Technical Memorandum

Date:	December 14, 2018
To:	Rod Stinson Division Manager/Air Quality Specialist 1501 Sports Drive, Suite A Sacramento, CA 95834
Jurisdiction:	Alameda County
From:	Chris Kinzel, PE, TE Vice-President, TJKM
Subject:	Traffic Impact Analysis for the Proposed Cannabis Cultivation Facility at 7033 Morgan Territory Road, Alameda County

This technical memorandum presents the results of the traffic impact analysis for the proposed Cannabis Cultivation facility located at 7033 Morgan Territory Road in Alameda County. The proposed 92.53 acre property is located within the Agricultural Zoning District, and the Resource Management land use designation of the East County Area Plan. The project includes the development of one cannabis grow house consisting of a 32,000 square feet greenhouse building, including a 22,000 square feet of canopy and one processing building. Local access to the project site is currently provided via Morgan Territory Road.

TJKM evaluated traffic conditions at two study intersections during the a.m. and p.m. peak hours for a typical weekday. The peak periods observed were between 7-9 a.m. and 4-6 p.m. The study intersections and associated traffic controls are as follows:

- 1. Morgan Territory Road/Manning Road (Two-Way Stop)
- 2. Proposed Project Driveway/Morgan Territory Road (One-Way Stop)

Figure 1 illustrates the study intersections and the vicinity map of the proposed project. **Figure 2** shows the proposed project site plan.

This study addresses the following traffic scenarios:

- *Existing Conditions* This scenario evaluates the study intersections based on existing traffic volumes, lane geometry, and traffic controls.
- *Existing plus Project Conditions* This scenario is identical to Existing Conditions, but with the addition of traffic from the proposed project.

- *Cumulative (2040) Conditions* This scenario is similar to Existing Conditions but with the projected growth rate of 2 percent per year for 22 years, which is applied to Existing Conditions traffic volumes to project traffic demands for the horizon year 2040.
- *Cumulative plus Project Conditions* This scenario is identical to Cumulative Conditions, but with the addition of traffic from the proposed project.

EXISTING CONDITIONS

Important roadways adjacent to the project site are discussed below:

N. Livermore Avenue is a two lane, north-south roadway, which extends from Manning Road to the City of Livermore. The posted speed limit is 50 mph within the project vicinity. N. Livermore Avenue is accessible to the project via Morgan Territory Road.

Manning Road is a two-lane, east-west roadway, extending from Carneal Road and terminating at N. Livermore Avenue. The posted speed limit is 50 mph within the project vicinity.

Morgan Territory Road is a two-lane, north-south roadway, extending from Manning Road and terminating at Marsh Creek Road. The posted speed limit is 50 mph within the project vicinity. Access to the project will be provided via Morgan Territory Road.

LEVEL OF SERVICE ANALYSIS METHODOLOGY

Level of Service (LOS) is a qualitative measure that describes operational conditions as they relate to the traffic stream and perceptions by motorists and passengers. The LOS generally describes these conditions in terms of such factors as speed and travel time, delays, freedom to maneuver, traffic interruptions, comfort, convenience and safety. The operational LOS are given letter designations from A to F, with A representing the best operating conditions (free-flow) and F the worst (severely congested flow with high delays). Intersections generally are the capacity-controlling locations with respect to traffic operations on arterial and collector streets.

Unsignalized Intersections

The study intersections under stop control (unsignalized) were analyzed using the 2000 HCM Operations Methodology for unsignalized intersections described in Chapter 17 (HCM 2000). LOS ratings for stop-sign controlled intersections are based on the average control delay expressed in seconds per vehicle. At the side street, controlled intersections or two-way stop sign intersections, the control delay is calculated for each movement, not for the intersection as a whole. For approaches composed of a single lane, the control delay is computed as the average of all movements in that lane. **Table 1** summarizes the relationship between delay and LOS for unsignalized intersections.

Each of the study intersections was analyzed using Synchro Version 9 software and HCM 2000 methodology. The LOS methodology is described for unsignalized intersections in detail in **Appendix A**.

Level of Service	Description
А	Very low control delay less than 10 seconds per vehicle for each movement subject to delay.
В	Low control delay greater than 10 and up to 15 seconds per vehicle for each movement subject to delay.
С	Acceptable control delay greater than 15 and up to 25 seconds per vehicle for each movement subject to delay.
D	Tolerable control delay greater than 25 and up to 35 seconds per vehicle for each movement subject to delay.
E	Limit of tolerable control delay greater than 35 and up to 50 seconds per vehicle for each movement subject to delay.
F	Unacceptable control delay in excess of 50 seconds per vehicle for each movement subject to delay.

Table 1: Level of Service for Unsignalized Intersections

Source: Highway Capacity Manual 2000

SIGNIFICANT IMPACT CRITERIA/LEVEL OF SERVICE STANDARDS

According to the 2012 Alameda Countywide Transportation Plan published by the Alameda County Transportation Commission (ACTC), the LOS standard for highway systems is LOS D. For this study, LOS D is considered to be the acceptable threshold for intersections.

EXISTING PEAK HOUR VOLUMES AND AVERAGE DAILY TRAFFIC

The existing operations of the study intersections were evaluated for the highest one-hour volumes during weekday morning and evening peak periods. Turning movement counts for vehicles, bicycles, and pedestrians were conducted during typical weekday day a.m. and p.m. peak periods (7:00-9:00 a.m. and 4:00-6:00 p.m., respectively) at the study intersections on September 20, 2018. In addition, seven day average daily traffic (ADT) counts at the following locations were conducted in September, 2018.

- 1. Morgan Territory Road north of Manning Road
- 2. Manning Road west of North Livermore Avenue

Appendix B includes all the data sheets for the collected ADT, vehicle, bicycle, and pedestrian counts. **Figure 3** illustrates the existing lane geometry, traffic controls, ADT and peak hour traffic volumes at the study intersections.

INTERSECTION LEVEL OF SERVICE ANALYSIS – EXISTING CONDITIONS

The peak hour factor based on the counts, was used at both of the study intersections for the existing analysis. The results of the LOS analysis using the Synchro 9 software program for Existing Conditions are summarized in **Table 2**. Under this scenario, the study intersections operate within the Alameda County standards (LOS D or better) for both a.m. and p.m. peak hours.

				Existing Conditions	
#	# Intersection Control	Control	Hour	Average Delay ¹	LOS ²
1	Morgan Territory Road/Manning	Two Way Stop	AM	10.5	В
T	Road	Two-Way Stop	PM	11.7	В
2	Morgan Territory Road/Project	One Mary Sterr	AM	9.0	А
2	2 Driveway	One-Way Stop	PM	9.0	А

Table 2: Intersection Level of Service Analysis – Existing Conditions

Notes: AM - morning peak hour (between 7 and 9 a.m.), PM - evening peak hour (between 4 and 6 p.m.)

¹ Total control delay for the worst movement is presented for side-street stop controlled intersections.

²LOS = Level of Service calculations conducted using the Synchro 9.0 level of service analysis software package by applying HCM 2000 Methodology.

The average daily traffic on Morgan Territory Road north of Manning Road is 576 vehicles per day, and on Manning Road west of North Livermore Avenue is 2,229 vehicles per day.

PROJECT TRIP GENERATION AND TRIP DISTRIBUTION

Based on the information, the proposed project will operate on a continuous spanning of three shifts, seven days per week. There will be five to six cars per shift including employee's i.e two security guards, master grower, and two trimmers. **Table 3** shows the expected trip generation for the proposed project. The project is expected to generate approximately a maximum of 11 weekday a.m. peak hour trips (11 inbound, 0 outbound) and 11 weekday p.m. peak hour trips (0 inbound, 11 outbound) based on the information provided by the project applicant.

#	Land Use Type	Size			A.M. Peak			P.M. Pea	k
				In	Out	Total	In	Out	Total
1	Cannabis Cultivation Center	92.53	Acre	11	0	11	0	11	11
		Tot	al Trips	11		11		11	11

Table 3: Proposed Project Trip Generation

Notes: Based on the information provided by developer

Trip distribution assumptions for the proposed project were developed based on the existing travel patterns and TJKM's knowledge of the study area.

The distribution assumptions for the proposed development are as follows:

- 70 percent to/from Livermore Avenue
- 30 percent to/from Manning Avenue

Figure 4 illustrates the trip distribution percentages and trip assignment project volumes developed for the proposed project. The assigned project trips were then added to traffic volumes under Existing Conditions to generate Existing plus Project Conditions traffic volumes.

INTERSECTION LEVEL OF SERVICE ANALYSIS – EXISTING PLUS PROJECT CONDITIONS

TJKM VISION THAT MOVES YOUR COMMUNITY

The intersection LOS analysis results for Existing plus Project Conditions are summarized in **Table 4**. Under this scenario, the study intersections operate within the Alameda County standards for both a.m. and p.m. peak hours. Based on the Alameda County levels of service impact criteria, the project is expected to have a *less-than-significant* impact at the study intersections under Existing plus Project Conditions. **Figure 5** shows projected turning movement volumes at the study intersections for Existing plus Project Conditions.

	Tuble 4. Intersection Level of Service Analysis			j plus i loject collatile	115
		•	-	Existing plus Project (Conditions
# Intersection		Control	Peak Hour	Average	1.002
		nour	Delay ¹	LOS ²	
1	Morgan Territory Road/Manning	Two Way Stop	AM	10.6	В
T	Road	Two-Way Stop	PM	11.8	В
2	Morgan Territory Road/Project		AM	9.0	А
2	Driveway	One-Way Stop	PM	9.2	А

Table 4: Intersection Level of Service Analysis – Existing plus Project Conditions

Notes: AM - morning peak hour (between 7 and 9 a.m.), PM - evening peak hour (between 4 and 6 p.m.)

¹ Total control delay for the worst movement is presented for side-street stop controlled intersections.

²LOS = Level of Service calculations conducted using the Synchro 9.0 level of service analysis software package by applying HCM 2000 Methodology.

The expected average daily traffic with the addition of the proposed project traffic is 686 vehicles per day on Morgan Territory Road north of Manning Road and 2,339 vehicles per day on Manning Road west of North Livermore Avenue.

INTERSECTION LEVEL OF SERVICE ANALYSIS - CUMULATIVE (2040) CONDITIONS

This section details expected traffic conditions at the study intersections under Cumulative (No Project) Conditions. This analysis scenario is defined as baseline conditions without the proposed project in year 2040. This scenario is similar to the Existing Conditions, but with a projected growth rate of two percent per year applied over 22 years to project traffic demands for the year 2040. A peak hour factor of 0.92 was used for study intersections for Cumulative Conditions analysis. The intersection LOS analysis results for Cumulative Conditions are summarized in **Table 5**. Under this scenario, the study intersections operate within the Alameda County standards for both a.m. and p.m. peak hours. **Figure 6** shows projected turning movement volumes at the study intersections for Cumulative Conditions.



				Cumulative Conditions	
#	Intersection	Control	Peak Hour	Average Delay ¹	LOS ²
1	Morgan Territory Road/Manning	Two-Way Stop	AM	11.6	В
1	Road	Two-way stop	PM	13.7	В
2	Morgan Territory Road/Project	One Way Sten	AM	9.0	А
2	Driveway	One-Way Stop	PM	9.1	А

Table 5: Intersection Level of Service Analysis – Cumulative (2040) Conditions

Notes: AM – morning peak hour (between 7 and 9 a.m.), PM – evening peak hour (between 4 and 6 p.m.)

¹ Total control delay for the worst movement is presented for side-street stop controlled intersections.

²LOS = Level of Service calculations conducted using the Synchro 9.0 level of service analysis software package by applying HCM 2000 Methodology.

Under Cumulative Conditions the expected average daily traffic is 890 vehicles per day on Morgan Territory Road north of Manning Road and 3,446 vehicles per day on Manning Road west of North Livermore Avenue.

INTERSECTION LEVEL OF SERVICE ANALYSIS - CUMULATIVE PLUS PROJECT CONDITIONS

The intersection LOS analysis results for Cumulative plus Project Conditions are summarized in **Table 6**. Under this scenario, the study intersections operate within the Alameda County standards for both a.m. and p.m. peak hours. Based on the Alameda County levels of service impact criteria, the project is expected to have a *less-than-significant* impact at the study intersections under Cumulative plus Project Conditions. **Figure 7** shows projected turning movement volumes at the study intersections for Cumulative plus Project Conditions.

			Peak	Cumulative plus Project Conditions	
# Intersection	Control	Hour	Average Delay ¹	LOS ²	
1	Morgan Territory Road/Manning Road	Two-Way Stop	AM PM	11.7 13.7	B B
2	Morgan Territory Road/Project Driveway	One-Way Stop	AM PM	9.0 9.1	A A

Table 6: Intersection Level of Service Analysis – Cumulative plus Project Conditions

Notes: AM - morning peak hour (between 7 and 9 a.m.), PM - evening peak hour (between 4 and 6 p.m.)

¹ Total control delay for the worst movement is presented for side-street stop controlled intersections.

²LOS = Level of Service calculations conducted using the Synchro 9.0 level of service analysis software package by applying HCM 2000 Methodology.

The expected average daily traffic with the addition of the proposed project traffic is 1000 vehicles per day on Morgan Territory Road north of Manning Road and 3,556 vehicles per day on Manning Road west of North Livermore Avenue.

Level of service worksheets for all the scenarios are attached in the Appendix C.



SITE ACCESS AND ON-SITE CIRCULATION

This section analyzes site access and internal circulation for passenger vehicles, trucks, pedestrians, and bicycles based on the site plan. The proposed project's access will be via one full access driveway on Morgan Territory Road as shown in the project site plan. The internal circulation for the proposed project was reviewed for issues related to safety and parking. The internal loop roadway is 22 feet wide and accommodates two-way travel. Based on the evaluation, the access roadway is expected to be adequate for passenger vehicles accessing the project site. Emergency vehicles can access the project via Morgan Territory Road. Overall, the proposed on-site vehicle circulation is adequate and should not result in any traffic operations issues on-site that would provide significant impacts on County streets.

The proposed project is not expected to generate pedestrian and bicycle trips. Based on the pedestrian and bicycle counts conducted there is no pedestrian and bicycle activity along Morgan Territory Road.

SIGHT DISTANCE ANALYSIS

Sight distance is evaluated to determine if a driver will have adequate visibility to enter a roadway safely without resulting in a conflict with traffic already on the roadway. The project access points should be free and clear of any obstructions that would materially and adversely affect sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on adjacent roadways. The line of sight between vehicles exiting the driveway and vehicles travelling northbound is clear and visible. The line of sight of vehicles exiting the driveway and vehicles travelling southbound is affected by existing vegetation and the existing horizontal curve, just north of the driveway. In order to improve the sight distance for southbound traffic on Morgan Territory Road the existing trees should be kept trimmed to a minimum of eight feet from the ground. Ground cover and other landscaping should be kept trimmed to a maximum height of three feet. By clearing the vegetation, sight distance of approximately 300 feet (required for the design speed of 40 mph as per the Highway Design Manual (HDM)) is gained for southbound vehicles. TJKM recommends installation of a stop sign and appropriate pavement markings at the project driveway and also install W1-10C blind driveway signs for southbound travelling vehicles.

PARKING

As per the Alameda County Municipal Code, cannabis grow house building requires four spaces per 1000 square feet. The project proposes 26 standard parking spaces of which one space is accessible parking space. Based on the parking criteria, the proposed number of off-street parking spaces should satisfy the parking needs for the project.

CONCLUSIONS

- The proposed project is expected to generate approximately 11 weekday a.m. peak hour trips and 11 weekday p.m. peak hour trips.
- Based on the Alameda County levels of service impact criteria, the project is expected to have a *less-than-significant* impact at the study intersections under Existing, and Cumulative plus Project Conditions.
- Based on the evaluation, the proposed on-site vehicle circulation is adequate and should not result in significant impacts on County streets.
- The proposed number of off-street parking spaces will satisfy the parking needs for the project
- The line of sight between vehicles exiting the driveway and vehicles travelling northbound is clear and visible. The line of sight of vehicles exiting the driveway and vehicles travelling southbound is affected by existing vegetation and the existing horizontal curve, just north of the driveway. In order to improve the sight distance for southbound traffic on Morgan Territory Road the existing trees should be kept trimmed to a minimum of eight feet from the ground. Ground cover and other landscaping should be kept trimmed to a maximum height of three feet. By clearing the vegetation, sight distance of approximately 300 feet (required for the design speed of 40 mph as per the Highway Design Manual (HDM)) is gained for southbound vehicles. TJKM recommends installation of a stop sign and appropriate pavement markings at the project driveway and also install W1-10C blind driveway signs for southbound travelling vehicles.







Project Site Plan

Existing Lane Geometry, Traffic Controls and Peak Hour Traffic Volumes



Trip Distribution and Assignment



Existing Plus Project Peak Hour Traffic Volumes



Cumulative Peak Hour Traffic Volumes



Cumulative Plus Project Peak Hour Traffic Volumes





APPENDIX A – LEVEL OF SERVICE METHODOLOGY

LEVEL OF SERVICE METHODOLOGY

LEVEL OF SERVICE

The description and procedures for calculating capacity and level of service are found in Transportation Research Board, *Highway Capacity Manual 2000*. *Highway Capacity Manual 2000* represents the latest research on capacity and quality of service for transportation facilities.

Quality of service requires quantitative measures to characterize operational conditions within a traffic stream. Level of service is a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

Six levels of service are defined for each type of facility that has analysis procedures available. Letters designate each level, from A to F, with level-of-service A representing the best operating conditions and level-of-service F the worst. Each level of service represents a range of operating conditions and the driver's perception of these conditions. Safety is not included in the measures that establish service levels.

A general description of service levels for various types of facilities is shown in Table A-I.

Table A-I

	Uninterrupted Flow	Interrupted Flow			
Facility Type	Freeways	Signalized Intersections			
	Multi-lane Highways	Unsignalized Intersections			
	Two-lane Highways	Two-way Stop Control			
	Urban Streets	All-way Stop Control			
LOS					
А	Free-flow	Very low delay.			
В	Stable flow. Presence of other users noticeable.	Low delay.			
С	Stable flow. Comfort and convenience starts to decline.	Acceptable delay.			
D	High density stable flow.	Tolerable delay.			
Е	Unstable flow.	Limit of acceptable delay.			
F	Forced or breakdown flow.	Unacceptable delay			

Level of Service Description

Source: Highway Capacity Manual 2000

Urban Streets

The term "urban streets" refers to urban arterials and collectors, including those in downtown areas.

Arterial streets are roads that primarily serve longer through trips. However, providing access to abutting commercial and residential land uses is also an important function of arterials.

Collector streets provide both land access and traffic circulation within residential, commercial and industrial areas. Their access function is more important than that of arterials, and unlike arterials their operation is not always dominated by traffic signals.

Downtown streets are signalized facilities that often resemble arterials. They not only move through traffic but also provide access to local businesses for passenger cars, transit buses, and trucks. Pedestrian conflicts and lane obstructions created by stopping or standing buses, trucks and parking vehicles that cause turbulence in the traffic flow are typical of downtown streets.

The speed of vehicles on urban streets is influenced by three main factors, street environment, interaction among vehicles and traffic control. As a result, these factors also affect quality of service.

The street environment includes the geometric characteristics of the facility, the character of roadside activity and adjacent land uses. Thus, the environment reflects the number and width of lanes, type of median, driveway density, spacing between signalized intersections, existence of parking, level of pedestrian activity and speed limit.

The interaction among vehicles is determined by traffic density, the proportion of trucks and buses, and turning movements. This interaction affects the operation of vehicles at intersections and, to a lesser extent, between signals.

Traffic control (including signals and signs) forces a portion of all vehicles to slow or stop. The delays and speed changes caused by traffic control devices reduce vehicle speeds, however, such controls are needed to establish right-of-way.

The average travel speed for through vehicles along an urban street is the determinant of the operating level of service. The travel speed along a segment, section or entire length of an urban street is dependent on the running speed between signalized intersections and the amount of control delay incurred at signalized intersections.

Level-of-service A describes primarily free-flow operations. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at signalized intersections is minimal.

Level-of-service B describes reasonably unimpeded operations. The ability to maneuver within the traffic stream is only slightly restricted, and control delays at signalized intersections are not significant.

Level-of-service C describes stable operations, however, ability to maneuver and change lanes in midblock location may be more restricted than at level-of-service B. Longer queues, adverse signal coordination, or both may contribute to lower travel speeds.

Level-of-service D borders on a range in which in which small increases in flow may cause substantial increases in delay and decreases in travel speed. Level-of-service D may be due to adverse signal progression, inappropriate signal timing, high volumes, or a combination of these factors.

Level-of-service E is characterized by significant delays and lower travel speeds. Such operations are caused by a combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.

Level-of-service F is characterized by urban street flow at extremely low speeds. Intersection congestion is likely at critical signalized locations, with high delays, high volumes, and extensive queuing.

The methodology to determine level of service stratifies urban streets into four classifications. The classifications are complex, and are related to functional and design categories. Table A-II describes the functional and design categories, while Table A-III relates these to the urban street classification.

Once classified, the urban street is divided into segments for analysis. An urban street segment is a oneway section of street encompassing a series of blocks or links terminating at a signalized intersection. Adjacent segments of urban streets may be combined to form larger street sections, provided that the segments have similar demand flows and characteristics.

Levels of service are related to the average travel speed of vehicles along the urban street segment or section.

Travel times for existing conditions are obtained by field measurements. The maximum-car technique is used. The vehicle is driven at the posted speed limit unless impeded by actual traffic conditions. In the maximum-car technique, a safe level of vehicular operation is maintained by observing proper following distances and by changing speeds at reasonable rates of acceleration and deceleration. The maximum-car technique provides the best base for measuring traffic performance.

An observer records the travel time and locations and duration of delay. The beginning and ending points are the centers of intersections. Delays include times waiting in queues at signalized intersections. The travel speed is determined by dividing the length of the segment by the travel time. Once the travel speed on the arterial is determined, the level of service is found by comparing the speed to the criteria in Table A-IV. Level-of-service criteria vary for the different classifications of urban street, reflecting differences in driver expectations.

Table A-II

i ul	Functional and Design Categories for Urban Streets				
	Functional Category				
Criterion	Principa	l Arterial	Minor Arterial		
Mobility function	Very important		Important		
Access function	Very minor		Substantial		
Points connected	Freeways, importa	ant activity	Principal arterials		
	centers, major traf	fic generators			
Predominant trips served	Relatively long tri	ips between major	Trips of moderate	ength within	
	points and through	h trips entering,	relatively small geo	ographical areas	
	leaving, and passi	ng through city			
		Design	Category		
Criterion	High-Speed	Suburban	Intermediate	Urban	
Driveway access density	Very low	Low density	Moderate density	High density	
	density				
Arterial type	Multilane	Multilane	Multilane	Undivided one	
	divided;	divided:	divided or	way; two way,	
	undivided or	undivided or	undivided; one	two or more	
	two-lane with	two-lane with	way, two lane	lanes	
	shoulders	shoulders			
Parking	No	No	Some	Usually	
Separate left-turn lanes	Yes	Yes	Usually	Some	
Signals per mile	0.5 to 2	1 to 5	4 to 10	6 to 12	
Speed limits	45 to 55 mph	40 to 45 mph	30 to 40 mph	25 to 35 mph	
Pedestrian activity	Very little	Little	Some	Usually	
Roadside development	Low density	Low to	Medium to	High density	
		medium density	moderate density		

Functional and Design Categories for Urban Streets

Source: Highway Capacity Manual 2000

Table A-III

Urban Street Class based on Function and Design Categories

	Functional Category		
Design Category	Principal Arterial	Minor Arterial	
High-Speed	Ι	Not applicable	
Suburban	II	II	
Intermediate	II	III or IV	
Urban	III or IV	IV	

Source: Highway Capacity Manual 2000

Urbai	i Street Levels o	of Service by Clas	88	
Urban Street Class	Ι	II	III	IV
Range of Free Flow Speeds (mph)	45 to 55	35 to 45	30 to 35	25 to 35
Typical Free Flow Speed (mph)	50	40	33	30
Level of Service		Average Travel	Speed (mph)	
А	>42	>35	>30	>25
В	>34	>28	>24	>19
С	>27	>22	>18	>13
D	>21	>17	>14	>9
Е	>16	>13	>10	>7
F	≤16	≤13	≤10	≤7

Table A-IV

Urban Street Levels of Service by Class

Source: Highway Capacity Manual 2000

Interrupted Flow

One of the more important elements limiting, and often interrupting the flow of traffic on a highway is the intersection. Flow on an interrupted facility is usually dominated by points of fixed operation such as traffic signals, stop and yield signs. These all operate quite differently and have differing impacts on overall flow.

Signalized Intersections

The capacity of a highway is related primarily to the geometric characteristics of the facility, as well as to the composition of the traffic stream on the facility. Geometrics are a fixed, or non-varying, characteristic of a facility.

At the signalized intersection, an additional element is introduced into the concept of capacity: time allocation. A traffic signal essentially allocates time among conflicting traffic movements seeking use of the same physical space. The way in which time is allocated has a significant impact on the operation of the intersection and on the capacity of the intersection and its approaches.

Level of service for signalized intersections is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, *i. e.*, in the absence of traffic control, geometric delay, any incidents, and any other vehicles. Specifically, level of service criteria for traffic signals are stated in terms of average control delay per vehicle, typically for a 15-minute analysis period. Delay is a complex measure and depends on a number of variables, including the quality of progression, the cycle length, the ratio of green time to cycle length and the volume to capacity ratio for the lane group.

For each intersection analyzed the average control delay per vehicle per approach is determined for the peak hour. A weighted average of control delay per vehicle is then determined for the intersection. A level of service designation is given to the control delay to better describe the level of operation. A

description of levels of service for signalized intersections can be found in Table A-V.

Table A-V

	Description of Level of Service for Signalized Intersections
Level of Service	Description
А	Very low control delay, up to 10 seconds per vehicle. Progression is extremely favorable, and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.
В	Control delay greater than 10 and up to 20 seconds per vehicle. There is good progression or short cycle lengths or both. More vehicles stop causing higher levels of delay.
С	Control delay greater than 20 and up to 35 seconds per vehicle. Higher delays are caused by fair progression or longer cycle lengths or both. Individual cycle failures may begin to appear. Cycle failure occurs when a given green phase doe not serve queued vehicles, and overflow occurs. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.
D	Control delay greater than 35 and up to 55 seconds per vehicle. The influence of congestions becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volumes. Many vehicles stop, the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Control delay greater than 55 and up to 80 seconds per vehicle. The limit of acceptable delay. High delays usually indicate poor progression, long cycle lengths, and high volumes. Individual cycle failures are frequent.
F	Control delay in excess of 80 seconds per vehicle. Unacceptable to most drivers. Oversaturation, arrival flow rates exceed the capacity of the intersection. Many individual cycle failures. Poor progression and long cycle lengths may also be contributing factors to higher delay.

Description of Level of Service for Signalized Intersections

Source: Highway Capacity Manual 2000

The use of control delay, which may also be referred to as signal delay, was introduced in the 1997 update to the *Highway Capacity Manual*, and represents a departure from previous updates. In the third edition, published in 1985 and the 1994 update to the third edition, delay only included stopped delay. Thus, the level of service criteria listed in Table A-V differs from earlier criteria.

Unsignalized Intersections

The current procedures on unsignalized intersections were first introduced in the 1997 update to the *Highway Capacity Manual* and represent a revision of the methodology published in the 1994 update to the 1985 *Highway Capacity Manual*. The revised procedures use control delay as a measure of effectiveness to determine level of service. Delay is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, *i. e.*, in the absence of traffic control, geometric delay, any incidents, and any other vehicles. Control delay is the increased time of travel for a vehicle approaching and passing through an unsignalized intersection, compared with a free-flow vehicle if it were not required to slow or stop at the intersection.

Two-Way Stop Controlled Intersections

Two-way stop controlled intersections in which stop signs are used to assign the right-of-way, are the most prevalent type of intersection in the United States. At two-way stop-controlled intersections the stop-controlled approaches are referred as the minor street approaches and can be either public streets or private driveways. The approaches that are not controlled by stop signs are referred to as the major street approaches.

The capacity of movements subject to delay are determined using the "critical gap" method of capacity analysis. Expected average control delay based on movement volume and movement capacity is calculated. A level of service designation is given to the expected control delay for each minor movement. Level of service is not defined for the intersection as a whole. Control delay is the increased time of travel for a vehicle approaching and passing through a stop-controlled intersection, compared with a free-flow vehicle if it were not required to slow or stop at the intersection. A description of levels of service for two-way stop-controlled intersections is found in Table A-VI.

Table A-VI

Description of Level of Service for Two-Way Stop Controlled Intersections

Level of Service	Description
А	Very low control delay less than 10 seconds per vehicle for each movement subject to delay.
В	Low control delay greater than 10 and up to 15 seconds per vehicle for each movement subject to delay.
С	Acceptable control delay greater than 15 and up to 25 seconds per vehicle for each movement subject to delay.
D	Tolerable control delay greater than 25 and up to 35 seconds per vehicle for each movement subject to delay.
E	Limit of tolerable control delay greater than 35 and up to 50 seconds per vehicle for each movement subject to delay.
F	Unacceptable control delay in excess of 50 seconds per vehicle for each movement subject to delay.

Source: Highway Capacity Manual 2000



APPENDIX B – TRAFFIC COUNTS WORKSHEETS

Morgan Territory Rd N/O Manning Rd

Day: Tuesday Date: 9/18/2018

			ΓΛΙς		NB	SB		EB		WB						То	tal
	DAIL		IAL3		338	308		0		0						64	46
AM Period	NB	S	В	EB	WB	TC	TAL	PM Period	NB		SB	EE	3	WB		TO	TAL
00:00 00:15	0 0	0				0 0		12:00 12:15	5 4		7 9					12 13	
00:30	0	0				0		12:30	6		6					12	
00:45 01:00	0 0	1 0	1			1	1	12:45 13:00	<u>3</u> 5	18	<u>3</u> 4	25				<u>6</u> 9	43
01:15	0	0				0		13:15	4		2					6	
01:30 01:45	0 0	0 0				0 0		13:30 13:45	6 3	18	3 2	11				9 5	29
02:00	0	0				0		14:00	4	10	5					9	25
02:15 02:30	0 1	0 0				0		14:15 14:30	6 8		5					11 13	
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		VITO			NB	SB		EB		WB						То	tal
	DAIL	Y TO	TALS		338	308		0		0							46
AM Peak Hour	08	:30	07:15				07:15	PM Peak Hour		16:30	1	2:00					16:30
AM Pk Volume		1	42				55	PM Pk Volume		59		25					76
Pk Hr Factor 7 - 9 Volume		525 9	0.618	0	0		0.724	Pk Hr Factor 4 - 6 Volume		0.922 99		.694 34	0		0		0.792 133
7 - 9 Peak Hour		:00	07:15				07:15	4 - 6 Peak Hour		16:30		6:00					16:30
7 - 9 Pk Volume		20	42					4 - 6 Pk Volume		59		18					76
Pk Hr Factor	0.5	500	0.618	0.000	0.000	J	0.724	Pk Hr Factor		0.922	0.	.563	0.000		0.000		0.792

VOLUME

Morgan Territory Rd N/O Manning Rd

Day: Wednesday **Date:** 9/19/2018

DALLY TOTALS 342 289 0 0 0 631 AM Period NB SB EB WB TOTAL PM Period NB SB SB EB WB TOTAL PM Period NB SB						NB	SB		EB		WB						Т	otal
AM PM SS EB WE TOTAL PM Period NB SB EB WB TOTAL 00:013 0 0 0 0 0 12:13 2 3 6 5 00:15 0 0 0 12:13 6 13 10 12:13 10 10 10 12:14 10 10 12:14 10 10 12:14 10 10 12:14 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 <		DAII	Y TC	DTALS														
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	Pk Hr Factor			0.788				0.655	Pk Hr Factor		0.828		0.667					0.838

Morgan Territory Rd N/O Manning Rd

Day: Thursday **Date:** 9/20/2018

						NB		SB		EB		WB							То	otal
	DAI	ILY T	ΟΤΑ	LS		329		311		0		0								40
AM Period	NB		SB		EB	WB		TO	TAL	PM Period	NB		SB		EB		WB		TO	TAL
00:00	0		0					0		12:00	6		5						11	
00:15 00:30	0 0		0					0		12:15 12:30	5 3		1						6 5	
00:45	0		0					0		12:45	4	18	7	15					11	33
01:00	0		0					0		13:00	4		5						9	
01:15 01:30	0 0		0 0					0		13:15 13:30	2 5		2						4 12	
01:45	0		0					0		13:45	4	15	3	17					7	32
02:00	0		0					0		14:00	6		3						9	
02:15 02:30	0 0		0					0		14:15 14:30	5 6		7 2						12 9	
02:30	1	1	0					1	1	14:45	6	23	3	16					9	39
03:00	0		0					0		15:00	8		3						11	
03:15	0		0					0		15:15 15:30	8		7						15	
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						329		311		0		0							64	40
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AM Pk Volume		22		48					65	PM Pk Volume		46		26						64
Pk Hr Factor 7 - 9 Volume		0.688 23		0.800 85	0		0		0.707 108	Pk Hr Factor 4 - 6 Volume		0.885 78		0.813 34		0		0		0.842 112
7 - 9 Peak Hour		25 08:00		08:00						4 - 6 Peak Hour		78 16:45		16:00						16:45
7 - 9 Pk Volume		17		48						4 - 6 Pk Volume		46		19						64
Pk Hr Factor	(0.531		0.800	0.00	0	0.000		0.707	Pk Hr Factor		0.885		0.594		0.000		0.000		0.842

VOLUME

Morgan Territory Rd N/O Manning Rd

Day: Friday Date: 9/21/2018

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					314	278		0		0						5	92
AM Period	NB	SB		EB	WB	ТС	TAL	PM Period	NB		SB		EB	W	'B	ТО	TAL
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TOTALS	72		157				229	TOTALS		242	-	121					363
SPLIT %	31.4		68.6%				38.7%			66.7%		33.3%					61.3%
		/ 707			NB	SB		EB		WB						To	otal
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AM Peak Hour	10:4	15	07:15				07:30	PM Peak Hour		16:30		14:30					15:15
AM Pk Volume	18		37				50	PM Pk Volume		43		24					64
Pk Hr Factor	0.64		0.712				0.833	Pk Hr Factor		0.768		0.667					0.941
7 - 9 Volume	21		64				85	4 - 6 Volume		76		34					110
7 - 9 Peak Hour	07:4		07:15 27					4 - 6 Peak Hour		16:30		16:00					16:00 60
7 - 9 Pk Volume Pk Hr Factor	16 0.66		37 0.712				50 0.833	4 - 6 Pk Volume Pk Hr Factor		43 0.768		21 0.656					60 0.882
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Prepared by NDS/ATD VOLUME

Morgan Territory Rd N/O Manning Rd

Day: Saturday Date: 9/22/2018

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Morgan Territory Rd N/O Manning Rd

Day: Sunday Date: 9/23/2018

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Pk Hr Factor		0.786		0.844		0	0		0.958	Pk Hr Factor		0.792		0.750		0		0		0.804
7 - 9 Volume 7 - 9 Peak Hour		16 07:30		22 08:00					38 08:00	4 - 6 Volume 4 - 6 Peak Hour		27 16:00		22 16:00						49 16:00
7 - 9 Peak Hour 7 - 9 Pk Volume		10		16						4 - 6 Pk Volume		10:00		18:00						30
Pk Hr Factor		0.500		0.800					0.821	Pk Hr Factor		0.607		0.542						0.577

Morgan Territory Rd N/O Manning Rd

Day: Monday Date: 9/24/2018

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10:45 8 20 6 16 14 36 22:45 0 2 0 2 11:00 0 2 2 23:00 0 0 0 0 1 11:15 7 6 13 7 6 13 0 1 1 0 1 11:30 3 4 7 23:30 0 1 0 1 1 11:45 6 16 3 15 9 31 23:45 0 1 0 1 1 11:45 6 16 3 15 9 31 23:45 0 1 0 1 1 11:45 6 165 256 TOTALS 212 141 353 SPLIT % 35.5% 64.5% 42.0% SPLIT % 60.1% 39.9% 58.0% AM Peak Hour 11:45 07:30 07:45 PM Peak Hour 15:30 14:15 Total AM Peak Hour 11:45 07:30 0.775 <t< th=""><th>10:15</th><th></th><th></th><th>3</th><th></th><th></th><th></th><th>7</th><th></th><th></th><th>0</th><th></th><th>0</th><th></th><th></th><th></th><th></th><th>0</th><th></th></t<>	10:15			3				7			0		0					0	
11:00 0 2 2 23:00 0 0 0 0 11:15 7 6 13 23:00 0 1 0 1 11:30 3 4 7 23:30 0 1 1 1 11:45 6 16 3 15 9 31 23:45 0 1 0 1 0 2 TOTALS 91 165 256 TOTALS 212 141 353 353 SPLIT % 35.5% 64.5% 42.0% SPLIT % 60.1% 39.9% 58.0% DAILY TOTALS NB SB EB WB MB SB Contained and and and and and and and and and an			20		16				26		1	C	0					1	2
11:15 7 6 13 23:15 1 0 1 1 11:30 3 4 7 23:30 0 1 0 1 1 1 11:45 6 16 3 15 9 31 23:30 0 1 0 1 0 2 TOTALS 91 165 256 TOTALS 212 141 353 SPLIT % 35.5% 64.5% 42.0% SPLIT % 60.1% 39.9% 58.0% PAILY TOTALS NB SB EB WB SB Total 60.1% 39.9% 58.0% AM Peak Hour 11:45 07:30 07:45 PM Peak Hour 15:30 14:15 15:30 AM Peak Hour 11:45 07:30 07:45 PM Pk Volume 35 28 60 Pk Hr Factor 0.600 0.733 0.775 Pk Hr Factor 0.875 0.875 0.938 7 - 9 Peak Hour 07:45 07:30 07:45 4 - 6 Peak Hour 16:15 16:00 16:			20		10			1	50			۷	-					-	2
11:45 6 16 3 15 9 31 23:45 0 1 0 1 0 2 TOTALS 91 165 256 TOTALS 212 141 353 SPLIT % 35.5% 64.5% 42.0% SPLIT % 60.1% 39.9% 58.0% DAILY TOTALS NB SB EB WB SB EB WB SB Total AM Peak Hour 11:45 07:30 07:30 07:45 PM Peak Hour 15:30 14:15 15:30 15:30 AM Peak Hour 11:45 07:30 0.773 PM Peak Hour 15:30 14:15 15:30 14:15 15:30 AM Peak Hour 11:45 07:33 0.775 PM Peak Hour 35 28 60 PM Hr Factor 0.600 0.733 0.775 PM Peak Hour 15:30 14:15 0.875 0.938 7 - 9 Volume 22 74 96 4 - 6 Volume 61 35 0 96 7 - 9 Peak Hour 07:45	11:15	7		6				13		23:15	1		0					1	
TOTALS 91 165 256 TOTALS 212 141 353 SPLIT % 35.5% 64.5% 42.0% SPLIT % 60.1% 39.9% 58.0% DAILY TOTALS NB SB EB WB Total 303 306 0 0 0 609			16	4 2	1⊑			-	21			1	1	1				1	2
SPLIT % 35.5% 64.5% 42.0% SPLIT % 60.1% 39.9% 58.0% DAILY TOTALS NB SB EB WB Total 609 AM Peak Hour 11:45 07:30 07:45 PM Peak Hour 15:30 14:15 15:30 AM Peak Hour 11:45 07:30 07:45 PM Peak Hour 15:30 14:15 15:30 AM Peak Hour 11:45 07:30 07:45 PM Peak Hour 15:30 14:15 15:30 AM Peak Hour 11:45 07:30 07:45 PM Peak Hour 15:30 14:15 15:30 PM Peak Hour 11:45 07:30 07:45 PM Peak Hour 15:30 PM Peak Hour 0.600 0.733 0.775 PM Peak Hour 15:30 14:15 15:30 7 - 9 Volume 22 74 0 96 4 - 6 Volume 61 35 0 96 7 - 9 Peak Hour 07:45 07:30 07:45 4 - 6 Volume 33 <t< th=""><th></th><th></th><th></th><th>J</th><th></th><th></th><th></th><th>9</th><th></th><th></th><th>0</th><th>212</th><th>U</th><th>_</th><th></th><th></th><th></th><th>0</th><th></th></t<>				J				9			0	212	U	_				0	
JAILY FOTALS 303 306 0 0 609 AM Peak Hour 11:45 07:30 07:45 PM Peak Hour 15:30 14:15 15:30 AM Peak Hour 24 44 62 PM Pk Volume 35 28 60 Pk Hr Factor 0.600 0.733 0.775 Pk Hr Factor 0.875 0.875 0.938 7 - 9 Volume 22 74 0 96 4 - 6 Volume 61 35 0 96 7 - 9 Peak Hour 07:45 07:30 07:45 4 - 6 Peak Hour 16:15 16:00 16:00 7 - 9 Pk Volume 18 44 0 0 62 4 - 6 Pk Volume 33 22 0 0 54																			58.0%
JAILY FOTALS 303 306 0 0 609 AM Peak Hour 11:45 07:30 07:45 PM Peak Hour 15:30 14:15 15:30 AM Peak Hour 24 44 62 PM Pk Volume 35 28 60 Pk Hr Factor 0.600 0.733 0.775 Pk Hr Factor 0.875 0.875 0.938 7 - 9 Volume 22 74 0 96 4 - 6 Volume 61 35 0 96 7 - 9 Peak Hour 07:45 07:30 07:45 4 - 6 Peak Hour 16:15 16:00 16:00 7 - 9 Pk Volume 18 44 0 0 62 4 - 6 Pk Volume 33 22 0 0 54							NB	SB		EB_		WB						_Το	tal
AM Pk Volume 24 44 62 PM Pk Volume 35 28 60 Pk Hr Factor 0.600 0.733 0.775 Pk Hr Factor 0.875 0.875 0.938 7 - 9 Volume 22 74 0 06 4 - 6 Volume 61 35 0 0 96 7 - 9 Peak Hour 07:45 07:30 07:45 4 - 6 Peak Hour 16:15 16:00 16:00 16:00 7 - 9 Pk Volume 18 44 0 62 4 - 6 Pk Volume 33 22 0 0 54		DAI		ΟΤΑ	LS														
AM Pk Volume 24 44 62 PM Pk Volume 35 28 60 Pk Hr Factor 0.600 0.733 0.775 Pk Hr Factor 0.875 0.875 0.938 7 - 9 Volume 22 74 0 96 4 - 6 Volume 61 35 0 0 96 7 - 9 Peak Hour 07:45 07:30 07:45 4 - 6 Peak Hour 16:15 16:00 16:00 7 - 9 Pk Volume 18 44 0 62 62 33 22 0 0 54	AM Peak Hour	1	11:45		07:30				07:45	PM Peak Hour		15:30		14:15					15:30
7 - 9 Volume 22 74 0 96 4 - 6 Volume 61 35 0 96 96 7 - 9 Peak Hour 07:45 07:30 07:45 4 - 6 Peak Hour 16:15 16:00 16:00 16:00 16:00 16:00 54 7 - 9 Pk Volume 18 44 0 0 62 4 - 6 Pk Volume 33 22 0 0 54	AM Pk Volume									PM Pk Volume									
7 - 9 Peak Hour 07:45 07:30 07:45 4 - 6 Peak Hour 16:15 16:00 16:00 7 - 9 Pk Volume 18 44 0 62 4 - 6 Pk Volume 33 22 0 62 54																			
7 - 9 Pk Volume 18 44 0 0 62 4 - 6 Pk Volume 33 22 0 0 54																			

Day: Tuesday Date: 9/18/2018

				NB		SB		EB	WB						То	otal
	DAILY TOTALS		-	0		0		1,405	1,104							509
					_											
AM Period	NB SB	EB		WB			TAL	PM Period	NB	SB	EB		WB			TAL
00:00 00:15		0 0		0 0		0 0		12:00 12:15			12 15		11 9		23 24	
00:30		0		0		0		12:30			14		10		24	
00:45		0		0		0		12:45			14	55	10	40	24	95
01:00 01:15		0		0 0		0 0		13:00 13:15			14 10		9 9		23 19	
01:30		0		0		0		13:30			10		12		22	
01:45		0		1	1	1	1	13:45			10	44	13	43	23	87
02:00		0		0		0		14:00			18		11		29	
02:15 02:30		0		0		0		14:15 14:30			21 24		8 19		29 43	
02:45		1	1	0	1	1	2	14:45			24 44	107	19	54	43 60	161
03:00		0		1		1		15:00			33		8		41	
03:15		0		0		0		15:15			54		11		65	
03:30 03:45		0	2	1 0	2	1 2	Л	15:30 15:45			38 60	195	20 15	54	58 75	239
03:45		0	2	1	2	<u> </u>	4	15:45			<u>60</u> 79	185	15	J4	<u>75</u> 91	239
04:15		3		0		3		16:15			69		13		82	
04:30		0		2		2		16:30			67		16		83	
04:45 05:00		3	6	3 5	6	6 7	12	16:45 17:00			<u>58</u> 60	273	20 16	61	78 76	334
05:00		2 4		5 9		/ 13		17:00			57		16 23		76 80	
05:30		3		11		14		17:30			72		17		89	
05:45		2	11	16	41	18	52	17:45			58	247	18	74	76	321
06:00 06:15		12 F		11 17		23 22		18:00 18:15			44		14 10		58 59	
06:30		5		23		22 30		18:30			49 20		10		39 32	
06:45		8	32	23	74	31	106	18:45			27	140	13	49	40	189
07:00		11		38		49		19:00			12		15		27	
07:15 07:30		19 19		48 51		67 69		19:15 19:30			17 6		8		25 13	
07:45		18 12	60		193	68	253	19:45			3	38	7	37	10	75
08:00		11		45		56		20:00			4		10		14	
08:15		18		42		60		20:15			5		6		11	
08:30 08:45		15 8	52	38 39	164	53 47	216	20:30 20:45			9 0	18	/ 2	25	16 2	43
09:00		13	52	22	104	35	210	21:00			2	10	3	25	5	45
09:15		12		24		36		21:15			4		0		4	
09:30		11		19		30		21:30			2		8		10	
09:45 10:00		<u>11</u> 4	47	<u>18</u> 9	83	29 13	130	21:45 22:00			<u>7</u> 2	15	2	13	9 6	28
10:00		7		13		20		22:15			1		2		3	
10:30		2		8		10		22:30			2		1		3	
10:45		9	22	13	43	22	65	22:45			0	5	0	7	0	12
11:00 11:15		14 9		11 11		25 20		23:00 23:15			4 0		1 0		5 0	
11:30		5		6		20 11		23:30			0		0		0	
11:45		12	40	8	36	20	76	23:45			1	5	2	3	3	8
TOTALS			273		644		917	TOTALS				1132		460		1592
SPLIT %			29.8%	7	70.2%		36.5%	SPLIT %				71.1%		28.9%		63.5%
				NB		SB		EB	WB						Тс	otal
	DAILY TOTALS		-	0		0		1,405	1,104							509
AM Peak Hour			07:00		07:15		07:15	PM Peak Hour				15:45		16:45		16:00
AM Pk Volume			60		200		260	PM Pk Volume				275		76		334
Pk Hr Factor			0.789		0.893		0.942	Pk Hr Factor				0.870		0.826		0.918
7 - 9 Volume	0	0	112		357		469	4 - 6 Volume	0	0)	520		135		655
7 - 9 Peak Hour			07:00		07:15			4 - 6 Peak Hour				16:00		16:45		16:00
7 - 9 Pk Volume			60 0 789		200			4 - 6 Pk Volume Pk Hr Factor				273 0.864		76 0.826		334 0.918
Pk Hr Factor	0.000 0.0	000	0.789		0.893		0.942	Pk Hr Factor	0.000	0.0	00	0.864		0.826		0.918

Day: Wednesday **Date:** 9/19/2018

				NB		SB		EB	WB						Te	otal
	DAILY TOTALS	5	-	0		0		1,451	1,133							584
AM Period 00:00	NB SB	EB		WB 0		ТО 0	TAL	PM Period 12:00	NB	SB	EB 11		WB 13		TO 24	TAL
00:15		0		0		0		12:00			11		14		24 29	
00:30		0		2		2		12:30			12		15		27	
00:45		1	1		2	1	3	12:45			14	52	10	52	24	104
01:00 01:15		1		0 0		1 1		13:00 13:15			10 12		9 6		19 18	
01:30		0		0		0		13:30			12		13		30	
01:45		0	2	0		0	2	13:45			12	51	8	36	20	87
02:00		0		1		1		14:00			18		11		29	
02:15 02:30		0		1 0		1 0		14:15 14:30			23 32		14 17		37 49	
02:45		0		-	2	0	2	14:45			38	111	15	57	53	168
03:00		0		1		1		15:00			44		10		54	
03:15		0		1		1		15:15			42		11		53	
03:30 03:45		0		0 0	2	0 0	2	15:30 15:45			59 58	203	21 20	62	80 78	265
04:00		1		0	-	1	2	16:00			53	205	20	02	73	205
04:15		1		0		1		16:15			66		32		98	
04:30		1	-	0	_	1 7	10	16:30			71	252	17	00	88	220
04:45 05:00		<u> </u>	5	5	5	<u>/</u> 4	10	16:45 17:00			<u>63</u> 57	253	17 20	86	80 77	339
05:15		5		10		15		17:15			80		16		96	
05:30		2		8		10		17:30			55		18		73	
05:45		6	13		38	22	51	17:45			51	243	13	67	64	310
06:00 06:15		10 7		13 14		23 21		18:00 18:15			51 45		11 10		62 55	
06:30		, 11		26		37		18:30			45		12		57	
06:45		1	29	22 7	75	23	104	18:45			25	166	9	42	34	208
07:00		10		41		51		19:00			13		12		25	
07:15 07:30		13 22		48 45		61 67		19:15 19:30			15 6		5 9		20 15	
07:45		16	61		75	57	236	19:45			6	40	7	33	13	73
08:00		20		46		66		20:00			5		8		13	
08:15		22		30		52		20:15			1		7		8	
08:30 08:45		15 7	64	42 44 1	62	57 51	226	20:30 20:45			3	16	2 7	24	9 10	40
09:00		6	04	25	02	31	220	21:00			4	10	2	27	6	-10
09:15		7		35		42		21:15			5		4		9	
09:30		11	21	22		33	125	21:30			2	10	7	1 5	9	27
09:45 10:00		10	31	22 1 14	04	29 24	135	21:45 22:00			1	12	2	15	3	27
10:15		11		13		24		22:15			4		0		4	
10:30		9		12		21		22:30			2	-	0	_	2	
10:45 11:00		<u>15</u> 11	45	<u>11 5</u> 13	50	26 24	95	22:45 23:00			2	9	1	4	3	13
11:00		4		6		24 10		23:00			0		1		2	
11:30		15		10		25		23:30			1		2		3	
11:45		10	40	7 3	36	17	76	23:45			2	4	1	4	3	8
TOTALS			291	6	51		942	TOTALS				1160		482		1642
SPLIT %			30.9%	69	9.1%		36.5%	SPLIT %				70.6%		29.4%		63.5%
				NB		SB		EB	WB						To	otal
	DAILY TOTALS			0		0		1,451	1,133							584
AM Peak Hour			07:30	07	7:15		07:15	PM Peak Hour				16:30		15:30		16:15
AM Pk Volume			80		.80		251	PM Pk Volume				271		93		343
Pk Hr Factor			0.909	0.	.938		0.937	Pk Hr Factor				0.847		0.727		0.875
7 - 9 Volume	0	0	125		37		462	4 - 6 Volume	0	0		496		153		649
7 - 9 Peak Hour			07:30		7:15			4 - 6 Peak Hour				16:30		16:00		16:15
7 - 9 Pk Volume			80 0.00		L80 038			4 - 6 Pk Volume Pk Hr Factor				271		86 0.672		343 0 875
Pk Hr Factor	0.000 0	.000	0.909	0.	.938		0.937	PK III Factor	0.000	0.0	0	0.847		0.672		0.875

Day: Thursday **Date:** 9/20/2018

				NB		SB		EB	WB						Тс	otal
	DAILY TOT	ALS	-	0		0		1,493	1,225							718
AM Period	NB SB	B EB		WB		то	TAL	PM Period	NB	SB	EB		WB			TAL
00:00	ND SL	0		0		0		12:00	ND	30	10		17		27	TAL
00:15		1		0		1		12:15			10		10		20	
00:30		0		1		1	_	12:30			13		13		26	
00:45		0	1	0	1	0	2	12:45			18	51	11	51	29	102
01:00 01:15		1		0 0		1 0		13:00 13:15			9 14		8 13		17 27	
01:30		0		0		0		13:30			14		19		34	
01:45		0	1	1	1	1	2	13:45			12	50	12	52	24	102
02:00		0		1		1		14:00			21		15		36	
02:15		1		0		1		14:15			30		8		38	
02:30		0	4	0	2	0	2	14:30			20	110	8	47	28	100
02:45 03:00		0	1	1	2	1	3	14:45 15:00			<u>48</u> 36	119	<u>16</u> 14	47	64 50	166
03:15		0		0		0		15:15			50 60		15		75	
03:30		0		0		0		15:30			56		18		74	
03:45		0		0	1	0	1	15:45			58	210	17	64	75	274
04:00		0		1		1		16:00			49		12		61	
04:15		2		0		2		16:15			74		15		89	
04:30 04:45		1	3	2 3	6	3 3	9	16:30 16:45			66 52	241	17 20	72	83 80	313
04:45		2	Э	<u> </u>	U	3 8	3	17:00			<u> </u>	241	28 23	72	<u> </u>	212
05:15		4		6		10		17:15			63		26		89	
05:30		5		15		20		17:30			83		10		93	
05:45		3	14	16	43	19	57	17:45			54	267	10	69	64	336
06:00		9		10		19		18:00			45		8		53	
06:15		11		13		24 30		18:15 18:30			28 34		10		38 47	
06:30 06:45		7	34	23 24	70	30 31	104	18:45			54 23	130	13 17	48	47 40	178
07:00		11	54	28	/0	39	104	19:00			16	150	14	-10	30	170
07:15		11		43		54		19:15			26		6		32	
07:30		19		50		69		19:30			8		4		12	
07:45		12	53	51	172	63	225	19:45			9	59	9	33	18	92
08:00		21		35 56		56 71		20:00 20:15			7		5 1		12	
08:15 08:30		15 22		56 38		71 60		20:15			7		9		8 16	
08:45		14	72	48	177	62	249	20:45			4	25	8	23	12	48
09:00		11		52		63		21:00			5		6		11	
09:15		19		45		64		21:15			2		6		8	
09:30		10		36		46		21:30			3		3		6	
09:45		12	52	19	152	31	204	21:45			4	14	1	16	5	30
10:00 10:15		12 2		13 20		25 22		22:00 22:15			2 3		2		4 5	
10:15		2 8		20 9		17		22:30			3		<u>د</u> 1		5 4	
10:45		3	25	28	70	31	95	22:45			3	11	2	7	5	18
11:00		13		12		25		23:00			2		2		4	
11:15		15		11		26		23:15			0		0		0	
11:30 11:45		16	E.C.	8 11	12	24 22	00	23:30 23:45			2	л	1 3	C	3 3	10
11:45 TOTALS		12	212	11	42 727	23	98	TOTALS			0	4	3	6	3	10
TOTALS			312		737		1049					1181		488		1669
SPLIT %			29.7%		70.3%		38.6%	SPLIT %				70.8%		29.2%		61.4%
	DAILY TOT			NB		SB		EB	WB						Тс	otal
				0		0		1,493	1,225						2,7	718
AM Peak Hour			08:00		08:15		07:30	PM Peak Hour				17:00		16:30		16:45
AM Pk Volume			72		194		259	PM Pk Volume				267		94		352
Pk Hr Factor			0.818		0.866		0.912	Pk Hr Factor				0.804		0.839		0.946
7 - 9 Volume	0	0	125		349		474	4 - 6 Volume	0	0		508		141		649
7 - 9 Peak Hour			08:00		07:30			4 - 6 Peak Hour				17:00		16:30		16:45
7 - 9 Pk Volume			72		192		259	4 - 6 Pk Volume				267		94		352
Pk Hr Factor	0.000	0.000	0.818		0.857		0.912	Pk Hr Factor	0.000	0.00	0	0.804		0.839		0.946

Day: Friday Date: 9/21/2018

				NB		SB		EB	V	VB					Т	otal
	DAILY TOTALS		-	0		<u> </u>		EB 1,534		<u>196</u>						730
AM Period	NB SB	EB		WB			DTAL	PM Period	NB	SB	E		WB			TAL
00:00 00:15		0		0 0		0 0		12:00 12:15			9 18		9 16		18 34	
00:30		1		2		3		12:30			19		7		26	
00:45		0	1	0	2	0	3	12:45			8		5	37	13	91
01:00		1		0		1		13:00			23		12		35	
01:15		0		0		0		13:15			24		13		37	
01:30 01:45		0	2	0 0		0	2	13:30 13:45			14 19		14 7	46	28 26	126
02:00		0	2	0		0	2	14:00			2		10	40	33	120
02:15		0		0		0		14:15			34		8		42	
02:30		0		0		0		14:30			43		8		51	
02:45		0		1	1	1	1	14:45			30		7	33	43	169
03:00 03:15		1 0		1		2		15:00 15:15			69 61		15 9		84 75	
03:30		0		0		0		15:30			59		25		75 84	
03:45		0	1	1	3	1	4	15:45			7		14	63	93	336
04:00		0		0		0		16:00			68	3	19		87	
04:15		1		0		1		16:15			6		12		77	
04:30 04:45		1	3	0 3	3	1 4	6	16:30 16:45			48 71		25 26	82	73 97	334
04:45		4	Э	<u> </u>	3	4	0	17:00			5		10	02	<u>97</u> 66	334
05:15		1		5		6		17:15			5		14		72	
05:30		2		15		17		17:30			64	1	17		81	
05:45		2	9	15	43	17	52	17:45			5		25	66	81	300
06:00		4		14 22		18		18:00			43		19		67	
06:15 06:30		16 5		22 16		38 21		18:15 18:30			39 30		11 10		50 40	
06:45		3	28	29	81	32	109	18:45			13		6	46	24	181
07:00		7		29		36		19:00			10		12		28	
07:15		12		25		37		19:15			9		7		16	
07:30		18 16	53	69 50	107	87 75	235	19:30 19:45			9	37	2 6	27	11 9	64
07:45 08:00		<u>16</u> 10	55	59 54	182	75 64	255	20:00			5	57	8	27	<u> </u>	04
08:15		15		60		75		20:15			5		6		11	
08:30		12		45		57		20:30			1		9		10	
08:45		14	51	39	198	53	249	20:45			5	16	5	28	10	44
09:00		9 13		23 31		32 44		21:00 21:15			2		10		12	
09:15 09:30		10		15		44 25		21:15 21:30			2		1		9 3	
09:45		7	39	11	80	18	119	21:45			5	11	5	23	10	34
10:00		10		7		17		22:00			3		0		3	
10:15		10		12		22		22:15			4		2		6	
10:30 10:45		11 16	17	28 22	60	39	116	22:30 22:45			5	1 Г	3 6	11	8 9	26
10:45 11:00		<u>16</u> 12	47	22 20	69	38 32	116	22:45			3 	15	2	11	<u> </u>	20
11:15		12		20 15		27		23:15			1		3		4	
11:30		12		16		28		23:30			4		2		6	
11:45		11	47	11	62	22	109	23:45			1	10	3	10	4	20
TOTALS			281		724		1005	TOTALS				1253		472		1725
SPLIT %			28.0%		72.0%		36.8%	SPLIT %				72.6%	,)	27.4%		63.2%
				NB		SB		EB	V	VB					Te	otal
	DAILY TOTALS			0		0		1,534		196						730
									=)							
AM Peak Hour			07:30		07:30		07:30	PM Peak Hour				15:00		16:00		15:30
AM Pk Volume			59 0.810		242		301 0.865	PM Pk Volume				273		82 0 788		341 0.917
Pk Hr Factor 7 - 9 Volume	0		0.819 104		0.877 380		0.865 484	Pk Hr Factor 4 - 6 Volume		0	0	0.864 486		0.788 148		0.917 634
7 - 9 Peak Hour			07:30		07:30			4 - 6 Peak Hour				480 16:00		16:00		16:00
7 - 9 Pk Volume			59		242			4 - 6 Pk Volume				252		82		334
Pk Hr Factor			0.819		0.877		0.865	Pk Hr Factor				0.887		0.788		0.861
	0.000		0.010		0.011				0.			0.007		0.700		

Day: Saturday Date: 9/22/2018

				NB		SB		EB		WB						Tc	otal
	DAILY TOTALS			0		0		735		684							419
		50					-				0.0	50					
AM Period 00:00	NB SB	EB 0		WB 0		0	TAL	PM Period 12:00	NB		SB	EB 10		WB 9		19	TAL
00:15		0		2		2		12:15				16		14		30	
00:30		2		1		3		12:30				13		13		26	
00:45		1	3	0	3	1	6	12:45				21	60	19	55	40	115
01:00 01:15		0		2 2		2 2		13:00 13:15				20 9		16 17		36 26	
01:30		1		1		2		13:30				13		15		28	
01:45		0	1	0	5	0	6	13:45				10	52	10	58	20	110
02:00		0		0		0		14:00				18		8		26	
02:15 02:30		1		0 1		⊥ 1		14:15 14:30				14 12		10 17		24 29	
02:45		0	1	1	2	1	3	14:45				12	56	12	47	24	103
03:00		0		1		1		15:00				14		21		35	
03:15		0		0		0		15:15				28		13		41	
03:30 03:45		0		1 0	2	1 0	2	15:30 15:45				15 26	83	10 19	63	25 45	146
04:00		1		0	-	1	-	16:00				17		18		35	10
04:15		0		0		0		16:15				12		13		25	
04:30		3	F	1	2	4	7	16:30				15 10	E 4	10 E	16	25 15	100
04:45 05:00		 1	5	0	2	2 1	/	16:45 17:00				<u>10</u> 20	54	<u>5</u> 9	46	<u>15</u> 29	100
05:15		0		1		1		17:15				17		14		31	
05:30		1		3		4		17:30				9		10		19	
05:45		2	4	2	6	4	10	17:45 18:00				<u>12</u>	58	<u>5</u> 9	38	<u>17</u> 17	96
06:00 06:15		2 0		1 3		3 3		18:00				8 6		9 7		17	
06:30		2		5		7		18:30				13		8		21	
06:45		2	6	6	15	8	21	18:45				11	38	7	31	18	69
07:00 07:15		3		6		9 11		19:00 19:15				8		7		15 23	
07:30		8		4 13		11 21		19:30				12 10		11 4		25 14	
07:45		7	25	14	37	21	62	19:45				2	32	6	28	8	60
08:00		7		11		18		20:00				5		3		8	
08:15 08:30		12 10		11 13		23 23		20:15 20:30				12 5		5		17 8	
08:45		10	41	16	51	23	92	20:30				0	22	5	16	5	38
09:00		12		7		19		21:00				4		7	_	11	
09:15		22		11		33		21:15				5		5		10	
09:30 09:45		16 8	58	11 14	43	27 22	101	21:30 21:45				2	14	4 4	20	6 7	34
10:00		11	50	17	45	28	101	22:00				2	14	4	20	6	54
10:15		13		8		21		22:15				5		1		6	
10:30		13	F 4	10	F.0	23	101	22:30				5	a 🖵	4	~	9	20
10:45 11:00		<u>14</u> 14	51	15 15	50	29 29	101	22:45 23:00				<u> </u>	17	0	9	5 3	26
11:15		8		11		19		23:15				2		2		4	
11:30		24		13		37		23:30				0		0		0	
11:45		5	51	11	50	16	101	23:45				0	3	3	7	3	10
TOTALS			246		266		512	TOTALS					489		418		907
SPLIT %			48.0%		52.0%		36.1%	SPLIT %					53.9%		46.1%		63.9%
				NB		SB		EB		WB						Тс	otal
	DAILY TOTALS			0		0		735		684						1,4	419
AM Peak Hour			08:45		10:45		10:45	PM Peak Hour					15:15		12:45		15:00
AM Pk Volume			62		54		114	PM Pk Volume					86		67		146
Pk Hr Factor			0.705		0.900		0.770	Pk Hr Factor					0.768		0.882		0.811
7 - 9 Volume			66		88		154	4 - 6 Volume					112 16:20		84 16:00		196 16:00
7 - 9 Peak Hour 7 - 9 Pk Volume			08:00 41		08:00 51			4 - 6 Peak Hour 4 - 6 Pk Volume					16:30 62		16:00 46		16:00 100
Pk Hr Factor			41 0.854		0.797		92 0.821	Pk Hr Factor					0.775		40 0.639		0.714
	0.900		0.004		5.7.57					0.000	0		0.775		5.555		.,
Prepared by NDS/ATD VOLUME Manning Rd W/O Livermore Ave

Day: Sunday Date: 9/23/2018 City: Livermore Project #: CA18_8461_002

				NB		SB		EB		WB						То	otal
	DAILY TOTALS		-	0		<u> </u>		539		534)73
				U		U				554							
AM Period	NB SB	EB		WB			TAL	PM Period	NB		SB	EB		WB			TAL
00:00 00:15		3		0 0		3 0		12:00 12:15				9 18		9 8		18 26	
00:30		1		3		4		12:30				18		° 23		20 39	
00:45		1	5	1	4	2	9	12:45				19	62	12	52	31	114
01:00		2		2		4		13:00				13		16		29	
01:15 01:30		0		0		0 0		13:15 13:30				12 11		10 7		22 18	
01:45		1	3	1	3	2	6	13:45				11	47	, 10	43	21	90
02:00		0		0		0		14:00				11		11		22	
02:15		0		0		0		14:15				13		10		23	
02:30 02:45		0		0 0		0 0		14:30 14:45				6 10	40	7 11	39	13 21	79
03:00		0		0		0		15:00				8	-10	20	55	28	75
03:15		0		0		0		15:15				13		13		26	
03:30		1	1	0	1	1	2	15:30				13	40	12	C1	25	107
03:45 04:00		<u> 0 </u> 0	1	<u>1</u> 0	1	1 0	2	15:45 16:00				<u>12</u> 12	46	<u>16</u> 8	61	28 20	107
04:15		0		0		0		16:15				12		9		20	
04:30		0		1		1		16:30				18		12		30	
04:45		0		0	1	0	1	16:45 17:00				<u>6</u> 4	48	11 14	40	17 18	88
05:00 05:15		0		0		0		17:15				4 10		14		24	
05:30		1		1		2		17:30				9		7		16	
05:45		0	1	0	1	0	2	17:45				6	29	3	38	9	67
06:00 06:15		1		2		3 6		18:00 18:15				7		18 9		25 17	
06:30		2		6		8		18:30				8 6		9		17	
06:45		0	6	2	13	2	19	18:45				6	27	8	44	14	71
07:00		2		8		10		19:00				7		7		14	
07:15 07:30		2		3 1		5 7		19:15 19:30				5 9		5		10 11	
07:45		2	9	9	24	, 11	33	19:45				12	33	8	22	20	55
08:00		4		5		9		20:00				9		6		15	
08:15		6		5		11		20:15 20:30				4		9		13	
08:30 08:45		6	22	3 2	15	9 8	37	20:30				3	21	5 4	24	10 7	45
09:00		13		6	10	19	57	21:00				1		2		3	10
09:15		7		5		12		21:15				3		3		6	
09:30 09:45		8 10	38	13 3	27	21 13	65	21:30 21:45				4	10	2	8	6 3	18
10:00		10	30	6	27	17	05	22:00				2	10	1	0	3	10
10:15		14		6		20		22:15				1		1		2	
10:30		13	40	5	~	18	75	22:30				1	л	0	2	1	_
10:45 11:00		<u>10</u> 9	48	10 10	27	20 19	75	22:45 23:00				<u> </u>	4	<u>1</u> 0	3	1	7
11:15		11		10		23		23:15				1		1		2	
11:30		10	_	13	_	23		23:30				0		0		0	
11:45		7	37	8	43	15	80	23:45				0	2	0	1	0	3
TOTALS			170		159		329	TOTALS					369		375		744
SPLIT %			51.7%		48.3%		30.7%	SPLIT %					49.6%		50.4%		69.3%
				NB		SB		EB		WB						Το	otal
	DAILY TOTALS			0		0		539		534							073
AM Peak Hour			11:45		11:45		11:45	PM Peak Hour					12:15		12:30		12:15
AM Pk Volume			50		48		98	PM Pk Volume					66		61		125
Pk Hr Factor			0.694		0.522		0.628	Pk Hr Factor					0.868		0.663		0.801
7 - 9 Volume	0 0		31		39		70	4 - 6 Volume		0		0	77		78		155
7 - 9 Peak Hour			08:00		07:00			4 - 6 Peak Hour					16:00		16:30		16:30
7 - 9 Pk Volume			22		24			4 - 6 Pk Volume					48		51		89 0 742
Pk Hr Factor	0.000 0.00	00	0.917		0.667		0.909	Pk Hr Factor		0.000	0	.000	0.667		0.911		0.742

Prepared by NDS/ATD VOLUME Manning Rd W/O Livermore Ave

Day: Monday Date: 9/24/2018 City: Livermore Project #: CA18_8461_002

				NB		SB		EB	WB						Тс	otal
	DAILY TOTALS	S	-	0		0		1,404	1,166	-						570
AM Period	NB SB	EB		WB		тс	DTAL	PM Period	NB	SB	EB		WB			TAL
00:00	ND 3D	0		0		0		12:00	ND	30	10		14		24	TAL
00:15		0		0		0		12:15			12		9		21	
00:30		0		0		0		12:30			13		9		22	
00:45		0		0		0		12:45			16	51	18	50	34	101
01:00 01:15		0		0 0		0 0		13:00 13:15			18 16		5 7		23 23	
01:30		0		0		0		13:30			10		, 12		23 30	
01:45		0		1	1	1	1	13:45			13	65	5	29	18	94
02:00		0		0		0		14:00			18		11		29	
02:15		0		1		1		14:15			27		19		46	
02:30		0		0	1	0	1	14:30			35	110	12	50	47	171
02:45 03:00		0		0	1	0 0	1	14:45 15:00			<u>39</u> 32	119	10 14	52	49 46	171
03:15		0		1		1		15:15			47		14		40 61	
03:30		1		2		3		15:30			42		12		54	
03:45		1	2	0	3	1	5	15:45			65	186	15	55	80	241
04:00		1		1		2		16:00			67		11		78	
04:15		1		0		1		16:15 16:20			74 50		17 15		91 74	
04:30 04:45		⊥ ⊿	7	1 4	6	2 8	13	16:30 16:45			59 64	264	15 14	57	74 78	321
05:00		3	,	4	0	7	15	17:00			50	204	17	57	67	521
05:15		0		12		12		17:15			54		20		74	
05:30		2		12		14		17:30			69		15		84	
05:45		3	8	17	45	20	53	17:45			47	220	13	65	60	285
06:00		16		18 21		34 25		18:00 18:15			46		14 11		60 40	
06:15 06:30		4 5		21 19		25 24		18:30			38 16		11 12		49 28	
06:45		10	35	33	91	43	126	18:45			24	124	16	53	40	177
07:00		9		41	_	50		19:00			10		4		14	
07:15		10		30		40		19:15			11		10		21	
07:30		17	50	52	474	69	224	19:30			6	20	4	26	10	6.4
07:45 08:00		<u>14</u> 17	50	48 49	171	62 66	221	19:45 20:00			11	38	<u>8</u> 5	26	<u>19</u> 9	64
08:00		17		49 46		64		20:00			4 9		8		9 17	
08:30		24		47		71		20:30			6		8		14	
08:45		15	74	45	187	60	261	20:45			3	22	6	27	9	49
09:00		17		42		59		21:00			3		2		5	
09:15		11		30		41		21:15			2		1		3	
09:30 09:45		12 13	53	27 34	133	39 47	186	21:30 21:45			1	7	4	8	5 2	15
10:00		6	72	17	133	23	100	22:00			3	7	1	0	4	13
10:15		9		12		21		22:15			2		0		2	
10:30		3		12		15		22:30			2		2		4	
10:45			29	18	59	29	88	22:45			1	8	0	3	1	11
11:00 11:15		7		6 12		13 21		23:00 23:15			1		0		1	
11:15 11:30		9 11		12 11		21 22		23:15			т २		⊥ 1		2	
11:45		9	36	13	42	22	78	23:45			1	6	0	2	1	8
TOTALS		<u> </u>	294		739		1033	TOTALS			_	1110	-	427		1537
SPLIT %			28.5%		71.5%		40.2%					72.2%		27.8%		59.8%
	DAILY TOTAL	S		NB		SB		EB	WB	-						otal
				0		0		1,404	1,166						- Z ,	570
AM Peak Hour			08:00		07:30		07:45	PM Peak Hour				15:45		16:30		15:45
AM Pk Volume			74		195		263	PM Pk Volume				265		66		323
Pk Hr Factor			0.771		0.938		0.926	Pk Hr Factor				0.895		0.825		0.887
7 - 9 Volume			124		358		482	4 - 6 Volume				484		122		606 1 C - 00
7 - 9 Peak Hour			08:00		07:30			4 - 6 Peak Hour				16:00 264		16:30		16:00 221
7 - 9 Pk Volume Pk Hr Factor			74 0 771		195 0.938		263 0.926	4 - 6 Pk Volume Pk Hr Factor				264 0.892		66 0.825		321 0.882
Pk Hr Factor	0.000	0.000	0.771		0.938		0.926	PK III Factor	0.000	0.0	00	0.892		0.825		0.882

(916) 771-8700 orders@atdtraffic.com

File Name : 18-08462-001 Date : 09/20/2018

															Date :	09/20/2	010					
									Unshifted Co	ount = All Ve	hicles &	Uturns										
			Morgan Te South	erritory Rd bound				Manni Westl					Morgan Te North					Mannir Eastb	•			
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU		UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Tota
7:00	7	0	1	0	8	0	28	0	0	28	0	0	0	0	0	1	3	0	0	4	40	0
7:15	8	0	6	0	14	0	41	3	0	44	0	0	0	0	0	0	6	0	0	6	64	0
7:30	9	0	0	0	9	0	49	0	0	49	0	0	0	0	0	0	10	0	0	10	68	0
7:45	3	0	3	0	6	0	49	2	0	51	0	0	0	0	0	0	8	0	0	8	65	0
Total	27	0	10	0	37	0	167	5	0	172	0	0	0	0	0	1	27	0	0	28	237	0
8:00	9	0	1	0	10	0	33	3	0	36	0	0	1	0	1	0	9	0	0	9	56	0
8:15	9	0	6	0	15	0	49	8	0	57	0	0	0	0	0	0	7	0	0	7	79	0
8:30	10	0	5	0	15	0	35	2	0	37	0	0	0	0	0	0	8	0	0	8	60	0
8:45	6	0	2	0	8	0	44	4	0	48	0	0	0	0	0	0	8	0	0	8	64	0
Total	34	0	14	0	48	0	161	17	0	178	0	0	1	0	1	0	32	0	0	32	259	0
16:00	8	0	0	0	8	0	8	5	0	13	l o	0	0	0	0	3	43	0	0	46	67	0
16:15	3	0	0	0	3	0	6	9	0	15	0	0	0	0	0	2	69	0	0	71	89	0
16:30	4	0	0	0	4	0	14	3	0	17	0	0	0	0	0	3	63	0	0	66	87	0
16:45	3	0	1	0	4	0	17	9	0	26	0	0	0	0	0	4	52	0	0	56	86	0
Total	18	0	1	0	19	0	45	26	0	71	0	0	0	0	0	12	227	0	0	239	329	0
17:00	7	0	1	1	9	0	12	10	0	22	0	0	0	0	0	2	58	0	0	60	91	1
17:15	0	0	0	0	0	0	17	11	0	28	0	0	0	1	1	3	64	0	0	67	96	1
17:30	6	0	0	0	6	0	6	5	0	11	0	0	0	0	0	4	74	0	0	78	95	0
17:45	1	0	0	0	1	0	9	3	0	12	0	0	0	0	0	3	54	0	0	57	70	0
Total	14	0	1	1	16	0	44	29	0	73	0	0	0	1	1	12	250	0	0	262	352	2
Frand Total	93	0	26	1	120	0	417	77	0	494	0	0	1	1	2	25	536	0	0	561	1177	2
	77.5%	0.0%	21.7%	0.8%		0.0%	84.4%	15.6%	0.0%		0.0%	0.0%	50.0%	50.0%		4.5%	95.5%	0.0%	0.0%	1		
Total %	7.9%	0.0%	2.2%	0.1%	10.2%	0.0%	35.4%	6.5%	0.0%	42.0%	0.0%	0.0%	0.1%	0.1%	0.2%	2.1%	45.5%	0.0%	0.0%	47.7%	100.0%	
AM PEAK			Morgan Te	erritory Rd				Manni	na Rd				Morgan Te	erritory Rd				Mannir	na Rd		1	
HOUR				bound				West					North					Eastb	-			
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU		UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU		UTURNS	APP.TOTAL	Total	7

AM PEAK HOUR			Morgan Te Southt	bound				Mannir Westb	bound				Morgan Te Northl	bound				Mannir Eastb	ound		
	LEFT		RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour A																					
Peak Hour Fo	or Entire	Intersect	ion Begins a	at 07:30																	
7:30	9	0	0	0	9	0	49	0	0	49	0	0	0	0	0	0	10	0	0	10	68
7:45	3	0	3	0	6	0	49	2	0	51	0	0	0	0	0	0	8	0	0	8	65
8:00	9	0	1	0	10	0	33	3	0	36	0	0	1	0	1	0	9	0	0	9	56
8:15	9	0	6	0	15	0	49	8	0	57	0	0	0	0	0	0	7	0	0	7	79
Total Volume	30	0	10	0	40	0	180	13	0	193	0	0	1	0	1	0	34	0	0	34	268
% App Total	75.0%	0.0%	25.0%	0.0%		0.0%	93.3%	6.7%	0.0%		0.0%	0.0%	100.0%	0.0%		0.0%	100.0%	0.0%	0.0%		
PHF	.833	.000	.417	.000	.667	.000	.918	.406	.000	.846	.000	.000	.250	.000	.250	.000	.850	.000	.000	.850	.848
PM PEAK HOUR			Morgan Te Southt					Mannir Westb	-				Morgan Te North					Mannir Eastb	-		
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour A																					
Peak Hour Fo				at 16:45																	
16:45	3	0	1	0	4	0	17	9	0	26	0	0	0	0	0	4	52	0	0	56	86
17:00	7	0	1	1	9	0	12	10	0	22	0	0	0	0	0	2	58	0	0	60	91
17:15	0	0	0	0	0	0	17	11	0	28	0	0	0	1	1	3	64	0	0	67	96
17:30	6	0	0	0	6	0	6	5	0	11	0	0	0	0	0	4	74	0	0	78	95
Total Volume	16	0	2	1	19	0	52	35	0	87	0	0	0	1	1	13	248	0	0	261	368
	84.2%	0.0%	_ 10.5%	5.3%		0.0%	59.8%	40.2%	0.0%	•	0.0%	0.0%	0.0%	100.0%		5.0%	95.0%	0.0%	0.0%		
PHF	.571	.000	.500	.250	.528	.000	.765	.795	.000	.777	.000	.000	.000	.250	.250	.813	.838	.000	.000	.837	.958

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File Name : 18-08462-001 Date : 09/20/2018

									Bank ²	I Count = Bike	es & Ped	S				
			Morgan Te	erritory Rd				Mannin	g Rd				Morgan Te	rritory Rd		
			South	bound				Westb	ound				Northb	ound		
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%
Total %	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%
			Morgan Te					Mannin	0				Morgan Te Northb			
	LEET	THRU	South	PEDS		LEFT	THRU	Westb RIGHT	PEDS		LEFT	THRU	RIGHT	PEDS		LEFT
START TIME Peak Hour A				PED3	APP.TOTAL	LEFI	INKU	RIGHT	PED5	APP.TOTAL		INKU	RIGHT	PED3	APP.TOTAL	
Peak Hour P Peak Hour F				at 07:30												
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.45	•	•	•	•	0											

PHF .000 .000 .000 .000 .000 .000 .000 .000 .000 .000 .000 .000 .000 **PM PEAK** Morgan Territory Rd Morgan Territory Rd Manning Rd HOUR Southbound Westbound Northbound APP.TOTAL LEFT THRU RIGHT START TIME LEFT THRU RIGHT APP.TOTAL LEFT THRU RIGHT PEDS PEDS PEDS APP.TOTAL LEFT Peak Hour Analysis From 16:45 to 17:45 Peak Hour For Entire Intersection Begins at 16:45 0 0 0 16:45 0 0 0 0 0 0 0 0 0 0 0 0 0 17:00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 17:15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 17:30 Total Volume 0 0 0 0 0 0 0 0 % App Total 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% .000 .000 .000 .000 .000 PHF .000 .000 .000 .000 .000 .000 .000 .000

0

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8:15

Total Volume

% App Total

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0.0%

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0

		Mannin				
		Mannir Eastb				
LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
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	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	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		•	
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
U	Ū	0	0	Ū	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%	
		Mannir				
LEFT	THRU	Eastb	PEDS		Total	1
LEFI	THKU	RIGHT	FED3	APP.TOTAL	TOLAI	1
0	0	0	0	0	0	
0	0	0	Ő	0	Õ	
0	0	0	0	0	0	
0	0	0	0	0	0	_
0	0	0	0	0	0	
0.0%	0.0%	0.0%				_
.000	.000	.000		.000	.000	
		Mannir Eastb				
LEFT	THRU	RIGHT	PEDS		Total	1
LEFI	THRU		FEDS	APP.TOTAL	Total	J
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%			
	.000	.000		.000	.000

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File Name : 18-08462-002 Date : 09/20/2018

Unshifted Count = All Vehicles & Uturns

				erritory Rd					ct Dwy	ount = All Vel		oturns	Morgan Te					Project				
START TIME	LEFT	THRU	RIGHT	bound UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	bound UTURNS	APP.TOTAL	LEFT	THRU	Northb RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	Eastb RIGHT	OUND UTURNS	APP.TOTAL	Total	Uturns Total
7:00	0	7		0	7			0	0	0		1	0	0	1		0		0		8	
7:15	0	13	0	0	13	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	17	0
7:30	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0
7:45	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6	0
Total	0	34	0	0	34	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	41	0
8:00	0	10	0	0	10	1	0	0	0 0	1	0	3 5	0	0 0	3	0	0	0 0	0	0	14	0
8:15 8:30	0 0	12 15	0	0	12 15	0	0	0 0	0	0	0 0	5 2	2	0	1	0 0	0	0	0 0	0	20 17	0
8:45	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	11	0
Total	0	45	0	0	45	2	0	0	0	2	0	13	2	0	15	0	0	0	0	0	62	0
16:00	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	10	0
16:15	0	1	0	0	1	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	13	0
16:30	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10	0
16:45	0	4	0	0	4	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	16	0
Total	0	12	0	0	12	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	49	0
17:00	1	7	0	0	8	1	0	0	0	1	0	9	1	0	10	0	0	0	0	0	19	0
17:15	0	1	0	0	1	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	17	0
17:30	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	14	0
17:45 Total	<u> </u>	1 15	0	0	1 16	1	0	0	0	<u> </u>	0	40	0 1	0	41	0	0	0	0	0	8 58	0
Grand Total	1	106	0	0	107	4	0	0	0	4	0	96	3	0	99	0	0	0	0	0	210	0
Apprch %	0.9%	99.1%	0.0%	0.0%		100.0%	0.0%	0.0%	0.0%		0.0%	97.0%	3.0%	0.0%		0.0%	0.0%	0.0%	0.0%			
Total %	0.5%	50.5%	0.0%	0.0%	51.0%	1.9%	0.0%	0.0%	0.0%	1.9%	0.0%	45.7%	1.4%	0.0%	47.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
AM PEAK			Morgan Te	erritory Rd				Projec	t Dwy				Morgan Te	erritory Rd				Project	t Dwy		1	
HOUR		-		bound					bound			-	Northb					Eastb				-
START TIME				UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	
Peak Hour A				at 08:00																		
Peak Hour F 8:00		10		at 08.00 0	10	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	14	
8:15	0	12	0	0	12	1	0	0	0	1	0	5	2	0	7	0	0	0	0	0	20	
8:30	0	15	0	0	15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	17	
8:45	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	11	_
Total Volume	0	45	0	0	45	2	0	0	0	2	0	13	2	0	15	0	0	0	0	0	62	
% App Total PHF	0.0%	<u>100.0%</u> .750	0.0%	0.0%	.750	100.0% .500	0.0%	0.0%	0.0%	.500	0.0%	86.7% .650	<u>13.3%</u> .250	0.0%	.536	0.0%	0.0%	0.0%	0.0%	.000	.775	-
PM PEAK			Morgan Te	erritory Rd				Projec	ct Dwy				Morgan Te	erritory Rd		-		Project	t Dwy		1	
HOUR START TIME		THRU		bound UTURNS	APP.TOTAL	LEFT	THRU		bound UTURNS	APP.TOTAL	LEFT	THRU	Northb RIGHT	oound UTURNS	APP.TOTAL	LEFT	THRU	Eastb	ound UTURNS	APP.TOTAL	Total	7
Peak Hour A	nalysis l	From 16:4	5 to 17:45		APP.IOTAL		INKU	RIGHT	UTURNS	APP.IOTAL		IRU	RIGHT	UTURNS	APP.IOTAL		INKU	RIGHT	UTURINS	APP.IOTAL	Total	1
Peak Hour F		e Intersect	on Begins	at 16:45			•	•	2	•			•	2		-	•	~	•	~		
16:45	0	4	0	0	4	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	16	
17:00 17:15	1 0	1	0	0	0 1	1	0 0	0 0	0 0	1 0	0 0	9 16	1 0	0 0	10 16	0 0	0	0 0	0 0	0	19 17	
17:30	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	14	
Total Volume	1	18	0	0	19	1	0	0	0	1	0	45	1	0	46	0	0	0	0	0	66	-
% App Total	5.3%	94.7%	0.0%	0.0%		100.0%		0.0%	0.0%		0.0%	97.8%	2.2%	0.0%		0.0%	0.0%	0.0%	0.0%			_
PHF	.250	.643	.000	.000	.594	.250	.000	.000	.000	.250	.000	.703	.250	.000	.719	.000	.000	.000	.000	.000	.868	

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File Name : 18-08462-002 Date : 09/20/2018

									Bank 1	Count = Bike	es & Ped	s				
			Morgan Te					Projec					Morgan Te	erritory Rd		
			South				-	West				-	North			
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0
16:45	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%
Total %	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%
			<u> </u>			1							<u></u>			
AM PEAK HOUR			Morgan Te South	•				Projec Westł					Morgan Te North			
START TIME		THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT
Peak Hour A																
Peak Hour F	For Entire	Intersect	ion Begins	at 08:00												
8.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

i eak i loui i		Intersecti	on Degin	3 81 00.00												
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000
	-					-										

PM PEAK			•	erritory Rd					ct Dwy				Morgan Te					Project	•		1
HOUR			South	bound				West	bound				North	bound				Eastb	ound		<u> </u>
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour A	nalysis F	rom 16:4	5 to 17:45																		
Peak Hour F	or Entire	Intersect	ion Begins	at 16:45																	_
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000

		Projec	t Dwy			
		Eastb	ound			
LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
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
				ľ		
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
U	Ũ	Ũ	Ũ	Ũ	Ũ	U U
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	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
0	0	0	0	0	0	0
0.0%	0.0%	0.0%				
0.0%	0.0%	0.0%		0.0%	0.0%	
		Projec				
	TUDU	Eastb				1
LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	J
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%				_
.000	.000	.000		.000	.000	
		Projec				
	-	Eastb				•
LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	J
0	0	0	0	0	0	



APPENDIX C – LEVEL OF SERVICE WORKSHEETS FOR EXISTING AND CUMULATIVE CONDITIONS

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			\$			\$			4	
Traffic Volume (veh/h)	0	34	0	0	180	13	0	0	1	30	0	10
Future Volume (Veh/h)	0	34	0	0	180	13	0	0	1	30	0	10
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.25	0.25	0.25	0.67	0.67	0.67
Hourly flow rate (vph)	0	40	0	0	212	15	0	0	4	45	0	15
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	227			40			274	267	40	264	260	220
vC1, stage 1 conf vol												
vC2, stage 2 conf vol	0.07			10			074	0.47	10	0/1	0 (0	000
vCu, unblocked vol	227			40			274	267	40	264	260	220
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)	2.0			0.0			2 5	4.0	2.2	2.5	4.0	2.2
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	93	100	98
cM capacity (veh/h)	1341			1570			666	639	1031	687	645	820
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	40	227	4	60								
Volume Left	0	0	0	45								
Volume Right	0	15	4	15								
cSH	1341	1570	1031	716								
Volume to Capacity	0.00	0.00	0.00	0.08								_
Queue Length 95th (ft)	0	0	0	7								
Control Delay (s)	0.0	0.0	8.5	10.5								_
Lane LOS			A	B								
Approach Delay (s)	0.0	0.0	8.5	10.5								_
Approach LOS			А	В								
Intersection Summary												
Average Delay			2.0									
Intersection Capacity Utiliza	ition		25.9%	IC	CU Level o	of Service			А			
Analysis Period (min)			15									

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Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	Y		4Î			र्भ	1
Traffic Volume (veh/h)	2	0	13	2	0	45	
Future Volume (Veh/h)	2	0	13	2	0	45	
Sign Control	Stop		Free			Free	
Grade	0%		0%			0%	
Peak Hour Factor	0.50	0.50	0.54	0.54	0.75	0.75	
Hourly flow rate (vph)	4	0	24	4	0	60	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type			None			None	
Median storage veh)						-	
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	86	26			28		
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	86	26			28		
tC, single (s)	6.4	6.2			4.1		
tC, 2 stage (s)							
tF (s)	3.5	3.3			2.2		
p0 queue free %	100	100			100		
cM capacity (veh/h)	915	1050			1585		
Direction, Lane #	WB 1	NB 1	SB 1				
Volume Total	4	28	60				
Volume Left	4	20	00				
Volume Right	4	4	0				
cSH	915	1700	1585				
Volume to Capacity	0.00	0.02	0.00				
Queue Length 95th (ft)	0.00	0.02	0.00				
	9.0	0.0	0.0				
Control Delay (s) Lane LOS	9.0 A	0.0	0.0				
Approach Delay (s)	9.0	0.0	0.0				
Approach LOS	9.0 A	0.0	0.0				
	A						
Intersection Summary							
Average Delay			0.4				
Intersection Capacity Utilizat	tion		13.3%	IC	U Level of	of Service	
Analysis Period (min)			15				

Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR Lane Configurations
Traffic Volume (veh/h) 13 248 0 0 52 35 1 0 0 17 0 2 Future Volume (Veh/h) 13 248 0 0 52 35 1 0 0 17 0 2 Sign Control Free Free Stop Stop Stop 0% </th
Traffic Volume (veh/h) 13 248 0 0 52 35 1 0 0 17 0 22 Future Volume (Veh/h) 13 248 0 0 52 35 1 0 0 17 0 2 Sign Control Free Free Stop Stop 0%
Sign Control Free Free Stop Stop Grade 0%<
Grade 0% 0% 0% Peak Hour Factor 0.84 0.84 0.78 0.78 0.25 0.25 0.53 0.53 0.53 Hourly flow rate (vph) 15 295 0 0 67 45 4 0 0 32 0 4 Pedestrians
Peak Hour Factor 0.84 0.84 0.84 0.78 0.78 0.25 0.25 0.25 0.53 0.53 0.53 Hourly flow rate (vph) 15 295 0 0 67 45 4 0 0 32 0 4 Pedestrians
Hourly flow rate (vph) 15 295 0 0 67 45 4 0 0 32 0 4 Pedestrians Lane Width (ft) Valking Speed (ft/s) -
Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type None Median storage veh)
Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type None None Median storage veh)
Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type None Median storage veh)
Percent Blockage Right turn flare (veh) Median type None Median storage veh)
Right turn flare (veh) Median type None Median storage veh)
Median type None Median storage veh) None
Median storage veh)
Upstream signal (ft)
pX, platoon unblocked
vC, conflicting volume 112 295 418 437 295 414 414 90
vC1, stage 1 conf vol
vC2, stage 2 conf vol
vCu, unblocked vol 112 295 418 437 295 414 414 90
tC, single (s) 4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.2
tC, 2 stage (s)
tF (s) 2.2 2.2 3.5 4.0 3.3 3.5 4.0 3.3
p0 queue free % 99 100 99 100 94 100 100
cM capacity (veh/h) 1478 1266 538 508 744 544 523 968
Direction, Lane # EB 1 WB 1 NB 1 SB 1
Volume Total 310 112 4 36
Volume Left 15 0 4 32
Volume Right 0 45 0 4
cSH 1478 1266 538 572
Volume to Capacity 0.01 0.00 0.01 0.06
Queue Length 95th (ft) 1 0 1 5
Control Delay (s) 0.4 0.0 11.7 11.7
Lane LOS A B B
Approach Delay (s) 0.4 0.0 11.7 11.7
Approach LOS B B
Intersection Summary
Average Delay 1.3
Intersection Capacity Utilization 30.4% ICU Level of Service A
Analysis Period (min) 15

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		4Î			ર્સ
Traffic Volume (veh/h)	1	0	45	1	1	18
Future Volume (Veh/h)	1	0	45	1	1	18
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.25	0.25	0.72	0.72	0.60	0.60
Hourly flow rate (vph)	4	0	63	1	2	30
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	98	64			64	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	98	64			64	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	900	1001			1538	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	4	64	32			
Volume Left	4	0	2			
Volume Right	0	1	0			
cSH	900	1700	1538			
Volume to Capacity	0.00	0.04	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	9.0	0.0	0.5			
Lane LOS	А		А			
Approach Delay (s)	9.0	0.0	0.5			
Approach LOS	А					
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization	tion		13.3%	IC	U Level o	of Service
Analysis Period (min)			15			
			10			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			\$			\$			\$	
Traffic Volume (veh/h)	3	34	0	0	180	21	0	0	1	30	0	10
Future Volume (Veh/h)	3	34	0	0	180	21	0	0	1	30	0	10
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.25	0.25	0.25	0.67	0.67	0.67
Hourly flow rate (vph)	4	40	0	0	212	25	0	0	4	45	0	15
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	237			40			288	285	40	276	272	224
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	237			40			288	285	40	276	272	224
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	93	100	98
cM capacity (veh/h)	1330			1570			651	622	1031	672	632	815
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	44	237	4	60								
Volume Left	4	0	0	45								
Volume Right	0	25	4	15								
cSH	1330	1570	1031	703								
Volume to Capacity	0.00	0.00	0.00	0.09								
Queue Length 95th (ft)	0	0	0	7								
Control Delay (s)	0.7	0.0	8.5	10.6								
Lane LOS	А		А	В								
Approach Delay (s)	0.7	0.0	8.5	10.6								
Approach LOS			А	В								
Intersection Summary												
Average Delay			2.0									
Intersection Capacity Utiliza	ation		26.4%	IC	CU Level o	of Service			А			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Volume (veh/h)	13	248	0	0	52	35	1	0	0	25	0	5
Future Volume (Veh/h)	13	248	0	0	52	35	1	0	0	25	0	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.78	0.78	0.78	0.25	0.25	0.25	0.53	0.53	0.53
Hourly flow rate (vph)	15	295	0	0	67	45	4	0	0	47	0	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	112			295			424	437	295	414	414	90
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	112			295			424	437	295	414	414	90
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			99	100	100	91	100	99
cM capacity (veh/h)	1478			1266			532	508	744	544	523	968
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	310	112	4	56								
Volume Left	15	0	4	47								
Volume Right	0	45	0	9								
cSH	1478	1266	532	585								
Volume to Capacity	0.01	0.00	0.01	0.10								
Queue Length 95th (ft)	1	0	1	8								
Control Delay (s)	0.4	0.0	11.8	11.8								
Lane LOS	А		В	В								
Approach Delay (s)	0.4	0.0	11.8	11.8								
Approach LOS			В	В								
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utiliz	ation		30.4%	IC	CU Level o	of Service			А			
Analysis Period (min)			15									

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Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	Y		4Î			र्भ	
Traffic Volume (veh/h)	12	0	45	1	1	18	
Future Volume (Veh/h)	12	0	45	1	1	18	
Sign Control	Stop		Free			Free	
Grade	0%		0%			0%	
Peak Hour Factor	0.25	0.25	0.72	0.72	0.60	0.60	
Hourly flow rate (vph)	48	0	63	1	2	30	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type			None			None	
Median storage veh)							
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	98	64			64		
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	98	64			64		
tC, single (s)	6.4	6.2			4.1		
tC, 2 stage (s)							
tF (s)	3.5	3.3			2.2		
p0 queue free %	95	100			100		
cM capacity (veh/h)	900	1001			1538		
Direction, Lane #	WB 1	NB 1	SB 1				
Volume Total	48	64	32				
Volume Left	48	0	2				
Volume Right	0	1	0				
cSH	900	1700	1538				
Volume to Capacity	0.05	0.04	0.00				
Queue Length 95th (ft)	4	0	0				
Control Delay (s)	9.2	0.0	0.5				
Lane LOS	А		А				
Approach Delay (s)	9.2	0.0	0.5				
Approach LOS	А						
Intersection Summary							
Average Delay			3.2				
Intersection Capacity Utilizat	ion		13.3%	IC	U Level o	of Service	
Analysis Period (min)			15				

Timing Plan: A.M. Peak

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			4			\$			\$	
Traffic Volume (veh/h)	0	53	0	0	278	20	0	0	2	46	0	15
Future Volume (Veh/h)	0	53	0	0	278	20	0	0	2	46	0	15
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	58	0	0	302	22	0	0	2	50	0	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	324			58			387	382	58	373	371	313
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	324			58			387	382	58	373	371	313
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	91	100	98
cM capacity (veh/h)	1236			1546			559	551	1008	583	559	727
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	58	324	2	66								
Volume Left	0	0	0	50								
Volume Right	0	22	2	16								
cSH	1236	1546	1008	612								
Volume to Capacity	0.00	0.00	0.00	0.11								
Queue Length 95th (ft)	0	0	0	9								
Control Delay (s)	0.0	0.0	8.6	11.6								
Lane LOS			А	В								
Approach Delay (s)	0.0	0.0	8.6	11.6								
Approach LOS			А	В								
Intersection Summary												
Average Delay			1.7									
Intersection Capacity Utiliza	ation		32.6%	IC	CU Level	of Service			А			
Analysis Period (min)			15									

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Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	Y		4Î			र्भ	
Traffic Volume (veh/h)	3	0	20	3	0	70	
Future Volume (Veh/h)	3	0	20	3	0	70	
Sign Control	Stop		Free			Free	
Grade	0%		0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	3	0	22	3	0	76	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type			None			None	
Median storage veh)							
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	100	24			25		
vC1, stage 1 conf vol	100	2.			20		
vC2, stage 2 conf vol							
vCu, unblocked vol	100	24			25		
tC, single (s)	6.4	6.2			4.1		
tC, 2 stage (s)	0.1	0.2					
tF (s)	3.5	3.3			2.2		
p0 queue free %	100	100			100		
cM capacity (veh/h)	899	1053			1589		
					1007		
Direction, Lane #	WB 1	NB 1	SB 1				
Volume Total	3	25	76				
Volume Left	3	0	0				
Volume Right	0	3	0				
cSH	899	1700	1589				
Volume to Capacity	0.00	0.01	0.00				
Queue Length 95th (ft)	0	0	0				
Control Delay (s)	9.0	0.0	0.0				
Lane LOS	А						
Approach Delay (s)	9.0	0.0	0.0				
Approach LOS	А						
Intersection Summary							
Average Delay			0.3				
Intersection Capacity Utiliz	ation		13.7%	IC	Ulevelo	of Service	
Analysis Period (min)			15.776	10			
			13				

Timing Plan: P.M. Peak

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			4			\$			\$	
Traffic Volume (veh/h)	20	383	0	0	80	54	2	0	0	26	0	3
Future Volume (Veh/h)	20	383	0	0	80	54	2	0	0	26	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	416	0	0	87	59	2	0	0	28	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	146			416			580	606	416	576	576	116
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	146			416			580	606	416	576	576	116
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			100	100	100	93	100	100
cM capacity (veh/h)	1436			1143			420	405	637	423	421	936
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	438	146	2	31								
Volume Left	22	0	2	28								
Volume Right	0	59	0	3								
cSH	1436	1143	420	447								
Volume to Capacity	0.02	0.00	0.00	0.07								
Queue Length 95th (ft)	1	0	0	6								
Control Delay (s)	0.5	0.0	13.6	13.7								
Lane LOS	А		В	В								
Approach Delay (s)	0.5	0.0	13.6	13.7								
Approach LOS			В	В								
Intersection Summary												
Average Delay			1.1									
Intersection Capacity Utiliz	zation		42.1%	IC	CU Level	of Service			А			
Analysis Period (min)			15									

	4	•	1	1	1	Ŧ	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	Y		4Î			र्भ	
Traffic Volume (veh/h)	2	0	70	2	2	28	
Future Volume (Veh/h)	2	0	70	2	2	28	
Sign Control	Stop		Free			Free	
Grade	0%		0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	2	0	76	2	2	30	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type			None			None	
Median storage veh)							
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	111	77			78		
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	111	77			78		
tC, single (s)	6.4	6.2			4.1		
tC, 2 stage (s)	011	0.2					
tF (s)	3.5	3.3			2.2		
p0 queue free %	100	100			100		
cM capacity (veh/h)	885	984			1520		
					1020		
Direction, Lane #	WB 1	NB 1	SB 1				
Volume Total	2	78	32				
Volume Left	2	0	2				
Volume Right	0	2	0				
cSH	885	1700	1520				
Volume to Capacity	0.00	0.05	0.00				
Queue Length 95th (ft)	0	0	0				
Control Delay (s)	9.1	0.0	0.5				
Lane LOS	А		А				
Approach Delay (s)	9.1	0.0	0.5				
Approach LOS	А						
Intersection Summary							
Average Delay			0.3				
Intersection Capacity Utiliz	ation		13.8%	IC		of Service	
Analysis Period (min)	αιισπ		13.0%	IC	U LEVEI (
Analysis renou (IIIII)			10				

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			4			4			\$	
Traffic Volume (veh/h)	3	53	0	0	278	28	0	0	2	46	0	15
Future Volume (Veh/h)	3	53	0	0	278	28	0	0	2	46	0	15
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	58	0	0	302	30	0	0	2	50	0	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	332			58			397	396	58	383	381	317
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	332			58			397	396	58	383	381	317
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	91	100	98
cM capacity (veh/h)	1227			1546			550	540	1008	573	550	724
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	61	332	2	66								
Volume Left	3	0	0	50								
Volume Right	0	30	2	16								
cSH	1227	1546	1008	603								
Volume to Capacity	0.00	0.00	0.00	0.11								
Queue Length 95th (ft)	0	0	0	9								
Control Delay (s)	0.4	0.0	8.6	11.7								
Lane LOS	А		А	В								
Approach Delay (s)	0.4	0.0	8.6	11.7								
Approach LOS			А	В								
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utiliz	ation		33.1%	IC	CU Level o	of Service			А			
Analysis Period (min)			15									

Movement WBL WBR NBT NBR SBL SBT
Lane Configurations 🦞 🎁 📢
Traffic Volume (veh/h) 3 0 20 14 0 70
Future Volume (Veh/h) 3 0 20 14 0 70
Sign Control Stop Free Free
Grade 0% 0% 0%
Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92
Hourly flow rate (vph) 3 0 22 15 0 76
Pedestrians
Lane Width (ft)
Walking Speed (ft/s)
Percent Blockage
Right turn flare (veh)
Median type None None
Median storage veh)
Upstream signal (ft)
pX, platoon unblocked
vC, conflicting volume 106 30 37
vC1, stage 1 conf vol
vC2, stage 2 conf vol
vCu, unblocked vol 106 30 37
tC, single (s) 6.4 6.2 4.1
tC, 2 stage (s)
tF (s) 3.5 3.3 2.2
p0 queue free % 100 100 100
cM capacity (veh/h) 892 1045 1574
Direction, Lane # WB 1 NB 1 SB 1
Volume Total 3 37 76
Volume Left 3 0 0
Volume Right 0 15 0
cSH 892 1700 1574
Volume to Capacity 0.00 0.02 0.00
Queue Length 95th (ft) 0 0 0
Control Delay (s) 9.0 0.0 0.0
Lane LOS A
Approach Delay (s) 9.0 0.0 0.0
Approach LOS A
Intersection Summary
Average Delay 0.2
Intersection Capacity Utilization 13.7% ICU Level of Service
Analysis Period (min) 15

Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR Lane Configurations		٦	+	•	•	+	*	•	1	1	*	ţ	~
Traffic Volume (veh/h) 20 383 0 0 80 54 2 0 0 34 0 6 Future Volume (Veh/h) 20 383 0 0 80 54 2 0 0 34 0 6 Sign Control Free Stop Stop Stop Stop 0% </th <th>Movement</th> <th>EBL</th> <th>EBT</th> <th>EBR</th> <th>WBL</th> <th>WBT</th> <th>WBR</th> <th>NBL</th> <th>NBT</th> <th>NBR</th> <th>SBL</th> <th>SBT</th> <th>SBR</th>	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (veh/h) 20 383 0 0 80 54 2 0 0 34 0 6 Future Volume (Veh/h) 20 383 0 0 80 54 2 0 0 34 0 6 Sign Control Free Stop Stop Stop Stop 0% </td <td>Lane Configurations</td> <td></td> <td>\$</td> <td></td> <td></td> <td>÷</td> <td></td> <td></td> <td>÷</td> <td></td> <td></td> <td>\$</td> <td></td>	Lane Configurations		\$			÷			÷			\$	
Sign Control Free Stop Stop Grade 0% <td>Traffic Volume (veh/h)</td> <td>20</td> <td>383</td> <td>0</td> <td>0</td> <td>80</td> <td>54</td> <td>2</td> <td>0</td> <td>0</td> <td>34</td> <td></td> <td>6</td>	Traffic Volume (veh/h)	20	383	0	0	80	54	2	0	0	34		6
Grade 0% 0% 0% 0% Peak Hour Factor 0.92 <	Future Volume (Veh/h)	20	383	0	0	80	54	2	0	0	34	0	6
Peak Hour Factor 0.92 0.9	Sign Control		Free			Free			Stop			Stop	
Hourly flow rate (vph) 22 416 0 0 87 59 2 0 0 37 0 7 Pedestrians Lane Width (ft) Walking Speed (ft/s) - <td>Grade</td> <td></td> <td>0%</td> <td></td> <td></td> <td>0%</td> <td></td> <td></td> <td>0%</td> <td></td> <td></td> <td>0%</td> <td></td>	Grade		0%			0%			0%			0%	
Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) None Median storage veh) Upstream signal (ft) pX, platoon unblocked vc. conflicting volume vC2, stage 2 conf vol vc/2, stage 2 conf vol vc2, stage 2 conf vol vc/2, stage 2 conf vol vc2, stage 2 conf vol vc/2, stage 3, 3, 3, 5, 4, 0, 3, 3, 4, 2, 4, 4, 4, 4, 4, 4, 4, 4, 4, 4, 4, 4, 4,	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
Lane Width (it) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median storage veh) Upstream signal (it) pX, platoon unblocked vC, conflicting volume 146 416 584 606 416 576 576 116 vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 3 2 0 2 2 2 2 2 3 5 4 0 3 3 3 5 4 0 3 3 5 4 0 3 3 5 0 2 2 2 2 2 3 5 4 0 3 3 3 5 4 0 3 3 5 4 0 3 3 5	Hourly flow rate (vph)	22	416	0	0	87	59	2	0	0	37	0	7
Walking Speed (tt/s) Percent Blockage Right turn flare (veh) Median type None Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 146 416 584 606 416 576 576 116 vC1, stage 1 conf vol vC2, stage 2 conf vol vc16, stage 2 conf vol </td <td>Pedestrians</td> <td></td>	Pedestrians												
Percent Blockage None None Right turn flare (veh) None None Median storage veh) Upstream signal (ft) VC, conflicting volume 146 416 584 606 416 576 576 116 vC, conflicting volume 146 416 584 606 416 576 576 116 vC1, stage 1 conf vol vC2, stage 2 conf vol vC1, unblocked vol 146 416 584 606 416 576 576 116 tC2, stage 2 conf vol vC2, stage 2 conf vol vC1, unblocked vol 146 411 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 </td <td>Lane Width (ft)</td> <td></td>	Lane Width (ft)												
Percent Blockage None None Right turn flare (veh) None None Median storage veh) Upstream signal (ft) VC, conflicting volume 146 416 584 606 416 576 576 116 vC, conflicting volume 146 416 584 606 416 576 576 116 vC1, stage 1 conf vol vC2, stage 2 conf vol vC1, unblocked vol 146 416 584 606 416 576 576 116 tC2, stage 2 conf vol vC2, stage 2 conf vol vC1, unblocked vol 146 411 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 </td <td>Walking Speed (ft/s)</td> <td></td>	Walking Speed (ft/s)												
Right turn flare (veh) None None Median type None None Median storage veh) Upstream signal (ft) V pX, platoon unblocked V V vC, conflicting volume 146 416 584 606 416 576 576 116 vC1, stage 1 conf vol V													
Median type None None Median storage veh) Upstream signal (ft)													
Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 146 416 584 606 416 576 576 116 vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC1, unblocked vol 146 416 584 606 416 576 576 116 vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC1, unblocked vol 146 416 584 606 416 576 576 116 tC2, stage (s) vE1 4.1 7.1 6.5 6.2 7.1 6.5 6.2 tF (s) 2.2 2.2 3.5 4.0 3.3 3.5 4.0 3.3 p0 queue free % 98 100 100 100 100 91 100 99 cM capacity (veh/h) 1436 1143 415 405 637 423 421 936 Direction, Lane # EB 1 WB 1 NB 1 SB 1 VE VOlume Right 0 59 0 <t< td=""><td></td><td></td><td>None</td><td></td><td></td><td>None</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>			None			None							
Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 146 416 584 606 416 576 576 116 vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC2, unblocked vol 146 416 584 606 416 576 576 116 vC2, stage 2 conf vol vC2, unblocked vol 146 411 7.1 6.5 6.2 7.1 6.5 6.2 vC1, stage (s) 4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.2 tr (s) 2.2 2.2 3.5 4.0 3.3 3.5 4.0 3.3 p0 queue free % 98 100 100 100 91 100 99 cM capacity (veh/h) 1436 1143 415 405 637 423 421 936 Direction, Lane # EB 1 WB 1 NB 1 SB 1 VS													
pX, platoon unblocked vC, conflicting volume 146 416 584 606 416 576 576 116 vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, unblocked vol 146 416 584 606 416 576 576 116 tC, single (s) 4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.2 tC, 2 stage (s) tF (s) 2.2 2.2 3.5 4.0 3.3 3.5 4.0 3.3 p0 queue free % 98 100 100 100 91 100 99 cM capacity (veh/h) 1436 1143 415 405 637 423 421 936 Direction, Lane # EB 1 WB 1 NB 1 SB 1 Volume Total 438 146 2 44 Volume Total 438 146 2 44 Volume tot Capacity 0.2 0.0 2 37 Volume Right 0 59 0 7 cSH 1436 1143 415 463 Volume to Capacity 0.02 0.00 0.00 Queue Length 95th (ft) 1 0 0 8 Control Delay (s) 0.5 0.0 13.7 13.6 Lane LOS A B B													
vC, conflicting volume 146 416 584 606 416 576 576 116 vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 146 416 584 606 416 576 576 116 vC2, stage 2 conf vol vCu, unblocked vol 146 416 584 606 416 576 576 116 tC, single (s) 4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.2 tC, 2 stage (s) vcu velue free % 98 100 100 100 91 100 99 cM capacity (veh/h) 1436 1143 415 405 637 423 421 936 Direction, Lane # EB 1 WB 1 NB 1 SB 1 velue													
VC1, stage 1 conf vol VC2, stage 2 conf vol VCu, unblocked vol 146 416 584 606 416 576 576 116 tC, single (s) 4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.2 tC, 2 stage (s) tF (s) 2.2 2.2 3.5 4.0 3.3 3.5 4.0 3.3 p0 queue free % 98 100 100 100 91 100 99 cM capacity (veh/h) 1436 1143 415 405 637 423 421 936 Direction, Lane # EB 1 WB 1 NB 1 SB 1 Volume Total 438 146 2 44 Volume Total 438 146 2 44 Volume Icft 22 0 2 37 Volume Right 0 59 0 7 cSH 1436 1143 415 463 Volume to Capacity 0.02 0.00 0.00 0.09 Queue Length 95th (ft) 1 0 0 8 Control Delay (s) 0.5 0.0 13.7 13.6 Lane LOS A B B		146			416			584	606	416	576	576	116
vC2, stage 2 conf vol vCu, unblocked vol 146 416 584 606 416 576 576 116 tC, single (s) 4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.2 tC, 2 stage (s) tF (s) 2.2 2.2 3.5 4.0 3.3 3.5 4.0 3.3 p0 queue free % 98 100 100 100 100 91 100 99 cM capacity (veh/h) 1436 1143 415 405 637 423 421 936 Direction, Lane # EB 1 WB 1 NB 1 SB 1 Volume Total 438 146 2 44 Volume Left 22 0 2 37 Volume Right 0 59 0 7 cSH 1436 1143 415 463 Volume to Capacity 0.02 0.00 0.00 0.09 Queue Length 95th (ft) 1 0 0 8 Control Delay (s) 0.5 0.0 13.7 13.6 Lane LOS A B B													
vCu, unblocked vol 146 416 584 606 416 576 576 116 tC, single (s) 4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.2 tC, 2 stage (s) . <													
tC, single (s) 4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.2 tC, 2 stage (s) . <t< td=""><td></td><td>146</td><td></td><td></td><td>416</td><td></td><td></td><td>584</td><td>606</td><td>416</td><td>576</td><td>576</td><td>116</td></t<>		146			416			584	606	416	576	576	116
tC, 2 stage (s) tF (s) 2.2 2.2 3.5 4.0 3.3 3.5 4.0 3.3 p0 queue free % 98 100 100 100 100 91 100 99 cM capacity (veh/h) 1436 1143 415 405 637 423 421 936 Direction, Lane # EB 1 WB 1 NB 1 SB 1 Volume Total 438 146 2 44 Volume Total 438 146 2 44 Volume Left 22 0 2 37 Volume Right 0 59 0 7 7 5 143 415 463 Volume to Capacity 0.02 0.00 0.09													
tF (s) 2.2 2.2 3.5 4.0 3.3 3.5 4.0 3.3 p0 queue free % 98 100 100 100 100 91 100 99 cM capacity (veh/h) 1436 1143 415 405 637 423 421 936 Direction, Lane # EB 1 WB 1 NB 1 SB 1 Volume Total 438 146 2 44 Volume Total 438 146 2 44 415 405 637 423 421 936 Volume Total 438 146 2 44 415 405 637 423 421 936 Volume Left 22 0 2 37 5 <td></td> <td>-</td>													-
p0 queue free % 98 100 100 100 100 91 100 99 cM capacity (veh/h) 1436 1143 415 405 637 423 421 936 Direction, Lane # EB 1 WB 1 NB 1 SB 1 Volume Total 438 146 2 44 Volume Left 22 0 2 37 Volume Right 0 59 0 7 cSH 1436 1143 415 463 Volume to Capacity 0.02 0.00 0.09 90 90 Queue Length 95th (ft) 1 0 0 8 936 937 Lane LOS A B B 94 94 94 94 936		2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
CM capacity (veh/h) 1436 1143 415 405 637 423 421 936 Direction, Lane # EB 1 WB 1 NB 1 SB 1 Volume Total 438 146 2 44 Volume Left 22 0 2 37 Volume Right 0 59 0 7 CSH 1436 1143 415 463 Volume to Capacity 0.02 0.00 0.09 Queue Length 95th (ft) 1 0 0 8 Control Delay (s) 0.5 0.0 13.7 13.6 Lane LOS A B B													
Direction, Lane # EB 1 WB 1 NB 1 SB 1 Volume Total 438 146 2 44 Volume Left 22 0 2 37 Volume Right 0 59 0 7 cSH 1436 1143 415 463 Volume to Capacity 0.02 0.00 0.09 Queue Length 95th (ft) 1 0 0 8 Control Delay (s) 0.5 0.0 13.7 13.6 Lane LOS A B B B													
Volume Total 438 146 2 44 Volume Left 22 0 2 37 Volume Right 0 59 0 7 cSH 1436 1143 415 463 Volume to Capacity 0.02 0.00 0.09 Queue Length 95th (ft) 1 0 0 8 Control Delay (s) 0.5 0.0 13.7 13.6 Lane LOS A B B B			WB 1	NB 1									
Volume Left 22 0 2 37 Volume Right 0 59 0 7 cSH 1436 1143 415 463 Volume to Capacity 0.02 0.00 0.09 Queue Length 95th (ft) 1 0 0 8 Control Delay (s) 0.5 0.0 13.7 13.6 Lane LOS A B B B													
Volume Right 0 59 0 7 cSH 1436 1143 415 463 Volume to Capacity 0.02 0.00 0.09 Queue Length 95th (ft) 1 0 0 Control Delay (s) 0.5 0.0 13.7 13.6 Lane LOS A B B B													
cSH 1436 1143 415 463 Volume to Capacity 0.02 0.00 0.09 Queue Length 95th (ft) 1 0 0 8 Control Delay (s) 0.5 0.0 13.7 13.6 Lane LOS A B B B													
Volume to Capacity 0.02 0.00 0.09 Queue Length 95th (ft) 1 0 0 8 Control Delay (s) 0.5 0.0 13.7 13.6 Lane LOS A B B													
Queue Length 95th (ft) 1 0 0 8 Control Delay (s) 0.5 0.0 13.7 13.6 Lane LOS A B B													
Control Delay (s) 0.5 0.0 13.7 13.6 Lane LOS A B B													
Lane LOS A B B	0, 1, 2												
	3.17		0.0										
			0.0										
Approach LOS B B		0.5	0.0										
Intersection Summary	Intersection Summary												
Average Delay 1.4	· · · · · · · · · · · · · · · · · · ·			1.4									
Intersection Capacity Utilization 42.1% ICU Level of Service A		ation			IC	CU Level o	of Service			А			
Analysis Period (min) 15													

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		4Î			ধ
Traffic Volume (veh/h)	13	0	70	2	2	28
Future Volume (Veh/h)	13	0	70	2	2	28
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	0	76	2	2	30
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	111	77			78	
vC1, stage 1 conf vol					70	
vC2, stage 2 conf vol						
vCu, unblocked vol	111	77			78	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	0.1	0.2				
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	100			100	
cM capacity (veh/h)	885	984			1520	
					1020	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	14	78	32			
Volume Left	14	0	2			
Volume Right	0	2	0			
cSH	885	1700	1520			
Volume to Capacity	0.02	0.05	0.00			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	9.1	0.0	0.5			
Lane LOS	А		А			
Approach Delay (s)	9.1	0.0	0.5			
Approach LOS	А					
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utiliz	ation		13.8%	IC	U Level o	of Service
Analysis Period (min)			15			