average Control Delay	25.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	102.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	60.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	0.95	1.00	0.97	0.95			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.96	1.00
Satd. Flow (prot)	1770	3200	1583	3433	3200			1775	1568		1791	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.96	1.00
Satd. Flow (perm)	1770	3200	1583	3433	3200			1775	1568		1791	1583
Volume (vph)	1	1361	121	157	1132	7	82	1	161	4	1	4
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)	1	1479	132	171	1230	8	89	1	175	4	1	4
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	1	1479	132	171	1238	0	0	90	175	0	5	4
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%
Turn Type	Prot		Perm	Prot			Split		Perm	Split		Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	1.1	87.2	87.2	11.3	97.1			21.2	21.2		2.6	2.6
Effective Green, g (s)	1.1	89.2	89.2	11.0	99.1			21.2	21.2		2.6	2.6
Actuated g/C Ratio	0.01	0.64	0.64	0.08	0.71			0.15	0.15		0.02	0.02
Clearance Time (s)	4.0	6.0	6.0	3.7	6.0			4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	2.5	3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	14	2039	1009	270	2265			269	237		33	29
v/s Ratio Prot	0.00	c0.46		c0.05	0.39			0.05			c0.00	
v/s Ratio Perm			0.08						c0.11			0.00
v/c Ratio	0.07	0.73	0.13	0.63	0.55			0.33	0.74		0.15	0.14
Uniform Delay, d1	68.9	17.1	10.1	62.5	9.7			53.1	56.8		67.6	67.6
Progression Factor	1.00	1.00	1.00	1.14	0.64			1.00	1.00		1.00	1.00
Incremental Delay, d2	2.2	2.3	0.3	3.6	0.8			0.7	11.4		2.1	2.2
Delay (s)	71.1	19.4	10.3	74.6	7.1			53.8	68.1		69.7	69.8
Level of Service	E	B	B	E	A			D	E		E	E
Approach Delay (s)		18.7			15.3			63.3			69.8	
Approach LOS		B			B			E			E	

Intersection Summary

HCM Average Control Delay	21.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	63.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	0.95	1.00	0.97	0.95			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	0.98		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	1.00
Satd. Flow (prot)	1770	3200	1583	3273	3200			1776	1544		1817	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	1.00
Satd. Flow (perm)	1770	3200	1583	3273	3200			1776	1544		1817	1583
Volume (vph)	2	1422	112	149	1215	1	72	2	110	1	1	2
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)	2	1546	122	162	1321	1	78	2	120	1	1	2
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	2	1546	122	162	1322	0	0	80	120	0	2	2
Confl. Peds. (#/hr)				1		1			1	1		
Heavy Vehicles (%)	2%	2%	2%	7%	3%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot		Perm	Prot			Split		Perm	Split		Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2						3			4
Actuated Green, G (s)	1.3	91.4	91.4	12.0	102.1			14.2	14.2		5.3	5.3
Effective Green, g (s)	1.0	93.4	93.4	11.7	104.1			13.9	13.9		5.0	5.0
Actuated g/C Ratio	0.01	0.67	0.67	0.08	0.74			0.10	0.10		0.04	0.04
Clearance Time (s)	3.7	6.0	6.0	3.7	6.0			3.7	3.7		3.7	3.7
Vehicle Extension (s)	3.0	3.0	3.0	2.5	3.0			2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	13	2135	1056	274	2379			176	153		65	57
v/s Ratio Prot	0.00	c0.48		c0.05	0.41			0.05			0.00	
v/s Ratio Perm			0.08						c0.08			c0.00
v/c Ratio	0.15	0.72	0.12	0.59	0.56			0.45	0.78		0.03	0.04
Uniform Delay, d1	69.1	15.0	8.4	61.8	7.8			59.5	61.6		65.2	65.2
Progression Factor	1.27	1.30	0.78	1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	3.8	1.5	0.2	2.8	0.9			1.4	21.9		0.1	0.2
Delay (s)	91.3	21.0	6.7	64.7	8.8			60.8	83.5		65.3	65.4
Level of Service	F	C	A	E	A			E	F		E	E
Approach Delay (s)		20.1			14.9			74.4			65.3	
Approach LOS		C			B			E			E	

Intersection Summary

HCM Average Control Delay	21.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Appendix E

Synchro Arterial Level of Service Reports

Arterial Level of Service: EB Highway 68

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Josselyn Cyn. Rd.	I	60	126.1	38.5	164.6	2.10	46.0	A
Olmsted Rd.	I	52	36.4	75.0	111.4	0.53	17.0	E
Hwy 218	I	45	87.9	15.6	103.5	1.09	38.0	B
Ragsdale Dr.	I	50	29.6	1.9	31.5	0.33	37.2	B
York Rd.	I	48	81.7	7.3	89.0	1.09	44.1	A
Boots Rd.	I	42	135.9	8.4	144.3	1.59	39.6	B
Laureles Grade Rd.	I	50	96.7	25.4	122.1	1.34	39.6	B
Corral de Tierra Rd.	I	55	113.3	28.3	141.6	1.73	44.0	A
San Benancio Rd.	I	60	64.8	84.3	149.1	1.08	26.1	D
Total	I		772.4	284.7	1057.1	10.87	37.0	B

Arterial Level of Service: WB Highway 68

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
San Benancio Rd.	III	14	610.1	39.8	649.9	2.42	13.4	E
Corral de Tierra Rd.	III	41	94.8	30.7	125.5	1.08	31.0	A
Laureles Grade Rd.	III	45	138.5	37.4	175.9	1.73	35.4	A
Pasadera Dr.	III	60	93.2	46.7	139.9	1.55	40.0	A
York Rd.	III	60	170.5	91.5	262.0	2.84	39.0	A
Ragsdale Dr.	III	60	65.3	18.9	84.2	1.09	46.6	A
Hwy 218	III	60	36.4	27.3	63.7	0.61	34.3	A
Olmsted Rd.	III	60	83.9	41.9	125.8	1.40	40.0	A
Josselyn Cyn. Rd.	III	30	63.0	12.7	75.7	0.53	25.0	B
Total	III		1355.7	346.9	1702.6	13.25	28.0	B

Arterial Level of Service: EB Highway 68

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Josselyn Cyn. Rd.	III	47	45.0	10.5	55.5	0.51	33.2	A
Olmsted Rd.	III	60	36.9	28.6	65.5	0.47	26.0	B
Hwy 218	III	46	85.0	11.3	96.3	1.09	40.8	A
Ragsdale Dr.	III	60	29.6	0.3	29.9	0.32	38.8	A
York Rd.	III	52	76.2	14.2	90.4	1.09	43.4	A
Boots Rd.	III	25	248.8	18.3	267.1	1.73	23.3	C
Laureles Grade Rd.	III	15	322.2	109.3	431.5	1.34	11.2	E
Corral de Tierra Rd.	III	36	173.1	120.6	293.7	1.73	21.2	C
San Benancio Rd.	III	60	108.0	198.1	306.1	1.80	21.2	C
Total	III		1124.8	511.2	1636.0	10.09	22.2	C

Arterial Level of Service: WB Highway 68

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
San Benancio Rd.	I	52	167.5	22.7	190.2	2.42	45.9	A
Corral de Tierra Rd.	I	47	34.9	12.2	47.1	0.36	27.5	C
Laureles Grade Rd.	I	60	227.3	35.6	262.9	3.79	51.9	A
Pasadera Dr.	I	54	89.5	32.4	121.9	1.34	39.7	B
York Rd.	I	60	409.1	111.7	520.8	6.82	47.1	A
Ragsdale Dr.	I	54	72.4	15.0	87.4	1.09	44.9	A
Hwy 218	I	60	73.9	32.1	106.0	1.23	41.8	B
Olmsted Rd.	I	60	107.8	201.8	309.6	1.80	20.9	E
Josselyn Cyn. Rd.	I	60	39.8	52.0	91.8	0.66	26.0	D
Total	I		1222.2	515.5	1737.7	19.51	40.4	B

Arterial Level of Service: EB Highway 68

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Josselyn Cyn. Rd.	I	60	126.1	67.8	193.9	2.10	39.0	B
Olmsted Rd.	I	52	36.4	92.6	129.0	0.53	14.7	F
Hwy 218	I	45	87.9	17.1	105.0	1.09	37.4	B
Ragsdale Dr.	I	50	29.6	2.4	32.0	0.33	36.6	B
York Rd.	I	48	81.7	15.2	96.9	1.09	40.5	B
Boots Rd.	I	43	132.7	9.8	142.5	1.59	40.1	B
Laureles Grade Rd.	I	51	94.8	21.0	115.8	1.34	41.7	B
Corral de Tierra Rd.	I	55	113.3	50.4	163.7	1.73	38.1	B
San Benancio Rd.	I	60	64.8	44.0	108.8	1.08	35.7	B
Total	I		767.3	320.3	1087.6	10.87	36.0	B

Arterial Level of Service: WB Highway 68

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
San Benancio Rd.	III	14	610.1	87.2	697.3	2.42	12.5	E
Corral de Tierra Rd.	III	41	94.8	171.5	266.3	1.08	14.6	D
Laureles Grade Rd.	III	45	138.5	77.8	216.3	1.73	28.8	B
Pasadera Dr.	III	60	93.2	99.6	192.8	1.55	29.0	B
York Rd.	III	60	170.5	129.1	299.6	2.84	34.1	A
Ragsdale Dr.	III	60	65.3	26.8	92.1	1.09	42.6	A
Hwy 218	III	60	36.4	29.2	65.6	0.61	33.3	A
Olmsted Rd.	III	60	83.9	48.2	132.1	1.40	38.1	A
Josselyn Cyn. Rd.	III	30	63.0	14.3	77.3	0.53	24.5	B
Total	III		1355.7	683.7	2039.4	13.25	23.4	C

Arterial Level of Service: EB Highway 68

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Josselyn Cyn. Rd.	III	47	45.0	11.2	56.2	0.51	32.8	A
Olmsted Rd.	III	60	36.9	33.8	70.7	0.47	24.1	B
Hwy 218	III	46	85.0	14.5	99.5	1.09	39.5	A
Ragsdale Dr.	III	60	29.6	0.3	29.9	0.32	38.8	A
	III	52	76.2	19.5	95.7	1.09	41.0	A
Boots Rd.	III	25	248.8	30.8	279.6	1.73	22.2	C
Laureles Grade Rd.	III	15	322.2	121.9	444.1	1.34	10.9	E
Corral de Tierra Rd.	III	36	173.1	224.3	397.4	1.73	15.7	D
San Benancio Rd.	III	60	108.0	214.5	322.5	1.80	20.1	C
Total	III		1124.8	670.8	1795.6	10.09	20.2	C

Arterial Level of Service: WB Highway 68

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
San Benancio Rd.	I	52	167.5	44.1	211.6	2.42	41.2	B
Corral de Tierra Rd.	I	47	34.9	48.0	82.9	0.36	15.6	F
Laureles Grade Rd.	I	60	227.3	37.0	264.3	3.79	51.6	A
Pasadera Dr.	I	54	89.5	48.9	138.4	1.34	34.9	B
York Rd.	I	60	409.1	113.9	523.0	6.82	46.9	A
Ragsdale Dr.	I	54	72.4	16.3	88.7	1.09	44.2	A
Hwy 218	I	60	73.9	46.3	120.2	1.23	36.9	B
Olmsted Rd.	I	60	107.8	341.8	449.6	1.80	14.4	F
Josselyn Cyn. Rd.	I	60	39.8	104.6	144.4	0.66	16.5	E
Total	I		1222.2	800.9	2023.1	19.51	34.7	B

Arterial Level of Service: EB Highway 68

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Josselyn Cyn. Rd.	I	60	126.1	67.8	193.9	2.10	39.0	B
Olmsted Rd.	I	52	36.4	92.6	129.0	0.53	14.7	F
Hwy 218	I	45	87.9	16.4	104.3	1.09	37.7	B
Ragsdale Dr.	I	50	29.6	2.4	32.0	0.33	36.6	B
York Rd.	I	48	81.7	15.2	96.9	1.09	40.5	B
Boots Rd.	I	43	132.7	9.8	142.5	1.59	40.1	B
Laureles Grade Rd.	I	51	94.8	21.0	115.8	1.34	41.7	B
Corral de Tierra Rd.	I	55	113.3	50.5	163.8	1.73	38.0	B
San Benancio Rd.	I	60	64.8	44.6	109.4	1.08	35.5	B
Total	I		767.3	320.3	1087.6	10.87	36.0	B

Arterial Level of Service: WB Highway 68

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
San Benancio Rd.	III	14	610.1	87.2	697.3	2.42	12.5	E
Corral de Tierra Rd.	III	41	94.8	173.0	267.8	1.08	14.5	D
Laureles Grade Rd.	III	45	138.5	79.1	217.6	1.73	28.6	B
Pasadera Dr.	III	60	93.2	101.2	194.4	1.55	28.8	B
York Rd.	III	60	170.5	131.1	301.6	2.84	33.9	A
Ragsdale Dr.	III	60	65.3	26.8	92.1	1.09	42.6	A
Hwy 218	III	60	36.4	29.9	66.3	0.61	32.9	A
Olmsted Rd.	III	60	83.9	48.2	132.1	1.40	38.1	A
Josselyn Cyn. Rd.	III	30	63.0	14.3	77.3	0.53	24.5	B
Total	III		1355.7	690.8	2046.5	13.25	23.3	C

Arterial Level of Service: EB Highway 68

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Josselyn Cyn. Rd.	III	47	45.0	11.2	56.2	0.51	32.8	A
Olmsted Rd.	III	60	36.9	33.8	70.7	0.47	24.1	B
Hwy 218	III	46	85.0	14.5	99.5	1.09	39.5	A
Ragsdale Dr.	III	60	29.6	0.3	29.9	0.32	38.8	A
	III	52	76.2	19.7	95.9	1.09	40.9	A
Boots Rd.	III	25	248.8	31.4	280.2	1.73	22.2	C
Laureles Grade Rd.	III	15	322.2	123.5	445.7	1.34	10.8	E
Corral de Tierra Rd.	III	36	173.1	226.4	399.5	1.73	15.6	D
San Benancio Rd.	III	60	108.0	218.2	326.2	1.80	19.9	C
Total	III		1124.8	679.0	1803.8	10.09	20.1	C

Arterial Level of Service: WB Highway 68

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
San Benancio Rd.	I	52	167.5	44.1	211.6	2.42	41.2	B
Corral de Tierra Rd.	I	47	34.9	49.0	83.9	0.36	15.4	F
Laureles Grade Rd.	I	60	227.3	37.6	264.9	3.79	51.5	A
Pasadera Dr.	I	54	89.5	49.4	138.9	1.34	34.8	B
York Rd.	I	60	409.1	114.7	523.8	6.82	46.9	A
Ragsdale Dr.	I	54	72.4	16.3	88.7	1.09	44.2	A
Hwy 218	I	60	73.9	46.8	120.7	1.23	36.7	B
Olmsted Rd.	I	60	107.8	341.8	449.6	1.80	14.4	F
Josselyn Cyn. Rd.	I	60	39.8	104.6	144.4	0.66	16.5	E
Total	I		1222.2	804.3	2026.5	19.51	34.7	B

Arterial Level of Service: EB Highway 68

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Josselyn Cyn. Rd.	I	60	126.1	152.9	279.0	2.10	27.1	C
Olmsted Rd.	I	52	36.4	173.6	210.0	0.53	9.0	F
Hwy 218	I	45	87.9	22.2	110.1	1.09	35.7	B
Ragsdale Dr.	I	50	29.6	2.7	32.3	0.33	36.3	B
York Rd.	I	48	81.7	16.8	98.5	1.09	39.8	B
Boots Rd.	I	43	132.7	12.6	145.3	1.59	39.3	B
Laureles Grade Rd.	I	51	94.8	23.8	118.6	1.34	40.8	B
Corral de Tierra Rd.	I	55	113.3	73.2	186.5	1.73	33.4	C
San Benancio Rd.	I	60	64.8	100.8	165.6	1.08	23.5	D
Total	I		767.3	578.6	1345.9	10.87	29.1	C

Arterial Level of Service: WB Highway 68

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
San Benancio Rd.	III	14	610.1	180.6	790.7	2.42	11.0	E
Corral de Tierra Rd.	III	41	94.8	278.1	372.9	1.08	10.4	E
Laureles Grade Rd.	III	45	138.5	147.9	286.4	1.73	21.8	C
Pasadera Dr.	III	60	93.2	206.0	299.2	1.55	18.7	C
York Rd.	III	60	170.5	186.3	356.8	2.84	28.7	B
Ragsdale Dr.	III	60	65.3	38.8	104.1	1.09	37.7	A
Hwy 218	III	60	36.4	37.2	73.6	0.61	29.6	B
Olmsted Rd.	III	60	83.9	86.5	170.4	1.40	29.6	B
Josselyn Cyn. Rd.	III	30	63.0	25.3	88.3	0.53	21.4	C
Total	III		1355.7	1186.7	2542.4	13.25	18.8	C

Arterial Level of Service: EB Highway 68

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Josselyn Cyn. Rd.	III	47	45.0	21.4	66.4	0.51	27.7	B
Olmsted Rd.	III	60	36.9	116.2	153.1	0.47	11.1	E
Hwy 218	III	46	85.0	19.3	104.3	1.09	37.7	A
Ragsdale Dr.	III	60	29.6	0.4	30.0	0.32	38.6	A
York Rd.	III	52	76.2	44.7	120.9	1.09	32.4	A
Boots Rd.	III	25	248.8	121.4	370.2	1.73	16.8	D
Laureles Grade Rd.	III	15	322.2	231.3	553.5	1.34	8.7	F
Corral de Tierra Rd.	III	36	173.1	321.4	494.5	1.73	12.6	E
San Benancio Rd.	III	60	108.0	361.0	469.0	1.80	13.8	E
Total	III		1124.8	1237.1	2361.9	10.09	15.4	D

Arterial Level of Service: WB Highway 68

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
San Benancio Rd.	I	52	167.5	107.7	275.2	2.42	31.7	C
Corral de Tierra Rd.	I	47	34.9	97.0	131.9	0.36	9.8	F
Laureles Grade Rd.	I	60	227.3	61.2	288.5	3.79	47.3	A
Pasadera Dr.	I	54	89.5	101.8	191.3	1.34	25.3	D
York Rd.	I	60	409.1	139.3	548.4	6.82	44.8	A
Ragsdale Dr.	I	54	72.4	16.5	88.9	1.09	44.1	A
Hwy 218	I	60	73.9	106.8	180.7	1.23	24.5	D
Olmsted Rd.	I	60	107.8	455.6	563.4	1.80	11.5	F
Josselyn Cyn. Rd.	I	60	39.8	193.1	232.9	0.66	10.2	F
Total	I		1222.2	1279.0	2501.2	19.51	28.1	C

Appendix F

Intersection Level of Service Calculation Worksheets

Background + Project Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		0.97	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.90		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3200		1770	3200	1568	1770	1669		3433	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3200		1770	3200	1568	1770	1669		3433	1863	1583
Volume (vph)	147	1094	11	17	1019	432	14	11	25	494	21	196
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)	160	1189	12	18	1108	470	15	12	27	537	23	213
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	160	1201	0	18	1108	470	15	39	0	537	23	213
Heavy Vehicles (%)	2%	2%	2%	2%	4%	3%	2%	2%	2%	2%	2%	2%
Turn Type	Prot			Prot		pm+ov	Split			Split		Perm
Protected Phases	5	2		1	6	7	8	8		7	7	
Permitted Phases						6						7
Actuated Green, G (s)	9.4	39.4		0.8	30.8	47.0	2.1	2.1		16.2	16.2	16.2
Effective Green, g (s)	9.6	41.4		1.0	32.8	50.3	2.3	2.3		17.5	17.5	17.5
Actuated g/C Ratio	0.12	0.53		0.01	0.42	0.64	0.03	0.03		0.22	0.22	0.22
Clearance Time (s)	4.2	6.0		4.2	6.0	5.3	4.2	4.2		5.3	5.3	5.3
Vehicle Extension (s)	2.5	2.5		3.0	2.5	2.5	2.0	2.0		2.5	2.5	2.5
Lane Grp Cap (vph)	217	1694		23	1342	1089	52	49		768	417	354
v/s Ratio Prot	c0.09	0.38		0.01	c0.35	0.10	0.01	c0.02		c0.16	0.01	
v/s Ratio Perm						0.20						0.13
v/c Ratio	0.74	0.71		0.78	0.83	0.43	0.29	0.80		0.70	0.06	0.60
Uniform Delay, d1	33.1	13.9		38.5	20.2	6.9	37.1	37.7		27.9	23.9	27.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	11.6	1.3		93.8	4.2	0.2	1.1	55.4		2.6	0.0	2.4
Delay (s)	44.7	15.1		132.3	24.4	7.1	38.3	93.1		30.5	23.9	29.6
Level of Service	D	B		F	C	A	D	F		C	C	C
Approach Delay (s)		18.6			20.5			77.9			30.1	
Approach LOS		B			C			E			C	

Intersection Summary

HCM Average Control Delay	22.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	78.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	67.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.97	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.89		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1600	1583	1770	1600	1583	1770	1663		3433	1863	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1600	1583	1770	1600	1583	1770	1663		3433	1863	1568
Volume (vph)	253	752	3	2	1156	394	9	2	5	113	1	139
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)	275	817	3	2	1257	428	10	2	5	123	1	151
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	275	817	3	2	1257	428	10	7	0	123	1	151
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	17.8	107.7	107.7	4.3	94.0	94.0	1.5	3.1		16.6	17.8	17.8
Effective Green, g (s)	18.0	109.7	109.7	4.3	96.0	96.0	1.7	3.1		16.6	18.0	18.0
Actuated g/C Ratio	0.12	0.73	0.73	0.03	0.64	0.64	0.01	0.02		0.11	0.12	0.12
Clearance Time (s)	4.2	6.0	6.0	4.0	6.0	6.0	4.2	4.0		4.0	4.2	4.2
Vehicle Extension (s)	4.5	4.5	4.5	3.0	4.5	4.5	4.5	3.0		3.0	3.5	3.5
Lane Grp Cap (vph)	213	1172	1160	51	1026	1015	20	34		381	224	189
v/s Ratio Prot	c0.16	0.51		0.00	c0.79		0.01	0.00		c0.04	0.00	
v/s Ratio Perm			0.00			0.27						c0.10
v/c Ratio	1.29	0.70	0.00	0.04	1.23	0.42	0.50	0.21		0.32	0.00	0.80
Uniform Delay, d1	65.8	10.9	5.4	70.7	26.8	13.2	73.6	72.1		61.4	58.0	64.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	161.4	2.1	0.0	0.3	110.1	0.5	30.2	3.0		0.5	0.0	21.1
Delay (s)	227.3	13.0	5.4	71.0	137.0	13.7	103.7	75.1		61.9	58.0	85.1
Level of Service	F	B	A	E	F	B	F	E		E	E	F
Approach Delay (s)		66.8			105.6			91.9			74.6	
Approach LOS		E			F			F			E	

Intersection Summary

HCM Average Control Delay	88.9	HCM Level of Service	F
HCM Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	149.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	94.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98	1.00	0.98			1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.86			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.95	1.00
Satd. Flow (prot)	1770	1600	1583	1770	1600	1545	1770	1567			1772	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.74	1.00			0.71	1.00
Satd. Flow (perm)	1770	1600	1583	1770	1600	1545	1370	1567			1321	1583
Volume (vph)	32	792	46	21	1423	32	51	2	28	29	1	77
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)	35	861	50	23	1547	35	55	2	30	32	1	84
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	35	861	50	23	1547	35	55	32	0	0	33	84
Confl. Peds. (#/hr)				1		1			1	1		
Turn Type	Prot		Perm	Prot		Perm	Perm			Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	3.1	109.2	109.2	3.8	109.9	109.9	10.8	10.8			10.8	10.8
Effective Green, g (s)	2.8	111.2	111.2	3.5	111.9	111.9	10.9	10.9			10.9	10.9
Actuated g/C Ratio	0.02	0.81	0.81	0.03	0.81	0.81	0.08	0.08			0.08	0.08
Clearance Time (s)	3.7	6.0	6.0	3.7	6.0	6.0	4.1	4.1			4.1	4.1
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	36	1293	1279	45	1301	1256	109	124			105	125
v/s Ratio Prot	c0.02	0.54		0.01	c0.97			0.02				
v/s Ratio Perm			0.03			0.02	0.04				0.02	c0.05
v/c Ratio	0.97	0.67	0.04	0.51	1.19	0.03	0.50	0.26			0.31	0.67
Uniform Delay, d1	67.4	5.5	2.6	66.2	12.8	2.5	60.8	59.5			59.8	61.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	138.2	1.4	0.0	9.5	93.0	0.0	3.6	1.1			1.7	13.3
Delay (s)	205.6	6.9	2.6	75.7	105.9	2.5	64.4	60.7			61.5	74.9
Level of Service	F	A	A	E	F	A	E	E			E	E
Approach Delay (s)		14.0			103.2			63.0			71.2	
Approach LOS		B			F			E			E	

Intersection Summary

HCM Average Control Delay	70.0	HCM Level of Service	E
HCM Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	137.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	93.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	0.97	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1600	1583	3433	1600	1770	1546
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1600	1583	3433	1600	1770	1546
Volume (vph)	723	136	237	1270	206	245
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	786	148	258	1380	224	266
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	786	148	258	1380	224	266
Confl. Peds. (#/hr)			1		1	1
Turn Type		Perm	Prot			Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Actuated Green, G (s)	75.5	75.5	11.8	91.0	19.3	19.3
Effective Green, g (s)	77.5	77.5	11.5	93.0	19.0	19.0
Actuated g/C Ratio	0.65	0.65	0.10	0.78	0.16	0.16
Clearance Time (s)	6.0	6.0	3.7	6.0	3.7	3.7
Vehicle Extension (s)	2.5	2.5	2.5	2.5	3.0	3.0
Lane Grp Cap (vph)	1033	1022	329	1240	280	245
v/s Ratio Prot	0.49		0.08	c0.86	0.13	
v/s Ratio Perm		0.09				c0.17
v/c Ratio	0.76	0.14	0.78	1.11	0.80	1.09
Uniform Delay, d1	14.8	8.3	53.0	13.5	48.7	50.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.2	0.0	11.2	62.4	15.0	82.2
Delay (s)	18.0	8.4	64.2	75.9	63.7	132.7
Level of Service	B	A	E	E	E	F
Approach Delay (s)	16.5			74.1	101.2	
Approach LOS	B			E	F	

Intersection Summary			
HCM Average Control Delay	60.9	HCM Level of Service	E
HCM Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	85.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	0.97	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.96	1.00
Satd. Flow (prot)	1770	1600	1583	3400	1600			1757	1583		1783	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.96	1.00
Satd. Flow (perm)	1770	1600	1583	3400	1600			1757	1583		1783	1583
Volume (vph)	2	919	56	88	1347	13	160	1	199	8	1	5
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)	2	999	61	96	1464	14	174	1	216	9	1	5
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	2	999	61	96	1478	0	0	175	216	0	10	5
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%	3%	2%	2%	2%	2%	2%
Turn Type	Prot		Perm	Prot			Split		Perm	Split		Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	1.0	91.2	91.2	7.4	97.3			30.8	30.8		2.9	2.9
Effective Green, g (s)	1.0	93.2	93.2	7.1	99.3			30.8	30.8		2.9	2.9
Actuated g/C Ratio	0.01	0.62	0.62	0.05	0.66			0.21	0.21		0.02	0.02
Clearance Time (s)	4.0	6.0	6.0	3.7	6.0			4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	2.5	3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	12	994	984	161	1059			361	325		34	31
v/s Ratio Prot	0.00	0.62		c0.03	c0.92			0.10			c0.01	
v/s Ratio Perm			0.04						c0.14			0.00
v/c Ratio	0.17	1.01	0.06	0.60	1.40			0.48	0.66		0.29	0.16
Uniform Delay, d1	74.1	28.4	11.2	70.0	25.4			52.6	54.8		72.5	72.4
Progression Factor	1.00	1.00	1.00	0.98	1.33			1.00	1.00		1.00	1.00
Incremental Delay, d2	6.5	29.8	0.1	0.5	178.6			1.0	5.1		4.8	2.4
Delay (s)	80.6	58.2	11.3	69.4	212.3			53.6	59.9		77.3	74.8
Level of Service	F	E	B	E	F			D	E		E	E
Approach Delay (s)		55.5			203.6			57.1			76.5	
Approach LOS		E			F			E			E	

Intersection Summary

HCM Average Control Delay	132.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.20		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	93.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	0.97	1.00			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	0.97		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	1.00
Satd. Flow (prot)	1770	1600	1583	3273	1600			1775	1542		1817	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	1.00
Satd. Flow (perm)	1770	1600	1583	3273	1600			1775	1542		1817	1583
Volume (vph)	1	1059	37	72	1320	1	115	1	149	1	1	1
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)	1	1151	40	78	1435	1	125	1	162	1	1	1
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	1	1151	40	78	1436	0	0	126	162	0	2	1
Confl. Peds. (#/hr)				1		1			1	1		
Heavy Vehicles (%)	2%	2%	2%	7%	3%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot		Perm	Prot			Split		Perm	Split		Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2						3			4
Actuated Green, G (s)	1.2	104.7	104.7	10.6	114.1			12.3	12.3		5.3	5.3
Effective Green, g (s)	0.9	106.7	106.7	10.3	116.1			12.0	12.0		5.0	5.0
Actuated g/C Ratio	0.01	0.71	0.71	0.07	0.77			0.08	0.08		0.03	0.03
Clearance Time (s)	3.7	6.0	6.0	3.7	6.0			3.7	3.7		3.7	3.7
Vehicle Extension (s)	3.0	3.0	3.0	2.5	3.0			2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	11	1138	1126	225	1238			142	123		61	53
v/s Ratio Prot	0.00	0.72		c0.02	c0.90			0.07			c0.00	
v/s Ratio Perm			0.03						c0.11			0.00
v/c Ratio	0.09	1.01	0.04	0.35	1.16			0.89	1.32		0.03	0.02
Uniform Delay, d1	74.1	21.6	6.4	66.6	17.0			68.3	69.0		70.2	70.1
Progression Factor	0.86	1.18	1.35	1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	1.4	19.4	0.0	0.7	81.3			43.3	188.7		0.2	0.1
Delay (s)	64.9	44.9	8.6	67.3	98.3			111.6	257.7		70.3	70.2
Level of Service	E	D	A	E	F			F	F		E	E
Approach Delay (s)		43.7			96.7			193.8			70.3	
Approach LOS		D			F			F			E	

Intersection Summary

HCM Average Control Delay	84.9	HCM Level of Service	F
HCM Volume to Capacity ratio	1.13		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	89.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		0.97	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	0.99		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.91		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3200		1770	3200	1559	1656	1673		3433	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3200		1770	3200	1559	1656	1673		3433	1863	1583
Volume (vph)	205	864	13	29	1294	630	17	25	40	324	17	167
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)	223	939	14	32	1407	685	18	27	43	352	18	182
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	223	953	0	32	1407	685	18	70	0	352	18	182
Confl. Peds. (#/hr)				1		1			1	1		
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	9%	2%	2%	2%	2%	2%
Turn Type	Prot			Prot		pm+ov	Split			Split		Perm
Protected Phases	5	2		1	6	7	8	8		7	7	
Permitted Phases						6						7
Actuated Green, G (s)	8.8	42.9		2.2	36.3	50.5	4.0	4.0		14.2	14.2	14.2
Effective Green, g (s)	9.0	44.9		2.4	38.3	53.8	4.2	4.2		15.5	15.5	15.5
Actuated g/C Ratio	0.11	0.54		0.03	0.46	0.65	0.05	0.05		0.19	0.19	0.19
Clearance Time (s)	4.2	6.0		4.2	6.0	5.3	4.2	4.2		5.3	5.3	5.3
Vehicle Extension (s)	2.5	2.5		3.0	2.5	2.5	2.0	2.0		2.5	2.5	2.5
Lane Grp Cap (vph)	192	1731		51	1477	1086	84	85		641	348	296
v/s Ratio Prot	c0.13	0.30		0.02	c0.44	c0.12	0.01	c0.04		0.10	0.01	
v/s Ratio Perm						0.32						0.11
v/c Ratio	1.16	0.55		0.63	0.95	0.63	0.21	0.82		0.55	0.05	0.61
Uniform Delay, d1	37.0	12.5		39.9	21.5	8.7	37.8	39.0		30.6	27.7	31.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	115.2	0.3		21.7	13.7	1.1	0.5	43.2		0.8	0.0	3.2
Delay (s)	152.2	12.8		61.5	35.2	9.7	38.3	82.3		31.3	27.8	34.2
Level of Service	F	B		E	D	A	D	F		C	C	C
Approach Delay (s)		39.2			27.4			73.3			32.2	
Approach LOS		D			C			E			C	

Intersection Summary			
HCM Average Control Delay	32.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	83.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	73.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.97	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.89		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1600	1583	1770	1600	1583	1770	1653		3433	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1600	1583	1770	1600	1583	1770	1653		3433	1863	1583
Volume (vph)	109	925	10	7	1200	118	5	1	3	372	3	188
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)	118	1005	11	8	1304	128	5	1	3	404	3	204
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	118	1005	11	8	1304	128	5	4	0	404	3	204
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	7.8	105.7	105.7	0.8	98.5	98.5	0.8	3.2		19.9	21.9	21.9
Effective Green, g (s)	8.0	107.7	107.7	0.8	100.5	100.5	1.0	3.2		19.9	22.1	22.1
Actuated g/C Ratio	0.05	0.73	0.73	0.01	0.68	0.68	0.01	0.02		0.13	0.15	0.15
Clearance Time (s)	4.2	6.0	6.0	4.0	6.0	6.0	4.2	4.0		4.0	4.2	4.2
Vehicle Extension (s)	4.5	4.5	4.5	3.0	4.5	4.5	4.5	3.0		3.0	3.5	3.5
Lane Grp Cap (vph)	96	1167	1155	10	1089	1078	12	36		463	279	237
v/s Ratio Prot	c0.07	0.63		0.00	c0.81		0.00	0.00		c0.12	0.00	
v/s Ratio Perm			0.01			0.08						c0.13
v/c Ratio	1.23	0.86	0.01	0.80	1.20	0.12	0.42	0.11		0.87	0.01	0.86
Uniform Delay, d1	69.8	14.5	5.4	73.3	23.5	8.2	73.0	70.8		62.6	53.4	61.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	165.7	7.1	0.0	169.7	97.9	0.1	35.8	1.4		16.4	0.0	26.3
Delay (s)	235.5	21.7	5.4	243.0	121.5	8.3	108.8	72.2		79.0	53.5	87.6
Level of Service	F	C	A	F	F	A	F	E		E	D	F
Approach Delay (s)		43.8			112.1			92.5			81.7	
Approach LOS		D			F			F			F	

Intersection Summary

HCM Average Control Delay	82.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	147.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	96.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.87			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.96	1.00
Satd. Flow (prot)	1770	1600	1583	1770	1600	1583	1770	1620			1781	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.73	1.00			0.72	1.00
Satd. Flow (perm)	1770	1600	1583	1770	1600	1583	1353	1620			1335	1583
Volume (vph)	60	1176	64	13	1182	30	70	5	30	40	4	72
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)	65	1278	70	14	1285	33	76	5	33	43	4	78
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	65	1278	70	14	1285	33	76	38	0	0	47	78
Turn Type	Prot		Perm	Prot		Perm	Perm			Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	5.3	112.0	112.0	1.6	108.3	108.3	13.0	13.0			13.0	13.0
Effective Green, g (s)	5.0	114.0	114.0	1.3	110.3	110.3	13.1	13.1			13.1	13.1
Actuated g/C Ratio	0.04	0.81	0.81	0.01	0.79	0.79	0.09	0.09			0.09	0.09
Clearance Time (s)	3.7	6.0	6.0	3.7	6.0	6.0	4.1	4.1			4.1	4.1
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	63	1299	1285	16	1257	1244	126	151			125	148
v/s Ratio Prot	c0.04	c0.80		0.01	c0.80			0.02				
v/s Ratio Perm			0.04			0.02	c0.06				0.04	0.05
v/c Ratio	1.03	0.98	0.05	0.88	1.02	0.03	0.60	0.25			0.38	0.53
Uniform Delay, d1	67.7	12.3	2.6	69.5	15.1	3.3	61.2	59.1			59.8	60.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	122.5	21.1	0.0	161.3	31.2	0.0	7.9	0.9			1.9	3.4
Delay (s)	190.2	33.4	2.6	230.7	46.2	3.3	69.1	60.0			61.7	64.1
Level of Service	F	C	A	F	D	A	E	E			E	E
Approach Delay (s)		39.1			47.1			66.0			63.2	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM Average Control Delay	44.7	HCM Level of Service	D
HCM Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	140.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	80.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	0.97	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1600	1583	3433	1600	1770	1546
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1600	1583	3433	1600	1770	1546
Volume (vph)	1105	140	208	1008	217	381
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1201	152	226	1096	236	414
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1201	152	226	1096	236	414
Confl. Peds. (#/hr)			1		1	1
Heavy Vehicles (%)	2%	2%	2%	4%	2%	2%
Turn Type		Perm	Prot			Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Actuated Green, G (s)	86.0	86.0	8.3	98.0	32.3	32.3
Effective Green, g (s)	88.0	88.0	8.0	100.0	32.0	32.0
Actuated g/C Ratio	0.63	0.63	0.06	0.71	0.23	0.23
Clearance Time (s)	6.0	6.0	3.7	6.0	3.7	3.7
Vehicle Extension (s)	2.5	2.5	2.5	2.5	3.0	3.0
Lane Grp Cap (vph)	1006	995	196	1143	405	353
v/s Ratio Prot	c0.75		c0.07	0.69	0.13	
v/s Ratio Perm		0.10				c0.27
v/c Ratio	1.19	0.15	1.15	0.96	0.58	1.17
Uniform Delay, d1	26.0	10.7	66.0	18.1	48.1	54.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	97.1	0.1	111.6	17.4	2.1	103.7
Delay (s)	123.1	10.7	177.6	35.5	50.2	157.7
Level of Service	F	B	F	D	D	F
Approach Delay (s)	110.5			59.8	118.7	
Approach LOS	F			E	F	

Intersection Summary

HCM Average Control Delay	91.9	HCM Level of Service	F
HCM Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	88.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	0.97	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.96	1.00
Satd. Flow (prot)	1770	1600	1583	3433	1600			1775	1568		1791	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.96	1.00
Satd. Flow (perm)	1770	1600	1583	3433	1600			1775	1568		1791	1583
Volume (vph)	1	1365	121	157	1134	7	82	1	161	4	1	4
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)	1	1484	132	171	1233	8	89	1	175	4	1	4
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	1	1484	132	171	1241	0	0	90	175	0	5	4
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%
Turn Type	Prot		Perm	Prot			Split		Perm	Split		Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	0.8	92.6	92.6	11.0	102.5			26.0	26.0		2.7	2.7
Effective Green, g (s)	0.8	94.6	94.6	10.7	104.5			26.0	26.0		2.7	2.7
Actuated g/C Ratio	0.01	0.63	0.63	0.07	0.70			0.17	0.17		0.02	0.02
Clearance Time (s)	4.0	6.0	6.0	3.7	6.0			4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	2.5	3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	9	1009	998	245	1115			308	272		32	28
v/s Ratio Prot	0.00	c0.93		c0.05	c0.78			0.05			c0.00	
v/s Ratio Perm			0.08						c0.11			0.00
v/c Ratio	0.11	1.47	0.13	0.70	1.11			0.29	0.64		0.16	0.14
Uniform Delay, d1	74.2	27.7	11.2	68.1	22.8			54.0	57.7		72.5	72.5
Progression Factor	1.00	1.00	1.00	1.04	0.73			1.00	1.00		1.00	1.00
Incremental Delay, d2	5.4	217.3	0.3	1.9	54.4			0.5	5.1		2.3	2.3
Delay (s)	79.7	245.0	11.4	72.7	70.9			54.5	62.8		74.8	74.9
Level of Service	E	F	B	E	E			D	E		E	E
Approach Delay (s)		225.8			71.1			60.0			74.8	
Approach LOS		F			E			E			E	

Intersection Summary

HCM Average Control Delay	146.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.28		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	95.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	0.97	1.00			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	0.97		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	1.00
Satd. Flow (prot)	1770	1600	1583	3273	1600			1776	1539		1817	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	1.00
Satd. Flow (perm)	1770	1600	1583	3273	1600			1776	1539		1817	1583
Volume (vph)	2	1422	116	156	1215	1	74	2	114	1	1	2
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)	2	1546	126	170	1321	1	80	2	124	1	1	2
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	2	1546	126	170	1322	0	0	82	124	0	2	2
Confl. Peds. (#/hr)				1		1			1	1		
Heavy Vehicles (%)	2%	2%	2%	7%	3%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot		Perm	Prot			Split		Perm	Split		Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2						3			4
Actuated Green, G (s)	1.3	100.2	100.2	18.1	117.0			9.3	9.3		5.3	5.3
Effective Green, g (s)	1.0	102.2	102.2	17.8	119.0			9.0	9.0		5.0	5.0
Actuated g/C Ratio	0.01	0.68	0.68	0.12	0.79			0.06	0.06		0.03	0.03
Clearance Time (s)	3.7	6.0	6.0	3.7	6.0			3.7	3.7		3.7	3.7
Vehicle Extension (s)	3.0	3.0	3.0	2.5	3.0			2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	12	1090	1079	388	1269			107	92		61	53
v/s Ratio Prot	0.00	c0.97		c0.05	c0.83			0.05			0.00	
v/s Ratio Perm			0.08						c0.08			c0.00
v/c Ratio	0.17	1.42	0.12	0.44	1.04			0.77	1.35		0.03	0.04
Uniform Delay, d1	74.1	23.9	8.3	61.5	15.5			69.5	70.5		70.2	70.2
Progression Factor	1.13	1.45	0.96	1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	0.6	188.8	0.0	0.6	36.8			26.3	212.4		0.2	0.2
Delay (s)	84.5	223.4	7.9	62.0	52.3			95.8	282.9		70.3	70.4
Level of Service	F	F	A	E	D			F	F		E	E
Approach Delay (s)		207.0			53.4			208.4			70.4	
Approach LOS		F			D			F			E	

Intersection Summary

HCM Average Control Delay	139.1	HCM Level of Service	F
HCM Volume to Capacity ratio	1.33		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	95.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00		0.97	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.89		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1600	1583	1770	3200	1583	1770	1663		3433	1863	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1600	1583	1770	3200	1583	1770	1663		3433	1863	1568
Volume (vph)	253	752	3	2	1156	394	9	2	5	113	1	139
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)	275	817	3	2	1257	428	10	2	5	123	1	151
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	275	817	3	2	1257	428	10	7	0	123	1	151
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	22.0	75.0	75.0	0.6	53.4	53.4	1.1	5.0		12.1	15.6	15.6
Effective Green, g (s)	22.2	77.0	77.0	0.6	55.4	55.4	1.3	5.0		12.1	15.8	15.8
Actuated g/C Ratio	0.20	0.70	0.70	0.01	0.50	0.50	0.01	0.05		0.11	0.14	0.14
Clearance Time (s)	4.2	6.0	6.0	4.0	6.0	6.0	4.2	4.0		4.0	4.2	4.2
Vehicle Extension (s)	4.5	4.5	4.5	3.0	4.5	4.5	4.5	3.0		3.0	3.5	3.5
Lane Grp Cap (vph)	355	1113	1101	10	1601	792	21	75		375	266	224
v/s Ratio Prot	0.16	c0.51		0.00	c0.39		0.01	0.00		c0.04	0.00	
v/s Ratio Perm			0.00			0.27						c0.10
v/c Ratio	0.77	0.73	0.00	0.20	0.79	0.54	0.48	0.09		0.33	0.00	0.67
Uniform Delay, d1	41.9	10.5	5.1	54.8	22.8	18.9	54.4	50.7		45.5	40.7	45.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	11.3	2.9	0.0	9.6	2.9	1.1	26.6	0.5		0.5	0.0	8.1
Delay (s)	53.1	13.4	5.1	64.5	25.7	20.1	81.0	51.2		46.1	40.7	53.1
Level of Service	D	B	A	E	C	C	F	D		D	D	D
Approach Delay (s)		23.3			24.3			68.7			49.9	
Approach LOS		C			C			E			D	

Intersection Summary

HCM Average Control Delay	26.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	110.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98	1.00	0.99			1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.86			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.95	1.00
Satd. Flow (prot)	1770	1600	1583	1770	3200	1548	1770	1581			1775	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.74	1.00			0.72	1.00
Satd. Flow (perm)	1770	1600	1583	1770	3200	1548	1370	1581			1347	1583
Volume (vph)	32	792	46	21	1423	32	51	2	28	29	1	77
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)	35	861	50	23	1547	35	55	2	30	32	1	84
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	35	861	50	23	1547	35	55	32	0	0	33	84
Confl. Peds. (#/hr)				1		1			1	1		
Turn Type	Prot		Perm	Prot		Perm	Perm			Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	1.8	58.7	58.7	1.7	58.6	58.6	9.1	9.1			9.1	9.1
Effective Green, g (s)	1.5	60.7	60.7	1.4	60.6	60.6	9.2	9.2			9.2	9.2
Actuated g/C Ratio	0.02	0.73	0.73	0.02	0.73	0.73	0.11	0.11			0.11	0.11
Clearance Time (s)	3.7	6.0	6.0	3.7	6.0	6.0	4.1	4.1			4.1	4.1
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	32	1166	1154	30	2328	1126	151	175			149	175
v/s Ratio Prot	c0.02	c0.54		0.01	0.48			0.02				
v/s Ratio Perm			0.03			0.02	0.04				0.02	c0.05
v/c Ratio	1.09	0.74	0.04	0.77	0.66	0.03	0.36	0.18			0.22	0.48
Uniform Delay, d1	40.9	6.6	3.2	40.8	6.0	3.2	34.3	33.6			33.8	34.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	188.8	2.7	0.0	72.7	0.8	0.0	1.5	0.5			0.8	2.1
Delay (s)	229.7	9.3	3.2	113.5	6.8	3.2	35.8	34.1			34.5	36.9
Level of Service	F	A	A	F	A	A	D	C			C	D
Approach Delay (s)		17.1			8.2			35.2			36.2	
Approach LOS		B			A			D			D	

Intersection Summary

HCM Average Control Delay	13.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	83.3	Sum of lost time (s)	8.0
Intersection Capacity Utilization	58.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	1.00	0.97	0.95	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3200	1583	3433	3200	1770	1563
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3200	1583	3433	3200	1770	1563
Volume (vph)	723	136	237	1270	206	245
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	786	148	258	1380	224	266
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	786	148	258	1380	224	266
Confl. Peds. (#/hr)			1		1	1
Turn Type		Perm	Prot			Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Actuated Green, G (s)	19.6	19.6	9.5	32.8	19.6	19.6
Effective Green, g (s)	21.6	21.6	9.2	34.8	19.3	19.3
Actuated g/C Ratio	0.35	0.35	0.15	0.56	0.31	0.31
Clearance Time (s)	6.0	6.0	3.7	6.0	3.7	3.7
Vehicle Extension (s)	2.5	2.5	2.5	2.5	3.0	3.0
Lane Grp Cap (vph)	1113	551	509	1793	550	486
v/s Ratio Prot	0.25		0.08	c0.43	0.13	
v/s Ratio Perm		0.09				c0.17
v/c Ratio	0.71	0.27	0.51	0.77	0.41	0.55
Uniform Delay, d1	17.5	14.6	24.4	10.6	16.9	17.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.9	0.2	0.6	2.0	0.5	1.3
Delay (s)	19.4	14.8	24.9	12.5	17.4	19.0
Level of Service	B	B	C	B	B	B
Approach Delay (s)	18.7			14.5	18.3	
Approach LOS	B			B	B	

Intersection Summary			
HCM Average Control Delay	16.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	62.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	53.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	0.95	1.00	0.97	0.95			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.96	1.00
Satd. Flow (prot)	1770	3200	1583	3400	3200			1757	1583		1783	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.96	1.00
Satd. Flow (perm)	1770	3200	1583	3400	3200			1757	1583		1783	1583
Volume (vph)	2	919	56	88	1347	13	160	1	199	8	1	5
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)	2	999	61	96	1464	14	174	1	216	9	1	5
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	2	999	61	96	1478	0	0	175	216	0	10	5
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%	3%	2%	2%	2%	2%	2%
Turn Type	Prot		Perm	Prot			Split		Perm	Split		Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	1.3	94.9	94.9	9.1	102.4			25.3	25.3		3.0	3.0
Effective Green, g (s)	1.3	96.9	96.9	8.8	104.4			25.3	25.3		3.0	3.0
Actuated g/C Ratio	0.01	0.65	0.65	0.06	0.70			0.17	0.17		0.02	0.02
Clearance Time (s)	4.0	6.0	6.0	3.7	6.0			4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	2.5	3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	15	2067	1023	199	2227			296	267		36	32
v/s Ratio Prot	0.00	0.31		c0.03	c0.46			0.10			c0.01	
v/s Ratio Perm			0.04						c0.14			0.00
v/c Ratio	0.13	0.48	0.06	0.48	0.66			0.59	0.81		0.28	0.16
Uniform Delay, d1	73.8	13.7	9.8	68.4	12.9			57.6	60.0		72.4	72.3
Progression Factor	1.00	1.00	1.00	0.86	1.72			1.00	1.00		1.00	1.00
Incremental Delay, d2	4.0	0.8	0.1	1.1	1.3			3.1	16.3		4.2	2.3
Delay (s)	77.8	14.5	9.9	60.0	23.4			60.7	76.3		76.6	74.5
Level of Service	E	B	A	E	C			E	E		E	E
Approach Delay (s)		14.3			25.6			69.4			75.9	
Approach LOS		B			C			E			E	

Intersection Summary

HCM Average Control Delay	27.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	59.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.95	1.00	0.97	0.95			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	0.98		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	1.00
Satd. Flow (prot)	1770	3200	1583	3273	3200			1775	1546		1817	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	1.00
Satd. Flow (perm)	1770	3200	1583	3273	3200			1775	1546		1817	1583
Volume (vph)	1	1059	37	72	1320	1	115	1	149	1	1	1
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)	1	1151	40	78	1435	1	125	1	162	1	1	1
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	1	1151	40	78	1436	0	0	126	162	0	2	1
Confl. Peds. (#/hr)				1		1			1	1		
Heavy Vehicles (%)	2%	2%	2%	7%	3%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot		Perm	Prot			Split		Perm	Split		Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2						3			4
Actuated Green, G (s)	1.2	99.3	99.3	8.5	106.6			19.8	19.8		5.3	5.3
Effective Green, g (s)	0.9	101.3	101.3	8.2	108.6			19.5	19.5		5.0	5.0
Actuated g/C Ratio	0.01	0.68	0.68	0.05	0.72			0.13	0.13		0.03	0.03
Clearance Time (s)	3.7	6.0	6.0	3.7	6.0			3.7	3.7		3.7	3.7
Vehicle Extension (s)	3.0	3.0	3.0	2.5	3.0			2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	11	2161	1069	179	2317			231	201		61	53
v/s Ratio Prot	0.00	0.36		c0.02	c0.45			0.07			c0.00	
v/s Ratio Perm			0.03						c0.10			0.00
v/c Ratio	0.09	0.53	0.04	0.44	0.62			0.55	0.81		0.03	0.02
Uniform Delay, d1	74.1	12.3	8.1	68.7	10.4			61.1	63.4		70.2	70.1
Progression Factor	0.81	1.13	1.39	1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	3.1	0.8	0.1	1.2	1.3			2.1	20.0		0.2	0.1
Delay (s)	62.8	14.8	11.3	69.9	11.6			63.2	83.4		70.3	70.2
Level of Service	E	B	B	E	B			E	F		E	E
Approach Delay (s)		14.7			14.6			74.5			70.3	
Approach LOS		B			B			E			E	

Intersection Summary

HCM Average Control Delay	20.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00		0.97	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.89		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1600	1583	1770	3200	1583	1770	1653		3433	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1600	1583	1770	3200	1583	1770	1653		3433	1863	1583
Volume (vph)	109	925	10	7	1200	118	5	1	3	372	3	188
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)	118	1005	11	8	1304	128	5	1	3	404	3	204
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	118	1005	11	8	1304	128	5	4	0	404	3	204
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	11.3	78.9	78.9	0.6	68.0	68.0	0.6	2.6		19.8	21.4	21.4
Effective Green, g (s)	11.5	80.9	80.9	0.6	70.0	70.0	0.8	2.6		19.8	21.6	21.6
Actuated g/C Ratio	0.10	0.67	0.67	0.01	0.58	0.58	0.01	0.02		0.17	0.18	0.18
Clearance Time (s)	4.2	6.0	6.0	4.0	6.0	6.0	4.2	4.0		4.0	4.2	4.2
Vehicle Extension (s)	4.5	4.5	4.5	3.0	4.5	4.5	4.5	3.0		3.0	3.5	3.5
Lane Grp Cap (vph)	170	1080	1068	9	1868	924	12	36		567	336	285
v/s Ratio Prot	c0.07	c0.63		0.00	0.41		0.00	0.00		c0.12	0.00	
v/s Ratio Perm			0.01			0.08						c0.13
v/c Ratio	0.69	0.93	0.01	0.89	0.70	0.14	0.42	0.11		0.71	0.01	0.72
Uniform Delay, d1	52.5	17.0	6.4	59.6	17.5	11.3	59.3	57.5		47.4	40.4	46.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	13.3	14.1	0.0	230.5	1.3	0.1	35.8	1.4		4.2	0.0	8.6
Delay (s)	65.8	31.1	6.4	290.1	18.9	11.4	95.1	58.9		51.6	40.4	54.8
Level of Service	E	C	A	F	B	B	F	E		D	D	D
Approach Delay (s)		34.5			19.7			79.0			52.6	
Approach LOS		C			B			E			D	

Intersection Summary

HCM Average Control Delay	31.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	119.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.87			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.96	1.00
Satd. Flow (prot)	1770	1600	1583	1770	3200	1583	1770	1620			1781	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.73	1.00			0.72	1.00
Satd. Flow (perm)	1770	1600	1583	1770	3200	1583	1353	1620			1335	1583
Volume (vph)	60	1176	64	13	1182	30	70	5	30	40	4	72
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)	65	1278	70	14	1285	33	76	5	33	43	4	78
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	65	1278	70	14	1285	33	76	38	0	0	47	78
Turn Type	Prot		Perm	Prot		Perm	Perm			Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	8.4	109.2	109.2	1.5	102.3	102.3	11.1	11.1			11.1	11.1
Effective Green, g (s)	8.1	111.2	111.2	1.2	104.3	104.3	11.2	11.2			11.2	11.2
Actuated g/C Ratio	0.06	0.82	0.82	0.01	0.77	0.77	0.08	0.08			0.08	0.08
Clearance Time (s)	3.7	6.0	6.0	3.7	6.0	6.0	4.1	4.1			4.1	4.1
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	106	1312	1298	16	2461	1218	112	134			110	131
v/s Ratio Prot	c0.04	c0.80		0.01	0.40			0.02				
v/s Ratio Perm			0.04			0.02	c0.06				0.04	0.05
v/c Ratio	0.61	0.97	0.05	0.88	0.52	0.03	0.68	0.28			0.43	0.60
Uniform Delay, d1	62.2	10.9	2.3	67.1	6.0	3.7	60.5	58.4			59.1	60.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	10.1	18.9	0.0	161.3	0.3	0.0	15.1	1.2			2.7	7.1
Delay (s)	72.3	29.8	2.3	228.4	6.3	3.7	75.6	59.6			61.8	67.1
Level of Service	E	C	A	F	A	A	E	E			E	E
Approach Delay (s)		30.4			8.6			70.2			65.1	
Approach LOS		C			A			E			E	

Intersection Summary

HCM Average Control Delay	23.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	135.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	1.00	0.97	0.95	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3200	1583	3433	3200	1770	1562
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3200	1583	3433	3200	1770	1562
Volume (vph)	1105	140	208	1008	217	381
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1201	152	226	1096	236	414
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1201	152	226	1096	236	414
Confl. Peds. (#/hr)			1		1	1
Heavy Vehicles (%)	2%	2%	2%	4%	2%	2%
Turn Type		Perm	Prot			Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Actuated Green, G (s)	45.0	45.0	11.8	60.5	32.0	32.0
Effective Green, g (s)	47.0	47.0	11.5	62.5	31.7	31.7
Actuated g/C Ratio	0.46	0.46	0.11	0.61	0.31	0.31
Clearance Time (s)	6.0	6.0	3.7	6.0	3.7	3.7
Vehicle Extension (s)	2.5	2.5	2.5	2.5	3.0	3.0
Lane Grp Cap (vph)	1472	728	386	1957	549	484
v/s Ratio Prot	c0.38		0.07	c0.34	0.13	
v/s Ratio Perm		0.10				c0.27
v/c Ratio	0.82	0.21	0.59	0.56	0.43	0.86
Uniform Delay, d1	23.9	16.5	43.1	11.7	28.1	33.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.5	0.1	1.9	0.3	0.5	13.8
Delay (s)	27.4	16.6	45.0	12.0	28.6	46.9
Level of Service	C	B	D	B	C	D
Approach Delay (s)	26.2			17.7	40.2	
Approach LOS	C			B	D	

Intersection Summary

HCM Average Control Delay	25.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	102.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	0.95	1.00	0.97	0.95			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.96	1.00
Satd. Flow (prot)	1770	3200	1583	3433	3200			1775	1568		1791	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.96	1.00
Satd. Flow (perm)	1770	3200	1583	3433	3200			1775	1568		1791	1583
Volume (vph)	1	1365	121	157	1134	7	82	1	161	4	1	4
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)	1	1484	132	171	1233	8	89	1	175	4	1	4
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	1	1484	132	171	1241	0	0	90	175	0	5	4
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%
Turn Type	Prot		Perm	Prot			Split		Perm	Split		Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	1.2	95.6	95.6	12.1	106.2			21.9	21.9		2.7	2.7
Effective Green, g (s)	1.2	97.6	97.6	11.8	108.2			21.9	21.9		2.7	2.7
Actuated g/C Ratio	0.01	0.65	0.65	0.08	0.72			0.15	0.15		0.02	0.02
Clearance Time (s)	4.0	6.0	6.0	3.7	6.0			4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	2.5	3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	14	2082	1030	270	2308			259	229		32	28
v/s Ratio Prot	0.00	c0.46		c0.05	0.39			0.05			c0.00	
v/s Ratio Perm			0.08						c0.11			0.00
v/c Ratio	0.07	0.71	0.13	0.63	0.54			0.35	0.76		0.16	0.14
Uniform Delay, d1	73.8	17.1	10.0	67.0	9.5			57.6	61.6		72.5	72.5
Progression Factor	1.00	1.00	1.00	1.13	0.65			1.00	1.00		1.00	1.00
Incremental Delay, d2	2.2	2.1	0.3	3.6	0.8			0.8	14.0		2.3	2.3
Delay (s)	76.0	19.2	10.2	79.5	6.9			58.4	75.6		74.8	74.9
Level of Service	E	B	B	E	A			E	E		E	E
Approach Delay (s)		18.5			15.7			69.8			74.8	
Approach LOS		B			B			E			E	

Intersection Summary

HCM Average Control Delay	21.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	0.95	1.00	0.97	0.95			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	0.98		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	1.00
Satd. Flow (prot)	1770	3200	1583	3273	3200			1776	1544		1817	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	1.00
Satd. Flow (perm)	1770	3200	1583	3273	3200			1776	1544		1817	1583
Volume (vph)	2	1422	116	156	1215	1	74	2	114	1	1	2
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)	2	1546	126	170	1321	1	80	2	124	1	1	2
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	2	1546	126	170	1322	0	0	82	124	0	2	2
Confl. Peds. (#/hr)				1		1			1	1		
Heavy Vehicles (%)	2%	2%	2%	7%	3%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot		Perm	Prot			Split		Perm	Split		Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2						3			4
Actuated Green, G (s)	1.3	99.2	99.2	12.8	110.7			15.6	15.6		5.3	5.3
Effective Green, g (s)	1.0	101.2	101.2	12.5	112.7			15.3	15.3		5.0	5.0
Actuated g/C Ratio	0.01	0.67	0.67	0.08	0.75			0.10	0.10		0.03	0.03
Clearance Time (s)	3.7	6.0	6.0	3.7	6.0			3.7	3.7		3.7	3.7
Vehicle Extension (s)	3.0	3.0	3.0	2.5	3.0			2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	12	2159	1068	273	2404			181	157		61	53
v/s Ratio Prot	0.00	c0.48		c0.05	0.41			0.05			0.00	
v/s Ratio Perm			0.08						c0.08			c0.00
v/c Ratio	0.17	0.72	0.12	0.62	0.55			0.45	0.79		0.03	0.04
Uniform Delay, d1	74.1	15.4	8.6	66.5	7.9			63.4	65.8		70.2	70.2
Progression Factor	1.16	1.59	1.13	1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	4.6	1.5	0.2	3.8	0.9			1.3	22.0		0.2	0.2
Delay (s)	90.5	25.9	9.9	70.3	8.8			64.7	87.7		70.3	70.4
Level of Service	F	C	A	E	A			E	F		E	E
Approach Delay (s)		24.7			15.8			78.6			70.4	
Approach LOS		C			B			E			E	

Intersection Summary

HCM Average Control Delay	24.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	64.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

TRIP GENERATION FOR CUMULATIVE PROJECTS

PROJECT	SIZE	DAILY TRIP RATE	DAILY TRIPS	AM PEAK HOUR PEAK HOUR VOL.	AM PEAK HOUR (% OF DAILY)	AM PEAK HOUR IN	AM PEAK HOUR OUT	PM PEAK HOUR PEAK HOUR VOL.	PM PEAK HOUR (% OF DAILY)	PM PEAK HOUR IN	PM PEAK HOUR OUT
City of Marina:											
1. K-8 School	850 Students		1,377	451	(33%)	248	203	128	(9%)	66	62
2. MBEST [2]	- -	-	16,894	1,155	(7%)	902	253	1,813	(11%)	603	1,210
3. CSUMB Students (2010-2025)[3]	6,389 Students	-	10,476	924	(9%)	739	185	924	(9%)	277	647
4. University Villages[4]											
Phases 2, 3, and Opportunity Phases	- -	-	66,345	4,328	(7%)	2,918	1,410	6,578	(10%)	2,858	3,720
5. Marina Station[5]	- -	-	25,837	2,276	(9%)	1,201	1,075	2,605	(10%)	1,179	1,426
City of Seaside:											
6. Ord Military Housing											
Seaside Development Area	- -	-	9,185	258	(3%)	133	125	839	(9%)	416	423
7. Main Gate Shopping Center	650,000 S.F.	-	25,897	538	(2%)	328	210	2,437	(9%)	1,170	1,267
8. East of Gen. Jim Moore Bl. Housing	1,800 Units[6]	9.57	17,226	1,350	(8%)	338	1,012	1,818	(11%)	1,182	636
9. Former First Tee Site (Golf Course)[7]	- -	-	1,028	43	(4%)	32	11	79	(8%)	29	50
10. Del Monte Hotel	98 Rooms	8.23	807	51	(5%)	28	23	60	(6%)	35	25
11. Seaside Auto Center Redevelopment[8]	- -	- -		-	-	-		-	-	-	
12. Plaza de Espritu (Commercial/Retail)[9]	4,709 S.F.	44.32	209	6	(3%)	4	2	13	(6%)	6	7
13. Laguna Grande Plaza (Commercial/Retail)[9]	6,941 S.F.	44.32	308	9	(3%)	5	4	19	(6%)	8	11
14. Diaz Restaurants	2,000 S.F.	127.15	254	23	(9%)	12	11	22	(9%)	13	9
15. Ahmed Ali Retail Store	6,464 S.F.	44.32	286	9	(3%)	5	4	18	(6%)	8	10
City of Sand City:											
16. Monterey Bay Shores Hotel	100 Rooms[11]	8.23	823	52	(3%)	29	23	61	(6%)	35	26
17. Collections on Monterey Bay	100 Rooms[11]	8.23	823	52	(15%)	29	23	61	(17%)	35	26
18. South of Tioga (The Orosco Group)[12]											
Apartments	30 Units	6.72	202	15	(7%)	3	12	19	(9%)	12	7
Commercial/Retail	20,000 S.F.	44.32	886	27	(3%)	16	11	54	(6%)	24	30
Office	20,000 S.F.	11.01	220	31	(14%)	27	4	30	(14%)	5	25
City of Del Rey Oaks:											
19. The Resort at Del Rey Oaks	- -	-	12,897	879	(7%)	694	185	1,001	(8%)	308	693
City of Monterey											
20. Ryan Ranch Business Park											
101 Wilson Road (Medical Offices)[13]	26,453 S.F.	-	867	66	(8%)	52	14	91	(10%)	25	66
1 Swain Court (Office/Indust. Research)	127,412 S.F.	11.01	1,403	197	(14%)	173	24	190	(14%)	32	158
21. 2711 Garden Road (Office)	23,080 S.F.	11.01	254	36	(14%)	32	4	34	(13%)	6	28
Unincorporated Monterey County:											
22. East Garrison [14]	- -	-	12,392	865	(7%)	112	753	1,130	(9%)	717	413
23. Monterey Airport Expansion (Project 2)[15]	355,000 S.F.	-	1,082	154	(14%)	115	39	185	(17%)	62	123
24. Monterey Horse Park [16]	- -	-	1,507	151	(10%)	132	19	204	(14%)	20	184
25. MRWMD Master Plan Update	- -	-	1,932	180	(9%)	114	66	210	(11%)	60	150
26. Corral De Tierra Shopping Center[17]	Mixed Use	-	5,100	95	(2%)	63	32	235	(5%)	108	127
27. Wang Subdivision[18]											
Single-Family Homes	23 Units	9.57	220	17	(8%)	4	13	23	(10%)	14	9
Inclusionary Housing	6 Units	5.86	35	3	(9%)	1	2	3	(9%)	2	1
28. Ferrini Ranch											
Single-Family Homes	212 Units	9.57	2,029	159	(8%)	40	119	213	(10%)	137	76
Wine Tasting [19]	15,000 S.F.	-	665	0	(0%)	0	0	57	(9%)	36	21
29. Laguna Seca Villas (Condominiums)[20]	104 Units	-	664	53	(8%)	9	44	62	(9%)	42	20
Carmel Valley:											
30. September Ranch	110 Units	9.57	1,053	83	(8%)	21	62	111	(11%)	70	41
31. Rancho Canada	281 Units	9.57	2,689	211	(8%)	53	158	284	(11%)	179	105
TOTAL CUMULATIVE PROJECTS			223,871	14,747	(7%)	8,612	6,135	21,611	(10%)	9,779	11,832

Notes:

1. Traffic volumes are based on trip generation rates quoted by the Institute of Transportation Engineers *Trip Generation*, 6th Edition, 1997, and 7th Edition, 2003, unless otherwise noted.
2. *University of California Monterey Bay Education, Science and Technology Center (UCMBEST Center) Traffic Analysis Repo*, Higgins Associates, October 31, 2003. Assumes 25% of project is built out by year 2010, with remaining 75% built out over the following 15-20 years.
3. Trip generation from *California State University at Monterey Bay (CSUMB) 2004 Master Plan Update Traffic Impact Study Repor*, Higgins Associates, July 26, 2004.
4. Trip generation from *Marina University Villages Mixed Use Development Traffic Impact Study Repor*, Higgins Associates, December 17, 2004.
5. Trip generation for Marina Station from *Marina Station Traffic Impact Analysis*, Higgins Associates, December 6, 2006. Project includes residential, commercial, office, and industrial uses.
6. Number of units for this project are unknown; number used here is estimate based upon City of Seaside's maximum housing density for this land use (8 units/acre).
7. Trip generation from *The First Tee Traffic Analysis Study*, Higgins Associates, July 2002.
8. Seaside Auto Center Redevelopment would only reconfigure the access roadways to the auto center, and reconstruct the internal roadways.
9. ITE does not provide AM peak hour trip rates for the "specialty retail" land use. Rates used here are published by San Diego Association of Governments, *Brief Guilde of Vehicular Traffic Generation Rates for the San Diego Regio*, July 1998.
10. Although project has been approved by the City of Sand City, its construction has been halted by the California Coastal Commission; therefore, its construction timeline is unknown. For that reason, this project is analyzed as a cumulative project.
11. Exact size of projects unknown. Analysis assumes 100 hotel rooms.
12. City of Sand City anticipating application submittal in near future, but uncertain of exact project definition. Analysis assumes project identical to "Design Center" (Approved project #28 -- see *Exhibit 6A*).
13. Daily and PM peak hour trip generation based upon fitted curve equations, rather than any specific trip generation rates.
14. Full buildout of East Garrison development will not occur until 2030. Fifty percent of the development is assumed to be constructed by the year 2015. Trip generation represents trips external to the development itself.
15. Trip generation from *Airport Road Extension & Monterey Peninsula Airport North-side Development Project Traffic Impact Study Report*, Higgins Associates, January 28, 2005.
16. Letter to D. Munn, *Monterey Horse Park, Monterey County, California - Estimated Trip Generation of Proposed New Facilit*, Higgins Associates, January 14, 2004.
17. AM and PM peak hour trip generation from *Corral De Tierra Mixed Use Devlopment Final Traffic Repor*, Hexagon Transportation Consultants, April 8, 2005. Daily trip generation estimated, based upon trip generation assumptions utilized in peak hour trip generation derivation in said report.
18. Trip generation from *Wang Subdivision Traffic Impact Analysis*, Higgins Associates, December 21, 2005.
19. Wine tasting facility not anticipated to be open during the AM peak hour.
20. Daily, AM peak hour, and PM peak hour trip generation for the Laguna Seca Villas project taken from Laguna Seca Villas Initial Study, Monterey County Planning and Building Inspection Department, March 2006. Inbound and outbound distributions derived from ITE *Trip Generation* (Source #1), above.

Appendix H

Intersection Level of Service Calculation Worksheets

Cumulative Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		0.97	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.90		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3200		1770	3200	1568	1770	1670		3433	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3200		1770	3200	1568	1770	1670		3433	1863	1583
Volume (vph)	188	1266	13	18	1130	425	16	12	27	415	25	276
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)	204	1376	14	20	1228	462	17	13	29	451	27	300
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	204	1390	0	20	1228	462	17	42	0	451	27	300
Heavy Vehicles (%)	2%	2%	2%	2%	4%	3%	2%	2%	2%	2%	2%	2%
Turn Type	Prot			Prot		pm+ov	Split			Split		Perm
Protected Phases	5	2		1	6	7	8	8		7	7	
Permitted Phases						6						7
Actuated Green, G (s)	7.9	38.9		0.7	31.7	49.5	2.2	2.2		17.8	17.8	17.8
Effective Green, g (s)	8.1	40.9		0.9	33.7	52.8	2.4	2.4		19.1	19.1	19.1
Actuated g/C Ratio	0.10	0.52		0.01	0.42	0.67	0.03	0.03		0.24	0.24	0.24
Clearance Time (s)	4.2	6.0		4.2	6.0	5.3	4.2	4.2		5.3	5.3	5.3
Vehicle Extension (s)	2.5	2.5		3.0	2.5	2.5	2.0	2.0		2.5	2.5	2.5
Lane Grp Cap (vph)	181	1650		20	1360	1123	54	51		827	449	381
v/s Ratio Prot	c0.12	c0.43		0.01	0.38	0.10	0.01	c0.03		0.13	0.01	
v/s Ratio Perm						0.20						c0.19
v/c Ratio	1.13	0.84		1.00	0.90	0.41	0.31	0.82		0.55	0.06	0.79
Uniform Delay, d1	35.6	16.4		39.2	21.3	6.1	37.6	38.2		26.3	23.2	28.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	105.2	4.0		201.2	8.6	0.2	1.2	62.4		0.6	0.0	10.0
Delay (s)	140.8	20.5		240.4	29.9	6.3	38.9	100.6		26.9	23.2	38.2
Level of Service	F	C		F	C	A	D	F		C	C	D
Approach Delay (s)		35.9			26.0			82.8			31.1	
Approach LOS		D			C			F			C	

Intersection Summary

HCM Average Control Delay	31.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	79.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	70.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.97	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1600	1583	1770	1600	1583	1770	1737		3433	1863	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1600	1583	1770	1600	1583	1770	1737		3433	1863	1568
Volume (vph)	340	699	4	3	1214	564	13	10	8	252	2	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)	370	760	4	3	1320	613	14	11	9	274	2	186
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	370	760	4	3	1320	613	14	20	0	274	2	186
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	20.8	104.9	104.9	6.4	90.3	90.3	1.5	8.7		12.3	19.1	19.1
Effective Green, g (s)	21.0	106.9	106.9	6.4	92.3	92.3	1.7	8.7		12.3	19.3	19.3
Actuated g/C Ratio	0.14	0.71	0.71	0.04	0.61	0.61	0.01	0.06		0.08	0.13	0.13
Clearance Time (s)	4.2	6.0	6.0	4.0	6.0	6.0	4.2	4.0		4.0	4.2	4.2
Vehicle Extension (s)	4.5	4.5	4.5	3.0	4.5	4.5	4.5	3.0		3.0	3.5	3.5
Lane Grp Cap (vph)	247	1138	1126	75	983	972	20	101		281	239	201
v/s Ratio Prot	c0.21	0.47		0.00	c0.82		0.01	0.01		c0.08	0.00	
v/s Ratio Perm			0.00			0.39						c0.12
v/c Ratio	1.50	0.67	0.00	0.04	1.34	0.63	0.70	0.20		0.98	0.01	0.93
Uniform Delay, d1	64.7	11.9	6.3	69.0	29.0	18.3	74.0	67.5		68.8	57.2	64.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	244.2	1.8	0.0	0.2	161.1	1.7	80.1	1.0		46.4	0.0	43.2
Delay (s)	308.9	13.7	6.3	69.2	190.1	19.9	154.2	68.4		115.3	57.2	107.9
Level of Service	F	B	A	E	F	B	F	E		F	E	F
Approach Delay (s)		110.0			136.1			103.7			112.1	
Approach LOS		F			F			F			F	

Intersection Summary

HCM Average Control Delay	124.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.29		
Actuated Cycle Length (s)	150.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	106.6%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98	1.00	0.98			1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.86			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.95	1.00
Satd. Flow (prot)	1770	1600	1583	1770	1600	1545	1770	1562			1772	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.73	1.00			0.72	1.00
Satd. Flow (perm)	1770	1600	1583	1770	1600	1545	1367	1562			1329	1583
Volume (vph)	39	864	56	26	1634	55	64	2	37	32	1	83
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)	42	939	61	28	1776	60	70	2	40	35	1	90
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	42	939	61	28	1776	60	70	42	0	0	36	90
Confl. Peds. (#/hr)				1		1			1	1		
Turn Type	Prot		Perm	Prot		Perm	Perm			Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	4.0	109.0	109.0	3.8	108.8	108.8	13.1	13.1			13.1	13.1
Effective Green, g (s)	3.7	111.0	111.0	3.5	110.8	110.8	13.2	13.2			13.2	13.2
Actuated g/C Ratio	0.03	0.79	0.79	0.03	0.79	0.79	0.09	0.09			0.09	0.09
Clearance Time (s)	3.7	6.0	6.0	3.7	6.0	6.0	4.1	4.1			4.1	4.1
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	47	1271	1258	44	1269	1225	129	148			126	150
v/s Ratio Prot	c0.02	0.59		0.02	c1.11			0.03				
v/s Ratio Perm			0.04			0.04	0.05				0.03	c0.06
v/c Ratio	0.89	0.74	0.05	0.64	1.40	0.05	0.54	0.28			0.29	0.60
Uniform Delay, d1	67.8	7.1	3.1	67.5	14.4	3.1	60.4	58.9			58.9	60.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	91.2	2.4	0.0	26.4	184.6	0.0	4.6	1.1			1.3	6.3
Delay (s)	159.0	9.6	3.1	93.9	199.1	3.1	65.0	59.9			60.1	67.0
Level of Service	F	A	A	F	F	A	E	E			E	E
Approach Delay (s)		15.2			191.2			63.1			65.1	
Approach LOS		B			F			E			E	

Intersection Summary

HCM Average Control Delay	123.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.30		
Actuated Cycle Length (s)	139.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	105.3%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	0.97	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1600	1583	3433	1600	1770	1546
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1600	1583	3433	1600	1770	1546
Volume (vph)	760	173	296	1453	262	302
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	826	188	322	1579	285	328
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	826	188	322	1579	285	328
Confl. Peds. (#/hr)			1		1	1
Turn Type		Perm	Prot			Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Actuated Green, G (s)	74.9	74.9	12.4	91.0	19.3	19.3
Effective Green, g (s)	76.9	76.9	12.1	93.0	19.0	19.0
Actuated g/C Ratio	0.64	0.64	0.10	0.78	0.16	0.16
Clearance Time (s)	6.0	6.0	3.7	6.0	3.7	3.7
Vehicle Extension (s)	2.5	2.5	2.5	2.5	3.0	3.0
Lane Grp Cap (vph)	1025	1014	346	1240	280	245
v/s Ratio Prot	0.52		0.09	c0.99	0.16	
v/s Ratio Perm		0.12				c0.21
v/c Ratio	0.81	0.19	0.93	1.27	1.02	1.34
Uniform Delay, d1	16.0	8.8	53.5	13.5	50.5	50.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.6	0.1	31.1	129.4	58.4	177.4
Delay (s)	20.6	8.8	84.6	142.9	108.9	227.9
Level of Service	C	A	F	F	F	F
Approach Delay (s)	18.4			133.1	172.6	
Approach LOS	B			F	F	

Intersection Summary			
HCM Average Control Delay	107.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.28		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	97.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	0.97	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.96	1.00
Satd. Flow (prot)	1770	1600	1583	3400	1600			1758	1583		1785	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.96	1.00
Satd. Flow (perm)	1770	1600	1583	3400	1600			1758	1583		1785	1583
Volume (vph)	6	954	102	169	1512	19	229	2	286	12	2	8
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)	7	1037	111	184	1643	21	249	2	311	13	2	9
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	7	1037	111	184	1664	0	0	251	311	0	15	9
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%	3%	2%	2%	2%	2%	2%
Turn Type	Prot		Perm	Prot			Split		Perm	Split		Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	1.0	88.6	88.6	6.1	93.4			33.1	33.1		4.5	4.5
Effective Green, g (s)	1.0	90.6	90.6	5.8	95.4			33.1	33.1		4.5	4.5
Actuated g/C Ratio	0.01	0.60	0.60	0.04	0.64			0.22	0.22		0.03	0.03
Clearance Time (s)	4.0	6.0	6.0	3.7	6.0			4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	2.5	3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	12	966	956	131	1018			388	349		54	47
v/s Ratio Prot	0.00	0.65		c0.05	c1.04			0.14			c0.01	
v/s Ratio Perm			0.07						c0.20			0.01
v/c Ratio	0.58	1.07	0.12	1.40	1.63			0.65	0.89		0.28	0.19
Uniform Delay, d1	74.3	29.7	12.6	72.1	27.3			53.1	56.7		71.2	71.0
Progression Factor	1.00	1.00	1.00	0.98	1.30			1.00	1.00		1.00	1.00
Incremental Delay, d2	56.2	50.8	0.2	186.3	286.0			3.7	23.5		2.8	2.0
Delay (s)	130.5	80.5	12.9	256.9	321.4			56.8	80.2		74.0	73.0
Level of Service	F	F	B	F	F			E	F		E	E
Approach Delay (s)		74.3			315.0			69.8			73.6	
Approach LOS		E			F			E			E	

Intersection Summary

HCM Average Control Delay	197.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.38		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	106.9%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	0.97	1.00			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	0.97		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	1.00
Satd. Flow (prot)	1770	1600	1583	3273	1600			1775	1542		1817	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	1.00
Satd. Flow (perm)	1770	1600	1583	3273	1600			1775	1542		1817	1583
Volume (vph)	2	1208	42	77	1567	2	131	2	178	2	2	2
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)	2	1313	46	84	1703	2	142	2	193	2	2	2
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	2	1313	46	84	1705	0	0	144	193	0	4	2
Confl. Peds. (#/hr)				1		1			1	1		
Heavy Vehicles (%)	2%	2%	2%	7%	3%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot		Perm	Prot			Split		Perm	Split		Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2						3			4
Actuated Green, G (s)	1.3	103.8	103.8	11.4	113.9			12.3	12.3		5.4	5.4
Effective Green, g (s)	1.0	105.8	105.8	11.1	115.9			12.0	12.0		5.1	5.1
Actuated g/C Ratio	0.01	0.71	0.71	0.07	0.77			0.08	0.08		0.03	0.03
Clearance Time (s)	3.7	6.0	6.0	3.7	6.0			3.7	3.7		3.7	3.7
Vehicle Extension (s)	3.0	3.0	3.0	2.5	3.0			2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	12	1129	1117	242	1236			142	123		62	54
v/s Ratio Prot	0.00	0.82		c0.03	c1.07			0.08			c0.00	
v/s Ratio Perm			0.03						c0.13			0.00
v/c Ratio	0.17	1.16	0.04	0.35	1.38			1.01	1.57		0.06	0.04
Uniform Delay, d1	74.1	22.1	6.7	66.0	17.0			69.0	69.0		70.1	70.1
Progression Factor	0.90	1.17	1.25	1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	0.6	74.3	0.0	0.6	175.9			79.3	291.5		0.3	0.2
Delay (s)	67.3	100.3	8.4	66.6	192.9			148.3	360.5		70.5	70.3
Level of Service	E	F	A	E	F			F	F		E	E
Approach Delay (s)		97.1			187.0			269.8			70.4	
Approach LOS		F			F			F			E	

Intersection Summary

HCM Average Control Delay	159.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.34		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	103.5%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		0.97	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	0.99		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.91		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3200		1770	3200	1560	1656	1682		3433	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3200		1770	3200	1560	1656	1682		3433	1863	1583
Volume (vph)	292	1060	15	30	1460	567	19	30	42	313	20	228
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)	317	1152	16	33	1587	616	21	33	46	340	22	248
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	317	1168	0	33	1587	616	21	79	0	340	22	248
Confl. Peds. (#/hr)				1		1			1	1		
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	9%	2%	2%	2%	2%	2%
Turn Type	Prot			Prot		pm+ov	Split			Split		Perm
Protected Phases	5	2		1	6	7	8	8		7	7	
Permitted Phases						6						7
Actuated Green, G (s)	8.8	42.1		2.1	35.4	52.6	4.0	4.0		17.2	17.2	17.2
Effective Green, g (s)	9.0	44.1		2.3	37.4	55.9	4.2	4.2		18.5	18.5	18.5
Actuated g/C Ratio	0.11	0.52		0.03	0.44	0.66	0.05	0.05		0.22	0.22	0.22
Clearance Time (s)	4.2	6.0		4.2	6.0	5.3	4.2	4.2		5.3	5.3	5.3
Vehicle Extension (s)	2.5	2.5		3.0	2.5	2.5	2.0	2.0		2.5	2.5	2.5
Lane Grp Cap (vph)	187	1658		48	1406	1098	82	83		746	405	344
v/s Ratio Prot	c0.18	0.36		0.02	c0.50	0.12	0.01	c0.05		0.10	0.01	
v/s Ratio Perm						0.27						c0.16
v/c Ratio	1.70	0.70		0.69	1.13	0.56	0.26	0.95		0.46	0.05	0.72
Uniform Delay, d1	38.0	15.6		41.0	23.8	7.9	38.9	40.3		28.9	26.4	30.9
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	334.8	1.3		33.8	67.6	0.5	0.6	81.7		0.3	0.0	6.8
Delay (s)	372.8	16.8		74.8	91.4	8.5	39.5	122.1		29.2	26.4	37.7
Level of Service	F	B		E	F	A	D	F		C	C	D
Approach Delay (s)		92.8			68.3			104.7			32.6	
Approach LOS		F			E			F			C	

Intersection Summary

HCM Average Control Delay	72.4	HCM Level of Service	E
HCM Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	85.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	82.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.97	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1600	1583	1770	1600	1583	1770	1723		3433	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1600	1583	1770	1600	1583	1770	1723		3433	1863	1583
Volume (vph)	122	1084	12	10	1234	241	7	5	5	490	5	230
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)	133	1178	13	11	1341	262	8	5	5	533	5	250
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	133	1178	13	11	1341	262	8	10	0	533	5	250
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	7.8	103.9	103.9	1.6	97.5	97.5	0.8	3.2		22.4	24.4	24.4
Effective Green, g (s)	8.0	105.9	105.9	1.6	99.5	99.5	1.0	3.2		22.4	24.6	24.6
Actuated g/C Ratio	0.05	0.71	0.71	0.01	0.67	0.67	0.01	0.02		0.15	0.16	0.16
Clearance Time (s)	4.2	6.0	6.0	4.0	6.0	6.0	4.2	4.0		4.0	4.2	4.2
Vehicle Extension (s)	4.5	4.5	4.5	3.0	4.5	4.5	4.5	3.0		3.0	3.5	3.5
Lane Grp Cap (vph)	95	1136	1124	19	1068	1056	12	37		516	307	261
v/s Ratio Prot	c0.08	0.74		0.01	c0.84		0.00	0.01		c0.16	0.00	
v/s Ratio Perm			0.01			0.17						c0.16
v/c Ratio	1.40	1.04	0.01	0.58	1.26	0.25	0.67	0.27		1.03	0.02	0.96
Uniform Delay, d1	70.5	21.6	6.3	73.4	24.8	9.9	73.9	71.8		63.3	52.1	61.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	231.6	36.8	0.0	36.3	122.8	0.2	102.1	3.9		48.4	0.0	43.9
Delay (s)	302.1	58.4	6.3	109.7	147.6	10.1	176.0	75.7		111.7	52.1	105.7
Level of Service	F	E	A	F	F	B	F	E		F	D	F
Approach Delay (s)		82.3			125.0			120.3			109.4	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM Average Control Delay	106.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.20		
Actuated Cycle Length (s)	149.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	102.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.87			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.96	1.00
Satd. Flow (prot)	1770	1600	1583	1770	1600	1583	1770	1625			1782	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.72	1.00			0.71	1.00
Satd. Flow (perm)	1770	1600	1583	1770	1600	1583	1346	1625			1331	1583
Volume (vph)	66	1435	78	23	1321	34	86	6	37	44	5	78
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)	72	1560	85	25	1436	37	93	7	40	48	5	85
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	72	1560	85	25	1436	37	93	47	0	0	53	85
Turn Type	Prot		Perm	Prot		Perm	Perm			Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	5.3	110.5	110.5	2.3	107.5	107.5	14.8	14.8			14.8	14.8
Effective Green, g (s)	5.0	112.5	112.5	2.0	109.5	109.5	14.9	14.9			14.9	14.9
Actuated g/C Ratio	0.04	0.80	0.80	0.01	0.77	0.77	0.11	0.11			0.11	0.11
Clearance Time (s)	3.7	6.0	6.0	3.7	6.0	6.0	4.1	4.1			4.1	4.1
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	63	1273	1259	25	1239	1226	142	171			140	167
v/s Ratio Prot	c0.04	c0.97		0.01	0.90			0.03				
v/s Ratio Perm			0.05			0.02	c0.07				0.04	0.05
v/c Ratio	1.14	1.23	0.07	1.00	1.16	0.03	0.65	0.27			0.38	0.51
Uniform Delay, d1	68.2	14.5	3.1	69.7	16.0	3.7	60.8	58.3			58.9	59.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	157.6	108.6	0.0	180.0	80.9	0.0	10.4	0.9			1.7	2.4
Delay (s)	225.8	123.1	3.2	249.7	96.9	3.7	71.2	59.1			60.6	62.2
Level of Service	F	F	A	F	F	A	E	E			E	E
Approach Delay (s)		121.4			97.1			67.1			61.6	
Approach LOS		F			F			E			E	

Intersection Summary

HCM Average Control Delay	106.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	141.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	93.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	0.97	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1600	1583	3433	1600	1770	1546
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1600	1583	3433	1600	1770	1546
Volume (vph)	1338	178	245	1102	276	465
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1454	193	266	1198	300	505
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1454	193	266	1198	300	505
Confl. Peds. (#/hr)			1		1	1
Heavy Vehicles (%)	2%	2%	2%	4%	2%	2%
Turn Type		Perm	Prot			Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Actuated Green, G (s)	86.0	86.0	8.3	98.0	32.3	32.3
Effective Green, g (s)	88.0	88.0	8.0	100.0	32.0	32.0
Actuated g/C Ratio	0.63	0.63	0.06	0.71	0.23	0.23
Clearance Time (s)	6.0	6.0	3.7	6.0	3.7	3.7
Vehicle Extension (s)	2.5	2.5	2.5	2.5	3.0	3.0
Lane Grp Cap (vph)	1006	995	196	1143	405	353
v/s Ratio Prot	c0.91		c0.08	0.75	0.17	
v/s Ratio Perm		0.12				c0.33
v/c Ratio	1.45	0.19	1.36	1.05	0.74	1.43
Uniform Delay, d1	26.0	11.0	66.0	20.0	50.1	54.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	206.0	0.1	190.2	40.2	7.1	209.4
Delay (s)	232.0	11.1	256.2	60.2	57.3	263.4
Level of Service	F	B	F	E	E	F
Approach Delay (s)	206.2			95.8	186.6	
Approach LOS	F			F	F	

Intersection Summary

HCM Average Control Delay	160.9	HCM Level of Service	F
HCM Volume to Capacity ratio	1.44		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	106.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	0.97	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.96	1.00
Satd. Flow (prot)	1770	1600	1583	3433	1600			1775	1568		1793	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.96	1.00
Satd. Flow (perm)	1770	1600	1583	3433	1600			1775	1568		1793	1583
Volume (vph)	3	1572	228	301	1187	10	154	2	311	6	2	6
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)	3	1709	248	327	1290	11	167	2	338	7	2	7
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	3	1709	248	327	1301	0	0	169	338	0	9	7
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%
Turn Type	Prot		Perm	Prot			Split		Perm	Split		Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	0.8	92.6	92.6	5.3	96.8			31.5	31.5		2.9	2.9
Effective Green, g (s)	0.8	94.6	94.6	5.0	98.8			31.5	31.5		2.9	2.9
Actuated g/C Ratio	0.01	0.63	0.63	0.03	0.66			0.21	0.21		0.02	0.02
Clearance Time (s)	4.0	6.0	6.0	3.7	6.0			4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	2.5	3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	9	1009	998	114	1054			373	329		35	31
v/s Ratio Prot	0.00	c1.07		c0.10	0.81			0.10			c0.01	
v/s Ratio Perm			0.16						c0.22			0.00
v/c Ratio	0.33	1.69	0.25	2.87	1.23			0.45	1.03		0.26	0.23
Uniform Delay, d1	74.3	27.7	12.1	72.5	25.6			51.7	59.2		72.5	72.4
Progression Factor	1.00	1.00	1.00	1.03	0.78			1.00	1.00		1.00	1.00
Incremental Delay, d2	20.6	316.5	0.6	843.0	106.3			0.9	56.8		3.9	3.7
Delay (s)	94.9	344.2	12.7	917.8	126.2			52.6	116.1		76.4	76.1
Level of Service	F	F	B	F	F			D	F		E	E
Approach Delay (s)		301.9			285.2			94.9			76.3	
Approach LOS		F			F			F			E	

Intersection Summary

HCM Average Control Delay	268.9	HCM Level of Service	F
HCM Volume to Capacity ratio	1.55		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	116.6%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.97	1.00			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	0.97		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	1.00
Satd. Flow (prot)	1770	1600	1583	3273	1600			1777	1539		1817	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	1.00
Satd. Flow (perm)	1770	1600	1583	3273	1600			1777	1539		1817	1583
Volume (vph)	3	1756	130	160	1410	2	85	3	123	2	2	3
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)	3	1909	141	174	1533	2	92	3	134	2	2	3
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	3	1909	141	174	1535	0	0	95	134	0	4	3
Confl. Peds. (#/hr)				1		1			1	1		
Heavy Vehicles (%)	2%	2%	2%	7%	3%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot		Perm	Prot			Split		Perm	Split		Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2						3			4
Actuated Green, G (s)	1.3	100.4	100.4	17.8	116.9			9.3	9.3		5.4	5.4
Effective Green, g (s)	1.0	102.4	102.4	17.5	118.9			9.0	9.0		5.1	5.1
Actuated g/C Ratio	0.01	0.68	0.68	0.12	0.79			0.06	0.06		0.03	0.03
Clearance Time (s)	3.7	6.0	6.0	3.7	6.0			3.7	3.7		3.7	3.7
Vehicle Extension (s)	3.0	3.0	3.0	2.5	3.0			2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	12	1092	1081	382	1268			107	92		62	54
v/s Ratio Prot	0.00	c1.19		c0.05	c0.96			0.05			c0.00	
v/s Ratio Perm			0.09						c0.09			0.00
v/c Ratio	0.25	1.75	0.13	0.46	1.21			0.89	1.46		0.06	0.06
Uniform Delay, d1	74.1	23.8	8.3	61.8	15.5			70.0	70.5		70.1	70.1
Progression Factor	1.11	1.21	0.84	1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	1.0	337.0	0.0	0.6	102.3			52.5	255.6		0.3	0.3
Delay (s)	83.1	365.9	7.0	62.4	117.9			122.5	326.1		70.5	70.4
Level of Service	F	F	A	E	F			F	F		E	E
Approach Delay (s)		340.9			112.2			241.6			70.4	
Approach LOS		F			F			F			E	

Intersection Summary

HCM Average Control Delay	237.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.62		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	113.7%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3200	1583	1770	3200	1568	1770	1863	1583	3433	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3200	1583	1770	3200	1568	1770	1863	1583	3433	1863	1583
Volume (vph)	188	1266	13	18	1130	425	16	12	27	415	25	276
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)	204	1376	14	20	1228	462	17	13	29	451	27	300
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	204	1376	14	20	1228	462	17	13	29	451	27	300
Heavy Vehicles (%)	2%	2%	2%	2%	4%	3%	2%	2%	2%	2%	2%	2%
Turn Type	Prot		Perm	Prot		pm+ov	Split		Perm	Split		pm+ov
Protected Phases	5	2		1	6	7	8	8		7	7	5
Permitted Phases			2			6			8			7
Actuated Green, G (s)	6.9	39.4	39.4	0.7	33.2	47.3	2.1	2.1	2.1	14.1	14.1	21.0
Effective Green, g (s)	7.1	41.4	41.4	0.9	35.2	50.6	2.3	2.3	2.3	15.4	15.4	22.5
Actuated g/C Ratio	0.09	0.54	0.54	0.01	0.46	0.67	0.03	0.03	0.03	0.20	0.20	0.30
Clearance Time (s)	4.2	6.0	6.0	4.2	6.0	5.3	4.2	4.2	4.2	5.3	5.3	4.2
Vehicle Extension (s)	2.5	2.5	2.5	3.0	2.5	2.5	2.0	2.0	2.0	2.5	2.5	2.5
Lane Grp Cap (vph)	321	1743	862	21	1482	1126	54	56	48	696	378	469
v/s Ratio Prot	0.06	c0.43		0.01	0.38	0.08	0.01	0.01		c0.13	0.01	c0.06
v/s Ratio Perm			0.01			0.21			c0.02			0.13
v/c Ratio	0.64	0.79	0.02	0.95	0.83	0.41	0.31	0.23	0.60	0.65	0.07	0.64
Uniform Delay, d1	33.2	13.8	7.9	37.5	17.8	5.8	36.1	36.0	36.4	27.8	24.5	23.2
Progression 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
Incremental Delay, d2	3.6	2.4	0.0	173.4	3.9	0.2	1.2	0.8	13.8	1.8	0.1	2.5
Delay (s)	36.8	16.2	8.0	211.0	21.7	6.0	37.3	36.8	50.2	29.7	24.6	25.7
Level of Service	D	B	A	F	C	A	D	D	D	C	C	C
Approach Delay (s)		18.8			19.6			43.5			28.0	
Approach LOS		B			B			D			C	

Intersection Summary			
HCM Average Control Delay	21.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	76.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00		0.97	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3200	1583	1770	3200	1583	1770	1737		3433	1863	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	3200	1583	1770	3200	1583	1770	1737		3433	1863	1568
Volume (vph)	340	699	4	3	1214	564	13	10	8	252	2	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)	370	760	4	3	1320	613	14	11	9	274	2	186
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	370	760	4	3	1320	613	14	20	0	274	2	186
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	10.9	48.8	48.8	2.7	40.4	40.4	0.7	5.1		10.6	14.6	14.6
Effective Green, g (s)	11.1	50.8	50.8	2.7	42.4	42.4	0.9	5.1		10.6	14.8	14.8
Actuated g/C Ratio	0.13	0.60	0.60	0.03	0.50	0.50	0.01	0.06		0.12	0.17	0.17
Clearance Time (s)	4.2	6.0	6.0	4.0	6.0	6.0	4.2	4.0		4.0	4.2	4.2
Vehicle Extension (s)	4.5	4.5	4.5	3.0	4.5	4.5	4.5	3.0		3.0	3.5	3.5
Lane Grp Cap (vph)	447	1908	944	56	1592	788	19	104		427	324	272
v/s Ratio Prot	c0.11	0.24		0.00	c0.41		0.01	0.01		c0.08	0.00	
v/s Ratio Perm			0.00			0.39						c0.12
v/c Ratio	0.83	0.40	0.00	0.05	0.83	0.78	0.74	0.19		0.64	0.01	0.68
Uniform Delay, d1	36.1	9.1	7.0	40.0	18.3	17.5	42.0	38.1		35.5	29.1	33.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	13.0	0.2	0.0	0.4	4.1	5.4	96.7	0.9		3.3	0.0	7.2
Delay (s)	49.1	9.3	7.0	40.4	22.4	23.0	138.7	39.0		38.8	29.1	40.2
Level of Service	D	A	A	D	C	C	F	D		D	C	D
Approach Delay (s)		22.3			22.6			80.1			39.3	
Approach LOS		C			C			F			D	

Intersection Summary			
HCM Average Control Delay	25.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	85.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98	1.00	0.99			1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.86			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.95	1.00
Satd. Flow (prot)	1770	3200	1583	1770	3200	1547	1770	1577			1775	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.73	1.00			0.71	1.00
Satd. Flow (perm)	1770	3200	1583	1770	3200	1547	1367	1577			1326	1583
Volume (vph)	39	864	56	26	1634	55	64	2	37	32	1	83
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)	42	939	61	28	1776	60	70	2	40	35	1	90
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	42	939	61	28	1776	60	70	42	0	0	36	90
Confl. Peds. (#/hr)				1		1			1	1		
Turn Type	Prot		Perm	Prot		Perm	Perm			Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	2.6	60.2	60.2	2.6	60.2	60.2	9.4	9.4			9.4	9.4
Effective Green, g (s)	2.3	62.2	62.2	2.3	62.2	62.2	9.5	9.5			9.5	9.5
Actuated g/C Ratio	0.03	0.72	0.72	0.03	0.72	0.72	0.11	0.11			0.11	0.11
Clearance Time (s)	3.7	6.0	6.0	3.7	6.0	6.0	4.1	4.1			4.1	4.1
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	47	2314	1145	47	2314	1119	151	174			146	175
v/s Ratio Prot	c0.02	0.29		0.02	c0.56			0.03				
v/s Ratio Perm			0.04			0.04	0.05				0.03	c0.06
v/c Ratio	0.89	0.41	0.05	0.60	0.77	0.05	0.46	0.24			0.25	0.51
Uniform Delay, d1	41.7	4.7	3.4	41.4	7.4	3.4	35.9	35.0			35.0	36.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	91.2	0.2	0.0	18.6	1.7	0.0	2.2	0.7			0.9	2.5
Delay (s)	133.0	4.8	3.5	60.0	9.1	3.5	38.1	35.7			35.9	38.6
Level of Service	F	A	A	E	A	A	D	D			D	D
Approach Delay (s)		9.9			9.7			37.2			37.8	
Approach LOS		A			A			D			D	

Intersection Summary

HCM Average Control Delay	11.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	86.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	1.00	0.97	0.95	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3200	1583	3433	3200	1770	1573
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3200	1583	3433	3200	1770	1573
Volume (vph)	760	173	296	1453	262	302
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	826	188	322	1579	285	328
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	826	188	322	1579	285	328
Confl. Peds. (#/hr)			1		1	1
Turn Type		Perm	Prot			pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases		2				8
Actuated Green, G (s)	22.4	22.4	11.9	38.0	12.5	24.4
Effective Green, g (s)	24.4	24.4	11.6	40.0	12.2	23.8
Actuated g/C Ratio	0.41	0.41	0.19	0.66	0.20	0.40
Clearance Time (s)	6.0	6.0	3.7	6.0	3.7	3.7
Vehicle Extension (s)	2.5	2.5	2.5	2.5	3.0	2.5
Lane Grp Cap (vph)	1297	642	662	2126	359	726
v/s Ratio Prot	0.26		0.09	c0.49	c0.16	0.09
v/s Ratio Perm		0.12				0.12
v/c Ratio	0.64	0.29	0.49	0.74	0.79	0.45
Uniform Delay, d1	14.3	12.1	21.6	6.7	22.8	13.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9	0.2	0.4	1.4	11.4	0.3
Delay (s)	15.3	12.3	22.1	8.1	34.3	13.7
Level of Service	B	B	C	A	C	B
Approach Delay (s)	14.7			10.4	23.3	
Approach LOS	B			B	C	

Intersection Summary			
HCM Average Control Delay	13.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	60.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	61.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	0.95	1.00	0.97	0.95			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.96	1.00
Satd. Flow (prot)	1770	3200	1583	3400	3200			1758	1583		1785	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.96	1.00
Satd. Flow (perm)	1770	3200	1583	3400	3200			1758	1583		1785	1583
Volume (vph)	6	954	102	169	1512	19	229	2	286	12	2	8
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)	7	1037	111	184	1643	21	249	2	311	13	2	9
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	7	1037	111	184	1664	0	0	251	311	0	15	9
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%	3%	2%	2%	2%	2%	2%
Turn Type	Prot		Perm	Prot			Split		pm+ov	Split		Perm
Protected Phases	5	2		1	6		8	8	1	4	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	0.8	88.4	88.4	12.5	99.8			26.9	39.4		4.5	4.5
Effective Green, g (s)	0.8	90.4	90.4	12.2	101.8			26.9	39.1		4.5	4.5
Actuated g/C Ratio	0.01	0.60	0.60	0.08	0.68			0.18	0.26		0.03	0.03
Clearance Time (s)	4.0	6.0	6.0	3.7	6.0			4.0	3.7		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	2.5	3.0			3.0	2.5		3.0	3.0
Lane Grp Cap (vph)	9	1929	954	277	2172			315	455		54	47
v/s Ratio Prot	0.00	0.32		0.05	c0.52			c0.14	c0.06		c0.01	
v/s Ratio Perm			0.07						0.14			0.01
v/c Ratio	0.78	0.54	0.12	0.66	0.77			0.80	0.68		0.28	0.19
Uniform Delay, d1	74.5	17.5	12.7	66.9	16.1			58.9	49.9		71.2	71.0
Progression Factor	1.00	1.00	1.00	0.87	1.83			1.00	1.00		1.00	1.00
Incremental Delay, d2	167.2	1.1	0.2	3.7	1.8			13.1	3.9		2.8	2.0
Delay (s)	241.7	18.6	13.0	61.8	31.4			72.0	53.7		74.0	73.0
Level of Service	F	B	B	E	C			E	D		E	E
Approach Delay (s)		19.4			34.4			61.9			73.6	
Approach LOS		B			C			E			E	

Intersection Summary

HCM Average Control Delay	34.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	75.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	0.95	1.00	0.97	0.95			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	0.99		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	1.00
Satd. Flow (prot)	1770	3200	1583	3273	3200			1775	1561		1817	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	1.00
Satd. Flow (perm)	1770	3200	1583	3273	3200			1775	1561		1817	1583
Volume (vph)	2	1208	42	77	1567	2	131	2	178	2	2	2
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)	2	1313	46	84	1703	2	142	2	193	2	2	2
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	2	1313	46	84	1705	0	0	144	193	0	4	2
Confl. Peds. (#/hr)				1		1			1	1		
Heavy Vehicles (%)	2%	2%	2%	7%	3%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot		Perm	Prot			Split		Perm	Split		Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2						3			4
Actuated Green, G (s)	1.3	97.3	97.3	8.8	104.8			21.4	21.4		5.4	5.4
Effective Green, g (s)	1.0	99.3	99.3	8.5	106.8			21.1	21.1		5.1	5.1
Actuated g/C Ratio	0.01	0.66	0.66	0.06	0.71			0.14	0.14		0.03	0.03
Clearance Time (s)	3.7	6.0	6.0	3.7	6.0			3.7	3.7		3.7	3.7
Vehicle Extension (s)	3.0	3.0	3.0	2.5	3.0			2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	12	2118	1048	185	2278			250	220		62	54
v/s Ratio Prot	0.00	0.41		c0.03	c0.53			0.08			c0.00	
v/s Ratio Perm			0.03						c0.12			0.00
v/c Ratio	0.17	0.62	0.04	0.45	0.75			0.58	0.88		0.06	0.04
Uniform Delay, d1	74.1	14.5	8.8	68.5	13.3			60.3	63.2		70.1	70.1
Progression Factor	0.81	0.94	1.23	1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	5.4	1.2	0.1	1.3	2.3			2.6	29.8		0.3	0.2
Delay (s)	65.7	14.7	10.9	69.8	15.6			62.9	93.0		70.5	70.3
Level of Service	E	B	B	E	B			E	F		E	E
Approach Delay (s)		14.7			18.2			80.1			70.4	
Approach LOS		B			B			F			E	

Intersection Summary			
HCM Average Control Delay	22.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	64.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3200	1583	1770	3200	1567	1770	1863	1550	3433	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3200	1583	1770	3200	1567	1770	1863	1550	3433	1863	1583
Volume (vph)	292	1060	15	30	1460	567	19	30	42	313	20	228
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)	317	1152	16	33	1587	616	21	33	46	340	22	248
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	317	1152	16	33	1587	616	21	33	46	340	22	248
Confl. Peds. (#/hr)				1		1			1	1		
Turn Type	Prot		Perm	Prot		pm+ov	Split		Perm	Split		pm+ov
Protected Phases	5	2		1	6	7	8	8		7	7	5
Permitted Phases			2			6			8			7
Actuated Green, G (s)	10.5	60.6	60.6	3.5	53.6	68.1	3.1	3.1	3.1	14.5	14.5	25.0
Effective Green, g (s)	10.7	62.6	62.6	3.7	55.6	71.4	3.3	3.3	3.3	15.8	15.8	26.5
Actuated g/C Ratio	0.11	0.62	0.62	0.04	0.55	0.70	0.03	0.03	0.03	0.16	0.16	0.26
Clearance Time (s)	4.2	6.0	6.0	4.2	6.0	5.3	4.2	4.2	4.2	5.3	5.3	4.2
Vehicle Extension (s)	2.5	2.5	2.5	3.0	2.5	2.5	2.0	2.0	2.0	2.5	2.5	2.5
Lane Grp Cap (vph)	362	1976	977	65	1755	1165	58	61	50	535	290	414
v/s Ratio Prot	c0.09	0.36		0.02	c0.50	0.08	0.01	0.02		c0.10	0.01	0.06
v/s Ratio Perm			0.01			0.31			c0.03			0.09
v/c Ratio	0.88	0.58	0.02	0.51	0.90	0.53	0.36	0.54	0.92	0.64	0.08	0.60
Uniform Delay, d1	44.7	11.6	7.5	48.0	20.5	7.1	48.0	48.3	48.9	40.1	36.6	32.8
Progression 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
Incremental Delay, d2	20.2	0.4	0.0	6.1	7.0	0.3	1.4	5.2	96.4	2.2	0.1	2.0
Delay (s)	64.9	12.0	7.5	54.1	27.5	7.4	49.4	53.5	145.3	42.3	36.6	34.8
Level of Service	E	B	A	D	C	A	D	D	F	D	D	C
Approach Delay (s)		23.2			22.4			94.9			39.0	
Approach LOS		C			C			F			D	

Intersection Summary

HCM Average Control Delay	26.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	101.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	74.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00		0.97	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3200	1583	1770	3200	1583	1770	1723		3433	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	3200	1583	1770	3200	1583	1770	1723		3433	1863	1583
Volume (vph)	122	1084	12	10	1234	241	7	5	5	490	5	230
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)	133	1178	13	11	1341	262	8	5	5	533	5	250
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	133	1178	13	11	1341	262	8	10	0	533	5	250
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	4.3	43.8	43.8	0.7	40.0	40.0	0.7	2.9		16.2	18.0	18.0
Effective Green, g (s)	4.5	45.8	45.8	0.7	42.0	42.0	0.9	2.9		16.2	18.2	18.2
Actuated g/C Ratio	0.06	0.56	0.56	0.01	0.51	0.51	0.01	0.04		0.20	0.22	0.22
Clearance Time (s)	4.2	6.0	6.0	4.0	6.0	6.0	4.2	4.0		4.0	4.2	4.2
Vehicle Extension (s)	4.5	4.5	4.5	3.0	4.5	4.5	4.5	3.0		3.0	3.5	3.5
Lane Grp Cap (vph)	189	1796	888	15	1647	815	20	61		682	416	353
v/s Ratio Prot	c0.04	c0.37		0.01	c0.42		0.00	0.01		c0.16	0.00	
v/s Ratio Perm			0.01			0.17						c0.16
v/c Ratio	0.70	0.66	0.01	0.73	0.81	0.32	0.40	0.16		0.78	0.01	0.71
Uniform Delay, d1	37.9	12.4	7.9	40.4	16.5	11.5	40.1	38.2		31.0	24.7	29.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	12.8	1.1	0.0	103.2	3.5	0.4	21.1	1.3		5.8	0.0	6.6
Delay (s)	50.7	13.5	7.9	143.6	20.1	11.9	61.2	39.4		36.8	24.7	35.8
Level of Service	D	B	A	F	C	B	E	D		D	C	D
Approach Delay (s)		17.2			19.6			49.1			36.4	
Approach LOS		B			B			D			D	

Intersection Summary

HCM Average Control Delay	22.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	81.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	68.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.87			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.96	1.00
Satd. Flow (prot)	1770	3200	1583	1770	3200	1583	1770	1625			1782	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.72	1.00			0.72	1.00
Satd. Flow (perm)	1770	3200	1583	1770	3200	1583	1346	1625			1338	1583
Volume (vph)	66	1435	78	23	1321	34	86	6	37	44	5	78
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)	72	1560	85	25	1436	37	93	7	40	48	5	85
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	72	1560	85	25	1436	37	93	47	0	0	53	85
Turn Type	Prot		Perm	Prot		Perm	Perm			Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	4.3	51.5	51.5	1.8	49.0	49.0	10.1	10.1			10.1	10.1
Effective Green, g (s)	4.0	53.5	53.5	1.5	51.0	51.0	10.2	10.2			10.2	10.2
Actuated g/C Ratio	0.05	0.69	0.69	0.02	0.66	0.66	0.13	0.13			0.13	0.13
Clearance Time (s)	3.7	6.0	6.0	3.7	6.0	6.0	4.1	4.1			4.1	4.1
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	92	2218	1097	34	2114	1046	178	215			177	209
v/s Ratio Prot	c0.04	c0.49		0.01	0.45			0.03				
v/s Ratio Perm			0.05			0.02	c0.07				0.04	0.05
v/c Ratio	0.78	0.70	0.08	0.74	0.68	0.04	0.52	0.22			0.30	0.41
Uniform Delay, d1	36.2	7.1	3.8	37.7	8.1	4.6	31.2	29.9			30.3	30.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	34.1	1.1	0.0	57.7	1.0	0.0	2.8	0.5			1.0	1.3
Delay (s)	70.2	8.2	3.9	95.3	9.0	4.6	34.0	30.5			31.2	32.0
Level of Service	E	A	A	F	A	A	C	C			C	C
Approach Delay (s)		10.6			10.4			32.8			31.7	
Approach LOS		B			B			C			C	

Intersection Summary

HCM Average Control Delay	12.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	77.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	1.00	0.97	0.95	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3200	1583	3433	3200	1770	1569
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3200	1583	3433	3200	1770	1569
Volume (vph)	1338	178	245	1102	276	465
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1454	193	266	1198	300	505
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1454	193	266	1198	300	505
Confl. Peds. (#/hr)			1		1	1
Heavy Vehicles (%)	2%	2%	2%	4%	2%	2%
Turn Type		Perm	Prot			pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases		2				8
Actuated Green, G (s)	38.7	38.7	8.0	50.4	18.1	26.1
Effective Green, g (s)	40.7	40.7	7.7	52.4	17.8	25.5
Actuated g/C Ratio	0.52	0.52	0.10	0.67	0.23	0.33
Clearance Time (s)	6.0	6.0	3.7	6.0	3.7	3.7
Vehicle Extension (s)	2.5	2.5	2.5	2.5	3.0	2.5
Lane Grp Cap (vph)	1665	824	338	2144	403	592
v/s Ratio Prot	c0.45		0.08	0.37	0.17	c0.08
v/s Ratio Perm		0.12				0.24
v/c Ratio	0.87	0.23	0.79	0.56	0.74	0.85
Uniform Delay, d1	16.5	10.2	34.4	6.8	28.1	24.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.4	0.1	11.1	0.3	7.3	11.3
Delay (s)	21.8	10.3	45.5	7.1	35.4	35.9
Level of Service	C	B	D	A	D	D
Approach Delay (s)	20.5			14.0	35.7	
Approach LOS	C			B	D	

Intersection Summary			
HCM Average Control Delay	21.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	78.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	72.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	0.95	1.00	0.97	0.95			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.96	1.00
Satd. Flow (prot)	1770	3200	1583	3433	3200			1775	1568		1793	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.96	1.00
Satd. Flow (perm)	1770	3200	1583	3433	3200			1775	1568		1793	1583
Volume (vph)	3	1572	228	301	1187	10	154	2	311	6	2	6
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)	3	1709	248	327	1290	11	167	2	338	7	2	7
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	3	1709	248	327	1301	0	0	169	338	0	9	7
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%
Turn Type	Prot		Perm	Prot			Split		pm+ov	Split		Perm
Protected Phases	5	2		1	6		8	8	1	4	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	0.8	91.2	91.2	17.7	107.8			20.5	38.2		2.9	2.9
Effective Green, g (s)	0.8	93.2	93.2	17.4	109.8			20.5	37.9		2.9	2.9
Actuated g/C Ratio	0.01	0.62	0.62	0.12	0.73			0.14	0.25		0.02	0.02
Clearance Time (s)	4.0	6.0	6.0	3.7	6.0			4.0	3.7		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	2.5	3.0			3.0	2.5		3.0	3.0
Lane Grp Cap (vph)	9	1988	984	398	2342			243	438		35	31
v/s Ratio Prot	0.00	c0.53		c0.10	0.41			0.10	c0.09		c0.01	
v/s Ratio Perm			0.16						0.13			0.00
v/c Ratio	0.33	0.86	0.25	0.82	0.56			0.70	0.77		0.26	0.23
Uniform Delay, d1	74.3	23.1	12.8	64.8	9.1			61.8	52.0		72.5	72.4
Progression Factor	1.00	1.00	1.00	1.00	0.79			1.00	1.00		1.00	1.00
Incremental Delay, d2	20.6	5.1	0.6	10.2	0.8			8.4	7.9		3.9	3.7
Delay (s)	94.9	28.2	13.4	75.2	8.0			70.1	59.9		76.4	76.1
Level of Service	F	C	B	E	A			E	E		E	E
Approach Delay (s)		26.4			21.5			63.3			76.3	
Approach LOS		C			C			E			E	

Intersection Summary

HCM Average Control Delay	29.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	77.3%	ICU Level of Service	D
Analysis Period (min)	15		

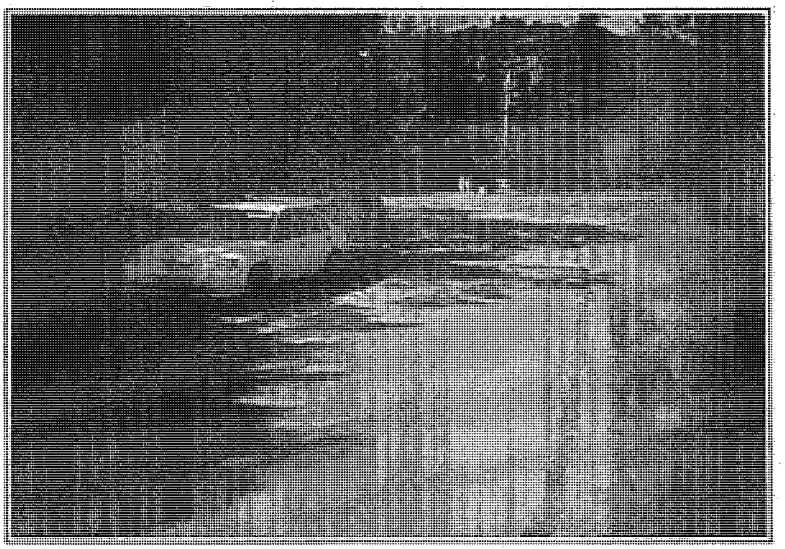
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.95	1.00	0.97	0.95			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	0.98		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	1.00
Satd. Flow (prot)	1770	3200	1583	3273	3200			1777	1559		1817	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	1.00
Satd. Flow (perm)	1770	3200	1583	3273	3200			1777	1559		1817	1583
Volume (vph)	3	1756	130	160	1410	2	85	3	123	2	2	3
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)	3	1909	141	174	1533	2	92	3	134	2	2	3
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	3	1909	141	174	1535	0	0	95	134	0	4	3
Confl. Peds. (#/hr)				1		1			1	1		
Heavy Vehicles (%)	2%	2%	2%	7%	3%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot		Perm	Prot			Split		Perm	Split		Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2						3			4
Actuated Green, G (s)	1.3	99.4	99.4	13.9	112.0			14.2	14.2		5.4	5.4
Effective Green, g (s)	1.0	101.4	101.4	13.6	114.0			13.9	13.9		5.1	5.1
Actuated g/C Ratio	0.01	0.68	0.68	0.09	0.76			0.09	0.09		0.03	0.03
Clearance Time (s)	3.7	6.0	6.0	3.7	6.0			3.7	3.7		3.7	3.7
Vehicle Extension (s)	3.0	3.0	3.0	2.5	3.0			2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	12	2163	1070	297	2432			165	144		62	54
v/s Ratio Prot	0.00	c0.60		c0.05	0.48			0.05			c0.00	
v/s Ratio Perm			0.09						c0.09			0.00
v/c Ratio	0.25	0.88	0.13	0.59	0.63			0.58	0.93		0.06	0.06
Uniform Delay, d1	74.1	19.5	8.6	65.5	8.3			65.2	67.6		70.1	70.1
Progression Factor	1.03	1.60	1.42	1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	5.8	3.2	0.1	2.4	1.3			3.9	54.3		0.3	0.3
Delay (s)	82.0	34.4	12.5	67.9	9.6			69.2	121.9		70.5	70.4
Level of Service	F	C	B	E	A			E	F		E	E
Approach Delay (s)		33.0			15.5			100.0			70.4	
Approach LOS		C			B			F			E	

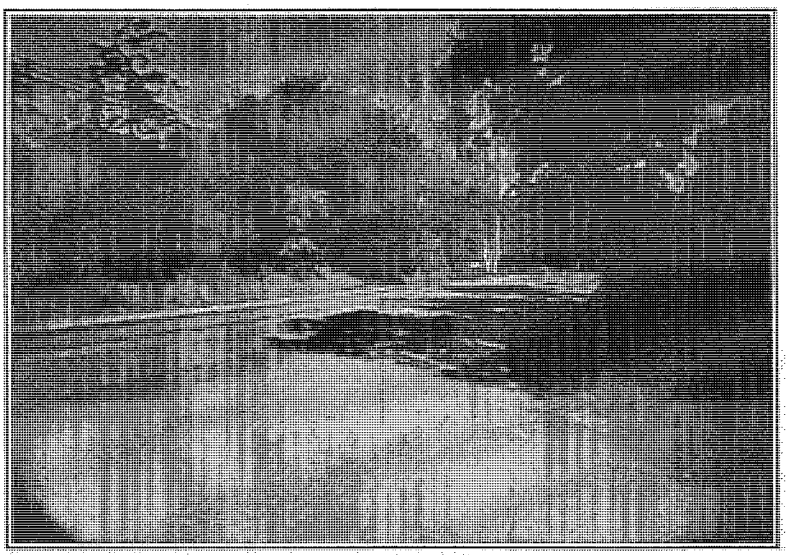
Intersection Summary

HCM Average Control Delay	29.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	74.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



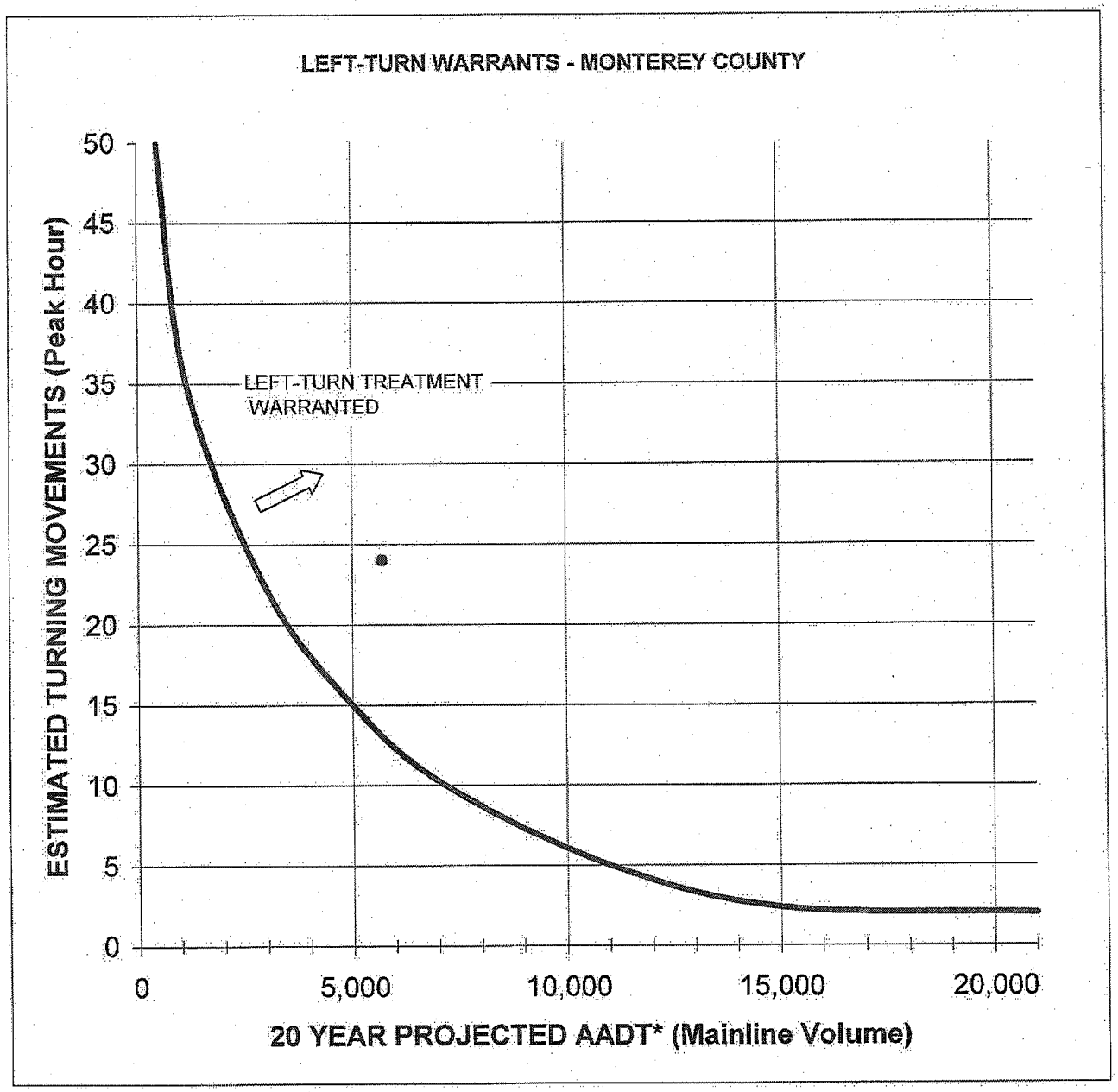
From Meyer Road Looking West toward San Benancio Road



From Meyer Road Looking North on San Benancio Road

From Meyer Road Looking South on San Benancio Road

Appendix J
San Benancio / Meyer Road Intersection
Southbound Approach



Analysis Scenario	Left Turn Volume	20-Yr. Mainline Volume*	Warrant Met?
A. Back+Project PM	24	5700	Yes

Adapted from Monterey County Left Turn Policy, adopted on February 26, 1980.

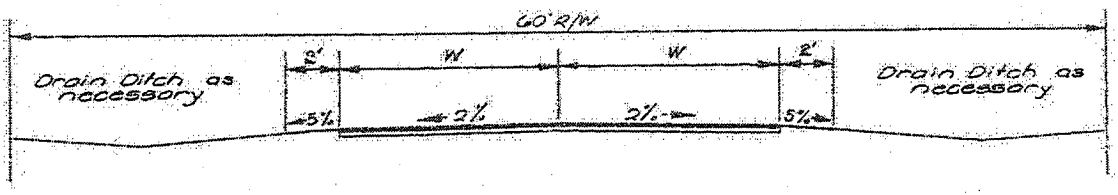
*Note: The mainline volume of 5,700 vehicles per day is the 2005 annual average daily traffic volume on San Benancio Road

APPENDIX K
LEVEL OF SERVICE THRESHOLD VOLUMES FOR VARIOUS ROADWAY TYPES
TOTAL DAILY VOLUMES IN BOTH DIRECTIONS (ADT)

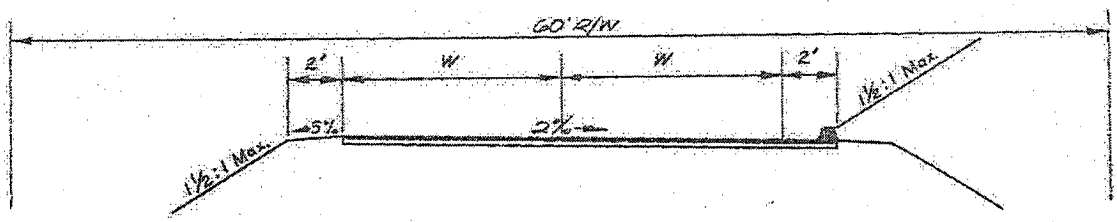
ROADWAY TYPE	CODE	LOS A	LOS B	LOS C	LOS D	LOS E
10-Lane Freeway	10F	64,000	99,000	139,000	160,000	182,000
8-Lane Freeway	8F	51,000	79,000	112,000	136,000	146,000
6-Lane Freeway	6F	39,000	59,000	85,000	102,000	110,000
8-Lane Expressway	8E	35,000	54,000	75,000	90,000	98,000
6-Lane Expressway	6E	28,000	42,000	56,000	67,000	74,000
4-Lane Freeway	4F	26,000	40,000	57,000	69,000	74,000
8-Lane Divided Arterial (w/ left-turn lane)	9	40,000	47,000	54,000	61,000	68,000
6-Lane Divided Arterial (w/ left-turn lane)	7	32,000	38,000	43,000	49,000	54,000
4-Lane Expressway	4E	18,000	27,000	36,000	45,000	50,000
4-Lane Divided Arterial (w/ left-turn lane)	5	22,000	25,000	29,000	32,500	36,000
4-Lane Undivided Arterial (no left-turn lane)	4	16,000	19,000	22,000	24,000	27,000
2-Lane Rural Highway	2R	4,000	8,000	12,000	17,000	25,000
2-Lane Arterial (w/ left-turn lane)	3	11,000	12,500	14,500	16,000	18,000
2-Lane Collector	2	6,000	7,500	9,000	10,500	12,000
2-Lane Local	1	1,200	1,400	1,600	1,800	2,000
1-Lane Freeway Diamond Ramp	1D	11,000	12,800	14,700	16,500	18,300
2-Lane Freeway Diamond Ramp	2D	22,000	25,600	29,400	33,000	36,600
1-Lane Freeway Loop Ramp	1L	9,000	10,500	12,000	13,500	15,000
2-Lane Freeway Loop Ramp	2L	16,000	18,700	21,300	24,000	26,700

Notes:

1. The above threshold volumes for preliminary planning purposes only. If available, the results of detailed level of service analyses will typically have priority over the levels of service derived from this table. In that case this table can be used by the analyst for providing additional considerations for recommending the appropriate general roadway type for the specific condition being analyzed.
2. All above facilities assume a 60%/40% peak hour directional split. All above facilities assume peak hour representing approximately 10% of the Average Daily Traffic (ADT), except for mainline freeway facilities, which assume peak hour representing 9% of the Average Daily Traffic (ADT).
3. Based on *Highway Capacity Manual*, Transportation Research Board, 2000.
4. Freeway thresholds are consistent with conditions utilizing a .95 peak hour factor, with 2% trucks and slightly over a one-mile average interchange spacing.
5. Expressways are consistent with the average of a multi-lane highway (with no signals) and Class 1 arterial (with an average signal spacing of 0.8 signals per mile and a .45 G/C ratio).
6. Arterial thresholds are consistent with the average of Class 1 and Class 2 arterials with an assumed signal density of two signals per mile. This assumes a divided arterial with left-turn lanes. Thresholds for four-lane undivided arterials assume approximately two-thirds the capacity of a four-lane divided arterial due to the impedance in traffic flow resulting from left-turning vehicles waiting in the inside through lane, thus significantly reducing the capacity of the roadway.
7. Rural highways are generally consistent with the *2000 Highway Capacity Manual* rural highway, assuming 8% trucks, 4% R.V's, 20% no-passing, and level terrain. The greatest difference is that it assumes a maximum capacity (upper end of LOS E) of 25,000 rather than the 28,000 calculated using the new *Highway Capacity Manual*.
8. Two-lane collectors assume approximately three-fourths of the capacity of a two-lane arterial with left-turn lanes. This is based on the assumption that left-turn channelization is not provided on a two-lane collector.
9. Local street level of service thresholds are based upon "Neighborhood Traffic Related Quality-of-Life Considerations" which assumes a standard suburban neighborhood, 40-foot roadway width, and 25 mile per hour speed limit with normal speed violation rates.
10. Capacities for Diamond Ramps and Loop Ramps may be slightly higher or lower than the planning level capacities indicated above. The *2000 Highway Capacity Manual* (2000 HCM) states that the capacity of a one-lane diamond to be 2,200 vehicles per hour (vph), and 1,800 vph for a small radius loop ramp. Two-lane freeway ramp capacities are estimated in the 2000 HCM to be 4,400vph for a two-lane diamond, and 3,200vph 20 for a two-lane small radius loop. Varying intermediate capacities are provided for incremental conditions between these extremes. Capacities given for each service level assume the same level of service for the adjoining merging roadway as well as level of service being determined by volume-to-capacity and not attainable speed. Level of service will be controlled by freeway level of service if worse than ramp. Mitigations of level of service deficiencies may include the addition of a lane on the freeway ramp, the addition of an auxiliary lane on the freeway mainline, the addition of approach lanes at the ramp junction with the local intersecting street, and/or geometric modifications to improve the efficiency of the ramp itself or its termini. The appropriate mitigation should be determined on a case-by-case basis, considering freeway main line volumes and weaving, the extent that the freeway ramp volume exceeds the above planning thresholds, and the level of service of the ramp intersection with the local street.
11. All volumes are approximate and assume ideal roadway characteristics.



RURAL ROAD



RURAL SIDEHILL ROAD

Street Classification	W Under 5ac.	W Over 5ac.
Secondary Road	11'	10'
Tertiary Road	10'	9'
Cul-de-sac Road	9'	8'

MONTEREY COUNTY DEPT. OF PUBLIC WORKS

STANDARD DETAILS

RURAL ROAD (PRIVATE ONLY)

APPROVED [signature] DATE 10-24-77

REVISED	DATE

PLATE NO. 5

Source:
Standard Details
County of Monterey, California
October 1977

such intersection shall be rounded with a curve having a radius of not less than 15 feet. In any case, a greater curve radius may be required if streets or alleys intersect other than at right angles.

O. TEMPORARY TERMINUS

Streets which are to be extended and whose temporary terminus cannot be seen may require a temporary turning circle. A defeasible easement shall be provided for uniform sidewalk width or to contain shoulders and slopes. The turning circle shall conform to the requirements of Section 3.45c of Ordinance 1713.

P. PRIVATE ROAD INTERSECTIONS

A private road intersecting with a county road, when planned to serve private road subdivisions that provide access to more than 20 dwelling units or when planned to handle an average daily traffic of 200 vehicles per day shall be designed in accordance to the Standard Street Classification applicable including location, alignment, grade and improvements.

Q. HORIZONTAL ALIGNMENT

The centerline curve radius of all streets and highways shall conform to acceptable engineering standards of design as shown in the latest edition of the California Department of Transportation Planning Manual Part VII. Generally, horizontal curves shall be as long as practical. Use of superelevated curves shall be avoided by increasing the centerline radius where practical. Superelevation shall not exceed 8%. The runoff length shall provide a maximum superelevation runoff rate of 3% per second at design speed in any travel lane.

Except in hillside subdivisions where approved on the tentative map, the use of compound curves and reverse curves shall be held to a minimum. As far as practical, tangents shall be provided between all curves and be not less

Source:
Roadway Design Standards
County of Monterey, California
October 1977

Topic 205 - Road Connections and Driveways

205.1 Access Openings on Expressways

Access openings are used only on expressways. The term access opening applies to openings through the right of way line which serve abutting land ownerships whose remaining access rights have been acquired by the State.

(1) Criteria for Location. To discourage wrong-way movements, access openings should be located directly opposite or at least 300 feet from a median opening. The access opening should not be spaced closer than 1/2 mile to an adjacent public road intersection or to another private access opening that is wider than 30 feet.

Sight distance equivalent to that required for public road intersections shall be provided (see Index 405.1).

(2) Width. The normal access opening width should be 30 feet. A greater width may result in large savings in right of way costs in some instances, but should be considered with caution because of the possibility that public use might develop. Conversion of a private opening into a public road connection requires the consent of the CTC, which cannot be committed in advance (see Section 3-7 of the Project Development Procedures Manual).

(3) Recessed Openings. Recessed openings, as shown on Figure 205.1, are desirable at all points where private access is permitted and should be provided whenever they can be obtained without requiring alterations to existing adjacent improvements. When recessed openings are required, the opening should be located a minimum distance of 75 feet from the nearest edge of the traveled way.

(4) Joint Openings. A joint access opening serving two or more parcels of land is desirable whenever feasible. If the property line is not normal to the right of way line, care should be taken in designing the joint opening so that both owners are adequately served.

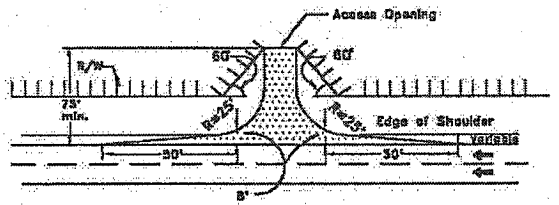
(5) Surfacing. All points of private access should be surfaced with adequate width and depth of pavement to serve the anticipated traffic. The surfacing should extend from the edge of the traveled way to the right of way line.

205.2 Private Road Connections

The minimum private road connection design is shown on Figure 205.1. Sight distance requirements for the minimum private road connection are shown on Figure 405.7 (see Index 405.1).

Figure 205.1

Access Openings on Expressways



RECESSED OPENING

NOTES:

- By widening the expressway shoulder, deceleration lanes may be provided where justified.
- This detail, without the recess, may be used on conventional highways.

205.3 Urban Driveways

These instructions apply to the design of driveways to serve property abutting on State highways in cities or where urban type development is encountered.

For driveways on frontage roads and in rural areas see Index 205.4. Details for driveway construction are shown on the Standard Plans. For corner sight distance, see Index 405.1(2)(c).

(1) Correlation with Local Standards. Where there is a local requirement regulating driveway construction, the higher standard will normally govern.

Appendix O

Freeway Mitigation Reduction in Travel Time Estimations

Freeway Mitigation Travel Time Comparison - Harper Canyon / Encina Hills Subdivision

	Existing AM Peak Hour Volumes			**Background + Project AM Peak Hour Volumes**			Approximate Reduction in Travel Time with Freeway Extension (seconds)	Approximate Increase in Travel Time with Project Over Entire Corridor (seconds)	Net Reduction in Travel Time with Freeway Extension Over Entire Corridor (seconds)
	Existing 2-Lane Rural Highway			Proposed 4-Lane Freeway					
	Speed		Travel Time	Speed		Travel Time			
EB	47 68.9	mi/hr ft/s	92	65 95.3	mi/hr ft/s	66	-26	0	-26
WB	8 11.7	mi/hr ft/s	540	13.7 20.1	mi/hr ft/s	315	-225	7	-218

Synchro Arterial Travel Time Results

	Back AM	B+P AM	Difference	Rounded[5]
EB	761.2	756.0	-5.2	0
WB	1109.3	1116.6	7.3	7.0

	Existing PM Peak Hour Volumes			**Background + Project PM Peak Hour Volumes**			Approximate Reduction in Travel Time with Freeway Extension (seconds)	Approximate Increase in Travel Time with Project Over Entire Corridor (seconds)	Net Reduction in Travel Time with Freeway Extension Over Entire Corridor (seconds)
	Existing 2-Lane Rural Highway			Proposed 4-Lane Freeway					
	Speed		Travel Time	Speed		Travel Time			
EB	53 77.7	mi/hr ft/s	82	65 95.3	mi/hr ft/s	66	-16	8	-8
WB	51 74.8	mi/hr ft/s	85	65 95.3	mi/hr ft/s	66	-19	17	-2

	Back PM	B+P PM	Difference	Rounded[5]
EB	1169.3	1177.7	8.4	8.0
WB	1275.0	1292.2	17.2	17.0

Total	**-286**	**32**	**-254**
Project Percent		11%	

Notes:
1. All travel times are in seconds.
2. Segment length = 1.2 miles (6,336 feet).
3. Segment extends from existing 4-lane section (adjacent to Toro Park) to west end of Toro Park Estates (see attached graphic).
4. Increases in travel times with project are based on "Background" vs. "Background + Project" AM and PM peak hour volumes in Synchro arterial analysis reports.
5. Negative numbers were "rounded" to zero.


Ruler
Line
Path
Length:
1.15
Miles
Mouse Navigation
Clear
Image © 2007 DigitalGlobe
Google

Appendix P

Synchro Travel Time Reports

Arterial Level of Service: EB Highway 68

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Olmsted Rd.	I	60	32.0	92.6	124.6	0.39	11.3	F
Hwy 218	I	60	76.2	17.1	93.3	1.27	49.0	A
Ragsdale Dr.	I	60	25.7	2.4	28.1	0.26	33.9	C
York Rd.	I	60	65.3	15.2	80.5	1.09	48.7	A
Boots Rd.	I	60	104.4	9.8	114.2	1.74	54.8	A
Laureles Grade Rd.	I	60	80.4	21.0	101.4	1.34	47.6	A
Corral de Tierra Rd.	I	60	104.4	50.4	154.8	1.74	40.5	B
San Benancio Rd.	I	60	31.6	32.7	64.3	0.36	20.3	E
Total	I		520.0	241.2	761.2	8.20	38.8	B

Arterial Level of Service: WB Highway 68

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Corral de Tierra Rd.	I	60	31.6	164.3	195.9	0.36	6.7	F
Laureles Grade Rd.	I	60	104.4	77.8	182.2	1.74	34.4	B
Pasadera Dr.	I	60	80.4	99.6	180.0	1.34	26.8	D
York Rd.	I	60	104.4	129.1	233.5	1.74	26.8	D
Ragsdale Dr.	I	60	65.3	26.8	92.1	1.09	42.6	A
Hwy 218	I	60	25.7	29.2	54.9	0.26	17.3	E
Olmsted Rd.	I	60	76.2	48.2	124.4	1.27	36.7	B
Josselyn Cyn. Rd.	I	60	32.0	14.3	46.3	0.39	30.3	C
Total	I		520.0	589.3	1109.3	8.20	26.6	D

Arterial Level of Service: EB Highway 68

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Olmsted Rd.	I	60	32.0	86.4	118.4	0.39	11.9	F
Hwy 218	I	60	76.2	17.1	93.3	1.27	49.0	A
Ragsdale Dr.	I	60	25.7	2.5	28.2	0.26	33.8	C
York Rd.	I	60	65.3	15.2	80.5	1.09	48.7	A
Boots Rd.	I	60	104.4	9.8	114.2	1.74	54.8	A
Laureles Grade Rd.	I	60	80.4	21.2	101.6	1.34	47.5	A
Corral de Tierra Rd.	I	60	104.4	50.5	154.9	1.74	40.4	B
San Benancio Rd.	I	60	31.6	33.3	64.9	0.36	20.1	E
Total	I		520.0	236.0	756.0	8.20	39.0	B

Arterial Level of Service: WB Highway 68

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Corral de Tierra Rd.	I	60	31.6	166.0	197.6	0.36	6.6	F
Laureles Grade Rd.	I	60	104.4	79.1	183.5	1.74	34.1	B
Pasadera Dr.	I	60	80.4	101.2	181.6	1.34	26.6	D
York Rd.	I	60	104.4	131.1	235.5	1.74	26.6	D
Ragsdale Dr.	I	60	65.3	28.8	94.1	1.09	41.7	B
Hwy 218	I	60	25.7	29.2	54.9	0.26	17.3	E
Olmsted Rd.	I	60	76.2	46.5	122.7	1.27	37.3	B
Josselyn Cyn. Rd.	I	60	32.0	14.7	46.7	0.39	30.1	C
Total	I		520.0	596.6	1116.6	8.20	26.4	D

Arterial Level of Service: EB Highway 68

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Olmsted Rd.	I	60	32.0	33.8	65.8	0.39	21.3	D
Hwy 218	I	60	76.2	14.5	90.7	1.27	50.4	A
Ragsdale Dr.	I	60	25.7	0.3	26.0	0.26	36.6	B
York Rd.	I	60	65.3	19.5	84.8	1.09	46.2	A
Boots Rd.	I	60	104.4	30.8	135.2	1.74	46.3	A
Laureles Grade Rd.	I	60	80.4	121.9	202.3	1.34	23.8	D
Corral de Tierra Rd.	I	60	104.4	224.3	328.7	1.74	19.1	E
San Benancio Rd.	I	60	31.6	204.2	235.8	0.36	5.5	F
Total	I		520.0	649.3	1169.3	8.20	25.2	D

Arterial Level of Service: WB Highway 68

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Corral de Tierra Rd.	I	60	31.6	46.2	77.8	0.36	16.8	E
Laureles Grade Rd.	I	60	104.4	37.0	141.4	1.74	44.3	A
Pasadera Dr.	I	60	80.4	48.9	129.3	1.34	37.3	B
York Rd.	I	60	104.4	113.9	218.3	1.74	28.7	C
Ragsdale Dr.	I	60	65.3	16.3	81.6	1.09	48.1	A
Hwy 218	I	60	25.7	46.3	72.0	0.26	13.2	F
Olmsted Rd.	I	60	76.2	341.8	418.0	1.27	10.9	F
Josselyn Cyn. Rd.	I	60	32.0	104.6	136.6	0.39	10.3	F
Total	I		520.0	755.0	1275.0	8.20	23.1	D

Arterial Level of Service: EB Highway 68

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Olmsted Rd.	I	60	32.0	38.9	70.9	0.39	19.8	E
Hwy 218	I	60	76.2	14.5	90.7	1.27	50.4	A
Ragsdale Dr.	I	60	25.7	0.3	26.0	0.26	36.6	B
York Rd.	I	60	65.3	19.7	85.0	1.09	46.1	A
Boots Rd.	I	60	104.4	31.4	135.8	1.74	46.1	A
Laureles Grade Rd.	I	60	80.4	123.5	203.9	1.34	23.7	D
Corral de Tierra Rd.	I	60	104.4	226.4	330.8	1.74	18.9	E
San Benancio Rd.	I	60	31.6	203.0	234.6	0.36	5.6	F
Total	I		520.0	657.7	1177.7	8.20	25.1	D

Arterial Level of Service: WB Highway 68

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Corral de Tierra Rd.	I	60	31.6	47.2	78.8	0.36	16.6	E
Laureles Grade Rd.	I	60	104.4	37.6	142.0	1.74	44.1	A
Pasadera Dr.	I	60	80.4	49.4	129.8	1.34	37.2	B
York Rd.	I	60	104.4	114.7	219.1	1.74	28.6	C
Ragsdale Dr.	I	60	65.3	14.8	80.1	1.09	49.0	A
Hwy 218	I	60	25.7	46.8	72.5	0.26	13.1	F
Olmsted Rd.	I	60	76.2	351.2	427.4	1.27	10.7	F
Josselyn Cyn. Rd.	I	60	32.0	110.5	142.5	0.39	9.9	F
Total	I		520.0	772.2	1292.2	8.20	22.8	D