FINAL

Transportation Impact Analysis

Santa Clarita Commerce Center Project City of Santa Clarita

MAY 2023

Prepared for:

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Encinitas, California 92024

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Table of Contents

SECTION **PAGE NO.**

TABLES

FIGURES

APPENDICES

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1 Introduction

1.1 Purpose and Scope of the TIA

The purpose of this Transportation Impact Analysis (TIA) is to identify traffic impacts associated with the proposed Santa Clarita Commerce Center Project (proposed project or project), an industrial development in the City of Santa Clarita (City), in Los Angeles County (County). This TIA has been prepared per the City of Santa Clarita's Transportation Analysis Updates in Santa Clarita (City of Santa Clarita 2020a) and its scope of analysis has been approved by the City's Traffic Engineering Department. In addition, this TIA complies with the City of Santa Clarita General Plan Circulation Element requirements.

The objectives of this TIA are to:

- Document existing roadway, pedestrian, bicycle, transit and traffic conditions, including intersection levels of service in the study area;
- Estimate trip generation, distribution, and assignment characteristics for the proposed project;
- Provide a Vehicle Miles Traveled (VMT) analysis per Senate Bill 743, the updated California Environmental Quality Act (CEQA) Guidelines, and the City of Santa Clarita Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (TIA Guidelines);
- Document future short-range (Opening Year 2024) intersection levels of service in the study area;
- Analyze the traffic impacts that would occur as a result of buildout of the proposed project under the Existing (2022) and Opening Year (2024) conditions;
- Describe the significance of the potential impacts under the Existing and Opening Year 2024 conditions;
- Identify CEQA-required mitigation measures for significant transportation impacts and/or other improvements needed to meet level of service standards (if any); and,
- Provide findings and recommendations based on the traffic analysis of the proposed project.

Based on the City's TIA Guidelines, the TIA study area was determined to include all major intersections (intersections of collector, or higher, streets) where the project would add more than 50 peak hour project trips, as well as intersections adjacent to the project site.

Figure 1, Project Location and Study Area, shows the project location and study area selected based on the above-mentioned scoping criteria. As illustrated in Figure 1 and listed below, the study area is comprised of the following 6 intersections.

1. Bouquet Canyon Rd./Soledad Canyon Rd.
2. Valencia Blvd./Magic Mountain Pkwy.
3. Railroad Ave./Magic Mountain Pkwy.
4. Railroad Ave./Drayton St.
5. Railroad Ave./Oak Ridge Dr.
6. Oak Ridge Dr./Via Princessa

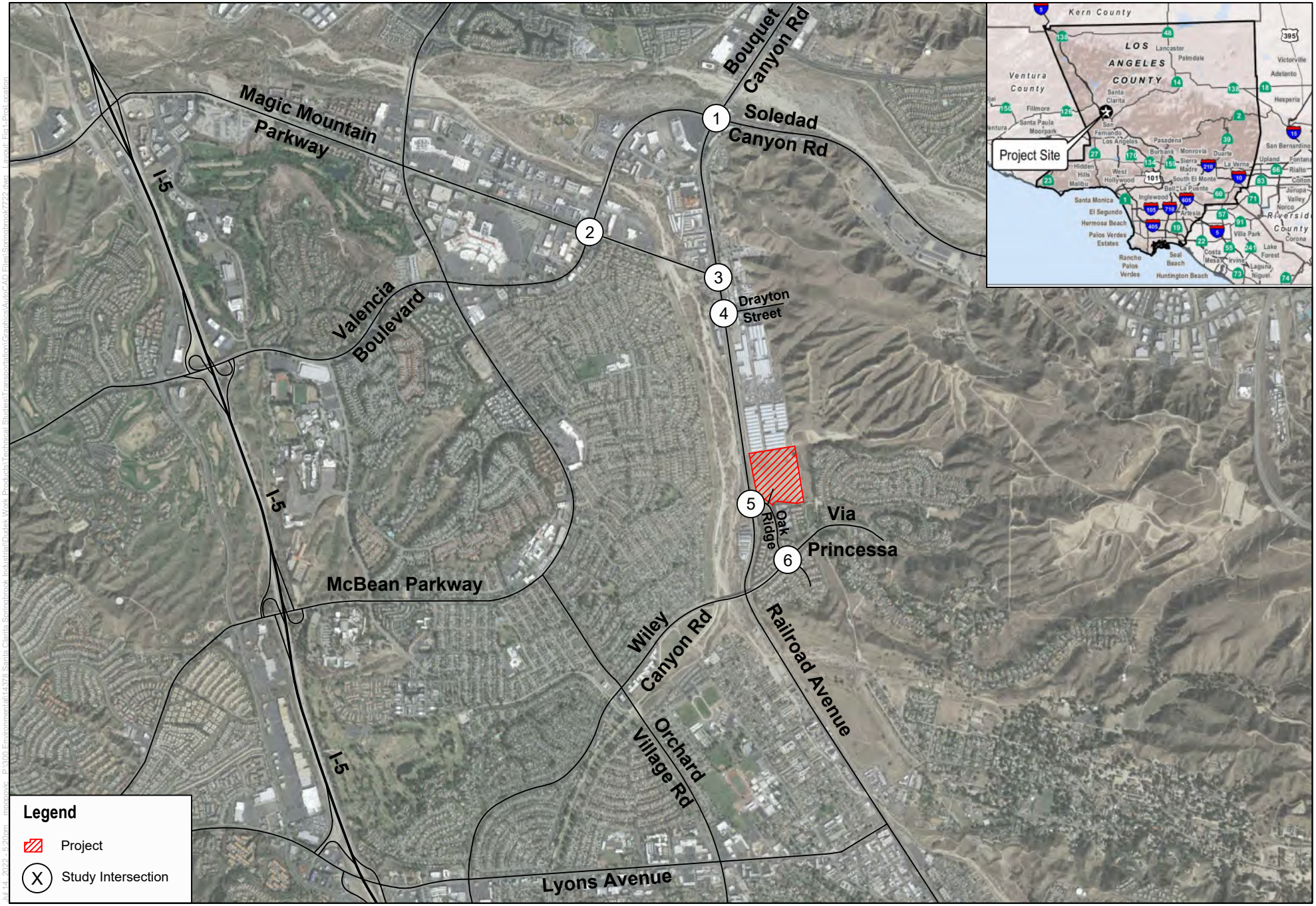
1.2 Project Description and Location

The Project involves the construction and operation of an industrial distribution/warehouse facility totaling approximately 433,185 square feet of development on an approximately 22.3-acre site located at the northeast corner of Oak Ridge Drive and Railroad Avenue in the City (see Figure 2). In addition to the industrial/warehouse buildings, the Project would include landscaped areas, passenger vehicle parking spaces, trailer parking spaces, and tractor-trailer loading docks. The project is anticipated to begin construction in 2023, with an Opening Year of 2024.

The Project would support a variety of activities associated with the industrial/warehouse building, including ingress and egress of passenger vehicles and trucks, the loading and unloading of trucks with designated truck courts/loading areas, and the internal and external movement of materials around the Project site via forklifts, pallet jacks, yard hostlers, and similar equipment. In addition, the office space would support general internal office activities related to the industrial/warehouse uses. It is assumed that the buildings would be operational 24 hours per day, seven days per week, with exterior loading and parking areas illuminated at night.

A tenant for the Project has not yet been identified. It is anticipated that the building would support standard warehousing uses. Cold storage, as well as the use of the warehouse to store acutely hazardous and/or toxic materials, is not anticipated.

Access to the Project site would be provided via Springbrook Avenue off of Oak Ridge Drive, along the southern edge of the Project site. Six entrances would be located off of Springbrook Avenue to access the four industrial/ warehouse buildings, ranging from 30 feet to 45 feet widths. The Project would provide a total of 545 passenger vehicle parking spots and 49 high dock doors. Approximately 73 passenger vehicle parking spaces would be designated for electric vehicle and clean air vehicle parking. Approximately 10 percent of the total parking spaces would be equipped with the necessary infrastructure for the future installation of electric vehicle parking spaces.



SOURCE: Google Maps 2021

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FIGURE 1

Project Location and Study Area

Santa Clarita Commerce Center Project

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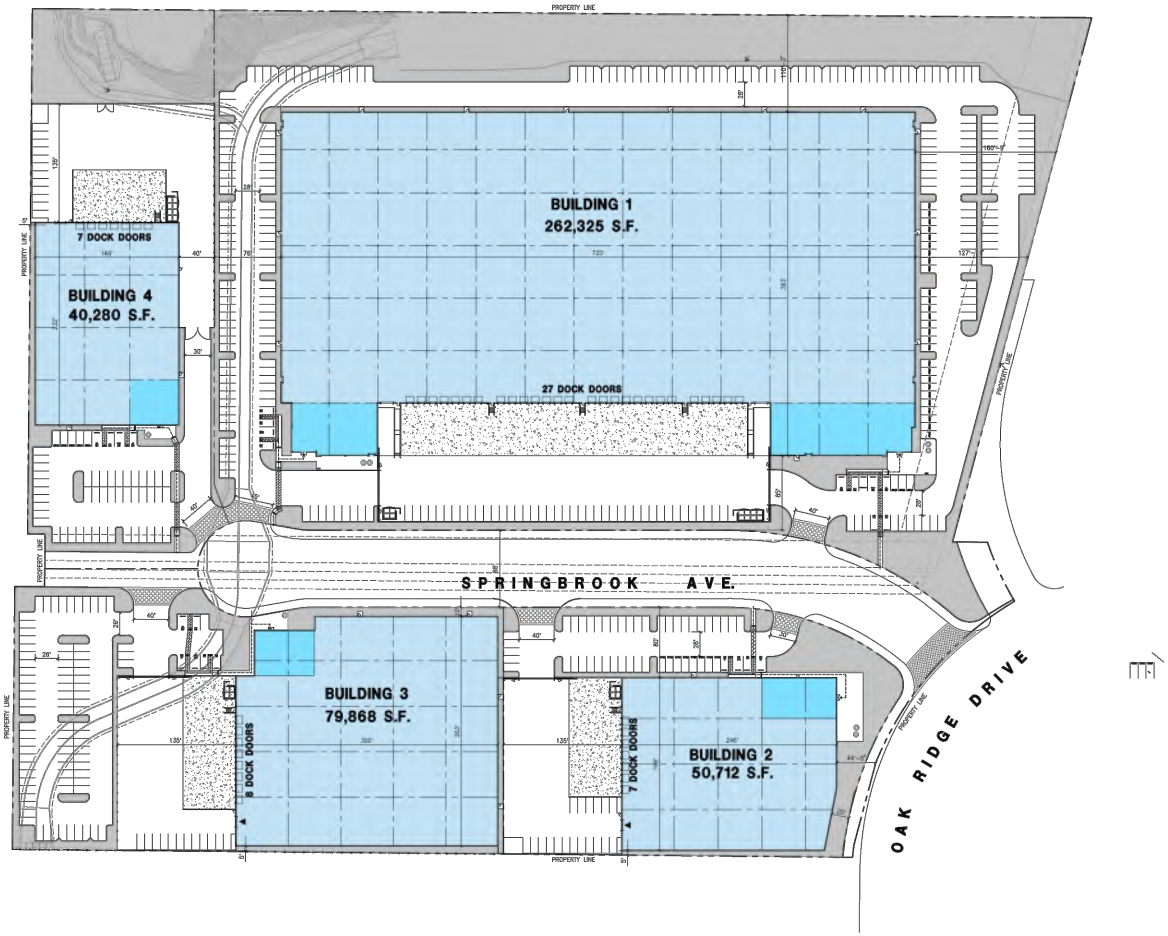

MASTER SITE PLAN
scale: 1" = 50'-0" (A)

SCALE: 1" = 50'-0"
0 50' 100' 150'
TRUE NORTH

PROPERTY OWNER

COVINGTON DEVELOPMENT PARTNERS LLC
3 CORPORATE PLAZA, SUITE 230
NEWPORT BEACH, CA 92660
ATTN: DANA WHITMER
DWHITMER@COVINGTONGROUPINC.COM

ADDRESS OF THE PROPERTY

TBD

ASSESSOR'S PARCEL NUMBER

2836-076-001 THROUGH – 021

ZONING

INDUSTRIAL

LEGAL DESCRIPTION

ALL OF PARCELS 1 THROUGH 14, INCLUSIVE OF PARCEL MAP NO.62446 IN THE CITY OF SANTA CLARITA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, PER MAP RECORDED IN BOOK 403, PAGES 38 TO 80, INCLUSIVE OF PARCEL MAPS, RECORDS OF SAID COUNTY.

APPLICANT

COVINGTON DEVELOPMENT PARTNERS LLC
3 CORPORATE PLAZA, SUITE 230
NEWPORT BEACH, CA 92660
ATTN: DANA WHITMER
DWHITMER@COVINGTONGROUPINC.COM

APPLICANT'S REPRESENTATIVE

HPA, INC.
18831 BARDEEN AVE SUITE 100
IRVINE, CA 92612
TEL: 949-863-2165
ATTN: CHARLES WANG

PROJECT TABULATION

	BLDG. 1	BLDG. 2	BLDG. 3	BLDG.4	TOTAL
SITE AREA					
In s.f.	697,605	116,579	104,413	133,795	971,942 s.f.
In acres	12.79	2.68	3.77	3.07	22.31 ac
BUILDING AREA					
Office - 1st floor	5,000	2,500	3,500	2,000	13,000 s.f.
Office - 2nd floor	5,000	2,500	3,500	2,000	13,000 s.f.
Warehouse	252,325	45,712	72,868	38,280	407,185 s.f.
TOTAL	262,325	50,712	79,868	40,280	433,185 s.f.
COVERAGE					44.6%
AUTO PARKING REQUIRED					
Office: 1/250 s.f.	40	20	28	16	104 stalls
Ware: 1/1,000 s.f.	253	46	73	37	409 stalls
TOTAL	293	66	101	53	513 stalls
AUTO PARKING PROVIDED	overflow auto parking to bldg.4				
Standard (9' x 18')	270	59	85	68	
EV/CAV Standard (9' x 18')	37	9	16	9	
TOTAL	307	68	103	67	545 stalls
ZONING ORDINANCE FOR CITY					
Zoning Designation - Industrial					
MAXIMUM BUILDING HEIGHT ALLOWED					
Height - 35'					
MAXIMUM FLOOR AREA RATIO					
FAR - 1.0					
MAXIMUM LOT COVERAGE					
Coverage - 90%					
LANDSCAPE REQUIREMENT					
Percentage - 15%					
LANDSCAPE PROVIDED					
In s.f.	110,691	17,605	17,991	33,075	179,222 s.f.
In Percentage	19.8%	15.1%	19.8%	22.8%	18.1%
SETBACKS					
Major / Secondary st. - 10' other street - 0'					

PROJECT TYPE

CONSTRUCTION TYPE
CONCRETE TILT-UP BUILDING

BUILDING OCCUPANCY : S-1/B
CONSTRUCTION TYPE : II-B

ALLOWED BUILDING HEIGHT : 35'

BUILDING MAXIMUM HEIGHT : 46'
BUILDING HEIGHT : 36' THRU 46'

ESFR SYSTEM

CODE ANALYSIS

2019 CALIFORNIA BUILDING CODE
2019 CALIFORNIA PLUMBING CODE
2019 CALIFORNIA MECHANICAL CODE
2019 CALIFORNIA ELECTRICAL CODE
2019 CALIFORNIA FIRE CODE
2019 CALIFORNIA ENERGY CODE
2019 CALIFORNIA GREEN BUILDING STANDARDS

VICINITY MAP

HPA architecture
hpa, inc.
18831 bardeen avenue - ste. #100
irvine, ca
92612
tel: 949-863-1770
fax: 949-863-0851
email: hpa@hparchs.com

Owner:

COVINGTON GROUP
3 Corporate Plaza
Suite 230
Newport Beach, CA, 92660
Tel: (949) 514-0274

Project:

SPRING BROOK AVENUE

SPRING BROOK AVE
SANTA CLARITA, CA

Consultants:

CIVIL -
STRUCTURAL -
MECHANICAL -
PLUMBING -
ELECTRICAL -
LANDSCAPE -
FIRE PROTECTION -
SOILS ENGINEER -

Title: MASTER SITE PLAN

Project Number: 21434
Drawn by: CW
Date: 02/14/2022
Revision:
1st entitlement submittal

Sheet:

DAB-A1.0

SOURCE: HPA Architecture 2022

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FIGURE 2

Project Site Plan

Santa Clarita Commerce Center Project

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1.3 Analysis Methodology

1.3.1 Vehicle Miles Traveled Analysis for CEQA

On September 27, 2013, Senate Bill (SB) 743 was signed into law, which creates a process to change the way that transportation impacts are analyzed under California Environmental Quality Act (CEQA). SB 743 required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to level of service (LOS) for evaluating transportation impacts. Under the new transportation guidelines, LOS, or vehicle delay, is no longer considered an environmental impact under CEQA. OPR recommended Vehicle Miles Traveled (VMT) as the most appropriate measure of project transportation impacts for land use projects and land use plans. The updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018 (OPR 2018).

Under these guidelines, VMT has been adopted as the most appropriate measure of transportation impacts under CEQA. The OPR's regulatory text indicates that a public agency may immediately commence implementation of the new transportation impact guidelines, and that the guidelines must be implemented statewide by July 1, 2020. The Updated CEQA Guidelines state that "…generally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts…" and define VMT as "…the amount and distance of automobile travel attributable to a project…". It should be noted that "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty truck VMT could be included for modeling convenience and ease of calculation (for example, where models or data provide combined auto and heavy truck VMT). Other relevant considerations may include the effects of the project on transit and non-motorized travel.

A project-level VMT analysis has been completed for the project following the methodologies and procedures outlined in the City's Transportation Analysis Updates in Santa Clarita (City of Santa Clarita 2020a).

1.3.2 Level of Service for General Plan Consistency

In addition to a VMT analysis required under CEQA, a local agency may require a TIA to include a LOS analysis to identify infrastructure improvements required to provide acceptable operations, consistent with the acceptable LOS in the local agency's General Plan. LOS is commonly used as a qualitative description of intersection operations and roadway segments and is based on the design capacity of the intersection configuration and roadway facility, compared to the volume of traffic using the facility.

Level of Service Scenarios and Traffic Volumes

Based on the City's TIA Guidelines, the LOS for the study area intersections are analyzed in the TIA for the following scenarios:

Existing (2022) Conditions

The TIA includes a description of existing traffic conditions in the site vicinity, including existing intersection weekday AM and PM peak hour traffic volumes, and traffic operations. The existing condition is representative of the year 2022. New traffic counts were collected on May 3, 2022, for the six study intersections, representative of a typical weekday (Tuesday, Wednesday, or Thursday) of a non-holiday week. Raw traffic count worksheets are provided in Appendix A.

Existing Plus Project

This condition includes analysis of traffic operations under existing conditions with project-related traffic, assuming full buildout of the project, added to the existing AM and PM peak hour intersection traffic volumes. The traffic impacts specific to the project under this condition were used as the basis for determining the project's direct impacts.

Opening Year (2024) Conditions

This condition includes a description of traffic conditions and operations within a short-term horizon period (less than 5 years) where the proposed project is constructed and fully occupied. Opening Year 2024 traffic volumes were derived by adding traffic generated by approved and pending projects within one mile of the project site and by increasing the traffic volumes by an annual growth rate of 2.0% per year. These approved or pending projects are developments in the review process, but not fully approved; or, projects that have been approved, but not fully constructed or occupied. A list of cumulative projects was provided by the City on May 18, 2022 and further discussed in Section 8.1.

Opening Year (2024) plus Project

This condition includes analysis of traffic operations under the Opening Year 2024 (described above) condition with project-related traffic added to the AM and PM peak hour traffic volumes. The traffic impacts specific to the project under this condition were used as the basis for determining the project's contribution to cumulative impacts.

Intersection Analysis

The Highway Capacity Manual, 6th Edition (HCM 6) methodology (Transportation Research Board 2016) was used to analyze the operation of signalized and unsignalized study intersections. Detailed LOS calculation worksheets, for each scenario analyzed, are included in Appendix B.

The HCM analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding control delay experienced per vehicle for unsignalized intersections. The Synchro 10 LOS software was used to determine intersection LOS. Synchro is consistent with the HCM 6 methodology. Table 1 shows the LOS values by delay ranges for unsignalized and signalized intersections under the HCM methodology.

Table 1. Levels of Service for Intersections using HCM Methodology

Level of Service	Unsignalized Intersections Control Delay (in seconds per vehicle)	Signalized Intersections Control Delay (in seconds per vehicle)
A	≤ 10.0	≤ 10.0
B	> 10.0 to < 15.0	> 10.0 to < 20.0
C	> 15.0 to < 25.0	> 20.0 to < 35.0
D	> 25.0 to < 35.0	> 35.0 to < 55.0
E	> 35.0 to < 50.0	> 55.0 to < 80.0
F	> 50.0	> 80.0

Source: HCM 6 (Transportation Research Board 2016).
Notes: V/C = Volume-to-Capacity

Additionally, signal timing sheets and Synchro files for all signalized intersections were provided by the City Traffic Engineering Department. The signal timings are reflected under all Existing and Opening Year (2024) Synchro analyses at all applicable intersections.

City of Santa Clarita General Plan

Level of Service Consistency Requirements

Compliance criteria identified in the City of Santa Clarita General Plan Circulation Element Update (City of Santa Clarita 2011) and the City's TIA Guidelines were used to evaluate the project's potential impacts on intersections. Relevant guidelines provided in these documents are provided below.

The City of Santa Clarita General Plan Circulation Element Update (City of Santa Clarita 2011) contains the following policies and programs related to transportation compliance and LOS requirements:

> Objective C 2.2. Adopt and apply consistent standards throughout the Santa Clarita Valley for street design and service levels, which promote safety, convenience, and efficiency of travel.

> Policy C-2.2.4. Strive to maintain a Level of Service (LOS) D or better on most roadway segments and intersections to the extent practical; in some locations, a LOS E may be acceptable, or LOS F may be necessary, for limited durations during peak traffic periods.

Transportation Analysis Updates in Santa Clarita

Based on the City's TIA Guidelines, a significant impact is triggered when the LOS is degraded by Project-added trips from LOS D to LOS E or F, or if an intersection is already operating at LOS D or worse, an impact is triggered by increases in delay, as described in the table below. These criteria would continue to be applied to determine if intersection improvements are needed to accommodate the proposed development.

Table 2. City of Santa Clarita Criteria for Traffic Operational Changes with a Project

Criteria for Traffic Operational Changes with a Project
An intersection is considered to be affected if the Project would:
▪ Worsen an intersection maintained by the City of Santa Clarita from LOS D or better to LOS E or F ▪ Cause the following increase in delay at an intersection maintained by the City of Santa Clarita that operated (with the project) at LOS D or worse - LOS D with the project: more than 4-second increase in delay is significant - LOS E or F with the project: more than 2-second increase in delay is significant

Source: City of Santa Clarita, 2020.

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2 Existing Conditions

This section describes existing conditions within the study area. Characteristics are provided for the existing roadway, transit, bike and pedestrian facilities.

2.1 Roadway System

Characteristics of the existing primary roadways within the study area are described below.

Soledad Canyon Road is a major arterial that begins at the Bouquet Canyon Road and Valencia Boulevard intersections and extends east through Santa Clarita. Soledad Canyon Road has three-lanes in each direction with a landscaped median and exclusive left-turn pockets at major intersections.

Bouquet Canyon Road is a north-south major arterial that begins at the Magic Mountain Parkway and Railroad Avenue intersection and extends northeast through Santa Clarita and continues north to Palmdale. Within the project study area, Bouquet Canyon Road has two lanes in each direction with a two-way-left turn lane.

Magic Mountain Parkway is an east-west major arterial that begins at a T-intersection at Railroad Avenue and extends west to Interstate-5 (I-5). Magic Mountain Parkway has two lanes in each direction with a landscaped median and exclusive left-turn pockets at all intersections.

Valencia Boulevard is a major arterial that begins near the West Ranch High School to the west and extends east and north to Bouquet Canyon Road where it becomes Soledad Canyon Road. Valencia Boulevard has three-lanes in each direction with a landscaped median and exclusive left-turn pockets at all intersections.

Railroad Avenue is a major arterial that begins as an interchange with State Route 14 (SR-14) and extends north to Magic Mountain Parkway where it becomes Bouquet Canyon Road. Railroad Avenue has two-lanes in each direction with a landscaped median and exclusive left-turn pockets at major intersections.

Drayton Street is an east-west local street that begins as a T-intersection at Railroad Avenue and dead-ends approximately 500 feet east of Springbrook Avenue. Drayton Street is a two-lane road that provides access to several industrial properties.

Oak Ridge Drive is a collector street that begins as a T-intersection at Railroad Avenue and extends east and south before terminating in the residential neighborhood located south of the project site. Oak Ridge Drive has two-lanes in each direction between Railroad Avenue and Via Princessa, and one lane in each direction between Via Princessa and its terminus.

Wiley Canyon Road is a major arterial that begins at the Via Pacifica and Via Princessa intersection and extends west and south to Calgrove Boulevard. It is has two-lanes in each direction with a landscaped median and exclusive left-turn pockets at all intersections.

Via Princessa is a major arterial that begins as a T-intersection intersection at Claibourne Lane and extends west across both Railroad Avenue and the South Fork Santa Clara River to Via Pacific where is becomes Wiley Canyon Road. Via Princessa has two lanes in each direction with a landscaped median and exclusive left-turn pockets at major intersections.

2.2 Transit System

Within the project study area, local and regional bus service is provided by City of Santa Clarita Transit, and commuter rail service is provided by Metrolink. Amtrak also provides daily bus service along I-5, with connections to Metrolink. A description of the services is provided below.

2.2.1 City of Santa Clarita Transit

City of Santa Clarita Transit provides service on nine local fixed routes, seven commuter express routes, two station link routes, and supplemental school day service. Local routes provide service seven days a week while the remaining services operate on weekdays only. Commuter express buses operate to and from downtown Los Angeles, Warner Center, North Hollywood, and Century City. City of Santa Clarita Transit's regional routes serve several park-and-ride lots located throughout the Santa Clarita Valley, as well as the Santa Clarita and Newhall Metrolink stations. City of Santa Clarita Transit also provides daily Dial-a-Ride (DAR) service within the Santa Clarita Valley to provide service to senior citizens and disabled residents. Much of the DAR services are to the Adult Day Care Center and the Senior Center in Newhall (City of Santa Clarita Transit. 2022).

Routes 12 and Commuter Route 757 shown in Figure 3, Existing Transit Routes, are the closest bus routes to the project site. The routes are described below:

- Route 12 runs along Railroad Avenue and serves the McBean Regional Transit Center, Westfield Valencia Town Center, the Valencia Library and Courthouse, Santa Clarita City Hall, Newhall Library, Newhall Metrolink Station, Newhall Community Center, Wm S Hart park, Via Princessa Metrolink, Canyon High School, and Canyon Country Community Center and Library. Route 12 operates Monday through Sunday, with approximately 30-minute headways. The Railroad Avenue and Oak Ridge Drive bus stop would serve as the nearest bus stop to the project site, immediately west of the project site.
- Route 757 (NoHo Express) runs along Railroad Avenue and serves Sierra Highway, Newhall Metrolink Station, Church on the Way, the McBean Regional Transit Center, College of the Canyons, California Institute of the Arts, and the North Hollywood Red/Orange Line. Route 757 operates Monday through Sunday, with approximately 30-minute headways, during peak hours. Although Route 757 travels along Railroad Avenue, the closet bus stop for this route is near the intersection of Cinema Drive and Hollywood Court, approximately 1.5 miles northwest of the site. This route also stops at the Newhall Metrolink Station, approximately 1.65 miles south of the project site on Railroad Avenue.

2.2.2 Metrolink

The Southern California Regional Rail Authority (SCRRA) operates Metrolink, a five-county commuter rail network of over 400 miles. Metrolink serves Union Station in downtown Los Angeles, where connections to other trains operated by Amtrak can be made, or where riders may board buses, vans, or the Metro Red Line subway to central downtown Los Angeles locations. Metrolink provides commuter service between Santa Clarita, Newhall, and downtown Los Angeles, Glendale, Burbank, Sun Valley, Sylmar, San Fernando, and the Antelope Valley. Metrolink's Newhall Station is located on Railroad Avenue, approximately 1.65 miles south of the project site. The Santa Clarita station is located on Soledad Canyon Road, approximately 2.5 miles northeast of the project site.

2.2.3 Amtrak

Amtrak is a national rail operator, with 21,000 route miles in 46 states, the District of Columbia, and three Canadian Provinces. Amtrak rail service does not operate in Santa Clarita, however, Amtrak operates daily express buses along the I-5, with bus connections provided at the Newhall Metrolink Station.

2.3 Pedestrian and Bicycle Facilities

Sidewalks are provided along most major roadways in the project study area, including along Railroad Avenue and Oak Ridge Drive. Springbrook Avenue, to the north of the site, functions as an alleyway to support the industrial and warehouse uses along the road and does not have sidewalks.

The City has an extensive network of Class I bike paths and multi-use trails (dedicated paths outside the street vehicular right-of-way) and Class II bike routes (dedicated painted bike lane in the vehicular right-of-way on the street) throughout the City. Additional facilities are recommended within the City of Santa Clarita Non-Motorized Transportation Plan (City of Santa Clarita 2020b). A map of the existing and proposed bicycle and pedestrian facilities is provided in Figure 4.

The closest path to the site is located approximately 700 feet west of the site, where it traverses along the west side of the dry creek channel generally parallel to Railroad Avenue. The path connects to several paths to the north and south, ultimately providing pedestrian and bicycle connections throughout the City. A Class I bike path is also proposed along the east side of the creek channel, adjacent to Railroad Avenue.

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SOURCE: Google Maps 2021

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FIGURE 3

Existing Transit Routes

Santa Clarita Commerce Center Project

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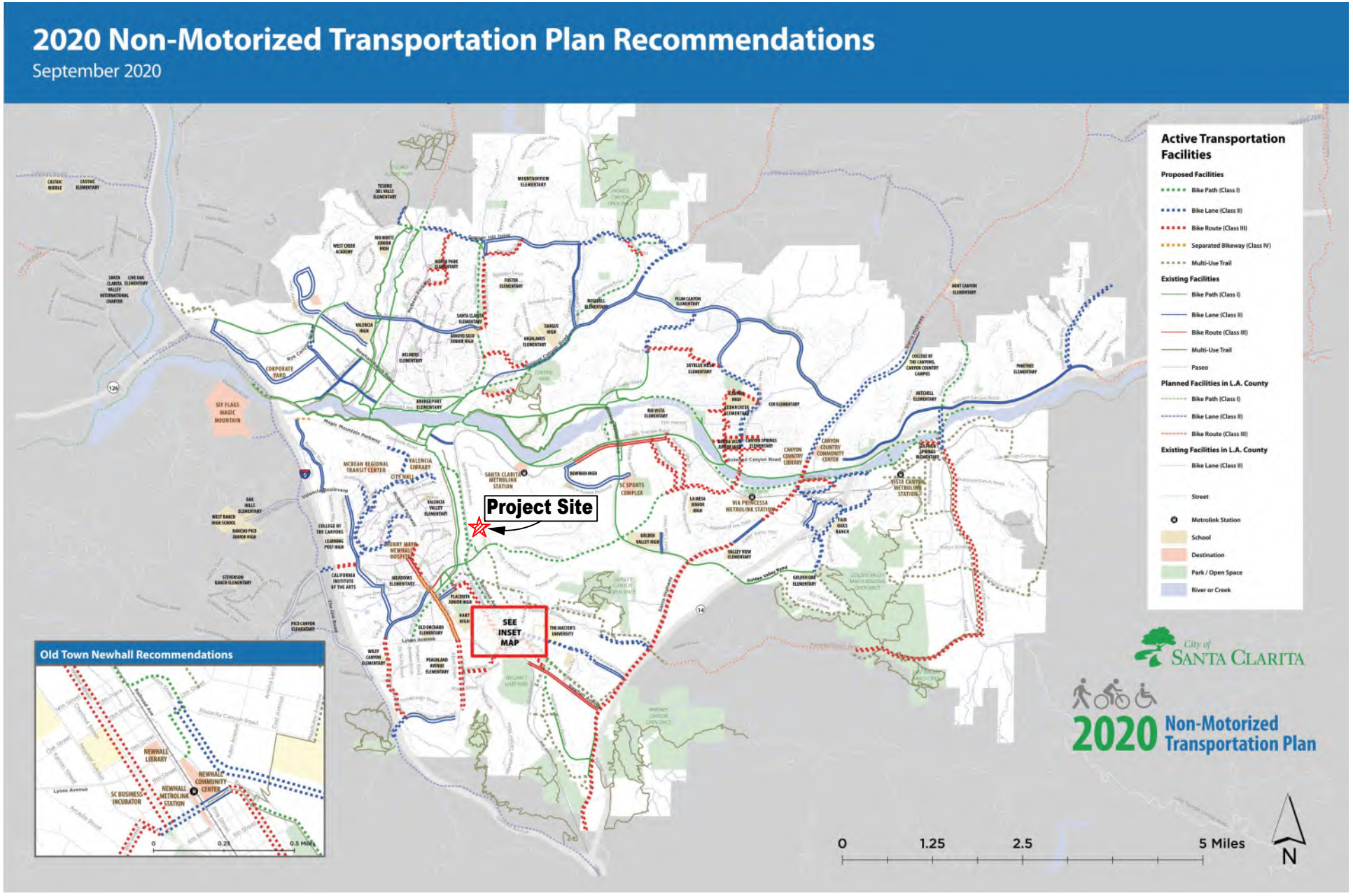

SOURCE: City of Santa Clarita, 2020

FIGURE 4

City of Santa Clarita Non-motorized Transportation Plan

Santa Clarita Commerce Center Project

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3 Project Traffic

This section documents the trip generation, distribution, and assignment of project traffic in the study area.

3.1 Trip Generation

Trip generation estimates for the proposed project are based on daily and AM and PM peak hour trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Handbook, 11th Edition* (2021), supplemented with trip data from the South Coast Air Quality Management District (SCAQMD) *Warehouse Truck Trip Study Data Results and Usage* (2014). Additionally, passenger car equivalent (PCE) factors were applied to the trip generation estimates to account for truck traffic. The City of Santa Clarita does not have published PCE factors, therefore PCE factors provided in the San Bernardino County Congestion Management Program were applied. A 1.5 PCE factor was applied to 2-axle trucks, 2.0 PCE for 3-axle trucks, and a 3.0 PCE factor was applied to 4-axle trucks. Trip generation rates, vehicle splits, and the resulting trip generation estimates for the project are summarized in Table 3.

As shown in Table 3, the proposed project would generate 767 daily trips, 68 AM peak hour trips and 73 PM peak hour trips. This is equivalent to 1,092 daily PCE trips, 97 AM peak hour PCE trips and 105 PM peak hour PCE trips.

3.2 Trip Distribution and Assignment

Regional Project trip distribution percentages are based on logical travel paths to and from the project site, consideration of likely truck routes, the traffic distribution patterns provided in the select zone model run, as well as consideration of the trip distribution presented in the Santa Clarita Retail Center 23-Acre Industrial Parcel Traffic Impact Analysis (Iteris 2009) previously prepared for the site.

Project trip distribution percentages are shown in Figures 5 and 6, for passenger vehicle and truck trips, respectively. Project trips were assigned to the study area intersections by applying the above-referenced project trip generation estimates to the trip distribution percentages at each study area roadway segment and intersections. The project trip assignments are shown in Figures 7, 8, and 9 for passenger vehicle, truck, and total trip assignments, respectively.

Table 3. Project Trip Generation

Land Use	ITE Code	Size/Units		Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Trip Rates[1]										
Warehousing	150	TSF		1.71	0.13	0.04	0.17	0.05	0.13	0.18
High-Cube Fulfillment	155	TSF		1.81	0.12	0.03	0.15	0.06	0.10	0.16
Trip Generation										
Building 1[2]	155	262.325	TSF	475	32	7	39	16	26	42
Building 2	150	50.712	TSF	87	7	2	9	3	7	9
Building 3	150	79.868	TSF	137	10	3	14	4	10	14
Building 4	150	40.280	TSF	69	5	2	7	2	5	7
Total		**433.19**	**TSF**	**767**	**54**	**15**	**68**	**25**	**48**	**73**
Trip Generation (by Vehicle Classification)[3]										
Passenger Vehicles		72.5%		556	39	11	50	18	35	53
2-Axle Trucks		4.6%		35	2	1	3	1	2	3
3-Axle Trucks		5.7%		44	3	1	4	1	3	4
4+-Axle Trucks		17.2%		132	9	3	12	4	8	13
Warehousing Subtotal (Non-PCE)				*767*	*54*	*15*	*68*	*25*	*48*	*73*
		PCE Factor[4]								
Passenger Vehicles		1.0		556	39	11	50	18	35	53
2-Axle Trucks		1.5		53	4	1	5	2	3	6
3-Axle Trucks		2.0		87	6	2	8	3	5	8
4+-Axle Trucks		3.0		396	28	8	35	13	25	38
Total Trip Generation (w/PCE)				**1,092**	**77**	**21**	**97**	**36**	**68**	**105**

Notes: TSF = Thousand Square Feet; PCE = Passenger Car Equivalent

1 Trip rates from the Institute of Transportation Engineers (ITE), *Trip Generation, 11th Edition, 2021.*

2 Because a tenant has not yet been identified, the higher trip rate for a high-cube fulfillment center was applied to the larger Building 1. This provides a more conservative analysis of the potential project trips. Per ITE, a high-cube fulfillment center typically has at least 200,000 gross square feet, therefore the rate was applied to Building 1 only.

3 Vehicle Mix and Percent from SCAQMD, Warehouse Truck Trip Study Data Results and Usage, July 2014.

4 Passenger Car Equivalent (PCE) factors per the San Bernardino County CMP, 2016. Published rates not found for Santa Clarita or Los Angeles County.

SOURCE: Google Maps 2021

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Not to Scale

FIGURE 5

Project Passenger Vehicle Trip Distribution

Santa Clarita Commerce Center Project

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FIGURE 6

Project Truck Trip Distribution

Santa Clarita Commerce Center Project

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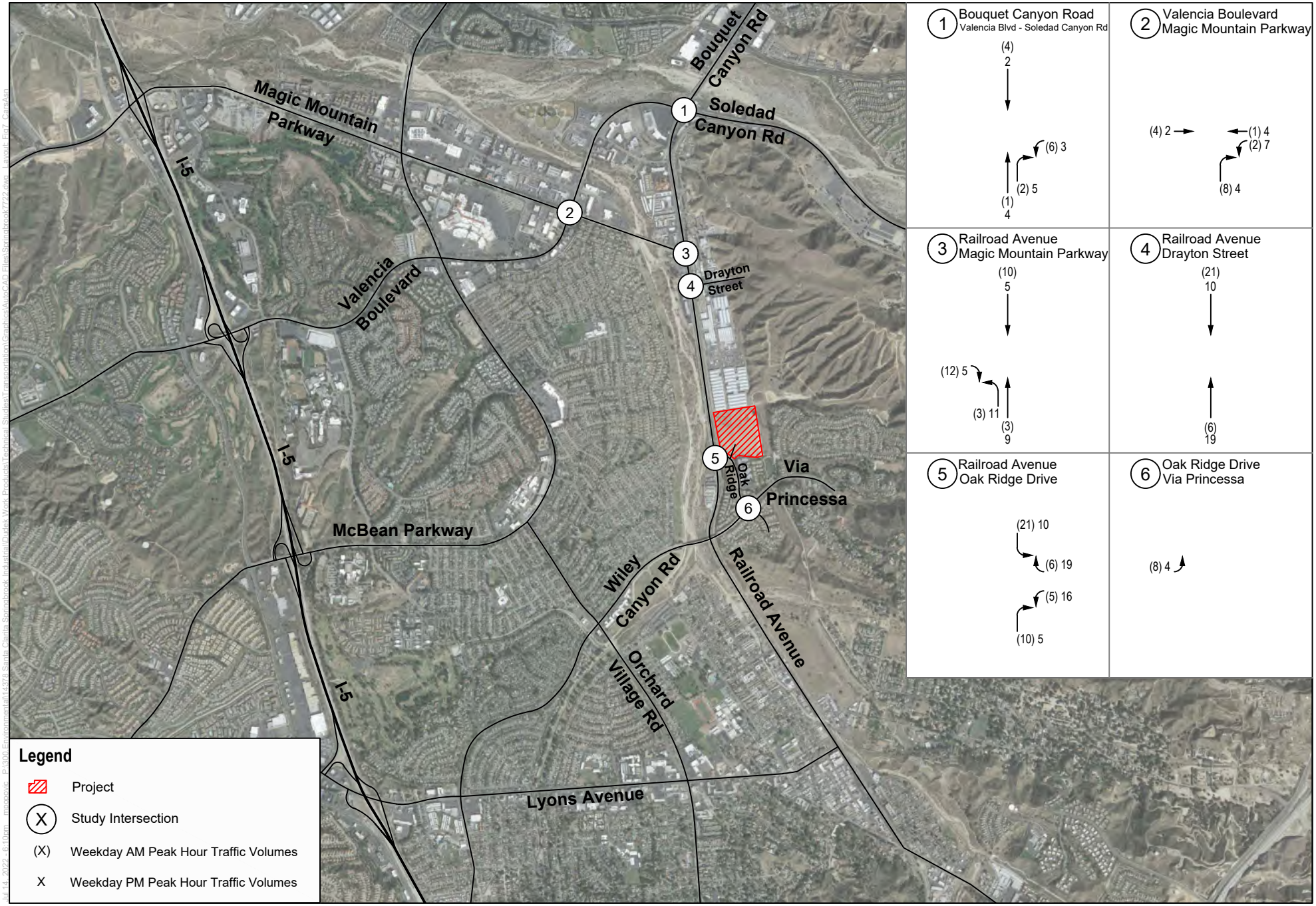

SOURCE: Google Maps 2021

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FIGURE 7

Project Passenger Vehicle Trip Assignment

Santa Clarita Commerce Center Project

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SOURCE: Google Maps 2021

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FIGURE 8

Project Truck Trip Assignment (PCE)

Santa Clarita Commerce Center Project

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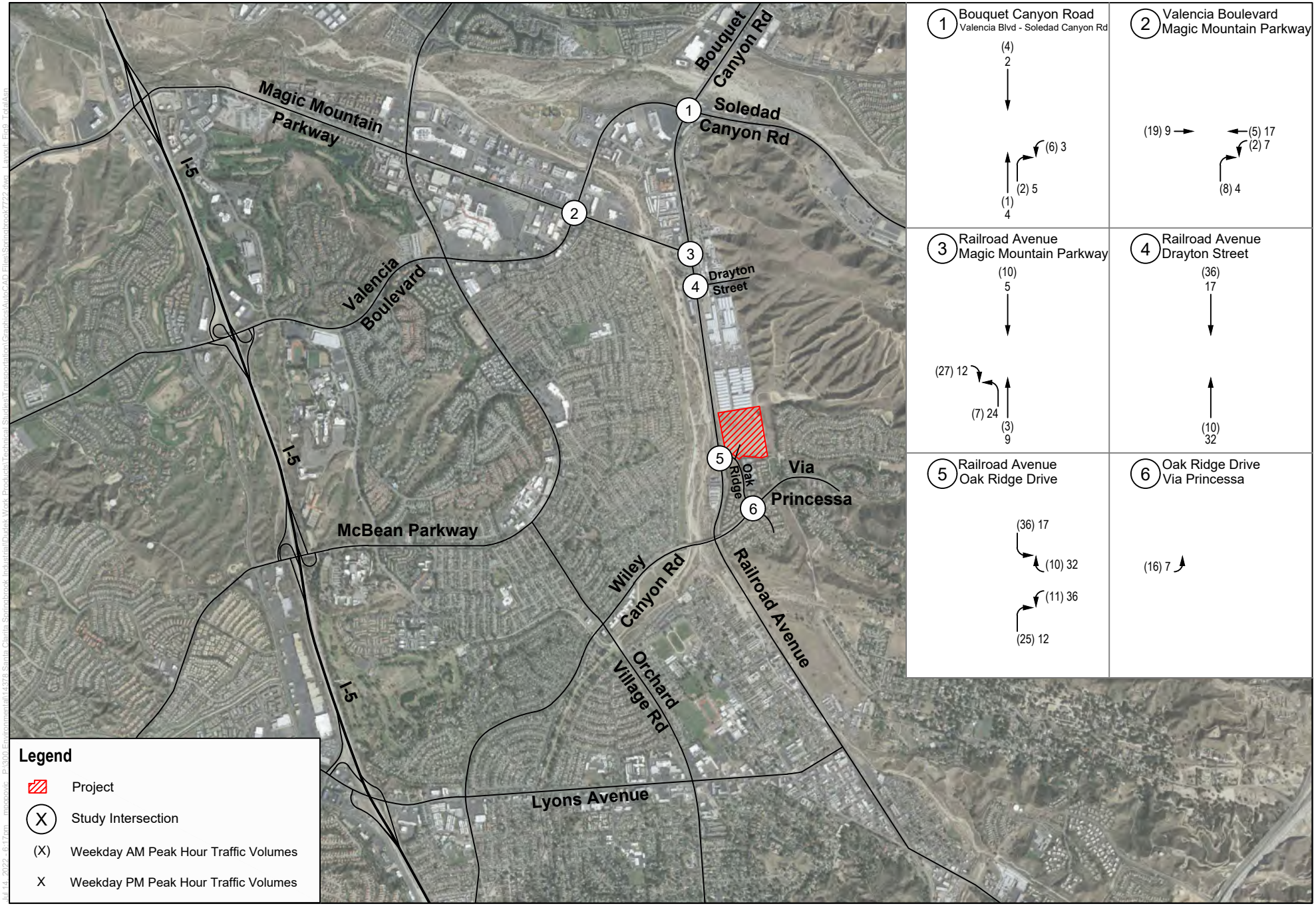

SOURCE: Google Maps 2021

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FIGURE 9

Project Total Trip Assignment (PCE)

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4 Vehicle Miles Traveled Analysis

4.1 Project Screening

The City's TIA Guidelines provide details on appropriate "screening thresholds" that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant VMT impact without conducting a more detailed analysis. A land use project need only to meet one of the below screening thresholds to result in a less-than- significant impact.

- **Project Size Screening:** If a development project generates 110 or less net daily vehicle trips, further analysis is not required, and a less than significant determination can be made. As previously shown in Table 3, the project would generate 767 daily trips and therefore does not meet this screening criterion based on its proposed size and land use.
- **Transit Priority Area (TPA) Screening:** Projects located within a ½ mile of an existing "major transit stop"[1] or an "existing stop along a high-quality transit corridor"[2] may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition to its proximity to transit, the project must also have a minimum Floor Area Ratio of 0.75; provide no more parking than required by the jurisdiction; be consistent with the applicable Sustainable Communities Strategy; and not replace affordable residential units with a smaller number of moderate- or high-income residential units. If the project meets these additional considerations, further analysis is not required, and a less than significant determination can be made. As discussed in Section 2.2, Santa Clarita Transit Routes 12 and 757 operate within the study area. The Railroad Avenue and Oak Ridge Drive bus stop would serve as the nearest bus stop to the project site, immediately west of the project site. However, the routes operate with approximately 30-minute headways, and do not qualify as a major transit stop or high-quality transit corridor because the headways exceed the 15-minute service criterion. Therefore, the project site does not meet this screening criterion.
- **Affordable Housing Screening:** Affordable housing units can be presumed to have a less than significant impact on VMT, absent substantial evidence to the contrary, and can be screened from requiring further VMT analysis. The project does not propose any affordable housing units and would not meet this project type screening.

As outlined above, the project does not meet the screening criteria identified in the City's TIA Guidelines. Therefore, a project-specific VMT analysis was conducted and is summarized below.

4.2 VMT Analysis

The VMT analysis was conducted based on the City's TIA Guidelines and recent studies prepared for similar land uses in the City. The analysis was conducted using the Southern California Association of Governments (SCAG) Regional Transportation Plan Model. Since the project is an employment generating use whereas a majority of the City residents have to leave the City for work, the metric of net change in work VMT was applied to the project.

[1] Pub. Resources Code, § 21064.3 ("'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods."

[2] Pub. Resources Code, § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.").

Further, the thresholds in the TIA Guidelines are based on interpolation between the 2016 and 2040 models to obtain 2020 VMT. However, SCAG has released the 2020 socio-economic dataset (SED), and therefore, the SCAG model was run using the 2020 SED. To present an apples-to-apples comparison, the VMT comparison was conducted for the no-project and with project conditions using the same version of the model and SED.

Table 4 summarizes the findings of the VMT analysis. The baseline home-based work (HBW) VMT for the City was calculated to be 1,701,590 miles without the project, which was shown to decrease to 1,591,499 miles with the project. Therefore, the analysis shows that the project reduces the home-based work VMT for the City and the project would have a less than significant impact on VMT.

Table 4. Project VMT Summary

2020	City of Santa Clarita (With Project)	City of Santa Clarita (Without Project)
Total Employment	85,687	85,458
Total Homebased Work VMT	1,591,499	1,701,590
VMT per Employee	18.6	19.9
Significant Impact?	**No**	

Note: VMT = vehicle miles traveled
Source: Translutions, Inc., 2022

Based on the City's TIA Guidelines, if a less than significant impact is determined under baseline conditions, a less than significant impact would also occur under cumulative conditions. Therefore, the project's impacts under cumulative conditions are anticipated to be less than significant.

5 Existing Year (2022) Traffic Operations

This section details the existing traffic volumes and the existing intersection operations within the study area. The existing traffic controls and geometrics at the study area intersections is shown in Figure 10.

5.1 Traffic Volumes

The existing condition is representative of the year 2022, and focuses on the weekday daily, AM (7:00 a.m. to 9:00 a.m.) and the PM (4:00 p.m. to 6:00 p.m.) peak periods. The peak periods represent the highest volume of traffic for the adjacent street system. Existing weekday AM and PM peak hour volumes are summarized in Figure 11. Traffic counts were adjusted to PCE to reflect truck traffic, as shown below:

- Light-duty trucks (2-axle): 1.5 PCE
- Medium-duty trucks (3-axle): 2.0 PCE
- Heavy-duty trucks (4+-axle): 3.0 PCE

5.2 Intersection Operations

Table 5 shows the results of the existing conditions LOS analysis. As shown in the table, all study area intersections are currently operating at satisfactory levels of service (LOS D or better) under existing conditions, except for the intersection of Bouquet Canyon Rd./Soledad Canyon Rd. in the PM peak hour (LOS E, 78.9 seconds of delay).

Table 5. Existing Peak Hour Intersection LOS

No.	Intersection	Traffic Control	Existing			
			AM Peak		PM Peak	
			Delay[1]	LOS[2]	Delay[1]	LOS[2]
1	Bouquet Canyon Rd./Soledad Canyon Rd.	HCM Signal	41.7	D	**78.9**	**E**
2	Valencia Blvd./Magic Mountain Pkwy.	HCM Signal	34.8	C	43.0	D
3	Railroad Ave./Magic Mountain Pkwy.	HCM Signal	29.8	C	36.7	D
4	Railroad Ave./Drayton St.	HCM Signal	16.0	B	18.2	B
5	Railroad Ave./Oak Ridge Dr.	HCM Signal	18.0	B	18.2	B
6	Oak Ridge Dr./Via Princessa	HCM Signal	14.6	B	20.6	C

Source: Appendix B
Notes: HCM Signal = Highway Capacity Manual signalized intersection; **Bold**: Exceeds LOS D threshold
1 Delay in seconds per vehicle
2 LOS = Level of Service

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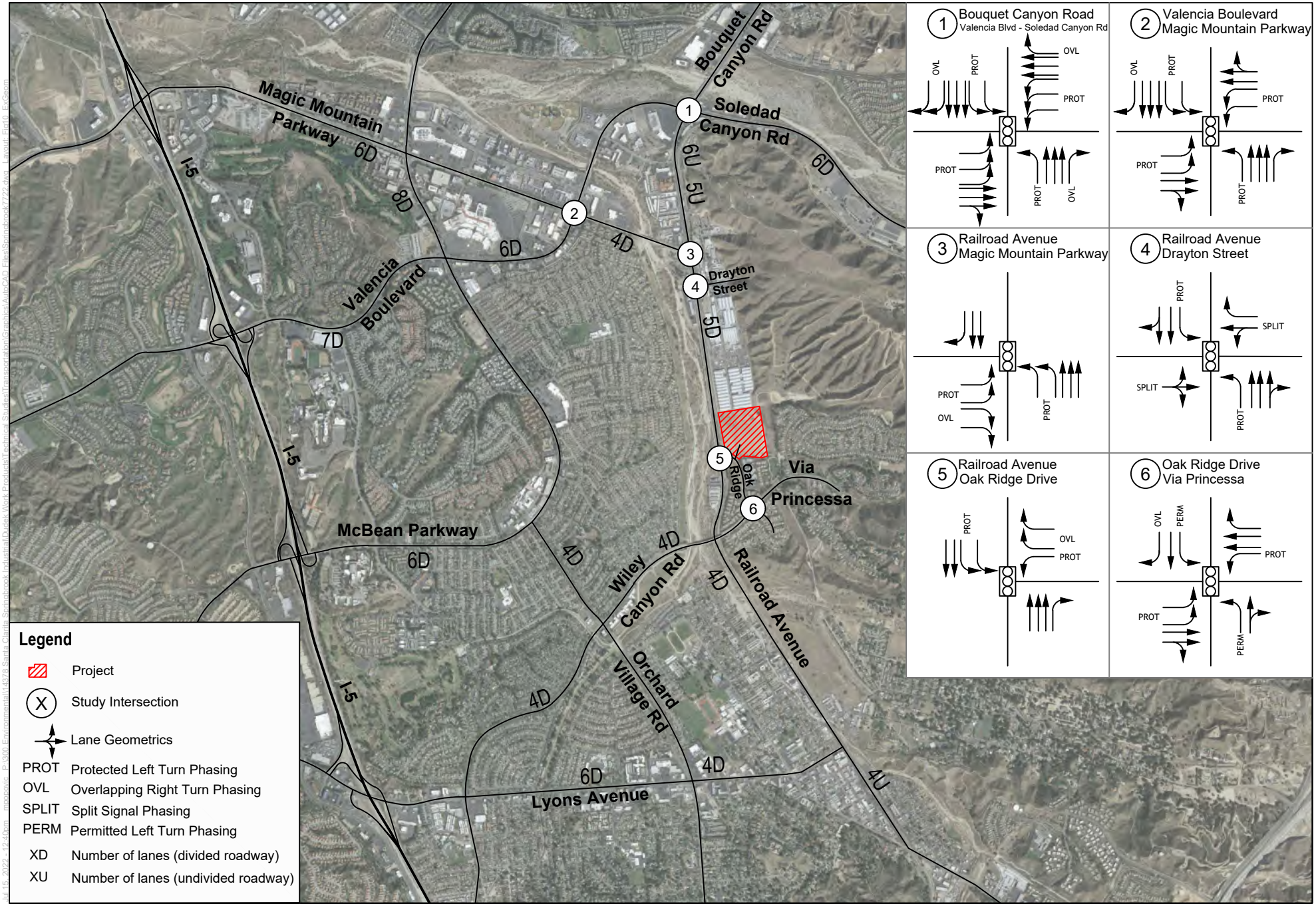

SOURCE: Google Maps 2021

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FIGURE 10

Existing Intersection Controls and Geometrics

Santa Clarita Commerce Center Project

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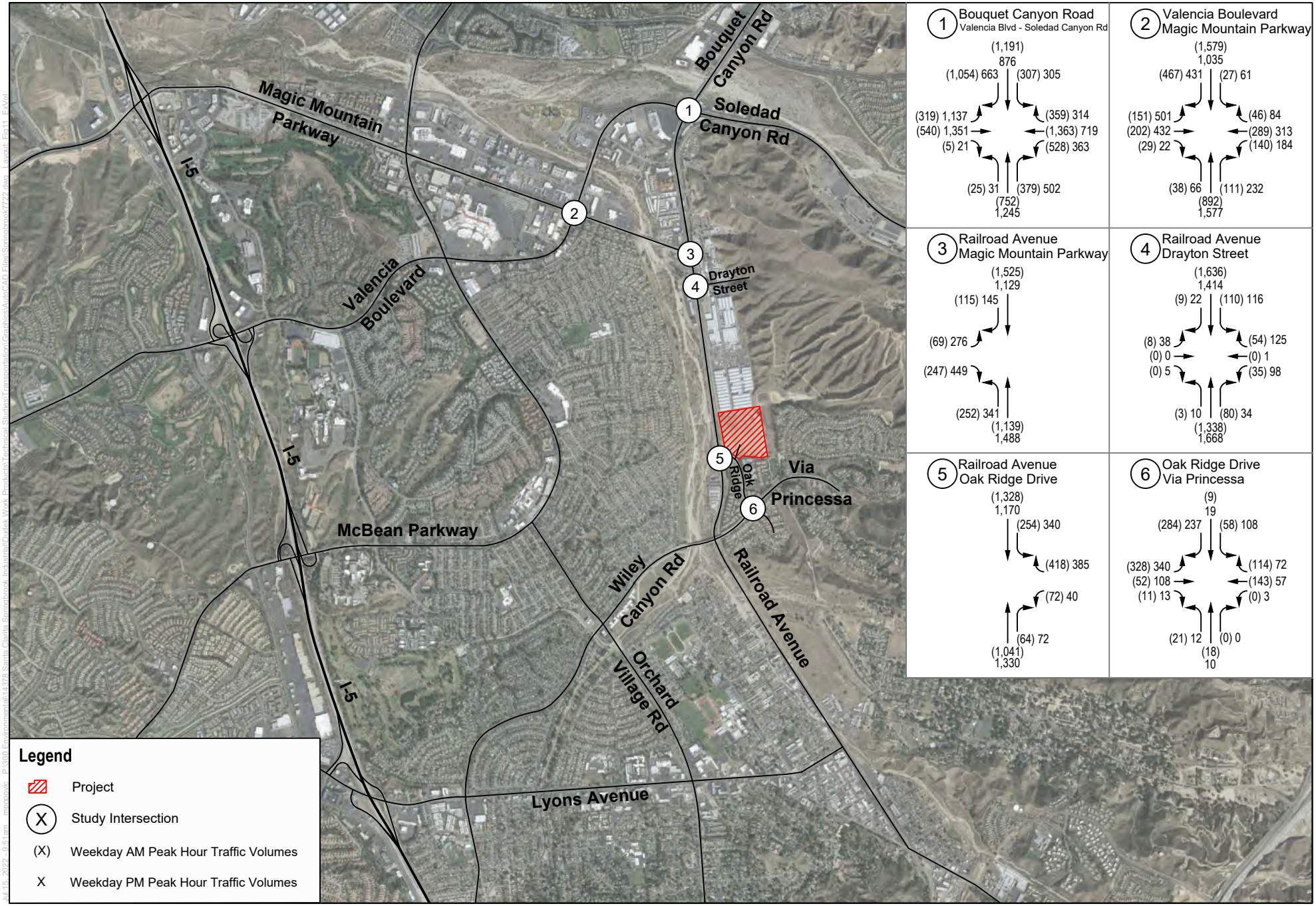

SOURCE: Google Maps 2021

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FIGURE 11

Existing Peak Hour Traffic Volumes (PCE)

Santa Clarita Commerce Center Project

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6 Existing plus Project Traffic Operations

This section details the existing plus project traffic volumes and intersection operations within the study area.

6.1 Traffic Volumes

The total project trip assignments shown in Figure 9 were added to the Existing peak hour traffic volumes shown in Figure 11 to derive the Existing plus Project peak hour traffic condition (Figure 12).

6.2 Intersection Operations

Table 6 summarizes the results of the Existing plus Project intersection analysis for the AM and PM peak hours.

Table 6. Existing Plus Project Peak Hour Intersection LOS

No.	Intersection	Existing				Existing plus Project				Change in Delay (Seconds)	
		AM Peak		PM Peak		AM Peak		PM Peak			
		Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]	AM	PM
1	Bouquet Canyon Rd./Soledad Canyon Rd.	41.7	D	**78.9**	**E**	41.7	D	**78.9**	**E**	0.0	0.0
2	Valencia Blvd./Magic Mountain Pkwy.	34.8	C	43.0	D	34.8	C	43.1	D	0.0	0.1
3	Railroad Ave./ Magic Mountain Pkwy.	29.8	C	36.7	D	30.2	C	37.0	D	0.4	0.3
4	Railroad Ave./ Drayton St.	16.0	B	18.2	B	16.1	B	18.3	B	0.1	0.1
5	Railroad Ave./ Oak Ridge Dr.	18.0	B	18.2	B	18.7	B	19.4	B	0.7	1.2
6	Oak Ridge Dr./ Via Princessa	14.6	B	20.6	C	14.8	B	20.7	C	0.2	0.1

Source: Appendix B
Notes: Bold: Exceeds LOS D threshold
1 Delay in seconds per vehicle
2 LOS = Level of Service

As shown in the table, all study area intersections are forecast to continue to operate at satisfactory LOS (LOS D or better) under Existing plus Project conditions, except for the intersection of Bouquet Canyon Rd./Soledad Canyon Rd. in the PM peak hour (remains at LOS E ,78.9 seconds of delay). However, since the proposed project would not result in any increase in delay at this intersection, the project would not exceed the City's LOS impact thresholds. Similarly, with all other intersections at LOS D, the proposed project would add less than 4.0 seconds of delay. Therefore, no improvements would be required.

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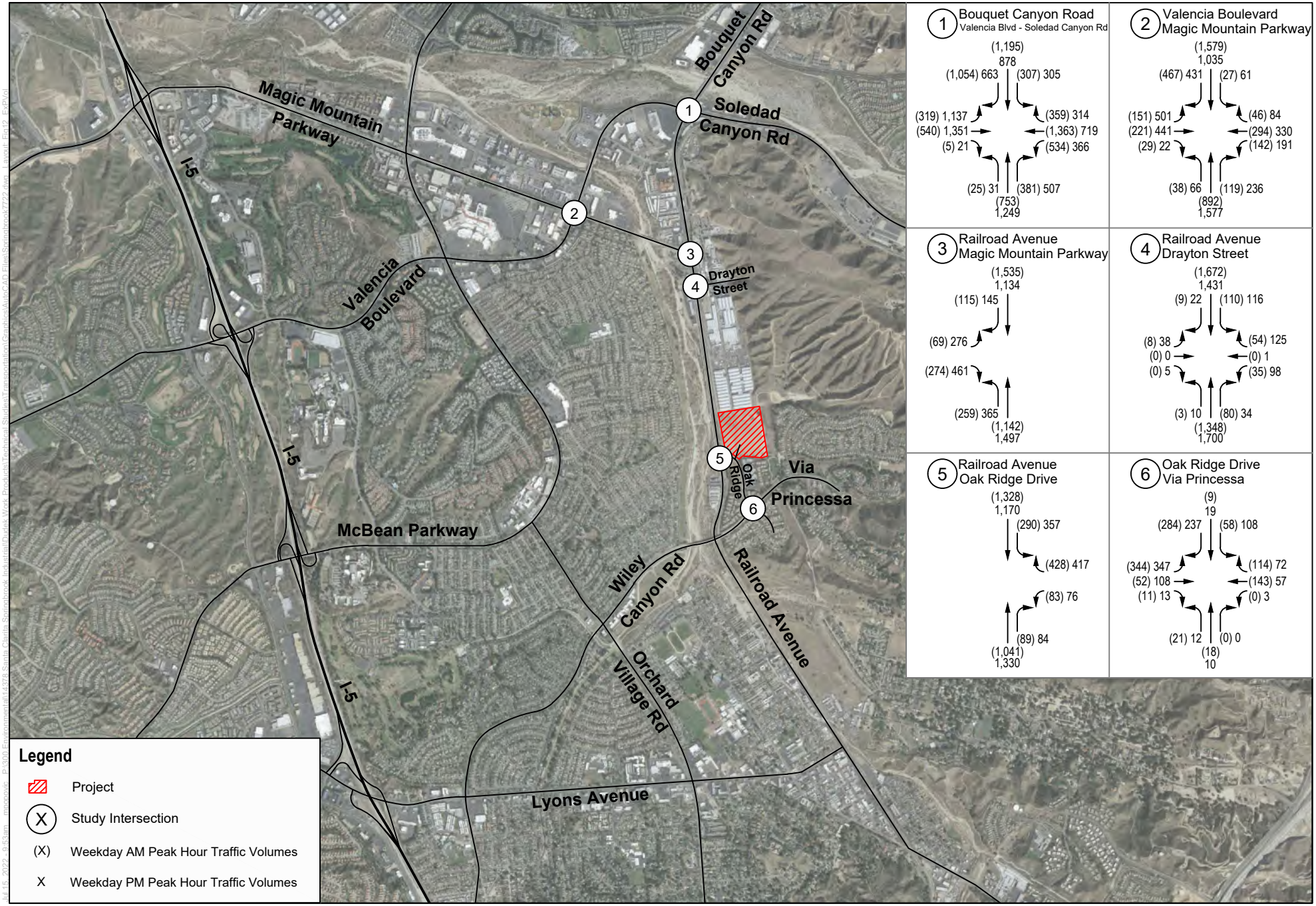

SOURCE: Google Maps 2021

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FIGURE 12

Existing plus Project Peak Hour Traffic Volumes (PCE)

Santa Clarita Commerce Center Project

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7 Opening Year (2024) Conditions

This section presents the results of a cumulative condition analysis that was conducted for a short-term horizon year (Year 2024) assuming the proposed project is constructed and fully occupied. Characteristics are provided for the peak hour traffic volumes and traffic operations.

7.1 Cumulative Projects

Cumulative projects are projects that are proposed and in the review process, but not yet fully approved; or, projects that have been approved, but not fully constructed or occupied. Based on a review of the cumulative projects within the vicinity of the Project site, 9 cumulative projects were identified that would potentially add traffic to the study area. Table 7 provides a brief description of these cumulative projects, and cumulative project locations are shown in Figure 13.

Table 7. Cumulative Projects

No.	Location	Name	Description
1	Drayton Street/ Springbrook Avenue	Bridge to Home	92 beds in shelter; 8 single family homes
2	McBean Parkway/Orchard Village Road	Henry Mayo Hospital MOB 2 and 3	120,000 SF medical office
3	Railroad Avenue/13th Street	Shadowbox Studios	Approximate 1.34 million SF television and movie studio campus; 487,000 SF of sound stages; 579,000 SF of supportive warehouses; 235,000 SF of office uses; 40,000 SF of catering and other uses
4	McBean Parkway/Valencia Boulevard	Oliver Hotel (Element by Westin)	4,000 SF restaurant; 134 hotel rooms
5	Placerita Canyon Road	Master's University Master Plan	Campus expansion; 600 students; 42 apartments
6	24605 Railroad Avenue	Paseo Nuevo Mixed Use	2,360 SF commercial and MFR 13 units
7	24747 Railroad Avenue	Plaza del Sol Mixed Use Project	5,262 SF commercial and 36 MFR units
8	22500 Soledad Canyon Road	Riverview Mixed Use Project	318 units and 72,000 SF of commercial
9	26135 Bouquet Canyon Road	Santa Clarita Plaza Mixed Use Project	30 MFR units and 9,000 SF commercial

Source: Email correspondence with the City of Santa Clarita 2023 and the City's Development website (Major Development Projects in the City | City of Santa Clarita, CA (santa-clarita.com), 2023
Notes: SF = square feet

7.1.1 Cumulative Projects Trip Generation

Project trip generation estimates for the cumulative projects were derived using ITE *Trip Generation, 11th edition* (2021) trip rates and project-related traffic studies where available. As shown in Table 8, the cumulative projects are forecast to generate approximately 25,030 daily trips, 1,657 AM peak hour trips, and 2,373 PM peak hour trips.

7.1.2 Cumulative Projects Trip Distribution and Assignment

The trips generated by the cumulative projects were distributed through the study area network, and were based on logical commute corridors. Figure 14 shows the cumulative projects trip assignments for the peak hour conditions.

Table 8. Cumulative Projects Trip Generation

Land Use			ITE Code	Size/Units		Daily	AM Peak Hour			PM Peak Hour		
							In	Out	Total	In	Out	Total
Trip Rates[1]												
Single-Family Detached Housing			210	per DU		9.43	0.18	0.52	0.70	0.59	0.35	0.94
Multifamily Housing (Low-Rise)			220	per DU		6.74	0.10	0.30	0.40	0.32	0.19	0.51
Assisted Living			254	per beds		2.60	0.11	0.07	0.18	0.09	0.15	0.24
Hotel			310	per room		7.99	0.26	0.20	0.46	0.29	0.30	0.59
University/College			550	per student		1.56	0.12	0.03	0.15	0.05	0.10	0.15
Medical-Dental Office Building			720	per TSF		36.00	2.45	0.65	3.10	1.18	2.75	3.93
Shopping Plaza (40-150k)			821	per TSF		94.49	2.19	1.34	3.53	4.33	4.70	9.03
Strip Retail Plaza (<40k)			822	per TSF		54.45	1.42	0.94	2.36	3.30	3.30	6.59
High-Turnover (Sit-Down) Restaurant			932	per TSF		107.20	5.26	4.31	9.57	5.52	3.53	9.05
No.	**Trip Generation**											
1	Bridge to Home	Shelter Facility	254	92	beds	239	10	7	17	9	13	22
		Single-Family	210	8	DU	75	1	4	5	5	3	8
					Subtotal	*314*	*11*	*11*	*22*	*14*	*16*	*30*
2	Henry Mayo Hospital MOB 2 and 3	Medical Office	720	120.0	TSF	4,320	294	78	372	141	330	471
3	Shadowbox Studios[2]	Television/ movie studio campus	N/A			7,293	387	218	605	297	387	684
4	Oliver Hotel (Element by Westin)	Restaurant	932	4.0	SF	429	21	17	38	22	14	36
		Hotel	310	134	rooms	1,071	35	27	62	39	40	79
					Subtotal	*1,500*	*56*	*44*	*100*	*61*	*54*	*115*
5	Master's University Master Plan	Student Expansion	550	600	students	936	70	20	90	29	61	90
		Multi-Family	220	42	DU	283	4	13	17	13	8	21
					Subtotal	*1,219*	*74*	*33*	*107*	*42*	*69*	*111*
6	Paseo Nuevo Mixed Use	Multi-Family	220	13	DU	88	1	4	5	4	2	7
		Commercial	822	2,360	TSF	129	3	2	6	8	8	16

Table 8. Cumulative Projects Trip Generation

Land Use			ITE Code	Size/Units		Daily	AM Peak Hour			PM Peak Hour		
							In	Out	Total	In	Out	Total
					Subtotal	*216*	*5*	*6*	*11*	*12*	*10*	*22*
7	Plaza del Sol Mixed Use	Multi-Family	220	36	DU	243	3	11	14	12	7	18
		Commercial	822	5.262	TSF	287	7	5	12	17	17	35
					Subtotal	*529*	*11*	*16*	*27*	*29*	*24*	*53*
8	Riverview Mixed Use	Multi-Family	220	318	DU	2143	31	97	127	102	60	162
		Commercial	822	72.00	TSF	6803	158	97	254	312	338	650
					Subtotal	*8,947*	*188*	*193*	*381*	*414*	*398*	*812*
9	Santa Clarita Plaza Mixed Use	Multi-Family	220	30	DU	202	3	9	12	10	6	15
		Commercial	822	9.000	TSF	490	13	8	21	30	30	59
					Subtotal	*692*	*16*	*18*	*33*	*39*	*35*	*75*
					Total Cumulative Project Trip Generation	**25,030**	**1,041**	**617**	**1,657**	**1,050**	**1,325**	**2,373**

Notes: DU = dwelling unit; TSF = thousand square feet

1 Trip rates from *Trip Generation Handbook*, 11tth Edition, Institute of Transportation Engineers (ITE), 2021.

2 Trip Generation directly from Transportation Assessment for Shadowbox Studios, Gibson Transportation Consulting, 2023

SOURCE: Google Maps 2021

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FIGURE 13

Cumulative Project Locations

Santa Clarita Commerce Center Project

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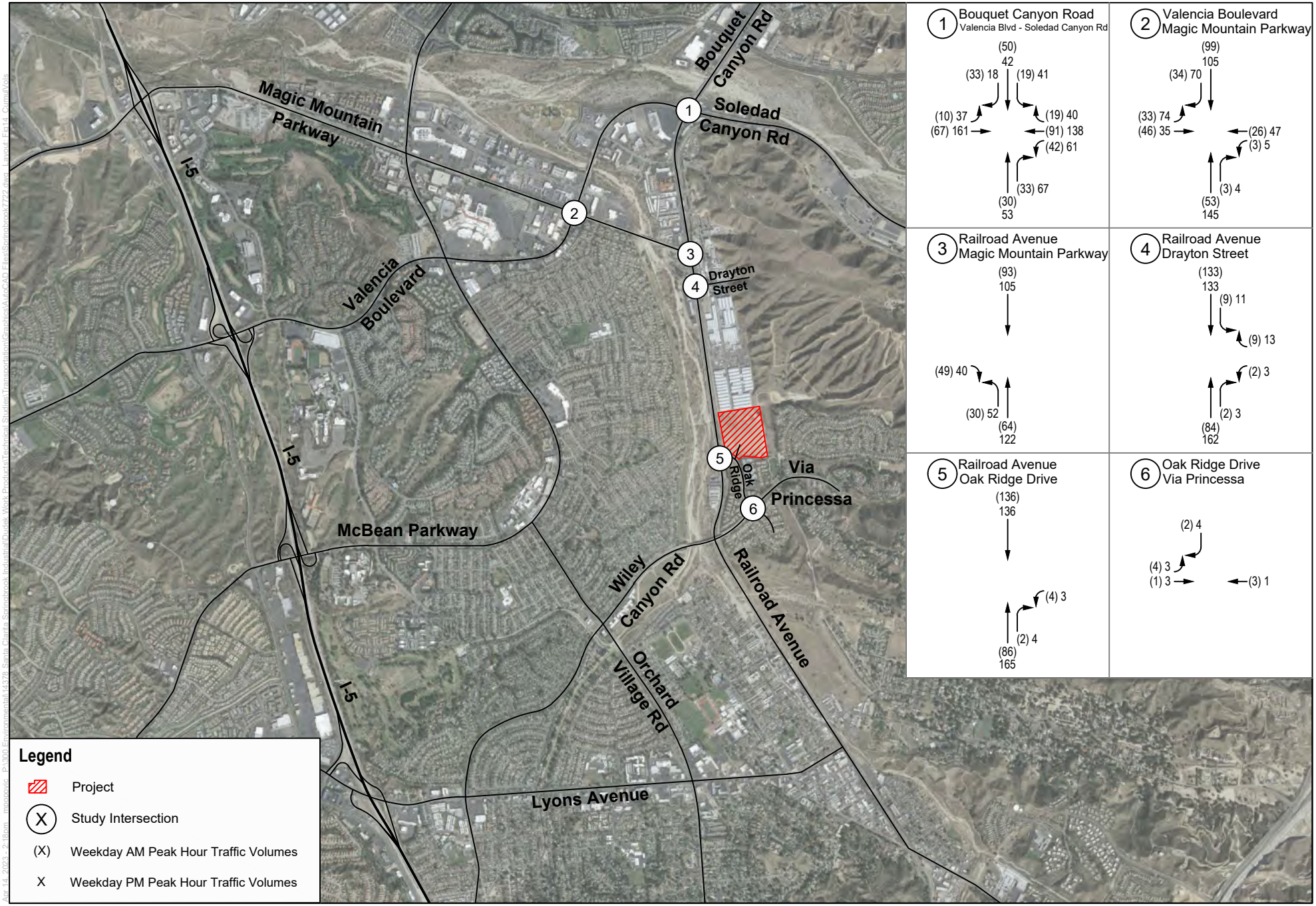

SOURCE: Google Maps 2021

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FIGURE 14

Cumulative Projects Peak Hour Traffic Volumes

Santa Clarita Commerce Center Project

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7.2 Traffic Volumes

The traffic volumes for this scenario were estimated by adding the cumulative project traffic volumes shown in Figure 14 to the existing traffic volumes shown in Figure 10, and by increasing the traffic volumes by an annual growth rate of 2.0% per year. Figure 15 illustrates the Opening Year (2024) traffic volumes for the peak hour conditions. The existing intersection configurations have been assumed to be preserved under the Opening Year (2024) conditions.

7.3 Intersection Operations

Table 9 presents the results of the opening year conditions analysis. As shown in the table, all study area intersections are forecast to operate at satisfactory levels of service (LOS D or better) under Opening Year (2024) conditions, except for the intersection of Bouquet Canyon Rd./Soledad Canyon Rd. in the PM peak hour (LOS F, 96.3 seconds of delay).

Table 9. Opening Year (2024) Peak Hour Intersection LOS

No.	Intersection	Traffic Control	Opening Year (2024)			
			AM Peak		PM Peak	
			Delay[1]	LOS[2]	Delay[1]	LOS[2]
1	Bouquet Canyon Rd./Soledad Canyon Rd.	HCM Signal	47.7	D	**96.3**	**F**
2	Valencia Blvd./Magic Mountain Pkwy.	HCM Signal	37.0	D	54.8	D
3	Railroad Ave./Magic Mountain Pkwy.	HCM Signal	32.4	C	38.9	D
4	Railroad Ave./Drayton St.	HCM Signal	17.8	B	20.5	C
5	Railroad Ave./Oak Ridge Dr.	HCM Signal	18.1	B	18.3	B
6	Oak Ridge Dr./Via Princessa	HCM Signal	14.8	B	21.1	C

Source: Appendix B
Notes: HCM Signal = Highway Capacity Manual signalized intersection; **Bold**: Exceeds LOS D threshold
1 Delay in seconds per vehicle
2 LOS = Level of Service

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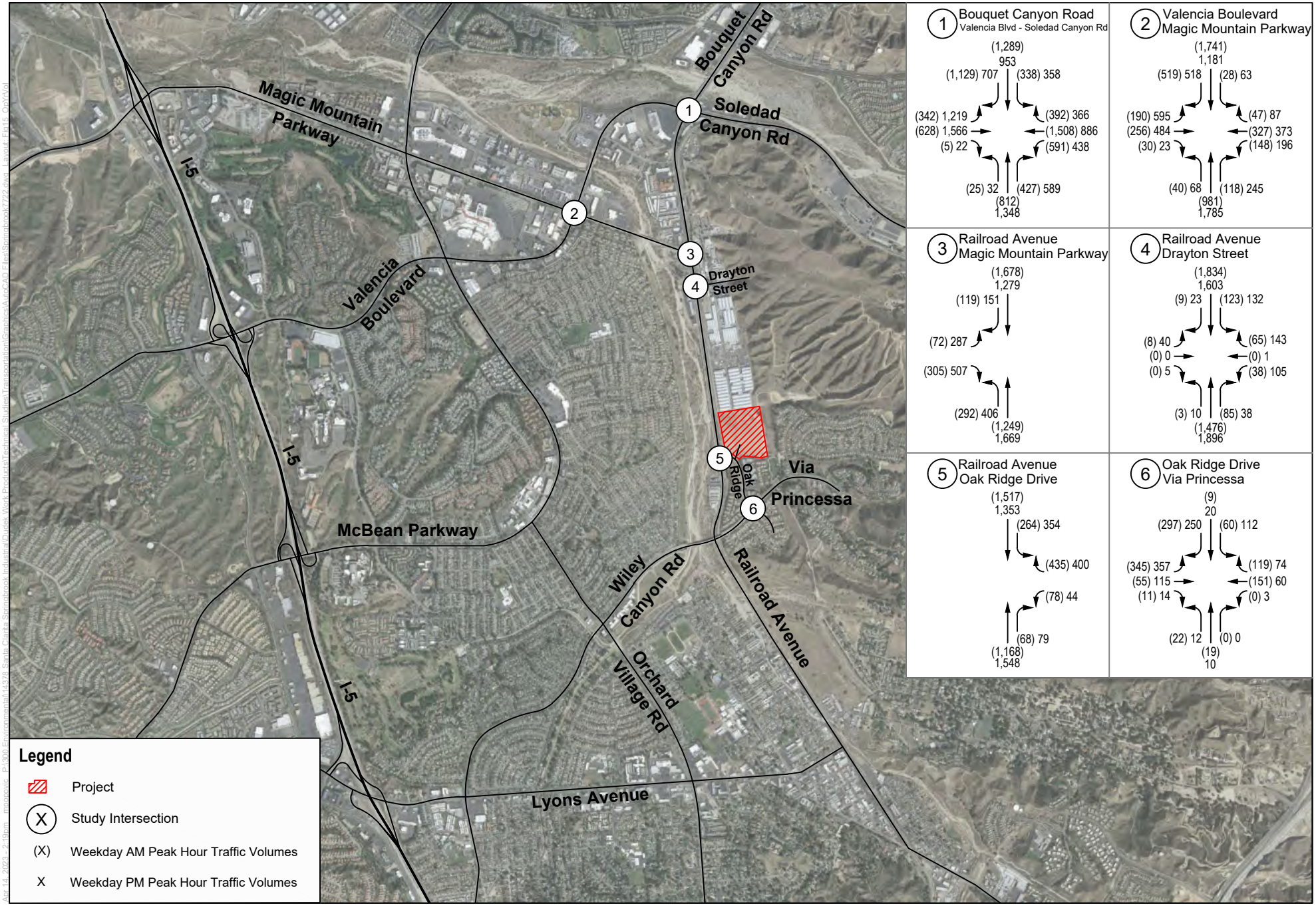

SOURCE: Google Maps 2021

FIGURE 15

Opening Year (2024) Peak Hour Traffic Volumes (PCE)

Santa Clarita Commerce Center Project

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8 Opening Year (2024) plus Project Traffic Operations

This section details the Opening Year (2024) plus Project traffic volumes and the intersection operations within the study area.

8.1 Traffic Volumes

The total project trip assignments shown in Figure 9 were added to the Opening Year 2024 peak hour traffic volumes shown in Figure 15 to derive the Opening Year (2024) plus Project peak hour traffic condition (Figure 16). As with the Existing plus Project analysis, the existing intersection geometrics in the study area have been assumed to be maintained at all intersections.

8.2 Intersection Operations

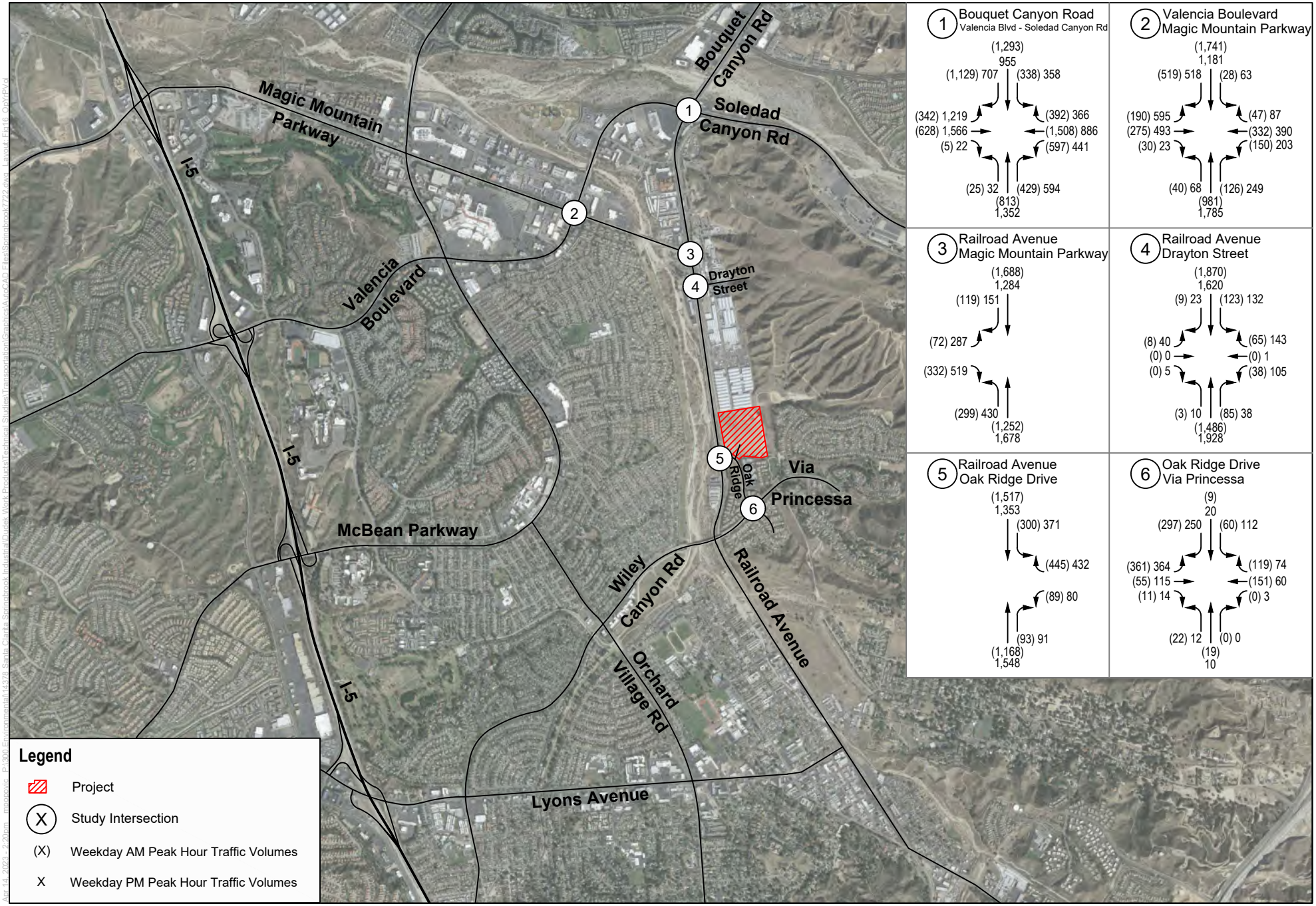
Table 10 summarizes the results of the Opening Year (2024) plus Project intersection analysis for the AM and PM peak hours.

Table 10. Opening Year 2024 Plus Project Peak Hour Intersection LOS

No.	Intersection	Opening Year (2024)				Opening Year (2024) plus Project				Change in Delay (seconds)	
		AM Peak		PM Peak		AM Peak		PM Peak			
		Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]	AM	PM
1	Bouquet Canyon Rd./ Soledad Canyon Rd.	47.7	D	**96.3**	**F**	47.7	D	**96.3**	**F**	0.0	0.0
2	Valencia Blvd./ Magic Mountain Pkwy.	37.0	D	54.8	D	37.0	D	54.9	D	0.0	0.1
3	Railroad Ave./ Magic Mountain Pkwy.	32.4	C	38.9	D	32.8	C	39.2	D	0.4	0.3
4	Railroad Ave./ Drayton St.	17.8	B	20.5	C	18.0	B	20.6	C	0.2	0.1
5	Railroad Ave./ Oak Ridge Dr.	18.1	B	18.3	B	18.7	B	19.4	B	0.6	1.1
6	Oak Ridge Dr./ Via Princessa	14.8	B	21.1	C	15.0	B	21.3	C	0.2	0.2

Source: Appendix B
Notes: Bold: Exceeds LOS D threshold
1 Delay in seconds per vehicle
2 LOS = Level of Service

As shown in the table, all study area intersections are forecast to continue to operate at satisfactory levels of service (LOS D or better) under Opening Year (2024) plus Project conditions, except for the intersection of Bouquet Canyon Rd./Soledad Canyon Rd. in the PM peak hour (remains at LOS F, 96.3 seconds of delay). However, since the proposed project would not result in any increase in delay at this intersection, the project would not exceed the City's LOS impact thresholds. Similarly, with all other intersections at LOS D, the proposed project would add less than 4.0 seconds of delay. Therefore, no improvements would be required.



SOURCE: Google Maps 2021

FIGURE 16

Opening Year (2024) plus Project Peak Hour Traffic Volumes (PCE)

Santa Clarita Commerce Center Project

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9 Project Access

This section describes the proposed vehicle and truck access to the site and evaluates the potential offsite queuing at the project driveway on Oak Ridge Drive.

9.1 Project Site Access

Vehicular and truck traffic access will be provided via an existing 88-foot-wide driveway on Oak Ridge Drive. Per the City's Conditions of Approval, access at the driveway will be limited to right-in/right-out/left-in only. The Project will construct pedestrian facilities (e.g., curb and gutter) along Springbrook Avenue and connect to the existing sidewalk on Oak Ridge Drive. As discussed in Section 2.3, the nearest bicycle facility is located approximately 700 feet west of the site, where it traverses along the west side of the dry creek channel generally parallel to Railroad Avenue. The path connects to several paths to the north and south. A Class I bike path is also proposed along the east side of the creek channel, adjacent to Railroad Avenue. The proposed Project does not included plans to add bicycle infrastructure and it would not conflict with the bicycle facilities noted in the City's Non-motorized Transportation Plan.

All roadway, intersection and Project access improvements would be overseen by the City of Santa Clarita and their qualified traffic engineers. This approach would ensure compliance with all applicable roadway design requirements. All street improvements will be designed with adequate width, turning radius, and grade to facilitate access by City's firefighting apparatus, and to provide alternative emergency ingress and egress. The site plan would be subject to plan review by the City's Fire Department to ensure proper access for fire and emergency response is provided and required fire suppression features are included. As such, no hazardous design features would be part of the Project's roadway improvements or site access.

9.2 Off-site Queuing Analysis

A queuing analysis was performed for Oak Ridge Drive from Railroad Avenue to Shawna Place to assess vehicle queues along the roadway adjacent to the site. The queuing analysis was performed for the Opening Year (2024) plus Project condition, using Synchro/SimTraffic software, as summarized below. All SimTraffic queueing reports are provided in Appendix C.

As shown in Table 11, there would be no intersection turning movements anticipated to experience queuing issues during the peak hours based on the 95th percentile peak hour traffic flows. All turn pocket lengths are forecasted to provide adequate storage length for Opening Year (2024) plus Project conditions.

Table 11. Peak-Hour Queuing Summary for Opening Year (2024) plus Project Conditions

No.	Intersection	Movement[1]	Pocket Length[1]	Opening Year (2024) plus Project			
				AM Peak Hour		PM Peak Hour	
				95th Percentile Queue[2]	Exceeds Turn Pocket Length?	95th Percentile Queue[2]	Exceeds Turn Pocket Length?
5.	Railroad Ave./ Oak Ridge Dr.	WBL[3]	200	125	No	124	No
		WBR[4]	200	94	No	114	No
		NBR	500	59	No	52	No
		SBL	334	207	No	244	No
D1.	Springbrook Ave./ Oak Ridge Dr.	EBL[5]	75	54	No	39	No
		SBR[6]	150	42	No	53	No

Source: Appendix C
Notes: WBL = westbound left; WBR = westbound right; EBL = eastbound left; NBR = northbound right; SBL = southbound left; SBR = southbound right

1 Measured in feet.
2 Based on 95th percentile (design) queue length in SimTraffic 10
3 Length is based on the painted storage lane, subtracting the area of the railroad crossing stop limit lines.
4 Length is based on distance from Railroad Ave./Oak Ridge Dr. intersection to Springbrook Ave., subtracting the area of the railroad crossing stop limit lines.
5 Length is estimated based on current two-way left-turn lane distance to median.
6 Length is estimated distance from nearest driveway along Springbrook Ave.

10 Summary

The following summarizes the key findings of the VMT, LOS, and off-site queuing analyses presented in this TIA:

- The proposed project would generate 767 daily trips, 68 AM peak hour trips and 73 PM peak hour trips. This is equivalent to 1,092 daily PCE trips, 97 AM peak hour PCE trips and 105 PM peak hour PCE trips. (Table 3).
- The VMT analysis demonstrates that baseline HBW VMT for the City is 1,701,590 miles without the project, which would decrease to 1,591,499 miles with the project (Table 4). Therefore, the project reduces the home-based work VMT for the City and the project would have a less than significant impact on VMT. Based on the City's TIA Guidelines, if a less than significant impact is determined under baseline conditions, a less than significant impact would occur under cumulative conditions as well. Therefore, the project's impacts under cumulative conditions are also anticipated to be less than significant.
- The study intersections currently and are forecast to operate at LOS D or better under all analysis scenarios, except for the intersection of Bouquet Canyon Rd./Soledad Canyon Rd.
- During the PM peak hour, the Bouquet Canyon Rd./Soledad Canyon Rd. intersection is forecast to operate at LOS E under Existing and Existing plus Project conditions and LOS F under Opening Year and Opening Year plus Project conditions. The intersection operates at acceptable LOS (LOS D) during the AM peak hour under all analysis scenarios.
- Based on the City's TIA Guidelines, a significant impact is triggered when the Project-added trips add a more than 4-second increase in delay for intersections operating at LOS D (with the project traffic) and a more than 2-second increase in delay for intersections operating at LOS E or F. Although the Bouquet Canyon Rd./Soledad Canyon Rd. intersection is operating below the City's standards, the proposed project would not result in any increase in delay at this intersection. Therefore, the project would not exceed the City's LOS impact thresholds and no improvements would be required. Similarly, with all other intersections at LOS D, the proposed project would add less than 4.0 seconds of delay.
- A queuing analysis was performed for Oak Ridge Drive from Railroad Avenue to Shawna Place to assess vehicle queues along the roadway adjacent to the site. The proposed project would not result in unacceptable queueing conditions into or out of the project site (Table 11). All turn pocket lengths are forecast to provide adequate storage length for Opening Year (2024) plus Project conditions.
- Based on the findings above, the project would not result in any significant VMT, LOS, or queuing impacts.

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11 References

City of Santa Clarita.2011. General Plan Circulation Element Update. June 2011.

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City of Santa Clarita. 2020b. City of Santa Clarita Non-Motorized Transportation Plan. September 2020.

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ITE (Institute of Transportation Engineers). 2021. Trip Generation Manual. 11th ed.

Iteris. 2009. Santa Clarita Retail Center 23-Acre Industrial Parcel Traffic Impact Analysis.

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Appendix A
Traffic Counts

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
Tue, May 3, 22	NORTH & SOUTH:	Bouquet Canyon	LOCATION #:	1
	EAST & WEST:	Soledad Canyon	CONTROL:	SIGNAL

NOTES:

Queue WB AM

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

☑ Add U-Turns to Left Turns

		NORTHBOUND Bouquet Canyon			SOUTHBOUND Bouquet Canyon			EASTBOUND Soledad Canyon - Valencia			WESTBOUND Soledad Canyon - Valencia				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 2	ST 3	SR 2	EL 3	ET 3	ER 0	WL 3	WT 3	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	4	104	56	33	258	190	53	74	2	103	237	63	1,177	0	1	0	0	1
	7:15 AM	4	146	67	56	324	243	59	102	0	117	260	93	1,471	0	0	0	0	0
	7:30 AM	2	175	94	69	313	272	94	149	1	157	331	102	1,759	0	0	0	0	0
	7:45 AM	10	200	91	88	253	268	69	142	2	119	378	79	1,699	0	0	0	0	0
	8:00 AM	8	163	97	80	259	251	77	122	1	107	333	62	1,560	0	0	0	0	0
	8:15 AM	5	124	73	56	261	198	96	145	7	81	310	58	1,414	0	2	0	0	2
	8:30 AM	8	153	74	54	254	169	97	145	4	105	252	43	1,358	0	0	0	0	0
	8:45 AM	8	136	77	79	232	178	86	126	8	89	239	63	1,321	1	0	0	0	1
	VOLUMES	49	1,201	629	515	2,154	1,769	631	1,005	25	878	2,340	563	11,759	1	3	0	0	4
	APPROACH %	3%	64%	33%	12%	49%	40%	38%	61%	2%	23%	62%	15%						
	APP/DEPART	1,879	/	2,398	4,438	/	3,058	1,661	/	2,146	3,781	/	4,157	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	24	684	349	293	1,149	1,034	299	515	4	500	1,302	336	6,489					
	APPROACH %	2%	65%	33%	12%	46%	42%	37%	63%	0%	23%	61%	16%						
	PEAK HR FACTOR		0.878			0.946			0.838			0.906		0.922					
	APP/DEPART	1,057	/	1,319	2,476	/	1,653	818	/	1,157	2,138	/	2,360	0					
PM	4:00 PM	13	257	129	83	224	174	263	293	7	86	209	70	1,808	0	0	0	0	0
	4:15 PM	10	262	110	88	194	182	245	297	4	101	206	58	1,757	0	0	0	0	0
	4:30 PM	4	263	117	60	187	192	248	296	9	91	222	69	1,758	0	0	0	0	0
	4:45 PM	9	291	127	87	224	178	234	305	3	75	201	68	1,802	0	0	0	0	0
	5:00 PM	8	314	136	86	203	158	282	336	5	82	178	81	1,869	0	0	0	0	0
	5:15 PM	4	330	125	70	205	142	270	367	5	106	177	68	1,869	0	1	0	0	1
	5:30 PM	7	256	111	71	220	160	289	316	6	82	192	71	1,781	0	0	0	0	0
	5:45 PM	12	320	121	71	218	192	289	301	5	81	159	76	1,845	0	0	0	0	0
	VOLUMES	67	2,293	976	616	1,675	1,378	2,120	2,511	44	704	1,544	561	14,489	0	1	0	0	1
	APPROACH %	2%	69%	29%	17%	46%	38%	45%	54%	1%	25%	55%	20%						
	APP/DEPART	3,336	/	4,975	3,669	/	2,423	4,675	/	4,102	2,809	/	2,989	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	31	1,220	493	298	846	652	1,130	1,320	21	351	706	296	7,364					
	APPROACH %	2%	70%	28%	17%	47%	36%	46%	53%	1%	26%	52%	22%						
	PEAK HR FACTOR		0.950			0.933			0.962			0.964		0.985					
	APP/DEPART	1,744	/	2,647	1,796	/	1,218	2,471	/	2,110	1,353	/	1,389	0					

Bouquet Canyon

NORTH SIDE

Soledad Canyon WEST SIDE EAST SIDE **Soledad Canyon**

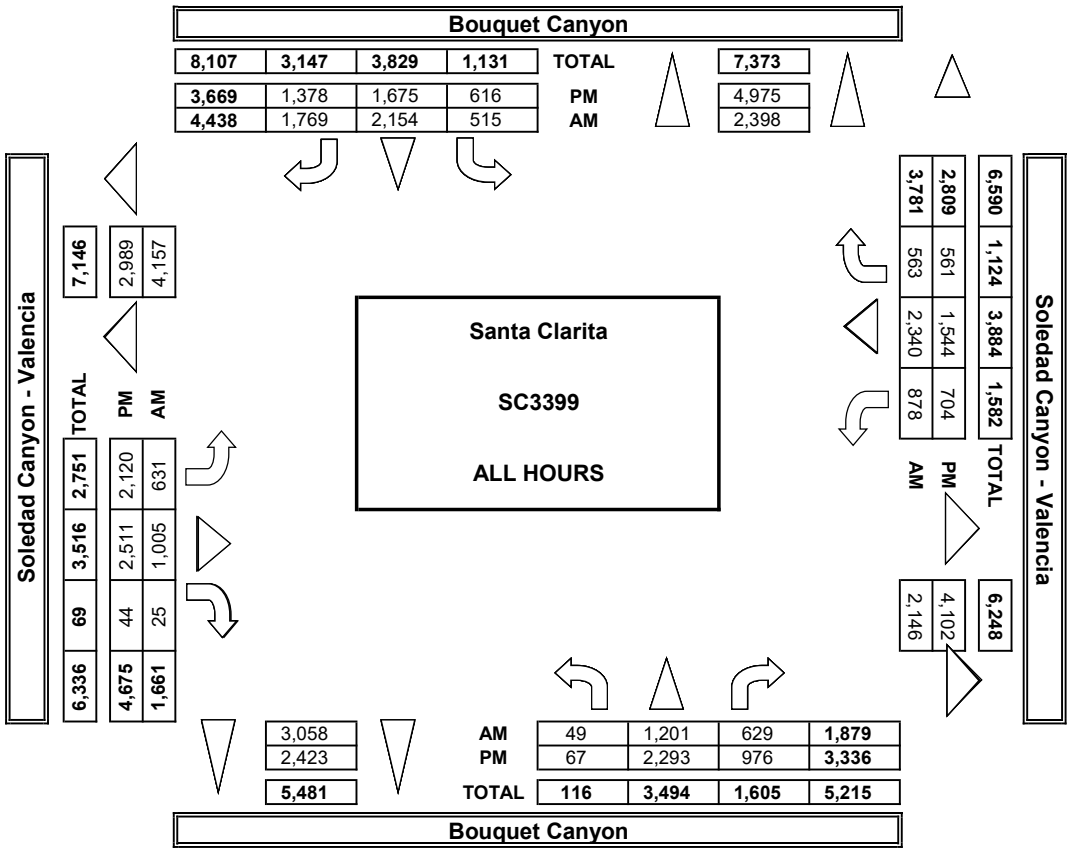
SOUTH SIDE

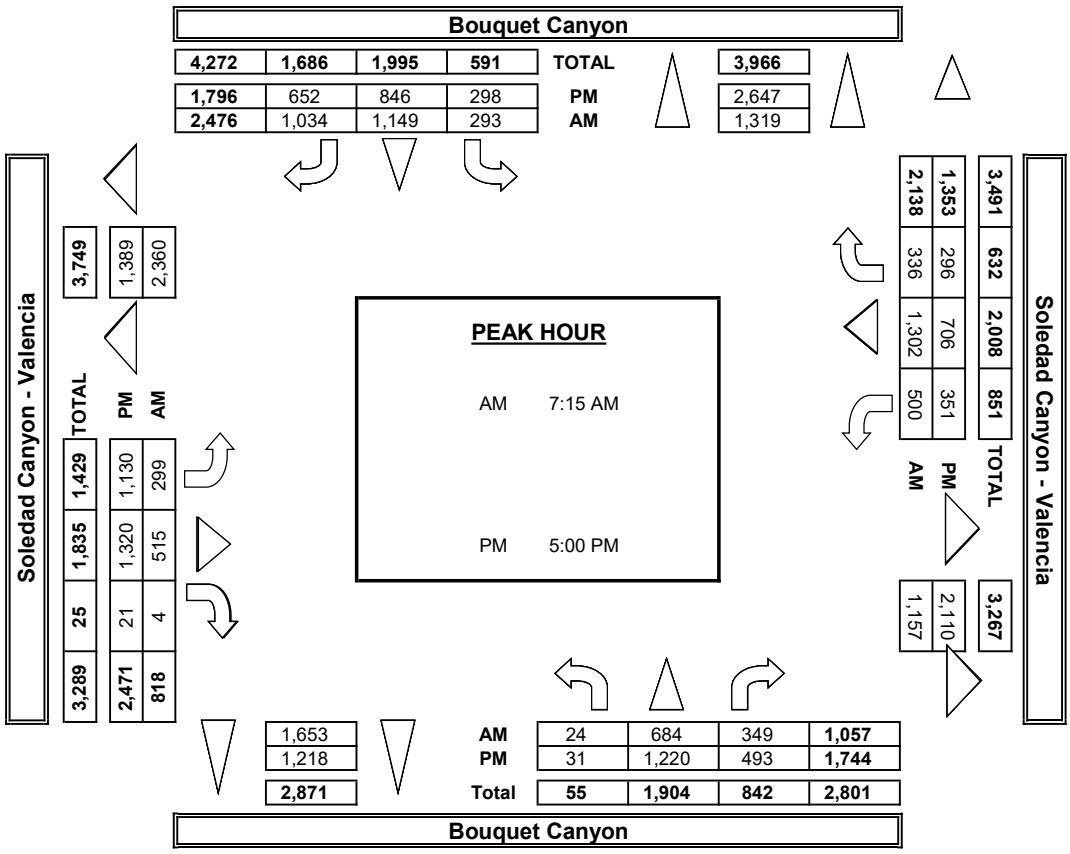
Bouquet Canyon

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
	7:15 AM	0	1	1	0	2	0	1	1	0	2	0	0	0	0	0
	7:30 AM	0	0	4	0	4	0	0	3	0	3	0	0	1	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	3	3	0	6	0	1	1	0	2	0	2	2	0	4
	8:30 AM	2	0	2	0	4	1	0	1	0	2	1	0	1	0	2
	8:45 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	TOTAL	2	6	10	0	18	1	3	6	0	10	1	3	4	0	8
PM	4:00 PM	0	1	4	0	5	0	0	4	0	4	0	1	0	0	1
	4:15 PM	0	4	7	0	11	0	4	6	0	10	0	0	1	0	1
	4:30 PM	0	2	2	1	5	0	2	2	1	5	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	5:15 PM	0	1	5	0	6	0	1	5	0	6	0	0	0	0	0
	5:30 PM	1	2	2	2	7	1	1	2	1	5	0	1	0	1	2
	5:45 PM	1	1	0	0	2	0	1	0	0	1	1	0	0	0	1
	TOTAL	2	11	21	3	37	1	9	20	2	32	1	2	1	1	5

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

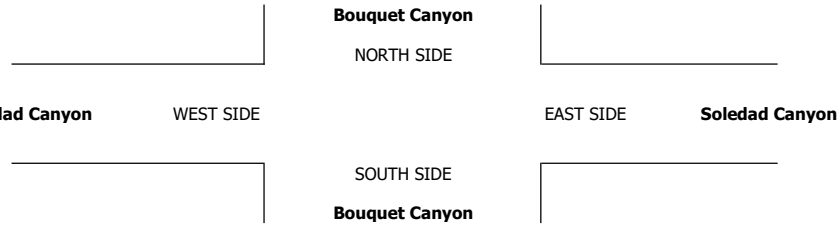
DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Bouquet Canyon	LOCATION #:	1
TUESDAY	EAST & WEST:	Soledad Canyon	CONTROL:	SIGNAL

NOTES:

PCE Adjusted								
Class	1	2	3	4	5	6		
Factor	1	1.5	2	3	2	2		

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Bouquet Canyon			SOUTHBOUND Bouquet Canyon			EASTBOUND Soledad Canyon			WESTBOUND Soledad Canyon				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 2	ST 3	SR 2	EL 3	ET 3	ER 0	WL 3	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	5	115	66	35	270	193	58	76	2	109	254	66	1,246					0
	7:15 AM	4	161	70	62	336	245	64	106	0	119	272	97	1,534					0
	7:30 AM	2	190	105	71	324	281	100	157	1	166	351	106	1,852					0
	7:45 AM	11	226	97	93	260	272	72	148	2	129	389	86	1,781					0
	8:00 AM	8	176	108	82	272	258	84	129	2	114	352	71	1,653					0
	8:15 AM	5	136	82	62	275	205	101	152	9	89	321	61	1,496					0
	8:30 AM	11	173	79	61	262	173	105	155	4	115	259	51	1,444					0
	8:45 AM	9	145	89	84	242	185	91	133	10	95	243	66	1,389					0
	VOLUMES	53	1,320	694	547	2,239	1,808	673	1,055	30	934	2,440	602	12,393	0	0	0	0	0
	APPROACH %	3%	64%	34%	12%	49%	39%	38%	60%	2%	23%	61%	15%						
	APP/DEPART	2,067	/	2,595	4,594	/	3,203	1,758	/	2,295	3,975	/	4,301	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	25	752	379	307	1,191	1,054	319	540	5	528	1,363	359	6,819					
	APPROACH %	2%	65%	33%	12%	47%	41%	37%	63%	1%	23%	61%	16%						
	PEAK HR FACTOR		0.869			0.945			0.839			0.902		0.920					
	APP/DEPART	1,156	/	1,430	2,552	/	1,723	863	/	1,225	2,249	/	2,441	0					
PM	4:00 PM	14	263	136	88	230	179	265	301	8	94	216	74	1,864					0
	4:15 PM	10	268	114	88	206	186	249	307	4	112	215	60	1,818					0
	4:30 PM	5	269	120	63	197	194	251	305	9	102	227	72	1,812					0
	4:45 PM	9	299	129	90	234	183	237	310	3	81	205	71	1,849					0
	5:00 PM	8	323	138	88	209	161	285	348	5	85	184	85	1,917					0
	5:15 PM	4	335	129	73	212	145	272	374	5	112	179	77	1,915					0
	5:30 PM	7	263	114	71	228	163	291	322	6	84	196	74	1,818					0
	5:45 PM	12	325	122	74	228	194	290	307	5	83	161	78	1,876					0
	VOLUMES	68	2,344	1,001	634	1,743	1,403	2,138	2,573	45	750	1,582	589	14,867	0	0	0	0	0
	APPROACH %	2%	69%	29%	17%	46%	37%	45%	54%	1%	26%	54%	20%						
	APP/DEPART	3,412	/	5,071	3,779	/	2,538	4,756	/	4,207	2,921	/	3,052	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	31	1,245	502	305	876	663	1,137	1,351	21	363	719	314	7,525					
	APPROACH %	2%	70%	28%	17%	48%	36%	45%	54%	1%	26%	52%	22%						
	PEAK HR FACTOR		0.949			0.931			0.964			0.950		0.981					
	APP/DEPART	1,778	/	2,696	1,844	/	1,260	2,509	/	2,158	1,395	/	1,413	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

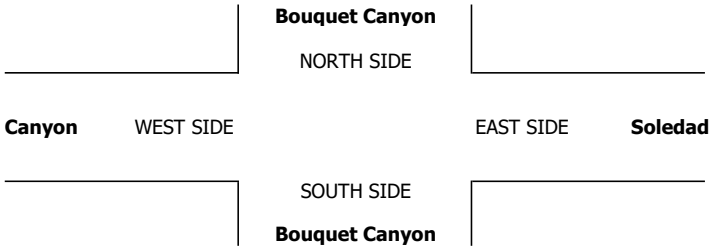
DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Bouquet Canyon	LOCATION #:	1
TUESDAY	EAST & WEST:	Soledad Canyon	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Bouquet Canyon			SOUTHBOUND Bouquet Canyon			EASTBOUND Soledad Canyon			WESTBOUND Soledad Canyon				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 2	ST 3	SR 2	EL 3	ET 3	ER 0	WL 3	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	3	89	42	30	242	185	46	71	2	96	220	58	1,084	0	1	0	0	1
	7:15 AM	4	122	62	47	307	240	53	96	0	114	244	90	1,379	0	0	0	0	0
	7:30 AM	2	155	77	66	300	262	89	138	1	143	310	97	1,640	0	0	0	0	0
	7:45 AM	9	165	86	84	241	262	66	132	2	105	363	69	1,584	0	0	0	0	0
	8:00 AM	8	145	85	78	241	240	70	112	0	94	312	50	1,435	0	0	0	0	0
	8:15 AM	5	105	62	51	243	192	91	134	6	71	295	56	1,311	0	2	0	0	2
	8:30 AM	6	132	66	46	242	165	89	133	4	94	243	35	1,255	0	0	0	0	0
	8:45 AM	7	120	63	71	219	171	80	115	7	81	232	58	1,224	1	0	0	0	1
	VOLUMES	44	1,033	543	473	2,035	1,717	584	931	22	798	2,219	513	10,912	1	3	0	0	4
	APPROACH %	3%	64%	34%	11%	48%	41%	38%	61%	1%	23%	63%	15%						
	APP/DEPART	1,620	/	2,133	4,225	/	2,856	1,537	/	1,944	3,530	/	3,979	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	23	587	310	275	1,089	1,004	278	478	3	456	1,229	306	6,038					
	APPROACH %	3%	64%	34%	12%	46%	42%	37%	63%	0%	23%	62%	15%						
	PEAK HR FACTOR		0.885			0.943			0.832			0.905		0.920					
	APP/DEPART	920	/	1,171	2,368	/	1,548	759	/	1,063	1,991	/	2,256	0					
PM	4:00 PM	12	247	119	79	213	166	259	282	6	76	201	65	1,725	0	0	0	0	0
	4:15 PM	10	250	102	88	176	175	239	283	4	89	194	54	1,664	0	0	0	0	0
	4:30 PM	3	255	113	55	174	189	242	279	9	81	213	65	1,678	0	0	0	0	0
	4:45 PM	9	279	124	84	212	171	229	296	3	69	193	65	1,734	0	0	0	0	0
	5:00 PM	8	301	133	84	197	153	277	319	5	77	171	76	1,801	0	0	0	0	0
	5:15 PM	4	323	118	66	194	137	267	357	5	95	174	62	1,802	0	1	0	0	1
	5:30 PM	7	246	106	71	208	155	285	306	6	79	184	69	1,722	0	0	0	0	0
	5:45 PM	12	311	120	67	206	188	287	295	5	78	156	74	1,799	0	0	0	0	0
	VOLUMES	65	2,212	935	594	1,580	1,334	2,085	2,417	43	644	1,486	530	13,925	0	1	0	0	1
	APPROACH %	2%	69%	29%	17%	45%	38%	46%	53%	1%	24%	56%	20%						
	APP/DEPART	3,212	/	4,828	3,508	/	2,267	4,545	/	3,945	2,660	/	2,885	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	31	1,181	477	287	805	633	1,116	1,277	21	329	685	281	7,124					
	APPROACH %	2%	70%	28%	17%	47%	37%	46%	53%	1%	25%	53%	22%						
	PEAK HR FACTOR		0.949			0.936			0.959			0.975		0.988					
	APP/DEPART	1,689	/	2,579	1,726	/	1,155	2,414	/	2,041	1,295	/	1,349	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Bouquet Canyon	LOCATION #:	1
TUESDAY	EAST & WEST:	Soledad Canyon	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Bouquet Canyon			SOUTHBOUND Bouquet Canyon			EASTBOUND Soledad Canyon			WESTBOUND Soledad Canyon				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 2	ST 3	SR 2	EL 3	ET 3	ER 0	WL 3	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	10	11	3	12	5	5	3	0	4	10	5	69	0	0	0	0	0
	7:15 AM	0	19	4	7	14	3	4	4	0	2	13	1	71	0	0	0	0	0
	7:30 AM	0	16	14	2	9	7	3	9	0	10	12	4	86	0	0	0	0	0
	7:45 AM	1	27	3	1	11	5	2	8	0	12	11	7	88	0	0	0	0	0
	8:00 AM	0	14	7	1	14	9	3	8	1	13	15	10	95	0	0	0	0	0
	8:15 AM	0	16	6	1	14	3	3	8	0	7	12	1	71	0	0	0	0	0
	8:30 AM	1	13	7	3	9	3	4	6	0	7	6	5	64	0	0	0	0	0
	8:45 AM	1	15	11	7	11	5	4	10	0	7	6	4	81	0	0	0	0	0
	VOLUMES	4	130	63	25	94	40	28	56	1	62	85	37	625	0	0	0	0	0
	APPROACH %	2%	66%	32%	16%	59%	25%	33%	66%	1%	34%	46%	20%						
	APP/DEPART	197	/	195	159	/	157	85	/	144	184	/	129	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	1	76	28	11	48	24	12	29	1	37	51	22	340					
	APPROACH %	1%	72%	27%	13%	58%	29%	29%	69%	2%	34%	46%	20%						
	PEAK HR FACTOR		0.847			0.865			0.875			0.724		0.895					
	APP/DEPART	105	/	110	83	/	86	42	/	68	110	/	76	0					
PM	4:00 PM	1	9	9	1	10	7	4	8	1	7	6	3	66	0	0	0	0	0
	4:15 PM	0	12	8	0	16	7	5	10	0	4	9	4	75	0	0	0	0	0
	4:30 PM	1	6	2	4	10	3	6	16	0	3	8	3	62	0	0	0	0	0
	4:45 PM	0	10	2	2	8	5	5	9	0	3	8	1	53	0	0	0	0	0
	5:00 PM	0	10	3	1	2	4	5	12	0	4	4	3	48	0	0	0	0	0
	5:15 PM	0	6	6	2	10	5	3	6	0	11	3	2	54	0	0	0	0	0
	5:30 PM	0	7	4	0	9	4	4	8	0	3	8	0	47	0	0	0	0	0
	5:45 PM	0	9	1	3	9	4	2	3	0	3	3	0	37	0	0	0	0	0
	VOLUMES	2	69	35	13	74	39	34	72	1	38	49	16	442	0	0	0	0	0
	APPROACH %	2%	65%	33%	10%	59%	31%	32%	67%	1%	37%	48%	16%						
	APP/DEPART	106	/	119	126	/	113	107	/	120	103	/	90	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	32	14	6	30	17	14	29	0	21	18	5	186					
	APPROACH %	0%	70%	30%	11%	57%	32%	33%	67%	0%	48%	41%	11%						
	PEAK HR FACTOR		0.885			0.779			0.632			0.688		0.861					
	APP/DEPART	46	/	51	53	/	51	43	/	49	44	/	35	0					

Bouquet Canyon

NORTH SIDE

Soledad Canyon WEST SIDE EAST SIDE **Soledad Canyon**

SOUTH SIDE

Bouquet Canyon

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Bouquet Canyon	LOCATION #:	1
TUESDAY	EAST & WEST:	Soledad Canyon	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Bouquet Canyon			SOUTHBOUND Bouquet Canyon			EASTBOUND Soledad Canyon			WESTBOUND Soledad Canyon				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 2	ST 3	SR 2	EL 3	ET 3	ER 0	WL 3	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	4	1	0	2	0	1	0	0	1	0	0	9	0	0	0	0	0
	7:15 AM	0	4	1	0	1	0	1	0	0	1	0	1	9	0	0	0	0	0
	7:30 AM	0	0	0	0	1	1	0	0	0	2	2	0	6	0	0	0	0	0
	7:45 AM	0	4	0	1	1	1	0	1	0	0	1	2	11	0	0	0	0	0
	8:00 AM	0	1	1	0	0	1	1	0	0	0	0	0	4	0	0	0	0	0
	8:15 AM	0	2	0	1	1	0	0	2	0	2	0	0	8	0	0	0	0	0
	8:30 AM	0	2	0	4	1	0	1	1	0	2	0	0	11	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	17	3	6	7	3	4	4	0	8	3	3	58	0	0	0	0	0
	APPROACH %	0%	85%	15%	38%	44%	19%	50%	50%	0%	57%	21%	21%						
	APP/DEPART	20	/	24	16	/	15	8	/	13	14	/	6	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	9	2	1	3	3	2	1	0	3	3	3	30					
	APPROACH %	0%	82%	18%	14%	43%	43%	67%	33%	0%	33%	33%	33%						
	PEAK HR FACTOR		0.550			0.583			0.750			0.563		0.682					
	APP/DEPART	11	/	14	7	/	6	3	/	4	9	/	6	0					
PM	4:00 PM	0	0	0	0	0	0	0	2	0	2	0	2	6	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	1	1	0	6	0	0	8	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0
	4:45 PM	0	0	0	0	2	0	0	0	0	2	0	1	5	0	0	0	0	0
	5:00 PM	0	0	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	5:30 PM	0	1	0	0	2	1	0	0	0	0	0	0	4	0	0	0	0	0
	5:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	0	1	0	1	6	1	1	5	0	16	0	3	34	0	0	0	0	0
	APPROACH %	0%	100%	0%	13%	75%	13%	17%	83%	0%	84%	0%	16%						
	APP/DEPART	1	/	5	8	/	22	6	/	6	19	/	1	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	1	0	1	4	1	0	2	0	1	0	0	10					
	APPROACH %	0%	100%	0%	17%	67%	17%	0%	100%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.250			0.500			0.250			0.250		0.625					
	APP/DEPART	1	/	1	6	/	5	2	/	3	1	/	1	0					

Bouquet Canyon

NORTH SIDE

Soledad Canyon WEST SIDE EAST SIDE **Soledad Canyon**

SOUTH SIDE

Bouquet Canyon

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

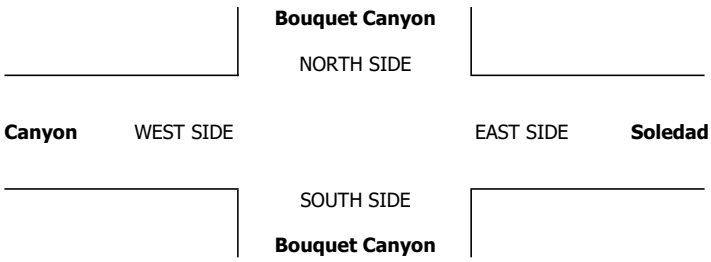
DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Bouquet Canyon	LOCATION #:	1
TUESDAY	EAST & WEST:	Soledad Canyon	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Bouquet Canyon			SOUTHBOUND Bouquet Canyon			EASTBOUND Soledad Canyon			WESTBOUND Soledad Canyon				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 2	ST 3	SR 2	EL 3	ET 3	ER 0	WL 3	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	1	0	2	0	0	0	0	1	5	0	10	0	0	0	0	0
	7:15 AM	0	0	0	0	2	0	1	0	0	0	2	1	6	0	0	0	0	0
	7:30 AM	0	3	1	0	2	2	2	1	0	0	5	1	17	0	0	0	0	0
	7:45 AM	0	4	2	1	0	0	1	0	0	2	1	0	11	0	0	0	0	0
	8:00 AM	0	2	2	0	2	0	1	1	0	0	5	2	15	0	0	0	0	0
	8:15 AM	0	1	1	1	3	2	1	0	1	1	2	1	14	0	0	0	0	0
	8:30 AM	1	5	0	0	0	1	2	1	0	2	1	2	15	0	0	0	0	0
	8:45 AM	0	0	3	0	2	2	1	1	1	1	0	0	11	0	0	0	0	0
	VOLUMES	1	16	10	2	13	7	9	4	2	7	21	7	99	0	0	0	0	0
	APPROACH %	4%	59%	37%	9%	59%	32%	60%	27%	13%	20%	60%	20%						
	APP/DEPART	27	/	32	22	/	22	15	/	16	35	/	29	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	9	5	1	6	2	5	2	0	2	13	4	49					
	APPROACH %	0%	64%	36%	11%	67%	22%	71%	29%	0%	11%	68%	21%						
	PEAK HR FACTOR		0.583			0.563			0.583			0.679		0.721					
	APP/DEPART	14	/	18	9	/	8	7	/	8	19	/	15	0					
PM	4:00 PM	0	0	1	1	0	0	0	1	0	1	2	0	6	0	0	0	0	0
	4:15 PM	0	0	0	0	2	0	0	1	0	1	1	0	5	0	0	0	0	0
	4:30 PM	0	1	0	0	2	0	0	0	0	2	0	0	5	0	0	0	0	0
	4:45 PM	0	1	0	1	2	0	0	0	0	1	0	0	5	0	0	0	0	0
	5:00 PM	0	1	0	0	1	0	0	1	0	0	1	0	4	0	0	0	0	0
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	4	6	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	5:45 PM	0	0	0	0	2	0	0	1	0	0	0	0	3	0	0	0	0	0
	VOLUMES	0	4	1	2	10	0	0	4	0	5	4	5	35	0	0	0	0	0
	APPROACH %	0%	80%	20%	17%	83%	0%	0%	100%	0%	36%	29%	36%						
	APP/DEPART	5	/	9	12	/	15	4	/	7	14	/	4	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	2	0	0	4	0	0	2	0	0	1	5	14					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	17%	83%						
	PEAK HR FACTOR		0.500			0.500			0.500			0.375		0.583					
	APP/DEPART	2	/	7	4	/	4	2	/	2	6	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Bouquet Canyon	LOCATION #:	1
TUESDAY	EAST & WEST:	Soledad Canyon	CONTROL:	SIGNAL

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Bouquet Canyon			SOUTHBOUND Bouquet Canyon			EASTBOUND Soledad Canyon			WESTBOUND Soledad Canyon				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 2	ST 3	SR 2	EL 3	ET 3	ER 0	WL 3	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1					
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250					
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	1	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0
	APPROACH %	0%	50%	50%	0%	0%	0%	0%	0%	0%	100%	0%	0%						
	APP/DEPART	2	/	1	0	/	1	0	/	1	1	/	0	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	1	1	0	0	0	0	0	0	0	0	0	2					
	APPROACH %	0%	50%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.000			0.000			0.000		0.500					
	APP/DEPART	2	/	1	0	/	0	0	/	1	0	/	0	0					

Bouquet Canyon

NORTH SIDE

Soledad Canyon WEST SIDE EAST SIDE **Soledad Canyon**

SOUTH SIDE

Bouquet Canyon

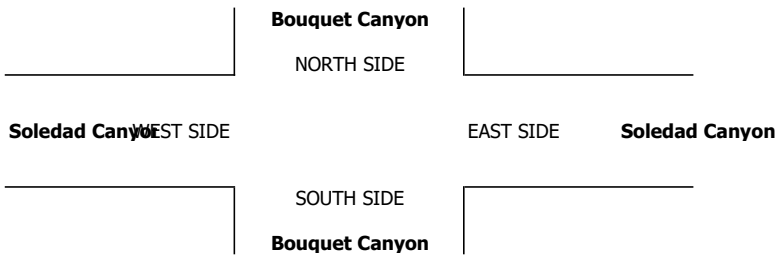
INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Bouquet Canyon	LOCATION #:	1
TUESDAY	EAST & WEST:	Soledad Canyon	CONTROL:	SIGNAL

CLASS 6:	NOTES:	AM / PM / MD / OTHER / OTHER
BUSES		▲ N ◄ W E ► S ▼

		NORTHBOUND Bouquet Canyon			SOUTHBOUND Bouquet Canyon			EASTBOUND Soledad Canyon			WESTBOUND Soledad Canyon				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 2	ST 3	SR 2	EL 3	ET 3	ER 0	WL 3	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	1	0	0	0	1	0	0	1	2	0	5	0	0	0	0	0
	7:15 AM	0	1	0	2	0	0	0	2	0	0	1	0	6	0	0	0	0	0
	7:30 AM	0	1	2	1	1	0	0	1	0	2	2	0	10	0	0	0	0	0
	7:45 AM	0	0	0	1	0	0	0	1	0	0	2	1	5	0	0	0	0	0
	8:00 AM	0	1	2	1	1	1	2	1	0	0	1	0	10	0	0	0	0	0
	8:15 AM	0	0	4	2	0	1	1	1	0	0	1	0	10	0	0	0	0	0
	8:30 AM	0	1	1	1	2	0	1	4	0	0	2	1	13	0	0	0	0	0
	8:45 AM	0	1	0	1	0	0	1	0	0	0	1	1	5	0	0	0	0	0
	VOLUMES	0	5	10	9	4	2	6	10	0	3	12	3	64	0	0	0	0	0
	APPROACH %	0%	33%	67%	60%	27%	13%	38%	63%	0%	17%	67%	17%						
	APP/DEPART	15	/	14	15	/	7	16	/	29	18	/	14	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	3	4	5	2	1	2	5	0	2	6	1	31					
	APPROACH %	0%	43%	57%	63%	25%	13%	29%	71%	0%	22%	67%	11%						
	PEAK HR FACTOR		0.583			0.667			0.583			0.563		0.775					
	APP/DEPART	7	/	6	8	/	4	7	/	14	9	/	7	0					
PM	4:00 PM	0	1	0	2	1	1	0	0	0	0	0	0	5	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
	4:30 PM	0	1	2	1	1	0	0	1	0	0	1	1	8	0	0	0	0	0
	4:45 PM	0	1	1	0	0	2	0	0	0	0	0	1	5	0	0	0	0	0
	5:00 PM	0	1	0	1	2	1	0	4	0	0	2	2	13	0	0	0	0	0
	5:15 PM	0	0	1	2	0	0	0	2	0	0	0	0	5	0	0	0	0	0
	5:30 PM	0	2	0	0	1	0	0	2	0	0	0	1	6	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	2	0	0	0	2	4	0	0	0	0	0
	VOLUMES	0	6	4	6	5	4	0	13	0	0	5	7	50	0	0	0	0	0
	APPROACH %	0%	60%	40%	40%	33%	27%	0%	100%	0%	0%	42%	58%						
	APP/DEPART	10	/	13	15	/	5	13	/	23	12	/	9	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	3	1	3	3	1	0	10	0	0	2	5	28					
	APPROACH %	0%	75%	25%	43%	43%	14%	0%	100%	0%	0%	29%	71%						
	PEAK HR FACTOR		0.500			0.438			0.625			0.438		0.538					
	APP/DEPART	4	/	8	7	/	3	10	/	14	7	/	3	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
Tue, May 3, 22	NORTH & SOUTH:	Valencia	LOCATION #:	2
	EAST & WEST:	Magic Mountain	CONTROL:	SIGNAL

NOTES:

Queue NB PM

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

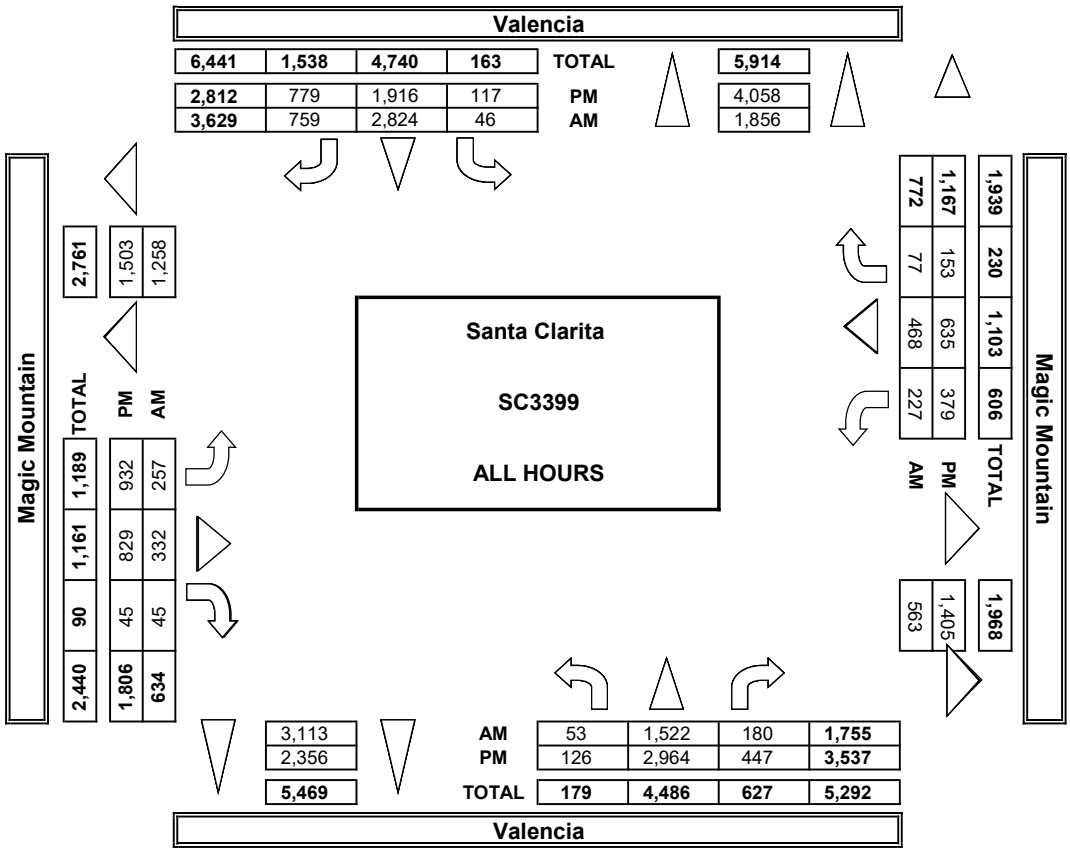
☑ Add U-Turns to Left Turns

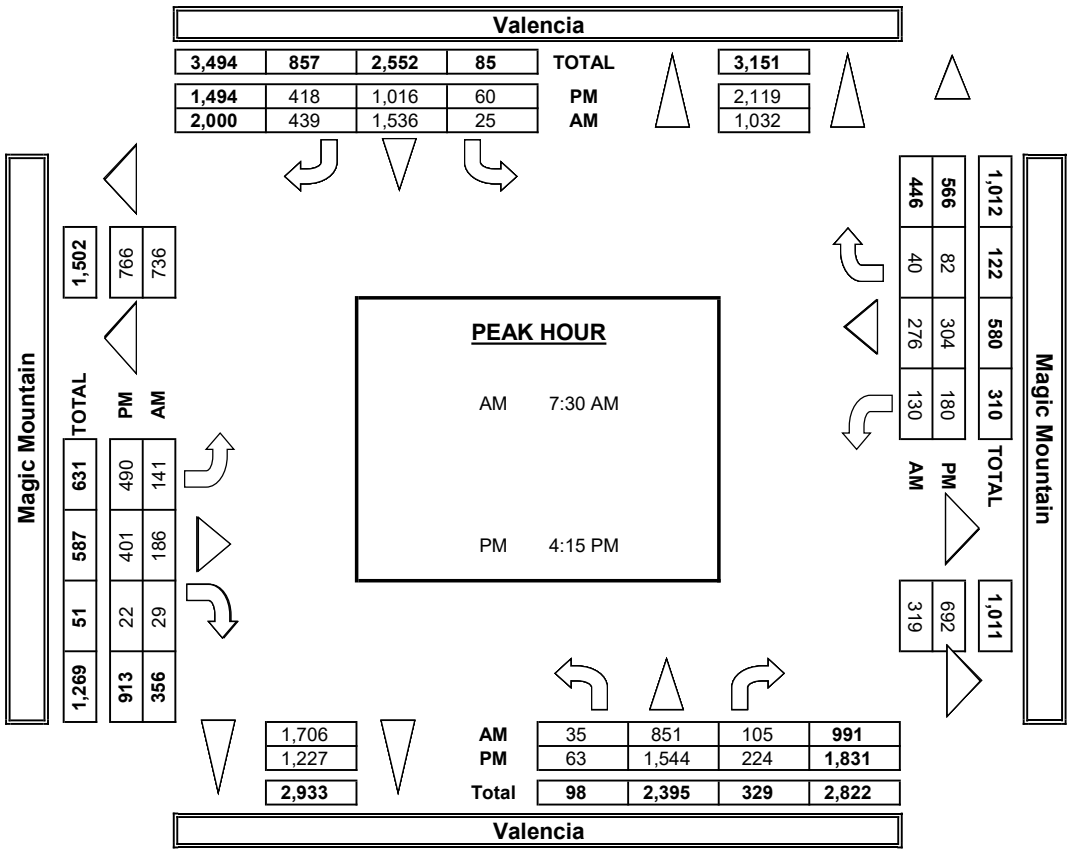
		NORTHBOUND Valencia			SOUTHBOUND Valencia			EASTBOUND Magic Mountain			WESTBOUND Magic Mountain				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 2	EL 2	ET 2	ER 0	WL 2	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	1	115	12	2	301	87	24	21	0	22	31	4	620	0	0	0	0	0
	7:15 AM	4	149	14	5	395	64	17	34	0	20	40	6	748	1	0	0	0	1
	7:30 AM	8	245	21	3	374	101	27	48	4	33	56	7	927	0	0	0	0	0
	7:45 AM	10	244	36	5	403	119	37	52	2	42	81	8	1,039	5	0	0	2	7
	8:00 AM	9	171	25	6	414	100	25	52	7	26	66	8	909	5	0	0	1	6
	8:15 AM	8	191	23	11	345	119	52	34	16	29	73	17	918	4	0	0	0	4
	8:30 AM	5	211	29	7	307	87	35	50	9	27	54	14	835	0	0	0	2	2
	8:45 AM	8	196	20	7	285	82	40	41	7	28	67	13	794	7	0	0	0	7
	VOLUMES	53	1,522	180	46	2,824	759	257	332	45	227	468	77	6,790	22	0	0	5	27
	APPROACH %	3%	87%	10%	1%	78%	21%	41%	52%	7%	29%	61%	10%						
	APP/DEPART	1,755	/	1,856	3,629	/	3,113	634	/	563	772	/	1,258	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	35	851	105	25	1,536	439	141	186	29	130	276	40	3,793					
	APPROACH %	4%	86%	11%	1%	77%	22%	40%	52%	8%	29%	62%	9%						
	PEAK HR FACTOR		0.854			0.949			0.873			0.851		0.913					
	APP/DEPART	991	/	1,032	2,000	/	1,706	356	/	319	446	/	736	0					
PM	4:00 PM	19	342	54	15	233	79	104	117	2	55	68	18	1,106	4	1	0	2	7
	4:15 PM	8	349	47	16	241	94	122	90	4	47	69	23	1,110	1	1	0	2	4
	4:30 PM	20	382	49	17	281	116	113	94	6	40	80	19	1,217	8	2	0	0	10
	4:45 PM	15	424	54	16	253	112	124	101	5	42	71	20	1,237	7	0	0	6	13
	5:00 PM	20	389	74	11	241	96	131	116	7	51	84	20	1,240	3	0	0	2	5
	5:15 PM	16	357	64	20	191	95	108	98	9	40	73	21	1,092	4	3	0	2	9
	5:30 PM	15	385	53	10	227	91	128	107	6	54	94	19	1,189	6	1	0	3	10
	5:45 PM	13	336	52	12	249	96	102	106	6	50	96	13	1,131	4	1	0	4	9
	VOLUMES	126	2,964	447	117	1,916	779	932	829	45	379	635	153	9,322	37	9	0	21	67
	APPROACH %	4%	84%	13%	4%	68%	28%	52%	46%	2%	32%	54%	13%						
	APP/DEPART	3,537	/	4,058	2,812	/	2,356	1,806	/	1,405	1,167	/	1,503	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	63	1,544	224	60	1,016	418	490	401	22	180	304	82	4,804					
	APPROACH %	3%	84%	12%	4%	68%	28%	54%	44%	2%	32%	54%	14%						
	PEAK HR FACTOR		0.928			0.902			0.899			0.913		0.969					
	APP/DEPART	1,831	/	2,119	1,494	/	1,227	913	/	692	566	/	766	0					

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	7:15 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	7:30 AM	0	1	1	0	2	0	0	1	0	1	0	1	0	0	1
	7:45 AM	0	3	1	2	6	0	3	1	1	5	0	0	0	1	1
	8:00 AM	0	1	0	1	2	0	1	0	1	2	0	0	0	0	0
	8:15 AM	1	1	0	1	3	1	0	0	1	2	0	1	0	0	1
	8:30 AM	0	2	0	1	3	0	2	0	1	3	0	0	0	0	0
	8:45 AM	0	3	1	0	4	0	3	1	0	4	0	0	0	0	0
	TOTAL	2	12	3	5	22	2	10	3	4	19	0	2	0	1	3
PM	4:00 PM	1	4	0	2	7	1	4	0	2	7	0	0	0	0	0
	4:15 PM	2	1	0	0	3	2	0	0	0	2	0	1	0	0	1
	4:30 PM	3	4	3	1	11	3	2	3	1	9	0	2	0	0	2
	4:45 PM	1	1	1	4	7	1	1	1	4	7	0	0	0	0	0
	5:00 PM	1	2	1	3	7	1	2	1	1	5	0	0	0	2	2
	5:15 PM	3	3	0	3	9	3	3	0	3	9	0	0	0	0	0
	5:30 PM	1	5	1	0	7	1	4	1	0	6	0	1	0	0	1
	5:45 PM	1	2	2	0	5	1	1	2	0	4	0	1	0	0	1
	TOTAL	13	22	8	13	56	13	17	8	11	49	0	5	0	2	7

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

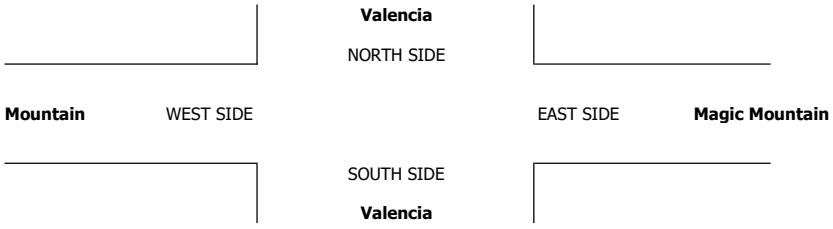
DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Valencia	LOCATION #:	2
TUESDAY	EAST & WEST:	Magic Mountain	CONTROL:	SIGNAL

NOTES:

PCE Adjusted								
Class	1	2	3	4	5	6		
Factor	1	1.5	2	3	2	2		

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Valencia			SOUTHBOUND Valencia			EASTBOUND Magic Mountain			WESTBOUND Magic Mountain				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 2	EL 2	ET 2	ER 0	WL 2	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	2	121	14	3	317	91	24	24	0	24	37	5	661					0
	7:15 AM	5	159	16	7	404	71	21	37	0	21	41	6	785					0
	7:30 AM	9	253	22	3	385	114	30	54	4	35	60	8	975					0
	7:45 AM	12	253	39	5	409	123	38	57	2	48	86	10	1,080					0
	8:00 AM	9	183	27	6	430	104	27	55	7	27	69	8	951					0
	8:15 AM	8	204	23	13	355	126	57	37	16	31	75	20	962					0
	8:30 AM	5	220	33	8	315	89	37	54	9	29	59	14	870					0
	8:45 AM	8	207	20	8	295	83	48	43	11	30	73	14	837					0
	VOLUMES	57	1,598	193	51	2,908	800	279	359	49	243	499	84	7,119	0	0	0	0	0
	APPROACH %	3%	86%	10%	1%	77%	21%	41%	52%	7%	29%	60%	10%						
	APP/DEPART	1,848	/	1,961	3,759	/	3,200	687	/	603	826	/	1,356	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	38	892	111	27	1,579	467	151	202	29	140	289	46	3,967					
	APPROACH %	4%	86%	11%	1%	76%	23%	40%	53%	8%	29%	61%	10%						
	PEAK HR FACTOR		0.857			0.959			0.874			0.829		0.919					
	APP/DEPART	1,041	/	1,088	2,072	/	1,747	381	/	339	474	/	794	0					
PM	4:00 PM	20	351	57	15	240	81	106	119	2	57	71	18	1,135					0
	4:15 PM	8	359	48	16	249	101	127	95	4	50	74	24	1,153					0
	4:30 PM	22	392	52	18	286	118	116	101	6	41	81	19	1,248					0
	4:45 PM	16	429	55	16	257	114	126	112	5	43	73	20	1,263					0
	5:00 PM	21	398	78	12	244	99	133	125	7	51	86	21	1,272					0
	5:15 PM	16	365	64	21	193	97	109	100	9	42	74	21	1,109					0
	5:30 PM	15	388	54	10	229	93	129	121	6	55	95	20	1,213					0
	5:45 PM	13	341	54	12	252	97	107	109	6	52	99	14	1,154					0
	VOLUMES	129	3,022	460	119	1,948	798	951	879	45	389	652	156	9,545	0	0	0	0	0
	APPROACH %	4%	84%	13%	4%	68%	28%	51%	47%	2%	32%	54%	13%						
	APP/DEPART	3,611	/	4,129	2,864	/	2,381	1,875	/	1,458	1,196	/	1,578	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	66	1,577	232	61	1,035	431	501	432	22	184	313	84	4,935					
	APPROACH %	3%	84%	12%	4%	68%	28%	52%	45%	2%	32%	54%	14%						
	PEAK HR FACTOR		0.940			0.908			0.903			0.919		0.970					
	APP/DEPART	1,874	/	2,161	1,527	/	1,241	954	/	724	581	/	809	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

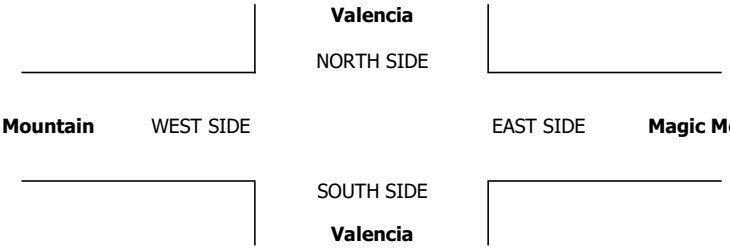
DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Valencia	LOCATION #:	2
TUESDAY	EAST & WEST:	Magic Mountain	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Valencia			SOUTHBOUND Valencia			EASTBOUND Magic Mountain			WESTBOUND Magic Mountain				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 2	EL 2	ET 2	ER 0	WL 2	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	108	9	1	282	80	24	17	0	19	26	3	569	0	0	0	0	0
	7:15 AM	3	136	12	4	382	58	12	31	0	19	39	6	702	1	0	0	0	1
	7:30 AM	6	236	20	3	360	92	25	43	4	30	51	6	876	0	0	0	0	0
	7:45 AM	9	234	33	5	393	115	36	47	2	36	75	6	991	5	0	0	2	7
	8:00 AM	9	154	22	6	390	95	23	48	7	25	62	8	849	5	0	0	1	6
	8:15 AM	8	175	23	9	330	112	48	30	16	27	69	15	862	4	0	0	0	4
	8:30 AM	5	202	26	6	297	84	33	46	9	24	47	14	793	0	0	0	2	2
	8:45 AM	8	181	20	6	273	80	32	38	3	25	62	12	740	7	0	0	0	7
	VOLUMES	48	1,426	165	40	2,707	716	233	300	41	205	431	70	6,382	22	0	0	5	27
	APPROACH %	3%	87%	10%	1%	78%	21%	41%	52%	7%	29%	61%	10%						
	APP/DEPART	1,639	/	1,729	3,463	/	2,970	574	/	510	706	/	1,173	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	18	799	98	23	1,473	414	132	168	29	115	257	35	3,578					
	APPROACH %	2%	86%	11%	1%	77%	22%	40%	51%	9%	28%	63%	9%						
	PEAK HR FACTOR		0.841			0.931			0.875			0.876		0.903					
	APP/DEPART	929	/	966	1,910	/	1,631	329	/	292	410	/	689	0					
PM	4:00 PM	18	330	50	15	221	76	101	115	2	53	63	18	1,062	4	1	0	2	7
	4:15 PM	8	332	45	16	230	90	116	85	4	43	63	22	1,054	1	1	0	2	4
	4:30 PM	17	367	46	16	275	114	108	86	6	39	79	19	1,172	6	2	0	0	8
	4:45 PM	14	415	53	16	248	109	121	91	5	41	68	20	1,201	6	0	0	6	12
	5:00 PM	19	376	69	10	237	93	129	107	7	51	81	18	1,197	3	0	0	2	5
	5:15 PM	16	344	64	19	188	92	106	96	9	38	71	21	1,064	4	3	0	2	9
	5:30 PM	15	379	52	10	225	89	127	93	6	53	93	18	1,160	6	1	0	3	10
	5:45 PM	13	331	49	12	245	94	97	103	6	48	90	12	1,100	4	1	0	4	9
	VOLUMES	120	2,874	428	114	1,869	757	905	776	45	366	608	148	9,010	34	9	0	21	64
	APPROACH %	4%	84%	13%	4%	68%	28%	52%	45%	3%	33%	54%	13%						
	APP/DEPART	3,422	/	3,936	2,740	/	2,293	1,726	/	1,330	1,122	/	1,451	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	42	1,490	213	55	990	406	474	369	22	164	291	79	4,624					
	APPROACH %	2%	85%	12%	4%	68%	28%	55%	43%	3%	30%	53%	15%						
	PEAK HR FACTOR		0.913			0.898			0.890			0.907		0.963					
	APP/DEPART	1,761	/	2,046	1,454	/	1,192	865	/	647	544	/	739	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

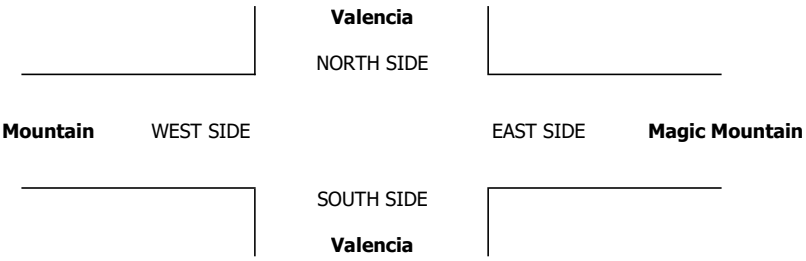
DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Valencia	LOCATION #:	2
TUESDAY	EAST & WEST:	Magic Mountain	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Valencia			SOUTHBOUND Valencia			EASTBOUND Magic Mountain			WESTBOUND Magic Mountain				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 2	EL 2	ET 2	ER 0	WL 2	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	4	2	1	13	6	0	2	0	2	2	0	33	0	0	0	0	0
	7:15 AM	1	11	1	0	10	3	3	1	0	0	1	0	31	0	0	0	0	0
	7:30 AM	2	6	1	0	10	2	1	1	0	2	3	0	28	0	0	0	0	0
	7:45 AM	0	7	0	0	8	3	0	1	0	3	4	1	27	0	0	0	0	0
	8:00 AM	0	12	2	0	18	4	1	2	0	1	3	0	43	0	0	0	0	0
	8:15 AM	0	11	0	1	13	4	1	3	0	1	4	0	38	0	0	0	0	0
	8:30 AM	0	3	0	1	7	2	1	2	0	3	4	0	23	0	0	0	0	0
	8:45 AM	0	11	0	1	9	2	5	2	3	2	2	1	38	0	0	0	0	0
	VOLUMES	4	65	6	4	88	26	12	14	3	14	23	2	261	0	0	0	0	0
	APPROACH %	5%	87%	8%	3%	75%	22%	41%	48%	10%	36%	59%	5%						
	APP/DEPART	75	/	79	118	/	105	29	/	24	39	/	53	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	2	36	3	1	49	13	3	7	0	7	14	1	136					
	APPROACH %	5%	88%	7%	2%	78%	21%	30%	70%	0%	32%	64%	5%						
	PEAK HR FACTOR		0.732			0.716			0.625			0.688		0.791					
	APP/DEPART	41	/	40	63	/	56	10	/	11	22	/	29	0					
PM	4:00 PM	1	10	3	0	10	2	2	1	0	1	5	0	35	0	0	0	0	0
	4:15 PM	0	14	2	0	8	0	4	1	0	3	3	1	36	0	0	0	0	0
	4:30 PM	3	13	1	1	5	1	5	3	0	1	0	0	33	2	0	0	0	2
	4:45 PM	1	9	1	0	3	3	3	2	0	0	3	0	25	1	0	0	0	1
	5:00 PM	1	8	3	1	2	1	1	3	0	0	2	2	24	0	0	0	0	0
	5:15 PM	0	10	0	1	3	3	2	0	0	1	2	0	22	0	0	0	0	0
	5:30 PM	0	6	0	0	1	1	0	3	0	1	0	1	13	0	0	0	0	0
	5:45 PM	0	2	2	0	3	2	3	1	0	0	6	1	20	0	0	0	0	0
	VOLUMES	6	72	12	3	35	13	20	14	0	7	21	5	208	3	0	0	0	3
	APPROACH %	7%	80%	13%	6%	69%	25%	59%	41%	0%	21%	64%	15%						
	APP/DEPART	90	/	97	51	/	45	34	/	29	33	/	37	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	2	44	7	2	18	5	13	9	0	4	8	3	118					
	APPROACH %	4%	79%	13%	8%	72%	20%	59%	41%	0%	27%	53%	20%						
	PEAK HR FACTOR		0.824			0.781			0.688			0.536		0.819					
	APP/DEPART	56	/	60	25	/	25	22	/	18	15	/	15	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Valencia	LOCATION #:	2
TUESDAY	EAST & WEST:	Magic Mountain	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Valencia			SOUTHBOUND Valencia			EASTBOUND Magic Mountain			WESTBOUND Magic Mountain				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 2	EL 2	ET 2	ER 0	WL 2	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	1	0	2	0	0	2	0	1	1	1	9	0	0	0	0	0
	7:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	2	0	0	0	0	0
	7:30 AM	0	0	0	0	2	1	0	2	0	1	0	1	7	0	0	0	0	0
	7:45 AM	0	1	1	0	0	0	0	3	0	0	0	1	6	0	0	0	0	0
	8:00 AM	0	1	0	0	3	0	0	1	0	0	0	0	5	0	0	0	0	0
	8:15 AM	0	1	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0
	8:30 AM	0	2	1	0	0	0	1	1	0	0	2	0	7	0	0	0	0	0
	8:45 AM	0	2	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0
	VOLUMES	0	8	3	0	7	2	1	10	0	2	4	4	41	0	0	0	0	0
	APPROACH %	0%	73%	27%	0%	78%	22%	9%	91%	0%	20%	40%	40%						
	APP/DEPART	11	/	13	9	/	9	11	/	13	10	/	6	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	3	1	0	5	1	0	6	0	1	0	3	20					
	APPROACH %	0%	75%	25%	0%	83%	17%	0%	100%	0%	25%	0%	75%						
	PEAK HR FACTOR		0.500			0.500			0.500			0.500		0.714					
	APP/DEPART	4	/	6	6	/	6	6	/	7	4	/	1	0					
PM	4:00 PM	0	0	0	0	2	0	1	1	0	0	0	0	4	0	0	0	0	0
	4:15 PM	0	1	0	0	0	0	0	3	0	0	2	0	6	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0
	5:00 PM	0	2	0	0	0	0	0	5	0	0	0	0	7	0	0	0	0	0
	5:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	1	0	0	10	0	0	0	0	11	0	0	0	0	0
	5:45 PM	0	0	1	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	VOLUMES	0	4	1	0	3	0	1	31	0	0	2	0	42	0	0	0	0	0
	APPROACH %	0%	80%	20%	0%	100%	0%	3%	97%	0%	0%	100%	0%						
	APP/DEPART	5	/	5	3	/	3	32	/	32	2	/	2	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	3	0	0	0	0	0	18	0	0	2	0	23					
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.375			0.000			0.900			0.250		0.821					
	APP/DEPART	3	/	3	0	/	0	18	/	18	2	/	2	0					

Valencia

NORTH SIDE

Magic Mountain WEST SIDE EAST SIDE **Magic Mountain**

SOUTH SIDE

Valencia

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

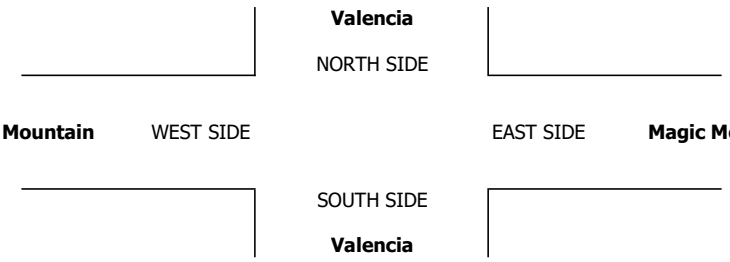
DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Valencia	LOCATION #:	2
TUESDAY	EAST & WEST:	Magic Mountain	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Valencia			SOUTHBOUND Valencia			EASTBOUND Magic Mountain			WESTBOUND Magic Mountain				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 2	EL 2	ET 2	ER 0	WL 2	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	3	0	0	0	0	0	2	0	6	0	0	0	0	0
	7:15 AM	0	2	0	1	1	2	0	0	0	0	0	0	6	0	0	0	0	0
	7:30 AM	0	2	0	0	2	5	1	1	0	0	0	0	11	0	0	0	0	0
	7:45 AM	1	2	0	0	0	1	0	0	0	1	1	0	6	0	0	0	0	0
	8:00 AM	0	1	0	0	1	1	0	0	0	0	0	0	3	0	0	0	0	0
	8:15 AM	0	2	0	0	1	2	1	0	0	0	0	1	7	0	0	0	0	0
	8:30 AM	0	1	1	0	1	0	0	1	0	0	0	0	4	0	0	0	0	0
	8:45 AM	0	1	0	0	2	0	2	0	1	0	2	0	8	0	0	0	0	0
	VOLUMES	1	12	1	1	11	11	4	2	1	1	5	1	51	0	0	0	0	0
	APPROACH %	7%	86%	7%	4%	48%	48%	57%	29%	14%	14%	71%	14%						
	APP/DEPART	14	/	17	23	/	13	7	/	4	7	/	17	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	1	7	0	0	4	9	2	1	0	1	1	1	27					
	APPROACH %	13%	88%	0%	0%	31%	69%	67%	33%	0%	33%	33%	33%						
	PEAK HR FACTOR		0.667			0.464			0.375			0.375		0.614					
	APP/DEPART	8	/	10	13	/	5	3	/	1	3	/	11	0					
PM	4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	4:15 PM	0	0	0	0	1	3	1	0	0	0	0	0	5	0	0	0	0	0
	4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	0	4	0	0	2	3	2	4	0	0	0	0	15	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	40%	60%	33%	67%	0%	0%	0%	0%						
	APP/DEPART	4	/	6	5	/	2	6	/	4	0	/	3	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	1	0	0	2	3	1	3	0	0	0	0	10					
	APPROACH %	0%	100%	0%	0%	40%	60%	25%	75%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.313			0.500			0.000		0.500					
	APP/DEPART	1	/	2	5	/	2	4	/	3	0	/	3	0					



INTERSECTION TURNING MOVEMENT COUNTS

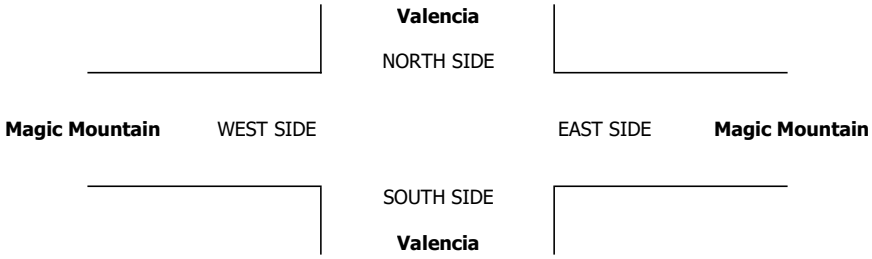
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Valencia	LOCATION #:	2
TUESDAY	EAST & WEST:	Magic Mountain	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Valencia			SOUTHBOUND Valencia			EASTBOUND Magic Mountain			WESTBOUND Magic Mountain				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 2	EL 2	ET 2	ER 0	WL 2	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0
	8:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	1	0	0	1	1	0	0	0	0	3	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	50%	50%	0%	0%	0%	0%						
	APP/DEPART	0	/	1	1	/	0	2	/	2	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	1	0	0	1	1	0	0	0	0	3					
	APPROACH %	0%	0%	0%	100%	0%	0%	50%	50%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			0.250			0.000		0.375					
	APP/DEPART	0	/	1	1	/	0	2	/	2	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



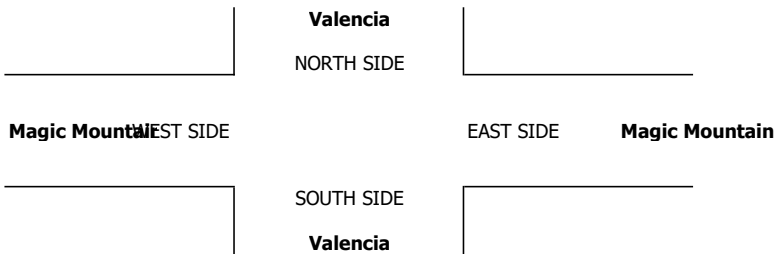
INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Valencia	LOCATION #:	2
TUESDAY	EAST & WEST:	Magic Mountain	CONTROL:	SIGNAL

CLASS 6:	NOTES:	AM / PM / MD / OTHER / OTHER	▲ N / ◄ W / E ► / S ▼
BUSES			

		NORTHBOUND Valencia			SOUTHBOUND Valencia			EASTBOUND Magic Mountain			WESTBOUND Magic Mountain				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 2	EL 2	ET 2	ER 0	WL 2	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	1	1	0	0	0	0	0	0	3	0	0	0	0	0
	7:15 AM	0	0	1	0	2	0	2	1	0	1	0	0	7	0	0	0	0	0
	7:30 AM	0	1	0	0	0	1	0	1	0	0	2	0	5	0	0	0	0	0
	7:45 AM	0	0	2	0	2	0	1	1	0	2	1	0	9	0	0	0	0	0
	8:00 AM	0	3	1	0	2	0	0	0	0	0	1	0	7	0	0	0	0	0
	8:15 AM	0	2	0	0	1	1	2	1	0	1	0	0	8	0	0	0	0	0
	8:30 AM	0	3	1	0	2	1	0	0	0	0	1	0	8	0	0	0	0	0
	8:45 AM	0	1	0	0	1	0	1	1	0	1	0	0	5	0	0	0	0	0
	VOLUMES	0	11	5	0	11	4	6	5	0	5	5	0	52	0	0	0	0	0
	APPROACH %	0%	69%	31%	0%	73%	27%	55%	45%	0%	50%	50%	0%						
	APP/DEPART	16	/	17	15	/	16	11	/	10	10	/	9	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	6	3	0	5	2	3	3	0	3	4	0	29					
	APPROACH %	0%	67%	33%	0%	71%	29%	50%	50%	0%	43%	57%	0%						
	PEAK HR FACTOR		0.563			0.875			0.500			0.583		0.806					
	APP/DEPART	9	/	9	7	/	8	6	/	6	7	/	6	0					
PM	4:00 PM	0	0	1	0	0	1	0	0	0	1	0	0	3	0	0	0	0	0
	4:15 PM	0	2	0	0	2	1	1	1	0	1	1	0	9	0	0	0	0	0
	4:30 PM	0	1	2	0	0	1	0	0	0	0	1	0	5	0	0	0	0	0
	4:45 PM	0	0	0	0	2	0	0	1	0	1	0	0	4	0	0	0	0	0
	5:00 PM	0	3	2	0	2	2	1	0	0	0	1	0	11	0	0	0	0	0
	5:15 PM	0	2	0	0	0	0	0	1	0	1	0	0	4	0	0	0	0	0
	5:30 PM	0	0	1	0	0	1	1	0	0	0	1	0	4	0	0	0	0	0
	5:45 PM	0	2	0	0	1	0	1	1	0	2	0	0	7	0	0	0	0	0
	VOLUMES	0	10	6	0	7	6	4	4	0	6	4	0	47	0	0	0	0	0
	APPROACH %	0%	63%	38%	0%	54%	46%	50%	50%	0%	60%	40%	0%						
	APP/DEPART	16	/	14	13	/	13	8	/	10	10	/	10	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	6	4	0	6	4	2	2	0	2	3	0	29					
	APPROACH %	0%	60%	40%	0%	60%	40%	50%	50%	0%	40%	60%	0%						
	PEAK HR FACTOR		0.500			0.625			0.500			0.625		0.659					
	APP/DEPART	10	/	8	10	/	8	4	/	6	5	/	7	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

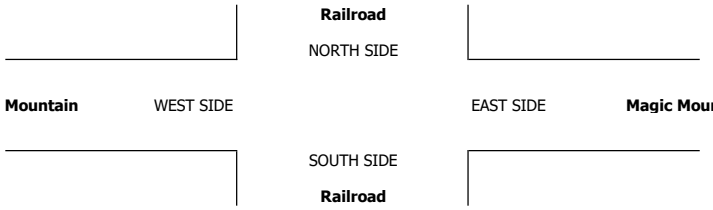
DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
Tue, May 3, 22	NORTH & SOUTH:	Railroad	LOCATION #:	3
	EAST & WEST:	Magic Mountain	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

☑ Add U-Turns to Left Turns

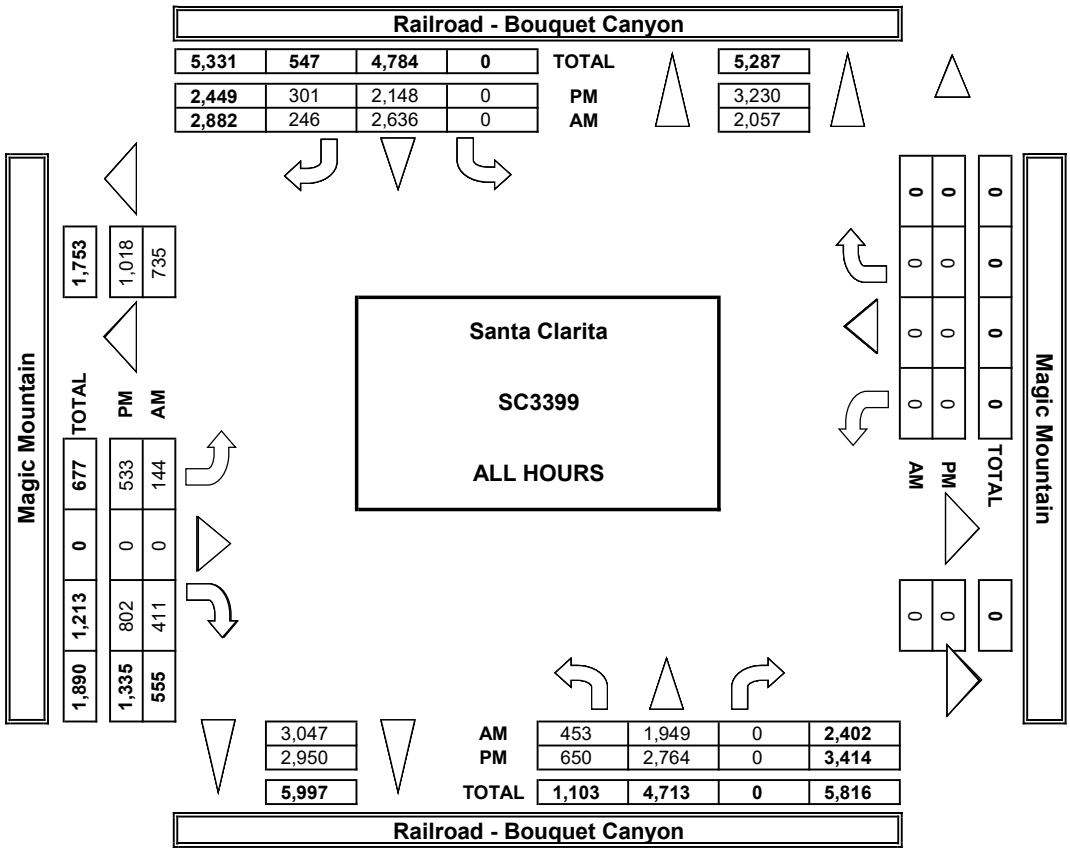
		NORTHBOUND Railroad - Bouquet Canyon			SOUTHBOUND Railroad - Bouquet Canyon			EASTBOUND Magic Mountain			WESTBOUND Magic Mountain				U-TURNS				
	LANES:	NL 2	NT 3	NR X	SL X	ST 2	SR 1	EL 2	ET X	ER 2	WL X	WT X	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	47	180	0	0	343	20	6	0	37	0	0	0	633	0	0	1	0	1
	7:15 AM	26	232	0	0	438	19	16	0	46	0	0	0	777	0	0	3	0	3
	7:30 AM	57	273	0	0	416	28	14	0	51	0	0	0	839	0	0	5	0	5
	7:45 AM	79	289	0	0	308	32	10	0	72	0	0	0	790	0	0	3	0	3
	8:00 AM	79	255	0	0	294	28	23	0	62	0	0	0	741	0	0	7	0	7
	8:15 AM	62	246	0	0	290	41	26	0	43	0	0	0	708	0	0	7	0	7
	8:30 AM	46	215	0	0	278	49	26	0	64	0	0	0	678	0	0	4	0	4
	8:45 AM	57	259	0	0	269	29	23	0	36	0	0	0	673	0	0	6	0	6
	VOLUMES	453	1,949	0	0	2,636	246	144	0	411	0	0	0	5,839	0	0	36	0	36
	APPROACH %	19%	81%	0%	0%	91%	9%	26%	0%	74%	0%	0%	0%						
	APP/DEPART	2,402	/	2,057	2,882	/	3,047	555	/	0	0	/	735	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	241	1,049	0	0	1,456	107	63	0	231	0	0	0	3,147					
	APPROACH %	19%	81%	0%	0%	93%	7%	21%	0%	79%	0%	0%	0%						
	PEAK HR FACTOR		0.876			0.855			0.865			0.000		0.938					
	APP/DEPART	1,290	/	1,094	1,563	/	1,687	294	/	0	0	/	366	0					
PM	4:00 PM	73	298	0	0	288	44	67	0	125	0	0	0	895	0	0	8	0	8
	4:15 PM	81	318	0	0	265	35	57	0	85	0	0	0	841	0	0	7	0	7
	4:30 PM	67	345	0	0	252	48	68	0	85	0	0	0	865	0	0	10	0	10
	4:45 PM	83	362	0	0	272	40	54	0	110	0	0	0	921	0	0	7	0	7
	5:00 PM	81	388	0	0	272	36	71	0	106	0	0	0	954	0	0	11	0	11
	5:15 PM	89	379	0	0	266	30	78	0	104	0	0	0	946	0	0	6	0	6
	5:30 PM	82	324	0	0	268	35	69	0	99	0	0	0	877	0	0	8	0	8
	5:45 PM	94	350	0	0	265	33	69	0	88	0	0	0	899	0	0	10	0	10
	VOLUMES	650	2,764	0	0	2,148	301	533	0	802	0	0	0	7,198	0	0	67	0	67
	APPROACH %	19%	81%	0%	0%	88%	12%	40%	0%	60%	0%	0%	0%						
	APP/DEPART	3,414	/	3,230	2,449	/	2,950	1,335	/	0	0	/	1,018	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	335	1,453	0	0	1,078	141	272	0	419	0	0	0	3,698					
	APPROACH %	19%	81%	0%	0%	88%	12%	39%	0%	61%	0%	0%	0%						
	PEAK HR FACTOR		0.953			0.977			0.949			0.000		0.969					
	APP/DEPART	1,788	/	1,693	1,219	/	1,497	691	/	0	0	/	508	0					

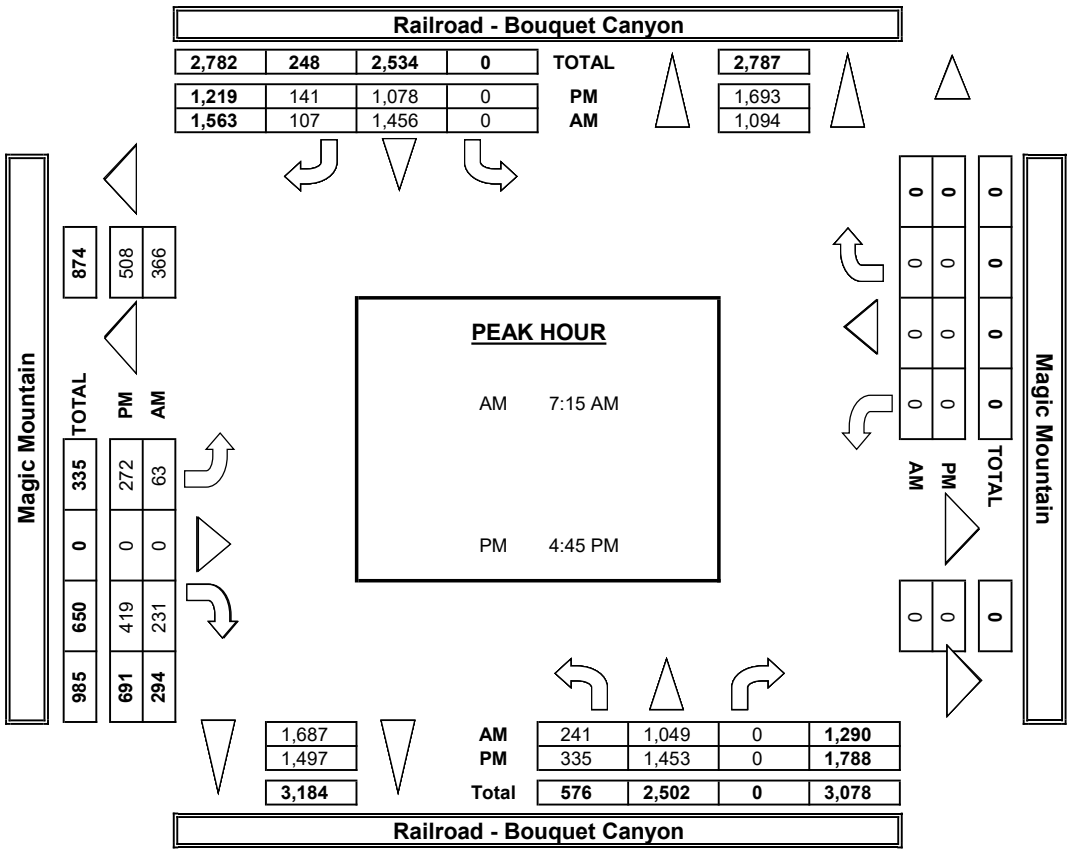


		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0
	7:15 AM	0	0	0	2	2	0	0	0	1	1	0	0	0	1	1
	7:30 AM	0	0	0	2	2	0	0	0	1	1	0	0	0	1	1
	7:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	TOTAL	0	0	0	9	9	0	0	0	6	6	0	0	0	3	3
PM	4:00 PM	0	0	0	3	3	0	0	0	1	1	0	0	0	2	2
	4:15 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	4:30 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	3	3	0	0	0	2	2	0	0	0	1	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	8	8	0	0	0	5	5	0	0	0	3	3

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Railroad	LOCATION #:	3
TUESDAY	EAST & WEST:	Magic Mountain	CONTROL:	SIGNAL

NOTES:

PCE Adjusted								
Class	1	2	3	4	5	6		
Factor	1	1.5	2	3	2	2		

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Railroad			SOUTHBOUND Railroad			EASTBOUND Magic Mountain			WESTBOUND Magic Mountain				U-TURNS				
	LANES:	NL 2	NT 3	NR X	SL X	ST 2	SR 1	EL 2	ET X	ER 2	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	55	198	0	0	364	20	7	0	42	0	0	0	685					0
	7:15 AM	28	254	0	0	453	19	20	0	49	0	0	0	822					0
	7:30 AM	61	296	0	0	435	31	16	0	55	0	0	0	893					0
	7:45 AM	84	311	0	0	324	34	10	0	77	0	0	0	839					0
	8:00 AM	80	279	0	0	313	31	24	0	66	0	0	0	792					0
	8:15 AM	67	272	0	0	313	42	28	0	47	0	0	0	768					0
	8:30 AM	52	245	0	0	294	51	27	0	70	0	0	0	737					0
	8:45 AM	64	278	0	0	287	30	24	0	38	0	0	0	719					0
	VOLUMES	488	2,131	0	0	2,782	257	154	0	443	0	0	0	6,253	0	0	0	0	0
	APPROACH %	19%	81%	0%	0%	92%	8%	26%	0%	74%	0%	0%	0%						
	APP/DEPART	2,619	/	2,285	3,038	/	3,225	597	/	0	0	/	744	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	252	1,139	0	0	1,525	115	69	0	247	0	0	0	3,345					
	APPROACH %	18%	82%	0%	0%	93%	7%	22%	0%	78%	0%	0%	0%						
	PEAK HR FACTOR		0.880			0.868			0.876			0.000		0.937					
	APP/DEPART	1,391	/	1,208	1,639	/	1,771	316	/	0	0	/	366	0					
PM	4:00 PM	76	308	0	0	303	45	69	0	131	0	0	0	930					0
	4:15 PM	85	327	0	0	284	37	58	0	88	0	0	0	878					0
	4:30 PM	68	354	0	0	270	49	70	0	94	0	0	0	904					0
	4:45 PM	85	374	0	0	289	41	56	0	120	0	0	0	962					0
	5:00 PM	83	398	0	0	283	37	73	0	114	0	0	0	986					0
	5:15 PM	91	386	0	0	278	31	78	0	108	0	0	0	971					0
	5:30 PM	83	331	0	0	280	37	70	0	109	0	0	0	908					0
	5:45 PM	98	354	0	0	278	33	70	0	97	0	0	0	930					0
	VOLUMES	667	2,829	0	0	2,264	309	542	0	859	0	0	0	7,469	0	0	0	0	0
	APPROACH %	19%	81%	0%	0%	88%	12%	39%	0%	61%	0%	0%	0%						
	APP/DEPART	3,496	/	3,371	2,573	/	3,122	1,401	/	0	0	/	976	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	341	1,488	0	0	1,129	145	276	0	449	0	0	0	3,827					
	APPROACH %	19%	81%	0%	0%	89%	11%	38%	0%	62%	0%	0%	0%						
	PEAK HR FACTOR		0.952			0.968			0.974			0.000		0.970					
	APP/DEPART	1,828	/	1,764	1,274	/	1,578	725	/	0	0	/	486	0					

Railroad

NORTH SIDE

Magic Mountain WEST SIDE EAST SIDE **Magic Mountain**

SOUTH SIDE

Railroad

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:					
5/3/22	LOCATION:	Santa Clarita	PROJECT #:	SC3399	
TUESDAY	NORTH & SOUTH:	Railroad	LOCATION #:	3	
	EAST & WEST:	Magic Mountain	CONTROL:	SIGNAL	

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Railroad			SOUTHBOUND Railroad			EASTBOUND Magic Mountain			WESTBOUND Magic Mountain				U-TURNS				
	LANES:	NL 2	NT 3	NR X	SL X	ST 2	SR 1	EL 2	ET X	ER 2	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	39	154	0	0	321	20	5	0	31	0	0	0	570	0	0	1	0	1
	7:15 AM	24	202	0	0	416	19	13	0	42	0	0	0	716	0	0	3	0	3
	7:30 AM	52	243	0	0	390	24	12	0	48	0	0	0	769	0	0	5	0	5
	7:45 AM	71	260	0	0	286	29	10	0	67	0	0	0	723	0	0	3	0	3
	8:00 AM	78	226	0	0	270	23	22	0	57	0	0	0	676	0	0	7	0	7
	8:15 AM	57	209	0	0	263	40	24	0	38	0	0	0	631	0	0	7	0	7
	8:30 AM	38	180	0	0	260	47	25	0	56	0	0	0	606	0	0	4	0	4
	8:45 AM	49	234	0	0	248	28	22	0	32	0	0	0	613	0	0	6	0	6
	VOLUMES	408	1,708	0	0	2,454	230	133	0	371	0	0	0	5,304	0	0	36	0	36
	APPROACH %	19%	81%	0%	0%	91%	9%	26%	0%	74%	0%	0%	0%						
	APP/DEPART	2,116	/	1,805	2,684	/	2,825	504	/	0	0	/	674	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	225	931	0	0	1,362	95	39	0	214	0	0	0	2,884					
	APPROACH %	19%	81%	0%	0%	93%	7%	14%	0%	79%	0%	0%	0%						
	PEAK HR FACTOR		0.873			0.837			0.858			0.000		0.938					
	APP/DEPART	1,156	/	970	1,457	/	1,576	271	/	0	0	/	338	0					
PM	4:00 PM	69	280	0	0	265	42	65	0	116	0	0	0	837	0	0	8	0	8
	4:15 PM	76	302	0	0	237	32	55	0	82	0	0	0	784	0	0	7	0	7
	4:30 PM	66	332	0	0	231	47	66	0	75	0	0	0	817	0	0	10	0	10
	4:45 PM	80	348	0	0	250	39	52	0	101	0	0	0	870	0	0	7	0	7
	5:00 PM	78	374	0	0	258	35	69	0	98	0	0	0	912	0	0	11	0	11
	5:15 PM	86	365	0	0	244	29	78	0	100	0	0	0	902	0	0	6	0	6
	5:30 PM	81	313	0	0	251	33	68	0	89	0	0	0	835	0	0	8	0	8
	5:45 PM	88	343	0	0	248	33	68	0	78	0	0	0	858	0	0	10	0	10
	VOLUMES	624	2,657	0	0	1,984	290	521	0	739	0	0	0	6,815	0	0	67	0	67
	APPROACH %	19%	81%	0%	0%	87%	13%	41%	0%	59%	0%	0%	0%						
	APP/DEPART	3,281	/	3,111	2,274	/	2,723	1,260	/	0	0	/	981	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	325	1,400	0	0	1,003	136	235	0	388	0	0	0	3,519					
	APPROACH %	19%	81%	0%	0%	88%	12%	36%	0%	59%	0%	0%	0%						
	PEAK HR FACTOR		0.954			0.972			0.920			0.000		0.965					
	APP/DEPART	1,725	/	1,635	1,139	/	1,391	655	/	0	0	/	493	0					

Railroad

NORTH SIDE

Magic Mountain WEST SIDE EAST SIDE **Magic Mountain**

SOUTH SIDE

Railroad

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

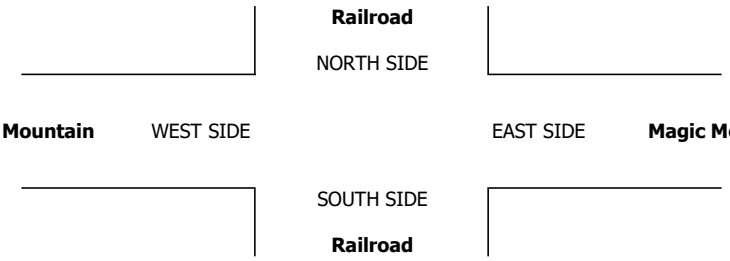
DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Railroad	LOCATION #:	3
TUESDAY	EAST & WEST:	Magic Mountain	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Railroad			SOUTHBOUND Railroad			EASTBOUND Magic Mountain			WESTBOUND Magic Mountain				U-TURNS				
	LANES:	NL 2	NT 3	NR X	SL X	ST 2	SR 1	EL 2	ET X	ER 2	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	3	20	0	0	13	0	1	0	2	0	0	0	39	0	0	0	0	0
	7:15 AM	1	23	0	0	18	0	1	0	2	0	0	0	45	0	0	0	0	0
	7:30 AM	3	23	0	0	20	2	1	0	0	0	0	0	49	0	0	0	0	0
	7:45 AM	6	20	0	0	16	3	0	0	1	0	0	0	46	0	0	0	0	0
	8:00 AM	1	20	0	0	19	4	0	0	2	0	0	0	46	0	0	0	0	0
	8:15 AM	3	28	0	0	18	0	1	0	3	0	0	0	53	0	0	0	0	0
	8:30 AM	5	23	0	0	11	1	0	0	4	0	0	0	44	0	0	0	0	0
	8:45 AM	5	19	0	0	14	1	1	0	4	0	0	0	44	0	0	0	0	0
	VOLUMES	27	176	0	0	129	11	5	0	18	0	0	0	366	0	0	0	0	0
	APPROACH %	13%	87%	0%	0%	92%	8%	22%	0%	78%	0%	0%	0%						
	APP/DEPART	203	/	181	140	/	147	23	/	0	0	/	38	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	11	86	0	0	73	9	2	0	5	0	0	0	186					
	APPROACH %	11%	89%	0%	0%	89%	11%	29%	0%	71%	0%	0%	0%						
	PEAK HR FACTOR		0.933			0.891			0.583			0.000		0.949					
	APP/DEPART	97	/	88	82	/	78	7	/	0	0	/	20	0					
PM	4:00 PM	3	17	0	0	17	2	1	0	6	0	0	0	46	0	0	0	0	0
	4:15 PM	2	15	0	0	18	2	2	0	1	0	0	0	40	0	0	0	0	0
	4:30 PM	0	11	0	0	12	0	1	0	2	0	0	0	26	0	0	0	0	0
	4:45 PM	3	9	0	0	15	1	1	0	3	0	0	0	32	0	0	0	0	0
	5:00 PM	3	11	0	0	8	0	1	0	3	0	0	0	26	0	0	0	0	0
	5:15 PM	2	14	0	0	21	0	0	0	1	0	0	0	38	0	0	0	0	0
	5:30 PM	1	9	0	0	14	1	0	0	3	0	0	0	28	0	0	0	0	0
	5:45 PM	4	7	0	0	12	0	0	0	2	0	0	0	25	0	0	0	0	0
	VOLUMES	18	93	0	0	117	6	6	0	21	0	0	0	261	0	0	0	0	0
	APPROACH %	16%	84%	0%	0%	95%	5%	22%	0%	78%	0%	0%	0%						
	APP/DEPART	111	/	99	123	/	138	27	/	0	0	/	24	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	9	43	0	0	58	2	2	0	10	0	0	0	124					
	APPROACH %	17%	83%	0%	0%	97%	3%	17%	0%	83%	0%	0%	0%						
	PEAK HR FACTOR		0.813			0.714			0.750			0.000		0.816					
	APP/DEPART	52	/	45	60	/	68	12	/	0	0	/	11	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Railroad	LOCATION #:	3
TUESDAY	EAST & WEST:	Magic Mountain	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Railroad			SOUTHBOUND Railroad			EASTBOUND Magic Mountain			WESTBOUND Magic Mountain				U-TURNS				
	LANES:	NL 2	NT 3	NR X	SL X	ST 2	SR 1	EL 2	ET X	ER 2	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	4	3	0	0	3	0	0	0	3	0	0	0	13	0	0	0	0	0
	7:15 AM	0	3	0	0	2	0	0	0	1	0	0	0	6	0	0	0	0	0
	7:30 AM	0	2	0	0	2	1	0	0	2	0	0	0	7	0	0	0	0	0
	7:45 AM	1	6	0	0	4	0	0	0	3	0	0	0	14	0	0	0	0	0
	8:00 AM	0	2	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0
	8:15 AM	0	2	0	0	4	1	0	0	0	0	0	0	7	0	0	0	0	0
	8:30 AM	2	4	0	0	3	0	1	0	3	0	0	0	13	0	0	0	0	0
	8:45 AM	1	2	0	0	3	0	0	0	0	0	0	0	6	0	0	0	0	0
	VOLUMES	8	24	0	0	21	2	1	0	13	0	0	0	69	0	0	0	0	0
	APPROACH %	25%	75%	0%	0%	91%	9%	7%	0%	93%	0%	0%	0%						
	APP/DEPART	32	/	25	23	/	34	14	/	0	0	/	10	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	1	13	0	0	8	1	0	0	7	0	0	0	30					
	APPROACH %	7%	93%	0%	0%	89%	11%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.563			0.583			0.000		0.536					
	APP/DEPART	14	/	13	9	/	15	7	/	0	0	/	2	0					
PM	4:00 PM	0	1	0	0	6	0	0	0	2	0	0	0	9	0	0	0	0	0
	4:15 PM	2	0	0	0	9	0	0	0	2	0	0	0	13	0	0	0	0	0
	4:30 PM	0	0	0	0	6	0	0	0	6	0	0	0	12	0	0	0	0	0
	4:45 PM	0	1	0	0	5	0	0	0	4	0	0	0	10	0	0	0	0	0
	5:00 PM	0	1	0	0	4	0	1	0	3	0	0	0	9	0	0	0	0	0
	5:15 PM	0	0	0	0	1	1	0	0	2	0	0	0	4	0	0	0	0	0
	5:30 PM	0	0	0	0	1	0	0	0	5	0	0	0	6	0	0	0	0	0
	5:45 PM	0	0	0	0	3	0	0	0	8	0	0	0	11	0	0	0	0	0
	VOLUMES	2	3	0	0	35	1	1	0	32	0	0	0	74	0	0	0	0	0
	APPROACH %	40%	60%	0%	0%	97%	3%	3%	0%	97%	0%	0%	0%						
	APP/DEPART	5	/	4	36	/	67	33	/	0	0	/	3	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	2	0	0	11	1	1	0	14	0	0	0	29					
	APPROACH %	0%	100%	0%	0%	92%	8%	7%	0%	93%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.600			0.750			0.000		0.725					
	APP/DEPART	2	/	3	12	/	25	15	/	0	0	/	1	0					

Railroad

NORTH SIDE

Magic Mountain WEST SIDE EAST SIDE **Magic Mountain**

SOUTH SIDE

Railroad

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Railroad	LOCATION #:	3
TUESDAY	EAST & WEST:	Magic Mountain	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Railroad)			SOUTHBOUND (Railroad)			EASTBOUND (Magic Mountain)			WESTBOUND (Magic Mountain)				U-TURNS				
	LANES:	NL 2	NT 3	NR X	SL X	ST 2	SR 1	EL 2	ET X	ER 2	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	2	0	0	5	0	0	0	0	0	0	0	8	0	0	0	0	0
	7:15 AM	0	3	0	0	2	0	1	0	0	0	0	0	6	0	0	0	0	0
	7:30 AM	0	4	0	0	3	0	0	0	1	0	0	0	8	0	0	0	0	0
	7:45 AM	0	3	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0
	8:00 AM	0	5	0	0	4	0	0	0	0	0	0	0	9	0	0	0	0	0
	8:15 AM	1	3	0	0	5	0	0	0	0	0	0	0	9	0	0	0	0	0
	8:30 AM	0	6	0	0	3	0	0	0	0	0	0	0	9	0	0	0	0	0
	8:45 AM	1	3	0	0	4	0	0	0	0	0	0	0	8	0	0	0	0	0
	VOLUMES	3	29	0	0	28	0	1	0	1	0	0	0	62	0	0	0	0	0
	APPROACH %	9%	91%	0%	0%	100%	0%	50%	0%	50%	0%	0%	0%						
	APP/DEPART	32	/	30	28	/	29	2	/	0	0	/	3	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	15	0	0	11	0	1	0	1	0	0	0	28					
	APPROACH %	0%	100%	0%	0%	100%	0%	50%	0%	50%	0%	0%	0%						
	PEAK HR FACTOR		0.750			0.688			0.500			0.000		0.778					
	APP/DEPART	15	/	16	11	/	12	2	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	1	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0
	4:45 PM	0	2	0	0	2	0	0	0	2	0	0	0	6	0	0	0	0	0
	5:00 PM	0	1	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	2	0	0	0	1	0	0	0	3	0	0	0	0	0
	5:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	0	4	0	0	10	0	0	0	4	0	0	0	18	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%						
	APP/DEPART	4	/	4	10	/	14	4	/	0	0	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	3	0	0	5	0	0	0	4	0	0	0	12					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.375			0.625			0.500			0.000		0.500					
	APP/DEPART	3	/	3	5	/	9	4	/	0	0	/	0	0					

Railroad

NORTH SIDE

Magic Mountain WEST SIDE EAST SIDE **Magic Mountain**

SOUTH SIDE

Railroad

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

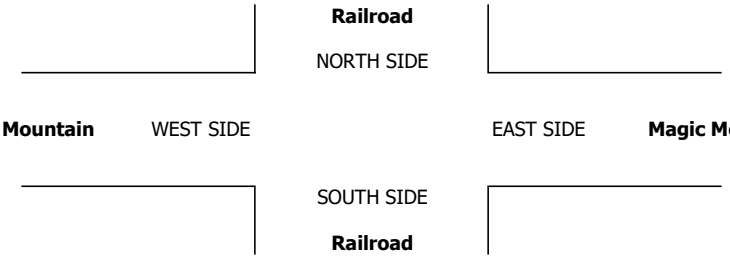
DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Railroad	LOCATION #:	3
TUESDAY	EAST & WEST:	Magic Mountain	CONTROL:	SIGNAL

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Railroad			SOUTHBOUND Railroad			EASTBOUND Magic Mountain			WESTBOUND Magic Mountain				U-TURNS				
	LANES:	NL 2	NT 3	NR X	SL X	ST 2	SR 1	EL 2	ET X	ER 2	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	2	2	/	0	0	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	0	0	0	0	0	1	0	0	0	1					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.000		0.250					
	APP/DEPART	0	/	0	0	/	1	1	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	2	/	2	1	/	1	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	2	0	0	0	0	0	0	0	0	0	0	2					
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.000			0.000			0.000		0.500					
	APP/DEPART	2	/	2	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

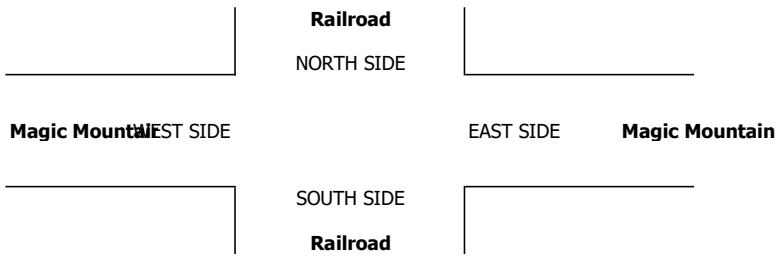
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Railroad	LOCATION #:	3
TUESDAY	EAST & WEST:	Magic Mountain	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Railroad			SOUTHBOUND Railroad			EASTBOUND Magic Mountain			WESTBOUND Magic Mountain				U-TURNS				
LANES:	NL 2	NT 3	NR X	SL X	ST 2	SR 1	EL 2	ET X	ER 2	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	1	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0
7:15 AM	1	1	0	0	0	0	1	0	1	0	0	0	4	0	0	0	0	0
7:30 AM	2	1	0	0	1	1	1	0	0	0	0	0	6	0	0	0	0	0
7:45 AM	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0
8:00 AM	0	2	0	0	1	1	1	0	1	0	0	0	6	0	0	0	0	0
8:15 AM	1	4	0	0	0	0	1	0	1	0	0	0	7	0	0	0	0	0
8:30 AM	1	2	0	0	1	1	0	0	1	0	0	0	6	0	0	0	0	0
8:45 AM	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
VOLUMES	7	12	0	0	4	3	4	0	6	0	0	0	36	0	0	0	0	0
APPROACH %	37%	63%	0%	0%	57%	43%	40%	0%	60%	0%	0%	0%						
APP/DEPART	19	/	16	7	/	10	10	/	0	0	/	10	0					
BEGIN PEAK HR		7:15 AM																
VOLUMES	4	4	0	0	2	2	3	0	3	0	0	0	18					
APPROACH %	50%	50%	0%	0%	50%	50%	50%	0%	50%	0%	0%	0%						
PEAK HR FACTOR		0.667			0.500			0.750			0.000		0.750					
APP/DEPART	8	/	7	4	/	5	6	/	0	0	/	6	0					
PM																		
4:00 PM	1	0	0	0	0	0	1	0	1	0	0	0	3	0	0	0	0	0
4:15 PM	1	1	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0
4:30 PM	1	1	0	0	0	1	1	0	2	0	0	0	6	0	0	0	0	0
4:45 PM	0	2	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0
5:00 PM	0	0	0	0	1	1	0	0	1	0	0	0	3	0	0	0	0	0
5:15 PM	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0
5:30 PM	0	1	0	0	0	1	1	0	1	0	0	0	4	0	0	0	0	0
5:45 PM	2	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0
VOLUMES	6	5	0	0	1	4	5	0	6	0	0	0	27	0	0	0	0	0
APPROACH %	55%	45%	0%	0%	20%	80%	45%	0%	55%	0%	0%	0%						
APP/DEPART	11	/	10	5	/	7	11	/	0	0	/	10	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	1	3	0	0	1	2	2	0	3	0	0	0	12					
APPROACH %	25%	75%	0%	0%	33%	67%	40%	0%	60%	0%	0%	0%						
PEAK HR FACTOR		0.500			0.375			0.625			0.000		0.750					
APP/DEPART	4	/	5	3	/	4	5	/	0	0	/	3	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
Tue, May 3, 22	NORTH & SOUTH:	Railroad	LOCATION #:	4
	EAST & WEST:	Drayton	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

☑ Add U-Turns to Left Turns

		NORTHBOUND (Railroad)			SOUTHBOUND (Railroad)			EASTBOUND (Drayton)			WESTBOUND (Drayton)			
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0.5	WT 0.5	WR 1	TOTAL
AM	7:00 AM	0	212	19	19	358	2	3	0	0	11	0	11	635
	7:15 AM	0	251	20	21	444	2	2	0	0	5	0	7	752
	7:30 AM	0	307	7	20	428	2	1	0	0	5	0	9	779
	7:45 AM	0	358	17	22	368	3	0	0	0	9	0	15	792
	8:00 AM	3	334	27	34	329	2	4	0	0	4	0	9	746
	8:15 AM	0	285	18	18	317	3	3	1	0	7	0	7	659
	8:30 AM	2	262	14	23	281	0	1	1	1	14	1	18	618
	8:45 AM	2	297	23	20	299	3	1	3	0	4	1	16	669
	VOLUMES	7	2,306	145	177	2,824	17	15	5	1	59	2	92	5,650
	APPROACH %	0%	94%	6%	6%	94%	1%	71%	24%	5%	39%	1%	60%	
	APP/DEPART	2,458	/	2,414	3,018	/	2,884	21	/	326	153	/	26	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	3	1,250	71	97	1,569	9	7	0	0	23	0	40	3,069
	APPROACH %	0%	94%	5%	6%	94%	1%	100%	0%	0%	37%	0%	63%	
	PEAK HR FACTOR		0.883			0.897			0.438			0.656		0.969
	APP/DEPART	1,324	/	1,297	1,675	/	1,592	7	/	168	63	/	12	0
PM	4:00 PM	1	329	12	21	364	8	9	0	1	12	0	26	783
	4:15 PM	2	380	9	16	353	2	14	0	1	10	1	21	809
	4:30 PM	0	384	8	35	309	5	6	0	1	33	0	26	807
	4:45 PM	2	410	4	18	357	6	7	0	0	18	0	29	851
	5:00 PM	4	379	7	9	336	4	15	0	2	28	1	41	826
	5:15 PM	3	458	2	10	366	6	9	0	2	16	0	24	896
	5:30 PM	6	370	2	9	356	6	10	0	1	16	0	29	805
	5:45 PM	1	427	3	18	354	2	11	0	0	11	0	14	841
	VOLUMES	19	3,137	47	136	2,795	39	81	0	8	144	2	210	6,618
	APPROACH %	1%	98%	1%	5%	94%	1%	91%	0%	9%	40%	1%	59%	
	APP/DEPART	3,203	/	3,442	2,970	/	2,948	89	/	169	356	/	59	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	9	1,631	21	72	1,368	21	37	0	5	95	1	120	3,380
	APPROACH %	1%	98%	1%	5%	94%	1%	88%	0%	12%	44%	0%	56%	
	PEAK HR FACTOR		0.897			0.956			0.618			0.771		0.943
	APP/DEPART	1,661	/	1,793	1,461	/	1,468	42	/	88	216	/	31	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	1	0	0	1
0	2	0	0	2
1	3	0	0	4
0	0	0	0	0
0	2	0	0	2
0	0	0	0	0
0	3	0	0	3
0	1	0	0	1
0	3	0	0	3
1	14	0	0	15

Railroad

NORTH SIDE

Drayton WEST SIDE EAST SIDE **Drayton**

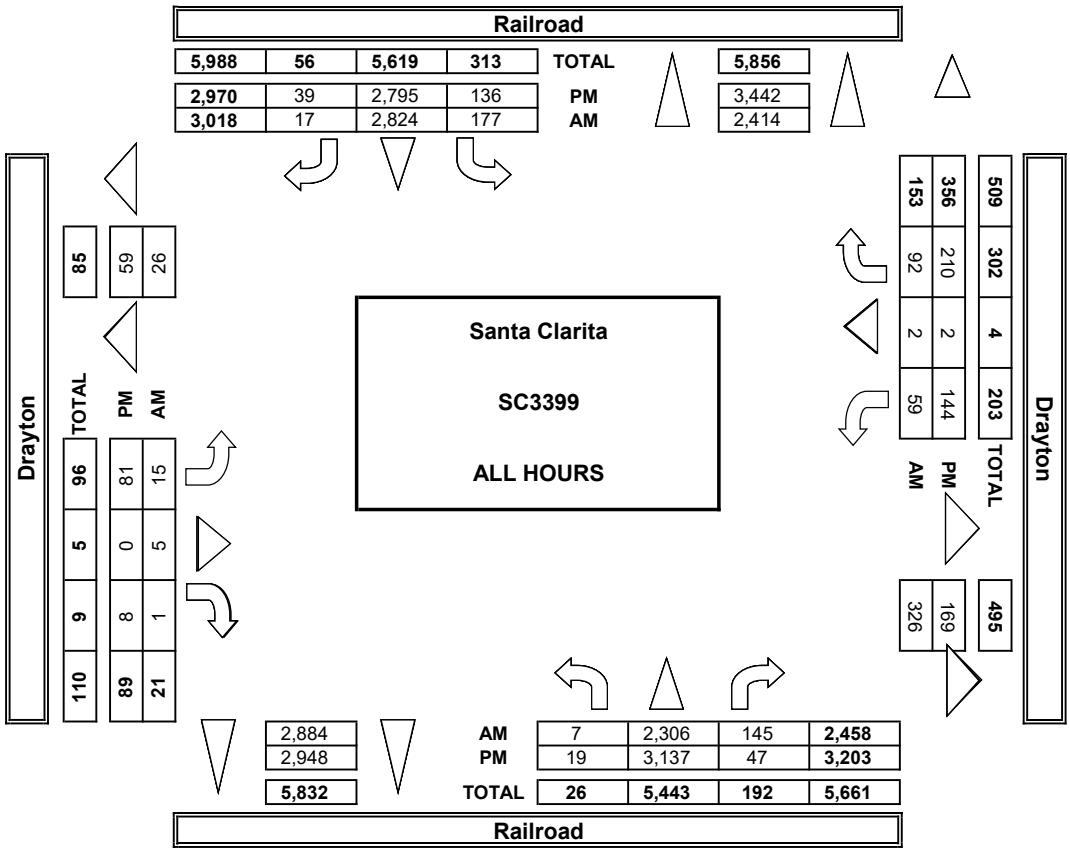
SOUTH SIDE

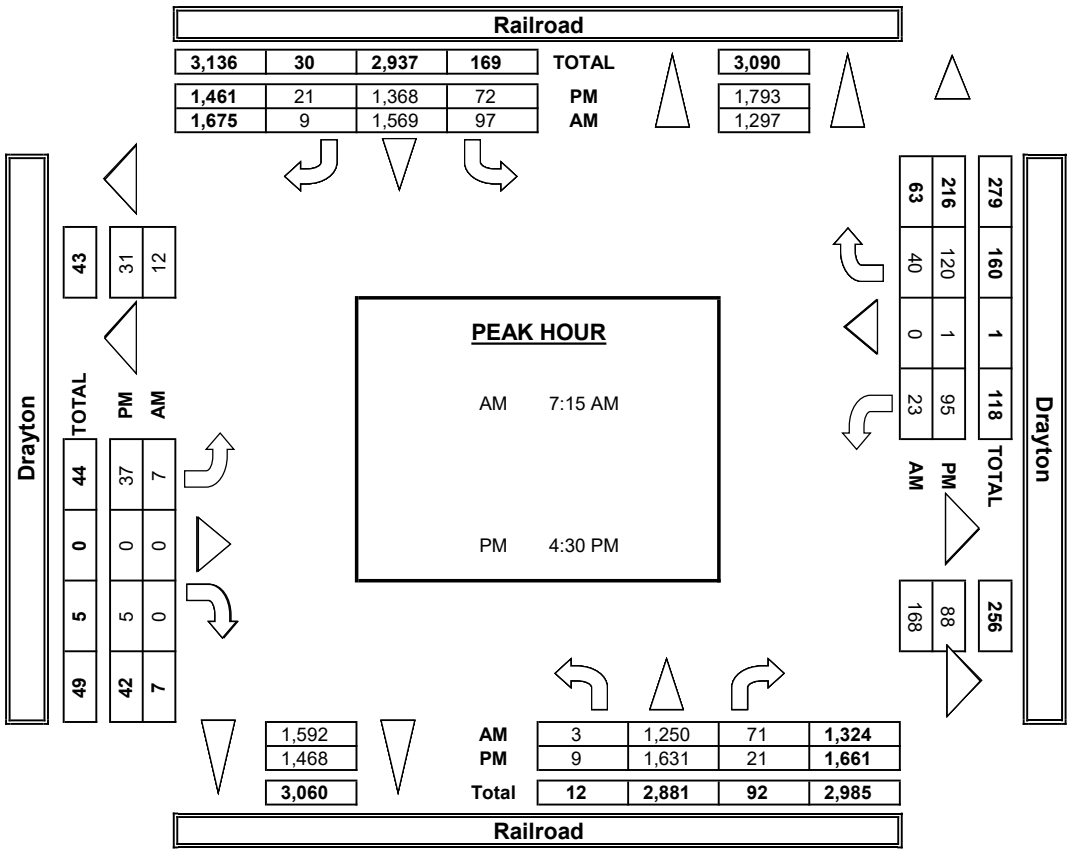
Railroad

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	3	3	0	0	0	2	2	0	0	0	1	1
	7:30 AM	2	0	0	1	3	1	0	0	0	1	1	0	0	1	2
	7:45 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	8:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	TOTAL	3	0	0	6	9	1	0	0	2	3	2	0	0	4	6
PM	4:00 PM	2	0	0	1	3	2	0	0	1	3	0	0	0	0	0
	4:15 PM	2	0	2	0	4	2	0	2	0	4	0	0	0	0	0
	4:30 PM	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0
	4:45 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2
	5:00 PM	2	0	1	0	3	1	0	0	0	1	1	0	1	0	2
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	2	0	0	3	5	2	0	0	3	5	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	10	0	3	6	19	9	0	2	4	15	1	0	1	2	4

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:					
5/3/22	LOCATION:	Santa Clarita	PROJECT #:	SC3399	
TUESDAY	NORTH & SOUTH:	Railroad	LOCATION #:	4	
	EAST & WEST:	Drayton	CONTROL:	SIGNAL	

NOTES:

PCE Adjusted								
Class	1	2	3	4	5	6		
Factor	1	1.5	2	3	2	2		

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Railroad			SOUTHBOUND Railroad			EASTBOUND Drayton			WESTBOUND Drayton				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0.5	WT 0.5	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	235	20	25	374	2	4	0	0	15	0	19	692					0
	7:15 AM	0	271	24	23	463	2	2	0	0	11	0	10	805					0
	7:30 AM	0	328	10	23	445	2	1	0	0	8	0	13	829					0
	7:45 AM	0	385	18	25	384	3	0	0	0	12	0	20	845					0
	8:00 AM	3	355	28	40	345	2	5	0	0	5	0	12	793					0
	8:15 AM	0	310	23	21	339	3	3	1	0	10	0	8	718					0
	8:30 AM	2	290	15	25	298	0	2	2	1	19	1	24	676					0
	8:45 AM	2	315	27	22	319	3	1	3	0	4	1	25	721					0
	VOLUMES	7	2,488	164	202	2,964	17	17	6	1	83	2	129	6,078	0	0	0	0	0
	APPROACH %	0%	94%	6%	6%	93%	1%	72%	24%	4%	39%	1%	60%						
	APP/DEPART	2,659	/	2,633	3,183	/	3,048	23	/	371	214	/	26	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	3	1,338	80	110	1,636	9	8	0	0	35	0	54	3,272					
	APPROACH %	0%	94%	6%	6%	93%	1%	100%	0%	0%	39%	0%	61%						
	PEAK HR FACTOR		0.882			0.899			0.417			0.706		0.968					
	APP/DEPART	1,421	/	1,400	1,755	/	1,671	8	/	190	89	/	12	0					
PM	4:00 PM	1	339	17	28	375	8	10	0	1	13	0	28	818					0
	4:15 PM	2	392	16	22	368	2	15	0	1	11	1	24	853					0
	4:30 PM	0	392	14	58	318	6	7	0	1	34	0	27	854					0
	4:45 PM	2	420	7	29	372	7	7	0	0	19	0	33	894					0
	5:00 PM	4	388	11	17	347	4	15	0	2	30	1	42	860					0
	5:15 PM	4	468	3	13	378	6	9	0	2	16	0	24	922					0
	5:30 PM	6	376	3	14	371	7	11	0	1	16	0	31	834					0
	5:45 PM	1	437	3	30	364	3	11	0	0	12	0	14	874					0
	VOLUMES	20	3,211	71	210	2,890	41	84	0	8	149	2	222	6,908	0	0	0	0	0
	APPROACH %	1%	97%	2%	7%	92%	1%	91%	0%	9%	40%	1%	59%						
	APP/DEPART	3,302	/	3,517	3,141	/	3,047	92	/	281	373	/	63	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	10	1,668	34	116	1,414	22	38	0	5	98	1	125	3,530					
	APPROACH %	1%	97%	2%	7%	91%	1%	88%	0%	12%	44%	0%	56%						
	PEAK HR FACTOR		0.901			0.953			0.632			0.767		0.957					
	APP/DEPART	1,711	/	1,831	1,552	/	1,517	43	/	150	224	/	33	0					

Railroad

NORTH SIDE

Drayton WEST SIDE EAST SIDE **Drayton**

SOUTH SIDE

Railroad

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

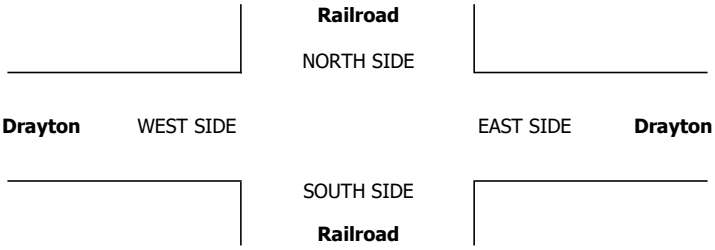
DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Railroad	LOCATION #:	4
TUESDAY	EAST & WEST:	Drayton	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Railroad)			SOUTHBOUND (Railroad)			EASTBOUND (Drayton)			WESTBOUND (Drayton)				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0.5	WT 0.5	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	182	18	13	339	2	2	0	0	4	0	3	563	0	0	0	0	0
	7:15 AM	0	221	15	18	423	2	2	0	0	1	0	2	684	0	0	0	0	0
	7:30 AM	0	277	5	18	405	2	1	0	0	0	0	3	711	0	0	0	0	0
	7:45 AM	0	325	15	19	343	3	0	0	0	5	0	10	720	0	0	0	0	0
	8:00 AM	3	306	25	28	308	2	3	0	0	2	0	6	683	0	0	0	0	0
	8:15 AM	0	253	11	15	289	3	3	1	0	4	0	5	584	0	0	0	0	0
	8:30 AM	2	230	12	20	260	0	0	0	1	9	1	11	546	0	0	0	0	0
	8:45 AM	2	267	19	17	277	3	1	3	0	4	1	7	601	0	1	0	0	1
	VOLUMES	7	2,061	120	148	2,644	17	12	4	1	29	2	47	5,092	0	1	0	0	1
	APPROACH %	0%	94%	5%	5%	94%	1%	71%	24%	6%	37%	3%	60%						
	APP/DEPART	2,188	/	2,121	2,809	/	2,674	17	/	271	78	/	26	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	3	1,129	60	83	1,479	9	6	0	0	8	0	21	2,798					
	APPROACH %	0%	95%	5%	5%	94%	1%	100%	0%	0%	28%	0%	72%						
	PEAK HR FACTOR		0.876			0.887			0.500			0.483		0.972					
	APP/DEPART	1,192	/	1,156	1,571	/	1,487	6	/	143	29	/	12	0					
PM	4:00 PM	1	313	7	13	345	8	8	0	1	11	0	22	729	0	2	0	0	2
	4:15 PM	2	359	3	11	331	2	12	0	1	9	1	17	748	1	3	0	0	4
	4:30 PM	0	373	4	14	293	4	4	0	1	32	0	25	750	0	0	0	0	0
	4:45 PM	2	393	2	9	336	5	7	0	0	17	0	26	797	0	2	0	0	2
	5:00 PM	4	363	4	2	322	4	15	0	2	27	1	40	784	0	0	0	0	0
	5:15 PM	2	442	1	7	344	6	9	0	2	16	0	24	853	0	3	0	0	3
	5:30 PM	6	360	1	3	334	5	9	0	1	16	0	27	762	0	1	0	0	1
	5:45 PM	1	410	3	6	340	1	11	0	0	9	0	14	795	0	3	0	0	3
	VOLUMES	18	3,013	25	65	2,645	35	75	0	8	137	2	195	6,218	1	14	0	0	15
	APPROACH %	1%	99%	1%	2%	96%	1%	90%	0%	10%	41%	1%	58%						
	APP/DEPART	3,056	/	3,297	2,745	/	2,791	83	/	76	334	/	54	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	8	1,571	11	27	1,295	19	35	0	5	92	1	115	3,184					
	APPROACH %	1%	99%	1%	2%	96%	1%	88%	0%	13%	44%	0%	55%						
	PEAK HR FACTOR		0.893			0.943			0.588			0.765		0.933					
	APP/DEPART	1,590	/	1,726	1,346	/	1,392	40	/	38	208	/	28	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

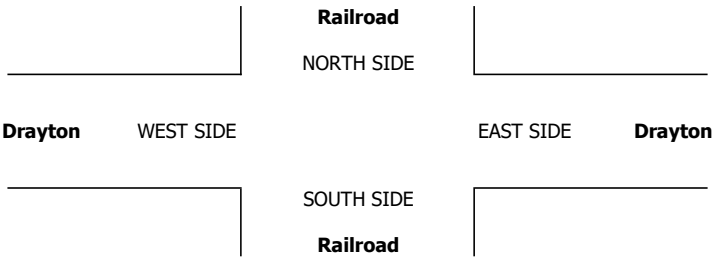
DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Railroad	LOCATION #:	4
TUESDAY	EAST & WEST:	Drayton	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Railroad			SOUTHBOUND Railroad			EASTBOUND Drayton			WESTBOUND Drayton				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0.5	WT 0.5	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	22	1	3	11	0	1	0	0	6	0	3	47	0	0	0	0	0
	7:15 AM	0	25	4	2	14	0	0	0	0	1	0	4	50	0	0	0	0	0
	7:30 AM	0	24	1	0	17	0	0	0	0	4	0	5	51	0	0	0	0	0
	7:45 AM	0	23	2	1	19	0	0	0	0	3	0	2	50	0	0	0	0	0
	8:00 AM	0	22	2	3	17	0	1	0	0	2	0	1	48	0	0	0	0	0
	8:15 AM	0	22	6	0	21	0	0	0	0	2	0	2	53	0	0	0	0	0
	8:30 AM	0	21	2	3	13	0	1	1	0	3	0	4	48	0	0	0	0	0
	8:45 AM	0	26	2	3	16	0	0	0	0	0	0	5	52	0	0	0	0	0
	VOLUMES	0	185	20	15	128	0	3	1	0	21	0	26	399	0	0	0	0	0
	APPROACH %	0%	90%	10%	10%	90%	0%	75%	25%	0%	45%	0%	55%						
	APP/DEPART	205	/	214	143	/	149	4	/	36	47	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	94	9	6	67	0	1	0	0	10	0	12	199					
	APPROACH %	0%	91%	9%	8%	92%	0%	100%	0%	0%	45%	0%	55%						
	PEAK HR FACTOR		0.888			0.913			0.250			0.611		0.975					
	APP/DEPART	103	/	107	73	/	77	1	/	15	22	/	0	0					
PM	4:00 PM	0	14	3	2	17	0	1	0	0	1	0	4	42	0	0	0	0	0
	4:15 PM	0	18	1	0	19	0	2	0	0	1	0	2	43	0	0	0	0	0
	4:30 PM	0	8	1	3	15	1	2	0	0	1	0	1	32	0	0	0	0	0
	4:45 PM	0	14	1	0	17	1	0	0	0	1	0	1	35	0	0	0	0	0
	5:00 PM	0	15	1	0	8	0	0	0	0	0	0	0	24	0	0	0	0	0
	5:15 PM	0	14	0	1	21	0	0	0	0	0	0	0	36	0	0	0	0	0
	5:30 PM	0	8	1	2	19	1	1	0	0	0	0	1	33	0	0	0	0	0
	5:45 PM	0	15	0	0	12	1	0	0	0	2	0	0	30	0	0	0	0	0
	VOLUMES	0	106	8	8	128	4	6	0	0	6	0	9	275	0	0	0	0	0
	APPROACH %	0%	93%	7%	6%	91%	3%	100%	0%	0%	40%	0%	60%						
	APP/DEPART	114	/	121	140	/	134	6	/	16	15	/	4	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	51	3	4	61	2	2	0	0	2	0	2	127					
	APPROACH %	0%	94%	6%	6%	91%	3%	100%	0%	0%	50%	0%	50%						
	PEAK HR FACTOR		0.844			0.761			0.250			0.500		0.882					
	APP/DEPART	54	/	55	67	/	63	2	/	7	4	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

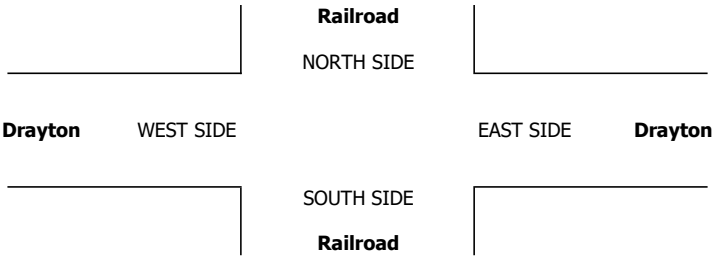
DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Railroad	LOCATION #:	4
TUESDAY	EAST & WEST:	Drayton	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Railroad)			SOUTHBOUND (Railroad)			EASTBOUND (Drayton)			WESTBOUND (Drayton)				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0.5	WT 0.5	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	3	0	2	4	0	0	0	0	1	0	4	14	0	0	0	0	0
	7:15 AM	0	1	0	1	1	0	0	0	0	1	0	1	5	0	0	0	0	0
	7:30 AM	0	0	0	1	2	0	0	0	0	1	0	1	5	0	0	0	0	0
	7:45 AM	0	4	0	2	5	0	0	0	0	1	0	2	14	0	0	0	0	0
	8:00 AM	0	0	0	1	0	0	0	0	0	0	0	2	3	0	0	0	0	0
	8:15 AM	0	1	0	2	2	0	0	0	0	0	0	0	5	0	0	0	0	0
	8:30 AM	0	2	0	0	4	0	0	0	0	1	0	2	9	0	0	0	0	0
	8:45 AM	0	1	1	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0
	VOLUMES	0	12	1	9	18	0	0	0	0	5	0	14	59	0	0	0	0	0
	APPROACH %	0%	92%	8%	33%	67%	0%	0%	0%	0%	26%	0%	74%						
	APP/DEPART	13	/	26	27	/	23	0	/	10	19	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	5	0	5	8	0	0	0	0	3	0	6	27					
	APPROACH %	0%	100%	0%	38%	62%	0%	0%	0%	0%	33%	0%	67%						
	PEAK HR FACTOR		0.313			0.464			0.000			0.750		0.482					
	APP/DEPART	5	/	11	13	/	11	0	/	5	9	/	0	0					
PM	4:00 PM	0	0	1	6	1	0	0	0	0	0	0	0	8	0	0	0	0	0
	4:15 PM	0	1	4	4	0	0	0	0	0	0	0	2	11	0	0	0	0	0
	4:30 PM	0	0	1	15	0	0	0	0	0	0	0	0	16	0	0	0	0	0
	4:45 PM	0	1	0	7	1	0	0	0	0	0	0	1	10	0	0	0	0	0
	5:00 PM	0	1	1	6	3	0	0	0	0	0	0	0	11	0	0	0	0	0
	5:15 PM	0	0	1	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	5:30 PM	0	1	0	4	0	0	0	0	0	0	0	0	5	0	0	0	0	0
	5:45 PM	0	0	0	12	0	0	0	0	0	0	0	0	12	0	0	0	0	0
	VOLUMES	0	4	8	56	5	0	0	0	0	0	0	3	76	0	0	0	0	0
	APPROACH %	0%	33%	67%	92%	8%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	12	/	7	61	/	5	0	/	64	3	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	2	3	30	4	0	0	0	0	0	0	1	40					
	APPROACH %	0%	40%	60%	88%	12%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.625			0.567			0.000			0.250		0.625					
	APP/DEPART	5	/	3	34	/	4	0	/	33	1	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

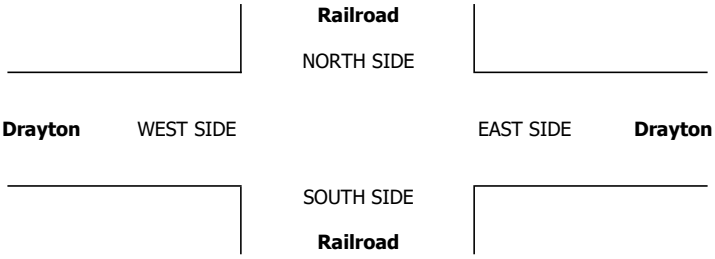
DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Railroad	LOCATION #:	4
TUESDAY	EAST & WEST:	Drayton	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND (Railroad)			SOUTHBOUND (Railroad)			EASTBOUND (Drayton)			WESTBOUND (Drayton)				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0.5	WT 0.5	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	4	0	1	2	0	0	0	0	0	0	1	8	0	0	0	0	0
	7:15 AM	0	2	1	0	5	0	0	0	0	2	0	0	10	0	0	0	0	0
	7:30 AM	0	3	1	1	2	0	0	0	0	0	0	0	7	0	0	0	0	0
	7:45 AM	0	5	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0
	8:00 AM	0	4	0	1	3	0	0	0	0	0	0	0	8	0	0	0	0	0
	8:15 AM	0	4	1	0	4	0	0	0	0	1	0	0	10	0	0	0	0	0
	8:30 AM	0	6	0	0	2	0	0	0	0	1	0	1	10	0	0	0	0	0
	8:45 AM	0	1	1	0	6	0	0	0	0	0	0	2	10	0	0	0	0	0
	VOLUMES	0	29	4	3	24	0	0	0	0	4	0	5	69	0	0	0	0	0
	APPROACH %	0%	88%	12%	11%	89%	0%	0%	0%	0%	44%	0%	56%						
	APP/DEPART	33	/	34	27	/	28	0	/	7	9	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	14	2	2	10	0	0	0	0	2	0	1	31					
	APPROACH %	0%	88%	13%	17%	83%	0%	0%	0%	0%	67%	0%	33%						
	PEAK HR FACTOR		0.800			0.600			0.000			0.375		0.775					
	APP/DEPART	16	/	15	12	/	12	0	/	4	3	/	0	0					
PM	4:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	4:15 PM	0	0	1	1	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	4:30 PM	0	1	2	3	0	0	0	0	0	0	0	0	6	0	0	0	0	0
	4:45 PM	0	0	1	2	2	0	0	0	0	0	0	1	6	0	0	0	0	0
	5:00 PM	0	0	1	1	1	0	0	0	0	1	0	0	4	0	0	0	0	0
	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	0	3	6	7	9	0	0	0	0	1	0	1	27	0	0	0	0	0
	APPROACH %	0%	33%	67%	44%	56%	0%	0%	0%	0%	50%	0%	50%						
	APP/DEPART	9	/	4	16	/	10	0	/	13	2	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	2	4	6	3	0	0	0	0	1	0	1	17					
	APPROACH %	0%	33%	67%	67%	33%	0%	0%	0%	0%	50%	0%	50%						
	PEAK HR FACTOR		0.500			0.563			0.000			0.500		0.708					
	APP/DEPART	6	/	3	9	/	4	0	/	10	2	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

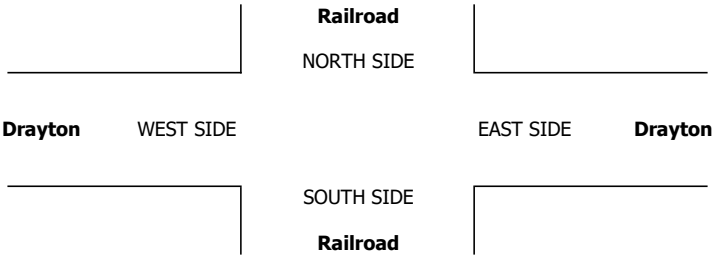
DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Railroad	LOCATION #:	4
TUESDAY	EAST & WEST:	Drayton	CONTROL:	SIGNAL

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Railroad)			SOUTHBOUND (Railroad)			EASTBOUND (Drayton)			WESTBOUND (Drayton)				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0.5	WT 0.5	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	2	/	0	0	/	2	0	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	1	0	0	0	0	0	0	0	0	1					
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250					
	APP/DEPART	0	/	0	1	/	0	0	/	1	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	2	3	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	0	/	2	1	/	1	0	/	0	2	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	1	1					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
	APP/DEPART	0	/	1	0	/	0	0	/	0	1	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

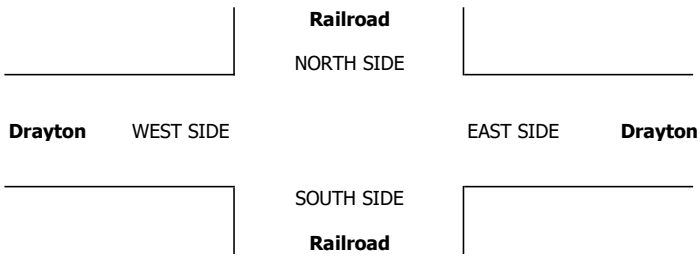
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Railroad	LOCATION #:	4
TUESDAY	EAST & WEST:	Drayton	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Railroad			SOUTHBOUND Railroad			EASTBOUND Drayton			WESTBOUND Drayton				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0.5	WT 0.5	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
	7:15 AM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	7:30 AM	0	3	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0
	7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	8:15 AM	0	5	0	0	1	0	0	0	0	0	0	0	6	0	0	0	0	0
	8:30 AM	0	3	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0
	8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	0	19	0	0	10	0	0	0	0	0	0	0	29	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	19	/	19	10	/	10	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	8	0	0	5	0	0	0	0	0	0	0	13					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.667			0.625			0.000			0.000		0.650					
	APP/DEPART	8	/	8	5	/	5	0	/	0	0	/	0	0					
PM	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	4:30 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	4:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	5:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:15 PM	1	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	1	11	0	0	7	0	0	0	0	0	0	0	19	0	0	0	0	0
	APPROACH %	8%	92%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	12	/	11	7	/	7	0	/	0	0	/	1	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	1	5	0	0	5	0	0	0	0	0	0	0	11					
	APPROACH %	17%	83%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.750			0.625			0.000			0.000		0.917					
	APP/DEPART	6	/	5	5	/	5	0	/	0	0	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

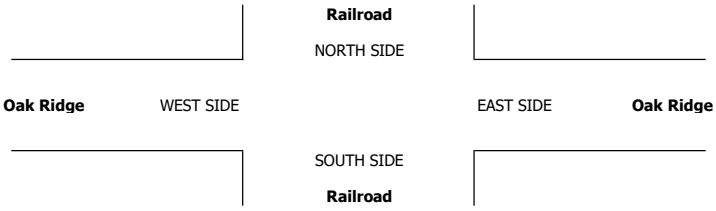
DATE: Tue, May 3, 22	LOCATION:	Santa Clarita	PROJECT #: SC3399
	NORTH & SOUTH:	Railroad	LOCATION #: 5
	EAST & WEST:	Oak Ridge	CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

☑ Add U-Turns to Left Turns

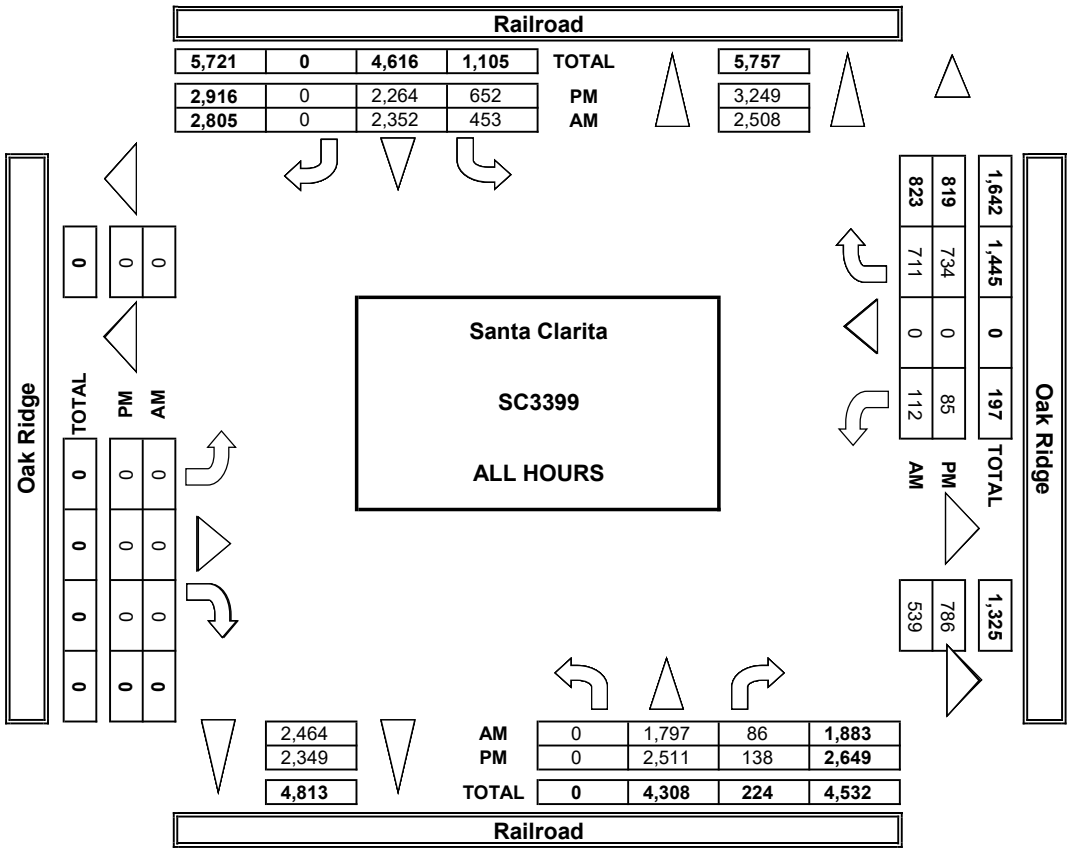
		NORTHBOUND (Railroad)			SOUTHBOUND (Railroad)			EASTBOUND (Oak Ridge)			WESTBOUND (Oak Ridge)				U-TURNS				
	LANES:	NL X	NT 3	NR 1	SL 2	ST 2	SR X	EL X	ET X	ER X	WL 1	WT X	WR 2	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	189	10	38	322	0	0	0	0	11	0	59	629	0	0	0	0	0
	7:15 AM	0	202	9	51	376	0	0	0	0	12	0	77	727	0	0	0	0	0
	7:30 AM	0	247	13	66	344	0	0	0	0	16	0	104	790	0	0	0	0	0
	7:45 AM	0	260	19	71	289	0	0	0	0	17	0	117	773	0	0	0	0	0
	8:00 AM	0	250	15	57	251	0	0	0	0	24	0	99	696	0	0	0	0	0
	8:15 AM	0	217	11	62	267	0	0	0	0	7	0	97	661	0	0	0	0	0
	8:30 AM	0	207	3	43	257	0	0	0	0	11	0	81	602	0	0	0	0	0
	8:45 AM	0	225	6	65	246	0	0	0	0	14	0	77	633	0	0	0	0	0
	VOLUMES	0	1,797	86	453	2,352	0	0	0	0	112	0	711	5,511	0	0	0	0	0
	APPROACH %	0%	95%	5%	16%	84%	0%	0%	0%	0%	14%	0%	86%						
	APP/DEPART	1,883	/	2,508	2,805	/	2,464	0	/	539	823	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	959	56	245	1,260	0	0	0	0	69	0	397	2,986					
	APPROACH %	0%	94%	6%	16%	84%	0%	0%	0%	0%	15%	0%	85%						
	PEAK HR FACTOR		0.909			0.881			0.000			0.869		0.945					
	APP/DEPART	1,015	/	1,356	1,505	/	1,329	0	/	301	466	/	0	0					
PM	4:00 PM	0	295	20	90	299	0	0	0	0	9	0	97	810	0	0	0	0	0
	4:15 PM	0	282	15	79	267	0	0	0	0	12	0	82	737	0	0	0	0	0
	4:30 PM	0	325	19	75	261	0	0	0	0	10	0	86	776	0	2	0	0	2
	4:45 PM	0	311	12	74	303	0	0	0	0	15	0	90	805	0	1	0	0	1
	5:00 PM	0	351	14	80	289	0	0	0	0	8	0	86	828	0	1	0	0	1
	5:15 PM	0	332	15	88	303	0	0	0	0	12	0	95	845	0	0	0	0	0
	5:30 PM	0	284	17	92	275	0	0	0	0	6	0	102	776	0	0	0	0	0
	5:45 PM	0	331	26	74	267	0	0	0	0	13	0	96	807	0	0	0	0	0
	VOLUMES	0	2,511	138	652	2,264	0	0	0	0	85	0	734	6,384	0	4	0	0	4
	APPROACH %	0%	95%	5%	22%	78%	0%	0%	0%	0%	10%	0%	90%						
	APP/DEPART	2,649	/	3,249	2,916	/	2,349	0	/	786	819	/	0	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	1,298	72	334	1,134	0	0	0	0	39	0	379	3,256					
	APPROACH %	0%	95%	5%	23%	77%	0%	0%	0%	0%	9%	0%	91%						
	PEAK HR FACTOR		0.938			0.939			0.000			0.959		0.963					
	APP/DEPART	1,370	/	1,678	1,468	/	1,173	0	/	405	418	/	0	0					

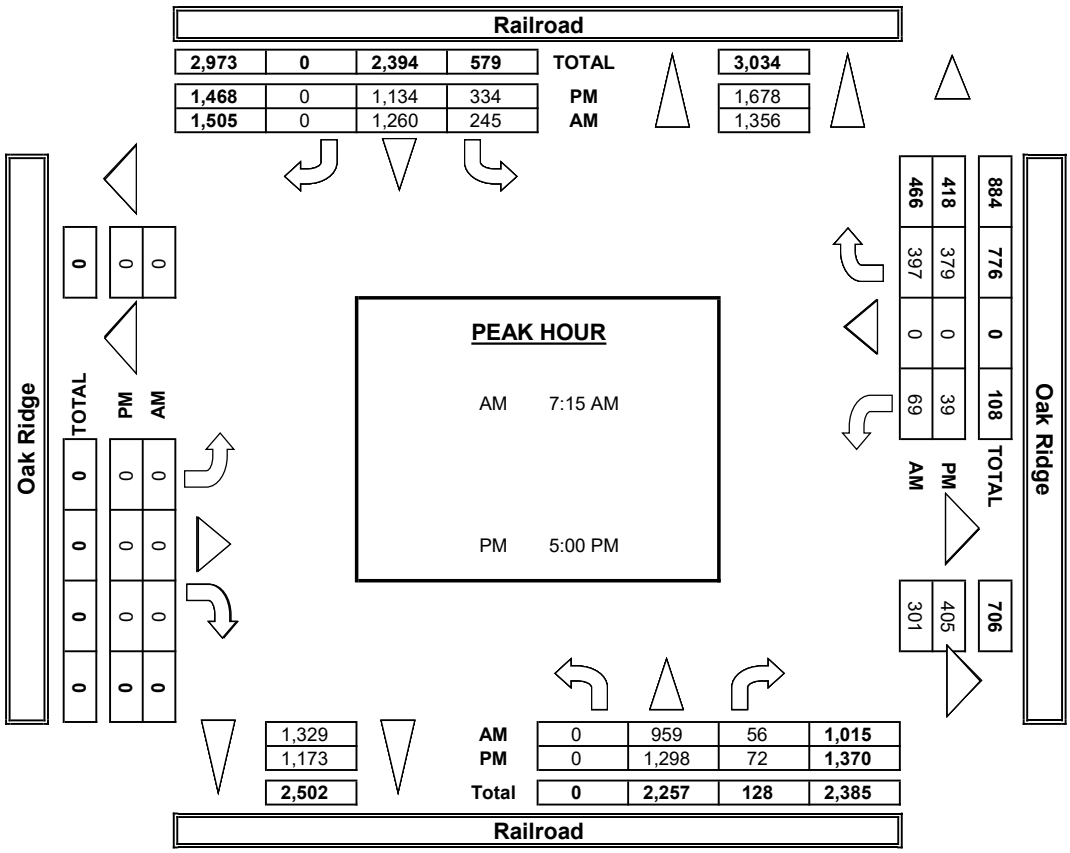


		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	7:30 AM	3	0	3	0	6	3	0	3	0	6	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	8:30 AM	2	0	1	0	3	0	0	1	0	1	2	0	0	0	2
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	5	1	4	1	11	3	1	4	0	8	2	0	0	1	3
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1	0	1	0	2	0	0	0	0	0	1	0	1	0	2

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

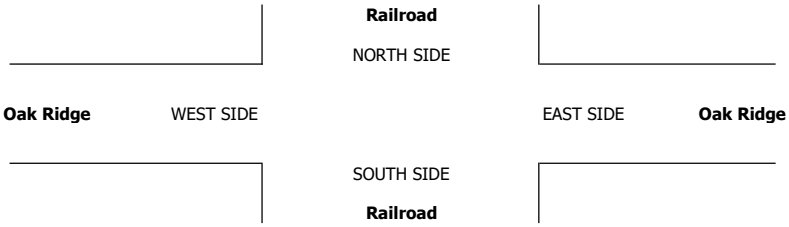
DATE:					
5/3/22	LOCATION:	Santa Clarita	PROJECT #:	SC3399	
TUESDAY	NORTH & SOUTH:	Railroad	LOCATION #:	5	
	EAST & WEST:	Oak Ridge	CONTROL:	SIGNAL	

NOTES:

PCE Adjusted								
Class	1	2	3	4	5	6		
Factor	1	1.5	2	3	2	2		

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Railroad			SOUTHBOUND Railroad			EASTBOUND Oak Ridge			WESTBOUND Oak Ridge				U-TURNS				
	LANES:	NL X	NT 3	NR 1	SL 2	ST 2	SR X	EL X	ET X	ER X	WL 1	WT X	WR 2	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	217	11	42	347	0	0	0	0	12	0	61	688					0
	7:15 AM	0	222	14	54	400	0	0	0	0	13	0	82	784					0
	7:30 AM	0	273	14	68	363	0	0	0	0	18	0	107	841					0
	7:45 AM	0	276	21	74	303	0	0	0	0	17	0	123	812					0
	8:00 AM	0	271	16	59	263	0	0	0	0	25	0	107	739					0
	8:15 AM	0	241	13	64	286	0	0	0	0	7	0	103	712					0
	8:30 AM	0	228	3	46	274	0	0	0	0	11	0	87	648					0
	8:45 AM	0	239	7	72	258	0	0	0	0	14	0	83	672					0
	VOLUMES	0	1,965	96	477	2,492	0	0	0	0	115	0	751	5,895	0	0	0	0	0
	APPROACH %	0%	95%	5%	16%	84%	0%	0%	0%	0%	13%	0%	87%						
	APP/DEPART	2,061	/	2,716	2,969	/	2,607	0	/	573	866	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	1,041	64	254	1,328	0	0	0	0	72	0	418	3,176					
	APPROACH %	0%	94%	6%	16%	84%	0%	0%	0%	0%	15%	0%	85%						
	PEAK HR FACTOR		0.932			0.871			0.000			0.877		0.944					
	APP/DEPART	1,104	/	1,459	1,582	/	1,400	0	/	318	490	/	0	0					
PM	4:00 PM	0	310	20	93	306	0	0	0	0	10	0	103	841					0
	4:15 PM	0	296	16	84	278	0	0	0	0	13	0	84	769					0
	4:30 PM	0	339	21	79	267	0	0	0	0	13	0	88	806					0
	4:45 PM	0	324	13	77	317	0	0	0	0	17	0	92	838					0
	5:00 PM	0	363	14	82	302	0	0	0	0	9	0	88	857					0
	5:15 PM	0	339	15	90	310	0	0	0	0	12	0	97	862					0
	5:30 PM	0	290	17	94	284	0	0	0	0	6	0	103	793					0
	5:45 PM	0	339	26	76	274	0	0	0	0	13	0	97	825					0
	VOLUMES	0	2,599	141	672	2,337	0	0	0	0	91	0	751	6,590	0	0	0	0	0
	APPROACH %	0%	95%	5%	22%	78%	0%	0%	0%	0%	11%	0%	89%						
	APP/DEPART	2,740	/	3,349	3,009	/	2,428	0	/	813	842	/	0	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	1,330	72	340	1,170	0	0	0	0	40	0	385	3,336					
	APPROACH %	0%	95%	5%	23%	77%	0%	0%	0%	0%	9%	0%	91%						
	PEAK HR FACTOR		0.931			0.945			0.000			0.964		0.968					
	APP/DEPART	1,402	/	1,714	1,510	/	1,210	0	/	412	424	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

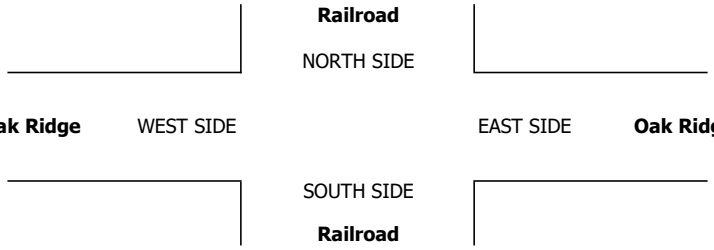
DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Railroad	LOCATION #:	5
TUESDAY	EAST & WEST:	Oak Ridge	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Railroad			SOUTHBOUND Railroad			EASTBOUND Oak Ridge			WESTBOUND Oak Ridge				U-TURNS				
	LANES:	NL X	NT 3	NR 1	SL 2	ST 2	SR X	EL X	ET X	ER X	WL 1	WT X	WR 2	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	152	9	34	293	0	0	0	0	10	0	56	554	0	0	0	0	0
	7:15 AM	0	172	4	48	348	0	0	0	0	11	0	70	653	0	0	0	0	0
	7:30 AM	0	212	12	63	320	0	0	0	0	14	0	99	720	0	0	0	0	0
	7:45 AM	0	242	16	66	268	0	0	0	0	17	0	109	718	0	0	0	0	0
	8:00 AM	0	223	13	54	234	0	0	0	0	23	0	93	640	0	0	0	0	0
	8:15 AM	0	185	9	59	241	0	0	0	0	7	0	87	588	0	0	0	0	0
	8:30 AM	0	183	3	39	236	0	0	0	0	11	0	74	546	0	0	0	0	0
	8:45 AM	0	202	5	57	235	0	0	0	0	14	0	70	583	0	0	0	0	0
	VOLUMES	0	1,571	71	420	2,175	0	0	0	0	107	0	658	5,002	0	0	0	0	0
	APPROACH %	0%	96%	4%	16%	84%	0%	0%	0%	0%	14%	0%	86%						
	APP/DEPART	1,642	/	2,229	2,595	/	2,282	0	/	491	765	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	849	45	231	1,170	0	0	0	0	65	0	371	2,731					
	APPROACH %	0%	95%	5%	16%	84%	0%	0%	0%	0%	15%	0%	85%						
	PEAK HR FACTOR		0.866			0.884			0.000			0.865		0.948					
	APP/DEPART	894	/	1,220	1,401	/	1,235	0	/	276	436	/	0	0					
PM	4:00 PM	0	274	20	85	286	0	0	0	0	8	0	88	761	0	0	0	0	0
	4:15 PM	0	262	14	72	250	0	0	0	0	11	0	79	688	0	0	0	0	0
	4:30 PM	0	309	18	68	251	0	0	0	0	7	0	83	736	0	2	0	0	2
	4:45 PM	0	293	11	71	283	0	0	0	0	13	0	87	758	0	1	0	0	1
	5:00 PM	0	333	14	78	273	0	0	0	0	7	0	82	787	0	1	0	0	1
	5:15 PM	0	321	15	85	290	0	0	0	0	12	0	92	815	0	0	0	0	0
	5:30 PM	0	275	17	89	262	0	0	0	0	6	0	100	749	0	0	0	0	0
	5:45 PM	0	317	26	71	259	0	0	0	0	13	0	94	780	0	0	0	0	0
	VOLUMES	0	2,384	135	619	2,154	0	0	0	0	77	0	705	6,074	0	4	0	0	4
	APPROACH %	0%	95%	5%	22%	78%	0%	0%	0%	0%	10%	0%	90%						
	APP/DEPART	2,519	/	3,093	2,773	/	2,231	0	/	750	782	/	0	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	1,246	72	322	1,084	0	0	0	0	38	0	368	3,131					
	APPROACH %	0%	95%	5%	23%	77%	0%	0%	0%	0%	9%	0%	91%						
	PEAK HR FACTOR		0.950			0.938			0.000			0.949		0.960					
	APP/DEPART	1,318	/	1,615	1,407	/	1,122	0	/	394	406	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

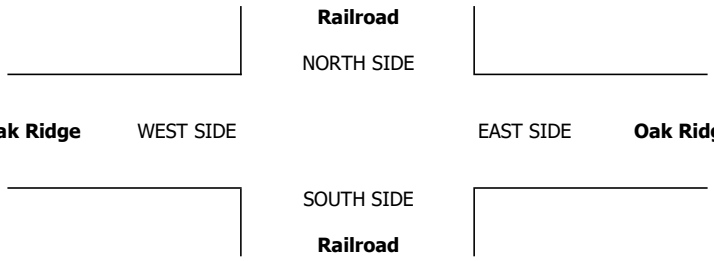
DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Railroad	LOCATION #:	5
TUESDAY	EAST & WEST:	Oak Ridge	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Railroad			SOUTHBOUND Railroad			EASTBOUND Oak Ridge			WESTBOUND Oak Ridge				U-TURNS				
	LANES:	NL X	NT 3	NR 1	SL 2	ST 2	SR X	EL X	ET X	ER X	WL 1	WT X	WR 2	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	29	1	3	18	0	0	0	0	1	0	2	54	0	0	0	0	0
	7:15 AM	0	26	3	2	20	0	0	0	0	1	0	6	58	0	0	0	0	0
	7:30 AM	0	27	1	2	17	0	0	0	0	1	0	4	52	0	0	0	0	0
	7:45 AM	0	13	3	5	15	0	0	0	0	0	0	7	43	0	0	0	0	0
	8:00 AM	0	21	2	3	14	0	0	0	0	1	0	1	42	0	0	0	0	0
	8:15 AM	0	24	1	3	21	0	0	0	0	0	0	9	58	0	0	0	0	0
	8:30 AM	0	16	0	3	12	0	0	0	0	0	0	5	36	0	0	0	0	0
	8:45 AM	0	20	1	6	7	0	0	0	0	0	0	5	39	0	0	0	0	0
	VOLUMES	0	176	12	27	124	0	0	0	0	4	0	39	382	0	0	0	0	0
	APPROACH %	0%	94%	6%	18%	82%	0%	0%	0%	0%	9%	0%	91%						
	APP/DEPART	188	/	215	151	/	128	0	/	39	43	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	87	9	12	66	0	0	0	0	3	0	18	195					
	APPROACH %	0%	91%	9%	15%	85%	0%	0%	0%	0%	14%	0%	86%						
	PEAK HR FACTOR		0.828			0.886			0.000			0.750		0.841					
	APP/DEPART	96	/	105	78	/	69	0	/	21	21	/	0	0					
PM	4:00 PM	0	16	0	5	12	0	0	0	0	1	0	8	42	0	0	0	0	0
	4:15 PM	0	14	1	6	15	0	0	0	0	1	0	3	40	0	0	0	0	0
	4:30 PM	0	10	0	7	9	0	0	0	0	2	0	2	30	0	0	0	0	0
	4:45 PM	0	14	1	2	17	0	0	0	0	1	0	3	38	0	0	0	0	0
	5:00 PM	0	15	0	1	10	0	0	0	0	1	0	4	31	0	0	0	0	0
	5:15 PM	0	9	0	3	12	0	0	0	0	0	0	3	27	0	0	0	0	0
	5:30 PM	0	7	0	3	10	0	0	0	0	0	0	2	22	0	0	0	0	0
	5:45 PM	0	12	0	3	6	0	0	0	0	0	0	2	23	0	0	0	0	0
	VOLUMES	0	97	2	30	91	0	0	0	0	6	0	27	253	0	0	0	0	0
	APPROACH %	0%	98%	2%	25%	75%	0%	0%	0%	0%	18%	0%	82%						
	APP/DEPART	99	/	124	121	/	97	0	/	32	33	/	0	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	43	0	10	38	0	0	0	0	1	0	11	103					
	APPROACH %	0%	100%	0%	21%	79%	0%	0%	0%	0%	8%	0%	92%						
	PEAK HR FACTOR		0.717			0.800			0.000			0.600		0.831					
	APP/DEPART	43	/	54	48	/	39	0	/	10	12	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

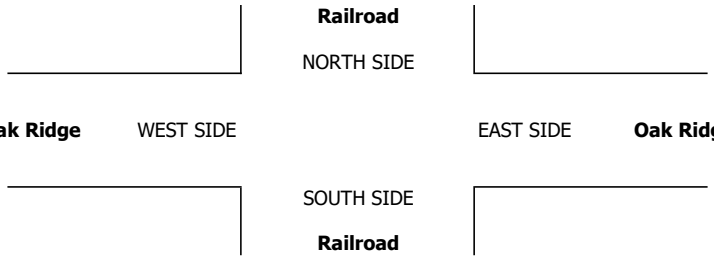
DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Railroad	LOCATION #:	5
TUESDAY	EAST & WEST:	Oak Ridge	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Railroad			SOUTHBOUND Railroad			EASTBOUND Oak Ridge			WESTBOUND Oak Ridge				U-TURNS				
	LANES:	NL X	NT 3	NR 1	SL 2	ST 2	SR X	EL X	ET X	ER X	WL 1	WT X	WR 2	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	4	0	0	0	0	0	0	1	5	0	0	0	0	0
	7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:30 AM	0	2	0	0	3	0	0	0	0	0	0	0	5	0	0	0	0	0
	7:45 AM	0	1	0	0	5	0	0	0	0	0	0	0	6	0	0	0	0	0
	8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:30 AM	0	1	0	1	5	0	0	0	0	0	0	0	7	0	0	0	0	0
	8:45 AM	0	1	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0
	VOLUMES	0	7	0	1	19	0	0	0	0	0	0	2	29	0	0	0	0	0
	APPROACH %	0%	100%	0%	5%	95%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	7	/	9	20	/	19	0	/	1	2	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	4	0	0	9	0	0	0	0	0	0	0	13					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.450			0.000			0.000		0.542					
	APP/DEPART	4	/	4	9	/	9	0	/	0	0	/	0	0					
PM	4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	4:15 PM	0	3	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	1	0	1	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	9	0	1	4	0	0	0	0	0	0	0	14	0	0	0	0	0
	APPROACH %	0%	100%	0%	20%	80%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	9	/	9	5	/	4	0	/	1	0	/	0	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	3	0	1	3	0	0	0	0	0	0	0	7					
	APPROACH %	0%	100%	0%	25%	75%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.750			0.333			0.000			0.000		0.438					
	APP/DEPART	3	/	3	4	/	3	0	/	1	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Railroad	LOCATION #:	5
TUESDAY	EAST & WEST:	Oak Ridge	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Railroad)			SOUTHBOUND (Railroad)			EASTBOUND (Oak Ridge)			WESTBOUND (Oak Ridge)				U-TURNS				
	LANES:	NL X	NT 3	NR 1	SL 2	ST 2	SR X	EL X	ET X	ER X	WL 1	WT X	WR 2	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	5	0	1	5	0	0	0	0	0	0	0	11	0	0	0	0	0
	7:15 AM	0	3	1	1	6	0	0	0	0	0	0	1	12	0	0	0	0	0
	7:30 AM	0	4	0	0	3	0	0	0	0	0	0	0	7	0	0	0	0	0
	7:45 AM	0	4	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0
	8:00 AM	0	4	0	0	2	0	0	0	0	0	0	2	8	0	0	0	0	0
	8:15 AM	0	4	0	0	3	0	0	0	0	0	0	0	7	0	0	0	0	0
	8:30 AM	0	5	0	0	2	0	0	0	0	0	0	1	8	0	0	0	0	0
	8:45 AM	0	1	0	2	4	0	0	0	0	0	0	1	8	0	0	0	0	0
	VOLUMES	0	30	1	4	25	0	0	0	0	0	0	6	66	0	0	0	0	0
	APPROACH %	0%	97%	3%	14%	86%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	31	/	36	29	/	25	0	/	5	6	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	15	1	1	11	0	0	0	0	0	0	4	32					
	APPROACH %	0%	94%	6%	8%	92%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		1.000			0.429			0.000			0.500		0.667					
	APP/DEPART	16	/	19	12	/	11	0	/	2	4	/	0	0					
PM	4:00 PM	0	2	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0
	4:15 PM	0	1	0	1	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	4:30 PM	0	3	1	0	0	0	0	0	0	1	0	0	5	0	0	0	0	0
	4:45 PM	0	2	0	1	2	0	0	0	0	0	0	0	5	0	0	0	0	0
	5:00 PM	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	0	9	1	2	8	0	0	0	0	1	0	1	22	0	0	0	0	0
	APPROACH %	0%	90%	10%	20%	80%	0%	0%	0%	0%	50%	0%	50%						
	APP/DEPART	10	/	10	10	/	9	0	/	3	2	/	0	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	1	0	0	5	0	0	0	0	0	0	0	6					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.625			0.000			0.000		0.500					
	APP/DEPART	1	/	1	5	/	5	0	/	0	0	/	0	0					

Railroad

NORTH SIDE

Oak Ridge WEST SIDE EAST SIDE **Oak Ridge**

SOUTH SIDE

Railroad

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Railroad	LOCATION #:	5
TUESDAY	EAST & WEST:	Oak Ridge	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND (Railroad)			SOUTHBOUND (Railroad)			EASTBOUND (Oak Ridge)			WESTBOUND (Oak Ridge)				U-TURNS				
	LANES:	NL X	NT 3	NR 1	SL 2	ST 2	SR X	EL X	ET X	ER X	WL 1	WT X	WR 2	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Railroad

NORTH SIDE

Oak Ridge WEST SIDE EAST SIDE **Oak Ridge**

SOUTH SIDE

Railroad

INTERSECTION TURNING MOVEMENT COUNTS

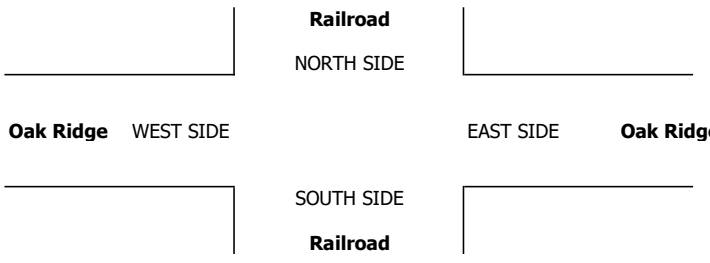
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Railroad	LOCATION #:	5
TUESDAY	EAST & WEST:	Oak Ridge	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Railroad			SOUTHBOUND Railroad			EASTBOUND Oak Ridge			WESTBOUND Oak Ridge				U-TURNS				
	LANES:	NL X	NT 3	NR 1	SL 2	ST 2	SR X	EL X	ET X	ER X	WL 1	WT X	WR 2	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	3	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0
	7:15 AM	0	1	1	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	7:30 AM	0	2	0	1	1	0	0	0	0	1	0	1	6	0	0	0	0	0
	7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	3	5	0	0	0	0	0
	8:15 AM	0	3	1	0	1	0	0	0	0	0	0	1	6	0	0	0	0	0
	8:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	5	0	0	0	0	0
	8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	13	2	1	9	0	0	0	0	1	0	6	32	0	0	0	0	0
	APPROACH %	0%	87%	13%	10%	90%	0%	0%	0%	0%	14%	0%	86%						
	APP/DEPART	15	/	19	10	/	10	0	/	3	7	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	4	1	1	4	0	0	0	0	1	0	4	15					
	APPROACH %	0%	80%	20%	20%	80%	0%	0%	0%	0%	20%	0%	80%						
	PEAK HR FACTOR		0.625			0.625			0.000			0.417		0.625					
	APP/DEPART	5	/	8	5	/	5	0	/	2	5	/	0	0					
PM	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	4:30 PM	0	3	0	0	1	0	0	0	0	0	0	1	5	0	0	0	0	0
	4:45 PM	0	1	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	0
	5:00 PM	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	0	12	0	0	7	0	0	0	0	1	0	1	21	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	50%	0%	50%						
	APP/DEPART	12	/	13	7	/	8	0	/	0	2	/	0	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	5	0	0	4	0	0	0	0	0	0	0	9					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.625			0.500			0.000			0.000		0.750					
	APP/DEPART	5	/	5	4	/	4	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
Tue, May 3, 22	NORTH & SOUTH:	Oak Ridge	LOCATION #:	6
	EAST & WEST:	Via Princessa	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

☐ Add U-Turns to Left Turns

		NORTHBOUND Oak Ridge			SOUTHBOUND Oak Ridge			EASTBOUND Via Princessa			WESTBOUND Via Princessa			
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 2	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL
AM	7:00 AM	3	2	0	12	0	48	35	7	0	0	22	11	140
	7:15 AM	5	3	0	6	1	50	61	4	1	0	34	21	186
	7:30 AM	9	5	0	10	3	84	56	9	1	0	42	32	251
	7:45 AM	4	3	0	12	2	82	97	15	3	0	41	34	293
	8:00 AM	6	4	0	16	4	52	87	22	2	0	28	19	240
	8:15 AM	2	5	0	17	0	58	72	6	4	0	30	23	217
	8:30 AM	2	1	1	9	1	36	65	11	3	0	19	12	160
	8:45 AM	1	3	0	11	2	63	60	16	0	0	20	23	199
	VOLUMES	32	26	1	93	13	473	533	90	14	0	236	175	1,695
	APPROACH %	54%	44%	2%	16%	2%	82%	84%	14%	2%	0%	56%	42%	
	APP/DEPART	59	/	734	579	/	27	637	/	193	420	/	741	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	21	17	0	55	9	276	312	52	10	0	141	108	1,006
	APPROACH %	55%	45%	0%	16%	3%	81%	83%	14%	3%	0%	56%	43%	
	PEAK HR FACTOR		0.679			0.876			0.813			0.836		0.858
	APP/DEPART	38	/	437	340	/	19	374	/	112	254	/	438	0
PM	4:00 PM	6	2	1	28	11	53	73	34	3	0	17	27	255
	4:15 PM	5	3	0	27	6	51	68	30	5	0	15	16	226
	4:30 PM	5	4	0	22	12	54	82	33	2	0	8	20	242
	4:45 PM	7	6	0	22	7	49	78	22	1	0	18	17	227
	5:00 PM	4	2	0	22	5	49	73	19	1	0	14	15	204
	5:15 PM	1	2	0	32	3	58	87	31	4	0	7	22	247
	5:30 PM	2	3	0	27	4	67	95	30	5	0	13	14	260
	5:45 PM	5	3	0	26	7	58	81	26	3	3	22	19	253
	VOLUMES	35	25	1	206	55	439	637	225	24	3	114	150	1,916
	APPROACH %	57%	41%	2%	29%	8%	63%	72%	25%	3%	1%	42%	56%	
	APP/DEPART	61	/	812	700	/	82	886	/	434	269	/	588	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	12	10	0	107	19	232	336	106	13	3	56	70	964
	APPROACH %	55%	45%	0%	30%	5%	65%	74%	23%	3%	2%	43%	54%	
	PEAK HR FACTOR		0.688			0.913			0.875			0.733		0.927
	APP/DEPART	22	/	416	358	/	35	455	/	213	129	/	300	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	2	2
0	0	0	0	0
0	0	0	1	1
0	0	0	2	2
0	0	0	2	2
0	0	0	2	2
0	0	0	9	9
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	2	2

Oak Ridge

NORTH SIDE

Via Princessa WEST SIDE EAST SIDE **Via Princessa**

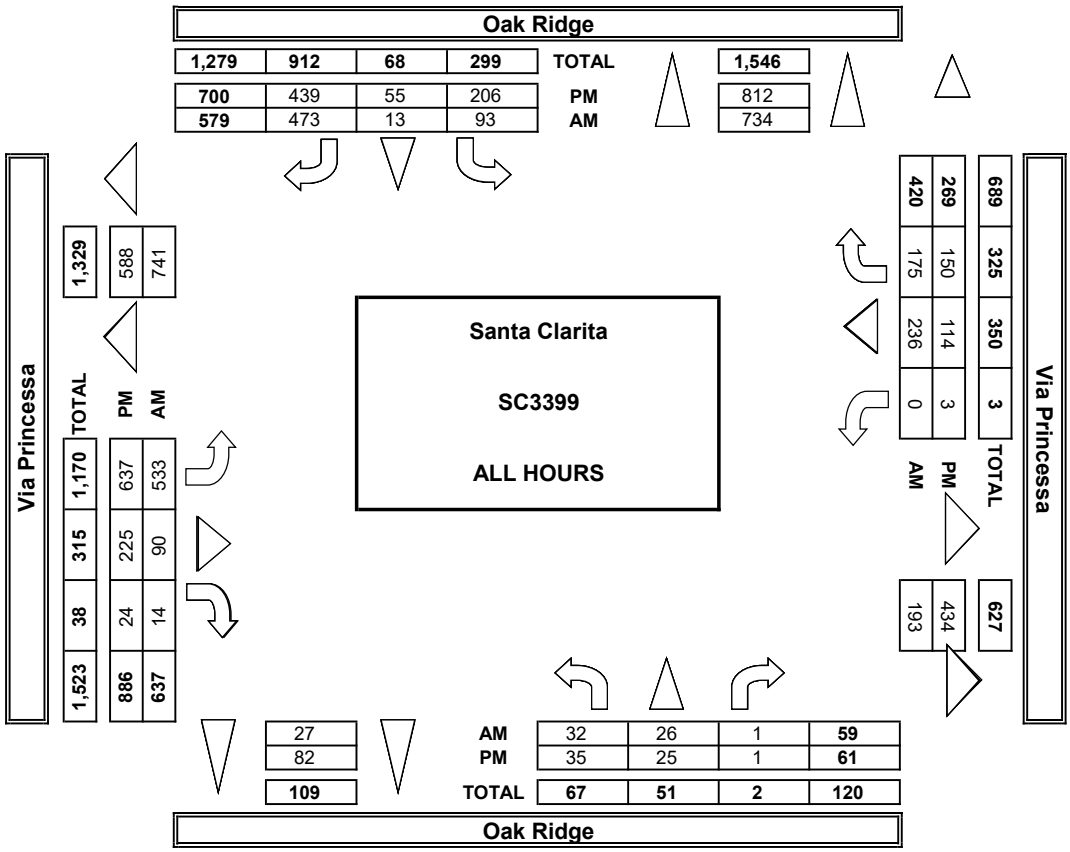
SOUTH SIDE

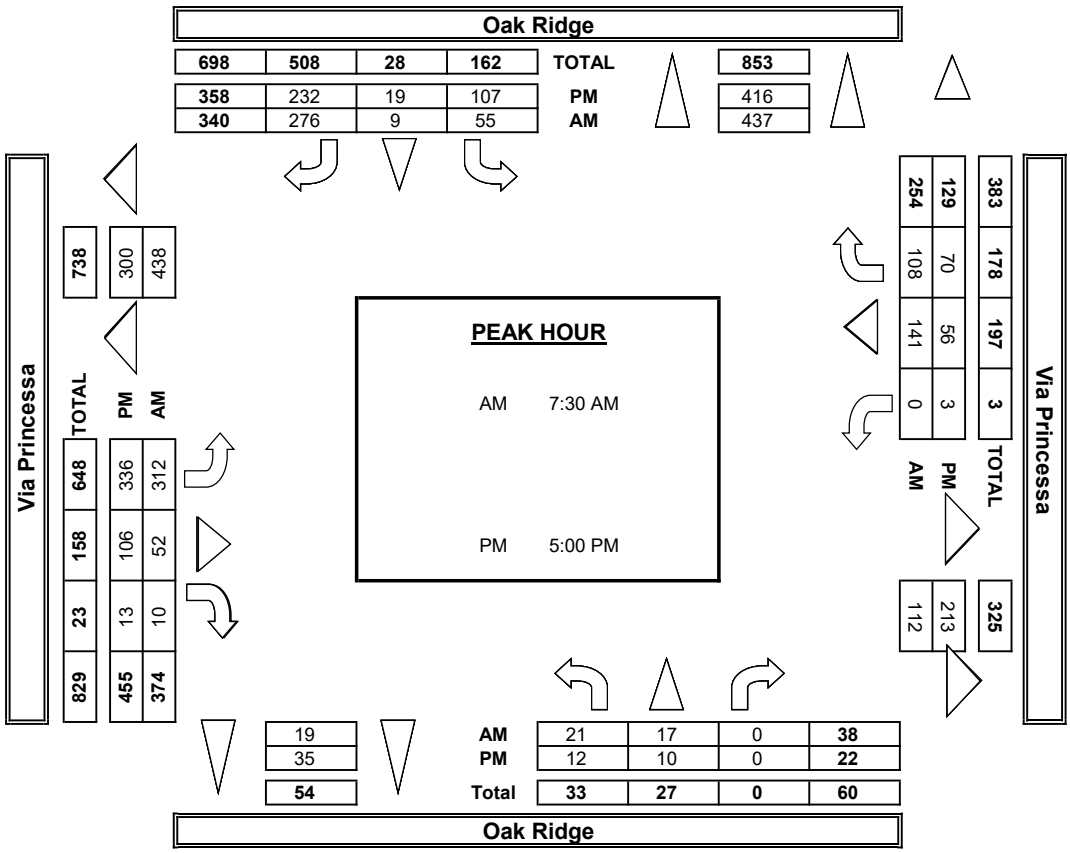
Oak Ridge

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	2	5	1	0	8	2	5	1	0	8	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	4	0	1	5	0	4	0	1	5	0	0	0	0	0
	7:45 AM	2	2	3	0	7	2	1	3	0	6	0	1	0	0	1
	8:00 AM	0	2	3	1	6	0	2	3	0	5	0	0	0	1	1
	8:15 AM	0	2	0	1	3	0	0	0	1	1	0	2	0	0	2
	8:30 AM	0	1	0	2	3	0	1	0	2	3	0	0	0	0	0
	8:45 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	TOTAL	4	17	7	5	33	4	14	7	4	29	0	3	0	1	4
PM	4:00 PM	0	0	2	1	3	0	0	1	0	1	0	0	1	1	2
	4:15 PM	1	1	1	0	3	1	1	1	0	3	0	0	0	0	0
	4:30 PM	0	0	1	1	2	0	0	1	1	2	0	0	0	0	0
	4:45 PM	0	2	1	2	5	0	2	1	2	5	0	0	0	0	0
	5:00 PM	0	7	1	0	8	0	5	0	0	5	0	2	1	0	3
	5:15 PM	0	1	1	0	2	0	1	1	0	2	0	0	0	0	0
	5:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	5:45 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0
	TOTAL	1	14	7	4	26	1	12	5	3	21	0	2	2	1	5

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Oak Ridge	LOCATION #:	6
TUESDAY	EAST & WEST:	Via Princessa	CONTROL:	SIGNAL

	NOTES:										
PCE Adjusted	Class	1	2	3	4	5	6		AM PM MD OTHER OTHER	▲ N / ◄ W / E ► / S ▼	
	Factor	1	1.5	2	3	2	2				

		NORTHBOUND Oak Ridge			SOUTHBOUND Oak Ridge			EASTBOUND Via Princessa			WESTBOUND Via Princessa				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 2	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	3	2	0	14	0	50	38	7	0	0	23	12	148					0
	7:15 AM	5	3	0	9	1	54	66	4	1	0	34	22	198					0
	7:30 AM	9	6	0	10	3	86	61	9	1	0	43	33	259					0
	7:45 AM	4	3	0	13	2	85	99	15	3	0	41	36	301					0
	8:00 AM	6	5	0	17	4	54	93	22	2	0	29	22	252					0
	8:15 AM	2	5	0	19	0	60	76	6	5	0	31	24	225					0
	8:30 AM	2	1	2	10	1	39	71	12	3	0	20	12	171					0
	8:45 AM	1	3	0	12	2	70	64	17	0	0	20	23	212					0
	VOLUMES	32	27	2	102	13	497	566	91	15	0	239	182	1,765	0	0	0	0	0
	APPROACH %	53%	45%	2%	17%	2%	81%	84%	14%	2%	0%	57%	43%						
	APP/DEPART	61	/	775	612	/	28	672	/	195	421	/	768	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	21	18	0	58	9	284	328	52	11	0	143	114	1,037					
	APPROACH %	54%	46%	0%	17%	3%	81%	84%	13%	3%	0%	56%	44%						
	PEAK HR FACTOR		0.672			0.881			0.834			0.833		0.862					
	APP/DEPART	39	/	460	351	/	20	391	/	110	257	/	447	0					
PM	4:00 PM	6	2	1	29	11	55	77	35	3	0	17	29	263					0
	4:15 PM	5	3	0	28	7	52	70	30	5	0	15	17	230					0
	4:30 PM	5	5	0	27	13	57	84	34	2	0	8	23	256					0
	4:45 PM	7	6	0	23	7	51	79	22	1	0	18	18	232					0
	5:00 PM	4	2	0	22	5	50	76	20	1	0	15	16	210					0
	5:15 PM	1	2	0	32	3	59	88	31	4	0	7	23	249					0
	5:30 PM	2	3	0	28	4	69	96	31	5	0	13	14	264					0
	5:45 PM	5	3	0	26	7	59	82	26	3	3	23	19	255					0
	VOLUMES	35	26	1	213	57	450	649	228	24	3	115	158	1,958	0	0	0	0	0
	APPROACH %	57%	41%	2%	30%	8%	63%	72%	25%	3%	1%	42%	57%						
	APP/DEPART	62	/	833	720	/	84	901	/	442	276	/	600	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	12	10	0	108	19	237	340	108	13	3	57	72	978					
	APPROACH %	55%	45%	0%	30%	5%	65%	74%	23%	3%	2%	43%	54%						
	PEAK HR FACTOR		0.688			0.904			0.875			0.739		0.926					
	APP/DEPART	22	/	422	364	/	35	461	/	216	132	/	306	0					

Oak Ridge

NORTH SIDE

Via Princessa WEST SIDE EAST SIDE **Via Princessa**

SOUTH SIDE

Oak Ridge

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

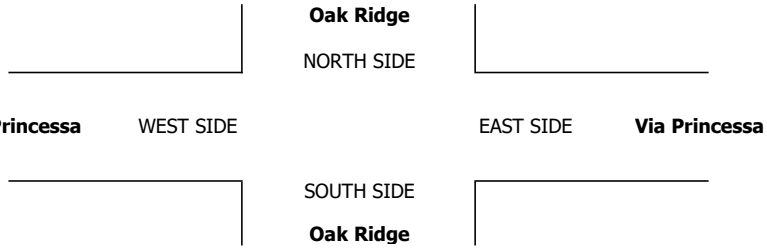
DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Oak Ridge	LOCATION #:	6
TUESDAY	EAST & WEST:	Via Princessa	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Oak Ridge			SOUTHBOUND Oak Ridge			EASTBOUND Via Princessa			WESTBOUND Via Princessa				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 2	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	3	2	0	11	0	44	31	7	0	0	21	10	129	0	0	0	0	0
	7:15 AM	5	3	0	4	1	46	54	4	1	0	34	20	172	0	0	0	0	0
	7:30 AM	9	4	0	10	3	81	49	9	1	0	41	31	238	0	0	0	2	2
	7:45 AM	4	3	0	10	2	77	93	15	3	0	41	33	281	0	0	0	0	0
	8:00 AM	6	3	0	15	4	49	81	22	2	0	27	16	225	0	0	0	1	1
	8:15 AM	2	5	0	15	0	55	66	6	3	0	29	22	203	0	0	0	2	2
	8:30 AM	2	1	0	8	1	33	58	10	3	0	18	12	146	0	0	0	2	2
	8:45 AM	1	3	0	9	2	55	56	15	0	0	20	23	184	0	0	0	2	2
	VOLUMES	32	24	0	82	13	440	488	88	13	0	231	167	1,587	0	0	0	9	9
	APPROACH %	57%	43%	0%	15%	2%	82%	83%	15%	2%	0%	57%	41%						
	APP/DEPART	56	/	679	535	/	26	589	/	179	407	/	703	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	21	15	0	50	9	262	289	52	9	0	138	102	952					
	APPROACH %	58%	42%	0%	16%	3%	82%	83%	15%	3%	0%	56%	42%						
	PEAK HR FACTOR		0.692			0.854			0.788			0.828		0.847					
	APP/DEPART	36	/	406	321	/	18	350	/	107	245	/	421	0					
PM	4:00 PM	6	2	1	27	11	50	69	33	3	0	17	23	242	0	0	0	1	1
	4:15 PM	5	3	0	26	4	50	65	30	5	0	15	15	218	0	0	0	1	1
	4:30 PM	5	3	0	19	11	49	79	32	2	0	8	17	225	0	0	0	0	0
	4:45 PM	7	6	0	21	7	48	76	22	1	0	18	16	222	0	0	0	0	0
	5:00 PM	4	2	0	22	5	47	68	18	1	0	13	14	194	0	0	0	0	0
	5:15 PM	1	2	0	32	3	56	86	31	4	0	7	21	243	0	0	0	0	0
	5:30 PM	2	3	0	25	4	64	94	28	5	0	13	14	252	0	0	0	0	0
	5:45 PM	5	3	0	26	7	56	80	26	3	3	21	19	249	0	0	0	0	0
	VOLUMES	35	24	1	198	52	420	617	220	24	3	112	139	1,847	0	0	0	2	2
	APPROACH %	58%	40%	2%	30%	8%	63%	72%	26%	3%	1%	44%	54%						
	APP/DEPART	60	/	780	670	/	79	861	/	421	256	/	567	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	12	10	0	105	19	223	328	103	13	3	54	68	938					
	APPROACH %	55%	45%	0%	30%	5%	64%	74%	23%	3%	2%	43%	54%						
	PEAK HR FACTOR		0.688			0.933			0.874			0.727		0.931					
	APP/DEPART	22	/	406	347	/	35	444	/	208	125	/	289	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

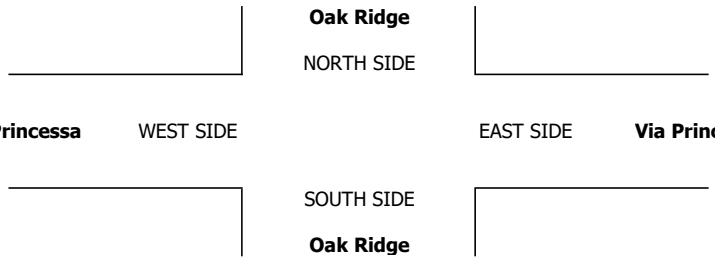
DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Oak Ridge	LOCATION #:	6
TUESDAY	EAST & WEST:	Via Princessa	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Oak Ridge)			SOUTHBOUND (Oak Ridge)			EASTBOUND (Via Princessa)			WESTBOUND (Via Princessa)				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 2	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	4	3	0	0	0	1	1	9	0	0	0	0	0
	7:15 AM	0	0	0	1	0	2	6	0	0	0	0	1	10	0	0	0	0	0
	7:30 AM	0	1	0	0	0	2	5	0	0	0	1	1	10	0	0	0	0	0
	7:45 AM	0	0	0	2	0	5	4	0	0	0	0	0	11	0	0	0	0	0
	8:00 AM	0	1	0	1	0	3	2	0	0	0	1	2	10	0	0	0	0	0
	8:15 AM	0	0	0	1	0	3	5	0	1	0	1	1	12	0	0	0	0	0
	8:30 AM	0	0	1	1	0	2	5	1	0	0	0	0	10	0	0	0	0	0
	8:45 AM	0	0	0	2	0	6	2	1	0	0	0	0	11	0	0	0	0	0
	VOLUMES	0	2	1	8	0	27	32	2	1	0	4	6	83	0	0	0	0	0
	APPROACH %	0%	67%	33%	23%	0%	77%	91%	6%	3%	0%	40%	60%						
	APP/DEPART	3	/	40	35	/	1	35	/	11	10	/	31	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	2	0	4	0	13	16	0	1	0	3	4	43					
	APPROACH %	0%	100%	0%	24%	0%	76%	94%	0%	6%	0%	43%	57%						
	PEAK HR FACTOR		0.500			0.607			0.708			0.583		0.896					
	APP/DEPART	2	/	22	17	/	1	17	/	4	7	/	16	0					
PM	4:00 PM	0	0	0	1	0	3	3	1	0	0	0	4	12	0	0	0	0	0
	4:15 PM	0	0	0	1	2	1	3	0	0	0	0	1	8	0	0	0	0	0
	4:30 PM	0	1	0	1	1	5	2	0	0	0	0	2	12	0	0	0	0	0
	4:45 PM	0	0	0	1	0	0	2	0	0	0	0	0	3	0	0	0	0	0
	5:00 PM	0	0	0	0	0	2	5	1	0	0	1	0	9	0	0	0	0	0
	5:15 PM	0	0	0	0	0	2	1	0	0	0	0	1	4	0	0	0	0	0
	5:30 PM	0	0	0	2	0	3	1	2	0	0	0	0	8	0	0	0	0	0
	5:45 PM	0	0	0	0	0	2	1	0	0	0	1	0	4	0	0	0	0	0
	VOLUMES	0	1	0	6	3	18	18	4	0	0	2	8	60	0	0	0	0	0
	APPROACH %	0%	100%	0%	22%	11%	67%	82%	18%	0%	0%	20%	80%						
	APP/DEPART	1	/	27	27	/	3	22	/	10	10	/	20	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	0	2	0	9	8	3	0	0	2	1	25					
	APPROACH %	0%	0%	0%	18%	0%	82%	73%	27%	0%	0%	67%	33%						
	PEAK HR FACTOR		0.000			0.550			0.458			0.750		0.694					
	APP/DEPART	0	/	9	11	/	0	11	/	5	3	/	11	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

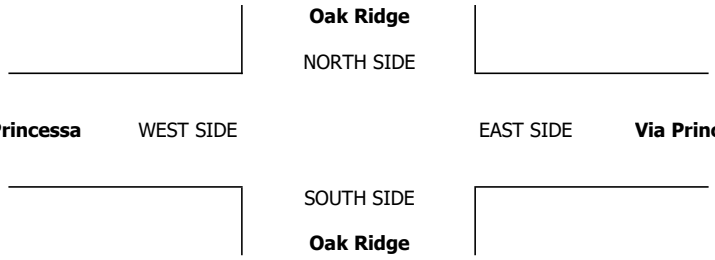
DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Oak Ridge	LOCATION #:	6
TUESDAY	EAST & WEST:	Via Princessa	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Oak Ridge			SOUTHBOUND Oak Ridge			EASTBOUND Via Princessa			WESTBOUND Via Princessa				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 2	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	2	0	/	0	2	/	0	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	0	/	1	0	/	0	0	/	0	1	/	0	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	1	1					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
	APP/DEPART	0	/	1	0	/	0	0	/	0	1	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

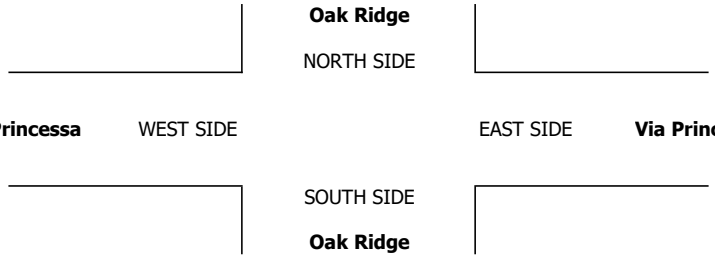
DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Oak Ridge	LOCATION #:	6
TUESDAY	EAST & WEST:	Via Princessa	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Oak Ridge			SOUTHBOUND Oak Ridge			EASTBOUND Via Princessa			WESTBOUND Via Princessa				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 2	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:15 AM	0	0	0	1	0	1	1	0	0	0	0	0	3	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0
	8:45 AM	0	0	0	0	0	2	1	0	0	0	0	0	3	0	0	0	0	0
	VOLUMES	0	0	0	2	0	4	4	0	0	0	0	2	12	0	0	0	0	0
	APPROACH %	0%	0%	0%	33%	0%	67%	100%	0%	0%	0%	0%	100%						
	APP/DEPART	0	/	6	6	/	0	4	/	2	2	/	4	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	1	0	0	0	0	2	3					
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.500		0.375					
	APP/DEPART	0	/	3	0	/	0	1	/	0	2	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	2	0	0	0	0	0	0	0	1	3	0	0	0	0	0
	4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	2	0	1	1	0	0	0	0	1	5	0	0	0	0	0
	APPROACH %	0%	0%	0%	67%	0%	33%	100%	0%	0%	0%	0%	100%						
	APP/DEPART	0	/	2	3	/	0	1	/	2	1	/	1	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

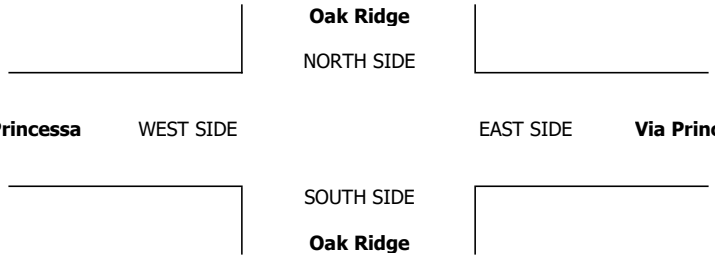
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Oak Ridge	LOCATION #:	6
TUESDAY	EAST & WEST:	Via Princessa	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Oak Ridge)			SOUTHBOUND (Oak Ridge)			EASTBOUND (Via Princessa)			WESTBOUND (Via Princessa)				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 2	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

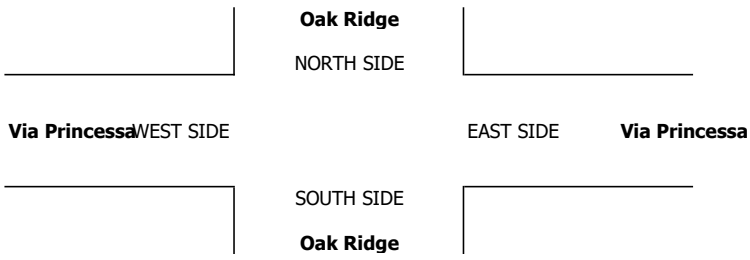
DATE:	LOCATION:	Santa Clarita	PROJECT #:	SC3399
5/3/22	NORTH & SOUTH:	Oak Ridge	LOCATION #:	6
TUESDAY	EAST & WEST:	Via Princessa	CONTROL:	SIGNAL

CLASS 6: BUSES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Oak Ridge			SOUTHBOUND Oak Ridge			EASTBOUND Via Princessa			WESTBOUND Via Princessa				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 2	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	7:30 AM	0	0	0	0	0	1	2	0	0	0	0	0	3	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0
	8:15 AM	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	1	0	2	7	0	0	0	1	0	11	0	0	0	0	0
	APPROACH %	0%	0%	0%	33%	0%	67%	100%	0%	0%	0%	100%	0%						
	APP/DEPART	0	/	7	3	/	0	7	/	1	1	/	3	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	1	0	1	6	0	0	0	0	0	8					
	APPROACH %	0%	0%	0%	50%	0%	50%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.500			0.500			0.000		0.667					
	APP/DEPART	0	/	6	2	/	0	6	/	1	0	/	1	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	1	1	0	0	0	1	3	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	50%	50%	0%	0%	0%	100%						
	APP/DEPART	0	/	2	0	/	0	2	/	1	1	/	0	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



Appendix B
Intersection LOS Worksheets

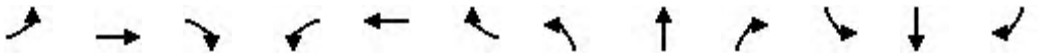
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	319	540	5	528	1363	359	25	752	379	307	1191	1054
Future Volume (veh/h)	319	540	5	528	1363	359	25	752	379	307	1191	1054
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	347	587	5	574	1482	390	27	817	412	334	1295	1146
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	477	824	7	1173	1572	862	62	1176	710	857	2325	1499
Arrive On Green	0.09	0.16	0.14	0.23	0.30	0.29	0.02	0.15	0.14	0.24	0.45	0.44
Sat Flow, veh/h	5103	5305	45	5103	5187	1609	1810	5187	1580	3510	5187	2826
Grp Volume(v), veh/h	347	382	210	574	1482	390	27	817	412	334	1295	1146
Grp Sat Flow(s),veh/h/ln	1701	1729	1892	1701	1729	1609	1810	1729	1580	1755	1729	1413
Q Serve(g_s), s	8.7	13.9	13.9	12.9	36.8	5.1	1.9	19.7	0.0	10.5	24.2	42.3
Cycle Q Clear(g_c), s	8.7	13.9	13.9	12.9	36.8	5.1	1.9	19.7	0.0	10.5	24.2	42.3
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	477	537	294	1173	1572	862	62	1176	710	857	2325	1499
V/C Ratio(X)	0.73	0.71	0.71	0.49	0.94	0.45	0.44	0.69	0.58	0.39	0.56	0.76
Avail Cap(c_a), veh/h	850	891	487	1173	1572	862	192	1493	807	857	2325	1499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.2	52.9	53.0	44.1	44.9	6.8	63.2	51.7	30.7	41.7	26.8	24.5
Incr Delay (d2), s/veh	2.1	1.8	3.2	0.3	11.8	0.4	4.8	3.4	3.4	0.3	1.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	6.0	6.7	5.3	16.8	2.9	1.0	9.1	11.0	4.5	9.8	13.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.3	54.7	56.2	44.4	56.7	7.2	68.0	55.0	34.1	42.0	27.8	28.3
LnGrp LOS	E	D	E	D	E	A	E	E	C	D	C	C
Approach Vol, veh/h		939			2446			1256			2775	
Approach Delay, s/veh		57.1			45.9			48.4			29.7	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.7	33.9	35.8	24.5	8.5	63.2	16.3	44.0
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	15.5	* 36	27.5	* 32	13.5	38.0	21.5	38.0
Max Q Clear Time (g_c+I1), s	12.5	21.7	14.9	15.9	3.9	44.3	10.7	38.8
Green Ext Time (p_c), s	0.4	5.1	2.1	2.1	0.0	0.0	1.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	41.7
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	202	29	140	289	46	38	892	111	27	1579	467
Future Volume (veh/h)	151	202	29	140	289	46	38	892	111	27	1579	467
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	164	220	32	152	314	50	41	970	121	29	1716	508
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	236	993	142	223	970	153	60	1572	462	337	2426	1453
Arrive On Green	0.07	0.31	0.30	0.06	0.31	0.31	0.03	0.30	0.29	0.19	0.47	0.46
Sat Flow, veh/h	3510	3161	453	3510	3122	492	1810	5187	1605	1810	5187	2766
Grp Volume(v), veh/h	164	124	128	152	180	184	41	970	121	29	1716	508
Grp Sat Flow(s),veh/h/ln	1755	1805	1809	1755	1805	1809	1810	1729	1605	1810	1729	1383
Q Serve(g_s), s	6.0	6.7	6.9	5.6	10.1	10.3	3.0	21.2	6.2	1.7	34.7	14.1
Cycle Q Clear(g_c), s	6.0	6.7	6.9	5.6	10.1	10.3	3.0	21.2	6.2	1.7	34.7	14.1
Prop In Lane	1.00		0.25	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	236	567	568	223	561	562	60	1572	462	337	2426	1453
V/C Ratio(X)	0.69	0.22	0.22	0.68	0.32	0.33	0.68	0.62	0.26	0.09	0.71	0.35
Avail Cap(c_a), veh/h	558	567	568	558	561	562	192	1572	462	337	2426	1453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.2	33.3	33.6	60.5	34.8	34.9	63.1	39.4	23.4	44.4	27.9	18.3
Incr Delay (d2), s/veh	3.6	0.9	0.9	3.2	1.3	1.4	12.8	1.8	1.4	0.5	1.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	3.0	3.1	2.5	4.5	4.7	1.5	8.9	3.1	0.8	14.6	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.9	34.2	34.5	63.7	36.2	36.3	75.9	41.3	24.8	44.9	29.7	19.0
LnGrp LOS	E	C	C	E	D	D	E	D	C	D	C	B
Approach Vol, veh/h		416			516			1132			2253	
Approach Delay, s/veh		46.0			44.3			40.8			27.5	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	65.7	12.9	45.0	30.1	44.0	12.4	45.5
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	* 6	4.5	6.0
Max Green Setting (Gmax), s	13.5	38.0	20.5	39.0	13.5	* 38	20.5	39.0
Max Q Clear Time (g_c+I1), s	5.0	36.7	8.0	12.3	3.7	23.2	7.6	8.9
Green Ext Time (p_c), s	0.0	1.2	0.4	1.9	0.0	5.6	0.3	1.3

Intersection Summary	
HCM 6th Ctrl Delay	34.8
HCM 6th LOS	C

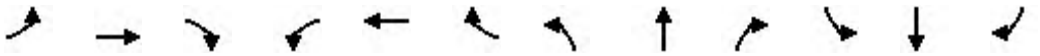
Notes

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	69	247	252	1139	1525	115
Future Volume (veh/h)	69	247	252	1139	1525	115
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	73	263	268	1212	1622	122
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	798	933	344	3694	2107	918
Arrive On Green	0.23	0.23	0.20	1.00	0.19	0.19
Sat Flow, veh/h	3510	2834	3510	5358	3705	1572
Grp Volume(v), veh/h	73	263	268	1212	1622	122
Grp Sat Flow(s),veh/h/ln	1755	1417	1755	1729	1805	1572
Q Serve(g_s), s	2.2	9.1	9.6	0.0	56.2	8.5
Cycle Q Clear(g_c), s	2.2	9.1	9.6	0.0	56.2	8.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	798	933	344	3694	2107	918
V/C Ratio(X)	0.09	0.28	0.78	0.33	0.77	0.13
Avail Cap(c_a), veh/h	798	933	691	3694	2107	918
HCM Platoon Ratio	1.00	1.00	2.00	2.00	0.33	0.33
Upstream Filter(I)	0.99	0.99	0.92	0.92	0.75	0.75
Uniform Delay (d), s/veh	40.2	32.7	51.7	0.0	44.9	25.6
Incr Delay (d2), s/veh	0.2	0.7	3.5	0.2	2.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.1	3.9	0.1	27.7	3.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.5	33.5	55.2	0.2	47.0	25.8
LnGrp LOS	D	C	E	A	D	C
Approach Vol, veh/h	336			1480	1744	
Approach Delay, s/veh	35.0			10.2	45.5	
Approach LOS	D			B	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	16.9	81.1				98.0	34.0
Change Period (Y+Rc), s	4.5	6.0				6.0	5.0
Max Green Setting (Gmax), s	25.5	62.0				92.0	29.0
Max Q Clear Time (g_c+I1), s	11.6	58.2				2.0	11.1
Green Ext Time (p_c), s	0.9	2.8				6.7	1.4

Intersection Summary		
HCM 6th Ctrl Delay		29.8
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	0	0	35	0	54	3	1338	80	110	1636	9
Future Volume (veh/h)	8	0	0	35	0	54	3	1338	80	110	1636	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	0	0	36	0	56	3	1379	82	113	1687	9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	28	0	0	112	0	98	13	3607	214	146	2925	16
Arrive On Green	0.02	0.00	0.00	0.06	0.00	0.06	0.01	0.72	0.72	0.05	0.53	0.53
Sat Flow, veh/h	1810	0	0	1810	0	1572	1810	5006	298	1810	3681	20
Grp Volume(v), veh/h	8	0	0	36	0	56	3	953	508	113	827	869
Grp Sat Flow(s),veh/h/ln	1810	0	0	1810	0	1572	1810	1729	1846	1810	1805	1896
Q Serve(g_s), s	0.6	0.0	0.0	2.5	0.0	4.6	0.2	14.0	14.0	8.1	40.8	40.9
Cycle Q Clear(g_c), s	0.6	0.0	0.0	2.5	0.0	4.6	0.2	14.0	14.0	8.1	40.8	40.9
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.16	1.00		0.01
Lane Grp Cap(c), veh/h	28	0	0	112	0	98	13	2492	1330	146	1434	1506
V/C Ratio(X)	0.29	0.00	0.00	0.32	0.00	0.57	0.24	0.38	0.38	0.77	0.58	0.58
Avail Cap(c_a), veh/h	165	0	0	494	0	429	219	2492	1330	288	1434	1506
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.92	0.92	0.92	0.57	0.57	0.57
Uniform Delay (d), s/veh	64.3	0.0	0.0	59.2	0.0	60.2	65.2	7.1	7.1	61.2	15.9	15.9
Incr Delay (d2), s/veh	5.6	0.0	0.0	1.6	0.0	5.2	8.7	0.4	0.8	4.9	1.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	1.2	0.0	2.0	0.1	4.4	4.8	3.9	17.9	18.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.9	0.0	0.0	60.9	0.0	65.4	73.9	7.5	7.9	66.1	16.9	16.8
LnGrp LOS	E	A	A	E	A	E	E	A	A	E	B	B
Approach Vol, veh/h		8			92			1464			1809	
Approach Delay, s/veh		69.9			63.6			7.8			19.9	
Approach LOS		E			E			A			B	

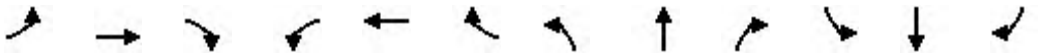
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.7	99.1		6.0	4.9	108.9		12.2				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	20.5	45.0		11.0	15.5	50.0		35.0				
Max Q Clear Time (g_c+I1), s	10.1	16.0		2.6	2.2	42.9		6.6				
Green Ext Time (p_c), s	0.2	7.3		0.0	0.0	4.4		0.3				

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	72	418	1041	64	254	1328
Future Volume (veh/h)	72	418	1041	64	254	1328
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	77	445	1107	68	270	1413
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	314	788	3293	1020	353	2764
Arrive On Green	0.17	0.17	0.63	0.63	0.10	0.77
Sat Flow, veh/h	1810	2834	5358	1606	3510	3705
Grp Volume(v), veh/h	77	445	1107	68	270	1413
Grp Sat Flow(s),veh/h/ln	1810	1417	1729	1606	1755	1805
Q Serve(g_s), s	4.8	17.8	13.1	2.1	9.9	19.9
Cycle Q Clear(g_c), s	4.8	17.8	13.1	2.1	9.9	19.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	314	788	3293	1020	353	2764
V/C Ratio(X)	0.25	0.56	0.34	0.07	0.76	0.51
Avail Cap(c_a), veh/h	480	1047	3293	1020	691	2764
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.80	0.80
Uniform Delay (d), s/veh	47.1	40.8	11.2	9.2	57.8	6.0
Incr Delay (d2), s/veh	0.4	0.6	0.3	0.1	2.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	14.1	4.6	0.7	4.4	5.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	47.5	41.4	11.5	9.3	60.6	6.5
LnGrp LOS	D	D	B	A	E	A
Approach Vol, veh/h	522		1175			1683
Approach Delay, s/veh	42.3		11.3			15.2
Approach LOS	D		B			B

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		105.1		26.9	17.3	87.8
Change Period (Y+Rc), s		6.0		5.0	4.5	6.0
Max Green Setting (Gmax), s		87.0		34.0	25.5	57.0
Max Q Clear Time (g_c+I1), s		21.9		19.8	11.9	15.1
Green Ext Time (p_c), s		8.8		2.2	0.9	6.2

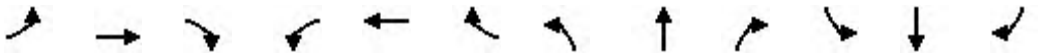
Intersection Summary	
HCM 6th Ctrl Delay	18.0
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	328	52	11	0	143	114	21	18	0	58	9	284
Future Volume (veh/h)	328	52	11	0	143	114	21	18	0	58	9	284
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		1.00	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	381	60	13	0	166	133	24	21	0	67	10	330
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	695	1528	319	4	793	350	417	502	0	502	502	736
Arrive On Green	0.20	0.52	0.52	0.00	0.22	0.22	0.26	0.26	0.00	0.26	0.26	0.26
Sat Flow, veh/h	3510	2955	617	1810	3610	1595	1052	1900	0	1404	1900	1579
Grp Volume(v), veh/h	381	36	37	0	166	133	24	21	0	67	10	330
Grp Sat Flow(s),veh/h/ln	1755	1805	1767	1810	1805	1595	1052	1900	0	1404	1900	1579
Q Serve(g_s), s	4.9	0.5	0.5	0.0	1.9	3.6	0.9	0.4	0.0	1.9	0.2	7.1
Cycle Q Clear(g_c), s	4.9	0.5	0.5	0.0	1.9	3.6	1.1	0.4	0.0	2.3	0.2	7.1
Prop In Lane	1.00		0.35	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	695	933	914	4	793	350	417	502	0	502	502	736
V/C Ratio(X)	0.55	0.04	0.04	0.00	0.21	0.38	0.06	0.04	0.00	0.13	0.02	0.45
Avail Cap(c_a), veh/h	698	933	914	1620	3159	1396	1081	1701	0	1165	1398	1481
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.1	6.0	6.0	0.0	16.0	16.7	14.1	13.8	0.0	14.6	13.7	9.2
Incr Delay (d2), s/veh	0.9	0.1	0.1	0.0	0.1	0.7	0.1	0.0	0.0	0.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.2	0.2	0.0	0.7	1.2	0.2	0.2	0.0	0.5	0.1	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.0	6.1	6.1	0.0	16.2	17.4	14.1	13.8	0.0	14.7	13.7	9.6
LnGrp LOS	B	A	A	A	B	B	B	B	A	B	B	A
Approach Vol, veh/h		454			299			45			407	
Approach Delay, s/veh		17.0			16.7			14.0			10.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	17.0		18.3	0.0	32.0		18.3				
Change Period (Y+Rc), s	5.0	6.0		5.0	5.0	6.0		5.0				
Max Green Setting (Gmax), s	10.0	44.0		45.0	45.0	26.0		37.0				
Max Q Clear Time (g_c+I1), s	6.9	5.6		3.1	0.0	2.5		9.1				
Green Ext Time (p_c), s	0.4	1.6		0.2	0.0	0.3		1.4				

Intersection Summary			
HCM 6th Ctrl Delay		14.6	
HCM 6th LOS		B	



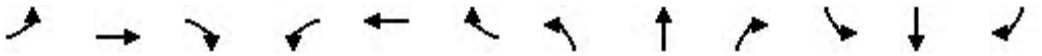
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1137	1351	21	363	719	314	31	1245	502	305	876	663
Future Volume (veh/h)	1137	1351	21	363	719	314	31	1245	502	305	876	663
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1160	1379	21	370	734	320	32	1270	512	311	894	677
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	850	1355	21	536	1075	647	66	1473	604	736	2428	1744
Arrive On Green	0.17	0.26	0.24	0.10	0.21	0.20	0.01	0.09	0.09	0.21	0.47	0.46
Sat Flow, veh/h	5103	5262	80	5103	5187	1582	1810	5187	1596	3510	5187	2784
Grp Volume(v), veh/h	1160	906	494	370	734	320	32	1270	512	311	894	677
Grp Sat Flow(s),veh/h/ln	1701	1729	1884	1701	1729	1582	1810	1729	1596	1755	1729	1392
Q Serve(g_s), s	22.0	34.0	34.0	9.2	17.2	6.5	2.3	31.9	27.5	10.1	14.6	16.0
Cycle Q Clear(g_c), s	22.0	34.0	34.0	9.2	17.2	6.5	2.3	31.9	27.5	10.1	14.6	16.0
Prop In Lane	1.00		0.04	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	850	891	485	536	1075	647	66	1473	604	736	2428	1744
V/C Ratio(X)	1.36	1.02	1.02	0.69	0.68	0.49	0.48	0.86	0.85	0.42	0.37	0.39
Avail Cap(c_a), veh/h	850	891	485	1082	1572	799	192	1493	610	736	2428	1744
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	49.0	49.0	57.0	48.3	11.0	64.0	57.3	49.4	45.2	22.6	12.4
Incr Delay (d2), s/veh	171.4	34.6	45.3	1.6	0.8	0.6	5.3	6.8	13.7	0.4	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.6	18.3	21.4	3.9	7.3	3.1	1.2	15.7	13.8	4.4	5.8	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	226.4	83.6	94.4	58.6	49.1	11.6	69.2	64.1	63.0	45.6	23.0	13.0
LnGrp LOS	F	F	F	E	D	B	E	E	E	D	C	B
Approach Vol, veh/h		2560			1424			1814			1882	
Approach Delay, s/veh		150.4			43.1			63.9			23.1	
Approach LOS		F			D			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.2	41.5	19.4	38.0	8.8	65.8	26.0	31.4
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	15.5	* 36	27.5	* 32	13.5	38.0	21.5	38.0
Max Q Clear Time (g_c+I1), s	12.1	33.9	11.2	36.0	4.3	18.0	24.0	19.2
Green Ext Time (p_c), s	0.4	1.6	1.4	0.0	0.0	8.0	0.0	4.6

Intersection Summary	
HCM 6th Ctrl Delay	78.9
HCM 6th LOS	E

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	501	432	22	184	313	84	66	1577	232	61	1035	431
Future Volume (veh/h)	501	432	22	184	313	84	66	1577	232	61	1035	431
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	516	445	23	190	323	87	68	1626	239	63	1067	444
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	505	864	45	264	504	134	94	1886	558	327	2612	1765
Arrive On Green	0.14	0.25	0.23	0.08	0.18	0.18	0.05	0.36	0.35	0.18	0.50	0.49
Sat Flow, veh/h	3510	3488	180	3510	2815	746	1810	5187	1602	1810	5187	2756
Grp Volume(v), veh/h	516	230	238	190	205	205	68	1626	239	63	1067	444
Grp Sat Flow(s),veh/h/ln	1755	1805	1862	1755	1805	1755	1810	1729	1602	1810	1729	1378
Q Serve(g_s), s	19.0	14.5	14.6	7.0	13.9	14.3	4.9	38.4	11.6	3.9	17.0	9.2
Cycle Q Clear(g_c), s	19.0	14.5	14.6	7.0	13.9	14.3	4.9	38.4	11.6	3.9	17.0	9.2
Prop In Lane	1.00		0.10	1.00		0.42	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	505	447	462	264	323	315	94	1886	558	327	2612	1765
V/C Ratio(X)	1.02	0.51	0.52	0.72	0.63	0.65	0.72	0.86	0.43	0.19	0.41	0.25
Avail Cap(c_a), veh/h	505	447	462	612	479	465	192	1886	558	327	2612	1765
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.5	42.8	42.9	59.7	50.2	50.3	61.6	38.9	19.4	45.9	20.5	10.4
Incr Delay (d2), s/veh	45.5	1.0	1.0	3.1	1.7	1.9	10.0	5.5	2.4	1.3	0.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	6.4	6.7	3.2	6.3	6.3	2.4	16.4	4.5	1.9	7.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.0	43.8	43.9	62.7	51.9	52.3	71.6	44.4	21.8	47.2	20.9	10.8
LnGrp LOS	F	D	D	E	D	D	E	D	C	D	C	B
Approach Vol, veh/h		984			600			1933			1574	
Approach Delay, s/veh		74.3			55.5			42.6			19.1	
Approach LOS		E			E			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	70.5	23.0	27.7	29.3	52.0	13.9	36.7
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	* 6	4.5	6.0
Max Green Setting (Gmax), s	13.5	46.0	18.5	33.0	13.5	* 46	22.5	29.0
Max Q Clear Time (g_c+I1), s	6.9	19.0	21.0	16.3	5.9	40.4	9.0	16.6
Green Ext Time (p_c), s	0.1	11.3	0.0	1.9	0.1	4.4	0.5	2.0

Intersection Summary	
HCM 6th Ctrl Delay	43.0
HCM 6th LOS	D

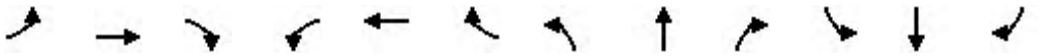
Notes

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	276	449	341	1488	1129	145
Future Volume (veh/h)	276	449	341	1488	1129	145
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	285	463	352	1534	1164	149
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	798	1013	444	3694	2005	874
Arrive On Green	0.23	0.23	0.04	0.24	0.18	0.18
Sat Flow, veh/h	3510	2834	3510	5358	3705	1574
Grp Volume(v), veh/h	285	463	352	1534	1164	149
Grp Sat Flow(s),veh/h/ln	1755	1417	1755	1729	1805	1574
Q Serve(g_s), s	9.0	16.6	13.1	33.1	38.9	10.5
Cycle Q Clear(g_c), s	9.0	16.6	13.1	33.1	38.9	10.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	798	1013	444	3694	2005	874
V/C Ratio(X)	0.36	0.46	0.79	0.42	0.58	0.17
Avail Cap(c_a), veh/h	798	1013	691	3694	2005	874
HCM Platoon Ratio	1.00	1.00	0.33	0.33	0.33	0.33
Upstream Filter(I)	0.86	0.86	0.81	0.81	0.75	0.75
Uniform Delay (d), s/veh	42.9	32.6	61.5	27.2	39.8	28.3
Incr Delay (d2), s/veh	1.1	1.3	2.8	0.3	0.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	5.7	6.3	15.2	19.0	4.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	44.0	33.8	64.4	27.5	40.8	28.6
LnGrp LOS	D	C	E	C	D	C
Approach Vol, veh/h	748			1886	1313	
Approach Delay, s/veh	37.7			34.4	39.4	
Approach LOS	D			C	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	20.7	77.3				98.0	34.0
Change Period (Y+Rc), s	4.5	6.0				6.0	5.0
Max Green Setting (Gmax), s	25.5	62.0				92.0	29.0
Max Q Clear Time (g_c+I1), s	15.1	40.9				35.1	18.6
Green Ext Time (p_c), s	1.1	6.5				9.6	2.7

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	0	5	98	1	125	10	1668	34	116	1414	22
Future Volume (veh/h)	38	0	5	98	1	125	10	1668	34	116	1414	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	0	5	102	1	130	10	1738	35	121	1473	23
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	64	0	8	211	2	186	24	3324	67	154	2573	40
Arrive On Green	0.04	0.00	0.03	0.12	0.12	0.12	0.01	0.64	0.64	0.09	0.71	0.71
Sat Flow, veh/h	1581	0	198	1793	18	1576	1810	5231	105	1810	3637	57
Grp Volume(v), veh/h	45	0	0	103	0	130	10	1149	624	121	730	766
Grp Sat Flow(s),veh/h/ln	1779	0	0	1810	0	1576	1810	1729	1878	1810	1805	1888
Q Serve(g_s), s	3.3	0.0	0.0	7.0	0.0	10.5	0.7	23.9	24.0	8.7	26.2	26.3
Cycle Q Clear(g_c), s	3.3	0.0	0.0	7.0	0.0	10.5	0.7	23.9	24.0	8.7	26.2	26.3
Prop In Lane	0.89		0.11	0.99		1.00	1.00		0.06	1.00		0.03
Lane Grp Cap(c), veh/h	71	0	0	214	0	186	24	2197	1194	154	1277	1336
V/C Ratio(X)	0.63	0.00	0.00	0.48	0.00	0.70	0.42	0.52	0.52	0.78	0.57	0.57
Avail Cap(c_a), veh/h	162	0	0	494	0	430	219	2197	1194	288	1277	1336
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.91	0.91	0.91	0.75	0.75	0.75
Uniform Delay (d), s/veh	62.4	0.0	0.0	54.4	0.0	56.0	64.6	13.1	13.1	59.2	9.5	9.5
Incr Delay (d2), s/veh	8.8	0.0	0.0	1.7	0.0	4.7	10.5	0.8	1.5	6.5	1.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	3.3	0.0	4.4	0.4	8.5	9.5	4.1	9.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.2	0.0	0.0	56.1	0.0	60.7	75.1	13.9	14.6	65.7	10.9	10.8
LnGrp LOS	E	A	A	E	A	E	E	B	B	E	B	B
Approach Vol, veh/h		45			233			1783			1617	
Approach Delay, s/veh		71.2			58.7			14.5			15.0	
Approach LOS		E			E			B			B	

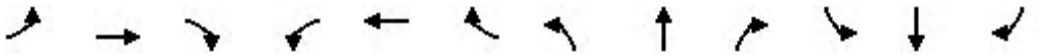
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.2	87.9		9.3	5.7	97.4		19.6				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	20.5	45.0		11.0	15.5	50.0		35.0				
Max Q Clear Time (g_c+I1), s	10.7	26.0		5.3	2.7	28.3		12.5				
Green Ext Time (p_c), s	0.2	8.3		0.0	0.0	7.0		0.9				

Intersection Summary			
HCM 6th Ctrl Delay		18.2	
HCM 6th LOS		B	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	40	385	1330	72	340	1170
Future Volume (veh/h)	40	385	1330	72	340	1170
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	397	1371	74	351	1206
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	279	800	3271	994	437	2835
Arrive On Green	0.15	0.15	0.63	0.63	0.12	0.79
Sat Flow, veh/h	1810	2834	5358	1577	3510	3705
Grp Volume(v), veh/h	41	397	1371	74	351	1206
Grp Sat Flow(s),veh/h/ln	1810	1417	1729	1577	1755	1805
Q Serve(g_s), s	2.6	15.4	17.5	2.4	12.8	14.2
Cycle Q Clear(g_c), s	2.6	15.4	17.5	2.4	12.8	14.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	279	800	3271	994	437	2835
V/C Ratio(X)	0.15	0.50	0.42	0.07	0.80	0.43
Avail Cap(c_a), veh/h	480	1115	3271	994	691	2835
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.80	0.80
Uniform Delay (d), s/veh	48.3	39.5	12.2	9.5	56.2	4.6
Incr Delay (d2), s/veh	0.2	0.5	0.4	0.1	3.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	12.5	6.2	0.8	5.7	3.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.6	40.0	12.6	9.6	59.2	4.9
LnGrp LOS	D	D	B	A	E	A
Approach Vol, veh/h	438		1445			1557
Approach Delay, s/veh	40.8		12.5			17.2
Approach LOS	D		B			B

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		107.7		24.3	20.4	87.2
Change Period (Y+Rc), s		6.0		5.0	4.5	6.0
Max Green Setting (Gmax), s		87.0		34.0	25.5	57.0
Max Q Clear Time (g_c+I1), s		16.2		17.4	14.8	19.5
Green Ext Time (p_c), s		6.8		1.9	1.1	8.2

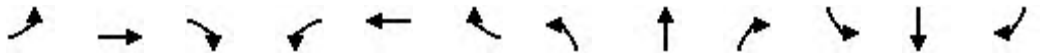
Intersection Summary	
HCM 6th Ctrl Delay	18.2
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	340	108	13	3	57	72	12	10	0	108	19	237
Future Volume (veh/h)	340	108	13	3	57	72	12	10	0	108	19	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	366	116	14	3	61	77	13	11	0	116	20	255
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	550	1322	157	284	1475	653	309	349	0	368	349	547
Arrive On Green	0.16	0.41	0.41	0.16	0.41	0.41	0.18	0.18	0.00	0.18	0.18	0.18
Sat Flow, veh/h	3510	3237	383	1810	3610	1600	1120	1900	0	1424	1900	1608
Grp Volume(v), veh/h	366	64	66	3	61	77	13	11	0	116	20	255
Grp Sat Flow(s),veh/h/ln	1755	1805	1816	1810	1805	1600	1120	1900	0	1424	1900	1608
Q Serve(g_s), s	6.3	1.4	1.4	0.1	0.6	1.9	0.6	0.3	0.0	4.6	0.6	7.9
Cycle Q Clear(g_c), s	6.3	1.4	1.4	0.1	0.6	1.9	1.2	0.3	0.0	4.9	0.6	7.9
Prop In Lane	1.00		0.21	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	550	737	741	284	1475	653	309	349	0	368	349	547
V/C Ratio(X)	0.67	0.09	0.09	0.01	0.04	0.12	0.04	0.03	0.00	0.32	0.06	0.47
Avail Cap(c_a), veh/h	551	737	741	1279	2494	1105	895	1343	0	933	1104	1186
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.3	11.6	11.6	22.7	11.3	11.7	21.9	21.4	0.0	23.4	21.5	16.5
Incr Delay (d2), s/veh	3.0	0.2	0.2	0.0	0.0	0.1	0.1	0.0	0.0	0.5	0.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.5	0.6	0.0	0.2	0.6	0.2	0.1	0.0	1.5	0.2	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.3	11.8	11.8	22.7	11.3	11.8	22.0	21.4	0.0	23.9	21.5	17.1
LnGrp LOS	C	B	B	C	B	B	C	C	A	C	C	B
Approach Vol, veh/h		496			141			24			391	
Approach Delay, s/veh		24.0			11.8			21.7			19.3	
Approach LOS		C			B			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	32.0		16.7	15.0	32.0		16.7				
Change Period (Y+Rc), s	5.0	6.0		5.0	5.0	6.0		5.0				
Max Green Setting (Gmax), s	10.0	44.0		45.0	45.0	26.0		37.0				
Max Q Clear Time (g_c+I1), s	8.3	3.9		3.2	2.1	3.4		9.9				
Green Ext Time (p_c), s	0.3	0.6		0.1	0.0	0.6		1.3				

Intersection Summary												
HCM 6th Ctrl Delay			20.6									
HCM 6th LOS			C									



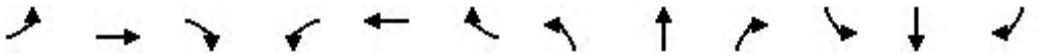
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	319	540	5	534	1363	359	25	753	381	307	1195	1054
Future Volume (veh/h)	319	540	5	534	1363	359	25	753	381	307	1195	1054
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	347	587	5	580	1482	390	27	818	414	334	1299	1146
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	477	824	7	1173	1572	862	62	1177	711	857	2325	1499
Arrive On Green	0.09	0.16	0.14	0.23	0.30	0.29	0.02	0.15	0.14	0.24	0.45	0.44
Sat Flow, veh/h	5103	5305	45	5103	5187	1609	1810	5187	1580	3510	5187	2826
Grp Volume(v), veh/h	347	382	210	580	1482	390	27	818	414	334	1299	1146
Grp Sat Flow(s),veh/h/ln	1701	1729	1892	1701	1729	1609	1810	1729	1580	1755	1729	1413
Q Serve(g_s), s	8.7	13.9	13.9	13.0	36.8	5.1	1.9	19.7	0.0	10.5	24.3	42.3
Cycle Q Clear(g_c), s	8.7	13.9	13.9	13.0	36.8	5.1	1.9	19.7	0.0	10.5	24.3	42.3
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	477	537	294	1173	1572	862	62	1177	711	857	2325	1499
V/C Ratio(X)	0.73	0.71	0.71	0.49	0.94	0.45	0.44	0.70	0.58	0.39	0.56	0.76
Avail Cap(c_a), veh/h	850	891	487	1173	1572	862	192	1493	807	857	2325	1499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.2	52.9	53.0	44.2	44.9	6.8	63.2	51.6	30.8	41.7	26.8	24.5
Incr Delay (d2), s/veh	2.1	1.8	3.2	0.3	11.8	0.4	4.8	3.4	3.4	0.3	1.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	6.0	6.7	5.4	16.8	2.9	1.0	9.1	11.1	4.5	9.8	13.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.3	54.7	56.2	44.5	56.7	7.2	68.0	55.0	34.2	42.0	27.8	28.3
LnGrp LOS	E	D	E	D	E	A	E	E	C	D	C	C
Approach Vol, veh/h		939			2452			1259			2779	
Approach Delay, s/veh		57.1			45.9			48.4			29.7	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.7	33.9	35.8	24.5	8.5	63.2	16.3	44.0
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	15.5	* 36	27.5	* 32	13.5	38.0	21.5	38.0
Max Q Clear Time (g_c+I1), s	12.5	21.7	15.0	15.9	3.9	44.3	10.7	38.8
Green Ext Time (p_c), s	0.4	5.1	2.2	2.1	0.0	0.0	1.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	41.7
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	221	29	142	294	46	38	892	119	27	1579	467
Future Volume (veh/h)	151	221	29	142	294	46	38	892	119	27	1579	467
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	164	240	32	154	320	50	41	970	129	29	1716	508
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	236	1003	132	226	973	150	60	1572	462	337	2426	1453
Arrive On Green	0.07	0.31	0.30	0.06	0.31	0.31	0.03	0.30	0.29	0.19	0.47	0.46
Sat Flow, veh/h	3510	3199	421	3510	3131	484	1810	5187	1605	1810	5187	2766
Grp Volume(v), veh/h	164	134	138	154	183	187	41	970	129	29	1716	508
Grp Sat Flow(s),veh/h/ln	1755	1805	1815	1755	1805	1811	1810	1729	1605	1810	1729	1383
Q Serve(g_s), s	6.0	7.3	7.5	5.7	10.3	10.5	3.0	21.2	6.6	1.7	34.7	14.1
Cycle Q Clear(g_c), s	6.0	7.3	7.5	5.7	10.3	10.5	3.0	21.2	6.6	1.7	34.7	14.1
Prop In Lane	1.00		0.23	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	236	566	569	226	561	562	60	1572	462	337	2426	1453
V/C Ratio(X)	0.69	0.24	0.24	0.68	0.33	0.33	0.68	0.62	0.28	0.09	0.71	0.35
Avail Cap(c_a), veh/h	558	566	569	558	561	562	192	1572	462	337	2426	1453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.2	33.6	33.8	60.4	34.9	35.0	63.1	39.4	23.5	44.4	27.9	18.3
Incr Delay (d2), s/veh	3.6	1.0	1.0	3.2	1.3	1.4	12.8	1.8	1.5	0.5	1.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	3.3	3.4	2.6	4.6	4.7	1.5	8.9	3.3	0.8	14.6	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.9	34.6	34.8	63.6	36.3	36.4	75.9	41.3	25.0	44.9	29.7	19.0
LnGrp LOS	E	C	C	E	D	D	E	D	C	D	C	B
Approach Vol, veh/h		436			524			1140			2253	
Approach Delay, s/veh		45.7			44.3			40.7			27.5	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	65.7	12.9	45.0	30.1	44.0	12.5	45.4
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	* 6	4.5	6.0
Max Green Setting (Gmax), s	13.5	38.0	20.5	39.0	13.5	* 38	20.5	39.0
Max Q Clear Time (g_c+I1), s	5.0	36.7	8.0	12.5	3.7	23.2	7.7	9.5
Green Ext Time (p_c), s	0.0	1.2	0.4	1.9	0.0	5.6	0.3	1.4

Intersection Summary	
HCM 6th Ctrl Delay	34.8
HCM 6th LOS	C

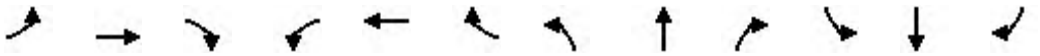
Notes

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	69	274	259	1142	1535	115
Future Volume (veh/h)	69	274	259	1142	1535	115
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	73	291	276	1215	1633	122
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	798	939	352	3694	2099	914
Arrive On Green	0.23	0.23	0.20	1.00	0.19	0.19
Sat Flow, veh/h	3510	2834	3510	5358	3705	1572
Grp Volume(v), veh/h	73	291	276	1215	1633	122
Grp Sat Flow(s),veh/h/ln	1755	1417	1755	1729	1805	1572
Q Serve(g_s), s	2.2	10.1	9.8	0.0	56.7	8.5
Cycle Q Clear(g_c), s	2.2	10.1	9.8	0.0	56.7	8.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	798	939	352	3694	2099	914
V/C Ratio(X)	0.09	0.31	0.78	0.33	0.78	0.13
Avail Cap(c_a), veh/h	798	939	691	3694	2099	914
HCM Platoon Ratio	1.00	1.00	2.00	2.00	0.33	0.33
Upstream Filter(I)	0.99	0.99	0.92	0.92	0.75	0.75
Uniform Delay (d), s/veh	40.2	32.9	51.4	0.0	45.2	25.8
Incr Delay (d2), s/veh	0.2	0.8	3.5	0.2	2.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.5	4.0	0.1	28.0	3.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.5	33.7	54.9	0.2	47.5	26.0
LnGrp LOS	D	C	D	A	D	C
Approach Vol, veh/h	364			1491	1755	
Approach Delay, s/veh	35.1			10.3	46.0	
Approach LOS	D			B	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	17.3	80.7				98.0	34.0
Change Period (Y+Rc), s	4.5	6.0				6.0	5.0
Max Green Setting (Gmax), s	25.5	62.0				92.0	29.0
Max Q Clear Time (g_c+I1), s	11.8	58.7				2.0	12.1
Green Ext Time (p_c), s	0.9	2.5				6.7	1.5

Intersection Summary		
HCM 6th Ctrl Delay		30.2
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	0	0	35	0	54	3	1348	80	110	1672	9
Future Volume (veh/h)	8	0	0	35	0	54	3	1348	80	110	1672	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	0	0	36	0	56	3	1390	82	113	1724	9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	28	0	0	112	0	98	13	3609	213	146	2925	15
Arrive On Green	0.02	0.00	0.00	0.06	0.00	0.06	0.01	0.72	0.72	0.05	0.53	0.53
Sat Flow, veh/h	1810	0	0	1810	0	1572	1810	5009	295	1810	3682	19
Grp Volume(v), veh/h	8	0	0	36	0	56	3	960	512	113	845	888
Grp Sat Flow(s),veh/h/ln	1810	0	0	1810	0	1572	1810	1729	1846	1810	1805	1896
Q Serve(g_s), s	0.6	0.0	0.0	2.5	0.0	4.6	0.2	14.2	14.2	8.1	42.1	42.2
Cycle Q Clear(g_c), s	0.6	0.0	0.0	2.5	0.0	4.6	0.2	14.2	14.2	8.1	42.1	42.2
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.16	1.00		0.01
Lane Grp Cap(c), veh/h	28	0	0	112	0	98	13	2492	1330	146	1434	1506
V/C Ratio(X)	0.29	0.00	0.00	0.32	0.00	0.57	0.24	0.39	0.39	0.77	0.59	0.59
Avail Cap(c_a), veh/h	165	0	0	494	0	429	219	2492	1330	288	1434	1506
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.92	0.92	0.92	0.57	0.57	0.57
Uniform Delay (d), s/veh	64.3	0.0	0.0	59.2	0.0	60.2	65.2	7.1	7.1	61.2	16.2	16.2
Incr Delay (d2), s/veh	5.6	0.0	0.0	1.6	0.0	5.2	8.7	0.4	0.8	4.9	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	1.2	0.0	2.0	0.1	4.4	4.9	3.9	18.4	19.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.9	0.0	0.0	60.9	0.0	65.4	73.9	7.6	7.9	66.1	17.2	17.2
LnGrp LOS	E	A	A	E	A	E	E	A	A	E	B	B
Approach Vol, veh/h		8			92			1475			1846	
Approach Delay, s/veh		69.9			63.6			7.8			20.2	
Approach LOS		E			E			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.7	99.1		6.0	4.9	108.9		12.2				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	20.5	45.0		11.0	15.5	50.0		35.0				
Max Q Clear Time (g_c+I1), s	10.1	16.2		2.6	2.2	44.2		6.6				
Green Ext Time (p_c), s	0.2	7.4		0.0	0.0	3.8		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		16.1	
HCM 6th LOS		B	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	83	428	1041	89	290	1328
Future Volume (veh/h)	83	428	1041	89	290	1328
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	455	1107	95	309	1413
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	317	825	3224	998	394	2758
Arrive On Green	0.18	0.18	0.62	0.62	0.11	0.76
Sat Flow, veh/h	1810	2834	5358	1606	3510	3705
Grp Volume(v), veh/h	88	455	1107	95	309	1413
Grp Sat Flow(s),veh/h/ln	1810	1417	1729	1606	1755	1805
Q Serve(g_s), s	5.6	17.9	13.6	3.1	11.3	20.0
Cycle Q Clear(g_c), s	5.6	17.9	13.6	3.1	11.3	20.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	317	825	3224	998	394	2758
V/C Ratio(X)	0.28	0.55	0.34	0.10	0.78	0.51
Avail Cap(c_a), veh/h	480	1080	3224	998	691	2758
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.78	0.78
Uniform Delay (d), s/veh	47.2	39.5	12.0	10.0	57.1	6.0
Incr Delay (d2), s/veh	0.5	0.6	0.3	0.2	2.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	14.3	4.8	1.1	5.0	5.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	47.6	40.1	12.3	10.2	59.8	6.6
LnGrp LOS	D	D	B	B	E	A
Approach Vol, veh/h	543		1202			1722
Approach Delay, s/veh	41.3		12.1			16.1
Approach LOS	D		B			B

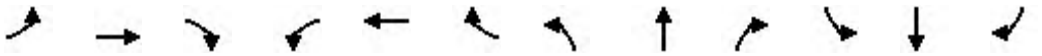
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		104.9		27.1	18.8	86.1
Change Period (Y+Rc), s		6.0		5.0	4.5	6.0
Max Green Setting (Gmax), s		87.0		34.0	25.5	57.0
Max Q Clear Time (g_c+I1), s		22.0		19.9	13.3	15.6
Green Ext Time (p_c), s		8.8		2.3	1.0	6.3

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	344	52	11	0	143	114	21	18	0	58	9	284
Future Volume (veh/h)	344	52	11	0	143	114	21	18	0	58	9	284
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		1.00	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	400	60	13	0	166	133	24	21	0	67	10	330
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	696	1528	319	4	793	350	417	502	0	502	502	736
Arrive On Green	0.20	0.52	0.52	0.00	0.22	0.22	0.26	0.26	0.00	0.26	0.26	0.26
Sat Flow, veh/h	3510	2955	617	1810	3610	1595	1052	1900	0	1404	1900	1579
Grp Volume(v), veh/h	400	36	37	0	166	133	24	21	0	67	10	330
Grp Sat Flow(s),veh/h/ln	1755	1805	1767	1810	1805	1595	1052	1900	0	1404	1900	1579
Q Serve(g_s), s	5.2	0.5	0.5	0.0	1.9	3.6	0.9	0.4	0.0	1.9	0.2	7.1
Cycle Q Clear(g_c), s	5.2	0.5	0.5	0.0	1.9	3.6	1.1	0.4	0.0	2.3	0.2	7.1
Prop In Lane	1.00		0.35	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	696	933	914	4	793	350	417	502	0	502	502	736
V/C Ratio(X)	0.58	0.04	0.04	0.00	0.21	0.38	0.06	0.04	0.00	0.13	0.02	0.45
Avail Cap(c_a), veh/h	698	933	914	1620	3159	1396	1081	1701	0	1165	1398	1481
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	6.0	6.0	0.0	16.0	16.7	14.1	13.8	0.0	14.6	13.7	9.2
Incr Delay (d2), s/veh	1.1	0.1	0.1	0.0	0.1	0.7	0.1	0.0	0.0	0.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.2	0.2	0.0	0.7	1.2	0.2	0.2	0.0	0.5	0.1	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.4	6.1	6.1	0.0	16.2	17.4	14.1	13.8	0.0	14.7	13.7	9.6
LnGrp LOS	B	A	A	A	B	B	B	B	A	B	B	A
Approach Vol, veh/h		473			299			45			407	
Approach Delay, s/veh		17.3			16.7			14.0			10.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	17.0		18.3	0.0	32.0		18.3				
Change Period (Y+Rc), s	5.0	6.0		5.0	5.0	6.0		5.0				
Max Green Setting (Gmax), s	10.0	44.0		45.0	45.0	26.0		37.0				
Max Q Clear Time (g_c+I1), s	7.2	5.6		3.1	0.0	2.5		9.1				
Green Ext Time (p_c), s	0.4	1.6		0.2	0.0	0.3		1.4				

Intersection Summary												
HCM 6th Ctrl Delay			14.8									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1137	1351	21	366	719	314	31	1249	507	305	878	663
Future Volume (veh/h)	1137	1351	21	366	719	314	31	1249	507	305	878	663
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1160	1379	21	373	734	320	32	1274	517	311	896	677
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	850	1355	21	536	1075	647	66	1475	605	735	2428	1744
Arrive On Green	0.17	0.26	0.24	0.10	0.21	0.20	0.01	0.09	0.09	0.21	0.47	0.46
Sat Flow, veh/h	5103	5262	80	5103	5187	1582	1810	5187	1596	3510	5187	2784
Grp Volume(v), veh/h	1160	906	494	373	734	320	32	1274	517	311	896	677
Grp Sat Flow(s),veh/h/ln	1701	1729	1884	1701	1729	1582	1810	1729	1596	1755	1729	1392
Q Serve(g_s), s	22.0	34.0	34.0	9.3	17.2	6.5	2.3	32.0	27.9	10.1	14.7	16.0
Cycle Q Clear(g_c), s	22.0	34.0	34.0	9.3	17.2	6.5	2.3	32.0	27.9	10.1	14.7	16.0
Prop In Lane	1.00		0.04	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	850	891	485	536	1075	647	66	1475	605	735	2428	1744
V/C Ratio(X)	1.36	1.02	1.02	0.70	0.68	0.49	0.48	0.86	0.86	0.42	0.37	0.39
Avail Cap(c_a), veh/h	850	891	485	1082	1572	798	192	1493	610	735	2428	1744
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	49.0	49.0	57.0	48.3	11.0	64.0	57.3	49.5	45.3	22.6	12.4
Incr Delay (d2), s/veh	171.4	34.6	45.3	1.6	0.8	0.6	5.3	6.9	14.3	0.4	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.6	18.3	21.4	4.0	7.3	3.1	1.2	15.8	14.0	4.4	5.9	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	226.4	83.6	94.4	58.7	49.1	11.6	69.2	64.2	63.8	45.7	23.0	13.0
LnGrp LOS	F	F	F	E	D	B	E	E	E	D	C	B
Approach Vol, veh/h		2560			1427			1823			1884	
Approach Delay, s/veh		150.4			43.2			64.2			23.2	
Approach LOS		F			D			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.1	41.5	19.4	38.0	8.8	65.8	26.0	31.4
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	15.5	* 36	27.5	* 32	13.5	38.0	21.5	38.0
Max Q Clear Time (g_c+I1), s	12.1	34.0	11.3	36.0	4.3	18.0	24.0	19.2
Green Ext Time (p_c), s	0.4	1.6	1.5	0.0	0.0	8.1	0.0	4.6

Intersection Summary	
HCM 6th Ctrl Delay	78.9
HCM 6th LOS	E

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	501	441	22	191	330	84	66	1577	236	61	1035	431
Future Volume (veh/h)	501	441	22	191	330	84	66	1577	236	61	1035	431
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	516	455	23	197	340	87	68	1626	243	63	1067	444
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	505	871	44	272	521	131	94	1886	558	320	2593	1754
Arrive On Green	0.14	0.25	0.23	0.08	0.18	0.18	0.05	0.36	0.35	0.18	0.50	0.49
Sat Flow, veh/h	3510	3492	176	3510	2848	718	1810	5187	1602	1810	5187	2756
Grp Volume(v), veh/h	516	235	243	197	214	213	68	1626	243	63	1067	444
Grp Sat Flow(s),veh/h/ln	1755	1805	1863	1755	1805	1761	1810	1729	1602	1810	1729	1378
Q Serve(g_s), s	19.0	14.8	14.9	7.2	14.5	14.9	4.9	38.4	11.8	3.9	17.1	9.3
Cycle Q Clear(g_c), s	19.0	14.8	14.9	7.2	14.5	14.9	4.9	38.4	11.8	3.9	17.1	9.3
Prop In Lane	1.00		0.09	1.00		0.41	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	505	450	465	272	330	322	94	1886	558	320	2593	1754
V/C Ratio(X)	1.02	0.52	0.52	0.73	0.65	0.66	0.72	0.86	0.44	0.20	0.41	0.25
Avail Cap(c_a), veh/h	505	450	465	612	479	467	192	1886	558	320	2593	1754
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.5	42.7	42.9	59.5	50.0	50.1	61.6	38.9	19.3	46.3	20.8	10.6
Incr Delay (d2), s/veh	45.5	1.1	1.1	3.0	1.8	1.9	10.0	5.5	2.5	1.4	0.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	6.6	6.9	3.3	6.6	6.6	2.4	16.4	4.6	1.9	7.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.0	43.8	43.9	62.5	51.7	52.1	71.6	44.4	21.8	47.7	21.3	11.0
LnGrp LOS	F	D	D	E	D	D	E	D	C	D	C	B
Approach Vol, veh/h		994			624			1937			1574	
Approach Delay, s/veh		74.1			55.3			42.5			19.4	
Approach LOS		E			E			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	70.0	23.0	28.1	28.9	52.0	14.2	36.9
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	* 6	4.5	6.0
Max Green Setting (Gmax), s	13.5	46.0	18.5	33.0	13.5	* 46	22.5	29.0
Max Q Clear Time (g_c+I1), s	6.9	19.1	21.0	16.9	5.9	40.4	9.2	16.9
Green Ext Time (p_c), s	0.1	11.3	0.0	2.0	0.1	4.4	0.5	2.0

Intersection Summary	
HCM 6th Ctrl Delay	43.1
HCM 6th LOS	D

Notes

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	276	461	365	1497	1134	145
Future Volume (veh/h)	276	461	365	1497	1134	145
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	285	475	376	1543	1169	149
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	798	1033	468	3694	1980	863
Arrive On Green	0.23	0.23	0.04	0.24	0.18	0.18
Sat Flow, veh/h	3510	2834	3510	5358	3705	1574
Grp Volume(v), veh/h	285	475	376	1543	1169	149
Grp Sat Flow(s),veh/h/ln	1755	1417	1755	1729	1805	1574
Q Serve(g_s), s	9.0	16.9	14.0	33.3	39.2	10.6
Cycle Q Clear(g_c), s	9.0	16.9	14.0	33.3	39.2	10.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	798	1033	468	3694	1980	863
V/C Ratio(X)	0.36	0.46	0.80	0.42	0.59	0.17
Avail Cap(c_a), veh/h	798	1033	691	3694	1980	863
HCM Platoon Ratio	1.00	1.00	0.33	0.33	0.33	0.33
Upstream Filter(I)	0.86	0.86	0.80	0.80	0.75	0.75
Uniform Delay (d), s/veh	42.9	32.0	61.4	27.3	40.5	28.7
Incr Delay (d2), s/veh	1.1	1.3	3.4	0.3	1.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	5.8	6.8	15.4	19.2	4.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	44.0	33.3	64.8	27.6	41.4	29.1
LnGrp LOS	D	C	E	C	D	C
Approach Vol, veh/h	760			1919	1318	
Approach Delay, s/veh	37.3			34.9	40.0	
Approach LOS	D			C	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	21.6	76.4				98.0	34.0
Change Period (Y+Rc), s	4.5	6.0				6.0	5.0
Max Green Setting (Gmax), s	25.5	62.0				92.0	29.0
Max Q Clear Time (g_c+I1), s	16.0	41.2				35.3	18.9
Green Ext Time (p_c), s	1.1	6.5				9.7	2.7

Intersection Summary	
HCM 6th Ctrl Delay	37.0
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	0	5	98	1	125	10	1700	34	116	1431	22
Future Volume (veh/h)	38	0	5	98	1	125	10	1700	34	116	1431	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	0	5	102	1	130	10	1771	35	121	1491	23
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	64	0	8	211	2	186	24	3326	66	154	2574	40
Arrive On Green	0.04	0.00	0.03	0.12	0.12	0.12	0.01	0.64	0.64	0.09	0.71	0.71
Sat Flow, veh/h	1581	0	198	1793	18	1576	1810	5233	103	1810	3637	56
Grp Volume(v), veh/h	45	0	0	103	0	130	10	1170	636	121	739	775
Grp Sat Flow(s),veh/h/ln	1779	0	0	1810	0	1576	1810	1729	1879	1810	1805	1888
Q Serve(g_s), s	3.3	0.0	0.0	7.0	0.0	10.5	0.7	24.6	24.6	8.7	26.8	26.9
Cycle Q Clear(g_c), s	3.3	0.0	0.0	7.0	0.0	10.5	0.7	24.6	24.6	8.7	26.8	26.9
Prop In Lane	0.89		0.11	0.99		1.00	1.00		0.06	1.00		0.03
Lane Grp Cap(c), veh/h	71	0	0	214	0	186	24	2197	1194	154	1277	1336
V/C Ratio(X)	0.63	0.00	0.00	0.48	0.00	0.70	0.42	0.53	0.53	0.78	0.58	0.58
Avail Cap(c_a), veh/h	162	0	0	494	0	430	219	2197	1194	288	1277	1336
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.91	0.91	0.91	0.74	0.74	0.74
Uniform Delay (d), s/veh	62.4	0.0	0.0	54.4	0.0	56.0	64.6	13.3	13.3	59.2	9.6	9.6
Incr Delay (d2), s/veh	8.8	0.0	0.0	1.7	0.0	4.7	10.5	0.8	1.6	6.4	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	3.3	0.0	4.4	0.4	8.7	9.7	4.1	9.2	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.2	0.0	0.0	56.1	0.0	60.7	75.1	14.1	14.8	65.6	11.0	10.9
LnGrp LOS	E	A	A	E	A	E	E	B	B	E	B	B
Approach Vol, veh/h		45			233			1816			1635	
Approach Delay, s/veh		71.2			58.7			14.7			15.0	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.2	87.9		9.3	5.7	97.4		19.6				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	20.5	45.0		11.0	15.5	50.0		35.0				
Max Q Clear Time (g_c+I1), s	10.7	26.6		5.3	2.7	28.9		12.5				
Green Ext Time (p_c), s	0.2	8.3		0.0	0.0	7.0		0.9				

Intersection Summary			
HCM 6th Ctrl Delay		18.3	
HCM 6th LOS		B	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	76	417	1330	84	357	1170
Future Volume (veh/h)	76	417	1330	84	357	1170
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	78	430	1371	87	368	1206
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	298	844	3190	970	454	2796
Arrive On Green	0.16	0.16	0.62	0.62	0.13	0.77
Sat Flow, veh/h	1810	2834	5358	1577	3510	3705
Grp Volume(v), veh/h	78	430	1371	87	368	1206
Grp Sat Flow(s),veh/h/ln	1810	1417	1729	1577	1755	1805
Q Serve(g_s), s	5.0	16.6	18.3	3.0	13.5	14.9
Cycle Q Clear(g_c), s	5.0	16.6	18.3	3.0	13.5	14.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	298	844	3190	970	454	2796
V/C Ratio(X)	0.26	0.51	0.43	0.09	0.81	0.43
Avail Cap(c_a), veh/h	480	1129	3190	970	691	2796
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.79	0.79
Uniform Delay (d), s/veh	48.1	38.4	13.3	10.4	55.9	5.0
Incr Delay (d2), s/veh	0.5	0.5	0.4	0.2	3.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	13.5	6.5	1.0	6.0	4.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.6	38.8	13.7	10.5	59.3	5.4
LnGrp LOS	D	D	B	B	E	A
Approach Vol, veh/h	508		1458			1574
Approach Delay, s/veh	40.3		13.5			18.0
Approach LOS	D		B			B

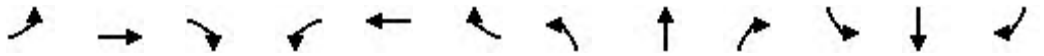
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		106.3		25.7	21.1	85.2
Change Period (Y+Rc), s		6.0		5.0	4.5	6.0
Max Green Setting (Gmax), s		87.0		34.0	25.5	57.0
Max Q Clear Time (g_c+I1), s		16.9		18.6	15.5	20.3
Green Ext Time (p_c), s		6.8		2.2	1.1	8.3

Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	347	108	13	3	57	72	12	10	0	108	19	237
Future Volume (veh/h)	347	108	13	3	57	72	12	10	0	108	19	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	373	116	14	3	61	77	13	11	0	116	20	255
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	550	1322	157	284	1475	653	309	349	0	367	349	547
Arrive On Green	0.16	0.41	0.41	0.16	0.41	0.41	0.18	0.18	0.00	0.18	0.18	0.18
Sat Flow, veh/h	3510	3237	383	1810	3610	1600	1120	1900	0	1424	1900	1608
Grp Volume(v), veh/h	373	64	66	3	61	77	13	11	0	116	20	255
Grp Sat Flow(s),veh/h/ln	1755	1805	1816	1810	1805	1600	1120	1900	0	1424	1900	1608
Q Serve(g_s), s	6.4	1.4	1.4	0.1	0.6	1.9	0.6	0.3	0.0	4.6	0.6	7.9
Cycle Q Clear(g_c), s	6.4	1.4	1.4	0.1	0.6	1.9	1.2	0.3	0.0	4.9	0.6	7.9
Prop In Lane	1.00		0.21	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	550	737	741	284	1475	653	309	349	0	367	349	547
V/C Ratio(X)	0.68	0.09	0.09	0.01	0.04	0.12	0.04	0.03	0.00	0.32	0.06	0.47
Avail Cap(c_a), veh/h	551	737	741	1279	2494	1105	895	1343	0	933	1104	1186
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.3	11.6	11.6	22.7	11.3	11.7	21.9	21.4	0.0	23.4	21.5	16.5
Incr Delay (d2), s/veh	3.3	0.2	0.2	0.0	0.0	0.1	0.1	0.0	0.0	0.5	0.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.5	0.6	0.0	0.2	0.6	0.2	0.1	0.0	1.5	0.2	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.6	11.8	11.8	22.7	11.3	11.8	22.0	21.4	0.0	23.9	21.5	17.1
LnGrp LOS	C	B	B	C	B	B	C	C	A	C	C	B
Approach Vol, veh/h		503			141			24			391	
Approach Delay, s/veh		24.3			11.8			21.7			19.3	
Approach LOS		C			B			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	32.0		16.7	15.0	32.0		16.7				
Change Period (Y+Rc), s	5.0	6.0		5.0	5.0	6.0		5.0				
Max Green Setting (Gmax), s	10.0	44.0		45.0	45.0	26.0		37.0				
Max Q Clear Time (g_c+I1), s	8.4	3.9		3.2	2.1	3.4		9.9				
Green Ext Time (p_c), s	0.2	0.6		0.1	0.0	0.6		1.3				

Intersection Summary			
HCM 6th Ctrl Delay		20.7	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	342	628	5	591	1508	392	25	812	427	338	1289	1129
Future Volume (veh/h)	342	628	5	591	1508	392	25	812	427	338	1289	1129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	372	683	5	642	1639	426	27	883	464	367	1401	1227
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	504	922	7	1107	1572	835	62	1237	708	798	2298	1499
Arrive On Green	0.10	0.17	0.16	0.22	0.30	0.29	0.02	0.16	0.15	0.23	0.44	0.43
Sat Flow, veh/h	5103	5312	39	5103	5187	1609	1810	5187	1581	3510	5187	2826
Grp Volume(v), veh/h	372	444	244	642	1639	426	27	883	464	367	1401	1227
Grp Sat Flow(s),veh/h/ln	1701	1729	1893	1701	1729	1609	1810	1729	1581	1755	1729	1413
Q Serve(g_s), s	9.4	16.1	16.1	14.9	40.0	6.0	1.9	21.3	4.6	11.9	27.2	47.6
Cycle Q Clear(g_c), s	9.4	16.1	16.1	14.9	40.0	6.0	1.9	21.3	4.6	11.9	27.2	47.6
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	504	600	328	1107	1572	835	62	1237	708	798	2298	1499
V/C Ratio(X)	0.74	0.74	0.74	0.58	1.04	0.51	0.44	0.71	0.66	0.46	0.61	0.82
Avail Cap(c_a), veh/h	850	891	488	1107	1572	835	192	1493	786	798	2298	1499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.8	51.7	51.8	46.3	46.0	7.7	63.2	51.2	32.7	44.0	28.1	25.7
Incr Delay (d2), s/veh	2.1	1.8	3.3	0.8	34.7	0.5	4.8	3.5	4.6	0.4	1.2	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	6.9	7.7	6.2	21.4	3.5	1.0	9.8	13.3	5.1	11.0	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.0	53.6	55.1	47.1	80.7	8.2	68.0	54.7	37.3	44.4	29.3	30.8
LnGrp LOS	E	D	E	D	F	A	E	D	D	D	C	C
Approach Vol, veh/h		1060			2707			1374			2995	
Approach Delay, s/veh		56.2			61.3			49.1			31.8	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	35.5	35.5	34.1	26.9	8.5	62.5	17.0	44.0
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	15.5	* 36	27.5	* 32	13.5	38.0	21.5	38.0
Max Q Clear Time (g_c+I1), s	13.9	23.3	16.9	18.1	3.9	49.6	11.4	42.0
Green Ext Time (p_c), s	0.3	5.3	2.2	2.4	0.0	0.0	1.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	47.7
HCM 6th LOS	D

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	256	30	148	327	47	40	981	118	28	1741	519
Future Volume (veh/h)	190	256	30	148	327	47	40	981	118	28	1741	519
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	207	278	33	161	355	51	43	1066	128	30	1892	564
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	281	1053	124	233	985	140	63	1572	462	314	2352	1450
Arrive On Green	0.08	0.32	0.31	0.07	0.31	0.31	0.03	0.30	0.29	0.17	0.45	0.44
Sat Flow, veh/h	3510	3247	381	3510	3170	452	1810	5187	1605	1810	5187	2765
Grp Volume(v), veh/h	207	153	158	161	201	205	43	1066	128	30	1892	564
Grp Sat Flow(s),veh/h/ln	1755	1805	1823	1755	1805	1817	1810	1729	1605	1810	1729	1383
Q Serve(g_s), s	7.6	8.3	8.5	5.9	11.4	11.6	3.1	23.8	6.5	1.8	41.4	16.2
Cycle Q Clear(g_c), s	7.6	8.3	8.5	5.9	11.4	11.6	3.1	23.8	6.5	1.8	41.4	16.2
Prop In Lane	1.00		0.21	1.00		0.25	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	281	585	591	233	561	564	63	1572	462	314	2352	1450
V/C Ratio(X)	0.74	0.26	0.27	0.69	0.36	0.36	0.69	0.68	0.28	0.10	0.80	0.39
Avail Cap(c_a), veh/h	558	585	591	558	561	564	192	1572	462	314	2352	1450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.4	32.9	33.2	60.3	35.3	35.4	63.0	40.4	23.3	45.8	31.0	18.9
Incr Delay (d2), s/veh	3.8	1.1	1.1	3.1	1.5	1.5	12.5	2.4	1.5	0.6	3.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	3.7	3.9	2.7	5.1	5.3	1.6	10.1	3.3	0.9	17.7	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.1	34.0	34.3	63.4	36.8	36.9	75.5	42.7	24.8	46.4	34.1	19.7
LnGrp LOS	E	C	C	E	D	D	E	D	C	D	C	B
Approach Vol, veh/h		518			567			1237			2486	
Approach Delay, s/veh		45.7			44.4			42.0			31.0	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	63.9	14.6	45.0	28.4	44.0	12.8	46.8
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	* 6	4.5	6.0
Max Green Setting (Gmax), s	13.5	38.0	20.5	39.0	13.5	* 38	20.5	39.0
Max Q Clear Time (g_c+I1), s	5.1	43.4	9.6	13.6	3.8	25.8	7.9	10.5
Green Ext Time (p_c), s	0.0	0.0	0.5	2.1	0.0	5.5	0.4	1.6

Intersection Summary	
HCM 6th Ctrl Delay	37.0
HCM 6th LOS	D

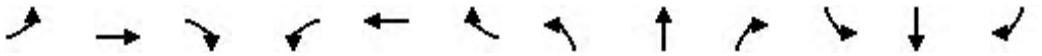
Notes

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	72	305	292	1249	1678	119
Future Volume (veh/h)	72	305	292	1249	1678	119
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	77	324	311	1329	1785	127
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	798	968	388	3694	2063	898
Arrive On Green	0.23	0.23	0.22	1.00	0.19	0.19
Sat Flow, veh/h	3510	2834	3510	5358	3705	1572
Grp Volume(v), veh/h	77	324	311	1329	1785	127
Grp Sat Flow(s),veh/h/ln	1755	1417	1755	1729	1805	1572
Q Serve(g_s), s	2.3	11.2	11.1	0.0	63.3	8.9
Cycle Q Clear(g_c), s	2.3	11.2	11.1	0.0	63.3	8.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	798	968	388	3694	2063	898
V/C Ratio(X)	0.10	0.33	0.80	0.36	0.87	0.14
Avail Cap(c_a), veh/h	798	968	691	3694	2063	898
HCM Platoon Ratio	1.00	1.00	2.00	2.00	0.33	0.33
Upstream Filter(I)	0.98	0.98	0.89	0.89	0.75	0.75
Uniform Delay (d), s/veh	40.3	32.3	50.1	0.0	48.6	26.6
Incr Delay (d2), s/veh	0.2	0.9	3.5	0.2	4.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.9	4.4	0.1	31.6	3.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.5	33.2	53.5	0.2	52.6	26.8
LnGrp LOS	D	C	D	A	D	C
Approach Vol, veh/h	401			1640	1912	
Approach Delay, s/veh	34.6			10.3	50.9	
Approach LOS	C			B	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	18.6	79.4				98.0	34.0
Change Period (Y+Rc), s	4.5	6.0				6.0	5.0
Max Green Setting (Gmax), s	25.5	62.0				92.0	29.0
Max Q Clear Time (g_c+I1), s	13.1	65.3				2.0	13.2
Green Ext Time (p_c), s	1.0	0.0				7.7	1.7

Intersection Summary	
HCM 6th Ctrl Delay	32.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	0	0	38	0	65	3	1476	85	123	1834	9
Future Volume (veh/h)	8	0	0	38	0	65	3	1476	85	123	1834	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	0	0	39	0	67	3	1522	88	127	1891	9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	28	0	0	126	0	110	13	3535	204	161	2899	14
Arrive On Green	0.02	0.00	0.00	0.07	0.00	0.07	0.01	0.70	0.70	0.06	0.53	0.53
Sat Flow, veh/h	1810	0	0	1810	0	1574	1810	5015	290	1810	3684	18
Grp Volume(v), veh/h	8	0	0	39	0	67	3	1049	561	127	926	974
Grp Sat Flow(s),veh/h/ln	1810	0	0	1810	0	1574	1810	1729	1847	1810	1805	1896
Q Serve(g_s), s	0.6	0.0	0.0	2.7	0.0	5.5	0.2	17.0	17.0	9.1	48.8	48.9
Cycle Q Clear(g_c), s	0.6	0.0	0.0	2.7	0.0	5.5	0.2	17.0	17.0	9.1	48.8	48.9
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.16	1.00		0.01
Lane Grp Cap(c), veh/h	28	0	0	126	0	110	13	2437	1302	161	1420	1492
V/C Ratio(X)	0.29	0.00	0.00	0.31	0.00	0.61	0.24	0.43	0.43	0.79	0.65	0.65
Avail Cap(c_a), veh/h	165	0	0	494	0	429	219	2437	1302	288	1420	1492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.90	0.90	0.90	0.48	0.48	0.48
Uniform Delay (d), s/veh	64.3	0.0	0.0	58.4	0.0	59.7	65.2	8.3	8.3	60.8	18.2	18.2
Incr Delay (d2), s/veh	5.6	0.0	0.0	1.4	0.0	5.4	8.5	0.5	0.9	4.1	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	1.3	0.0	2.3	0.1	5.5	6.0	4.4	21.4	22.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.9	0.0	0.0	59.8	0.0	65.1	73.7	8.8	9.2	64.9	19.3	19.3
LnGrp LOS	E	A	A	E	A	E	E	A	A	E	B	B
Approach Vol, veh/h		8			106			1613			2027	
Approach Delay, s/veh		69.9			63.1			9.0			22.2	
Approach LOS		E			E			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.8	97.0		6.0	4.9	107.9		13.2				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	20.5	45.0		11.0	15.5	50.0		35.0				
Max Q Clear Time (g_c+I1), s	11.1	19.0		2.6	2.2	50.9		7.5				
Green Ext Time (p_c), s	0.2	8.2		0.0	0.0	0.0		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			17.8									
HCM 6th LOS			B									

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	78	435	1168	68	264	1517
Future Volume (veh/h)	78	435	1168	68	264	1517
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	83	463	1243	72	281	1614
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	324	812	3248	1006	365	2745
Arrive On Green	0.18	0.18	0.63	0.63	0.10	0.76
Sat Flow, veh/h	1810	2834	5358	1606	3510	3705
Grp Volume(v), veh/h	83	463	1243	72	281	1614
Grp Sat Flow(s),veh/h/ln	1810	1417	1729	1606	1755	1805
Q Serve(g_s), s	5.2	18.4	15.5	2.3	10.3	25.6
Cycle Q Clear(g_c), s	5.2	18.4	15.5	2.3	10.3	25.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	324	812	3248	1006	365	2745
V/C Ratio(X)	0.26	0.57	0.38	0.07	0.77	0.59
Avail Cap(c_a), veh/h	480	1056	3248	1006	691	2745
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.72	0.72
Uniform Delay (d), s/veh	46.6	40.1	12.1	9.7	57.6	6.9
Incr Delay (d2), s/veh	0.4	0.6	0.3	0.1	2.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	14.6	5.5	0.8	4.6	7.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	47.0	40.8	12.5	9.8	60.1	7.5
LnGrp LOS	D	D	B	A	E	A
Approach Vol, veh/h	546		1315			1895
Approach Delay, s/veh	41.7		12.3			15.3
Approach LOS	D		B			B

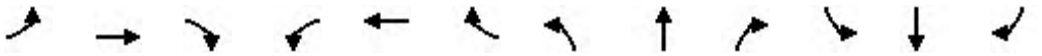
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		104.4		27.6	17.7	86.7
Change Period (Y+Rc), s		6.0		5.0	4.5	6.0
Max Green Setting (Gmax), s		87.0		34.0	25.5	57.0
Max Q Clear Time (g_c+I1), s		27.6		20.4	12.3	17.5
Green Ext Time (p_c), s		11.2		2.2	0.9	7.2

Intersection Summary	
HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	345	55	11	0	151	119	22	19	0	60	9	297
Future Volume (veh/h)	345	55	11	0	151	119	22	19	0	60	9	297
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		1.00	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	401	64	13	0	176	138	26	22	0	70	10	345
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	696	1547	304	4	792	350	413	502	0	502	502	736
Arrive On Green	0.20	0.52	0.52	0.00	0.22	0.22	0.26	0.26	0.00	0.26	0.26	0.26
Sat Flow, veh/h	3510	2992	587	1810	3610	1595	1038	1900	0	1402	1900	1579
Grp Volume(v), veh/h	401	38	39	0	176	138	26	22	0	70	10	345
Grp Sat Flow(s),veh/h/ln	1755	1805	1774	1810	1805	1595	1038	1900	0	1402	1900	1579
Q Serve(g_s), s	5.2	0.5	0.5	0.0	2.0	3.7	1.0	0.4	0.0	2.0	0.2	7.6
Cycle Q Clear(g_c), s	5.2	0.5	0.5	0.0	2.0	3.7	1.2	0.4	0.0	2.4	0.2	7.6
Prop In Lane	1.00		0.33	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	696	933	917	4	792	350	413	502	0	502	502	736
V/C Ratio(X)	0.58	0.04	0.04	0.00	0.22	0.39	0.06	0.04	0.00	0.14	0.02	0.47
Avail Cap(c_a), veh/h	698	933	917	1619	3159	1396	1068	1700	0	1163	1398	1481
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	6.0	6.0	0.0	16.1	16.8	14.1	13.8	0.0	14.7	13.7	9.3
Incr Delay (d2), s/veh	1.2	0.1	0.1	0.0	0.1	0.7	0.1	0.0	0.0	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.2	0.2	0.0	0.8	1.3	0.2	0.2	0.0	0.6	0.1	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.4	6.1	6.1	0.0	16.2	17.5	14.2	13.8	0.0	14.8	13.7	9.8
LnGrp LOS	B	A	A	A	B	B	B	B	A	B	B	A
Approach Vol, veh/h		478			314			48			425	
Approach Delay, s/veh		17.3			16.8			14.0			10.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	17.0		18.3	0.0	32.0		18.3				
Change Period (Y+Rc), s	5.0	6.0		5.0	5.0	6.0		5.0				
Max Green Setting (Gmax), s	10.0	44.0		45.0	45.0	26.0		37.0				
Max Q Clear Time (g_c+I1), s	7.2	5.7		3.2	0.0	2.5		9.6				
Green Ext Time (p_c), s	0.4	1.7		0.2	0.0	0.3		1.5				

Intersection Summary												
HCM 6th Ctrl Delay			14.8									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1219	1566	22	438	886	366	32	1348	589	358	953	707
Future Volume (veh/h)	1219	1566	22	438	886	366	32	1348	589	358	953	707
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1244	1598	22	447	904	373	33	1376	601	365	972	721
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	850	1358	19	695	1236	640	67	1493	661	613	2264	1655
Arrive On Green	0.17	0.26	0.24	0.14	0.24	0.23	0.01	0.10	0.09	0.17	0.44	0.43
Sat Flow, veh/h	5103	5271	73	5103	5187	1583	1810	5187	1596	3510	5187	2783
Grp Volume(v), veh/h	1244	1048	572	447	904	373	33	1376	601	365	972	721
Grp Sat Flow(s),veh/h/ln	1701	1729	1885	1701	1729	1583	1810	1729	1596	1755	1729	1391
Q Serve(g_s), s	22.0	34.0	34.0	10.9	21.2	7.9	2.4	34.7	30.9	12.6	17.2	18.8
Cycle Q Clear(g_c), s	22.0	34.0	34.0	10.9	21.2	7.9	2.4	34.7	30.9	12.6	17.2	18.8
Prop In Lane	1.00		0.04	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	850	891	486	695	1236	640	67	1493	661	613	2264	1655
V/C Ratio(X)	1.46	1.18	1.18	0.64	0.73	0.58	0.49	0.92	0.91	0.60	0.43	0.44
Avail Cap(c_a), veh/h	850	891	486	1082	1572	743	192	1493	661	613	2264	1655
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	49.0	49.0	54.0	46.4	11.7	63.9	58.3	48.5	50.2	25.8	14.8
Incr Delay (d2), s/veh	214.7	91.4	99.4	1.0	1.3	0.9	5.3	10.7	18.7	1.6	0.6	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	26.0	25.4	28.7	4.6	9.0	3.9	1.2	17.6	16.3	5.6	6.9	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	269.7	140.4	148.5	55.0	47.7	12.6	69.3	69.0	67.2	51.8	26.4	15.7
LnGrp LOS	F	F	F	D	D	B	E	E	E	D	C	B
Approach Vol, veh/h		2864			1724			2010			2058	
Approach Delay, s/veh		198.2			42.0			68.5			27.1	
Approach LOS		F			D			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.5	42.0	23.5	38.0	8.9	61.6	26.0	35.5
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	15.5	* 36	27.5	* 32	13.5	38.0	21.5	38.0
Max Q Clear Time (g_c+I1), s	14.6	36.7	12.9	36.0	4.4	20.8	24.0	23.2
Green Ext Time (p_c), s	0.2	0.0	1.7	0.0	0.0	8.1	0.0	5.2

Intersection Summary	
HCM 6th Ctrl Delay	96.3
HCM 6th LOS	F

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	595	484	23	196	373	87	68	1785	245	63	1181	518
Future Volume (veh/h)	595	484	23	196	373	87	68	1785	245	63	1181	518
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	613	499	24	202	385	90	70	1840	253	65	1218	534
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	505	905	43	277	561	130	97	1886	558	301	2533	1722
Arrive On Green	0.14	0.26	0.24	0.08	0.19	0.19	0.05	0.36	0.35	0.17	0.49	0.48
Sat Flow, veh/h	3510	3502	168	3510	2904	671	1810	5187	1602	1810	5187	2755
Grp Volume(v), veh/h	613	257	266	202	238	237	70	1840	253	65	1218	534
Grp Sat Flow(s),veh/h/ln	1755	1805	1865	1755	1805	1770	1810	1729	1602	1810	1729	1378
Q Serve(g_s), s	19.0	16.2	16.3	7.4	16.1	16.5	5.0	46.2	12.3	4.1	20.7	12.0
Cycle Q Clear(g_c), s	19.0	16.2	16.3	7.4	16.1	16.5	5.0	46.2	12.3	4.1	20.7	12.0
Prop In Lane	1.00		0.09	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	505	466	482	277	349	342	97	1886	558	301	2533	1722
V/C Ratio(X)	1.21	0.55	0.55	0.73	0.68	0.69	0.73	0.98	0.45	0.22	0.48	0.31
Avail Cap(c_a), veh/h	505	466	482	612	479	469	192	1886	558	301	2533	1722
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.5	42.3	42.4	59.4	49.5	49.6	61.5	41.4	19.4	47.5	22.6	11.8
Incr Delay (d2), s/veh	113.1	1.4	1.4	3.0	1.9	2.1	9.9	15.7	2.6	1.6	0.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.1	7.3	7.5	3.3	7.3	7.3	2.5	21.3	4.8	2.0	8.6	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	169.6	43.7	43.8	62.4	51.4	51.7	71.4	57.1	22.0	49.2	23.2	12.2
LnGrp LOS	F	D	D	E	D	D	E	E	C	D	C	B
Approach Vol, veh/h		1136			677			2163			1817	
Approach Delay, s/veh		111.7			54.8			53.5			20.9	
Approach LOS		F			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	68.5	23.0	29.5	27.5	52.0	14.4	38.1
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	* 6	4.5	6.0
Max Green Setting (Gmax), s	13.5	46.0	18.5	33.0	13.5	* 46	22.5	29.0
Max Q Clear Time (g_c+I1), s	7.0	22.7	21.0	18.5	6.1	48.2	9.4	18.3
Green Ext Time (p_c), s	0.1	12.4	0.0	2.2	0.1	0.0	0.5	2.1

Intersection Summary	
HCM 6th Ctrl Delay	54.8
HCM 6th LOS	D

Notes

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	287	507	406	1669	1279	151
Future Volume (veh/h)	287	507	406	1669	1279	151
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	296	523	419	1721	1319	156
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	798	1068	512	3694	1935	844
Arrive On Green	0.23	0.23	0.05	0.24	0.18	0.18
Sat Flow, veh/h	3510	2834	3510	5358	3705	1574
Grp Volume(v), veh/h	296	523	419	1721	1319	156
Grp Sat Flow(s),veh/h/ln	1755	1417	1755	1729	1805	1574
Q Serve(g_s), s	9.4	18.6	15.6	37.6	45.1	11.1
Cycle Q Clear(g_c), s	9.4	18.6	15.6	37.6	45.1	11.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	798	1068	512	3694	1935	844
V/C Ratio(X)	0.37	0.49	0.82	0.47	0.68	0.18
Avail Cap(c_a), veh/h	798	1068	691	3694	1935	844
HCM Platoon Ratio	1.00	1.00	0.33	0.33	0.33	0.33
Upstream Filter(I)	0.84	0.84	0.72	0.72	0.75	0.75
Uniform Delay (d), s/veh	43.0	31.4	61.1	28.9	43.8	29.8
Incr Delay (d2), s/veh	1.1	1.4	4.2	0.3	1.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	6.4	7.6	17.4	22.2	4.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	44.2	32.8	65.3	29.2	45.3	30.1
LnGrp LOS	D	C	E	C	D	C
Approach Vol, veh/h	819			2140	1475	
Approach Delay, s/veh	36.9			36.3	43.7	
Approach LOS	D			D	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	23.2	74.8				98.0	34.0
Change Period (Y+Rc), s	4.5	6.0				6.0	5.0
Max Green Setting (Gmax), s	25.5	62.0				92.0	29.0
Max Q Clear Time (g_c+I1), s	17.6	47.1				39.6	20.6
Green Ext Time (p_c), s	1.1	6.5				11.6	2.6

Intersection Summary	
HCM 6th Ctrl Delay	38.9
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	0	5	105	1	143	10	1896	38	132	1603	23
Future Volume (veh/h)	40	0	5	105	1	143	10	1896	38	132	1603	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	0	5	109	1	149	10	1975	40	138	1670	24
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	66	0	8	232	2	204	24	3205	65	172	2530	36
Arrive On Green	0.04	0.00	0.03	0.13	0.13	0.13	0.01	0.61	0.61	0.09	0.69	0.69
Sat Flow, veh/h	1591	0	189	1794	16	1577	1810	5231	106	1810	3642	52
Grp Volume(v), veh/h	47	0	0	110	0	149	10	1305	710	138	826	868
Grp Sat Flow(s),veh/h/ln	1780	0	0	1810	0	1577	1810	1729	1878	1810	1805	1889
Q Serve(g_s), s	3.4	0.0	0.0	7.4	0.0	12.0	0.7	31.0	31.1	9.9	34.0	34.2
Cycle Q Clear(g_c), s	3.4	0.0	0.0	7.4	0.0	12.0	0.7	31.0	31.1	9.9	34.0	34.2
Prop In Lane	0.89		0.11	0.99		1.00	1.00		0.06	1.00		0.03
Lane Grp Cap(c), veh/h	74	0	0	235	0	204	24	2119	1151	172	1254	1312
V/C Ratio(X)	0.63	0.00	0.00	0.47	0.00	0.73	0.42	0.62	0.62	0.80	0.66	0.66
Avail Cap(c_a), veh/h	162	0	0	494	0	430	219	2119	1151	288	1254	1312
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.88	0.88	0.88	0.68	0.68	0.68
Uniform Delay (d), s/veh	62.3	0.0	0.0	53.2	0.0	55.2	64.6	15.9	15.9	58.5	11.4	11.4
Incr Delay (d2), s/veh	8.7	0.0	0.0	1.5	0.0	4.9	10.2	1.2	2.2	5.9	1.9	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	3.5	0.0	5.1	0.4	11.3	12.6	4.7	12.0	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.0	0.0	0.0	54.7	0.0	60.2	74.8	17.1	18.1	64.4	13.2	13.2
LnGrp LOS	E	A	A	D	A	E	E	B	B	E	B	B
Approach Vol, veh/h		47			259			2025			1832	
Approach Delay, s/veh		71.0			57.8			17.7			17.1	
Approach LOS		E			E			B			B	

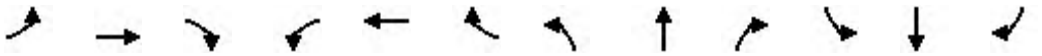
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.5	84.9		9.5	5.7	95.7		21.1				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	20.5	45.0		11.0	15.5	50.0		35.0				
Max Q Clear Time (g_c+I1), s	11.9	33.1		5.4	2.7	36.2		14.0				
Green Ext Time (p_c), s	0.2	7.3		0.0	0.0	6.8		1.0				

Intersection Summary			
HCM 6th Ctrl Delay		20.5	
HCM 6th LOS		C	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	44	400	1548	79	354	1353
Future Volume (veh/h)	44	400	1548	79	354	1353
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	412	1596	81	365	1395
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	287	824	3227	981	451	2819
Arrive On Green	0.16	0.16	0.62	0.62	0.13	0.78
Sat Flow, veh/h	1810	2834	5358	1577	3510	3705
Grp Volume(v), veh/h	45	412	1596	81	365	1395
Grp Sat Flow(s),veh/h/ln	1810	1417	1729	1577	1755	1805
Q Serve(g_s), s	2.8	15.9	22.2	2.7	13.4	18.2
Cycle Q Clear(g_c), s	2.8	15.9	22.2	2.7	13.4	18.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	287	824	3227	981	451	2819
V/C Ratio(X)	0.16	0.50	0.49	0.08	0.81	0.49
Avail Cap(c_a), veh/h	480	1126	3227	981	691	2819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.71	0.71
Uniform Delay (d), s/veh	47.9	38.9	13.6	9.9	56.0	5.2
Incr Delay (d2), s/veh	0.3	0.5	0.5	0.2	3.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	13.0	7.9	0.9	5.9	5.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.2	39.3	14.1	10.1	59.0	5.6
LnGrp LOS	D	D	B	B	E	A
Approach Vol, veh/h	457		1677			1760
Approach Delay, s/veh	40.2		14.0			16.7
Approach LOS	D		B			B

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		107.1		24.9	21.0	86.1
Change Period (Y+Rc), s		6.0		5.0	4.5	6.0
Max Green Setting (Gmax), s		87.0		34.0	25.5	57.0
Max Q Clear Time (g_c+I1), s		20.2		17.9	15.4	24.2
Green Ext Time (p_c), s		8.6		2.0	1.1	10.0

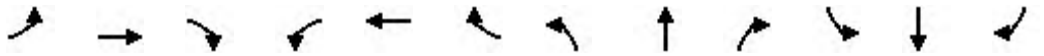
Intersection Summary	
HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	357	115	14	3	60	74	12	10	0	112	20	250
Future Volume (veh/h)	357	115	14	3	60	74	12	10	0	112	20	250
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	384	124	15	3	65	80	13	11	0	120	22	269
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	546	1309	155	282	1461	647	312	363	0	377	363	557
Arrive On Green	0.16	0.40	0.40	0.16	0.40	0.40	0.19	0.19	0.00	0.19	0.19	0.19
Sat Flow, veh/h	3510	3236	384	1810	3610	1599	1104	1900	0	1424	1900	1608
Grp Volume(v), veh/h	384	68	71	3	65	80	13	11	0	120	22	269
Grp Sat Flow(s),veh/h/ln	1755	1805	1815	1810	1805	1599	1104	1900	0	1424	1900	1608
Q Serve(g_s), s	6.7	1.5	1.6	0.1	0.7	2.0	0.6	0.3	0.0	4.8	0.6	8.4
Cycle Q Clear(g_c), s	6.7	1.5	1.6	0.1	0.7	2.0	1.2	0.3	0.0	5.1	0.6	8.4
Prop In Lane	1.00		0.21	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	546	730	734	282	1461	647	312	363	0	377	363	557
V/C Ratio(X)	0.70	0.09	0.10	0.01	0.04	0.12	0.04	0.03	0.00	0.32	0.06	0.48
Avail Cap(c_a), veh/h	546	730	734	1267	2471	1095	875	1330	0	925	1094	1176
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	11.8	11.9	23.0	11.6	12.0	21.8	21.2	0.0	23.2	21.3	16.5
Incr Delay (d2), s/veh	4.1	0.3	0.3	0.0	0.0	0.1	0.1	0.0	0.0	0.5	0.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.6	0.6	0.0	0.3	0.7	0.2	0.1	0.0	1.6	0.3	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.8	12.1	12.1	23.0	11.6	12.1	21.8	21.2	0.0	23.7	21.3	17.1
LnGrp LOS	C	B	B	C	B	B	C	C	A	C	C	B
Approach Vol, veh/h		523			148			24			411	
Approach Delay, s/veh		25.1			12.1			21.5			19.3	
Approach LOS		C			B			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	32.0		17.3	15.0	32.0		17.3				
Change Period (Y+Rc), s	5.0	6.0		5.0	5.0	6.0		5.0				
Max Green Setting (Gmax), s	10.0	44.0		45.0	45.0	26.0		37.0				
Max Q Clear Time (g_c+I1), s	8.7	4.0		3.2	2.1	3.6		10.4				
Green Ext Time (p_c), s	0.2	0.7		0.1	0.0	0.7		1.4				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	342	628	5	597	1508	392	25	813	429	338	1293	1129
Future Volume (veh/h)	342	628	5	597	1508	392	25	813	429	338	1293	1129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	372	683	5	649	1639	426	27	884	466	367	1405	1227
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	504	922	7	1107	1572	835	62	1238	709	797	2298	1499
Arrive On Green	0.10	0.17	0.16	0.22	0.30	0.29	0.02	0.16	0.15	0.23	0.44	0.43
Sat Flow, veh/h	5103	5312	39	5103	5187	1609	1810	5187	1581	3510	5187	2826
Grp Volume(v), veh/h	372	444	244	649	1639	426	27	884	466	367	1405	1227
Grp Sat Flow(s),veh/h/ln	1701	1729	1893	1701	1729	1609	1810	1729	1581	1755	1729	1413
Q Serve(g_s), s	9.4	16.1	16.1	15.1	40.0	6.0	1.9	21.3	4.8	11.9	27.3	47.6
Cycle Q Clear(g_c), s	9.4	16.1	16.1	15.1	40.0	6.0	1.9	21.3	4.8	11.9	27.3	47.6
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	504	600	328	1107	1572	835	62	1238	709	797	2298	1499
V/C Ratio(X)	0.74	0.74	0.74	0.59	1.04	0.51	0.44	0.71	0.66	0.46	0.61	0.82
Avail Cap(c_a), veh/h	850	891	488	1107	1572	835	192	1493	786	797	2298	1499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.8	51.7	51.8	46.4	46.0	7.7	63.2	51.2	32.7	44.0	28.1	25.7
Incr Delay (d2), s/veh	2.1	1.8	3.3	0.8	34.7	0.5	4.8	3.5	4.7	0.4	1.2	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	6.9	7.7	6.3	21.4	3.6	1.0	9.8	13.3	5.1	11.1	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.0	53.6	55.1	47.2	80.7	8.2	68.0	54.7	37.4	44.5	29.3	30.8
LnGrp LOS	E	D	E	D	F	A	E	D	D	D	C	C
Approach Vol, veh/h		1060			2714			1377			2999	
Approach Delay, s/veh		56.2			61.3			49.1			31.8	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	35.5	35.5	34.1	26.9	8.5	62.5	17.0	44.0
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	15.5	* 36	27.5	* 32	13.5	38.0	21.5	38.0
Max Q Clear Time (g_c+I1), s	13.9	23.3	17.1	18.1	3.9	49.6	11.4	42.0
Green Ext Time (p_c), s	0.3	5.3	2.2	2.4	0.0	0.0	1.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	47.7
HCM 6th LOS	D

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	275	30	150	332	47	40	981	126	28	1741	519
Future Volume (veh/h)	190	275	30	150	332	47	40	981	126	28	1741	519
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	207	299	33	163	361	51	43	1066	137	30	1892	564
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	281	1060	116	235	987	138	63	1572	462	314	2352	1450
Arrive On Green	0.08	0.32	0.31	0.07	0.31	0.31	0.03	0.30	0.29	0.17	0.45	0.44
Sat Flow, veh/h	3510	3275	358	3510	3178	445	1810	5187	1605	1810	5187	2765
Grp Volume(v), veh/h	207	164	168	163	204	208	43	1066	137	30	1892	564
Grp Sat Flow(s),veh/h/ln	1755	1805	1828	1755	1805	1818	1810	1729	1605	1810	1729	1383
Q Serve(g_s), s	7.6	8.9	9.1	6.0	11.6	11.8	3.1	23.8	7.0	1.8	41.4	16.2
Cycle Q Clear(g_c), s	7.6	8.9	9.1	6.0	11.6	11.8	3.1	23.8	7.0	1.8	41.4	16.2
Prop In Lane	1.00		0.20	1.00		0.24	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	281	584	592	235	561	565	63	1572	462	314	2352	1450
V/C Ratio(X)	0.74	0.28	0.28	0.69	0.36	0.37	0.69	0.68	0.30	0.10	0.80	0.39
Avail Cap(c_a), veh/h	558	584	592	558	561	565	192	1572	462	314	2352	1450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.4	33.2	33.4	60.3	35.4	35.4	63.0	40.4	23.4	45.8	31.0	18.9
Incr Delay (d2), s/veh	3.8	1.2	1.2	3.1	1.5	1.6	12.5	2.4	1.6	0.6	3.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	4.0	4.2	2.7	5.2	5.4	1.6	10.1	3.5	0.9	17.7	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.1	34.4	34.6	63.4	36.9	37.0	75.5	42.7	25.0	46.4	34.1	19.7
LnGrp LOS	E	C	C	E	D	D	E	D	C	D	C	B
Approach Vol, veh/h		539			575			1246			2486	
Approach Delay, s/veh		45.5			44.4			41.9			31.0	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	63.9	14.6	45.0	28.4	44.0	12.8	46.7
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	* 6	4.5	6.0
Max Green Setting (Gmax), s	13.5	38.0	20.5	39.0	13.5	* 38	20.5	39.0
Max Q Clear Time (g_c+I1), s	5.1	43.4	9.6	13.8	3.8	25.8	8.0	11.1
Green Ext Time (p_c), s	0.0	0.0	0.5	2.2	0.0	5.6	0.4	1.7

Intersection Summary	
HCM 6th Ctrl Delay	37.0
HCM 6th LOS	D

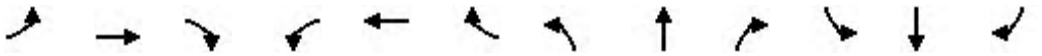
Notes

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	72	332	299	1252	1688	119
Future Volume (veh/h)	72	332	299	1252	1688	119
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	77	353	318	1332	1796	127
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	798	973	395	3694	2055	895
Arrive On Green	0.23	0.23	0.22	1.00	0.19	0.19
Sat Flow, veh/h	3510	2834	3510	5358	3705	1572
Grp Volume(v), veh/h	77	353	318	1332	1796	127
Grp Sat Flow(s),veh/h/ln	1755	1417	1755	1729	1805	1572
Q Serve(g_s), s	2.3	12.3	11.3	0.0	63.8	8.9
Cycle Q Clear(g_c), s	2.3	12.3	11.3	0.0	63.8	8.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	798	973	395	3694	2055	895
V/C Ratio(X)	0.10	0.36	0.81	0.36	0.87	0.14
Avail Cap(c_a), veh/h	798	973	691	3694	2055	895
HCM Platoon Ratio	1.00	1.00	2.00	2.00	0.33	0.33
Upstream Filter(I)	0.98	0.98	0.89	0.89	0.75	0.75
Uniform Delay (d), s/veh	40.3	32.5	49.8	0.0	49.0	26.7
Incr Delay (d2), s/veh	0.2	1.0	3.5	0.2	4.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	4.3	4.5	0.1	32.0	3.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.5	33.5	53.3	0.2	53.2	26.9
LnGrp LOS	D	C	D	A	D	C
Approach Vol, veh/h	430			1650	1923	
Approach Delay, s/veh	34.8			10.5	51.5	
Approach LOS	C			B	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	18.8	79.2				98.0	34.0
Change Period (Y+Rc), s	4.5	6.0				6.0	5.0
Max Green Setting (Gmax), s	25.5	62.0				92.0	29.0
Max Q Clear Time (g_c+I1), s	13.3	65.8				2.0	14.3
Green Ext Time (p_c), s	1.0	0.0				7.7	1.7

Intersection Summary	
HCM 6th Ctrl Delay	32.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	0	0	38	0	65	3	1486	85	123	1870	9
Future Volume (veh/h)	8	0	0	38	0	65	3	1486	85	123	1870	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	0	0	39	0	67	3	1532	88	127	1928	9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	28	0	0	126	0	110	13	3536	203	161	2899	14
Arrive On Green	0.02	0.00	0.00	0.07	0.00	0.07	0.01	0.70	0.70	0.06	0.53	0.53
Sat Flow, veh/h	1810	0	0	1810	0	1574	1810	5018	288	1810	3684	17
Grp Volume(v), veh/h	8	0	0	39	0	67	3	1056	564	127	944	993
Grp Sat Flow(s),veh/h/ln	1810	0	0	1810	0	1574	1810	1729	1848	1810	1805	1896
Q Serve(g_s), s	0.6	0.0	0.0	2.7	0.0	5.5	0.2	17.1	17.1	9.1	50.2	50.4
Cycle Q Clear(g_c), s	0.6	0.0	0.0	2.7	0.0	5.5	0.2	17.1	17.1	9.1	50.2	50.4
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.16	1.00		0.01
Lane Grp Cap(c), veh/h	28	0	0	126	0	110	13	2437	1302	161	1420	1492
V/C Ratio(X)	0.29	0.00	0.00	0.31	0.00	0.61	0.24	0.43	0.43	0.79	0.66	0.67
Avail Cap(c_a), veh/h	165	0	0	494	0	429	219	2437	1302	288	1420	1492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.90	0.90	0.90	0.47	0.47	0.47
Uniform Delay (d), s/veh	64.3	0.0	0.0	58.4	0.0	59.7	65.2	8.3	8.3	60.8	18.5	18.6
Incr Delay (d2), s/veh	5.6	0.0	0.0	1.4	0.0	5.4	8.5	0.5	0.9	4.0	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	1.3	0.0	2.3	0.1	5.5	6.1	4.4	22.0	23.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.9	0.0	0.0	59.8	0.0	65.1	73.7	8.8	9.2	64.9	19.7	19.7
LnGrp LOS	E	A	A	E	A	E	E	A	A	E	B	B
Approach Vol, veh/h		8			106			1623			2064	
Approach Delay, s/veh		69.9			63.1			9.1			22.5	
Approach LOS		E			E			A			C	

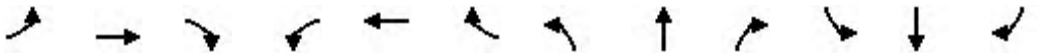
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.8	97.0		6.0	4.9	107.9		13.2				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	20.5	45.0		11.0	15.5	50.0		35.0				
Max Q Clear Time (g_c+I1), s	11.1	19.1		2.6	2.2	52.4		7.5				
Green Ext Time (p_c), s	0.2	8.3		0.0	0.0	0.0		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		18.0	
HCM 6th LOS		B	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	89	445	1168	93	300	1517
Future Volume (veh/h)	89	445	1168	93	300	1517
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	473	1243	99	319	1614
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	327	849	3181	985	404	2739
Arrive On Green	0.18	0.18	0.61	0.61	0.12	0.76
Sat Flow, veh/h	1810	2834	5358	1606	3510	3705
Grp Volume(v), veh/h	95	473	1243	99	319	1614
Grp Sat Flow(s),veh/h/ln	1810	1417	1729	1606	1755	1805
Q Serve(g_s), s	6.0	18.5	16.1	3.4	11.7	25.8
Cycle Q Clear(g_c), s	6.0	18.5	16.1	3.4	11.7	25.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	327	849	3181	985	404	2739
V/C Ratio(X)	0.29	0.56	0.39	0.10	0.79	0.59
Avail Cap(c_a), veh/h	480	1088	3181	985	691	2739
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.71	0.71
Uniform Delay (d), s/veh	46.8	38.9	13.0	10.5	56.9	6.9
Incr Delay (d2), s/veh	0.5	0.6	0.4	0.2	2.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	14.8	5.8	1.2	5.2	7.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	47.2	39.4	13.3	10.7	59.4	7.6
LnGrp LOS	D	D	B	B	E	A
Approach Vol, veh/h	568		1342			1933
Approach Delay, s/veh	40.8		13.1			16.2
Approach LOS	D		B			B

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		104.2		27.8	19.2	85.0
Change Period (Y+Rc), s		6.0		5.0	4.5	6.0
Max Green Setting (Gmax), s		87.0		34.0	25.5	57.0
Max Q Clear Time (g_c+I1), s		27.8		20.5	13.7	18.1
Green Ext Time (p_c), s		11.2		2.3	1.0	7.4

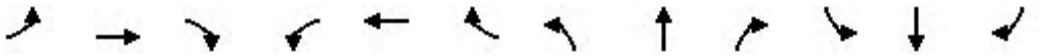
Intersection Summary	
HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	361	55	11	0	151	119	22	19	0	60	9	297
Future Volume (veh/h)	361	55	11	0	151	119	22	19	0	60	9	297
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		1.00	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	420	64	13	0	176	138	26	22	0	70	10	345
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	696	1547	304	4	792	350	413	502	0	502	502	736
Arrive On Green	0.20	0.52	0.52	0.00	0.22	0.22	0.26	0.26	0.00	0.26	0.26	0.26
Sat Flow, veh/h	3510	2992	587	1810	3610	1595	1038	1900	0	1402	1900	1579
Grp Volume(v), veh/h	420	38	39	0	176	138	26	22	0	70	10	345
Grp Sat Flow(s),veh/h/ln	1755	1805	1774	1810	1805	1595	1038	1900	0	1402	1900	1579
Q Serve(g_s), s	5.5	0.5	0.5	0.0	2.0	3.7	1.0	0.4	0.0	2.0	0.2	7.6
Cycle Q Clear(g_c), s	5.5	0.5	0.5	0.0	2.0	3.7	1.2	0.4	0.0	2.4	0.2	7.6
Prop In Lane	1.00		0.33	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	696	933	917	4	792	350	413	502	0	502	502	736
V/C Ratio(X)	0.60	0.04	0.04	0.00	0.22	0.39	0.06	0.04	0.00	0.14	0.02	0.47
Avail Cap(c_a), veh/h	698	933	917	1619	3159	1396	1068	1700	0	1163	1398	1481
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.4	6.0	6.0	0.0	16.1	16.8	14.1	13.8	0.0	14.7	13.7	9.3
Incr Delay (d2), s/veh	1.5	0.1	0.1	0.0	0.1	0.7	0.1	0.0	0.0	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.2	0.2	0.0	0.8	1.3	0.2	0.2	0.0	0.6	0.1	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.8	6.1	6.1	0.0	16.2	17.5	14.2	13.8	0.0	14.8	13.7	9.8
LnGrp LOS	B	A	A	A	B	B	B	B	A	B	B	A
Approach Vol, veh/h		497			314			48			425	
Approach Delay, s/veh		17.7			16.8			14.0			10.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	17.0		18.3	0.0	32.0		18.3				
Change Period (Y+Rc), s	5.0	6.0		5.0	5.0	6.0		5.0				
Max Green Setting (Gmax), s	10.0	44.0		45.0	45.0	26.0		37.0				
Max Q Clear Time (g_c+I1), s	7.5	5.7		3.2	0.0	2.5		9.6				
Green Ext Time (p_c), s	0.4	1.7		0.2	0.0	0.3		1.5				

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



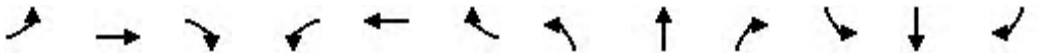
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1219	1566	22	441	886	366	32	1352	594	358	955	707
Future Volume (veh/h)	1219	1566	22	441	886	366	32	1352	594	358	955	707
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1244	1598	22	450	904	373	33	1380	606	365	974	721
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	850	1358	19	695	1236	640	67	1493	661	613	2264	1655
Arrive On Green	0.17	0.26	0.24	0.14	0.24	0.23	0.01	0.10	0.09	0.17	0.44	0.43
Sat Flow, veh/h	5103	5271	73	5103	5187	1583	1810	5187	1596	3510	5187	2783
Grp Volume(v), veh/h	1244	1048	572	450	904	373	33	1380	606	365	974	721
Grp Sat Flow(s),veh/h/ln	1701	1729	1885	1701	1729	1583	1810	1729	1596	1755	1729	1391
Q Serve(g_s), s	22.0	34.0	34.0	11.0	21.2	7.9	2.4	34.8	31.3	12.6	17.2	18.8
Cycle Q Clear(g_c), s	22.0	34.0	34.0	11.0	21.2	7.9	2.4	34.8	31.3	12.6	17.2	18.8
Prop In Lane	1.00		0.04	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	850	891	486	695	1236	640	67	1493	661	613	2264	1655
V/C Ratio(X)	1.46	1.18	1.18	0.65	0.73	0.58	0.49	0.92	0.92	0.60	0.43	0.44
Avail Cap(c_a), veh/h	850	891	486	1082	1572	743	192	1493	661	613	2264	1655
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	49.0	49.0	54.0	46.4	11.7	63.9	58.3	48.7	50.2	25.8	14.8
Incr Delay (d2), s/veh	214.7	91.4	99.4	1.0	1.3	0.9	5.3	11.0	19.6	1.6	0.6	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	26.0	25.4	28.7	4.7	9.0	3.9	1.2	17.6	16.6	5.6	7.0	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	269.7	140.4	148.5	55.0	47.7	12.6	69.3	69.3	68.3	51.8	26.4	15.7
LnGrp LOS	F	F	F	E	D	B	E	E	E	D	C	B
Approach Vol, veh/h		2864			1727			2019			2060	
Approach Delay, s/veh		198.2			42.0			69.0			27.1	
Approach LOS		F			D			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.5	42.0	23.5	38.0	8.9	61.6	26.0	35.5
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	15.5	* 36	27.5	* 32	13.5	38.0	21.5	38.0
Max Q Clear Time (g_c+I1), s	14.6	36.8	13.0	36.0	4.4	20.8	24.0	23.2
Green Ext Time (p_c), s	0.2	0.0	1.7	0.0	0.0	8.1	0.0	5.2

Intersection Summary	
HCM 6th Ctrl Delay	96.3
HCM 6th LOS	F

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	595	493	23	203	390	87	68	1785	249	63	1181	518
Future Volume (veh/h)	595	493	23	203	390	87	68	1785	249	63	1181	518
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	613	508	24	209	402	90	70	1840	257	65	1218	534
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	505	911	43	284	577	128	97	1886	558	295	2514	1712
Arrive On Green	0.14	0.26	0.24	0.08	0.20	0.20	0.05	0.36	0.35	0.16	0.48	0.47
Sat Flow, veh/h	3510	3505	165	3510	2930	650	1810	5187	1602	1810	5187	2755
Grp Volume(v), veh/h	613	261	271	209	246	246	70	1840	257	65	1218	534
Grp Sat Flow(s),veh/h/ln	1755	1805	1866	1755	1805	1775	1810	1729	1602	1810	1729	1378
Q Serve(g_s), s	19.0	16.5	16.6	7.7	16.7	17.1	5.0	46.2	12.5	4.1	20.9	12.1
Cycle Q Clear(g_c), s	19.0	16.5	16.6	7.7	16.7	17.1	5.0	46.2	12.5	4.1	20.9	12.1
Prop In Lane	1.00		0.09	1.00		0.37	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	505	469	485	284	355	349	97	1886	558	295	2514	1712
V/C Ratio(X)	1.21	0.56	0.56	0.74	0.69	0.70	0.73	0.98	0.46	0.22	0.48	0.31
Avail Cap(c_a), veh/h	505	469	485	612	479	471	192	1886	558	295	2514	1712
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.78	0.78	0.78	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.5	42.3	42.4	59.3	49.3	49.4	61.5	41.4	19.2	48.0	22.9	12.0
Incr Delay (d2), s/veh	113.1	1.5	1.4	2.9	2.1	2.4	9.9	15.7	2.7	1.7	0.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.1	7.4	7.7	3.5	7.6	7.6	2.5	21.3	4.9	2.0	8.7	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	169.6	43.7	43.8	62.2	51.4	51.8	71.4	57.1	22.0	49.7	23.6	12.5
LnGrp LOS	F	D	D	E	D	D	E	E	C	D	C	B
Approach Vol, veh/h		1145			701			2167			1817	
Approach Delay, s/veh		111.1			54.7			53.4			21.2	
Approach LOS		F			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	68.0	23.0	30.0	27.0	52.0	14.7	38.3
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	* 6	4.5	6.0
Max Green Setting (Gmax), s	13.5	46.0	18.5	33.0	13.5	* 46	22.5	29.0
Max Q Clear Time (g_c+I1), s	7.0	22.9	21.0	19.1	6.1	48.2	9.7	18.6
Green Ext Time (p_c), s	0.1	12.4	0.0	2.2	0.1	0.0	0.5	2.1

Intersection Summary	
HCM 6th Ctrl Delay	54.9
HCM 6th LOS	D

Notes

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	287	519	430	1678	1284	151
Future Volume (veh/h)	287	519	430	1678	1284	151
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	296	535	443	1730	1324	156
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	798	1087	535	3694	1911	833
Arrive On Green	0.23	0.23	0.05	0.24	0.17	0.17
Sat Flow, veh/h	3510	2834	3510	5358	3705	1574
Grp Volume(v), veh/h	296	535	443	1730	1324	156
Grp Sat Flow(s),veh/h/ln	1755	1417	1755	1729	1805	1574
Q Serve(g_s), s	9.4	18.9	16.5	37.8	45.5	11.2
Cycle Q Clear(g_c), s	9.4	18.9	16.5	37.8	45.5	11.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	798	1087	535	3694	1911	833
V/C Ratio(X)	0.37	0.49	0.83	0.47	0.69	0.19
Avail Cap(c_a), veh/h	798	1087	691	3694	1911	833
HCM Platoon Ratio	1.00	1.00	0.33	0.33	0.33	0.33
Upstream Filter(I)	0.84	0.84	0.71	0.71	0.75	0.75
Uniform Delay (d), s/veh	43.0	30.9	61.0	29.0	44.4	30.2
Incr Delay (d2), s/veh	1.1	1.3	4.7	0.3	1.6	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	6.5	8.1	17.4	22.3	4.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	44.2	32.3	65.7	29.3	46.0	30.6
LnGrp LOS	D	C	E	C	D	C
Approach Vol, veh/h	831			2173	1480	
Approach Delay, s/veh	36.5			36.7	44.4	
Approach LOS	D			D	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	24.1	73.9				98.0	34.0
Change Period (Y+Rc), s	4.5	6.0				6.0	5.0
Max Green Setting (Gmax), s	25.5	62.0				92.0	29.0
Max Q Clear Time (g_c+I1), s	18.5	47.5				39.8	20.9
Green Ext Time (p_c), s	1.1	6.4				11.7	2.6

Intersection Summary	
HCM 6th Ctrl Delay	39.2
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	0	5	105	1	143	10	1928	38	132	1620	23
Future Volume (veh/h)	40	0	5	105	1	143	10	1928	38	132	1620	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	0	5	109	1	149	10	2008	40	138	1688	24
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	66	0	8	232	2	204	24	3206	64	172	2530	36
Arrive On Green	0.04	0.00	0.03	0.13	0.13	0.13	0.01	0.61	0.61	0.09	0.69	0.69
Sat Flow, veh/h	1591	0	189	1794	16	1577	1810	5233	104	1810	3643	52
Grp Volume(v), veh/h	47	0	0	110	0	149	10	1326	722	138	835	877
Grp Sat Flow(s),veh/h/ln	1780	0	0	1810	0	1577	1810	1729	1879	1810	1805	1889
Q Serve(g_s), s	3.4	0.0	0.0	7.4	0.0	12.0	0.7	31.8	31.9	9.9	34.7	34.9
Cycle Q Clear(g_c), s	3.4	0.0	0.0	7.4	0.0	12.0	0.7	31.8	31.9	9.9	34.7	34.9
Prop In Lane	0.89		0.11	0.99		1.00	1.00		0.06	1.00		0.03
Lane Grp Cap(c), veh/h	74	0	0	235	0	204	24	2119	1151	172	1254	1312
V/C Ratio(X)	0.63	0.00	0.00	0.47	0.00	0.73	0.42	0.63	0.63	0.80	0.67	0.67
Avail Cap(c_a), veh/h	162	0	0	494	0	430	219	2119	1151	288	1254	1312
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.87	0.87	0.87	0.67	0.67	0.67
Uniform Delay (d), s/veh	62.3	0.0	0.0	53.2	0.0	55.2	64.6	16.1	16.1	58.5	11.5	11.5
Incr Delay (d2), s/veh	8.7	0.0	0.0	1.5	0.0	4.9	10.0	1.2	2.3	5.8	1.9	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	3.5	0.0	5.1	0.4	11.6	12.9	4.7	12.2	12.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.0	0.0	0.0	54.7	0.0	60.2	74.7	17.3	18.3	64.3	13.4	13.3
LnGrp LOS	E	A	A	D	A	E	E	B	B	E	B	B
Approach Vol, veh/h		47			259			2058			1850	
Approach Delay, s/veh		71.0			57.8			17.9			17.1	
Approach LOS		E			E			B			B	

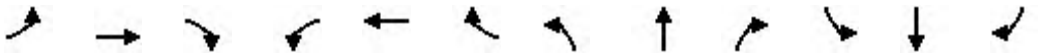
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.5	84.9		9.5	5.7	95.7		21.1				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	20.5	45.0		11.0	15.5	50.0		35.0				
Max Q Clear Time (g_c+I1), s	11.9	33.9		5.4	2.7	36.9		14.0				
Green Ext Time (p_c), s	0.2	7.0		0.0	0.0	6.7		1.0				

Intersection Summary			
HCM 6th Ctrl Delay		20.6	
HCM 6th LOS		C	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	80	432	1548	91	371	1353
Future Volume (veh/h)	80	432	1548	91	371	1353
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	82	445	1596	94	382	1395
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	306	867	3148	957	468	2781
Arrive On Green	0.17	0.17	0.61	0.61	0.13	0.77
Sat Flow, veh/h	1810	2834	5358	1577	3510	3705
Grp Volume(v), veh/h	82	445	1596	94	382	1395
Grp Sat Flow(s),veh/h/ln	1810	1417	1729	1577	1755	1805
Q Serve(g_s), s	5.2	17.1	23.1	3.3	14.0	19.1
Cycle Q Clear(g_c), s	5.2	17.1	23.1	3.3	14.0	19.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	306	867	3148	957	468	2781
V/C Ratio(X)	0.27	0.51	0.51	0.10	0.82	0.50
Avail Cap(c_a), veh/h	480	1140	3148	957	691	2781
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.70	0.70
Uniform Delay (d), s/veh	47.8	37.7	14.7	10.8	55.6	5.7
Incr Delay (d2), s/veh	0.5	0.5	0.6	0.2	3.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	13.9	8.3	1.1	6.2	5.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.2	38.2	15.3	11.1	59.1	6.1
LnGrp LOS	D	D	B	B	E	A
Approach Vol, veh/h	527		1690			1777
Approach Delay, s/veh	39.7		15.1			17.5
Approach LOS	D		B			B

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		105.7		26.3	21.6	84.1
Change Period (Y+Rc), s		6.0		5.0	4.5	6.0
Max Green Setting (Gmax), s		87.0		34.0	25.5	57.0
Max Q Clear Time (g_c+I1), s		21.1		19.1	16.0	25.1
Green Ext Time (p_c), s		8.6		2.2	1.1	10.1

Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	364	115	14	3	60	74	12	10	0	112	20	250
Future Volume (veh/h)	364	115	14	3	60	74	12	10	0	112	20	250
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	391	124	15	3	65	80	13	11	0	120	22	269
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	546	1309	155	282	1461	647	312	363	0	377	363	557
Arrive On Green	0.16	0.40	0.40	0.16	0.40	0.40	0.19	0.19	0.00	0.19	0.19	0.19
Sat Flow, veh/h	3510	3236	384	1810	3610	1599	1104	1900	0	1424	1900	1608
Grp Volume(v), veh/h	391	68	71	3	65	80	13	11	0	120	22	269
Grp Sat Flow(s),veh/h/ln	1755	1805	1815	1810	1805	1599	1104	1900	0	1424	1900	1608
Q Serve(g_s), s	6.8	1.5	1.6	0.1	0.7	2.0	0.6	0.3	0.0	4.8	0.6	8.4
Cycle Q Clear(g_c), s	6.8	1.5	1.6	0.1	0.7	2.0	1.2	0.3	0.0	5.1	0.6	8.4
Prop In Lane	1.00		0.21	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	546	730	734	282	1461	647	312	363	0	377	363	557
V/C Ratio(X)	0.72	0.09	0.10	0.01	0.04	0.12	0.04	0.03	0.00	0.32	0.06	0.48
Avail Cap(c_a), veh/h	546	730	734	1267	2471	1095	875	1330	0	925	1094	1176
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	11.8	11.9	23.0	11.6	12.0	21.8	21.2	0.0	23.2	21.3	16.5
Incr Delay (d2), s/veh	4.5	0.3	0.3	0.0	0.0	0.1	0.1	0.0	0.0	0.5	0.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.6	0.6	0.0	0.3	0.7	0.2	0.1	0.0	1.6	0.3	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.3	12.1	12.1	23.0	11.6	12.1	21.8	21.2	0.0	23.7	21.3	17.1
LnGrp LOS	C	B	B	C	B	B	C	C	A	C	C	B
Approach Vol, veh/h		530			148			24			411	
Approach Delay, s/veh		25.5			12.1			21.5			19.3	
Approach LOS		C			B			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	32.0		17.3	15.0	32.0		17.3				
Change Period (Y+Rc), s	5.0	6.0		5.0	5.0	6.0		5.0				
Max Green Setting (Gmax), s	10.0	44.0		45.0	45.0	26.0		37.0				
Max Q Clear Time (g_c+I1), s	8.8	4.0		3.2	2.1	3.6		10.4				
Green Ext Time (p_c), s	0.2	0.7		0.1	0.0	0.7		1.4				

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	30	25	69	800	1644	89
Future Volume (veh/h)	30	25	69	800	1644	89
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	33	27	75	870	1787	97
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	62	55	103	4694	2951	1316
Arrive On Green	0.03	0.03	0.06	0.91	0.82	0.82
Sat Flow, veh/h	1810	1610	1810	5358	3705	1610
Grp Volume(v), veh/h	33	27	75	870	1787	97
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1729	1805	1610
Q Serve(g_s), s	2.4	2.2	5.4	2.5	23.6	1.5
Cycle Q Clear(g_c), s	2.4	2.2	5.4	2.5	23.6	1.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	62	55	103	4694	2951	1316
V/C Ratio(X)	0.53	0.49	0.73	0.19	0.61	0.07
Avail Cap(c_a), veh/h	439	390	288	4694	2951	1316
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.88	0.88	0.86	0.86
Uniform Delay (d), s/veh	62.7	62.6	61.2	0.7	4.3	2.3
Incr Delay (d2), s/veh	6.8	6.5	8.2	0.1	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.0	2.7	0.0	5.9	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	69.5	69.1	69.4	0.8	5.2	2.4
LnGrp LOS	E	E	E	A	A	A
Approach Vol, veh/h	60			945	1884	
Approach Delay, s/veh	69.3			6.2	5.0	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		123.5		8.5	11.5	111.9
Change Period (Y+Rc), s		6.0		4.5	4.5	6.0
Max Green Setting (Gmax), s		90.0		31.5	20.5	65.0
Max Q Clear Time (g_c+I1), s		4.5		4.4	7.4	25.6
Green Ext Time (p_c), s		4.4		0.2	0.1	13.9

Intersection Summary	
HCM 6th Ctrl Delay	6.7
HCM 6th LOS	A

Appendix C

SimTraffic Queueing Worksheets

Intersection: 5: Railroad Avenue & Oak Ridge Dr

Movement	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	R	R	T	T	T	R	L	L	T	T
Maximum Queue (ft)	144	99	114	372	336	235	77	179	252	294	280
Average Queue (ft)	66	52	55	206	158	68	25	82	124	67	80
95th Queue (ft)	125	87	94	326	290	176	59	151	207	191	190
Link Distance (ft)	224	224		665	665	665				3896	3896
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)			200				500	334	334		
Storage Blk Time (%)										0	
Queuing Penalty (veh)										0	

Intersection: 101: Oak Ridge Dr & Springbrook Ave

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	72	44
Average Queue (ft)	20	16
95th Queue (ft)	54	42
Link Distance (ft)		236
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	75	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Zone Summary

Zone wide Queuing Penalty: 1

Intersection: 5: Railroad Avenue & Oak Ridge Dr

Movement	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	R	R	T	T	T	R	L	L	T	T
Maximum Queue (ft)	152	133	115	485	441	301	74	247	274	202	190
Average Queue (ft)	61	66	61	271	227	120	22	120	155	37	53
95th Queue (ft)	124	114	104	436	389	262	52	207	244	124	139
Link Distance (ft)	224	224		665	665	665				3896	3896
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)			200				500	334	334		
Storage Blk Time (%)								0	0		
Queuing Penalty (veh)								0	1		

Intersection: 101: Oak Ridge Dr & Springbrook Ave

Movement	EB	WB	SB
Directions Served	L	TR	LR
Maximum Queue (ft)	62	4	55
Average Queue (ft)	11	0	32
95th Queue (ft)	39	3	53
Link Distance (ft)		1177	236
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	75		
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Zone Summary

Zone wide Queuing Penalty: 1